

Organisations Submissions Contents Page

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Draft Auckland Regional Public Transport Plan – Organisation Submissions (excludes Local Boards)

Sub #	NAME OF ORGANISATION	<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>
395	<p>50+ Cycling (submitted by Helen Vern Jermyn)</p>	<p>Q1 – Support Comments: There is no mention of special provision on trains or buses for bikes. I would like to know when bike racks on buses might be implemented. Empty buses might be the result of scrapping or trimming youth and student concessions, plus the super gold card. [sic]</p> <p>Q2 – Support Comments: I am anxious that the public get the opportunity to comment on the proposed review of concession fares for youth and students and Super Gold card carriers. Some pensioners seem to think they must load their Gold Cards with Hop information and that they have to pay for their journeys during non-peak hour traffic.</p> <p>Other Comments: I noticed that the bus route 007 from Point Chevalier to St Heliers has been trimmed to stop at Ellerslie. This will mean that passengers coming from The Eastern Bays are facing a very long journey to get to Greenlane hospital; this is very tiring for elderly passengers and requires several bus change overs.</p> <p>I noticed that services from Helensville are not included in your draft plan. My sister lives there and depends on buses to get her into Auckland city, Henderson, New Lynn or West City. I do not have a car either and depend on the same services to meet her half way or visit her at home. Helensville is part of the super city and already the services have been changed and trimmed without consultation. Does not including Helensville mean that Auckland Transport can do this again? [sic]</p>
429	<p>Aarangi Motel, Kohimarama (submitted by Ros Rundle)</p>	<p>Q1 – Opposed Comments: If you just what an overview not specifics then I think you are spending a huge amount of money now and for future generations. I do hope you can do it without putting even more burden on the few of us who do pay for your services. Where are you going to get 2.86 billion from?</p> <p>The 2012/15 RLTP allocates 7,081 million to public transport services and infrastructure over the next 10 Years. This includes \$3483 million for services and \$3598 million for public transport infrastructure with approximately 80% allocated to the City Rail Link. All the other new infrastructure for the decade receives \$936 million. That doesn't sound as if that is very sound practice or at all fair? So I again ask the question where are going to get all this money to fund your project? Please don't ask the Ratepayers for anything more, you have already increased our rates to such a huge amount that we can barely eat.</p> <p>I am sure that this 2.86 billion is just the top of the iceberg and that there will be huge increases before this pet project is finished. I think you will bankrupt Auckland if this Council carries on spending the way it is. It is very worrying for anyone who is an Auckland resident to see what is happening to this city.</p> <p>I am opposed to the City Link because it is going to cost Auckland too much. If it is possible to complete the project without putting any burden on Aucklanders and New Zealand then that would be good.</p> <p>Q2 –Support Comments: I really did believe that Auckland had a zone based system. Yes it would streamline the ticketing well.</p> <p>Other Comments: There seem to be too many pet projects which are wasting a huge amount of money.</p> <p>The closure of Quay Street when living in the Eastern side of Auckland will be catastrophic. To think that Custom Street can cope with that additional amount of traffic is just plain dumb. To get from the Eastern Bays to the City and or North via Customs Street will take a extra time, frustration use more petrol, the city will become more polluted for no good reason except for another pet project. As it is Custom Street is over loaded, Quay Street moves well for most of the day.</p> <p>You seem to think that Aucklanders need to get out of their cars, well public transport is so erratic regardless if you use it at peak time or not so why would we?. Cyclists on the roads and in bus lanes hold the traffic flow up endlessly, there is insufficient parking at Orakei and Glen Innes Rail Stations. The Tram which has been mooted as a possible solution for Tamaki Drive is a joke, and yet another amount of wasted money will go into that. Keep it simple and find a cheaper way around the problem. You seem to think that because you have Public money you can spend as you please.</p>
586	<p>Age Concern North Shore Inc (submitted by Janferié Bryce-Chapman, Executive Officer)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Age Concern North Shore represents approximately 30,000 older people. While we have obviously not consulted them all, we have solicited a range of opinions from representatives and in general they supported the plan, particularly the integrated ticketing. However they were concerned that with reducing the routes to a simpler network there would be less access from suburban streets to the main trunk services and requested that the plan also include a system of feeder buses. They also wanted to highlight the need for clear timetables at bus-stops which were readable for those with minor vision problems.</p> <p>They also requested that where Transport Hubs were planned that sufficient car parking buildings also be planned for drive and ride situations. Thank you for considering the above in your reports. [ends]</p>

Sub #	NAME OF ORGANISATION	<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>
539	<p>Auckland Branch - Association of Blind Citizens of New Zealand (submitted by Mary A Schnackenberg, Hon. Secretary)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>1 As a group of blind and vision impaired residents of Auckland we are pleased to make a submission on the Auckland Transport Draft Regional Public Transport Plan. We are commenting on public transport aspects of life in Auckland that directly affect our members and have been discussed by them. We wish to speak about this submission at one of the public hearings.</p> <p>2 In their landmark review entitled The Accessible Journey, the Human Rights Commission wrote in 2005 that “The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pickup point, using the service to go to a destination and returning home.” While many public transport improvements have been made in Auckland since 2005, much still needs to be achieved.</p> <p>3 We strongly support the governance model of Auckland that has enabled Auckland Transport to become responsible for the integration of infrastructure and service provision. One organisation now leads the development of the entire accessible journey from the residents' home, via footpaths and road crossings, to public transport, to the destination and back home again. This integrates public transport with cycling and walking</p> <p>4 We note the statement in Appendix 5 “The current public transport response to people with disabilities is reasonable due to the availability of the Total Mobility scheme but improvements could be made, especially in the areas of accessible vehicles, infrastructure, and information”. This submission comments on the costs of total mobility taxi services compared with public transport, infrastructure and information.</p> <p>5 We who are blind or have low vision are not legally permitted to drive. Many of us live in households without a vehicle. We rely on public transport including taxis to access Auckland independently. We therefore applaud Auckland Council's vision for Auckland to become “the world's most liveable city”. We appreciate that Auckland Council and Auckland Transport recognise that effective public transport infrastructure and services are critical to achieving this vision.</p> <p>6 Our dependence on public transport is highlighted when we see that in 2012 blind and low vision adults in employment could be expected to be making as many as 480 annual public transport trips with no option to drive our own cars and limited financial ability to use total mobility subsidised taxi services. Compare this with the average of 50 annual public transport trips per capita in Auckland as noted in the draft plan.</p> <p>7 We sincerely appreciate the total mobility service. However we would benefit greatly from being able to make far more use of public transport. Your draft plan says Operating subsidy per passenger kilometre is \$0.27. It costs us on average \$1.30 per kilometre to ride in a total mobility taxi. If we take into account the concessions Auckland Transport provides us to use public transport, the cost of total mobility taxi service is considerably higher than the cost of public transport trips.</p> <p>THE PHYSICAL ENVIRONMENT</p> <p>8 Pedestrian friendly footpaths: No matter how accessible future public transport might become, unless safe and smooth footpaths are provided together with safe road crossings, most blind and low vision residents will continue to stay at home. Good footpaths and road crossings advantage many more than blind and low vision pedestrians. We recommend that Auckland Transport increases its resources for safe pedestrian access to footpaths and road crossings for the benefit of all Aucklanders. “RTS 14: Guidelines for Blind and Vision-impaired Pedestrians” provides best practice design and installation principles for pedestrian facilities for blind and vision-impaired pedestrians including the installation of tactile ground surface indicators and audible tactile traffic signals. But the guide is not mandatory. “Pedestrian planning and design guide” sets out to improve New Zealand's walking environment. The guide specifically includes the rights of disabled people both by involvement in the planning process and the consideration of needs in the design processes. Much of the advice in RTS 14 has been incorporated into these guidelines.</p> <p>9 We have raised with the Transport Accessibility Advisory Group difficulties we have with the streets of Onehunga, an area where a number of blind and low vision people happen to live. The installation of roundabouts and pedestrian refuges has increased difficulties experienced by our members. We are engaging with Auckland Transport specifically about the developments in Onehunga.</p> <p>10 Audible traffic signals assist pedestrians to cross roads safely at traffic lights. Residents and shopkeepers living near intersections with audible traffic signals sometimes complain about their noise. We have heard overseas examples of audible traffic signals that are better than those used in Auckland. They include better sounds and automatic gain control. We urge Auckland Transport to introduce this new technology when current equipment is being replaced.</p> <p>11 Maintenance of infrastructure to a consistently high standard is a challenge. Poorly maintained footpaths can lead to trips and falls. Overhanging trees and other vegetation intrusions across walking spaces also pose problems. We seek Auckland Transport's help to minimise these difficulties.</p> <p>12 Shared spaces: Former Auckland City Council and current Auckland Transport staff have engaged respectfully and helpfully with our members when developing shared spaces. However there are no national standards to lock in the good design principles that have been evolved, in particular the well-marked pedestrian strips alongside the buildings that border the shared spaces. We therefore support the resolution of Auckland Council's Disability Strategic Advisory Group passed on 16 July 2012 “that Auckland Council and Auckland Transport, together with persons with disabilities and the Transport Accessibility Advisory Group, develop region-wide standards for shared space design and development”.</p> <p>13 We support the redesign of the network with high frequency services, connector services and local and targeted services that take best advantage of integrating rail, bus and ferry travel.</p> <p>14 Interchange facilities: We support the development of interchange facilities. We note Auckland Transport has included Universal Access Guidelines in its Code of Practice for construction of facilities and members of the Transport Accessibility Advisory Group have been involved in the preparation of these guidelines. We urge engagement with disabled people to ensure their logical, safe and effective design to meet the needs of all users. Appropriate wayfinding will be required to enable blind people to navigate through interchange centres which may include providing staff to assist passengers. All users will want the confidence that they can transition safely and on time from one service to the next. We applaud the commitments in 6.5.2 b “Develop guidelines for the design and operation of new and upgraded transport interchanges which are appropriate to their role in the network and the centres they serve, and ensure that existing and new interchanges are safe and comfortable for users”.</p>

Sub #	NAME OF ORGANISATION	<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>
539	<p>Auckland Branch - Association of Blind Citizens of New Zealand (submitted by Mary A Schnackenberg, Hon. Secretary) - #539</p>	<p>ACCESS TO INFORMATION</p> <p>15 In principle, we assert that wherever electronic information is provided in print, then it should also be provided simultaneously by way of audio announcements. This principle should be achieved through engagement with disabled people.</p> <p>16 We agree with 6.5.2 d "Provide multi-modal Real Time Passenger Information (RTPI) and other network and local service information at transport interchanges and bus stops" and urge that this be extended to railway stations and ferry terminals.</p> <p>17 We read in 6.6.4 "Provide a wide choice of information channels for customers to plan their journeys... b) Continue to provide information in formats that are accessible for people with impaired vision, including Braille maps and audio information at key sites and, in conjunction with operators, provide audio announcements on key routes, as appropriate".</p> <p>18 Noting the phrases above of "key sites" and "key routes as appropriate", we request that all buses and trains should have automated audio announcements of each upcoming stop, as do ferries. Overseas experience has taught us that audio announcements assist all passengers who can hear, in addition to blind and low vision passengers.</p> <p>19 We are very pleased that Auckland Transport is rolling out braille and large print numbers on bus stops. Sadly the implementation of this initiative is not yet complete. Some stops have talking announcements about the next bus due which are triggered by a push button, some have braille and large print numbers which can be texted to an automated timetable to obtain information about the time of the next bus, but most bus stops have neither facility.</p> <p>20 We agree with 6.6.4 e) "Maintain - and continually improve - a public transport information and journey planner website". We wish to convey our serious frustration that our efforts over the past two years to have the journey planner made accessible have failed.</p> <p>DRIVER TRAINING</p> <p>21 We applaud the statement "Specify driver, crew, and staff training as a condition of any contract with Auckland Transport" in Chapter 6 3.3 f. Several examples of poor attitudes and behaviours of some service operator staff have been drawn to Auckland Transport's attention and this response is sincerely appreciated.</p> <p>TOTAL MOBILITY</p> <p>22 We read with appreciation in 6.7.2 f. "Continue to fund the Total Mobility scheme". We are pleased to learn through the Transport Accessibility Advisory Group of a lift in driver qualifications with effect from 1 July 2013.</p> <p>23 We recommend a policy be established, through engagement with disabled people, for setting the maximum subsidy for total mobility trips. The current subsidy is not sufficient to meet 50% of the cost of a trip from Papakura to the CBD to attend a function in the Vector Arena on a Saturday evening, nor is it enough to allow a passenger to travel from the farthest points of Auckland to the airport.</p> <p>ENGAGEMENT WITH DISABLED PEOPLE</p> <p>24 We thank Auckland Transport for providing a largely accessible version of the Draft RPTP in a well-structured Word file. However we note that the omitted diagrams were not verbalised. We also note the large print version was in 14 points. For an Australasian set of large print standards see those published by the Round Table on Information Access for People with Print Disabilities.</p> <p>25 We thank Auckland Transport for its provision of and support for the Transport Accessibility Advisory Group (TAAG). We are pleased to read in 6.7.2 b. "Facilitate participation in the Auckland Transport Accessibility Advisory Group (TAAG)".</p> <p>26 We support the integrated ticketing initiative. We accept Auckland Transport commitments to making accessible the service as a whole and the ticketing machines in particular. We are surprised that the visually impaired mode of the machines appears to be an add-on after the original contract was let, which suggests that accessibility was not a consideration in the tender process. We are advising Auckland Transport about how to make the ticketing machines accessible to blind people. Without having seen the final implementation due early next year, we cannot be sure that all blind passengers will be able to easily use the machines.</p> <p>DISABILITY SERVICES STRATEGIC PLAN</p> <p>27 There is nothing in this submission that has not already been raised at meetings of the Transport Accessibility Advisory Group. However we find ourselves raising the same issues repeatedly, sometimes learning that something we had thought had been agreed was now not to be implemented.</p> <p>28 We plead with Auckland Transport to develop a strategic plan of services for disabled people with implementation dates and costs. This would cement Auckland Transport's commitment to including disabled people in its framework of customers and to implementing specific provisions to meet their needs by specified due dates.</p> <p>IN CONCLUSION</p> <p>29 We want to take our place as responsible, contributing citizens in the Auckland community. We seek equal access to the Auckland community and environment through the freedom to travel independently on safe streets, road crossings and public transport.</p> <p>RECOMMENDATIONS</p> <p>1. That Auckland Transport increases its resources for safe pedestrian access to footpaths and road crossings for the benefit of all Aucklanders.</p> <p>2. That engagement occurs with disabled people to ensure the logical, safe and effective design of interchange centres to meet the wide range of needs of all users, giving confidence that users can transition safely and on time from one service to the next.</p>

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539	<p>Auckland Branch - Association of Blind Citizens of New Zealand (submitted by Mary A Schnackenberg, Hon. Secretary) - #539</p>	<p>3. That wherever electronic information is provided in print, it should also be provided simultaneously by way of audio announcements and that this principle should be achieved through engagement with disabled people.</p> <p>4. That a policy be established, through engagement with disabled people, for setting the maximum subsidy for total mobility trips.</p> <p>ABOUT ABC NZ The Association of Blind Citizens of New Zealand (ABC NZ) is New Zealand's oldest advocacy organisation in the disability sector, founded in 1945. The ABC NZ is the largest, generic, blindness consumer organisation in the country.</p> <p>Our philosophy: "blind people speaking for ourselves".</p> <p>Our role: To advocate on behalf of our members and blind and vision impaired New Zealanders in general to:</p> <ul style="list-style-type: none"> • Government; • providers of blindness and disability-specific services (including the Royal New Zealand Foundation of the Blind); and • providers of services where blind people have particular requirements that should be taken into account. <p>The ABC NZ is governed by a Board of nine people which answers to the Annual Conferences of its membership.</p> <p>The Auckland Branch is one of the 15 branches of the Association. Auckland Branch membership currently stands at 250 subscription paying individuals who live throughout the Auckland Transport area.</p> <p>1 Human Rights Commission (2005, September). The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport. Auckland: Human Rights Commission. See http://www.hrc.co.nz/disabled-people/inquiry-into-accessible-public-land-transport-for-people-with-disabilities/final-report-the-accessible-journey accessed 1 November 2012.</p> <p>2 New Zealand Transport Agency (2011). Pedestrian Planning and Design Guide. New Zealand Transport Agency: Wellington.</p> <p>3 See the auditing sheet http://cp.aucklandtransport.govt.nz/team/mp/Station%20Common%20Elements/Universal%20Access%20Auditing%20Sheet.pdf, the checklist http://cp.aucklandtransport.govt.nz/team/mp/Station%20Common%20Elements/Universal%20Access%20Checklist.pdf and the design guidelines themselves http://cp.aucklandtransport.govt.nz/team/mp/Station%20Common%20Elements/Universal%20Access%20Guidelines.pdf.</p> <p>4 Round Table on Information Access for People with Print Disabilities (2011). Guidelines for Producing Clear Print. See http://www.e-bility.com/roundtable/guidelines.php</p>
501	<p>Auckland Council - Transport Strategy Team (submitted by Josh Arbury)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Feedback from Auckland Council Transport Committee on the Draft Auckland Regional Public Transport Plan</p> <p>1. Introduction: The Council's Transport Committee supports the Draft Auckland Regional Public Transport Plan (the draft Plan). The Auckland Plan highlighted the improvement of public transport as a key priority – including a number of challenging targets relating to patronage, modeshare and extent of the frequent public transport network. It is pleasing to see Auckland Transport take up the challenge of the Auckland Plan and propose, in the draft Plan, a number of dramatic improvements to Auckland's public transport system over the next few years.</p> <p>The Committee wishes to comment on a few elements of the draft Plan. These are outlined below:</p> <ul style="list-style-type: none"> • The new public transport network • Elements of the draft Plan's fare policy, including: <ul style="list-style-type: none"> - Implementation of zone based integrated fares - The concessionary fare policy - Super Gold Card - The farebox recovery policy • The provision of public transport services to rural areas • The provision of infrastructure facilities to support the new network (such as bus priority measures, interchange facilities and key projects such as extending rail electrification to Pukekohe) • Alignment with the Public Transport Operating Model (PTOM) elements of the Land Transport Management Amendment Bill • Vehicle emissions standards • The appropriate provision of Park and Ride facilities • The publishing of performance data <p>The matters raised in this letter are intended to further strengthen public transport's implementation of the Auckland Plan. Overall the Council strongly commends Auckland Transport for the preparation of a truly bold Plan that will transform Auckland's public transport system over the next few years and make a big contribution to achieving the vision of the Auckland Plan.</p> <p><u>2. The New Public Transport Network:</u> The Council strongly supports the implementation of a new public transport network for Auckland over the next three years. The integrated, multi-modal and high frequency elements of the new network – involving a reallocation of existing resources to reduce duplication and provide a network that is attractive for a wider range of trips, fits with the Auckland Plan's vision of moving to an outstanding public transport system.</p>

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501	<p>Auckland Council - Transport Strategy Team (submitted by Josh Arbury) - #501</p>	<p>A good illustration of the transformational nature of the new network is that the Auckland Plan's target of increasing the proportion of people living with walking distance of frequent public transport from 14% to 32% by 2040 will be achieved by 2016 with the new network.</p> <p>It is noted that the successful implementation of the new public transport network is reliant upon the rollout of integrated fares with no penalties for transfers within a zone as well as a number of critical infrastructure improvements. The new network also requires a significant increase in off-peak rail services frequencies and the additional rail capacity that will be provided by the new electric trains from early 2014 onwards. Careful integration between infrastructure improvements and service changes will be necessary to ensure the success, and public support, of the new network.</p> <p>The Council supports the proposed programme of detailed consultation with local communities that will occur prior to the implementation of route changes. Wherever possible this should be undertaken in conjunction with the relevant Local Boards to build widespread local support for the network.</p> <p>3. Fare Policy Fare policy is an important part of the draft Plan, and the Council has a number of points of feedback in relation to fares.</p> <p>3.1. Zone Based Integrated Fares An integrated fares system that provides free transfers/connections between services within a zone is a key enabler of the new public transport network and is therefore supported by the Council. Zone based fare systems are used commonly overseas by cities with highly successful public transport systems (Brisbane, Vancouver, London etc.) and are an important way of boosting public transport patronage – particularly for non-traditional (i.e. non-commuting) trips.</p> <p>Council recognises that the fare zone boundaries shown on page 34 of the draft Plan are indicative and subject to further analysis and the preparation of a business case for integrated fares. Setting zone boundaries is a careful balance between simplicity, fairness and cost recovery and some further adjustment to the fare boundaries may be necessary to ensure better outcomes. For example, splitting the Northern Zone into two zones (around the 10km radius from the city centre) may lead to smaller fare jumps between zones and less change from current fare levels for public transport users.</p> <p>Careful consideration of the large southern zone, with a possible split either at Manukau or in line with the boundaries of The Southern Initiative, may also contribute to a greater level of fairness between different parts of Auckland while taking into account the broad socio-economic goals of the Auckland Plan. Increased services and use of public transport is one of the priority areas for The Southern Initiative over the next 5 years, recognising that easy and affordable public transport access to early learning services, education and employment opportunities is a critical component of achieving other priority goals. It is important that the RPTP contributes to these goals and does not, inadvertently, disadvantage communities covered by The Southern Initiative.</p> <p>Care should be taken in the structuring of the zone based fare system to ensure that short trips across zones are not unduly penalised. This potential issue may be best mitigated through having “grey” boundaries between zones and/or having smaller zones than what is currently proposed.</p> <p>Locating important centres (e.g. Westgate, New Lynn, Onehunga, Panmure, Newmarket) on zone boundaries is supported as this will improve their accessibility as surrounding areas will all be within one zone of travel from these centres. Areas such as Mangere Bridge and Pakuranga should be placed on the zone boundary so that passengers are encouraged to board public transport before they cross congested ‘pinch-points’ rather than have the zone boundaries encouraging them to cross the pinch-point before boarding their public transport service.</p> <p>There may be some zone boundary issues (e.g. on street parking) that will need to be managed carefully by Auckland Transport in the implementation of the new fare system.</p> <p>3.2. Concessionary Fares: Council has supported concessionary fares for the transport disadvantaged and other target groups for a number of years. These include significant discounts for children, tertiary students and the elderly (outside times separately funded by the Super Gold Card) from the full adult fare.</p> <p>The draft Plan proposes to review the concessionary fare system. Details of this review should be clarified in the final version of the RPTP and Council should be kept well informed of any possible changes to the concessionary fare system.</p> <p>3.3. Super Gold Card The draft Plan proposes to review the applicability of the Super Gold Card in the PM peak. Currently the Super Gold Card is funded outside peak times by Central Government directly, with Auckland Council and NZTA sharing the cost during the PM peak. Council understands that NZTA is concerned about an inconsistency between Auckland and the rest of New Zealand, as outside Auckland the Super Gold Card is not valid for free travel. Furthermore, NZTA does not consider funding the Super Gold Card in the PM peak a priority, compared to the general funding of public transport services.</p> <p>The Council would prefer to see the Super Gold Card remain valid during the PM peak, as this avoids logistical problems associated with validity of the card changing many times throughout the day. If PTOM negotiations identify cost-savings then it may be appropriate for these savings to be reinvested in retaining Super Gold Card validity in the PM peak. [This position is subject to the Committee's preferred option in responding to NZTA's proposed reduction in funding.]</p> <p>3.4. Farebox Recovery Policy Council recognises that NZTA has required Auckland Transport to prepare a farebox recovery policy which will increase the contribution of users to covering operating costs to around 50 per cent over the next three years. Council would be concerned if fares are proposed to be increased as a faster rate than inflation, because this is likely to have a dampening effect on patronage growth and undermine the investment Council is making in Auckland's public transport system. Therefore the approach taken by Auckland Transport's policy, which is to achieve the target through growing patronage and controlling service costs (rather than through significant fare increases), is strongly supported.</p> <p>There is an inconsistency between the target farebox recovery rate in the draft Plan, with the Executive Summary outcome table suggesting a target of greater than 50% while policy 4.5 suggests that the target is a farebox recovery rate of approximately 50%. As NZTA's farebox recovery policy only requires an average of 50% across the whole country by 2018, a target of approximately 50% is more</p>

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501	<p>Auckland Council - Transport Strategy Team (submitted by Josh Arbury) - #501</p>	<p>appropriate than one of at least 50%.</p> <p>The proposed farebox recovery policy has target farebox recovery rates for each mode. This approach can be misleading around the cost-effectiveness of different modes as some parts of the public transport system (e.g. the rail system) have much longer average trips and generates much greater congestion relief benefits than other areas. It may be more accurate to have subsidy per passenger kilometre targets for each mode as this would truly reflect the cost-effectiveness of investment in public transport services across different modes.</p> <p><u>4. The Provision of Public Transport Services to Rural Areas:</u> Council understands that the new PT network retains coverage of all areas that currently have services, including rural towns such as Waiuku, Kumeu/Huapai, Helensville, Beachlands etc. This is supported as people living in these locations require transport alternatives to driving.</p> <p>The Auckland Plan identifies Pukekohe and Warkworth as Satellite Towns and priority growth areas. Providing improved public transport to these locations will be critical in giving effect to the Auckland Plan's development strategy. The provision of a bus service to Warkworth is therefore strongly supported.</p> <p>Extending rail electrification to Pukekohe will be a key project that supports the development of Pukekohe as a satellite town while also providing high quality rail service to the greenfield area of investigation between Drury and Pukekohe outlined in the Auckland Plan. This project is shown in the first decade of the Auckland Plan and therefore should be mentioned in the RPTP as a key PT project that can be constructed prior to the City Rail Link (subject to funding confirmation).</p> <p><u>5. Provision of Infrastructure to Support the new Public Transport Network</u> Some key infrastructure projects are outlined in the draft Plan as necessary to support the new PT network. These include a number of bus and bus-rail interchanges, improved bus priority measures and a number of more minor improvements. Funding for these projects should be given a very high priority, as the success of large parts of the new network may be dependent upon whether the projects can be constructed in time for the services being changed.</p> <p>To achieve the draft Plan's vision of public transport becoming the 'mode of choice' for Aucklanders, infrastructure investment should be focused on interventions which will speed up services (e.g. bus lanes, electrification extensions etc.) to ensure better time competitiveness with the private vehicle.</p> <p>The new network and the rollout of integrated ticketing will speed up journeys by reducing wait times (the increased frequency of the new network) and boarding times (by the rollout of integrated ticketing). These improvements should be complemented by interventions which also improve travel speeds of the vehicles themselves – particularly through the elimination of delay points on the network. The provision of improved bus priority facilities to enable fast and reliable trip times on the new network may need to be made a higher priority than is currently the case. Most often such priority facilities are fairly low-cost, high-benefit projects.</p> <p><u>6. Alignment with the Land Transport Management Amendment Bill</u> As Auckland Transport is aware, the Land Transport Management Act (LTMA) is currently in the process of being amended. The public transport provisions of the Public Transport Management Act (PTMA) are being included in the LTMA, and amended to incorporate the new PTOM service contracting model. Council wishes to ensure that the draft Plan is effectively 'future proofed' for the LTMA amendments to ensure that another RPTP is not required in the near future.</p> <p><u>7. Vehicle Emissions Standards:</u> Policy 3.4 of the draft Plan notes the standards that public transport vehicles will need to comply with. There is also mention that research will continue to be undertaken with stakeholders into alternative fuels and bus traction vehicles. The introduction of electric trains will also improve the environmental impact of Auckland's public transport system.</p> <p>A key target of the Auckland Plan is to reduce CO2 emissions by 40% from 1990 levels. As transport is the largest emissions sector in Auckland, reducing transport emissions by a similar amount will be critical to achieving this Auckland Plan target. The improved public transport network proposed in the draft Plan will help achieve the target by encouraging modal shift away from driving and onto public transport. This should also be supported by a fleet of PT vehicles that continues to reduce its environmental impact over time in a way that is cost-effective.</p> <p>It would be helpful for the Plan to reference the Auckland Plan's CO2 emissions reduction target and the ways in which the Plan will look to help achieving that target (both in terms of modal shift but also in terms of improved standards and a shift to alternative fuels as they become cost-effective).</p> <p><u>8. Appropriate Provision of Park & Ride Facilities</u> Policy 5.5 and Appendix 6 make reference to the provision of Park & Ride facilities in appropriate locations. Council supports facilities as a way of extending the public transport customer base to areas not easily served by feeder buses and areas not within walking distance of high quality public transport. Park and Ride can also be a useful way to ensure a fast uptake of demand for a new service, while other ways of building demand (such as the provision of feeder bus services or land-use intensification) may take longer.</p> <p>The benefits of Park and Ride need to be balanced against potential disbenefits. These include the extensive use of (potentially quite valuable) land, the creation of congestion by vehicles accessing the facilities and the undermining of feeder bus services. The map of Park and Ride facilities in Appendix 6 to the draft Plan may need to be updated to ensure it is consistent with the criteria outlined in policy 5.5(b).</p> <p>Two additional criteria should be considered for inclusion in policy 5.5(b). These additional criteria would highlight that Park and Ride facilities should not undermine the cost-effectiveness of the feeder bus network and also should be avoided in areas where vehicles accessing the facilities would generate or exacerbate severe congestion.</p> <p>The draft Plan also notes that Auckland Transport will be investigating the more frequent use of charging for the use of Park and Ride facilities. Council would appreciate being kept informed of any such proposals, especially in relation to the extent of the charge and whether it applies to new or existing facilities.</p>

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501	<p>Auckland Council - Transport Strategy Team (submitted by Josh Arbury) - #501</p>	<p><u>9. Publishing of Performance Data</u> Council strongly supports the reporting of performance data as proposed in policy 10.1(b). A significant amount of public expenditure is made on the public transport system and there needs to be accountability for that expenditure. Self-reporting by operators of punctuality and reliability needs to be discontinued and as much data as possible needs to be made available to the general public in an easily accessed manner.</p> <p>The 'league tables' for PTOM units are strongly supported as a way of driving efficiencies and improving public scrutiny of public transport service performance. These tables need to be published regularly and use data which is verified independently from the operators.</p> <p>Council commends Auckland Transport's inclusive process in developing the Regional Public Transport Plan and will continue to provide its support in the Plan's implementation.</p>
387	<p>Auckland Disability Law Inc. (submitted by Nicola Owen)</p>	<p>Q1 – Support Comments: The disabled people we have spoken to have some concerns over this proposal. These are as follow:</p> <ol style="list-style-type: none"> 1. The accessibility of connecting buses. For example, if a wheelchair users get on an accessible bus in the city centre, but the connecting service in an outer suburb does not run accessible buses then the disabled person would be unable to complete their journey. 2. The accessibility of the connecting station. It will be necessary to provide sufficient staff at connecting train and bus interchanges to ensure that passengers are safe and can find their connection. Blind people have raised concerns over accessibility and consistency of layout, lighting, signage and availability of staff to escort passengers from the point they disembark to the place the connecting service will leave from. Wheelchair users have also commented on the need for simple and accessible routes at interchanges. Card readers will need to be located consistently in the area to enable blind people to locate them to swipe their cards. 3. The availability of Total Mobility Taxis at interchanges. People have commented that they would be more likely to use public transport if they knew that when they disembark at a station they can safely locate a taxi that takes the Total Mobility card for the final leg or their journey. At present, taxi ranks may be located at a distance or only have taxis that do not take the TM card. 4. Accessible real-time information. Signage and real-time information will need to be provided clearly and in a range of formats to enable all passengers to access interchanges safely. In particular, real-time information will be essential. This will best be provided through the extended use of voice and electronic signage on the buses and trains and at each platform. This ensures that passengers can be confident that they have reached the correct stop, and that they do not require access to a mobile phone in order to find out when the next bus or train is coming (noting that disabled people and older people who are most likely to need public transport are in general also least likely to be able to access personal mobile technology). 5. Full accessible journey. Disabled people often comment that it is difficult or impossible for them to access public transport independently because of difficulties getting to interchanges. This might be due to temporary works making platforms inaccessible, or more often, a lack of safe road crossings that mean people cannot ever get to a station safely. Additional consideration should be given to the full accessible journey at all transport interchanges. <p>Q2 – Opposed Comments: Disabled people are amongst the most economically disadvantaged people in New Zealand, and many are unable to drive their own vehicles and therefore reliant on public transport. Any moves that make public transport less affordable for this group will prevent disabled people from being involved in the community. Article 20 of the United Nations Convention on the Rights of persons with Disabilities describes the requirement to provide affordable transport: States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities, including by: a) Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost; Disabled people are concerned that any increase in fares would make it more difficult to access public transport. Disabled people should not face fare increases.</p> <p>The Total Mobility scheme should be continued.</p> <p>The system should be amended to ensure that passengers using the total mobility scheme should not be issued with tickets that say "child fare". This is humiliating for passengers, and leads to confusion and often to humiliation as passengers are challenged by drivers, particularly when transferring.</p> <p>Other Comments: We support the recommendations made by Association of Blind Citizens Auckland branch:</p> <ol style="list-style-type: none"> 1. That there be an additional measure of percentage of households within 200 metres of a bus stop or other transport node providing a service at least once every 30 minutes from 6am to 9pm 7 days a week. That percentage should rise to 90% by 2022. 2. That Auckland Transport increases its resources for safe pedestrian access to footpaths and road crossings. 3. That engagement occurs with disabled people to ensure the logical, safe and effective design of interchange centres to meet the needs of all users. 4. That wherever electronic information is provided in print, it should also be provided simultaneously by way of audio announcements. 5. That a policy be established for setting the maximum subsidy for total mobility trips. <p>We further call on Auckland Transport to ensure an increase in the number of buses that will take people in wheelchairs across the region. We also believe that training for all staff dealing with passengers is essential to ensure that they respond to the needs of disabled passengers appropriately. It is essential that as the HOP system is rolled out, the machines for topping up HOP cards are made fully accessible to disabled people, and that people are given the ability to top up online. The current system can be particularly challenging for disabled users, particularly blind people who cannot use the machines. Many suburbs do not have a retailer with HOP top-up services, so topping up is a challenge.</p>

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882	<p>Auckland Disability Strategic Advisory Group to the Auckland Council (submitted by Dr Huhana (Susan) Hickey)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission: Auckland Regional Transport Plan The Auckland Disability Strategic Advisory Group (DSAG) is an advisory group to the Auckland City Council and Deputy Mayor Penny Hulse is our mentor from within the council itself. our team members are: Don Mckenzie, Susan Sherrard, Terry O'Neill, Sandra Budd, Tania Kingi, David Hughes, Ezekial Robzon, Colleen Brown, Clive Aspen and Martine Abel the Council advisory to the group with Claire Wilson and Paul Brown also advisory voices to our group as needed.</p> <p>We appreciate the opportunity to present our thoughts on the plan to Auckland Regional Transport and thank you for the extension offered to us. Our submission is based on our own experiences and those of the community who have provided us with information contained in this submission. We hope our suggestions are taken in the context they are given.</p> <p>Introduction The establishment of an integrated, efficient and effective public transport network involving buses, trains and ferries that enables people, including persons with disabilities to get about the region easily is fundamental to quality of life in the city. Customer needs emphasised in the Plan, must take account of the nearly 250,000 Aucklanders who have varying degrees of physical, sensory or learning impairment. A high proportion of people with disabilities are unable to drive, and often cannot afford private transport. The full participation of these citizens in community life is dependent upon an affordable and accommodating public transport system. Auckland Transport need to encourage and honour the long term customer relationship they often have with persons with disabilities who often have no other option but public transport as their primary means of mobility. Auckland Transport (AT), and Public Transport operators in particular, should be encouraged to honour their regular customers with disabilities and provide not only a functional service but a person centred one also. This is important for this community in terms of their mental health, social and economic wellbeing. When the public transport. System works well the community is able to exercise its rights as set out in the Un Convention on the Rights of Persons with Disabilities (UNCRPD).</p> <p>Policies within the ARPTP of greatest significance to persons with disabilities include: assistance to the transport disadvantaged; customer interface; service quality; fares and ticketing; infrastructure; and monitoring and review.</p> <p>DSAG makes comment on the Plan as follows. policy 6.1. Network structure. Ensure transport terminals and interchanges are accessible, have clear signage in plain language and incorporate quality audible directions. Avoid steps and/or provide well marked alternate access ways. Where practicable have conveyances arrive and depart from fixed locations. This is what "convenient" means to people with disabilities.</p> <p>6.3. Service quality. Internal configuration of conveyances to allow for safe and convenient accommodation of wheelchairs. Real time passenger information systems at bus stops and train stations to be clearly audible and easily read. Extend the routes where this information is available at the press of a button, and improve the accuracy of real time information. DSAG acknowledges the long term value of NZTA's requirements for quality and accessibility as they apply to new urban buses entering the fleet. Early consultation on the accessible design of the new electric trains is appreciated.</p> <p>Customer focus. High standards of crew training and retraining in recognising when assistance might be needed and how best to offer help will speed the processing of passengers and make journeys more convenient. The inclusion of disability awareness training for staff in contact with customers is most welcome and must become standard practice. Customer standards should apply to all providers be they contractors or Auckland Transport staff.</p> <p>Staffing levels at major terminals and interchanges should account for people needing assistance. This often includes visitors as well as people with disabilities.</p> <p>Monitoring and review that supports continuous improvement is essential to the maintenance of customer standards. Complaints should be seen as market intelligence that leads to service improvement. Feedback from groups of people with disabilities should be sought from time to time.</p> <p>6.4. Fares and ticketing. A no fuss convenient integrated ticketing system will require adjustment and learning by some people with disabilities. Adequate staff to help people as the Hop-Card system is phased in will aid acceptance. There may be some who will always need a degree of support. Keeping track of remaining credit on a Hop Card may be a challenge for some. This may well apply to visitors as well.</p> <p>6.5. Infrastructure. Convenient, easy access and personal safety are as important to the transport disadvantaged as to the rest of the travelling public. It is pleasing this is noted in the ARPTP. As noted above, terminals and interchanges should conform to universal design principles, be comfortable, be consistent in design and incorporate multi-media way finding and travel information systems.</p> <p>The Down Town ferry terminal and wharf area is an example of poor interchange arrangements. This area is where ferries, cruise liner passengers, buses, taxis, service vehicles and thousands of commuters compete for space. The situation is chaotic, longstanding and calls for remediation. People with disabilities are faced with an ever-changing and unsafe circus of where to go. Staging major events such as the World Triathlon Championships and the Auckland Marathon in the vicinity of the ferry terminal further compounds the problem.</p> <p>6.6. Customer interface - improving accessibility for all. Accessible customer information and communications are critical to planning a journey. The Maxx call centre for travel information is useful but could be more helpful if it were readily accessible by screen reading software used by the blind and conformed to the wcag3 computer access guidelines.</p> <p>Customer feedback can be a powerful driver of service improvement and should be cultivated. Regular consultation with the transport disadvantaged, the most vulnerable group of travellers, should yield rich</p>

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882	<p>Auckland Disability Strategic Advisory Group to the Auckland Council (submitted by Dr Huhana (Susan) Hickey) #882</p>	<p>pickings for continuous service improvement.</p> <p>The work of the Auckland Transport Access Advisory Group is acknowledged and close collaboration between this group and DSAG will ensure ongoing adaptation as appropriate.</p> <p>AT and public transport operators' feedback and complaints processes need to be intentionally invitational by design, not to mention the need for effective feedback loops. Specific data on disabled people's satisfaction with services and success or the difficulty in raising and receiving outcome reports on feedback and complaints should be collated. Penalties on operators for failure to provide services or short term backup solutions, and related thresholds and methods to track non-compliance must be transparent, significant, and designed to leverage the experience of service users for quality improvement.</p> <p>6.7. Assisting the transport disadvantaged. The inclusion of this section in the ARPTP reflects a brilliant stroke of insight as it summarises the key objectives that make up an accessible and inclusive transport system. The section is well thought through and little comment is warranted.</p> <p>Continued support of the Total Mobility Scheme and concessionary fares will enable people with disabilities to contribute to their communities. Introduction of the Total Mobility swipe card as opposed to the old voucher system has improved the efficiency of taxi fare payments. It is hoped that Auckland Transport will work for acceptance of the swipe card nationwide and continue to advocate to central Government for ongoing support for the Total Mobility scheme.</p> <p>Regular dialogue with representatives of transport disadvantaged target groups will ensure continual service improvements that are in keeping with the rest of the community's transport needs. All boats should rise and fall on the same tide.</p> <p>The concept of the "transport disadvantaged" encompasses groups whose transport needs are not due to disability and highlights the significance of transport in the lives of everyone.</p> <p>DSAG urges Auckland Transport to be innovative regarding customisation of services in consultation with the groups most affected.</p> <p>6.8. Procurement and commercial services. DSAG notes the efficiencies, improved service levels and customer standards that should result from implementation of the public transport operating model. Partnerships between Auckland Transport and public transport operators regarding procurement of buses and trains that meet accessibility standards will make a big difference over time.</p> <p>It is hoped that competitive tendering and increased commerciality will not result in the watering down of requirements for access, inclusion, comfort and convenience for the transport disadvantaged. There would be merit in incorporating access requirements, including staff training and refreshers, into key performance indicators to ensure there was no erosion of accessibility services over time. Consistent performance standards across the region will be important.</p> <p>6.9. Funding and prioritisation. When ranking strategic priorities, Auckland Transport is reminded that people with disabilities make up around 17% of the population and when this number is added to other transport disadvantaged groups and visitors, it is clear that a sizeable portion of the travelling public benefit from universal design principles geared toward access and inclusion. Good inclusive design and forethought adds value for money in the long term. "Do it once, do it right".</p> <p>6.10. Monitoring and review. Continuous improvement will result from developing and preserving consultation networks among target groups; from being innovative; and from considering complaints as opportunities for improvement.</p> <p>Increased numbers using public transport will result from considering the ease of access, convenience and comfort for all citizens, not just the hale and hearty.</p> <p>DSAG asks that the three yearly reviews of the Region Public Transport Plan specifically review usage by people with disabilities and seeks out any barriers to travel faced by them.</p> <p>International and Domestic requirements. One overriding factor to consider in all of this is New Zealand ratifying the UN Convention on the Rights of Persons with Disabilities and the requirement for all State and Local institutions to instigate the articles as relevant to their policies. in the case of Auckland Transport Article 20 on personal mobility outlines what is needed to enable the best possible practice for the mobility of persons with disabilities, Article 20 states:</p> <p>States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities, including by:</p> <ul style="list-style-type: none"> • Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost; • Facilitating access by persons with disabilities to quality mobility aids, devices, assistive technologies and forms of live assistance and intermediaries, including by making them available at affordable cost; • Providing training in mobility skills to persons with disabilities and to specialist staff working with persons with disabilities; • Encouraging entities that produce mobility aids, devices and assistive technologies to take into account all aspects of mobility for persons with disabilities. <p>It is worth considering that in providing the best possible mobility options for persons with disabilities, it provides for a fully accessible, inclusive and affordable service for all customers who require public transport.</p> <p>Summary: We appreciate the time taken to read our submission and we hope we can work with you to ensure good policy in the delivery of public transport services for persons with disabilities. If there is the option to talk to our submission, we request the right to speak to it.</p>

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556	Auckland Greypower Association Inc (submitted by Anne-Marie Coury)	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission: <u>Introduction</u> Grey Power Auckland, launched in the mid 1980's, has successfully lobbied government and local authorities on issues concerning the needs and rights of older adults to ensure their full participation in society. Having been the strong voice for the over 50's, for over 20 years, we are still here in numbers, representing the views of a wide range of people approaching or living in retirement.</p> <p>With over a third of NZers living in Auckland, and the older adult population over 60, expected to rise from 10% of the population to 19% in 2040, we are speaking for a group that faces a period of rapid external changes, threats and opportunities, at a time in their lives when they may be challenged by health, income and social changes within their personal world.</p> <p>Given the increasing complexity of society, especially digital communications, and the expected rapid population growth in Auckland, the planned increase in housing density, and the faceless management of Council business within the walls of the CCO's, the voices and issues of seniors may be cancelled out by other considerations.</p> <p>Our key policies, which have important links to the Auckland Plan, community issues and transport infrastructure are</p> <ol style="list-style-type: none"> 1) not selling assets to fund new developments or current expenditure 2) ensuring older adults have adequate income, and easy access to services, especially affordable transport linked to health services 3) raising awareness of the extent to which seniors are socially isolated and participation in society depends on their opportunities to reach others through subsidised public transport 4) law and order, including reducing alcohol harm and improving community safety <p>What matters for life expectancy and quality of living in retirement, is people's ability to remain connected and resilient. Auckland Council's own policy staff have analysed those seniors interviewed recently for a quality of life survey, in which 10% said they were extremely lonely, while 50% said loneliness was a problem. These social outcomes of being connected and remaining resilient are more influenced by local body decisions, than central government policies. Marmot, (2011).</p> <p>We collaborate with other stakeholder groups, such as Age Concern, and participate in community wide forums to ensure our views are reflecting the needs and concerns of the people we represent. Some of our members will present individual submissions, and will have concerns about particular aspects of the plan or their own local communities they wish to discuss. We have focussed on the most critical strategic areas of the plan that can be improved by evidence based research, and the community development based models, such as the WHO Global Age-Friendly Cities and Safer Cities Accreditation Model.</p> <p><u>Executive Summary</u> Auckland Greypower makes the following comments</p> <ol style="list-style-type: none"> 1. We support the direction of the proposed Public Transport network - to get a simpler, more connected network and expanded frequency of service with the following reservations such benefits must be viewed in terms of a wider context of <ol style="list-style-type: none"> 1) senior's income capacity to participate and access services 2) the central government's commitment or lack of it, to funding the infrastructure and contribute to ensuring it remains, affordable, and appropriate. 3) How access to centralised health services away from the central core can still be accessed by East -West direct services. e.g. loss of the 007 service means some people will have to use three and four bus services to travel a journey of under 8 km from the Bays to Greenlane. <p>Older people's strength of connectivity within our own communities will be critically important for their wellbeing. We need to feel we still belong, can contribute and that our contributions are valued. Having an integrated public transport system, with feeder buses to well-lit stations and transport hubs, is vital to our participation in community based activities, and keeping involved in the lives of our families, especially our grandchildren.</p> <p>Large scale revitalised activity arenas, like parts of the proposed waterfront plan, can only be utilised fully, if they offer family- friendly, alcohol free, safe, and well lit spaces, easily accessed by public transport.</p> <p>Appropriate Council communication strategies are needed to successfully engage with senior networks in each community. Regarding the introduction of the HOP card, it is the seniors who are struggling to cope with this change the most and the publicity has not been directed at this age group, even though they could save 10% on the before 9 am services.</p> <p>Recent feedback from informal discussions with seniors suggests many are finding the changes surrounding the Supercity challenging. The informal connections with local councillors and community boards that were working well have ceased to exist. With new faces in new locations, and with new names for boards, they have not yet become familiar with yet, many older adults are still unclear about the changes. In some cases, they are finding it harder to gain access to officials.</p> <p>The evidence to date from overseas planning of liveable cities is that without constructive dialogue with seniors, as the plans evolve, opportunities for practical input, that could have been included, will be lost. So how robust and constructive the consultation is at a later stage will be remains a concern for us.</p> <p>Research tells us that having a revitalised and strengthened inner core is critical to developing a successful city. Experience tells us road congestion is our major problem affecting productivity and connectivity in the region.</p> <p>Developing stronger and more efficient links between the town centres, and metropolitan centres, with the inner core requires a commitment to the rail loop and an integrated public transport system, that also encourages cycling as a part of regular daily trips. The impact of climate change, global warming, and the end of peak oil, requires us to move towards a greater commitment to using public transport, to reduce greenhouse gases, and road congestion, while also maintaining and preserving the "green Lungs" of the city, for our future wellbeing.</p>

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556	<p>Auckland Greypower Association Inc (submitted by Anne-Marie Coury) - #556</p>	<p>In our activities, like 50 Plus Cycling, we bring seniors onto trains with their bikes and often it is the first time they have used trains at all. People will move to reducing car usage only when they have trialled out Public transport in a non-urgent relaxing environment. When they become familiar with it as a trouble free experience, then they will use it for more regular trips. That's why our group outings can be so valuable in bringing people aboard new services.</p> <p>Every senior biking trip is another car off the road. Electric bikes are a growing feature of senior conversation. Better planning of cycleways, less steep (the new Orakei underpass lane is unnecessarily steep) and wider to accommodate motorised scooters that are also growing in popularity.</p> <p>Newmarket train station is not the place to introduce seniors to Public Transport.</p> <p>Where else in the Western world do you find the toilets are off limits to people before they buy a ticket? Seniors are often experience bladder problems and need to use toilets more frequently, so if they come off a bus journey and need to use the toilet before buying a ticket they must walk outside the station. I note some people find using the space behind the rubbish tins in the local car park a solution.</p> <p>The growth of cycling has been held back by the lack of suitable transport infra-structure, such as racks on buses, and suitable verticle racks on trains. When 1% of the 340,000 50 Plus folk are cycling in this city, we will be a real force to consider. There are over 1,000 50 Plus seniors cycling in Melbourne having joined their group in the past year. It's a wave and we are on it too.</p> <p>Our plea is to listen to our experiences and needs and not make assumptions.</p> <p>2. We support the proposed fares and ticketing policy (because integrated ticketing can reduce costs, and make for smoother travel, especially those with bikes and wheelchairs), but with the following strong reservations</p> <p>"We stand vehemently opposed to any reduction in the Gold Card subsidies. We are very concerned at the lack of awareness of our needs as expressed on pages 118-120, and on page 35 the cost recovery focus is obviously driving the likelihood of removing the subsidy."</p> <p>Because any change will reduce patronage and have critical flow on effects socially, and in the health and community sectors, and even economically. 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.</p> <p>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.</p> <p>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>3. Other Comments</p> <p>We request the Mayor's office develop a policy directive on the removal of the Gold Card and student concessions to avoid expensive consultation and the corrosive social impact such a controversial issue will have on seniors' wellbeing.</p> <p>Such a policy could ensure the other goals of the Auckland Plan are not compromised by a myopic focus on cost recovery by Auckland Transport.</p> <p>We request that our Greypower representatives across the region are able to have direct input at the Auckland Transport policy discussions - established to review concession fares, under Policy 4.7 at the earliest stage of the Draft Plan process.</p> <p>We wish to be heard on this submission and would like to participate in consultation from the beginning.</p> <p>[contact details provided to Auckland Transport]</p> <p>Ms Anne-Marie Coury President Auckland Greypower</p>
543	<p>Auckland International Airport Limited - "Auckland Airport" (submitted by John McShane, Environment Planning Manager)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Introduction Auckland International Airport Limited ("Auckland Airport") welcomes the opportunity to provide feedback on the Draft Regional Public Transport Plan ("the Draft Plan").</p> <p>Auckland Airport wishes to be heard in support of this submission.</p> <p>Auckland Airport has an important contribution to make to Auckland's economic and social development. As well as being the region's and nation's main gateway, with over 70% of travellers entering or leaving the country through the airport, Auckland Airport is a major land owner and developer.</p> <p>Significant growth is taking place at the airport. Passenger numbers continue to increase, and are projected to grow from approximately 14 million in 2012 to 40 million by 2041. In addition, the economic</p>

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543	<p>Auckland International Airport Limited - "Auckland Airport" (submitted by John McShane, Environment Planning Manager) - #543</p>	<p>development in the Auckland Airport Business District is transforming the airport into an urban growth node, as we create a home for businesses that want to locate close to the country's largest transport hub. These initiatives will further strengthen the airport's role in facilitating the region's economic prosperity and improving the business and job opportunities available to Aucklanders. For these initiatives to succeed, good access to and from the airport and other parts of the Auckland region is essential, and the public transport system needs to play an increasingly important role. An efficient and effective public transport system will not only provide more reliable and convenient surface access options for air passengers, but it will also help to better connect Aucklanders with the jobs and economic activities that the Auckland Airport Business District supports and facilitates. This is particularly important in achieving the Auckland Plan's objectives for the southern initiative area.</p> <p>Auckland Airport is currently undertaking an update of the Airport Master Plan, which will set the framework for the development of the airport over the next 30 years. This will include the development of the new northern runway, and new terminal facilities to handle the expected increase in air passenger numbers and growth in business activity over that period. The master plan will also address surface transport issues in the airport and its surrounds, including the need to make provision for future public transport access options. As part of this process, Auckland Airport needs to have a good understanding of likely future service provision.</p> <p>Auckland Airport has been an active participant in the South-western Multi-modal Airport Rapid Transit (SMART) project. We acknowledge the need to protect for a future rapid transit route to and from the airport, and will be taking this into account as the master plan is developed. However, we also recognise that the implementation of airport rapid transit (especially rail, if that is the solution) is likely to be in the longer term, and it is therefore important to address the improvements to bus-based public transport that will be needed in the interim, as the demand for airport access grows. Our submission is therefore focused on how public transport can better serve the airport over the next 10 years.</p> <p>Comments on the Draft Plan</p> <p>General support for proposed network structure</p> <p>Auckland Airport supports the Draft Plan's overall approach to public transport in Auckland. We agree with the overarching vision and objectives in Chapter 4, and support the key directions outlined in Chapter 5. In particular, Auckland Airport supports the proposed integrated network structure, which should achieve the desired objectives of a simpler, better connected and more direct network, operating at higher frequencies.</p> <p>It is our experience that passengers react well to a consistent, reliable, high frequency service that provides direct access between key activity centres. The current Airbus service between the city centre and the airport is a good example of how this approach can work, even when a premium fare is charged.</p> <p>Greater emphasis on Airport required</p> <p>Auckland Airport believes that the Draft Plan needs to place greater emphasis on the role of the airport in the region's transport system. As noted above, the airport is a major destination, a key economic gateway, and an increasingly important employment centre. Growth in these activities is projected to continue at a strong rate. In line with this, we believe that the Draft Plan needs to place greater emphasis on future services to the airport and the surrounding employment areas, to ensure that it is able to meet the Draft Plan's first two objectives: "a permanent network of connected services that supports Auckland's future growth"; and "simple integrated services that connect people with where they want to go". The growth of the airport as a key destination will mean that, increasingly, public transport will need to focus on meeting demand for travel to and from the airport.</p> <p>Airbus service needs to be recognized</p> <p>While supporting the overall concept of the frequent network, Auckland Airport is concerned that the application of the concept to the routes serving the airport is lacking. There is no recognition of the existing Airbus connection between the airport and the CBD in the descriptions of the frequent network in Chapter 5. We acknowledge that the Airbus is defined as an "exempt" service in terms of the changes proposed under the Land Transport Management Amendment Bill, and therefore outside of Auckland Transport's contractual control. However, we believe it is important that the service is still recognised as contributing to the overall public transport system in Auckland, by providing a frequent, direct, all day connection between the city centre and the airport.</p> <p>Onehunga-Airport-Manukau Frequent Service</p> <p>We support the concept of other frequent route(s) connecting the airport to other key centres such as Onehunga and Manukau, but believe that some further discussion is needed on exactly how those routes should operate. As currently indicated in Figure 5-4, the Onehunga-Airport-Manukau route is relatively indirect, and may therefore not be as effective in serving passenger needs as other routes on the frequent network. Auckland Airport would welcome the opportunity for more detailed discussion with Auckland Transport over the route and timetables for this service as part of the implementation process.</p> <p>All day network</p> <p>Other than the frequent service between Onehunga and Manukau that operates via the airport, there does not appear to be any intention to operate any supporting connector services in the airport area over the next 10 years (Figures 5-5 and 5-6). We believe this should be revisited, given the high level of employment growth and business activity projected for the area. Relying on transfers to a single frequent service may not provide a sufficiently attractive alternative for commuters to consider opting for public transport over private travel.</p> <p>Reflecting on the catchment to be served by a future SMART there may be merit in considering, in addition to what is proposed currently, an express service that runs from say Onehunga through the Airport and to Puhinui or Manukau making use of SH 20. Providing such a service may require some re-thinking of what is proposed currently, and in that regard duplication of services such as between Mt Eden and New Lynn could serve as a model.</p>

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543	<p>Auckland International Airport Limited - "Auckland Airport" (submitted by John McShane, Environment Planning Manager) - #543</p>	<p>Staged Implementation</p> <p>Auckland Airport acknowledges that the details of route design and service frequencies will be addressed as part of the sector review, and we look forward to the opportunity to work with Auckland Transport as part of the detailed community engagement process. We support the decision to implement changes in south Auckland as Stage 1. This fits well with the priority given to south Auckland as part of the southern initiative in the Auckland Plan, and also means that the currently complex nature of bus services in south Auckland can be addressed without undue delay.</p> <p>Infrastructure: bus priorities</p> <p>The Draft Plan is lacking in sufficient detail about what infrastructure is proposed, and when. In particular, we would like to see more information in the Plan about planned improvements to bus priorities on key routes to the airport (including Dominion Road, Mt Eden Road, SH20, and the proposed frequent route from Manukau to the airport).</p> <p>Infrastructure: Onehunga Interchange</p> <p>The frequent network provides opportunities for transfer between airport-bound services and other bus and rail services at selected interchange locations, including Onehunga, Mangere Town Centre, Papatoetoe and Manukau. The arrangements for interchange facilities at Onehunga to support the new network are unclear from the Draft Plan. The current bus interchange at the Onehunga Transport centre is approximately 400 metres from the Onehunga rail station, which is not conducive to easy transfers.</p> <p>We note that Table 8-2 provides for a major interchange at Onehunga prior to the mature 2022 network (subject to investigation); but it would appear from Figure 5-4 that the rail line to Onehunga is not intended to be part of the frequent network, even by 2022 when the City Rail Link is planned to be operational. It is therefore not clear from the Draft Plan whether it is intended to relocate the existing bus interchange to facilitate bus-rail transfers, which would offer airport bus users a wider range of potential destinations. We would expect that the Onehunga rail link will become part of the frequent network at some point in the future, to support its planned extension to the airport. We believe that the Plan should provide greater clarity on the proposed arrangements in Onehunga in the meantime.</p> <p>Ptom unit numbering</p> <p>The PTOM unit numbering in Table 7-2 and Appendix 1 is not consistent, which makes the table hard to follow. For example, the airport link service in Table 7-2 is PTOM #40, but #60 in Appendix 1 (page 68).</p> <p>Concluding Comment</p> <p>Finally we note that on many figures included in the PT Plan the extent of what is understood to be the MUL is incorrectly shown around the Airport. The MUL was extended to include the Airport under Plan Change 13.</p> <p>Correcting that error would help to reinforce the importance of the Airport and the need for it to be well connected to a regional PT network. The Airport is not a remote facility lying outside the Auckland metropolitan area.</p> <p>Thank you for the opportunity to make this submission. Yours sincerely John McShane Environment Planning Manager</p>
522	<p>Auckland Regional Public Health Service (submitted by Andrew Roche, Policy Analyst)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>EXECUTIVE SUMMARY AND KEY RECOMMENDATIONS</p> <ol style="list-style-type: none"> 1. Thank you for the opportunity to comment on the Draft Auckland Regional Public Transport Plan (DARPTP). We support the integrated approach proposed by Auckland Transport. We believe that it will improve public transport in the Auckland region and positively impact on health outcomes by encouraging public transport use. 2. We also acknowledge that this consultation exercise is a 'high level' one and that there will be opportunities next year to comment on public transport proposals at a more detailed geographic level. 3. While we support the overall approach of the DARPTP we believe that its impact on Auckland's transport challenges would be improved by a number of amendments as follows: <ul style="list-style-type: none"> - Policy 1.2 and Policy 2.2: Revise the proposed action to read "Design the frequent service network so that at least 40 per cent of the population within the rural urban limit reside or and work within 500m of a frequent service stop". - Policy 1.2 and Policy 2.2: Define 'within 500m' to mean within a 500m walk of a frequent service stop. - Policy 1.3, Policy 5.2 and Policy 5.3: Ensure that the needs of the disabled and elderly are taken into account when designing the physical layout of interchanges and where connecting services are located within interchanges. - Policy 1.3: Avoid treating inner harbour ferry services as solely "suburb to CBD services" – instead, incorporate inner harbour ferry services into the all-day service network and better connect these ferry services into the wider public transport network. - Policy 2.2 and Policy 3.3: Establish a target time for interconnecting services to ensure that the majority of such interconnections are much less than 15 minutes. - Policy 4.3: Ensure that passengers do not face a price penalty for crossing zone boundaries. - Policy 4.5: Bring the farebox recovery ratio for ferry services into line with that proposed for buses and trains. - Policy 5.3: Ensure that the location of current and future health service facilities will be one of the factors considered in public transport planning. - Policy 5.6: Give greater priority to the needs of cyclists and pedestrians when designing and delivering public transport services.

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522	<p>Auckland Regional Public Health Service (submitted by Andrew Roche, Policy Analyst) #522</p>	<ul style="list-style-type: none"> - Policy 7.1: Introduce an overarching ‘standard of conduct’ policy to better protect passenger transport staff and the travelling public. - Policy 7.6: Revise this policy to ensure that access to public transport for those suffering socio-economic disadvantage is improved relative to the regional average. - Policy 8.2: Use the public transport operating model as far as possible to encourage public transport providers to be good employers. - Policy 10.1: Ensure that monitoring and reporting of public transport performance includes timeliness of services at interconnection points. - Policy 10.1: Incorporate the proposed measure of public transport accessibility into the performance monitoring framework once it is developed. - Appendix 5: Amend table A5.1 to reflect the need for children to access health services and for those on low incomes / beneficiaries to be able to access education. - Appendix 5: Ensure that all hospitals, outpatient and elective service centres are served by the frequent service network. <p>INTRODUCTION</p> <p>4. ARPHS is responsible for providing public health services (health promotion, health protection and disease prevention) to the people of the Auckland Region, and has a role in reducing health inequalities.</p> <p>5. In recognition of the significant impact made by transport on population health and the environment we have previously made a number of transport related submissions on projects and plans developed by the New Zealand Transport Agency, Auckland Council and legislative proposals involving transport. We have also responded to a number of events involving environmental contamination as a result of land transport related activities.</p> <p>6. This submission is based on our experience and knowledge of the potential beneficial and adverse impacts of transport on public health and the environment.</p> <p>IMPACT OF TRANSPORT ON HEALTH</p> <p>7. An efficient and effective transport system is an essential component of life in the Auckland region. It influences land use, economic productivity and environmental outcomes. Transport is, however, an equally important public health issue. It has substantial influence on both an individual’s health and the wider determinants of health¹.</p> <p>8. Transport can enable access to employment, education, shops, social networks, health and other services. Transport can also cause substantial harm to the health of the population. Some of the negative health impacts of transport are well recognised, for example air pollution² and road crashes³, both of which contribute significantly to the number of preventable deaths, hospitalisations and other health costs.</p> <p>9. Public transport reduces private vehicle use and as such reduces the adverse effects associated with private vehicle use e.g. air pollution. Public transport also has an active transport component (mainly walking, but also in some circumstances cycling) at either end of the public transport journey. The exercise undertaken as a result of the active transport component makes a contribution to improving health outcomes in a wide number of areas such as influencing levels of obesity, cardiovascular disease, diabetes, arthritis etc.</p> <p>SPECIFIC COMMENTS ON THE DRAFT AUCKLAND PUBLIC TRANSPORT PLAN</p> <p>10. As noted in the introduction we support the network approach with its development of the frequent service network supported by the connector network and other services as set out in section 5 (Key Directions) of the consultation document.</p> <p>11. We have a number of comments on Auckland Transport’s proposals and believe that the DARPTP will be improved by a number of amendments as set out below:</p> <p>Chapter 5 Key Directions</p> <p>12. Although we support the change to a network approach we do have a number of concerns, in particular we would welcome information from Auckland Transport as to what analysis it has performed between the status quo and the proposed approach. For example, what proportion of the population does the network aim to serve, what sorts of usage does it aim to capture, and how does this differ from the current system? Importantly, this assessment will allow the numbers (and types) of current passenger transport users who will be disadvantaged by the change, to be determined/estimated. The analysis will also inform the assessment / evaluation of the success of the proposed network approach.</p> <p>13. We hope that these changes when implemented will not have the undesired outcome of adversely affecting some members of groups that are already transport disadvantaged.</p> <p>Chapter 6 Policies and Actions</p> <p>14. We support Auckland Transport’s approach of grouping its proposed policies and actions under separate headings. Notwithstanding this presentation there is some overlap between policies and actions in differing areas. In the interests of being concise we have only commented the first time an issue arises, rather than potentially repeat a comment multiple times.</p> <p>15. Policy 1.2: Maximise access to the frequent network from the urban area. Policy 2.2: Ensure good access to public transport services from all parts of the urban area. We suggest changing the action to: “Design the frequent service network so that at least 40 percent of the population within the rural urban limit reside or and work within 500m of a frequent service stop”.</p> <p>16. Using public transport almost always requires an active transport journey at its beginning and end. The current wording does not acknowledge this reality. If one end of an individual’s daily journey falls outside the 500 metre distance they are less likely to use public transport. The wording suggested will create a more challenging target, but one we suggest will do far more to make public transport a viable choice for all Aucklanders.</p> <p>17. We also hope that the success of the proposed network approach will allow the 40% target to be considerably raised in the next iteration of the public transport plan.</p> <p>18. It is unclear from the wording of the DARPTP whether the 500 metre distance is based on a radius around a particular public transport stop, or whether it is based on road / footpath distance. Depending on the street network around an individual public transport stop a property could be within a 500m radius, but require a far greater distance walk to reach the public transport stop. We hope Auckland Transport will be using the “access via an existing pedestrian route” distance rather than the radius distance to define “within 500m”.</p> <p>19. Policy 1.3: Provide connections to the frequent network. Policy 5.2: Provide well designed transport interchanges on the frequent service network. Policy 5.3: Provide accessible, customer focused</p>

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522	<p>Auckland Regional Public Health Service (submitted by Andrew Roche, Policy Analyst) #522</p>	<p><i>facilities appropriate to the public transport route and the immediate locality.</i> We support Auckland Transport's intention to design interchanges to facilitate convenient connections to and between services.</p> <p>20. We suggest that the needs of the transport disadvantaged should be taken into account in designing such interchanges. This consideration should cover the physical environment e.g. how accessible it is for people with disabilities, the elderly and those with children's strollers, and also the spatial layout of the interchange in operation e.g. where particular routes drop off and pick up passengers. There may be a world of difference for someone with a disability between a 5m distance between two connecting services and a 50m one, particularly if the scheduled time for transfer is short.</p> <p>21. Policy 1.3: Provide connections to the frequent network from the urban area. In figure 5.5 and 5.6. Proposed all day service network, 2016 and 2022 Auckland Transport sets out its vision for the local connector network. We note the absence of the inner harbour ferry services from this network (unlike the Devonport and Half Moon Bay services). Auckland Transport has recently (or is currently) investing in new facilities at Beach Haven, Hobsonville Point and Birkenhead Wharf. We are surprised that this investment isn't being optimised by the provision of more ferry services.</p> <p>22. Ferry services also appear to be being treated as suburb to city services rather than being part of an integrated network with connections to the suburban town centres closest to them. Unlike buses, ferries do not need to be supported by a range of actions and measures⁴ to give them priority over competing traffic and to allow them to run to schedule. Not including these services in either the connector network or frequent service network appears to be a missed opportunity to build additional connectivity and resilience into the network. These ferry routes provide opportunities to bypass the potential choke points of the Upper Harbour and Harbour bridges and also to provide fast services to some of the more distant parts of the urban core.</p> <p>23. Policy 2.3: Provide a public transport network that maximises the range of travel options and destinations available. Policy 3.3: Provide a reliable, punctual, customer focused network of services. We note Auckland Transport's intention to provide a minimum frequency of services on the frequent service network of at least 15 minutes for weekday services.</p> <p>24. We have been unable to find in the DARPTP any information on the target time to make a connection between differing routes and services. A 15 minute headway between successive services on a route is not good enough to allow a passenger to effectively ignore the timetable (as one does for example with the London and Paris undergrounds). We suggest that even though a wait at an interchange should not be more than 15 minutes it would be preferable to have a lower target e.g. 5 minutes and to aim for this when developing the more detailed proposals which will be consulted on next year. A lower target will make journeys involving a connection more attractive to passengers, particularly if they need to transfer more than once.</p> <p>25. From the health sector perspective, many of our patients (and their relatives/carers) are transport disadvantaged. We want to see excellent public transport access to the health sector's secondary services (hospitals and outpatient and elective service centres) to support the access of those who are transport disadvantaged. Better public transport access will also assist in reducing congestion, parking issues and assisting pedestrian safety for everybody who needs to access secondary health services.</p> <p>26. Policy 4.3: Implement a zone-based fare structure, with standard fares across bus and rail operators. We note the proposals for standardised fares within zones. We also note that the zone boundaries are, in the main, proposed to be set at the geographic 'narrow' points in the region.</p> <p>27. We have been unable to find any commentary in the DARPTP as to how travel across a zone boundary will be priced. It would be disappointing if such cross zone travel incurred a fare premium (over and above a similar length journey within a zone). It will not assist someone transport disadvantaged through poverty to gain employment, seek further education or access health care, to face a de facto penalty just because they live one side of a zone boundary and need to cross it to access work, education or health care. Public transport and fares must, remain attractive to all sectors of society to avoid the scenario where public transport is only being utilised only by those above or below a certain socio-economic status.</p> <p>28. Policy 4.5: Maintain fares at a level that will achieve a farebox recovery ratio of approximately 50 per cent. We acknowledge government's national farebox recovery policies and the requirements that they impose on Auckland Transport. We do not understand why Auckland Transport is proposing such a high target farebox recovery ratio of 75-80% for ferry services (Policy 9.2). We do not see any information within the DARPTP to justify this higher target. As indicated previously, we believe that ferries should be fully integrated into Auckland Transport's proposals and within the public transport policy framework.</p> <p>29. Policy 5.3: Provide accessible, customer-focused facilities appropriate to the public transport route and the immediate locality. We note Auckland Transport's intention to ensure that transport infrastructure and services are aligned with future land use. Over time we expect the model of health services in the Auckland region to change with a greater proportion of health services provided closer to a patient's home⁵ through the development of concepts such as locality based Integrated Family Health Centres. We hope that access to such future health facilities will be one of the factors considered in public transport service and infrastructure planning.</p> <p>30. Policy 5.6: Integrate public transport with cycling and walking. All public transport users start or finish their journey with an active transport (walking and / or cycling) component. We note Auckland Transport's intention to "Ensure that the needs of cyclists and pedestrians are recognised when designing and delivering public transport services". We believe that Auckland Transport needs to do more than merely recognise their needs.</p> <p>31. We believe that the needs of such users should be one of the paramount factors considered (and acted on) when designing or delivering public transport services. Public transport networks need to be planned and built together with active transport networks, to avoid competition for space and ad hoc additions in the future which may or may not be possible. Taking an integrated approach will better enable issues such as, providing high levels of safety for users, to be successfully addressed through transport infrastructure and service delivery.</p> <p>32. Integrated public and active transport networks are integral in providing daily opportunities for activity – this is crucial for establishing a healthy workforce and population into the future. In addition, when integrated in this fashion, one mode of transport will encourage participation in the other, and enhance usage of both networks in a positive and cost-effective fashion.</p> <p>33. Each element of the transport network makes an important contribution to overall transport aims and objectives. Public transport, walking and cycling deliver positive outcomes for the region (a combination of positive benefits accruing from the activity itself and the activity's impact on the levels of private vehicle use and the congestion and air pollution, including reducing greenhouse gas emissions, such vehicle use creates). Walking and cycling networks need to be planned and integrated with public transport planning, rather than be given lower priority. Walking and cycling is often better suited to shorter journeys than public transport and as such its provision needs active protection, planning, funding and implementation.</p>

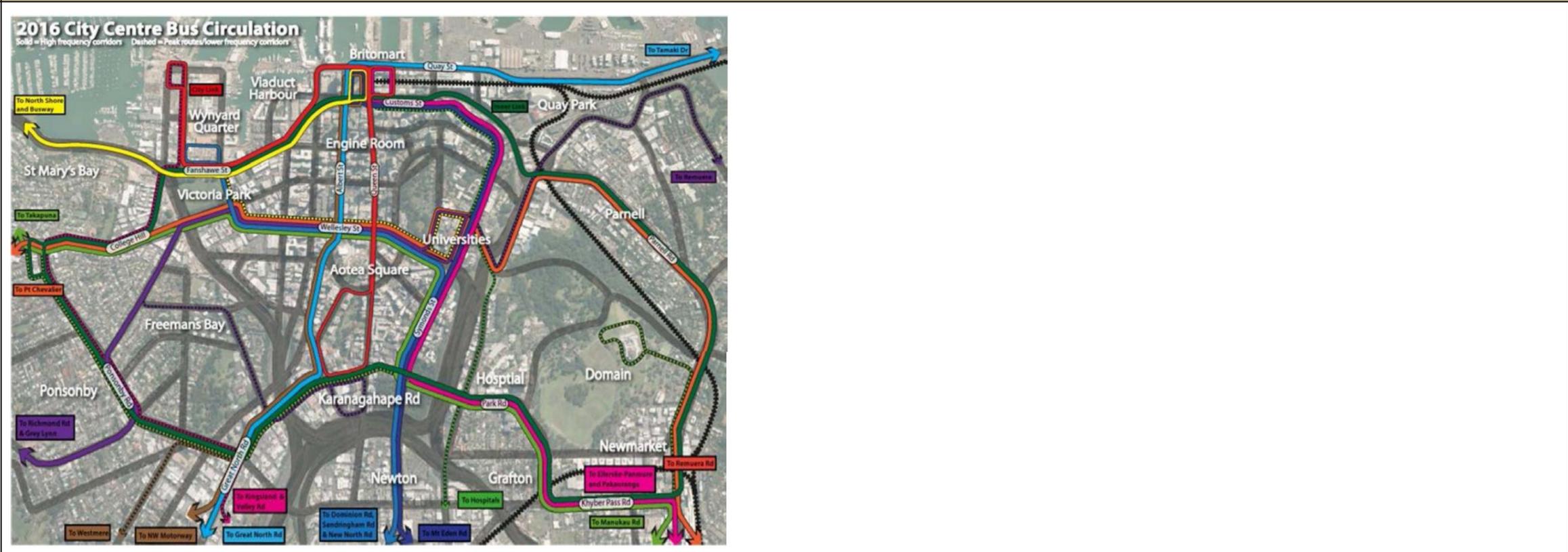
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522	<p>Auckland Regional Public Health Service (submitted by Andrew Roche, Policy Analyst) #522</p>	<p>34. Integrated investment in the areas of public and active transport will help maximise the contribution such modes make to access and mobility in Auckland. Such investment will also help remove private vehicles from the network with the consequential benefits to the economy and congestion. The entire transport network needs to be effective and efficient in supporting Aucklanders' daily lives if the high level Auckland Plan targets are to be achieved.</p> <p>35. The DARPTP is also silent on issues such as provision of cycle storage at interchanges or carriage of cycles or children's strollers on public transport services. We hope that these issues will be clearly addressed and incorporated into the final Auckland Public Transport Plan.</p> <p>36. Policy 7.1: <i>Provide a public transport network that is accessible and safe, particularly for vulnerable users.</i> There is no overarching 'standard of conduct' policy proposed within the DARPTP. We understand that a number of other transport providers have policies where the driver can evict, or block (without discussion) passengers who are violent, drunk, abusive etc6. We believe that such a policy (or action) is desirable to help protect the general public and staff working for public transport providers.</p> <p>37. Policy 7.6: <i>Ensure that transport services and facilities account for socio-economic characteristics.</i> We note Auckland Transport's intention as part of service design reviews and general route planning to "consider the local socio-economic characteristics including the deprivation index, and any greater need to provide public transport access within, to, and from particular communities". It is an inequitable reality of Auckland's pre-existing transport network: "...that deprived households have lower access to passenger transport than non-deprived households"7.</p> <p>38. "Access to passenger transport is particularly important for this group of the population as it provides an alternative to vehicle ownership and provides links to employment, education and community services that are essential within the region"8.</p> <p>39. We are concerned that merely to 'consider' such need does not go far enough and does not provide the appropriate level of attention to this aspect of transport disadvantage. We recommend that the wording of policy 7.6 is strengthened by incorporating "improving public transport access for socio-economically deprived areas, relative to region wide average public transport access levels", into policy 7.6.</p> <p>40. Policy 8.2: <i>Ensure service continuity to the travelling public.</i> We acknowledge the actions set out to maintain services when service reviews or changes are undertaken and implemented. Public transport is only as good as the service provided and crucially dependent on the attitude of front line staff. If they are frequently stressed or engaged in labour disputes service will suffer. It may be useful to consider whether aspects of wider public service requirements to be a 'good employer' can be incorporated into the public transport operating model as one way of assisting with the continuity of high quality service.</p> <p>41. Policy 10.1: <i>Undertake regular monitoring and reporting of service and system performance.</i> We note and support Auckland Transport's intention to support the high level Auckland Plan targets with a comprehensive system of monitoring and reporting of performance as set out in action 10.b. As noted previously in this submission we believe that connections will be a crucial component of the DARPTP's attractiveness to the travelling public.</p> <p>42. It is unclear whether reliability (late running and cancelled services) and punctuality (proportion of services on time) refers to reliability and punctuality at the start and end of a scheduled service, or whether it relates to reliability and punctuality at interchanges. We recommend that the reliability and punctuality metrics are also measured at interchanges (if this is not already Auckland Transport's intention).</p> <p>43. We also recommend that once Auckland Transport has developed its proposed measure for public transport accessibility in areas of high socio-economic deprivation, that this measure is incorporated into the parameters set out in action 10.b.</p> <p>Appendix 5 Transport Disadvantaged Assessment</p> <p>44. We support the majority of the Transport Disadvantaged Assessment and believe that Auckland Transport has successfully identified those groups who are transport disadvantaged.</p> <p>45. We note the assessment of importance of access to health set out in Table A5.1, Children (particularly those under 5) are heavy consumers of health services and access for children is as important as access for people with disabilities and the elderly. We suggest that this column also receive an xx rating (albeit that it may be qualified as relating primarily to under 5s).</p> <p>46. We would also suggest that access to education is important for beneficiaries and people with low income. Education is one of the key ways out of poverty and access to education will support improved longer term outcomes for such individuals.</p> <p>47. We note the comment that: "In general, health, welfare, and food shopping facilities can be accessed within town centres. This suggests that public transport services that focus on meeting access needs to these facilities should try to connect people with their nearest town centre"9.</p> <p>48. From the health perspective this approach will also support access to primary care facilities (general practitioners etc). Primary care is, however, only one element of health service provision. More advanced and specialist care is primarily available from the region's hospitals and outpatient and elective service centres10. We view it as important that the transport disadvantaged have access to secondary health services provided at hospitals and outpatient and elective service centres. Auckland Transport's policy and action framework should enable this access. To facilitate this we recommend that Auckland Transport ensures that the future frequent service network services the region's hospitals and outpatient and elective service centres.</p> <p>49. We applaud Auckland Transport's intention to identify, and engage with, organisations or groups in the region who represent the transport disadvantaged. To this end, we suggest that it may be useful for Auckland Transport to proactively engage with those organisations that have large numbers of the transport disadvantaged as clients.</p> <p>50. We would like to see included in Table A5.2: Transport disadvantaged groups: current public transport responses, a column for the proposed frequent service network.</p> <p>51. We are uncertain how personalised marketing will "assist the groups that have only limited service provision at present", and suggest that improving service levels will provide far more assistance to such groups.</p>

Sub #	NAME OF ORGANISATION	<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>
522	<p>Auckland Regional Public Health Service (submitted by Andrew Roche, Policy Analyst) #522</p>	<p>52. We welcome Auckland Transport's intention to develop a measure of public transport accessibility from areas of high residential concentrations of the transport disadvantaged to the important locations that they need to access, such as town centres. We recommend that the measure of public transport accessibility be made more transparent than it has been in past transport planning for the region¹¹. We would strongly support having the methodology, factors and weightings used to calculate the results for a particular area being placed in the public domain.</p> <p>CONCLUSION</p> <p>53. Thank you again for the opportunity to comment on the DARPTP. We believe that the proposed changes to the public transport network structure will deliver a public transport system that better meets the needs of those not currently well served by public transport and the region's growing population. We believe that the current proposal can be improved in a number of areas as set out within our submission.</p> <p>Appendix 1 - Auckland Regional Public Health Service</p> <p>Auckland Regional Public Health Service (ARPHS) provides public health services for the three district health boards (DHBs) in the Auckland region (Auckland, Counties Manukau and Waitemata District Health Boards), with the primary governance mechanism for the Service resting with Auckland District Health Board. ARPHS has a statutory obligation under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities in the Auckland region. The Medical Officer of Health has an enforcement and regulatory role under the Health Act 1956 and other legislative designations to protect the health of the community. ARPHS' primary role is to improve population health. It actively seeks to influence any initiatives or proposals that may affect population health in the Auckland region to maximise their positive impact and minimise possible negative effects on population health. The Auckland region faces a number of public health challenges through changing demographics, increasingly diverse communities, increasing incidence of lifestyle related health conditions such as obesity and type 2 diabetes, outstanding infrastructure needs, the balancing of transport needs, and the reconciliation of urban design and urban intensification issues</p> <p>FOOTNOTES</p> <p>1 Many factors combine to affect the health of individuals and communities. Whether people are healthy or not, is determined by their circumstances and environment. To a large extent, factors such as where we live, the state of our environment, genetics, our income and education level, and our relationships with friends and family all have considerable impacts on health, whereas the more commonly considered factors such as access to and use of health care services often have less of an impact. World Health Organization http://www.who.int/hia/evidence/doh/en/</p> <p>2 Kryzanowski M, Kuna-Dibbert B, Schneider J. Health effects of transport related air pollution. Copenhagen: World Health Organization, 2005.</p> <p>3 Peden M. World report on road traffic injury prevention: World Health Organization Geneva; 2004.</p> <p>4 It is acknowledged that should harbour traffic increase substantially that this situation may change.</p> <p>5 N.B. As noted in our comments on Auckland Transport's transport disadvantage assessment we believe it important that the frequent service network services the region's hospitals and outpatient and elective service centres.</p> <p>6 ScotRail's policy on alcohol-fuelled anti-social behaviour is one example, accessible through http://www.scotrail.co.uk/alcoholban</p> <p>7 Auckland Regional Council. Future Land Use and Transport Planning Project April 2010. Accessible through http://www.arc.govt.nz/albany/fms/main/Documents/Auckland/Aucklands%20growth/Future%20land%20use%20and%20transport%20planning%20project%202010%20-%20report.pdf</p> <p>8 Ibid.</p> <p>9 Consultation document page 119.</p> <p>10 For the District Health Boards this means: Auckland City hospital, Greenlane Clinical Centre, Middlemore Hospital, Manukau Health Park, North Shore Hospital, Waitakere Hospital and the SuperClinics operated by CMDHB.</p> <p>11 For example the ARTA (2010) Auckland Regional Public Transport Plan 2010 refers to improving accessibility in a number of areas without defining how such accessibility is being measured. Accessible through http://www.aucklandtransport.govt.nz/about-us/publications/PlansProgrammes/Documents/AT-ARTA-Report-RegionalPublicTransportPlan.pdf</p>
470	<p>Auckland Transport Consultancy (submitted by Stephen Greenfield)</p>	<p>Q1 -Strongly Support Comments:</p> <p>In so far as your draft plan has copied my proposal given to ARTA, the ARC, and ACC first in 2007 and the following years, then to Auckland Transport and Auckland Council over the past 2 years of course I support it. It is absolutely unacceptable that it is taking so long to implement the basics for providing the best possible public transport at the lowest possible cost in the shortest possible time.</p> <p>A simplified network with frequent regular schedules is absolutely imperative and an integral part of the SUPERMAXX proposal (see link below for the submitters SUPERMAXX proposal). I point out that SUPERMAXX is based on a 10 minute frequency on primary routes which offers a better service than your 15 minute suggestion while still overall reducing costs.</p> <p>Q2 - Strongly Oppose Comments:</p> <p>An integrated single ticket across all modes is absolutely essential. I would point out that when I costed SUPERMAXX in 2007 indicative quotes were received for providing the vastly simplified system required for unlimited travel passes for under \$10million. The system could have been introduced across all trains and buses within 6 months. I am absolutely appalled at the gross waste of money in the Thales contract, the fiasco of the NZ Bus Hope cards, and the failure to at least introduce the AT Hop Cards across rail and other bus companies at the same time last month.</p>

Sub #	NAME OF ORGANISATION	<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>
470	Auckland Transport Consultancy (submitted by Stephen Greenfield) #470	<p>I am totally opposed to the zonal system suggested in the RPTP. While it is an improvement on the current fare stage system it still keeps anomalies for people travelling short distances across zone boundaries.</p> <p>Other Comments: (For the SUPERMAXX proposal please refer to Attachment 7, Page 31 – 46 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions)</p>
587	Auckland University of Technology (submitted by Jenny Bygrave)	<p>Organisation emailed their submission, entire submission contained below</p> <p>SUBMISSION ON BEHALF OF AUCKLAND UNIVERSITY OF TECHNOLOGY TO THE DRAFT REGIONAL LAND TRANSPORT PROGRAMME (RPTP)</p> <p>Auckland University of Technology (AUT) is a key stakeholder in the Auckland Region and a major contributor to tertiary education for the community. AUT has significant landholdings concentrated in four sites: North Shore Campus (Northcote), City Campus (CBD), Manukau Campus (Great South Road) and Millennium Campus (Mairangi Bay). AUT has over 2,000 staff and more than 26,000 students, many of whom use public transport on a regular basis. Access to a quality public transport system that complements pedestrian and cycle ways and connects to all our campuses is of key interest to the University. Taking this into consideration, AUT's submission to the RPTP is as follows:</p> <ol style="list-style-type: none"> The main change from the current public transport network pattern will be the much stronger focus on integration between services and the development of more convenient interchange facilities, high frequency services, and an integrated fare system. AUT supports significant investment in public transport, including the City Rail Link, and notes Auckland Transport's need to recover up to 50% of costs through ticketing. AUT supports a more integrated public transport system and the need to create more interchanges. It also supports Auckland Transport's intention to ensure the development of interchanges and the service they support are planned and implemented in a co-ordinated manner (p14). <p>Manukau Campus</p> <ol style="list-style-type: none"> Auckland Transport should therefore note that AUT is currently developing its Manukau Campus at 640 Great South Road which is projected to reach between 4,000 - 4,500 EFTS by 2022 (equivalent to 5,600 - 6,300 headcount). As tertiary students are one of the largest groups of public transport users in Auckland, it is critical that Auckland's public transport system ensures adequate, frequent provision of services between the Manukau interchange and the Manukau Campus, approximately 1.5 km away. Under the RPTP, the Manukau Campus will be serviced by the frequent service network (FSN) meaning buses and trains travelling to Manukau City Centre from a number of surrounding major suburbs will travel at least every 15 minutes from 7am to 7pm, seven days a week. In addition to the FSN, the Manukau Campus will be served by the Connector Network (CN) directly linking the Campus with all surrounding areas within the former Manukau City and Papakura District. Under the previous Public Transport Plan (2010), Manukau City Centre was only serviced by the Quality Transit Network (QTN) and Local Connector Network (LCN) which provided bus frequencies and capacities (at best) every 15 to 30 minutes during peak times and which was supported by bus priority and bus lane coverage, high-quality bus stops and passenger infrastructure. Additionally the Manukau spur railway line only runs every 20 minutes during peak times and every hour off peak. The proposed public transport network significantly increases the frequency of trips entering Manukau City Centre from a wider range of destinations which should support the proposed growth of the Manukau Campus. Further developments in the proposed FSN (for 2022) seem to bypass the Manukau Campus, creating no greater capacity to service a growing student body. AUT seeks clarification from Auckland Transport about the frequency and integration of services along Great South Road. Additionally, the RPTP proposes a single zone covering the entire former Manukau City and Papakura District Boundaries. Currently, students wishing to travel to the Manukau Campus from across South Auckland are required to travel through at least two different zones, more often at least three. Although fare structures are not detailed, it is anticipated that this will significantly reduce public transport costs for students travelling to and from Manukau Campus from within South Auckland. <p>City Campus</p> <ol style="list-style-type: none"> The RPTP also proposed a rationalisation of bus circulation routes (see Figure 1) throughout the central city to decrease bus-related congestion and provide more direct access to key destinations including AUT's City Campus. Currently, the large majority of services from the North Shore and western isthmus suburbs terminate and begin along Albert Street or Britomart. The RPTP proposes all services from the North Shore (excluding the Northern Express) and from the western isthmus suburbs will terminate and comment their journeys within the Learning Quarter (the main interchange point being Alfred Street). This will improve convenience and accessibility for AUT's staff and students although considerably more attention will need to be given to ensuring safe pedestrian routes across Wellesley St East. The Link services and those from eastern suburbs of the isthmus and South Auckland will continue to pass the campus along Symonds Street. <p>North Shore Campus</p> <ol style="list-style-type: none"> Services passing North Shore Campus will increase in frequency but remain relatively similar to what is currently provided due to the presence of the northern busway. The RPTP proposes that the entire former North Shore will be included as a single zone. Currently, students travelling from anywhere north of Constellation Drive on the North Shore are required to pass through two zones to reach the Akoranga Campus. The proposed zoning structure should ultimately result in cheaper fares for students to travel to the Campus from across the majority of the former North Shore City, even if fares rise. <p>See map on next page.</p>

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587	<p>Auckland University of Technology (submitted by Jenny Bygrave) #587</p>
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7. Auckland Transport should also note the growing importance of AUT's Millennium Campus (Antares Place, Mairangi Bay) and the potential for increased numbers of students at this Campus over the coming decade.

Other feedback

8. We also note the possible future abolition of fare concessions for tertiary students (p36). While this is only signalled at this point, we would strongly advocate against the wholesale removal of tertiary concessions for students. This would increase financial hardship for students and be counter to the Council's desire to promote Auckland as a place to study. Rather, we would encourage Auckland Transport to consult with universities and other Auckland-based tertiary providers about alternatives, through existing mechanisms, such as the Universities' Travel Plan.

9. The use of the word 'University' within Appendix 1A should be replaced with 'Universities' for accuracy.

10. Table A 5:3 could be extended for tertiary students to include both ride sharing schemes and park and ride.

Summary
AUT is supportive of the RPTP but signals its desire to be consulted as Auckland Transport's plans are further developed, particularly on the provision of public transport services in areas that will affect a large proportion of the University's students, namely the CBD, Akoranga Drive, Manukau interchange and the Constellation Drive area.

Hearing
AUT wishes to be heard on their submission.
Signed on behalf of Auckland University of Technology

Date: 5 November 2012
Jenny Bygrave, Head of Strategic Developments

426	<p>Auckland War Memorial Museum (submitted by Philip Andrew Johnstone)</p>
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Q1 – Strongly Support
Comments:
Auckland War Memorial Museum strongly supports the proposed Network.

Currently Auckland Museum is poorly served by public transport. This limits, and will increasingly limit, the ability of the Museum to maximize its important contribution to the success of the Auckland Plan and other significant plans by the RFA, ATEED and other CCOs.

Public transport will need to play a critical role if Auckland is to become the world's most liveable city. Public transport enables a diverse range of people to explore, enjoy and use community spaces such as

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426	<p>Auckland War Memorial Museum (submitted by Philip Andrew Johnstone) #426</p>	<p>the Auckland Museum.</p> <p>Aucklanders and visitors to the city need to have increased access to their Museum via a diverse range of easy and affordable public transport options. The proposed Network will increase the accessibility of the Museum by making it more inclusive for all.</p> <p>This will strengthen the ability of the Museum to boost its contribution as a leading cultural and tourist attraction – and extract full value from the extensive ongoing investment of ratepayers, and the Museum’s growing level of self-generated income.</p> <p>In our view, compelling environmental reasons underpin the case for New Zealand to become more sustainable by reducing dependence on private cars. As a principle we advocate diversity of transport options - especially public transport. There are sound environmental and sustainability reasons why the long term is best served by strategies that reduce Auckland’s dependence on private cars.</p> <p>Q2 – Strongly Support Comments: The Museum supports the proposals regarding fares and ticketing policies. We are in favour of integrated ticketing and any other measures designed to make it easier for Aucklanders and tourists to use the public transport system.</p> <p>Other Comments: For the Auckland Plan to succeed in creating the ‘world’s most liveable city’, it is essential that Auckland War Memorial Museum makes a meaningful and enduring contribution.</p> <p>The Museum brings pleasure and discovery for visitors and positive social and economic returns for the growing, diverse and vibrant population of our leading Pacific city and its many visitors from New Zealand and across the globe.</p> <p>It is very clear Auckland Museum is currently poorly served by public transport. This limits, and will increasingly limit, the ability of the Museum to maximize its important contribution to the success of the Auckland Plan and other significant plans by the RFA, ATEED and other CCOs.</p> <p>Improved public transport will enable a more diverse range of people to explore, enjoy and use community spaces such as the Auckland Museum.</p> <p>Aucklanders and visitors to the city need to have increased access to their Museum via a diverse range of easy and affordable public transport options. This will mean the Museum will boost its contribution as a leading cultural and tourist attraction – and extract full value from the investment by ratepayers, and the Museum’s growing level of self-generated income.</p> <p>The Museum and Domain should be able to be accessed by all Aucklanders – not just those with cars. We receive regular feedback from Aucklanders and tourists who wish to see improved public transport. For example, this comment was posted on our Facebook site earlier this year: “I cannot believe there is NO bus service of any kind going to the Auckland Museum! The nearest public transport stop is almost a mile away from the Museum. Good grief, what about people with no cars but small children, older people and the disabled? What a silly state of affairs. :(Two or three buses a day going through the Domain isn’t a lot to ask - but obviously it is.”</p> <p>Interviews conducted with 1000 Aucklanders aged over 18 in August 2009 by UMR Research identified “perceived lack of public transport” as a key barrier to visitation.</p> <p>Despite this, visitation to Auckland Museum is growing, with 849,500 visitors in 2011-12 (an increase of 57,000 in the past 2 years). Online engagement is also increasing (409,500 unique visits to our websites in 2011-12), as is our programme of community outreach.</p> <p>More Aucklanders visited in the past year (comprising 66% of total visitation), with internationals comprising 23% and domestic tourists the remaining 11%.</p> <p>It is hard to estimate, but we believe Auckland Museum visitation could rise by an additional 150,000 over the coming five years if public transport to the Domain and Museum is improved. This would represent an extra 300,000 trips on the Auckland Transport network per year.</p> <p>The Museum’s Annual Plan 2012-13, Draft Annual Plan 2013-14 and 20 year strategic framework document Future Museum are all aligned with the Auckland Plan. These documents describe a Museum offering social, cultural, educational and economic value to all Aucklanders.</p> <p>The lack of public transport to the Domain and the Museum is a severe constraint on the current and future contribution of the Museum to the Auckland Plan. For example, to attract the under-represented audiences - many of whom live in outlying parts of Auckland - we need to make it as easy as possible for them to come by public transport.</p> <p>In making this submission, we are also highlighting the need for the Domain to benefit from improved public transport. It is a magnificent asset for Auckland. A place where Aucklanders and visitors to Auckland come to relax, play, exercise, learn, commemorate and remember.</p> <p>It has many features – the Winter Garden, cafes, art, sports facilities, the Museum, space for concerts, events, popular walking trails to volcanic and social history sites, cycle tracks, and a key part of City greenbelt.</p> <p>Auckland Museum definitely wishes to be involved in the local bus service consultation phase as part of the network service implementation programme.</p>

Sub #	NAME OF ORGANISATION	<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>
426	<p>Auckland War Memorial Museum (submitted by Philip Andrew Johnstone) #426</p>	<p>It is very important the Museum is part of the permanent frequent service network rather than just have a targeted service. We will be advocating strongly for bus routes through the Domain, and at a minimum, a short extension of the existing bus services between Parnell and Newmarket – so they travel on Maunsell Street to and from a stop near the Museum.</p> <p>The Museum is ready to use its considerable marketing and promotional channels to work with Auckland Transport to promote improved public transport to the Museum and the Domain.</p>
377	<p>Birkenhead Residents Association (submitted by Don Pointon)</p>	<p>Q1 – Support [no comments provided for Q1]</p> <p>Q2 – Support [no comments provided for Q2]</p> <p>Other Comments:</p> <p>SUBMISSION FROM THE BIRKENHEAD RESIDENTS ASSOCIATION REGARDING THE PROPOSED AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN / (OCTOBER 2012)</p> <p>The Birkenhead Residents' Association is proud to represent the interests and concerns of the residents of the community of Birkenhead, east of Verran's Corner and on Birkenhead Point and promote the retention and enhancement of Birkenhead's unique spirit and character. We gratefully acknowledge the opportunity to submit on this proposed plan. Our association's core principles are founded on community, environment and heritage, and our submission is from that perspective.</p> <p>Birkenhead Residents' Association commends Auckland Transport on producing such a comprehensive and insightful plan and we support its objectives, including:</p> <ol style="list-style-type: none"> 1. A permanent network of connected frequent services that supports Auckland's future growth. 2. Simple, integrated services that connect people with where they want to go. 3. A convenient and reliable public transport system using modern vehicles. 4. A fare and ticketing system that attracts and retains customers, while balancing user contributions against public funding. 5. A high standard of public transport infrastructure that supports service provision and enhances the customer experience. 6. Simple, visible and intuitive customer information and service. 7. Improved access for communities and groups whose needs are not met by the regular public transport system. 8. A procurement system that supports the efficient delivery of public transport services. 9. Effective and efficient allocation of public transport funding. 10. A system of monitoring and review that supports continuous improvement. <p>We have concerns about the way in which the plan treats ferries in Auckland's public transport system. The plan states that "The main change from the current network pattern will be the much stronger focus on integration between services" (page viii), however this does not at all appear to be the case when it comes to ferries.</p> <p>Birkenhead is fortunate to be well serviced by both bus and ferry links to Auckland city and other destinations. However there is a significant difference in approach to how these different transport modes are treated by the plan. This is particularly evidenced by Policy 4.3b & 4.3c and Policy 9.2, which relate to treating ferries differently to bus and rail in their ticket pricing structure and also to having a farebox recovery ratio for ferries which is near to double that of bus and rail. This differentiation will work against other objectives of the plan, particularly those relating to simplicity of fare structure, integrated ticketing and customer communication. No explanation is provided in the plan as to why these differences exist. Whilst the plan does state that submissions relating to specific services are not sought until the relevant implementation stage, the AIFS and zonal fare structure are the first items to be rolled out, and underpin much of the remainder of the plan.</p> <p>We see a need to express now our concern about how these may affect our services in Birkenhead, prior to the structure being set in place and it becoming too difficult to correct at any later submission date.</p> <p>Bus routes servicing Birkenhead and beyond use the very congested Onewa Rd to connect to the motorway network. Despite prioritisation of buses on this road and the fact that 48% of people using this road are doing so using public transport, there are still significant delays at peak hours on this route. Currently buses from Birkenhead do not connect to the Britomart transport hub, but stop at 'Midtown' near the Sky Tower, so transfers to other bus or rail services are not convenient. (Although the plan does not address the specifics of the locations of stops, it does state that the Proposed Future Services Network from Birkenhead is to 'the City', and Figures 5-2 and 5-3 appear to show this being Britomart, which is preferable to the current situation.) Conversely the ferries running from Birkenhead Point are not affected by traffic and they already dock adjacent to the Britomart hub, making them a more attractive transport option for many Birkenhead residents in terms of speed, comfort and connections.</p> <p>The policy item numbers noted above will result in a higher pricing of the ferry service, and a far higher total journey cost than the equivalent bus journeys. The existing 'fare penalties' in place when using a sequence of services will not change when that sequence includes ferries. That is exactly the opposite of integrated ticketing, and is in conflict with objectives 2, 3 & 4 of the plan.</p> <p>Bus connections to the ferries from around the North Shore will increase public transport patronage, as ferry terminals are not located on frequently serviced routes, and to get to the terminals the buses travel through residential areas. Such bus connections will only work effectively if the standard inter-zone fare structure and penalty-less transfer is offered for the ferry part of the journey as well.</p> <p>Further, unless inter-zone ferry travel is priced the same as bus and train, it means that any marketing communications of inter-zone fares or tariff types will need to state that those fares exclude ferry travel. This goes against objectives 2, 4 & 6. It will be confusing, and in having a separate fare structure, will be different to what would be expected.</p> <p>Finally, and whilst not directly relevant to members of our Association, we would also note that ferry travel is a tourist attraction. Taking a ferry to a location is typically a more attractive method compared to taking a bus. Many tourists will come from locations where ferry travel is not possible. If we want to promote tourist destinations (and the resultant economic development) across the wider Auckland region and not just in the central area, then the simple integration of ferry travel into the public transport system will improve the attractiveness of those destinations to tourists, and result in increased length of stay.</p>

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377	<p>Birkenhead Residents Association (submitted by Don Pointon) #377</p>	<p>Please note that there is an inconsistency in the plan, in that Figure 5-2 (page 20) shows the route from Highbury to the city centre with a line in a style which is defined in the schematic's key as a "Reduced frequency extension of Frequent Transit line", whereas everywhere else in the document this route is a Frequent Transit route. We assume the latter is correct.</p> <p>Birkenhead Residents Association Incorporated www.bra.org.nz</p> <p>Chair: Gillian Taylor Secretary: Keith Salmon Treasurer: Don Pointon</p>
518	<p>Bus & Coach Association New Zealand (submitted by Philip Manning)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>SUBMISSION ON DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN</p> <p>INTRODUCTION</p> <p>1. This submission is from</p> <p>Philip Manning Chief Executive Bus and Coach Association New Zealand</p> <p>[contact details provided to Auckland Transport]</p> <p>2. Please note that I wish to speak to this submission at a public hearing.</p> <p>3. Thank you for the opportunity to make this submission, which is made on behalf of the Bus and Coach Association New Zealand (the BCA). The BCA is a voluntary membership organisation representing the interests of New Zealand's bus and coach industry, and is the only body representative of the interests of the bus and coach sector specifically. The BCA's membership includes every major bus operator in New Zealand, and accounts for over six thousand vehicles.</p> <p>4. This submission represents the joint views of the BCA's Auckland members, who include the operators who provide all of the contracted and commercial urban bus services which currently operate in the Auckland region.</p> <p>5. Those of our members who currently operate urban services in Auckland will also be making their own submissions in support of this one: in some cases these will expand on points made in this submission and provide particular emphasis on points which affect individual members.</p> <p>6. The structure of this submission is as follows:</p> <ul style="list-style-type: none"> • Introduction • Overall comments on the draft RPTP • Comments on the proposed network plan • Comments on the proposed fares and ticketing policy • Recommendations for improving the proposals for the transition to the new Public Transport Operating Model • Recommendations for improving the detailed provisions of the draft RPTP in other areas. <p>OVERALL COMMENTS</p> <p>7. The BCA wishes to congratulate Auckland Transport on the draft RPTP. We support the clear vision which it provides of a much improved public transport system which will transform the way Aucklanders move around their city. The path towards achieving that vision which the draft RPTP sets out is, in our view, realistic and achievable.</p> <p>8. The BCA supports the focus (as set out in Chapter 5) in the draft RPTP on improvements needed to achieve an integrated public transport network before the completion of the City Rail Link, and on ensuring that network improvements can be successful regardless of the timing of the City Rail Link. In our view this is a pragmatic and realistic approach.</p> <p>9. Our members look forward to working in partnership with Auckland Transport to implement the proposals for improved bus services which are set out in the draft RPTP, and are prepared to make the significant investments in improved bus fleets, facilities, staff recruitment, training and marketing which will be necessary to support that. We are confident that improved bus services will play a leading part in the achievement of the objectives of the draft RPTP.</p> <p>10. The recommendations which the BCA makes below are intended to improve what is already a good plan, and we hope that they will be accepted in that spirit.</p>

Sub #	NAME OF ORGANISATION	<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>
518	<p>Bus & Coach Association New Zealand (submitted by Philip Manning) #518</p>	<p>COMMENTS ON PROPOSED NETWORK PLAN</p> <p>11. The BCA supports the concepts underlying the proposed network plan, in particular the proposals to simplify the route structure and provide a core network of frequent services supported by lower frequency connector services, which together will provide an integrated network.</p> <p>12. We are not commenting at this stage on the changes to individual services that are outlined in the maps contained in Chapter 5, although we note that there are some apparent inconsistencies between the route layouts proposed in the different presentations. We note that AT will provide later opportunities for input into these detailed proposals, and we have no doubt that our individual members will be keen in many cases to debate the merits of the service changes that are proposed. We also note that, for completeness, the maps in Chapter 5 should include the bus services on Waiheke Island.</p> <p>13. We note that implementation of the proposed simplified route structure will require many existing users of bus services to change long-established travel patterns. In our view the planning and implementation of changes to existing routes, particularly where timed service connections will be required or service frequencies are relatively low, will need to be handled with exceptional care and a real determination to ensure that the changes do not result in loss of patronage. People will only accept the need for additional transfers between services if they save time or money as a result (and will dislike changes which cost them more time or money, and use the network less). In our view, each individual service change should proceed only if there is a positive answer to the question “will this change save customers’ time or money?”</p> <p>14. The BCA recommends that the RPTP should explicitly recognise</p> <ul style="list-style-type: none"> • the need for exceptional care in implementing the simplified route structure and timetables • the need for AT and operators to work closely together to achieve this • the partnership arrangements which will be necessary for this. <p>15. We note that successful implementation of the proposed simplified route structure will also be critically dependent on the timely provision of high quality infrastructure. In particular, new interchange facilities will be required so that passengers can transfer conveniently between services in safe and comfortable surroundings. Extensive new bus priority measures will also be necessary on the frequent service network, so that bus journey times become more consistent and reliable, thus enabling reliable connections between services.</p> <p>16. The BCA recommends that the RPTP should include a detailed funding and construction programme for interchange facilities and bus priority measures, so that all stakeholders can have confidence that the provision of these facilities will proceed in step with the implementation of simplified routes.</p> <p>COMMENTS ON PROPOSED FARES AND TICKETING POLICY</p> <p>17. The BCA supports in principle the proposal to transition to a zonal fare system, once the AIFS project is bedded in. We also support (subject to some changes suggested below) the proposed policies and actions that support this, in particular the proposal to provide higher discounts to incentivise the use of HOP cards. We agree that a zonal fares system will be simpler for users, should encourage more patronage and will be necessary to facilitate the simplified route structure.</p> <p>18. We note however that there is considerable uncertainty as to the effects on farebox revenue of adopting a zonal fare system, in respect of both the overall network and individual service units.</p> <p>19. The BCA recommends that Policy 4.3 should include actions to</p> <ul style="list-style-type: none"> • set up a joint process with operators to model the farebox revenues likely to be received under different zonal fare scenarios, and from that to determine a new zonal fare structure and fares • review, in co-operation with operators, the effects of the zonal fare system on revenue and patronage at frequent intervals in the first two years following the introduction of the new system • promptly implement any changes to the zonal fare system and fare levels that that are necessary to ensure compliance with the farebox recovery policy. <p>20. The BCA recommends that Policy 4.5 action ‘b’ be reworded to read “Conduct regular annual reviews of farebox recovery, using the formula set out in Appendix 4, to determine what fare adjustments are necessary to maintain farebox recovery targets”. The wording in the draft RPTP introduces extraneous factors such as undefined operating costs and NZTA indexation: these unnecessarily confuse what should be a simple action which is well defined in Appendix 4.</p> <p>TRANSITION TO THE PUBLIC TRANSPORT OPERATING MODEL</p> <p>21. We note that the draft RPTP has been drafted to ensure compliance with the current governing legislation, ie the Public Transport Management Act (PTMA).</p> <p>22. We note that the draft RPTP also refers to the Public Transport Operating Model (the PTOM) and the Land Transport Management Amendment Bill (the LTMAB) which is the draft legislation which is intended to repeal the PTMA and control implementation of PTOM.</p> <p>23. In our view, the RPTP should go much further to ensure conformity with the provisions of the LTMAB, now that those are known, and given that the LTMAB is likely to become law in mid-2013. This will facilitate the transition from the current contracting and regulatory regime to the PTOM and make the path to be followed much clearer for all stakeholders.</p> <p>24. We also note that implementation of the PTOM will require a number of elements which will be dictated by guidelines which are currently being drafted by NZTA. Nevertheless, in our view, sufficient is known of those elements to include reference to them in the RPTP.</p> <p>25. We further note that the transition to the PTOM is affected by the concurrent introduction of the new network structure.</p>

Sub #	NAME OF ORGANISATION	<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>
518	<p>Bus & Coach Association New Zealand (submitted by Philip Manning) #518</p>	<p>26. One element of the PTOM which is particularly important to our members is the identification of 'like for like' units. These units are a key part of the agreement between regional councils (including AT) and operators which resulted in the PTOM. They are intended to provide operators with long term contracts as compensation for the rescinding of commercial registrations as the PTOM comes into effect.</p> <p>27. As the name implies, 'like for like' units are intended to be as similar as is reasonably practicable to current commercial registrations.</p> <p>28. However, a number of our members who currently operate commercial services are concerned that the units which are proposed in the draft RPTP do not include units which are sufficiently 'like' to their current commercial services.</p> <p>29. The BCA recommends</p> <ul style="list-style-type: none"> • that the draft RPTP is reviewed to ensure that it meets as many as possible of the requirements of section 119 of the LTMA, and includes a process (including consultation) and a timetable for incorporating any of those requirements which cannot as yet be met • that in particular, the RPTP when it is first adopted should include a policy on the process for establishing units (as per s119(2)(a)(iv) of the LTMA) • that this policy should provide for the identification of services which will make up 'like for like' units which, in respect of kilometres operated, farebox revenues and markets served, are as similar as is reasonably practicable to current commercial services • that the identification of 'like for like' units should precede the identification of all other units • that Appendix 7 is reviewed to ensure that it conforms as much as possible, at the date of adoption of the RPTP, to guidelines issued by NZTA for the implementation of the PTOM, and that it includes a process and timetable for incorporating other NZTA guidelines as they are issued • that the contracting procedure that is required by s119(2)(a)(v) of the LTMA should include procedures for adjusting contracts if, despite the best efforts of AT and the operator concerned, the patronage and revenue of a unit falls significantly as a result of the implementation of the new network structure. <p>OTHER DETAILED COMMENTS</p> <p>Growth Targets</p> <p>30. We note that the target for passenger boardings in 2022 (Table 4-1) represents a compound annual growth rate of less than 4% per annum. This seems to us to be rather unambitious, given recent patronage growth.</p> <p>31. The BCA recommends that the RPTP should incorporate 'stretch' targets for absolute patronage growth, growth in patronage per capita and market share which will challenge all stakeholders to make strenuous efforts to grow the public transport market.</p> <p>Bus standards</p> <p>32. We are opposed to the suggestion in Policy 3.4 action 'a' that AT may require buses to comply with quality standards that are additional to those specified in NZTA's Requirements for Urban Buses (RUB). The RUB set out national standards which are expected to result in significant cost savings by allowing operators to procure standardised buses and use them anywhere in New Zealand. Any move by any region to require different standards will undermine this standardisation and negate the potential for cost savings. We understand that NZTA has recently indicated that it intends to disallow any moves by regions to undermine the RUB in this way.</p> <p>33. The BCA recommends that Policy 3.4 action 'a' requires compliance with the RUB only.</p> <p>Access and other charges</p> <p>34. We note that Policy 5.3 action 'a' provides for "appropriate access charges" for bus, rail and ferry facilities. Our view is that such charges are likely to result in an unnecessary and inefficient 'money go round', since any charges levied on operators will almost certainly be recouped from AT via contract payments.</p> <p>35. If any access charges are to be levied, we would expect that operators, who would thus be funding the facilities concerned, would have a key role in deciding the scope and design of those facilities, to ensure that they were receiving fit-for-purposes facilities that provided value for money.</p> <p>36. It is also important that any such charges (and any inflation provisions) are set in advance of a contract being entered into, so that operators are not faced with unexpected and non-recoverable charges during the course of a contract.</p> <p>37. We further note that Policy 8.7 action 'd' proposes that operators, including the operators of exempt services, be charged to recover the costs of customer information, customer services and management services.</p> <p>38. Our comments in paragraphs 35 and 36 relating to the proposal for access charges apply equally to the proposal to levy charges as outlined in Policy 8.7 action 'd'. We note in addition that management services, customer services and customer information are undefined and unlimited in scope.</p> <p>39. We do not believe that there is any legal basis for levying such charges on exempt services without the consent of the operators concerned.</p>

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518	<p>Bus & Coach Association New Zealand (submitted by Philip Manning) #518</p>	<p>40. The BCA recommends that</p> <ul style="list-style-type: none"> reference to charging for access, customer services, information services and management services should be removed from Policies 5.3 and 8.7, that, if AT wants to provide for the possibility of such charges, a new policy be added to the RPTP to provide for the setting up of a joint management structure with operators to determine and control <ul style="list-style-type: none"> the facilities to be provided at interchanges and their scope, design and layout any services to be provided by AT under the headings of “customer services”, “information services” and “management services” any fees to be charged for any of the above that any such charges and any inflation provisions be fixed in advance of a service contract being entered into that the operators of exempt services have the ability to opt out of any such charges. <p>School bus services</p> <p>41. We note that Policy 7.3 action ‘a’ proposes that AT “considers” the provision of school bus services in specified circumstances. In our view, the commitment to providing school bus services should be expressed more strongly. The provision of school bus services which take students directly to their schools and thereby reduce the need for parents to drive their children on the “school run” is one of the most effective actions which can be taken to reduce morning peak period traffic congestion.</p> <p>42. The BCA recommends that Policy 7.3 action ‘a’ be re-worded to read “provide school buses in urban areas to schools not served by the regular bus network, or where capacity on that network cannot meet demand, or where the provision of school bus services will improve the reliability and attractiveness of that network, or where the provision of school buses direct to schools will significantly reduce the private transportation of students to schools”.</p> <p>Contract termination in case of network change</p> <p>43. We oppose the proposal in Policy 8.4 action ‘d’ for all units affected by a network change to be re-tendered where agreement cannot be reached with all affected operators to negotiate contract variations. It seems to us that this could give one operator an avenue, by holding out on negotiations for a contract variation, to game the system so as to result in an opportunity to tender for all affected units. This would be unfair to the other affected operators, particularly where the units in question are ‘like for like’ units.</p> <p>44. The BCA recommends that the third bullet point in Policy 8.4 action ‘d’ be deleted, and that AT’s contracting procedure should include a mediation or arbitration process to apply when there is a deadlock in the re-negotiation of a contract to allow for network changes.</p> <p>Provision of information</p> <p>45. We note that different specifications of information to be provided by operators to AT are provided under Policy 3.6 and Policy 8.4. The BCA is comfortable with the information requirements specified in Policy 3.6, but objects to the inclusion in Policy 8.4 of a requirement for operators to provide information on “service inputs” and “cost efficiency”. This goes well beyond the information requirements that were agreed by the parties who drew up the PTOM (including AT). Information on service inputs such as operational procedures and systems, vehicle and crew scheduling, and information on costs, is commercially sensitive. Its release to competitors, either inadvertently or deliberately, would be extremely prejudicial to an operator in the tendering process.</p> <p>46. The BCA recommends that</p> <ul style="list-style-type: none"> reference to any requirement for operators to provide information on “service inputs” and “cost efficiency” should be removed from the RPTP PTOM contracts should not require the provision of such information the specification of information to be provided by operators should be consolidated in one place in the RPTP. <p>List of Exempt services</p> <p>47. In respect of Policy 8.3 (fifth bullet point), we note that, in addition to the exempt services which are listed, there is a considerable number of commercial school bus services currently operating in Auckland. These will presumably become exempt services once the new legislation comes into effect.</p> <p>Farebox recovery ratio calculations</p> <p>48. We note that the formula set out in Appendix 4 for calculating farebox recovery ratio differs in detail from the formula set out by NZTA in its National Farebox Recovery Policy. The BCA recommends that, for consistency with other regions, Appendix 4 should adopt the formula set out by NZTA.</p> <p>Thank you for the opportunity to make this submission. I would be happy to provide any further information that would assist in AT’s deliberations, and look forward to discussing the points raised in this submission, either informally or at a public hearing.</p> <p>Yours sincerely, Philip Manning CHIEF EXECUTIVE</p>
281	<p>Campbells Bay Community Association (submitted by Maxwell Gordon Thomson)</p>	<p>Q1 – Strongly Support Comments: Campbells Bay residents agree that the success of the Northern Busway confirms that Aucklanders will use quality public transport. We also agree that significant changes are needed if we are to have a simpler, connected network that can deliver better levels of service to Aucklanders and better connections to the places they want to go.</p>

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281	<p>Campbells Bay Community Association (submitted by Maxwell Gordon Thomson) #281</p>	<p>Campbells Bay residents fall into three broad groups:</p> <ul style="list-style-type: none"> - Those who won't use public transport no matter how good it is - Those who use it all the time because they have to or choose to - Those who want to use it where it meets the need but find the current service too hard or inconvenient a lot of the time. It is this latter group that needs to be listened to particularly carefully. <p>Currently it is both expensive and badly co-ordinated to make a trip from/to Campbells Bay involving a non-central destination. Two examples:</p> <ul style="list-style-type: none"> - Campbells Bay to/from Te Atatu Community Centre, takes 2 - 2.5hours weekdays [using the MAXX instructions] and costs \$10.10 to \$14.30 depending on the route choice. - Campbells Bay to/from Rosedale Park, a very short trip by car, takes 1 - 1.5 hours weekdays [using the MAXX instructions] and costs \$5.30 to \$7.20 depending on the route choice. <p>We strongly support the plans proposals to shift towards a simpler, more connected network, with expanded frequent services, which make sense in addressing the main parts of these and similar journeys but there is a major gap in the proposed solution as follows.</p> <p>Feeder Services It is neither practical nor desirable to have large buses servicing narrow roads like Park Rise in Campbells Bay but there is a need to provide a service from residential areas to the very efficient Northern Busway.</p> <ul style="list-style-type: none"> - There is good north south bus transportation (existing and proposed 2016 busway), but poor east west access. - Bays outside of Takapuna, Milford, Mairangi Bay and Browns Bay town centres may have reasonable access to buses running to the Northern Busway (existing and proposed), but residents in Campbells Bay currently (and as proposed for 2016) cannot easily get to/from the Wairua Valley, Albany or the North Harbour Industrial estates east and west of the motorway, let alone the city as proposed, without using a private car or taxi for at least part of the journey. - There is a significant need for small yet regular feeder mini-buses taking residents to/from the Busway and the commercial areas throughout the day. <p>So, while supporting the plans proposals to shift towards a simpler, more connected network, with expanded frequent services, the Campbells Bay community strongly advocates the development of small vehicle, frequent feeder services to augment the proposed network. This is consistent with the draft plan strategy to reduce long waits between services and slow boarding and travel times and would fit the "Local, Peak-only and targeted" service layer category in the plan.</p> <p>Q2 –Strongly Support Comments: Ticketing There has been concern expressed about the long term capacity of the Northern Busway. The capacity could be significantly increased with pre-ticketing and multi-exit buses in the same way as train travel capacity is managed. The proposed zone charging with integrated ticketing should simplify route planning and is strongly supported. The feeder service should be included in that ticketing plan with the added suggestion that very short trips, only using part of a feeder service, should be free in order to encourage use of public transport for local (shopping, etc.) trips. 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>Parking The proposed Unitary Plan recommends reduced parking requirements in order to encourage the use of public transport. If this policy is to be implemented (and long term it makes sense as we plan for the impact of "Peak Oil") there needs to be a complementary provision of local short distance transport to allow people to go shopping, etc. without using their cars. It is recommended that short trips (to local shopping centres) be provided free on the feeder minibuses. This would both encourage use of the public transport and reduce the overall carbon footprint at virtually no additional cost.</p> <p>Other Comments: The Campbells Bay Community Association is very encouraged by the integrated approach between the Council's Auckland Plan and Auckland Transport's planning. We are also encouraged by the consultation being undertaken and trust that it is not just a token process.</p>
145	<p>CCS Disability Action (submitted by Tahnee H Hoete-Pio)</p>	<p>Q1 – Strongly Support Comments: Be more accessible</p> <p>Q2 – Neutral Comments: [comments not provided for Q2]</p>
553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission of Civic Trust Auckland - Draft Auckland Regional Public Transport Plan Name: Audrey van Ryn (Secretary) Organisation: Civic Trust Auckland [contact details provided to Auckland Transport]</p>

Sub #	NAME OF ORGANISATION	<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>
553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary) #553</p>	<p>We wish to speak in support of our submission at a public hearing. We would prefer to attend hearings in Central Auckland. We do not feel our submission contains commercially sensitive or other information that may be withheld under section 7(2)(b) of the Local Government Official Information and Meetings Act 1987. We wish to be involved in the local bus service consultation that will be conducted as part of the service implementation programme.</p> <p>INTRODUCTION</p> <p>(i) Civic Trust Auckland (CTA) 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.</p> <p>(ii) The Trust considers that good planning includes quality public transport.</p> <p>(iii) The Trust has associations with other groups within and beyond Auckland, both those with an interest in the protection of Auckland's natural and built heritage, and those which focus on transport issues.</p> <p>(iv) CTA has submitted on matters regarding public transport as follows: * Draft Auckland Regional Public Transport Plan, 24 December 2009 * Section 4.6 (Transportation) Hamilton City Council 2010/11 Draft Annual Plan, 23 April 2010 * Waikato District Council 2010/11 Draft Annual Plan, Roading / Transportation section, 23 April 2010 * Auckland Council Draft Annual Plan, 1 April 2010 * The Auckland Plan, 31 May 2011 * City Centre Masterplan, 17 June 2011 * Draft Local Board Plans (all), 8 August 2011 * The Auckland Plan, 31 October 2011 * Draft Long-Term Plan including the Draft Regional Land Transport Programme, 23 March 2012</p> <p>PUBLIC TRANSPORT NETWORK</p> <p>(1) Civic Trust Auckland supports the general direction of the proposed Public Transport Network outlined in chapter 5 of the Draft RPTP and in particular the advances made in the areas of rail electrification and integrated ticketing.</p> <p>(2) 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>(3) We read on page 58 that route protection is being undertaken for the following projects: • Airport rail loop • Waitemata Harbour Crossing • Rail to the North Shore • Avondale-Southdown rail corridor.</p> <p>(4) We support these projects and would like to see them implemented sooner than projected, particularly the airport rail loop.</p> <p>(5) All harbour crossings should include provision for trains and bicycles. CTA considers the walkway-cycleway proposed for the harbour bridge to be a key link in the transport network.</p> <p>(6) We understand that Avondale Southdown already has a designated rail corridor and that this rail link was proposed more than 60 years ago.</p> <p>(7) We support deferring / cancelling state highway projects to make funding available for rail.</p> <p>(8) We caution against the transport infrastructure having a negative impact on Auckland's built and natural environment, particularly in terms of the effect on historic heritage and viewshafts. Consideration in the plan should be given to addressing negative effects in both the planning stage (as to where infrastructure will be placed) and when the transport systems are in place. It is vital that community concerns are listened to in this regard before planning progresses, including prior to land use changes and greenfield purchases.</p> <p>(9) We strongly support policies 1.2 and 2.2 and their accompanying actions (pages 26 and 28): "Design the frequent service network so that at least 40 per cent of the population within the rural-urban limit reside or work within 500 m of a frequent service stop" and "Design routes so that at least 90 per cent of the population within the metropolitan urban limit lives or works within 500 m of a rail, bus, or ferry stop". Ideally these percentages would be increased beyond the life of this plan.</p> <p>(10) Bus and train (and future tram) routes should be planned carefully to avoid unnecessary duplication,</p> <p>(11) "All-day service" would ideally mean "24-hour service" for at least the major routes. Currently public transport users need to return home before midnight or travel home after this time by private transport or taxi. This is a disincentive for people to move beyond their local community for the purposes of visiting, entertainment and shopping. A 24-hour public transport service would contribute greatly to providing the public with more transport choices.</p>

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553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary) #553</p>	<p>(12) We suggest that an extension of service on major routes be introducing an hourly service throughout Friday and Saturday nights, and that such a trial is heavily publicised to potential users. Alternatively, extra services be provided (again with appropriate publicity) for special late night events.</p> <p>(13) Customers should not have to change to a different service more than once especially in the central isthmus.</p> <p>(14) We propose the adoption of one region-wide free public transport day per month in order to encourage those who do not normally use public transport to trial it and become regular users.</p> <p>(15) An alternative to region-wide could be Local Board areas having a different free public transport day per month for both people travelling out of their area and into their area. This might assist people visiting from other parts of Auckland as tourists.</p> <p>FARES AND TICKETING POLICY</p> <p>(16) CTA supports 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.</p> <p>(17) We 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). We would like to see more of the budget for new roads allocated to rail and to public transport services.</p> <p>(18) We do not support the intention to increase of public transport fares in the near future. Increased patronage should be the means by which operating costs are recovered through fares. Low fares for public transport encourage and enable more people to use the services, especially the economically disadvantaged amongst the transport disadvantaged. The amount of the fare impacts on whether people venture forth to spend money on retail, entertainment and services. We note that Action (c) related to policy 9.2 in the plan indicates that the effect of raising fares has been considered: “Closely monitor the impact of fare changes on patronage, and review the farebox recovery policy if growth in patronage is threatened by fare increases”.</p> <p>(19) We are pleased that Auckland Transport recognises that there is economic value of public transport to non-users (stated in action (d) for the above policy). We further note the comment on page 9 that public transport use “reduces congestion and supports economic growth and productivity”. We add that public transport usage thus makes a valuable contribution to the liveability of the city, and, furthermore, reduces the need for new roads, reduces the need for land for car parking, reduces emissions, reduces health costs, reduces the need for new roads and reduces the stress that drivers experience contending with city traffic. These are clear benefits to the whole region.</p> <p>(20) Motorists benefit by other people using public transport and therefore should contribute towards the cost of it. We suggest that consideration be given to raising car parking fees, as a funding source for public transport, with the highest fees being charged for those vehicles brought into the CBD and other centres during peak hours. This would, in effect, serve as a means of congestion charging without the cost of administration. This would be in line with the “earlybird” cheaper parking fees charged by some parking facilities, which has the same effect, i.e. rewarding private motor vehicle users for avoiding the peak traffic.</p> <p>(21) We suggest that Gold Card users be encouraged to contribute towards their usage by placing a donation in the farebox.</p> <p>(22) We submit that there should always be available on public transport a cash option for payment of fares for the following customers: tourists, those for whom English is not their first language, infrequent users and those who are unable to understand any form of ticketing other than an on-the-spot exchange of cash for a physical ticket.</p> <p>FERRIES</p> <p>(23) Water transport does not require extensive infrastructure, is free from congestion and has other benefits for the environment. Auckland is a harbour city, the harbour being one our greatest strategic assets, currently undervalued as well as underutilised.</p> <p>(24) CTA supports an expanded ferry transport as a part of the public transport network. There are opportunities for a much extended network to the many bays and inlets, especially within the inner harbour, where the demand will justify the provision of services. Included should be trips from the North Shore to the eastern suburbs and from the CBD to the eastern suburbs and also on the Manukau Harbour. Such a network should be integrated with rail and bus services as well as smaller vessels such as water taxis.</p> <p>(25) We are encouraged by the work on the ferry terminals at Hobsonville Point and Beach Haven and upgrades to further terminals as listed on page 11.</p> <p>(26) Ferries in themselves can be a tourist magnet, e.g. as in Sydney and Hong Kong and that in turn generates economic value.</p> <p>BUSES</p> <p>(27) Bus lanes and bus priority lights have helped to reduce bus travel times and we would like to see provision of more bus lanes. However, the bus lanes being shared by bicycles work best for buses when there are no cyclists in the lane and for cyclists when there are no buses in the lane. If cyclists and buses are using the lane at the same time there is an element of risk, with the cyclist’s safety, in particular, being compromised?</p> <p>(28) There needs to be more clarity on the rules regarding use of bus lanes by all other road users.</p> <p>(29) We note on page 30 that, “All new and used passenger service vehicles entering the bus fleet on contracted services within Auckland are required to conform to NZTA’s Requirements for Urban Buses - a nationwide set of standards for bus quality and accessibility. Research with other stakeholders will be undertaken on future alternative fuel and bus traction vehicles”. We submit that low noise emission would seem to be an important aspect of bus quality. A major complaint about buses is the loudness of the noise they make, especially when pulling away from a stop. More hybrid electric buses would help to alleviate the noise problem. Aside from more buses of this type, we support further investigation of alternative fuels.</p>

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553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary) #553</p>	<p>(30) 3.2 e on page 32 states, "Specify vehicle size to match local service route geography and loadings, as required". It would seem that introduction of smaller buses to the fleet, as and when old buses need replacing, would be more cost efficient and sustainable than large buses, especially if these smaller buses could run more regularly and/or be used during off-peak times.</p> <p>(31) For vehicles that serve high density areas, it would seem that the public light bus (as used in Hong Kong): a 16-seater which does not run to a timetable but leaves the terminal as soon as it is full but not until it is full, could provide a cost-efficient and regular service.</p> <p>(32) An alternative to smaller buses for off-peak travel or in addition to them could be some way of integrating with taxis at a cheaper rate.</p> <p>(33) Ideally all bus stops would provide shelter from the rain, otherwise rain is a strong disincentive to travelling by bus.</p> <p>(34) We would like to see provision on Queens Wharf for additional bus terminals with convenient access to Britomart rail terminal and the ferry wharves</p> <p>TRAINS</p> <p>(35) CTA supports more trains on the tracks that are already in place.</p> <p>(36) We support the implementation of the City Rail Link. This route must not compromise the built heritage in the area.</p> <p>(37) We would like to see a higher priority give to the airport rail loop. 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> <p>(38) We are 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 transport stop. The Gowing Drive site would serve Selwyn College students, among others.</p> <p>(39) Suburban rail stations need to be well maintained as otherwise the shabbiness caused by damage and graffiti discourages public transport use.</p> <p>(40) We support the establishment of a commuter line between Auckland and Hamilton.</p> <p>(41) Planning for inter modal usage of rail corridors should be considered through gradual passenger gauge change standardisation to 1435mm, as used for trams e.g.at the present Wynyard Loop, and modern light rail vehicles, so that these vehicles can use both networks.</p> <p>CYCLISTS AND PEDESTRIANS</p> <p>(42) We are pleased to note that the plan states that, "An efficient and effective public transport system relies on the provision of well-designed and well-maintained facilities" and that the list of facilities includes cycle paths and footpaths" and that, "Their design also needs to provide good access, and safety and personal security at all stages of the journey, particularly for people with disabilities" (page 37) In addition, we note on page 39, policy 5.6 "Integrate public transport with cycling and walking" and the actions as follows: "a. Ensure that the needs of cyclists and pedestrians are recognised when designing and delivering public transport services b. Provide convenient and visible connections between public transport, and cycling and walking networks c. Work with public transport operators to improve facilities for better transfer and integration between public transport and cycling and walking".</p> <p>(43) All public transport journeys out of necessity include a walking component and so the needs of pedestrians are important.</p> <p>(44) Aucklanders need to be encouraged to rediscover their ability to walk medium to long distances and the benefits that this has not only individually but collectively.</p> <p>(45) Pedestrian-friendly neighbourhoods including safety at night near public transport facilities need to be addressed in some areas of Auckland.</p> <p>(46) More care needs to be taken to maintain footpaths to a high standard and ensure that they are non-slip.</p> <p>(47) Integration of green walking and cycling routes should [be] developed.</p> <p>(48) The cycling infrastructure needs much attention to provide safe routes that join up the current paths and lanes so that cyclists can experience a complete trip without dangerous and unpleasant gaps. This will encourage cyclists who wish to travel long distances to incorporate public transport into their journey. There are sections of cycle paths and cycle lanes across the region but many of them are isolated and short, often running out just where they are needed from a safety perspective. A priority is the extension of the north western cycleway to Beach Rd in the CBD.</p> <p>(49) If an inner city tram loop were established along Queen St, K Rd and Ponsonby, cyclists could cycle safely, as there would be enough space on the road for them without two lanes being taken up for cars.</p> <p>(50) Where safe cycle routes are not yet provided, CTA advocates for permitting cyclists to cycle on footpaths in designated areas where there is space for this and where the pedestrian count is low. Sharing the footpath between pedestrians and cyclists currently works in many parts of the city (examples being Devonport, Greenlane and Glen Innes).</p> <p>(51) Ideally all public transport services would have provision to carry bicycles.</p>

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553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary) #553</p>	<p>(52) Parking for bicycles would ideally be under cover to protect them from rain.</p> <p>TRAMS</p> <p>(53) 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>(54) It is obvious that trams were a popular mode of transport and in cities overseas they continue to be extended. We consider that trams have an important place within a range of quality transport options and we would like to see a tram network reintroduced as part of a public transport network.</p> <p>(55) We 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.</p> <p>(56) Trams to connect neighbouring parts of the city centre would both address the issue of what is steep terrain for pedestrians in some places and provide an attractive transport option. This would not only serve the interests of Aucklanders but also of tourists.</p> <p>(57) See point (49).</p> <p>PARK AND RIDE</p> <p>(58) Action 5.5c states: “Where appropriate, introduce charges for Park and Ride facilities to manage demand”. It does not seem to us to be appropriate to charge for Park and Ride, as people should be encouraged to use these facilities in order to use public transport.</p> <p>(59) Page 121 shows in general terms where new park and rides are planned but the details of exactly where they are proposed to be built are not provided. CTA supports new and extended park and ride facilities but submits that the placement of these must take into account the effect on the surrounding environment and community. Parking for cars uses up valuable land and is usually unattractive.</p> <p>(60) We favour the development of park and ride facilities beside the ferry wharves.</p> <p>(61) Park and Ride could integrate with any linear transport system envisaged along the isthmus.</p> <p>ALTERNATIVE / ADDITIONAL NETWORKS</p> <p>(62) A future public transport option that we present for discussion is “Sky-Waka” – an overhead transport system bringing people to the city centre from the south, west and north. Running up the middle of and above the motorway, it takes no new land. Passing over motorway traffic jams, the public transport user is privileged with quick journeys and views across a canopy of green to the city’s volcanic cones. (Potentially a world heritage site and a tourist attraction creating economic value). Spaghetti Junction is the interchange, where the use of 35ha of city centre real estate would contribute significantly to funding this proposal. (A whole city block was created in this way in Boston where existing roading was effectively buried beneath new above ground property development.) Arriving at Spaghetti Junction, travellers cross the plaza to K’ Rd, where they may either get on a tram making the K’ Rd - Queen Street - Victoria St - College Hill - Ponsonby Rd loop or use the city rail link service. Further funding would come from the park and ride malls to be built at existing nodal interchanges, e.g. Penrose and Papatoetoe, heading south.</p> <p>CUSTOMER INTERFACE</p> <p>(63) CTA submits that the Auckland Transport call centre should provide a 24-hour service to enable customers to plan their journeys. This phone service would ideally include information in languages other than English (as per 6.4 c).</p> <p>(64) Customer feedback could be provided in a variety of ways, including on the service itself (e.g. via a feedback box), at the station / terminal, by phone and online. The latter could follow the model of the Community Roadwatch online reporting form https://forms.police.govt.nz/forms/online-community-roadwatch-report/9</p> <p>(65) We support in particular policy 6.4 in regards to enabling people with disabilities to access information.</p> <p>(66) The extension of the GPS tracking equipment to all public transport service vehicles and the trip information RTPIS electronic displays is of great assistance when planning trips. If there is not yet an app for Auckland that informs customers where their public transport service is at any time, then we would like to see one made available soon.</p> <p>(67) Driver training needs to include awareness of passengers trying to distinguish which of several buses approaching the stop is theirs.</p> <p>(68) Driver training should include how to approach customers regarding their eligibility for a concession.</p> <p>(69) Timetable information should be available at all stops/stations.</p> <p>(70) The streets that a bus drives along need to be named, to enable customers to plan their journeys.</p> <p>(71) To “Ensure appropriate public consultation on future RPTP variations” (Policy 10.3), information about proposed variations and how to give feedback on these should be clearly provided on all services.</p> <p>(72) We would like to see travel plans developed for the facilities in communities that attract large concentrations of people.</p>

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553	<p>Civic Trust Auckland (Audrey van Ryn, Secretary) #553</p>	<p>(73) School safety travel plans should include educating parents about public transport options for their children.</p> <p>TOTAL MOBILITY (74) We have had feedback from Total Mobility customers that the service would be improved if users did not have to book their rides several days in advance but instead the service were made available for spontaneous outings - as is available to the rest of the population. This would seem to require the provision of more Total Mobility vans. With recent advances in technology it must be possible to book rides efficiently online or via cell phones.</p> <p>(75) We would like to see consideration given to enabling mobility scooters to travel on buses. The access to and space on buses for mobility scooters could also be used for strollers, bicycles, wheelchairs and luggage. When not used for these purposes, standing passengers could use such spaces.</p> <p>(76) If someone's means of mobility to get to a service stop is a mobility scooter and the scooter cannot be carried on the bus or train, if they are to park it near the bus / train stop then there needs to be secure parking for it e.g. undercover in a monitored / patrolled car park.</p> <hr/> <p>(77) Civic Trust Auckland commends Auckland Transport's Draft Auckland Regional Public Transport Plan in its intention to provide more routes and higher frequencies for all public transport,</p> <p>(78) We submit that the Auckland region can learn from and adopt transport strategies and practices that have been used successfully elsewhere.</p> <p>Date of submission: 5 November 2012 Secretary, Civic Trust Auckland</p>
584	<p>Community and Social Issues Sub Committee of Auckland Greypower Association Inc (submitted by Anne-Marie Coury)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Community and Social Issues Sub-Committee - Auckland Greypower Association Inc Contact Person(s) Elisabeth Van Alkemade [contact details provided to Auckland Transport]</p> <p>Anne-Marie Coury [contact details provided to Auckland Transport]</p> <p>OUR RECOMMENDATIONS We support the proposed network system and the Fares and Integrated ticketing but with the following reservations and recommendations.</p> <p>1. Maintaining the Super Gold Card transport subsidy, so seniors can travel from 9am onwards, and into the evenings (as under threat on page 35) is an important provision to ensure social goals within the Auckland Plan are able to be realised and seniors access to health services [g]uaranteed.</p> <p>We will strongly oppose any changes to the existing Transport entitlements on the Super Gold Card for Auckland Seniors. Our seniors' needs are not the same as those in the rest of NZ and cannot be compared to them.</p> <p>2. We request the Mayor's office develop a policy directive on the removal of the concession to avoid expensive consultation and the corrosive social impact such controversial issue will have on seniors' wellbeing. Such a policy could ensure the other goals of the Auckland Plan are not compromised by a myopic focus on cost recovery by Auckland Transport.</p> <p>3. We request that our Greypower representatives across the region are able to have direct input at the Auckland Transport policy discussions - established to review concession fares, under Policy 4.7 at the earliest stage of the Draft Plan process. We wish to advise that many of our members rely on the Senior Gold Card to get to health appointments, to visit grandchildren, and sick relatives. Many travel across the city on two or more services so returning before 3pm can be difficult, especially if they live on Waiheke Island.</p> <p>To raise the literacy and skills commitment of our youth in Auckland will require the on-going input of grandparents, whose support and involvement in after school activities while parents work is critical to outcomes of raising literacy and achievement.</p> <p>Seniors are the volunteers that operate many of our tourist and educational and support services. Their travel to their voluntary workplaces needs on-going support.</p> <p>Our Greypower Zone meetings involve representatives connecting up from the various parts of the region, so often members are required to travel after 3pm from either to the far south or the north.</p> <p>50 Plus Cycling members over the age of 65, can afford to participate in our cycling rides and events because of the existence of the Gold Card present service levels. To avoid busy roads, increase our options of interesting rides, to utilise the cycleways across the city, we rely on using the trains at off-peak times.</p> <p>We introduce people to using trains, with their bikes where they previously were not using Public Transport at all. They begin on weekends in a relaxed way experimenting and then move towards more regular usage at other times. They also use their bikes more frequently when they know they can train home for all or part of a route if they become tired or it rains.</p>

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584	<p>Community and Social Issues Sub Committee of Auckland Greypower Association Inc (submitted by Anne-Marie Coury) #584</p>	<p>We train these people in safe and easy routes to get about the city and ensure they use their bikes more and cars less.</p> <p>All our cyclists are reducing the congestion on roads, and reducing taxpayers spending on health costs, as they reduce weight, lower drug intake, reduce incidence of diabetes, heart conditions, etc.</p> <p>More efforts to accommodate cyclists still need to be made with bus racks and vertical racks in carriages, (Europe has had these for ten years now). Some basic considerations, like allowing people to use toilet facilities in a train station before purchasing tickets and entering the turnstiles, have been ignored at Newmarket.</p> <p>This seems barbaric and certainly not in keeping with the status of being a world class city.</p> <p>Therefore instead of focussing on a cost recovery model that ignores the fact that the majority of people travelling are not on high incomes, there needs to be a recognition of the role cheaper transport plays in the social fabric of a safe and well connected society.</p> <p>4. We recommend a reality check for planners and advisors before developing policies that have implications for the implementation of other goals in the Auckland Plan.</p> <p>This would mean a travel excursion party including members of the disadvantaged groups discussed on pages 118-120, travelling across the city, trialling out in practice and meeting up first hand with the barriers and difficulties we often face.</p> <p>5. We need to be heard and taken seriously. There is a sense in which changes like the HOP card were introduced with no specific communication messages for seniors, and consequently they are the group least able to cope and requiring considerable assistance, because they haven't got the message of how and why a HOP card would be actually worth their while to purchase.</p> <p>We hope to establish fruitful dialogue with Auckland Transport.</p> <p>Thank you for this opportunity.</p>
538	<p>Counties Manukau District Health Board (submitted by Dr Doone Winnard, Public Health Physician)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>COVER LETTER: Thank you for the opportunity for Counties Manukau District Health Board (CMDHB) to provide a submission to the Draft Auckland Regional Public Transport Plan. CMDHB would not like to be heard at any submissions hearing.</p> <p>This submission is has been prepared by: Dr Doone Winnard, Public Health Physician; Dr Colin Thompson, Diabetes Specialist Physician; Mr Greg Simpson, General Manager Facilities.</p> <p>The primary contact person for this submission is: Doone Winnard, Public Health Physician CMDHB [contact details provided to Auckland Transport]</p> <p>Yours sincerely Margie Apa (Director - Strategic Development) [&] Professor Gregor Coster, Chairman Counties Manukau District Health Board</p> <p>SUBMISSION: INTRODUCTION CMDHB and Regional Transport Counties Manukau District Health Board caters for a population of approximately 500,000 people. Our population is multi ethnic and youthful - Maaori 17%, Pacific peoples 23%, Asian 21% and European / Other populations 40% respectively, and 25% of the population are children aged under 15 years.</p> <p>Our communities are also relatively socioeconomically deprived, with 34% living in very deprived areas (NZ Deprivation Index Deciles 9 and 10) at the time of the 2006 census, this figure being substantially higher for our Maaori and Pacific populations - Maaori (57%) and Pacific peoples (73%). This is important context in relation to transport disadvantage, and the important role that transport can play in economic development and access to work and education for our communities. Effective, integrated and safe public transport and active transport options provide alternatives to the need for vehicle ownership for low income families.</p> <p>In addition, our population has the highest number of people with diabetes and obesity of the District Health Boards in New Zealand. This is important for people of all ages in CMDHB, in relation to our promoting regular physical activity as an integral part of daily life to help reduce the growing burden of diabetes and obesity, and active transport as one component of this. Transport also has health risks in relation to air pollution and injury that require mitigation, and by reducing private vehicle use, public transport and active transport can further contribute to reducing health risks.</p> <p>Promotion of active transport and public transport are also important strategies contributing to reducing congestion levels and the environmental sustainability of Auckland City, and environmental concerns are important for health sector in relation to the potential health impacts of climate change. Most morning peak journeys are short1, and could be undertaken by active transport with the consequential benefits for congestion, air pollution, health and the economy.</p>

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538	<p>Counties Manukau District Health Board (submitted by Dr Doone Winnard, Public Health Physician) #538</p>	<p>In terms of health facilities, CMDHB is undertaking a decentralised based re-structure of secondary care outpatient and community services on the basis that if these services are located in close proximity to where people live/work, they are more likely to be accessible. The long term intention is for Middlemore Hospital (MMH) in Mangere to primarily take acute patients and be a teaching facility for health care workers and the Manukau Health Park (MHP) on the Papatoetoe / Manurewa border to be a centre for subacute inpatient and elective services along with some of the outpatient and community services, and 'health related' services and facilities.</p> <p>Some community services are already provided in facilities across the DHB area (e.g. Botany SuperClinic™) but this will be strengthened, including the development of Integrated Family Health Centres (IFHCs). Going forward, over time there are likely to be larger aggregations of health services in community settings, potentially in the form of IFHCs. This will effect transport access requirements.</p> <p>Transport links to MHP and MMH are an important concern. There is already some work going on involving CMDHB facilities planning staff and Auckland Transport/Auckland Council staff to address these concerns, which are discussed further under Point 5 below.</p> <p>1 Auckland Regional Council (2008) Trends and Issues (Transport Challenges) WP 2010/08. Accessible from http://www.arc.govt.nz/albany/fms/main/Documents/Transport/RLTS/RLTS2010WP08%20Trends%20and%20Issues%20%28Transport%20Challenges%29.pdf</p> <p>We acknowledge that this consultation is a 'high level' one and that there will be opportunities next year to comment on public transport proposals at a more detailed geographic level.</p> <p>Key Points and Recommendations</p> <ol style="list-style-type: none"> 1. We support the integrated approach proposed by Auckland Transport. We believe that it will improve public transport in the Auckland region and thereby have the potential to positively impact on health outcomes by encouraging public transport use. 2. We draw attention to the importance of daily physical activity for a healthy workforce and population for the future. We acknowledge that public transport reduces private vehicle and has an active transport component (mainly walking, but also in some circumstances cycling) at either end of the public transport journey, which contribute to daily activity. However we would also recommend that cycle and walkways are planned and in conjunction with public transport networks, both to optimise linkages but also ensure that cycle and walking networks don't take second place in future planning to pre-existing public transport networks where space is limited. Considerations of safety for people walking and cycling in proximity to public transport networks are also important, with particular attention needed in relation to schools and public amenity areas. 3. Currently the Plan acknowledges the need for well-designed and maintained cycle paths and footpaths as part of an efficient and effective public transport system in the narrative for Objective 5 (P37), but is silent on more specific steps to address public transport connectivity with active transport. In Policy 5.6 we note Auckland Transport's intention to 'Ensure that the needs of cyclists and pedestrians are recognised when designing and delivering public transport services' but we believe that the needs and safety of these users should be prioritised and not only 'considered' but acted on when designing and delivering public transport services. To encourage cycling connectivity to public transport, we recommend more specific planning for facilities to support this; e.g. dedicated areas on buses/trains for carrying cycles, cycle storage facilities at transport interchanges. 4. The needs of those who are transport disadvantaged are acknowledged in the Plan but these aspects could be further strengthened. <ul style="list-style-type: none"> * Policy 1.3, Policy 5.2 and Policy 5.3. It will be important to ensure that the needs of children, the disabled and elderly are taken into account when designing the physical layout of interchanges and where connecting services are located. * Policy 4.3. Ensure that passengers do not face a price penalty for crossing zone boundaries. This is important in relation to access to work, education and leisure for our economically less well-off communities, and in relation to cross district trips to access health services. * Policy 7.6. Careful consideration needs to be given to ensure that access to public transport for those suffering socio-economic disadvantage is improved relative to the regional average. Currently, with Auckland's pre-existing transport network, socio-economically deprived households have lower access to passenger transport than non-deprived households. (2 P 86. Auckland Regional Council (2010) Future Land Use and Transport Planning Project April 2010. Accessible from [link not provided]) 5. Ensure that major health care facilities (hospitals and outpatient/community facilities) are served by the frequent service network, Policies 2.1-2.5. For CMDHB, both MHP and MMH need to be on frequent service public transport routes and these routes need to support 'cross district' trips not just north/south trip; e.g. so that people living in Dannemora for example can reach MHP by public transport. The East-West route has been a topic of discussion with Auckland Transport mainly from the perspective of reducing East-West car volumes as well as promoting car-pooling. <p>Currently the work between CMDHB and Auckland Transport concentrates on the challenge of staff travel to and between MMH and MHP, and closer integration of our expanded staff shuttle service to work more closely with revised and improved public transport routes and active transport options. However a logical expansion of this theme for Auckland Transport would be to include a local public transport circle line that integrates these needs with other population based activities in the Manukau region to cater for increased patient and visitor public transport volumes over time.</p> <p>Pedestrian access across Great South road to and from MHP is poor and the current vehicle entry to and exit from MHP is marginal. However with the current negotiations to develop the MHP, the proposed main access road would shift in a northerly direction by 100 to 200 metres with much improved and enhanced traffic control to service the MHP. As part of the transport plan for this site consideration would be given to public service buses actually pulling into the MHP site, as happens at the Greenlane Clinical Centre, ADHB facility (the 007Pt Chevalier route).</p> <p>http://www.arc.govt.nz/albany/fms/main/Documents/Auckland/Aucklands%20growth/Future%20land%20use%20and%20transport%20planning%20project%202010%20-%20report.pdf [end]</p>

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388 Counties Manukau Grey Power
(submitted by John Ballantyne – note: John Ballantyne has also submitted a personal submissions separately)

Q1 – Neutral Comments
I think it has good points and not so good. But will mention them later on.

Q2 – Support
[comments not provided for Q2]

588 Cycle Action Auckland
(submitted by Barbara Cuthbert)

Organisation emailed their submission, entire submission contained below

Cycle Action Auckland: Submission on Auckland Transport’s Draft Regional Transport Plan

Feedback Context
Cycle Action applauds the actions described the RPTP and the emphasis on bringing about a transformational change in our transport system by winning over more and more Aucklanders to the ease and convenience of PT travel. More Aucklanders will leave their private vehicles at home for more trips around our city more often when they are offered better transport options.

Cycle Action Auckland is a voice for Auckland cyclists, whether commuter, recreational, or sports cyclists. We take into account the needs of all cyclists and potential cyclists, irrespective of their age, fitness or experience.

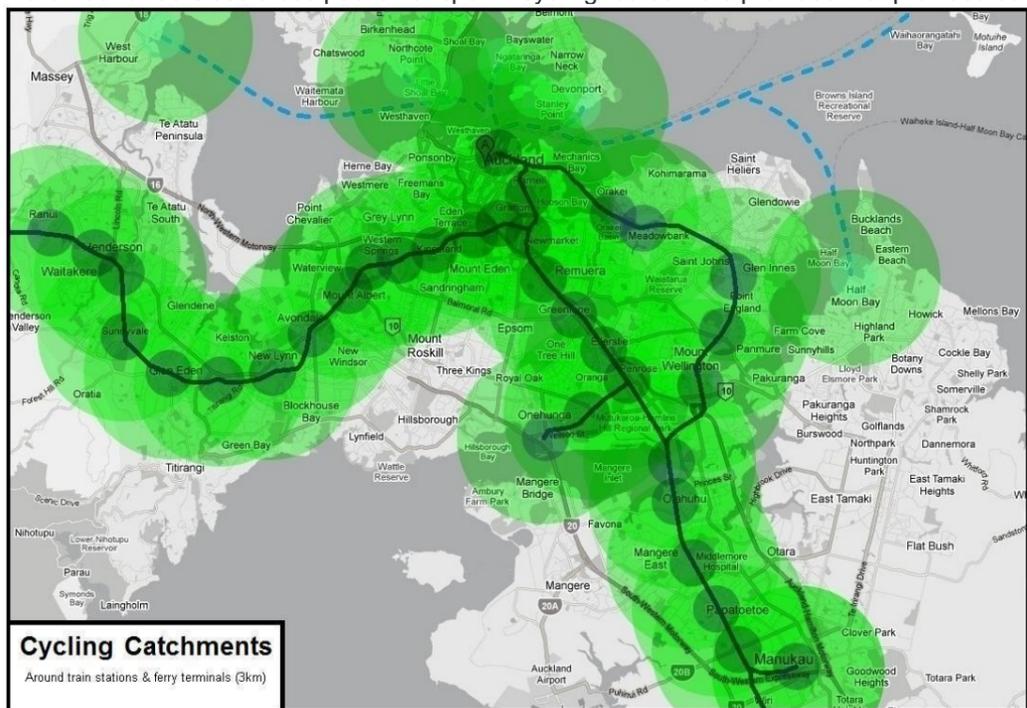
The scope of this feedback is limited to cycling and its relationship to public transport.

Among our 200 members and 2,000 friends we have professional planners, engineers and managers. This response draws on their professional experience, as well as their practical knowledge acquired from many years of cycling. We work closely with Auckland Council, Auckland Transport and NZTA, providing informed feedback on design initiatives, transport plans and strategies, and advising on cycling promotion generally. We know that Cycle Action has a valuable role as a key stakeholder in transport planning and we appreciate this opportunity to discuss the role of bike transport in expediting the objectives of the RPTP.

Public Transport needs Bicycles and vice versa
To achieve a transformational change in transport behaviour, bikes must be considered a serious transport mode, an integral component of the public transport system and the means to increase the liveability, connectivity and health of the city.

Public transport is normally limited to a fixed network. The majority of PT users will need to travel some distance to a bus stop, train or ferry station. PT users need options other than driving to an interchange (Rail, bus or ferry) when it is too far to walk.

Enabling PT users to ride a bike to their nearest frequent service interchange will dramatically increase the catchment that a particular interchange can serve. The following diagram clearly shows how many more Aucklanders could use public transport if cycling routes were provided that provided easy access to train stations and ferry terminals:



Map: 400m and 3km distances from Public Transport Network

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588	<p>Cycle Action Auckland (submitted by Barbara Cuthbert) #588</p>	<p>The smaller darker circles have a radius of 400m, the typical distance that people say they are happy to walk for PT. The lighter green circles have a radius of 3km, the typical distance people say they'd be prepared to cycle for PT. Cycling facilities in the green catchments will greatly increase use of PT travel while greatly reducing the number of car parks required in Park and Ride areas.</p> <p>Encouraging PT users to cycle to interchanges requires simple and relatively low cost actions :</p> <ul style="list-style-type: none"> * Sufficient secure, sheltered, close and visible bike parks at each frequent service interchange. Regular monitoring of these facilities to ensure supply keeps up with the rapidly growing demand at popular locations. * Bike racks on every bus, as well as adequate bike storage facilities on trains and ferries. * Free bike carriage fares on buses (as it is currently for trains and ferries) to encourage the integration of bikes as part of the travel. * Cycle lanes leading to and from each frequent service interchange. * Direct off-road cycleways along the Northern and Southern motorways to replicate the highly popular North Western Cycleway. These allow people to choose to ride one way and use mixed modes for return trips. <p>Combining bike and public transport for some or all of a trip caters for the public's desire and practical need to mix and match travel modes for the trips to and from work, university etc. across the region, and to be able to travel from door to door - a benefit that only car drivers currently enjoy. Many Aucklanders commute relatively long distances across Auckland daily. Although a small number of cyclists currently travel from their homes in the south, west, east or north to Central Auckland for work or study, we know from feedback that many more would be happy to ride a bike for part of their journey if they could more easily connect with PT modes. A more flexible transport system would allow someone in Manukau, for example, to ride a few kilometers to the station in Manukau, park their bike, take the train into town to work and then use Public Bikes to get around the CBD.</p> <p>A vital element of all of these expanded options is effective marketing to inform the public on the whole menu of transport modes available for their travel around Auckland. Education and information about all the transport modes and how to combine them will show Aucklanders how easy it can be to leave their cars at home for many of their trips.</p> <p>Active Transport Plan versus Regional Public Transport Plan CAA is pleased that there will be a plan created for Active Transport, but without seeing the plan we cannot be sure that it will have the necessary funds or profile to enable significant increases in cycling, or how it will integrate with the PT plan.</p> <p>CAA was very disappointed to learn recently that, of the \$51M budgeted for cycling infrastructure for the last 3 year Regional Land Transport Plan period, only \$41M was spent by Auckland Transport. This is of grave concern given the embarrassingly low levels of cycling that we have in our city. We also observe that significant improvements in cycling infrastructure can occur in Auckland when the works are deliberately combined with larger roading and design projects. It is typically easier and less expensive to add cycle infrastructure when installing new trains, remodelling transport interchanges or intersections etc., than it is to retrofit it at a later date.</p> <p>We request that Auckland Transport states specifically in relation to the RPTP:</p> <ul style="list-style-type: none"> * that bike transport will be integrated into the RPTP * that bike transport is identified as an important component of the transport system that can increase PT uptake can and enables more transport choice * bicycle use will be encouraged and supported as a coherent element in the transport networks available to the public. * that cycling infrastructure be installed when PT infrastructure work is being implemented. <p>When Auckland Transport integrates bicycle use into the Regional PT Plan, a definite culture change in Auckland City transport planning will be signalled that will speed up the transformational change in travel behaviour of Aucklanders so urgently needed to optimise Auckland's transport system. It will bring Auckland into line with other world class, liveable cities where cycling is encouraged and valued as a transport mode.</p> <p>Specific feedback on the plan</p> <p>Bus Lanes and Bikes As many of the current and proposed regional cycle routes are placed in bus lanes, doubling non-car trips from 23% to 45% will see many cyclists in bus lanes put in danger and bus services compromised where the lane is too narrow for safe overtaking. We note that where buses and bikes have to share the same space, all recent safety audit work has shown that the lane width should be no less than 4.3m. Research shows that narrower combined lane widths have significantly higher crash rates and injuries affecting cyclists.</p> <p>Policy 5.6 Integrate public transport with cycling and walking CAA requests that the RPTP includes:</p> <ul style="list-style-type: none"> - re Policy 5.6 - actions: <ol style="list-style-type: none"> 1. allocation of sufficient and significant resource and funds to support these vulnerable and valuable members of the transport community. 2. actual details and a schedule for the infrastructure and activity that is planned as part of Policy 5.6. We would suggest the following infrastructure and activity as appropriate: <p>5.6 a. Ensure that the needs of cyclists and pedestrians are recognised when and delivering public transport services. CAA asks that this includes:</p> <ol style="list-style-type: none"> a) A separate section in every new PT project that explains how the needs of cyclist and walkers will be integrated with public transport services to increase the uptake of all of these PT modes. b) Targets for increases in cycling and walking as a result of the new project for the first 3 years after the project is finished. c) Mandatory training for all bus drivers on the needs of cyclist that use the bus and bike lanes.

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588	<p>Cycle Action Auckland (submitted by Barbara Cuthbert) #588</p>	<p>d) Training for bus, ferry and train staff on how to load bikes quickly and efficiently e) Ferries are modified and designed to cater for the growing demand to combine ferry and bike travel.</p> <p>5.6 b. Provide convenient and visible connections between public transport, and cycling and walking networks. CAA asks that this includes: a) Secure and convenient bike parking to be placed in high profile areas at frequent service interchanges b) Cycle lanes that allow riders to leave the immediate area of the frequent service bus interchange without having to share road space with a high level of bus movements. c) The provision of high profile information using maps and other media, including the use of mobile phone applications, to ensure the public is aware of all integrated travel options. d) Cycle bridges over/under railway lines at frequent service rail interchanges with rideable gradients</p> <p>c. Work with public transport operators to improve facilities for better transfer and integration between public transport and cycling and walking. CAA asks that this will include: a) Bike racks on all new buses, trains and ferries, as they are purchased. b) Retrofitting bike racks on 100% of existing buses, trains and ferries by 2015 c) Abundant bike parking installed at all frequent service PT interchanges as they are upgraded. d) Basic bike servicing equipment at all frequent service PT interchanges e) as they are upgraded.</p> <p>Public Bike Hire The international acceptance of Public Bike hire as a PT mode and the proposal for a Public Bike network for the central city is not mentioned in the Draft. Currently more than 300 cities around the world fund public bike hire networks across their central city as an integral component to their traditional PT (Bus, Train, Tram and Ferry). This can help to reduce the need for bikes to be carried on buses, trains and ferries. More importantly, public bike hire networks provide three distinct benefits that traditional PT cannot: * Freedom from a fixed schedule. There is no need to wait 10 minutes for the next bus, people just grab a bike from the rental station and ride. * Freedom from fixed route. There is no need to decipher complex route maps for buses, users can ride their bikes to any of the hundreds of rental stations around the city. * Door to Door travel.</p> <p>Public Bike hire networks complement and encourage traditional PT use, by giving the PT user independence and quick travel around the central city.</p>  <p>The cost of Public Bike hire systems are a fraction of the cost of traditional public transport.</p> <p>CAA notes that many issues around a Public Bike service, such as helmet provision and redistribution of bikes across a hilly city like Auckland, were solved by Nextbike during their 3 years of operating a privately funded bike hire network. CAA also notes that Nextbike's Public Bike system was limited in its ability to expand owing to lack of recognition of its PT role and the need to display private onbike advertising to pay its way. Cycle Action suggests that a Public Bike system should be instituted as a component of Auckland's PT system and any subsidies should be funded from a PT budget, given the important transport function they offer, particularly in the central city.</p> <p>The CAPEX and OPEX requirements of a Public Bike system are more closely aligned to the RPTP, compared with items that might be included in the Draft Active Transport Plan.</p> <p>CAA would hope to see the final Regional Public Transport Plan include: * recognition of Public Bikes as a Public Transport mode. * the implementation of a Public Bike Hire Network across the central city by 2015</p> <p>Cycle Action Auckland requests the opportunity to speak to this submission and to participate in further stakeholder consultation and revisions of the Draft.</p> <p>Barbara Cuthbert Chair, Cycle Action Auckland [contact details provided to Auckland Transport]</p>

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466	Devonport Takapuna Youth Board (submitted by Pam Baillie)	<p>Q1 – Support Comments: The Devonport Takapuna Youth Board supports the pricing zones, the integrated ticketing and services and supports route numbers. The extension of the north services to the university is endorsed. Cutting down services is supported on the basis that the level of services does not decrease. The group notes that the use of feeder buses will only be effective if transfer stations are weather proof and services are frequent.</p> <p>Q2 – Strongly Opposed Comments: The Devonport Takapuna Youth Board strongly opposes any increases to student fares stating that students are high users of public transport with limited capacity to pay. Although supportive of subsidised public transport for Super Gold Card holders, the group felt it would be unfair to maintain the after hours 100% subsidy from Auckland Transport at the expense of the student subsidy. The group also notes that with the ageing population that the cost of the Super Gold Card subsidy will continue to increase.</p>
555	Devonport-Takapuna Bus Users Group (submitted by Noelene Wallace, Convenor)	<p>Organisation emailed their submission, entire submission contained below</p> <p>We wish speak in support of our submission.</p> <p>Question 1: Response and comments on Chapter 5 We support with reservations the general direction of the proposed Public Transport Network plan outlined in Chapter 5[.] High frequency routes are essential for the future of a successful public transport system. But without dedicated lanes buses subject to traffic congestion and delays leading bunching and minimising the benefit of a high frequency service[.] To quote the new Chairman of the Board of Auckland Transport, Dr Lester Levy, "Services have to be reliable, accurate and frequent. If services are frequent enough, people want to use them."</p> <p>The Northern busway is so successful due to frequency and reliability. At peak time there are buses every few minutes.</p> <p>This same service which the hundreds of commuters from Castor Bay, Milford South, Takapuna and Hauraki deserve and the patronage is building day by day.</p> <p>The Busway is not an option for these people. It is 1 1/2 to 2 kilometres away.</p> <p>The Esmonde Road Bus lane is a speedy alternative to the CBD but needs a shuttle service to and from Takapuna at peak time. Currently there are often queues of up to 30 people waiting for "delayed" buses at Takapuna and Esmonde Road for over 20 minutes.</p> <p>The early morning buses leaving the city often read "not in service" leaving Takapuna office workers, many who have arrived in Lower Albert Street by train, stranded.</p> <p>Although issues relating to specific routes will not be addressed at this time, however we wish to put on record our main concern:</p> <ol style="list-style-type: none"> 1. The Takapuna to CBD bus needs to follow the same route. 2. 75% of the peak time users alight close to Britomart. 3. Takapuna is designated an intensive development area partly due to its close proximity to the CBD. 4. The high frequency route direct to the CBD, (without diversion to the Northern Busway at Akoranga) makes Takapuna a more desirable centre for employment and residential development and must remain. 5. The current stop at Lower Albert St provides connection to the rail network and most other bus links. It is the transport hub of Auckland. 6. Currently there are many existing links to Symonds Street and the Hospital from Downtown. 7. This route must not leave Fanshawe Street buslane cutting out the employment zones of Vodafone and Graham Street, the Viaduct Area and the Tepid Baths to turn right @ Victoria Park leaving all the current bus lanes to go up Wellesley Street and then to Onehunga. This will result in consideration traffic delays particularly for the return service to Takapuna 8. Provision of high frequency routes east – west across the North Shore from Birkenhead / Northcote and Glenfield to the Northern Busway and Takapuna needs to be implemented in the first stage of the plan (by 2016). These communities need to be well connected to their closest metropolitan centre for work and leisure opportunities as well as having good connections to the CBD. 9. We believe the Bayswater ferry services should also be designated as a high frequency route. That ferry service provides the shortest route to the downtown CBD and connection to the rail network for people in the surrounding suburbs. However the fare for the connection bus should be graded according to its length. I.e, Bayswater Rd to the Ferry should only be 60 cents as in the Queen St –K Rd Link. 10. We believe the Gold Card should continue to be free after 9am for the rest of the day. Requiring travel to be completed by 3pm will mean checking times and having arguments with drivers at the expense of delaying other passengers. This happened in the past. There is little evidence that by allowing card holders to travel during the afternoon/evening peak impacts on commuters. Most elderly people will do their best to avoid the high peak period and are likely to help to maintain service patronage in the shoulder period after 3pm but just before the busiest evening peak.

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555	<p>Devonport-Takapuna Bus Users Group (submitted by Noelene Wallace, Convenor) #555</p>	<p>Attachment 1 Our Group supports the following submission from one our Members G. Richards Question 2: Response and comments on Fares and Ticketing</p> <p>I oppose the proposed Fares and Ticketing plan as outlined in 6.4. My objections are outlined below.</p> <p>The ferry services must be included in the fare zone plan. Otherwise this proposal makes no sense and continues to disadvantage North Shore public transport users, whose quickest and more convenient route to the CBD is by ferry.</p> <p>I oppose the concept of dividing the Auckland region into fare zones largely based on the “old” territorial boundaries of the former seven cities of Auckland. I believe that the new Auckland Council structure should be encouraging greater integration of these formerly “separate” communities and this could be achieved by fare zoning based on geographic distance rather than old arbitrary boundaries. .</p> <p>The map (figure 6.1) highlights the inequity of the proposed fare zoning. It appears those travelling from New Lynn to Glen Innes will pay just one fare zone, while those travelling north to south from Takapuna to Glen Innes will pay at least 3 fare zones (possibly plus a separate ferry zone), despite this being a slightly shorter distance (which could be completed in the frequent network using bus, ferry and train). .</p> <p>I believe a better, and fairer zoning system could be developed based on distance from the centre (based approximately at Britomart)[.] The first concentric circle shown on the map encompasses Milford, Glen Innes,</p> <p>Onehunga and New Lynn, with Otahuhu only just outside this circle. A zone which encompasses all of these centres would greatly enhance the transport choices of those who live within this area (a considerable amount of the Auckland population). There could still be an inner city zone for those who only travel within that small area (though it could be argued that Devonport and Bayswater ferry routes should be included in such a zone due to their real proximity to the CBD. This would greatly encourage public transport use from those locations to the CBD and beyond. This would contribute to reduced congestion at peak times. It should be recognised that those living in within the “inner circle” described above pay a premium in accommodation costs (rents or rates) to live in relative proximity to the CBD (whether on the Auckland isthmus or the lover North Shore) and should benefit from lower public transport costs as a result.</p> <p>I support some aspects of this proposal, especially simplifying the number of products. Monthly passes are attractive to regular commuters reducing the frequency of “top-ups”. There needs to be provision for having stored value and monthly passes on one card. This is particularly important for those who rely on public transport for all travel and need the flexibility to pay for both regular commuter and casual trips with one card.</p> <p>There must be provision of a daily cap on fares. This would enable people to use the best available route without concerns that one route may cost more than another. Ferry services must be included in such a capped system. [End]</p>
445	<p>Eden Terrace Business Association (submitted by Gary Holmes)</p>	<p>Q1 – Support [no comments provided for Q1]</p> <p>Q2 – Strongly Support [no comments provided for Q2]</p> <p>Other Comments:</p> <p>Feedback on Draft Auckland Regional Public Transport Plan 2012 The Eden Terrace Business Association (ETBA) wishes to thank Auckland Transport for the opportunity to provide feedback to its draft Regional Public Transport Plan. The ETBA, which is a newly constituted Business Improvement District working in partnership with Auckland Council, represents some 600 businesses and 300 property owners in the Eden Terrace, Grafton and Newton area.</p> <p>The Draft Auckland Regional Public Transport Plan 2012 seeks to achieve an integrated, efficient and effective public transport network that offers a wide variety of trips and is the mode of choice for an increasing number of Aucklanders.</p> <p>The draft RPTP states that Auckland’s transport system needs to deliver the following outcomes:</p> <ul style="list-style-type: none"> - Services that align with future land patterns - Services that meet customer needs - Increased passenger numbers - Increased public transport mode share - Improved value for money <p>While the Eden Terrace Business Association supports the intended outcomes of the plan we submit that the draft RPTP will fail to achieve the first two outcomes because the Plan does not align with future land patterns and will not meet customer needs.</p> <p>In the recently adopted Auckland City Centre Master plan, the Eden Terrace area (or Newton as it is referred to) is identified by Auckland Council as having the potential to become the “highest quality, high density urban villages in the country, strategically located to connect to all parts of the Auckland region” with the highest number of potential development sites (relative to land area) of all the identified growth</p>

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445	<p>Eden Terrace Business Association (submitted by Gary Holmes) #445</p>	<p>areas.</p> <p>The Master plan identifies additional residential growth capacity to be in the region of 750,000m² residential floor area and 320,000m² commercial floor area. Under current proposals for the Auckland Unitary Plan, it is being proposed that new parking maximums should be introduced. However the draft Regional Public Transport Plan does not align with the vision contained in the Council's City Centre Master plan.</p> <p>Considering an area which is potentially going to be one of the highest-density areas in Auckland, together with reduced parking, means that a far greater number of residents and workers in the area will rely on public transport for travel to work and leisure destinations.</p> <p>While acknowledging the role that the CRL will play in meeting this demand in the future, there will still be a significant shortfall in connectivity for the residents and workers of the area in the up-to-ten years before the CRL becomes a reality, assuming the political will for the project remains unchanged. Given that the Auckland Council has identified the area as being "strategically located to connect to all parts of the Auckland region" the Eden Terrace Business Association believes that the draft RPTP has failed to take this growth potential into account when considering public transport links.</p> <p>We note that Auckland Transport is seeking feedback on the proposed network system as a whole, not on specific services. However we believe that the draft plan has made a major error by overlooking the strategic nature of the Eden Terrace area and further reducing the connector services which run through the area, specifically Symonds Street.</p> <p>The Eden Terrace Business Association requests Auckland Transport to reconsider the proposed routes in light of the importance that Auckland Council have placed on the strategic location of this high-growth area and the planned residential and commercial density for the Eden Terrace area and given that the CRL may be 10 years away from operation.</p> <p>Specifically we would like Auckland Transport to consider:</p> <ol style="list-style-type: none"> 1. Retaining a regular service that connects Newmarket to the CBD via Symonds Street (currently serviced by the bus from Onehunga via Manukau Rd) rather than diverting these services via Park Avenue and the Hospital. 2. Directing some Inner Link services via the full length of Khyber Pass and Symonds Street rather than having all services go via the Hospital. <p>We wish to speak to our submission when formal hearings are held.</p> <p>Eden Terrace Business Association</p>
278	<p>Ellerslie Residents' Association (submitted by Bryan Johnson, Chairman)</p>	<p>Q1 – Support Comments: The Ellerslie Residents' Association (ERA) supports the connective network option with integrated ticketing based on a zonal fare system.</p> <p>Q2 – Support</p> <p>Other Comments: The ERA appreciates that this survey is canvassing opinion on the overall proposal but we feel that the plan needs to take into account the needs of a suburb like Ellerslie which has been earmarked as a town centre and intermediate interchange.</p> <p>While Ellerslie is well serviced in a linear fashion along the isthmus services across the isthmus from say Royal Oak and Oranga through Ellerslie to Meadowbank/St Johns and on to St Heliers are virtually non-existent.</p> <p>Even though Ellerslie is an intermediate interchange no allowance has been made for a park and ride facility even though there is a clear present need for such a facility.</p> <p>Another factor affecting Ellerslie is the AMETI development which brings public transport and traffic to a node at Panmure and while train commuters will be reasonably well served it is unclear if the provision of bus transport to points from St Heliers around to the CBD and further to Ellerslie will reduce road congestion along the Ellerslie-Panmure Highway for example - a role that the Eastern Motorway was to resolve. / It is also suggested that a central isthmus rail loop created by linking Penrose and Sylvia Park and the Orakei line and the Parnell Station with double tracking would firstly decentralise public transport and allow for a more effective and quick transport around the isthmus.</p>
537	<p>Energy Efficiency and Conservation Authority (EECA) (submitted by Elizabeth Yeaman)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submitter: The Energy Efficiency and Conservation Authority – Te Tari Tiaki Pūngao</p> <p>EECA's overall submission is as follows:</p> <ol style="list-style-type: none"> 1. The Energy Efficiency and Conservation Authority (EECA) welcomes the opportunity to comment on the draft Auckland Regional Public Transport Plan (RPTP). EECA is the Government agency charged with encouraging, promoting, and supporting energy efficiency, energy conservation, and the use of renewable energy across all sectors of society including transportation. 2. EECA supports the Council's desire for a transformational shift in public transport. Historical data show that public transport in New Zealand is significantly more energy efficient in terms of energy per

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537	<p>Energy Efficiency and Conservation Authority (EECA) (submitted by Elizabeth Yeaman) #537</p>	<p>kilometre than car travel. In 2009, both passenger rail and buses used less than half of the energy intensity of transport by car. This is significant in Auckland where transportation accounts for ~56% of all energy use in the region, just over half of which is from road transport. Transportation is the largest source of greenhouse gas emissions in the regions (35%).</p> <p>3. There are valuable opportunities for improvements in the energy efficiency of public transport provision in Auckland. Energy efficiency improvements further reduces transport related energy use and associated greenhouse gas emissions, reduces exposure to increasing energy costs, increases the effectiveness and efficiency of public transport, reduces health impacts of motor vehicle-related air pollution and improves the overall economic competitiveness of the region.</p> <p>4. EECA's submission is focused on opportunities to strengthen the draft RPTP to promote energy efficiency and renewable energy within the public transport system. EECA submits that the RPTP explicitly encourages and provides for energy efficient behaviours and technologies, such as bus driver training programmes and battery electric buses, and opportunities for renewable transport fuels.</p> <p>5. EECA's submission accords with the New Zealand Energy Efficiency and Conservation Strategy (NZEES) objective for an energy efficient transport system with a greater diversity of fuels and alternative energy technologies. This has been translated into the discussion document informing the Auckland Energy and Climate Change Mitigation Strategy (ECCMS) which identifies the need to provide greater transport choice and reduce private motor vehicle dependency. There should be appropriate coordination between the public transport workstream informing the ECCMS and the development of the RPTP.</p> <p>EECA's specific submission is as follows:</p> <p>6. The RPTP should explicitly recognise issues of increasing transport-related energy use and the role of public transport in reducing reliance on private motor vehicles with associated efficiency benefits.</p> <p>7. The RPTP should promote opportunities for the improved energy efficiency of the public transport system through explicitly encouraging energy efficient vehicle technologies. For example:</p> <ul style="list-style-type: none"> * The Council should consider providing procurement incentives to encourage public transport funding providers and operators to consider more efficient technologies such as hybrid vehicles and plug-in electric buses. A recent report by MRCagney, commissioned by EECA, found that battery electric buses could make economic sense in New Zealand's cities today. On a large network-wide scale, battery-electric buses would be a cost effective, clean means of public transport. * A flexible, innovative approach to public transport fleets is needed on a corridor basis. For example, hybrid and electric buses may be suitable to meet baseline demand (higher initial investment, lower running cost). While diesel buses may currently be more appropriate for meeting peak demand (lower cost investment, but higher running costs). Associated co-benefits include lower vehicle noise pollution and lower air pollution from harmful emissions. * Providing for increased diversity of fuel sources for buses to include electricity contributes to greater resilience of public transport to external events such as oil price shocks or an oil product pipeline outage, and hence to greater resilience of the Auckland economy to such events. * The Council could consider the trial of relevant efficient vehicle technology, such as a number of plug-in electric or hybrid buses, to illustrate the feasibility of this technology. EECA suggests Auckland Council allocates seed funding of \$30,000 to support this proposal. <p>8. EECA submits that the RPTP should encourage public transport operators to conduct fleet performance reviews, in order to identify where fuel efficiency opportunities exist and how to implement changes. EECA currently has funding available to encourage heavy transport fleets including bus fleets to become more energy efficient through improved management using heavy vehicle performance advisors. Resulting actions may include driver training programmes to encourage energy efficiency improvements. Driver behaviour has a crucial impact on fuel efficiency – fuel consumption of individual drivers can vary as much as 30%.</p> <p>9. EECA supports the focus on walking and cycling and seeks amendments to make explicit that these are the most energy efficient transportation modes. In addition, it should be clarified that safety issues associated with these modes are not due to the mode itself, but due to a lack of suitable infrastructure and poor urban design (draft RPTP, page 12).</p> <p>Dated 2nd day of November 2012 Elizabeth Yeaman, Transport Partnerships Manager Energy Efficiency and Conservation Authority</p>
128	<p>Envirology Limited (submitted by Ingo Ratsdorf)</p>	<p>Q1 – Strongly Oppose [no comments provided for Q1]</p> <p>Q2 – Strongly Support [no comments provided for Q2]</p> <p>Other Comments:</p> <p>I oppose to the “Draft Auckland Regional Public Transport Plan”.</p> <p>The plan does not take Riverhead into consideration for any new services. 1) Existing services were deleted in the past.</p> <p>1a) The last bus route between Riverhead and Auckland City did cease a number of years ago and at the time was not frequent enough to cater for modern flexible working hours and the needs of young</p>

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128	<p>Envirology Limited (submitted by Ingo Ratsdorf) #128</p>	<p>families. A single bus to the city in the morning and a single bus back in the afternoon clearly were not sufficient to allow for overruns in working hours or taking children to school before leaving for work. Hence and not surprisingly the uptake of this bus route was not high enough to maintain its existence. / 1b) The rail trial between Helensville and the city ceased as well due to absurdly long travel times and no car parking provisions. When traveling to the city by car takes 30 minutes and the same trip by bus takes 60+ minutes, it is hardly surprising that the uptake was equally bad.</p> <p>2) Boffa Miskell has prepared he “Riverhead Structure Plan”.</p> <p>2a) This plan, available at http://www.rodney.govt.nz/DistrictTownPlanning/plans/CommunityStructure/Documents/Riverhead_Structure_Plan/Riverhead_Structure_Plan_final%20report%20_2.pdf details the future development of Riverhead within the next few years. It shows the development of almost 1400 new homes with a potential of approx 4000 new residents moving to Riverhead.</p> <p>2b) The new development has not been considered at all in the Draft Auckland Regional Public Transport Plan.</p> <p>2c) Maps are available at http://www.rodney.govt.nz/YourCouncil/meetings/Documents/Archived/Agenda_Minutes_2008/February%202008/Riverhead-Structure-Plan-figures1-10.pdf</p> <p>3) Existing Roding Network insufficient / 3a) The delays in joining SH18 from the Coatesville-Riverhead Highway are already long with occasionally more than 7 minutes waiting time to joining the State Highway.</p> <p>3b) The intersection has been very accident prone in the past due to the amount of traffic in the morning trying to merge onto SH18 and people upset with waiting performing risky maneuvers.</p> <p>3c) The Riverhead Rate Payer Association has requested a roundabout at this intersection, however the request remained unanswered.</p> <p>3d) The development of 2a) will make the traffic significantly worse when an additional 1600 people can be reasonably expected to joining the traffic from Riverhead merging onto SH18 gong East.</p> <p>4) A reliable bus service may lessen the traffic and accident rate</p> <p>4a) A reliable express bus service might help reducing traffic and accidents significantly along the Coatesville-Riverhead Highway ad SH18.</p> <p>4b) The same service may also reduce the environmental impact caused by personal car travel.</p>
581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>A. INTRODUCTION</p> <p>a. Thank you for the opportunity to make this submission which is made on behalf of Fullers Group Limited and 360 Discovery Limited, both companies are ferry operators on Auckland’s Hauraki Gulf Harbour and Fullers is a bus operator on Waiheke Island.</p> <p>b. We wish to speak to this submission at the public hearing</p> <p>c. Together Fullers and 360 Discovery operate 15 ferries on 10 scheduled public transport ferry service routes that are a mix of ferry public transport commuter services and tourist services. The two companies together operate 80,000 scheduled public transport ferry service trips per annum and Fullers operates 30,000 scheduled public transport bus service trips per annum on Waiheke Island.</p> <p>d. Under the new PTOM regime our public transport services will all become either exempt services or services contracted to Auckland Transport (“AT”).</p> <p>e. In addition these two companies operate over four thousand ferry and bus services each year that are available to the public in general that do not fall within the definition of public transport services and are therefore not covered by the Auckland Regional Public Transport Plan 2012 (“RPTP”). These services are still important for this submission because they all use infrastructure owned and operated by AT and they all contribute to Auckland’s tourism business which is of prime interest to Auckland Tourism, Events and Economic Development, (“ATEED”), a CCO of Auckland Council.</p> <p>f. We have worked hard over the last twenty years to establish the high brand profile that Fullers enjoys on Auckland’s harbour, a profile that is a vital necessity to support our tourist business. The mix of tourist business and public transport business, particularly on the Devonport and Waiheke Ferry services provides a significant cross-benefit to commuter customers by providing them with lower real-value fares when compared to the higher fares typically paid by the tourist sector.</p> <p>g. The tourist sector’s revenue contribution to these two services means these two commuter ferry services can operate without subsidy from AT. This was one of the factors influencing the Ministry of Transport on its review of the PTMA 2008 to create a new category of public transport service, the exempt service which going forward means wanting them to operate freely in a competitive market.</p> <p>h. We transport 4.7 million passengers per annum by sea and on Waiheke Island 890,000 passengers every year.</p> <p>i. In order to provide the services that we do, on the scale of operation, with the real fares that we are able to charge customers on our commercial services, two things are fundamentally important to our business. They are: -- operating cost efficiency; and -- access to our two important markets of interest, namely the commuter market which is a prime focus for AT and the tourist market.</p> <p>j. We are members of the Bus and Coach Association and have read their submission and we support their reasoned and sensible submission points made in it.</p>

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581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services) #581</p>	<p>k. The recommendations which we make in our submission re intended to improve what is already a good plan, we hope that they will be accepted by AT in that spirit.</p> <p>B. CONTENTS</p> <ol style="list-style-type: none"> 1. General Comment 2. Public Transport Funding 3. Exempt Services 4. Waiheke Island Bus Services 5. Tourist Services 6. Other Issues -- Notice period for registration of services <ul style="list-style-type: none"> -- Bus Standards -- Information Exchange <p>1. GENERAL COMMENT</p> <p>1.1 Fullers and 360 Discovery support the clear vision of Auckland Council and AT they have for public transport in Auckland ("PT") as set out in the Forward and the Executive Summary of the draft RPTP.</p> <p>1.2 Of note these first two sections talks about:</p> <ul style="list-style-type: none"> * The transformational change required, * The Auckland Plan, * The growth and effectiveness of the transport system, a recognition of commercial / business needs and enhancing passenger experience, * Integrated ticketing, * A connected PT network plan, * Obtaining better value for money from the PT system and * The Public Transport Operating Model, ("PTOM"). <p>1.3 The draft RPTP 2012 is clearly heralding a greater change for Auckland's PT system than has been evident in all previous transport plans. Our view is it prescribes both a pragmatic and realistic approach to the changes needed for Auckland.</p> <p>1.4 Fullers and 360 Discovery are fully committed to this same vision and the challenges that are outlined in the RPTP and we look forward to working in partnership with AT to implement the proposals contained in it.</p> <p>1.5 We are prepared to continue to make the significant private capital investment needed, as we have already made in improved bus and ferry fleets, infrastructure facilities, staff recruitment, training and marketing, all necessary to contribute to the objectives of the RPTP.</p> <p>2. PUBLIC TRANSPORT FUNDING</p> <p>2.1 It is noteworthy that there is no direct mention made anywhere in the RPTP of the role of private capital, its value or its significance to the PT system.</p> <p>2.2 In the introductory preamble to section 6.8 of the RPTP (which is about procurement and management of PT services) it makes a brief mention about "joint investment" as one of the intended outcomes from the introduction of PTOM.</p> <p>2.3 There is no Policy (with its associated Action) in this whole section that puts any context around the words 'joint investment', or ensures that new private capital investment in PT is an intended and valued outcome of PTOM's introduction.</p> <p>2.4 Further to this point Appendix 3 to the RPTP sets out the key features of PTOM as; "Key features are the design of efficient public transport networks, incentivising joint public private investment, and building relationships between regional councils (including Auckland Transport) and operators to provide the basis for a genuine partnership."</p> <p>2.5 AT have done an excellent [job] in drafting the plan to include the extensive policies and actions required to create an efficient PT network across the region which, once in place the RPTP has comprehensive policies and actions to then manage the network and grow it.</p> <p>2.6 In addition there are many actions listed right throughout the RPTP where AT are committing to working with operators to deliver the plan's intended outcomes – in the required spirit of "a genuine partnership".</p> <p>2.7 In contrast to this however, there are no Policies or Actions relating to encouraging investment from the private sector.</p> <p>2.8 There are no statements in the plan that recognise private enterprise has a stake in the Auckland PT system or what plans Auckland Transport has (if any) for the role of private capital in the anticipated growth in capacity and service levels recognised that the RPTP predicts.</p> <p>2.9 The RPTP alerts us to future funding issues in chapter 5, (Key directions); where it says: "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."</p>

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581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services) #581</p>	<p>2.10 Further it is noted in Chapter 3, Table 3-2: (Major challenges and proposed responses); one of the challenges listed there is: "Funding constraints". It is recognised that future funding is a concern for Auckland's PT system: "In the medium term, significant additional investment will be required to achieve the patronage targets set in the Auckland Plan. This will require new funding sources to be identified."</p> <p>2.11 We point out that the accompanying 'response' to this challenge does not include identifying new funding sources.</p> <p>2.12 Those exempt services that are mentioned in the RPTP as being part of the Auckland PT network, are defined by section 129 2) (d) (ii) of the Land Transport Management Amendment Bill, ("LTMA") as those that "operate without a subsidy for the provision of the service". It is pointed out that exempt services still required to be funded and appropriately these services are funded from the private enterprise sector.</p> <p>2.13 Our submission points on PT funding issues are 2.14 to 2.16 as follows:</p> <p>2.14 The scant reference to the role of private capital in the RPTP should be remedied with the inclusion of suitably worded statements that put context to the meaning and important of joint investment in Auckland's PT network in the following three chapters in the RPTP;</p> <ul style="list-style-type: none"> * Executive Summary; and * Chapter 2 Strategic context (under section 2.3 Public Transport Funding); and * Chapter 5 Key directions. <p>2.15 Appropriately drafted policies and actions should be included under a new heading to be added as section 6.11, Private capital funding. This will give certainty to readers and those that rely on the RPTP a set of policies with actions that there are plans to address the situation referred to in 2.10 and 2011 above.</p> <p>2.16 The outcome, if private enterprise capital were given;</p> <ul style="list-style-type: none"> * greater profile in the RPTP along the lines we have suggested in 2.14 above, and * greater encouragement through suitable drafted policies under our recommendation for a new section in the RPTP proposed in 2.15 above, and * greater clarity around AT's intentions for the role of private capital in the PT network; <p>then it is likely to yield a greater degree of private capital inflow into Auckland's PT system than would otherwise be the case – as indeed has been the case since the PTMA 2008 was enacted.</p> <p>3. EXEMPT SERVICES</p> <p>3.1 The LTMA Bill in section 119 (1) (c) (ii) requires RPTP to: "describe the network of public transport services (excluding exempt services) that the regional council proposes to provide".</p> <p>3.2 Fullers and 360 Discovery operate the following exempt ferry services which are also public transport services, (as defined by section 129(2) and section 6 respectively of the LTMA Bill);</p> <ul style="list-style-type: none"> * Auckland – Rangitoto Island * Auckland – Gulf Harbour – Tiritiri Matangi Island * Auckland – Coromandel * Auckland – Tryphena – (and Port Fitzroy) * Auckland – Devonport * Auckland – Stanley Bay * Auckland – Matiatia Wharf (Waiheke Island) <p>3.3 It is our view that there is some confusion in the RPTP how some of these services are to be classified and treated.</p> <p>3.4 We recognise that 'Exempt Services' is a new concept for all parties, NZTA, MOT, AT and operators and whilst the wording in the LTMA Bill is quite clear and quite emphatic we recognise that there could be some difficulty for regional councils when applying the strict wording of the Bill to drafting their RPTPs.</p> <p>3.5 That difficulty is; how can the RPTP not include an exempt service as required by section 119 (c) (ii) when they are clearly part of the 'actual' PT network and should for sound reasons be shown as such the RPTP? Our submission point is a simple solution which is for the RPTP to include a statement that says: "AT does not propose to provide those services listed as exempt services".</p> <p>It is our view that this satisfies all the requirements of the LTMA Bill (including and in particular sections 116 (a) and 119 (1)).</p> <p>3.6 The draft RPTP 2012 needs some simple tidy up and our suggestions are as follows:</p> <ul style="list-style-type: none"> * Appendix 1c lists the PT series that constitute the proposed future Auckland PT series network. Included in the list are four ferry services; Devonport, Stanley Bay, Waiheke and Great Barrier, each with a PTOM unit Allocation designation of 'TBC' (to be confirmed). This conflicts with the statement in section 7.2 which names the same four services as "Exempt Services under PTOM". * We accept that for the balance of the ferry services listed in 1c, 'TBC' may be an appropriate PTOM Unit allocation designation, for the time being. * Further, in Appendix 1c, under the list of exempt services in the last table is written: "Ferry Services – to be confirmed as part of PTOM contracting negotiations." * Devonport, Stanley Bay, Waiheke Island and Great Barrier Island ferry services can be listed under this category at this point in time because it is quite clear that this is what they are. * Policy 8.6 Action c. does not accord with the revised Table 7.2. <p>3.7 It is noted that section 7.2 also says that the exempt services listed there form part of the Auckland PT network which is a designation we do not disagree with for the sake of clear communication and providing certainty to the RPTP which is an important fundamental in drafting plans.</p>

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581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services) #581</p>	<p>3.8 Policy 8.3 states that: “Note: All existing public transport services are defined as contracted services or Exempt Services and listed in Appendix 1. Exempt Services are limited to Airbus, Waiheke Ferry, Devonport Ferry and Stanley Bay Ferry”</p> <p>3.9 This statement is misleading as there are numerous Exempt Services other than the four listed in 3.8 above, (although it is recognised that the ones listed in this note are services in the PT network). We refer to the seven of services we have listed in 3.2 above – all public transport services, all exempt services.</p> <p>3.10 Our submission is:</p> <ul style="list-style-type: none"> * We are strongly of the view that for the sake of clarity exempt services are clearly defined in line with the intent of the LTMA Bill. * That the RPTP be tidied up as suggested in 3.6 above. * That AT make a clear statement in the RPTP that in line with section 116 (a) of the LTMA Bill “AT does not propose to provide those services listed as exempt services”. * That the ‘Note’ to Policy 8.3 be taken out of the RPTP. <p>4. WAIHEKE ISLAND BUS SERVICES</p> <p>4.1 We are not commenting at this stage on what is in the RPTP 2012 for Waiheke Island bus services compared to services currently operated or prescribed in previous RPTPs.</p> <p>4.2 AT planners have assured us that in the next few months they intend to review the content of Appendix 1A (PTOM Unit 24) in consultation with the Waiheke Community board, Fullers as the incumbent operator and any other interested parties, (including other PT operators). Fullers is encouraging at total review of PT bus services for the island community in line with the Policies set out in the RPTP and we have already indicated we are keen to participate in this partnership process.</p> <p>4.3 These planned discussions will also review the zonal fare system and how it might in accordance with the RPTP, fit or not fit as the case may be in the Waiheke Island situation. It is pointed out that currently Waiheke Island is significantly at variance with the rest [of] Auckland’s zonal fare system.</p> <p>5. TOURIST SERVICES</p> <p>5.1 ATEED is charged with attaining the target incorporated in its 10 year Visitor Plan to boost the value of Auckland’s domestic tourism sector from \$1.366 billion in 2010 to \$2 billion annually by 2021.</p> <p>5.2 The ferry industry in Auckland together with AT’s wharf network infrastructure make a significant contribution to that target for the domestic tourist industry in Auckland just as much as both make a significant contribution to Auckland’s PT system.</p> <p>5.3 Only in the Foreward [sic] to the RPTP is there any reference made to the important relationship between providing transport infrastructure and services and helping “to attract and retain business”. For the purposes of our submission the ‘business’ we are focussing on is Auckland’s tourist industry business which in our case has a very direct relationship with PT.</p> <p>5.4 There are no policies in the RPTP that ensure that the needs of the PT sector are appropriately balanced against the needs of the tourist industry sector.</p> <p>5.5 It is arguable that Policy 8.7: “Ensure that exempt commercial services do not adversely affect the wider public transport network”, does not recognise the contribution that exempt services make to Auckland’s overall economy. The point we are making is Policy 8.7 needs to be put into context with Auckland’s wider economy.</p> <p>5.6 It must be remembered that at least three exempt services are part of that “wider public transport network”. It’s our view that Policy 8.7 could be used as another test to those already provided in the LTMA Bill namely section 133 (2).</p> <p>5.7 This is an issue of particular importance because the tourism business of Auckland’s scheduled ferry service providers has an almost total reliance on access to AT owned PT infrastructure ie wharves.</p> <p>5.8 Policy 5.3 states that it is AT’s intention to provide infrastructure that supports PT services – the policy has a customer focus and a route (assuming it includes mode) specific focus.</p> <p>5.9 In the case of ferry services AT infrastructure is used by:</p> <ul style="list-style-type: none"> * interpeak ferry services that are scheduled services but not public transport services (eg various Harbour Cruises) * exempt services that are scheduled services but not part of the PT network (eg Rangitoto Island, Inter-regional services such as Coromandel) and; * exempt services that are part of the PT network and these are the Devonport, Waiheke and Stanley Bay ferries. <p>5.10 It is fair to say that all exempt services with the exception of the Stanley Bay ferry rely on the tourist industry to provide passengers. In the case of the Devonport and Waiheke ferries the majority of their revenue is sourced from the tourist industry and in the case of the rest of the exempt services 100% of their revenue is sourced from tourism.</p> <p>5.11 Exempt services require certainty of access to AT owned and operated infrastructure at suitable rates for suitable tenures in order to operate and make the contribution they do to Auckland’s economy.</p> <p>5.12 It is noted that Policy 8.7d provides for equitable charging of fees across all services. The point to be made is that access is equally about certainty and appropriate tenure as much as it is about the quantum of fees charged.</p> <p>5.13 The certainty we talk about in 5.11 and 5.12 is not only about certainty for the operator it is primarily certainty provided for the passengers, so they know when and where their transport services arrive and depart.</p>

Sub #	NAME OF ORGANISATION	<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>
581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services) #581</p>	<p>5.14 Fullers and 360 Discovery operate tourist products that currently use PT services, either or both ferry and bus and some of these services are part of Auckland's PT network. In order to compete for the tourist dollar we need to employ a range of strategies to secure sales such as; pre-purchasing of tickets on the web, making bookings on the web, discounting tickets and packaging of tickets with other tourist services like accommodation.</p> <p>5.15 This is no different to the sales strategies of other businesses in the tourist industry.</p> <p>5.16 Fullers and 360 Discovery will be operating both exempt services in the PT network and contracted services ie the bus service on Waiheke Island that operate heavily in the tourist market where it will be essential to offer the customer these 'operator specific ticket' products or 'non-standard fares'.</p> <p>5.17 We support the introduction of integrated fares for Auckland and are actively participating in the AIFS project and we support Policy 4.4 to simplify the range of fare products on offer.</p> <p>5.18 However, we submit that the PT system (post the introduction of PTOM) must retain the ability, where appropriate, to accommodate non-standard fares or operator specific products. Meeting the market in the tourist industry also contributes directly to AT's objectives for growth in PT, the fares and ticketing section 6.4 therefore must include policies that provide for this flexibility.</p> <p>5.19 We note that the new draft RPTP 2012 omits a policy formerly found in previous plans (namely 2009) "Provide for special fares in specific instances or for a set time as a marketing tool to encourage increased use, to introduce a new service or to facilitate integration or tourism."</p> <p>5.20 It is pointed out that nothing has changed in the PT market to warrant taking this policy out of the RPTP in spite of the progress made with the AIFS project. We understand AT's resolve to implement AIFS because it is an important project, but we make the point that reintroducing this policy into the RPTP 2012 will not change or detract from the progress being made with that project or the direction intended for it.</p> <p>5.21 This is very much needed by those PT operators who derive significant revenue directly from the tourist sector. By the word directly we emphasise that this is business generated as a result of promotional activities.</p> <p>5.22 Our submission point is for three adjustments to be made to the RPTP: * Under Policy 8.7 a new action to be added: "e. Provide appropriate certainty of access to infrastructure on reasonable and equitable terms for exempt services that recognises the service's contribution to Auckland's wider economic objectives when applying any of the actions under Policy 8.7" * A new policy to be added as Policy 4.10 "4.10 Recognise that where appropriate non-standard fares may be offered on contracted services." * New action to be added under the new Policy 4.10 "Allow non-standard fares to operate alongside standard fares on contracted services where standard fares and / or the infrastructure provided is not appropriate to meet the passengers' requirements for service". * A new policy to be added as Policy 4.11 "Provide for special fares in specific instances or for a set time as a marketing tool to encourage increased use, to introduce a new service or to facilitate integration or tourism."</p> <p>6. OTHER ISSUES</p> <p>6.1 We believe that Policy 8.7 c is a policy that is unworkable in practice: "Require a minimum notice period of 65 days for the commencement, variation or withdrawal of a commercial or exempt service."</p> <p>6.2 It is noted that this Action is a carry-over from the previous RPTP 2009 and that the removal of commercial services as defined by the current PTMA 2008 the relevance for this policy has greatly diminished.</p> <p>6.3 The 'orderly implementation' of a variation to or a new exempt service is a matter for the operator to organise taking full responsibility for the consequences or benefits of its implementation. It is not AT's role and neither is it in AT's interest to do other than apply the tests required by the LTMA Bill in section 133 (2) within the 15 days prescribed in section 132 (4).</p> <p>6.4 Since exempt services have been placed outside the ambit of the RPTP for some processes the procedure for registration is prescribed by statute. This however does not prevent operators from being encouraged to give a notice period greater than the statutory minimum and this is the basis of our submission point below.</p> <p>6.5 A 65 day notice period is inappropriate for a number of reasons; it inhibits innovation and meeting a market, it is almost invariably anti-service from a customer perspective, its focus is on process as opposed to service enhancement and / or delivery, it invariably crates enduring bad PR for PT and it significantly delays the promotion of the enhancement of the service well beyond the 65 day notice period.</p> <p>6.6 Our submission point is to either remove from Policy 8.7 the action c. statement altogether, or alternatively alter 8.7 to read: "c. Work on a voluntary basis with operators of exempt series, particularly those services which form part of the public transport network to give a minimum notice period of 65 days for the commencement, variation or withdrawal of an Exempt Service."</p> <p>Bus Standards</p> <p>6.7 We are opposed to the suggestion in Policy 3.4 action 'a' that AT may require buses to comply with quality standards that are additional to those specified in NZTA's Requirements for Urban Buses (RUB). The RUB sets out national standards which are expected to result in significant cost savings by allowing operators to procure standardised buses and use them anywhere in New Zealand. Any move by any region to require different standards will undermine this standardisation and negate the potential for cost savings.</p> <p>6.8 Waiheke Island terrain and its road network is very different to that found in mainland Auckland. It makes common sense to have a negotiated standard for that particular PTOM unit and accordingly we make the submission point that Policy 3.4 Action point e. should be modified to recognise that this is possible.</p> <p>6.9 Our two submission points on bus standards are:</p>

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581	<p>Fullers Group Limited; and 360 Discovery Limited (submitted by Douglas Hudson, CEO and Michael Fitchett, GM - Support Services) #581</p>	<p>* In relation to Policy 3.4 Action a. The words: “any approved additional quality standards that Auckland Transport has put in place” be deleted; and * In relation to Policy 3.4 Action e. amend the words to read: “e. Specify vehicle size and any standard to appropriately match local service route geography and loadings, as required.”</p> <p>Information Exchange 6.10 We note that there are different specifications of information to be provided by operators to AT and these are provided for under Policy 3.6 and Policy 8.4. We are comfortable with the information requirements specified in Policy 3.6, but in regard Policy 8.4. We are comfortable with the information requirements specified in Policy 3.6, but in regard [to] Policy 8.4 where [it] is set out in action h.: “Ensure that information exchanged between Auckland Transport and operators under PTOM contracts includes: -- Service inputs; and -- Cost efficiency”.</p> <p>6.11 In an operation that provides more than one service route there is a major difficulty with an expectation that calculating, or accounting for “service inputs and cost efficiency” is either possibly or meaningful in the ferry business.</p> <p>6.12 In order to maximise fleet utilisation across a ferry network a particular ferry can in a day provide services on a number of routes (whether exempt or contracted). The compliance costs to keep track of the actual cost of providing a service would be formidable and unsustainable for AT. A standard costing system for ferries is not unsupportable under any circumstance except in a perfect world where a standard fleet of vessels is available – like buses.</p> <p>6.13 Auckland Harbour’s maritime operating environment further complicates the requirements for this policy as what is an ideal vessel for one service is not ideal for another.</p> <p>6.14 Typically a ferry service is provided by more than one vessel, there is no standard cost for ferries. Each vessel’s cost structure is generally substantially different from another.</p> <p>6.15 Policy 8.4 goes well beyond the information requirements that were agreed by the parties who drew up the PTOM (including AT). Information on service inputs such as operational procedures and systems, vessel and crew scheduling and information on costs is commercially sensitive. Its release to competitors, either inadvertently or deliberately, would be extremely prejudicial to an operator in the tendering process.</p> <p>6.16 Our last submission point is in regard to Policy 8.4; that action h. be amended as follows: “Ensure that information exchanged between Auckland Transport and operators under PTOM contracts includes: -- Service inputs, except in the case of ferry services; and -- Cost efficiency, except in the case of ferry services”.</p> <p>Thank you for the opportunity to make this submission. I would be happy to provide any information that would assist in AT’s deliberations, and look forward to discussing the points raised in this submission either informally or at a public hearing.</p> <p>Douglas Hudson, CEO Fullers Group Limited 360 Discovery Limited</p>
493	<p>Grafton Residents Association (GRA) (submitted by David Haigh)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>This submission is from the Grafton Residents Association (GRA).</p> <p>The GRA is supportive of the direction taken in the plan. However we would like to make the following particular suggestions:</p> <ol style="list-style-type: none"> 1. We support better cross-town (rather than just CBD- centric) bus services. 2. We support the concept of interchange stations, where easy transfers allow greater flexibility for passengers without the need for extra buses to cover every possible route. 3. We support the need for review mechanisms that allow contracts with bus operators to be reviewed when services are too full or too little used, or when operators refuse to cooperate with Auckland Transport approved plans. 4. That the number of buses that do not meet the Euro 4 and 5 standards using the Park Road, Grafton busway be limited by the air quality results (particulates and nitrous oxides) taken at the Park Road site. <p>David Haigh Chair Grafton Residents Association</p>
398	<p>Greater East Tamaki Business Association Inc (submitted by Jane Tongatule)</p>	<p>Q1 – Neutral Comments: The Greater East Tamaki Business Association Inc. (GETBA) represents an industrial hub which employs close to 30,000 people. Industrial hubs such as ours rely upon the efficient movement of people to attract and retain staff, and on reduced congestion to operate effectively and productively for business purposes. A recent business survey showed that lack of public transport services is a significant issue in</p>

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398	<p>Greater East Tamaki Business Association Inc (submitted by Jane Tongatule) #398</p>	<p>this area.</p> <p>The Plan mentions considering the needs of the 'transport disadvantaged' who may have difficulty getting to activities and services - and work is included in the definition.</p> <p>It is not clear how the proposed network system will accommodate those people who do not have access to the network. Industrial areas have shift workers who do not fit in with the standard operating network. Improvements may happen around or bordering such industrial areas (such as AMETI) but there is still a significant amount of traffic within/between them that may not be serviced.</p> <p>A number of blue collar workers come from low socio economic areas who are more likely to be transport disadvantaged and less likely to have vehicles at home. There is also difficulty for walking and cycling in industrial areas.</p> <p>Q2 – Support Comments: [comments not provided for Q2]</p> <p>Other Comments: Please clarify how the principles of the new operating network will apply to industrial areas.</p>
311	<p>Grey Power (submitted by Bill Rayner)</p>	<p>Q1 – Neutral Comments: Grey Power is extremely appreciative of the Auckland Council extension of the Super Gold Card free travel concession beyond the 3 pm cut off that is included in the Government scheme.</p> <p>There has been Press comment that the Draft Transport Plan process could be used to review and cut back on the Super Gold off peak travel concessions. The benefits to the older community both in Auckland and elsewhere in the country of the concessional travel scheme have been immense, and Grey Power will strongly oppose any suggestion or proposal to cut back on the current availability of the concessional travel.</p> <p>Grey Power seeks the assurance of Auckland Transport and Auckland Council that there will be no reduction in the currently available travel time frames or the free access.</p> <p>Q2 – NA</p>
574	<p>Grey Power - Auckland Region (Zone 2) (submitted by Bill Rayner)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>We wish to speak to the submission in Central Auckland hearings.</p> <p>This submission is made on behalf of Grey Power Auckland Region (Zone 2)</p> <p>The Auckland Zone consists of eight individual Grey Power Associations stretching from Warkworth/Wellsford in the north to Counties/Manukau with approx. 12,000 individual members. Several Associations will be making individual submissions covering aspects of the Plan affecting their particular areas as well as general comment.</p> <p>Submission: The availability of any efficient, regular and reliable public transport system is absolutely critical to the wellbeing of Auckland's senior community. Isolation and loneliness is the major social problem for many older people and the ability to travel conveniently and economically on public transport is essential to maintaining a satisfying lifestyle.</p> <p>Grey Power Auckland is greatly appreciative of the Auckland Council policy of providing an extension to the core SuperGold public transport travel concession to allow travel after 3.00pm</p> <p>The benefits to the older community have been immense, the ability to travel conveniently and exceedingly cheaply has allowed many people to have a greatly expanded social and family life, and community contact.</p> <p>It must also be recognized that as well as the personal benefit that has arisen from the SuperGold concessions, in a time when economics and money seem to be the guiding factor to virtually everything, the economic spin off of the older community's enhanced travel opportunities on the hospitality sector and community visitor destinations such as the Art Gallery and Waiheke Island has been significant.</p> <p>It is therefore extremely disturbing to note that the Draft Plan is considering the removal of the extended concession for travel beyond 3.00 pm.</p> <p>The Plan on Page 35 states "NZTA has sought a review of the evening peak senior concession with a view to its removal, on the grounds that it is nationally inconsistent and unaffordable."</p> <p>This carries forward to Policies and Actions 4.7 Provides concession fares for target groups Item c:</p> <p>"Review concession levels and eligibility when integrated ticketing is implemented to ensure these are fair, affordable, and consistent with national policy direction, and implement any changes by 1 July 2013. This includes a possible change to SuperGold card availability (to remove free travel during the evening peak period), and a review of tertiary discounts, and eligibility."</p> <p>Many older Aucklanders have had massive rate increases and are threatened by the impact of the Auckland Plan in several other ways. It is understood approx. 30% of rate income is spent on the cost of</p>

Sub #	NAME OF ORGANISATION	<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>
574	<p>Grey Power - Auckland Region (Zone 2) (submitted by Bill Rayner) #574</p>	<p>transport in its various shapes and forms in the City, the major part of which is involved with coping with the peak hour needs of commuters traveling to and from work. The elderly are a small part of this group, and yet pay their full share of the 30% rates cost.</p> <p>To remove the one significant concession to the contribution they have made to Auckland over a lifetime in many cases, at the behest of the Government on the grounds it "is nationally inconsistent and unaffordable" is just not acceptable and will be strongly opposed by Grey Power at all political levels.</p> <p>To be blunt the inclusion of the proposed reduction of the concession in the Draft Plan shows a large degree of political naivety and lack of sensitivity to the position of the Auckland Council. There are over 600,000 SuperGold card holders in New Zealand, and probably approx. 250,000 in the Auckland region.</p> <p>We would remind you that the date of potential implementation of the proposed cut back is July 1st, 2013, just three months before the 2013 Council elections.</p> <p>The political ramifications of any change need to [be] handled with great care by Auckland Transport, and early dialogue with the NZTA and the Minister of Transport and Auckland Council is critical.</p> <p>Grey Power Auckland asks that a Grey Power representative be part of the Auckland Transport group that is established to review the concession fares per Policy 4.7 and that this be done at a very early stage in the Draft Plan process.</p> <p>We also ask that Auckland Transport request a policy directive on the removal of the concession option from Mayor Len Brown at the earliest opportunity to avoid undue consultative work and cost on what is going to be an extremely controversial issue that is unlikely to proceed.</p> <p>Thank you for the opportunity of putting our point of view to you, and look forward to discussing our submission further with you at the hearings.</p> <p>Bill Rayner Zone Director</p>
504	<p>Grey Power Howick / Pakuranga Association Inc (submitted by Sandy Feringa)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission to Draft Auckland Regional Public Transport Plan Our Association is greatly appreciative of Auckland Council's current policy of providing an extension to the core SuperGold card public transport travel concession to allow travel after 3.00pm and the benefits to the older community have been immense.</p> <p>On page 35 of the draft RPTP it states "NZTA has sought a review of the evening peak senior concession with a view to its removal, on the grounds that it is nationally inconsistent and unaffordable." Clause 4.7 under Policies and Actions (page 36) states:</p> <p>"Provide concession fares for target groups: a. Retain existing fare concessions for target groups including: - Children under 5 free - Seniors: free off peak</p> <p>c. Review concession levels and eligibility when integrated ticketing is implemented to ensure these are fair, affordable and consistent with national policy direction, and implement any changes by 1 July 2013. This includes a possible change to SuperGold card availability (to remove free travel during evening peak period), and a review of tertiary discounts and eligibility.</p> <p>Clause 7.01 under Policies and Actions (page 42) states: "Provide a public transport network that is accessible and safe, particularly for vulnerable users a. Identify target groups and areas where serviced planning can help the transport disadvantaged, particularly vulnerable users such as children, senior citizens, and people with disabilities."</p> <p>Clause 7.4 under Policies and Actions (page 44) states: "Provide concessionary fares for the transport disadvantaged and other target groups</p> <p>a. Find concessionary fares for the target groups identified in policy 4.7" Our Association has not seen figures published of the actual cost to the NZTA and/or Auckland Council of off peak travel for SuperGold card holders. Perhaps the funding for "Go By Bike Breakfast" of \$39,442.89 could be better spent being contributed towards the off-peak travel for the over-65s in Auckland (who are unable to cycle or participate in such an event).</p> <p>On page 113 Appendix 3: Government Policy Statement on Land Transport Funding it states: "One of the Government's transport goals is 'a public transport system that is robust and effective and offers a range of user options that will attract a greater percentage of long term users'. It also highlights 3 focus areas, one of which is 'provide better transport choices'".</p> <p>In Appendix 5: Transport Disadvantaged Assessment (page 117) it states: "PMTA includes the following definition: 'people whom (Auckland Transport) has reasonable grounds to believe are the least able to get basic community activities and services (for example, work, education, health care, welfare and food shopping)' (PMTA s4).</p>

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504	<p>Grey Power Howick / Pakuranga Association Inc (submitted by Sandy Feringa) #504</p>	<p>Under Identifying the transport disadvantaged (page 117) it states: “Using the basic community activities and services listed in the PMTA as a starting point, a range of factors are likely to restrict accessibility due to physical ability, financial circumstances, or location were identified. These include:</p> <ul style="list-style-type: none"> - Age (young & old) - Lack of income - Inability to drive and/or no access to vehicle <p>Taking these factors into account, among others the following groups were identified as more likely to be transport disadvantaged in the Auckland Region:</p> <ul style="list-style-type: none"> - People with disabilities - People without a driver's licence - People with low incomes/beneficiaries - People in households without a vehicle <p>The basic community activities and services and the factors listed under those identified as likely to be transport disadvantaged above would apply to a lot of elderly Auckland citizens. As they age their health declines, their ability to drive decreases, especially in dense traffic and/or at night. Consequently, access to an efficient public transport system, including free off-peak travel will become essential. “Within the Auckland region there could be over 320,000 people aged 65+ by the year 2031. Of these people, over 40,000 will be 85+.” (Mapping Trends in the Auckland Region – Statistics New Zealand) Any proposal to tighten the reins on an important \$18m/year service involving helping the elderly with public transport needs to be put in perspective with the billions being spent on motorways. Utilising public transport at all times saves money on roading wear and tear and reduces parking needs, both in local communities and in the CBD.</p> <p>The SuperGold card transport scheme is a valued and much needed service for people over 65 as there are tens of thousands who may not be able to drive, who are on low incomes and who need to get from A to B to get food, visit relatives in hospital, keep hospital appointments and play a role in their communities. Access to free travel beyond 3.00pm would allow this.</p> <p>However, the ability to access public amenities without the need for walking long distances in the case of the elderly is essential. For example, getting to Auckland Hospital from Howick necessitates exiting a bus in Symonds Street and either catching a “Link” bus or walking over 800 meters, an impossibility for some older citizens who may be unwell or incapacitated in some way. With an aging population pressure on hospitals would increase to provide even more services and/or appointments within a restricted timeframe to enable senior citizens to attend prior to boarding public transport before 3.00pm should the off-peak travel concession be rescinded. Auckland’s terrain sometimes means walking up or down steep footpaths to reach public transport which could cause additional problems of injury and/or falls by the elderly trying to negotiate them. This could also result in traffic congestion caused by attending ambulance(s).</p> <p>The impact on businesses and cafes in communities like Waiheke Island, Pine Harbour and Orewa would certainly be felt if senior citizens were unable to enjoy “a day out” visiting these places by utilising their SuperGold card travel concessions. They would either have to curtail the time and money spent at these places or not travel so far. Restricting their enjoyment and socialisation could also impact on their health and wellbeing.</p> <p>On page 34 under Clause 6.4 Fares and ticketing it states, “A daily cap is proposed when all transport modes are part of the HOP integrated ticketing system.” We presume this will not affect the SuperGold cardholders’ travel concession.</p> <p>We also note that a proposed zonal fare system to be introduced with South zone, covering Howick, Pakuranga, Bucklands Beach, etc., where the majority of our membership lies, will be a 3-stage system, whereas the North zone covering the North Shore as far as Long Bay will be a 2-stage system. Our Association is concerned that the costs allocated against any users of the SuperGold card travel concession will show higher from the South zone, when the distances travelled to, say, the Auckland CBD would be similar.</p> <p>We would also like to point out that the SuperGold card concession can be loaded on to the new AT HOP card which must first be purchased, then registered on-line and then a visit to a Customer Service Centre is required after 24 hours before the concession is active. Many older citizens do not use or own computers so this requirement excludes, or makes it extremely difficult, for them to comply. Other means of registration for these people need to be available. Also there is no Customer Service Centre within easy access of the eastern suburbs. As many of the older citizens in the eastern suburbs, which include our members, utilise the ferry service from/to Half Moon Bay and Waiheke it will be necessary for an explicit publicity awareness campaign to be undertaken promptly so SuperGold card holders will know they have to ‘purchase’ a free ticket from a machine before boarding rather than buying it on board. This has not been publicised to date.</p> <p>Many older Aucklanders, particularly those on fixed incomes such as superannuation, have had massive rate increases and are threatened by the impact of the Auckland Plan in several other ways. To remove the one significant concession to the contribution they have made to Auckland over a lifetime – in many cases at the behest of the Government on the grounds “it is nationally inconsistent and unaffordable” – is just not acceptable and will be strongly opposed by Grey Power at all political levels.</p> <p>We would also remind you that the date of the potential implementation of the proposed cut back on 1 July 2013 is just 3 months before the 2013 Local Body and Council elections.</p> <p>We ask that Auckland Transport request a policy directive on the proposed removal of the concession option of free off-peak travel from Mayor Len Brown at the earliest opportunity to avoid undue consultative work and cost on what is going to be an extremely controversial issue.</p> <p>We do not wish to speak to our submission.</p>
512	<p>Grey Power North Shore (submitted by Bill Rayner)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>This submission is made on behalf of Grey Power North Shore</p>

Sub #	NAME OF ORGANISATION	<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>
512	<p>Grey Power North Shore (submitted by Bill Rayner) #512</p>	<p>Grey Power North Shore is one of eight Grey Power Associations in the Auckland region, and has approx 4,000 members throughout the wider North Shore area.</p> <p>Submission: The availability of any efficient, regular and reliable public transport system is absolutely critical to the wellbeing of Auckland's senior community. Isolation and loneliness is the major social problem for many older people and the ability to travel conveniently and economically on public transport is essential to maintaining a satisfying lifestyle.</p> <p>North Shore seniors also have the particular advantage of ferry services from Devonport and other Shore harbour points to Auckland City as well as the bus services.</p> <p>Grey Power North Shore is greatly appreciative of the Auckland Council policy of providing an extension to the core SuperGold public transport travel concession to allow travel after 3.00pm.</p> <p>The benefits to the older community have been immense; the ability to travel conveniently and exceedingly cheaply has allowed many people to have a greatly expanded social and family life, and community contact.</p> <p>It must also be recognized that as well as the personal benefit that has arisen from the SuperGold concessions, in a time when economics and money seem to be the guiding factor to virtually everything, the economic spin off of the older community's enhanced travel opportunities on the hospitality sector and community visitor destinations such as the Art Gallery and Waiheke Island has been significant.</p> <p>It is therefore extremely disturbing to note that the Draft Plan is considering the removal of the extended concession for travel beyond 3.00 pm.</p> <p>The Plan on Page 35 states "NZTA has sought a review of the evening peak senior concession with a view to its removal, on the grounds that it is nationally inconsistent and unaffordable."</p> <p>This carries forward to Policies and Actions 4.7 Provides concession fares for target groups Item c: "Review concession levels and eligibility when integrated ticketing is implemented to ensure these are fair, affordable, and consistent with national policy direction, and implement any changes by 1 July 2013. This includes a possible change to SuperGold card availability (to remove free travel during the evening peak period), and a review of tertiary discounts, and eligibility."</p> <p>Many older North Shore have had massive rate increases and are threatened by the impact of the Auckland Plan in several other ways. It is understood approx. 30% of rate income is spent on the cost of transport in its various shapes and forms in the City, the major part of which is involved with coping with the peak hour needs of commuters traveling to and from work. The elderly are a small part of this group, and yet pay their full share of the 30% rates cost. // To remove the one significant concession to the contribution they have made to Auckland over a lifetime in many cases, at the behest of the Government on the grounds it "is nationally inconsistent and unaffordable" is just not acceptable and will be strongly opposed by Grey Power at all political levels.</p> <p>To be blunt the inclusion of the proposed reduction of the concession in the Draft Plan shows a large degree of political naivety and lack of sensitivity to the position of the Auckland Council. There are over 600,000 SuperGold card holders in New Zealand, and probably approx. 250,000 in the Auckland region.</p> <p>We would remind you that the date of potential implementation of the proposed cut back is July 1st, 2013, just three months before the 2013 Council elections.</p> <p>The political ramifications of any change need to be handled with great care by Auckland Transport, and early dialogue with the NZTA and the Minister of Transport and Auckland Council is critical.</p> <p>Grey Power North Shore asks that a Grey Power representative be part of the Auckland Transport group that is established to review the concession fares per Policy 4.7 and that this be done at a very early stage in the Draft Plan process.</p> <p>We also ask that Auckland Transport request a policy directive on the removal of the concession option from Mayor Len Brown at the earliest opportunity to avoid undue consultative work and cost on what is going to be an extremely controversial issue that is unlikely to proceed.</p> <p>Thank you for the opportunity of putting our point of view to you, and look forward to discussing our submission further with you at the hearings. Bill Rayner Community Affairs Convenor</p>
590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission on the Draft Regional Public Transport Plan 2012 Thank-you for the opportunity to make a submission on this draft plan.</p> <p>As the Council and CCOs are finding out, everything is connected ... transport, city development, community development, economic development ... they can't be talked about disparately. Heart of the City is a supporter of the Auckland's most liveable city goal and some of the aspirations of the City Centre Masterplan. However, we have previously submitted to Council that various plans are sometimes contradictory, and that the aspiration is not backed up by comprehensive and co-ordinated planning.</p> <p>While we can see the drivers here being the creation of a more efficient region-wide public transport system with integrated ticketing, we have to note our concern about both the low aspiration this draft plan has for street level PT in the city centre and the lack of a co-ordinated plan for city centre street form and function.</p> <p>Planning in the city centre needs to be more connected.</p> <p>Submission headlines * Heart of the City is a solid supporter of Auckland PT, contributing directly for over seven years to the City Circuit farebox, helping make streets safer, working proactively with AT on parking ... and more.</p>

Sub #	NAME OF ORGANISATION	<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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590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney) #590</p>
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* “The best transport plan is a land use plan” ... and a place-building plan ... the draft RLTP is not.
 * A more cohesive and connected plan needs to be articulated for city centre transport and the main streets before a revised RPTP is adopted ... the function of city centre streets like Hobson and/or Nelson must change to support PT and/or new land use.
 * The plan needs to include the hard numbers – trip and pax numbers, capex, opex - not just a few percentages – the draft plan offers no ‘business case’ for what it proposes.
 * The Civic corner should not be used as a through route for diesel buses - there are better options – and Wellesley St is a better Green Link option than Victoria St.
 * Te Wero and the Viaduct should not be used as a through route for Wynyard Quarter 70/30 commuter transit.
 * New goal – “a reduction in the average annual trip kilometres per person to x km”. Long trips are more expensive than short trips, and even rail-based RT can promote sprawl.
 * Much more needs to be done to enhance street level public transport options than is articulated in the draft RLTP.
 * Emissions are concentrated where vehicles are concentrated and moving slowly, and in the case of the city centre that’s where we also have Auckland’s largest numbers of pedestrians ... our customers.

Support for PT. Heart of the City supports PT investment and growth. We support several key aspects of the plan ... RT (rail and Northern Busway) supplemented by convenient interchange facilities, high frequency services, and a simple integrated fare system. However, this is qualified by points raised and questions asked in this submission. Nothing in our submission, however, should be interpreted as anti-PT. We are champions of it.

An FYI about Heart of the City (and Targeted Rates). We ...

- * initiated the original City Circuit using HEV buses (that was an opportunity won and lost)
- * have supported the City Link and are strong supporters of enhanced PT (ePT) linking Wynyard Quarter and Aotea using Fanshawe and Queen Streets
- * support walking and cycling across Te Wero and oppose commuter transport through the Viaduct
- * are sponsoring pedestrian counts in the city centre
- * were an early driving force for targeted rates, which have funded streetscape upgrades, shared space and other city centre projects to the tune of \$180million+
- * have worked closely and successfully with Auckland Transport on city parking
- * support the CRL (conditionally)
- * have opposed Port expansion and question the negative effects of freight movements through TOD communities on the RT lines
- * promote the development of a permanent cruise ship terminal on Bledisloe, where there is far more room for land-side infrastructure than on Queen’s wharf
- * we do a lot more but this is some of the transport-related stuff

Heart of the City and support for the CRL. The Auckland city centre is first and foremost a destination not a transport interchange. It is a daily destination for workers and students, a travel destination for national and international tourists, and home to an increasing number of residents. To be a successful destination the city centre must include and prioritise great places.

Heart of the City has previously supported the CRL City Rail Link subject to Government funding. We have done so not only because of the network wide benefits it provides as proposed by Auckland Transport’s own evaluations, but also because it provides rapid grade-separated connections within the city centre and surrounds, removes the need for as many buses, and provides the opportunity to build great places around the new stations.

At the same time we acknowledge the importance of the Aotea Quarter in the City Centre Masterplan. The success of the CRL is not dependent on prioritising a bus-train interchange there, and the proposal to run many regional diesel bus services through the Civic corner runs counter to ambitious (and challenging) Aotea precinct place-making goals. Moreover, the success of the city centre is partly dependent on minimising the negative impacts of traffic in key areas.

There’s a simple answer here. Bus routes should not take priority in key city centre places. We want the Aotea station precinct to be a great place where the impact of buses is maximally minimised. In the case of the Civic corner, ePT should be developed up Queen St, local connector (electric) buses might cross Wellesley St, and regional diesel buses could be routed onto Mayoral Drive/Albert St behind Bledisloe House. This idea will raise a whole lot of other questions, and we are happy to have the discussion that answers them.

A quick word on the CRL, rail RT, NIMT triple-tracking, and port expansion. A big part of the CRL business case is the region-wide improvement it makes to rail-based RT, and the associated land use changes and economic benefits. Port expansion proposals have suggested annual container movements off 900,000 along the NIMT, requiring a \$700 million investment to triple-track the line. We have questioned what the growth in freight train movements along the NIMT will do to the viability of building TOD-style liveable communities there ... the demand from potential residents, the attractiveness to long term investors, the RT experience for commuters ... what is the economic cost?

Well-designed rail-based transit increases neighbouring land value and attractiveness, rail-based freight decreases it.

Metro-style schematic. The provision of a metro-style schematic (p20) provides the opportunity to represent the proposed services in a different way, particularly in the city centre, but it does provide a false impression of the system. The services proposed are not metro-like and are represented more realistically in the street-based FSN schematic (p21). Our point here is that we should not get swept away by the diagram, which mimics representations of the London Underground – what is proposed is an at-grade diesel bus network.

General context. The RPTP should fall within a greater transport plan and should support the Auckland Plan. In that regard, it should also be consistent with the City Centre Masterplan and the Waterfront Plan. All these things should “come together” when we start talking about projects and delivery. Our point is ... so far they don’t. While we can see many pieces, there is no articulate and cohesive description of how city centre land use and transport are going to be



A rethink is required on city centre routes, interchanges, the number of interchanges and interchange locations.



Ports chief executive Tony Gibson “the [freight] trains would be 500m long, running every 30 minutes for 16 hours a day” ... 365 days a year ... at what cost to the development potential and communities of Orakei and Glen Innes and further south?



Let’s not bring the feel of the Britomart bus interchange into the Civic corner.

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590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney) #590</p>	<p>developed cohesively, threaded together using good urban design principles. We can't see where the strategic consideration is of how the use of one street affects another, how one precinct affects another, and how city streets and precincts will work and be linked together to deliver the vision. At the end of the day, there are some fundamental disconnects in the new supercity that need addressing. The right response from Council and CCO officials is not to lock tight and agree behind closed doors, but rather get the projects right.</p> <p>There is a distinct lack of justification and rigour for some projects approved in the CCMP and Waterfront planning processes, and various plans are not connected. A classic example is Waterfront Auckland's plan to bring LRT through the viaduct ...the trojan horse is the heritage tram but the stated aim is to build a "high volume transit service in the longer term."</p> <p>The City Centre Masterplan was light on some aspects, and in particular we have previously commented on city transport. We have previously submitted to the Auckland Plan Committee that:</p> <ul style="list-style-type: none"> * the current CCMP does not provide an analysis and recommendations for street-level transport (and there has been no consultation); * the danger is that we are all being asked to approve priorities for investment packages and projects now, and they may seriously limit options for transport or badly affect other places; * examining transport system options in some detail provide an opportunity to check the viability and proposed priority of place projects. <p>Nothing has really changed. We're happy supporting projects from as big as the CRL to as small as a shared space project in Lorne St, but things are going to come unstuck if better integrated plans are not developed for everything in between. Consequently, we think there will be significant updates to the draft RPTP, at least with respect to the city centre. These may range from policy changes to trip projection inclusions to the redesign of some propose routes/PTOMs. A simple but significant example is policy 1.4 (p26) which currently reads "Promote land use policies that support the public transport network" but which, getting the boot on the right foot, would more logically read "Building a public transport network which supports planned land use."</p> <p>The draft Auckland RPTP recognises the inter-relationship between land use and transport, but does not provide enough recognition to placemaking, the public realm and urban design, either at a policy, strategy or project level. An additional outcome (p vii and throughout) would be "services that contribute to the quality and sense of place of key public spaces."</p> <p>New clear goal – "reduce average annual trip kilometres per person". A good starting point: "the idea is to reduce the need for so many trips, regardless of mode." i.e. let's try to reduce the time and distance of required trips for Aucklanders, regardless of whether they are by car, bus or train. That will reduce costs dramatically. Replacing long trips by car with long trips by PT isn't that clever. People taking long trips use more transport resources than people taking shorter trips by the same mode (price accordingly?). We appreciate PT may be more efficient taking large number of people longer distances in commuter hours (p5), but that does not mean we should prioritise those long trips. What the plan should clearly state is a first goal for people needing to take fewer and/or shorter trips. Other comments relating to outcomes/goals/policies:</p> <ul style="list-style-type: none"> * more key numbers would improve the plan. There are some percentages and frequencies and included is the target of "doubling public transport trips from 70 to 140 million by 2022 (subject to additional funding)". But missing are the total number of trips, some broad indication of who currently goes where when, the numbers travelling to the city centre daily or the numbers travelling within Manukau daily or the numbers travelling from the west to the south (as examples), total current and planned costs of PT investments with comparisons to other transport investments, capex and opex, etc. The plan is short on the context provided by real numbers. * see pvii "percentage of households ..." 2012:14% 2022:40% 2040:32% ... does the Auckland Plan target need updating? What about a measure for jobs within 500m of the FSN? . In various parts of the draft plan there are references to and targets about people living close to the FSN, but there is no use having only half the question answered, and the document and the targets need to be updated to where the same people work (and play). * more focus on PT trips around the region rather than to the city centre may be justifiable. Having just retro-fitted the Northern Busway into the northern corridor, should the draft RPTP be looking at busway services on SH16/SH20? For starters, a bus service connecting the west and the south on SH20, with a bus station/interchange at the intersection of Dominion Road and SH20? <p>Integrated land use, place-building and urban design. There are several mentions of integrated land use in the draft plan, but not enough attention to it and to place-building. Visiting speaker Gordon Price said "the best transport plan is a land use plan." We'd go a step further and say "the best transport plan is a place-building plan." While land use and transport should be planned together, the bottom line is that "transport is servant to place." Building great places where people enjoy living, working and playing comes first and is enabled by transport. Transport is a servant to those places and the people who use them.</p> <p>Better connection to draft Unitary Plan. The draft RPTP consultation is un-usefully preceding the draft Unitary Plan. The draft Unitary Plan will provide more detail about the proposed land use around centres and corridors, and seeing the two together would provide more opportunity for informed discussion. Heart of the City supports the centres and corridors based approach to growth in Auckland, with an emphasis placed on centres developed in conjunction with the RT network. Which FSN bus routes are going to become a growth corridors, how many people will live in these centre and corridors, and are there a matching number of jobs close to the FSN as well?</p> <p>Walking is part of PT (any transport for that matter). Car drivers do not expect to park right outside their office in a main centre. Nor should transit riders be expected to be dropped there. Both can expect a realistic walk. Likewise, interchanges may work most efficiently from a transport point of view with absolutely minimum walking distances between vehicles, but taking into account other factors there will be an optimum solution. On a recent trip to Auckland expert GB Arrington told us ... "if the train station and bus stops are separated a little, then the transit rider is more likely to contribute to the place and local economy".</p> <p>Back or side doors work better sometimes. Quality transit can have positive effects on communities, improving accessibility for residents and workers, improving local economies, even increasing land values. However, any transport infrastructure project – highway, road, transit station, whatever – can also have negative impacts – noise, foul air, loss of a sense of safety, loss of sense of place. The trick in the city centre and other centres is to build balanced solutions that take account of all positive and negative factors. The realty for PT, especially regional diesel buses, is that sometimes a place will be better</p>



Waterfront Auckland thinks it's a good idea to build a high volume transit service through the Viaduct. We think it's nuts.

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served by buses 'using the side door rather than the front door' – an example – regional buses on Albert St or Mayoral Drive rather than on Queen St.

Shorter headways for rail? The plan proposes a minimum frequency of 15 minutes on RT lines for the next decade (7am to 7pm, Monday to Friday) and from Appendix 1 (p75) 10 minute frequencies on the southern, eastern and western rail lines. What modelling has been done for more frequent rail services within the next decade? How does providing higher levels of service on rail improve the viability of commuters making a bus-to-train transfer at outer stations, reducing the number of (congesting polluting) buses in the city centre.

What are the key variables for the Auckland rail-based RT system, pre- and post-CRL, which determine overall capacity? What routes, services, headways, etc are proposed post-CRL implementation, and what is the future growth potential? Can we expect to see the system being used with 8-, 6- or 4-minute headways ... technically and practically possible? When? On what lines? What numbers of morning pax will be arriving in the city centre by train then, compared with buses? The draft RPTP provides no information about this now and no view into the future.

Rapid rail versus lazy rail? Will this plan deliver a rail network that moves with the pulse of a faster living city, or will it morph into a slower little-bit-lazy service that hauls commuters from satellite towns? Rather than TODS nearer the centre, will it offer the opportunity to live in single-dwelling units on the periphery and take longer subsidised trips, in effect contributing to sprawl? There is no clear statement in the draft plan which shows a strategic commitment to this not happening. Political pressure and compromises about land use could mean we end up with more peripheral rural subdivisions with residents expecting free PnR facilities and long hugely subsidised rail trips into the city centre.

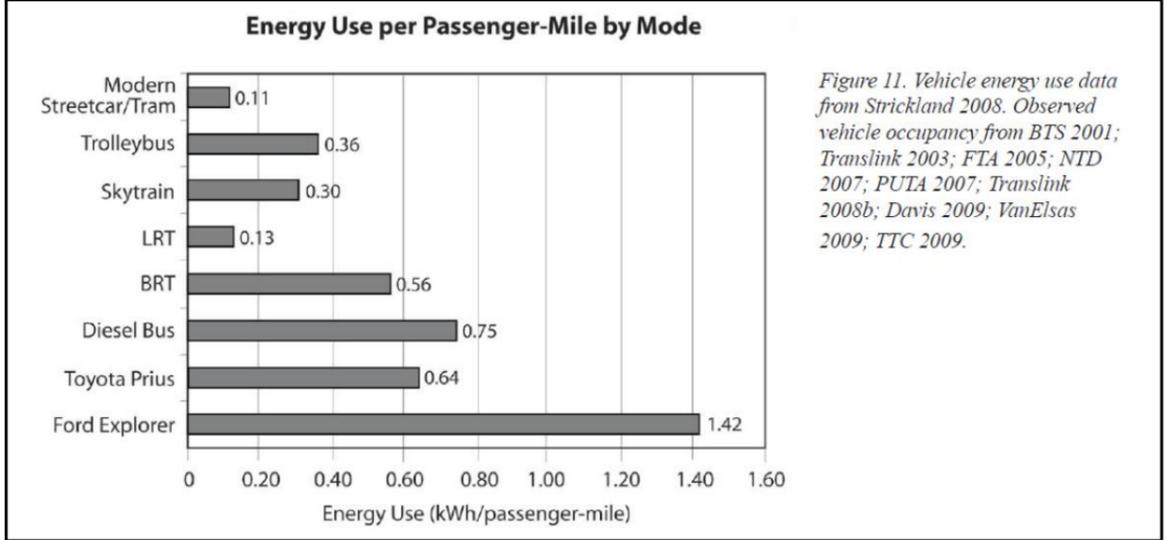
Sustainable community transport. The RT network as shown is essentially radial to the city centre. What is our long-term plan for sustainable community transport? These extracts from Design Centre for Sustainability, University of British Columbia, 2009 (http://www.sxd.sala.ubc.ca/8_research/sxd_FRB07Transport.pdf):

- * "the use of transit, which was heretofore considered solely from the perspective of reducing auto dependence and providing transportation equity to the disadvantaged, now has a broader mandate to help governments meet their GHG (greenhouse gas) targets."
- * "first, whatever the mode, we are assuming that shorter trips are better than longer trips. Transporting people requires energy, and energy, even from 'green' sources, has its costs. Thus we ask what is the arrangement of transit and land uses that leads to the lowest average daily per capita demand for vehicle travel of any kind?"
- * "second, we know that low carbon is better than high carbon. Therefore, what transportation mode has the least carbon emissions per trip?"
- * "finally, we should choose what is most affordable over the long term. Long term capital, operating, maintenance and replacement costs need to be considered and evaluated to find the most efficient transportation mode."

Three graphs from this paper are included below and tell their own story pretty clearly. While the figures raised in this article may not apply exactly to Auckland, and while some of the data might be subjected to different analysis, we think the broad scope of and issues raised in this paper will contribute to an interesting conversation about PT in Auckland. The draft RPTP is weak on progressing Auckland's street-based PT services beyond diesel buses, and does not articulate a strong story about local community-focussed PT. Heart of the City submission - draft RPTP - 5.11.12 Page 7



Vancouver's Skytrain can operate on short headways, less than 2 minutes. Spot the train just ahead.



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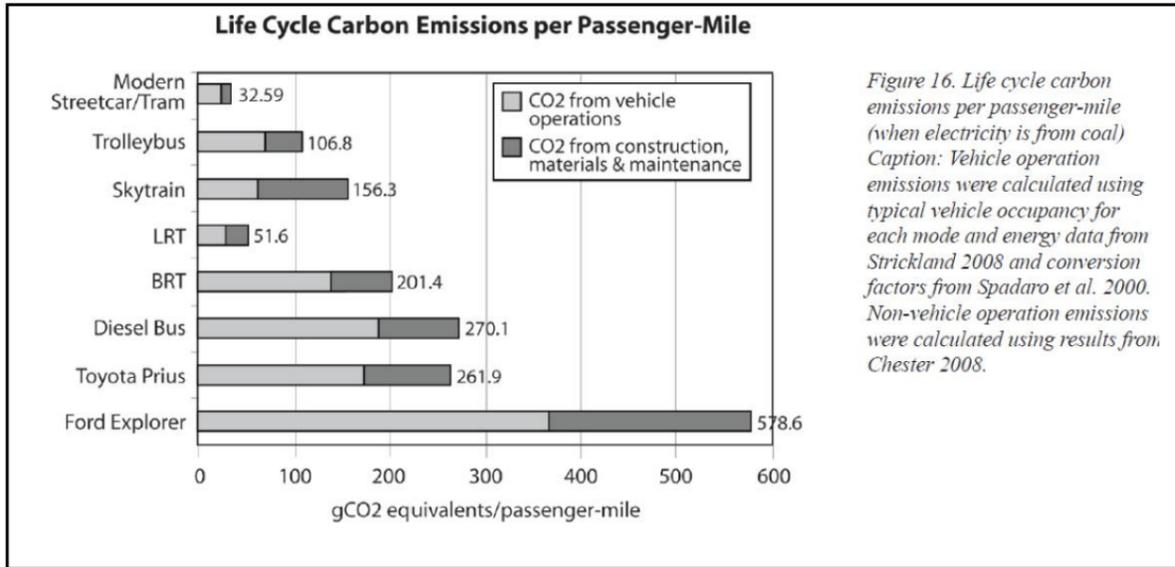
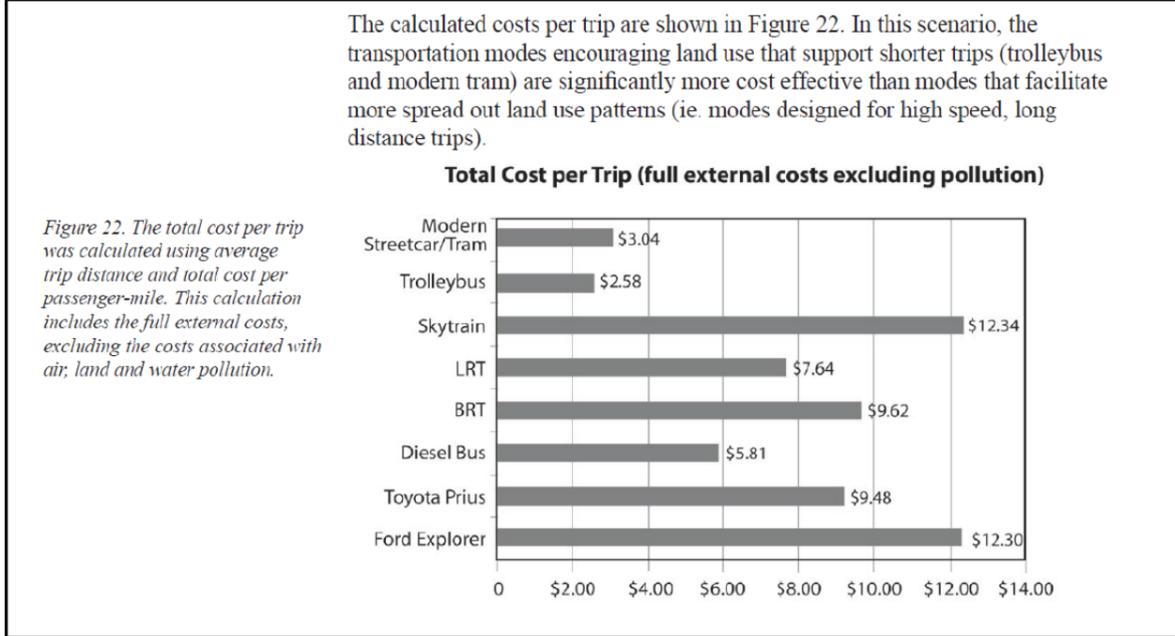


Figure 16. Life cycle carbon emissions per passenger-mile (when electricity is from coal)
Caption: Vehicle operation emissions were calculated using typical vehicle occupancy for each mode and energy data from Strickland 2008 and conversion factors from Spadaro et al. 2000. Non-vehicle operation emissions were calculated using results from Chester 2008.



Source: Design Centre for Sustainability, University of British Columbia, 2009
(http://www.sxd.sala.ubc.ca/8_research/sxd_FRB07Transport.pdf)

Fares and subsidies. A zone-based fare system is proposed but we question whether it is equitable for customers or ambitious enough for Auckland.

- * A distance- and demand-based system would more accurately charge for the service relative to its cost. As proposed, a trip from Albany to Takapuna is going to cost about half of the trip cost from Kelston to Avondale, despite being nearly twice the length. And what is the incentive for me to take the trip at non-peak time, making more efficient use of the rolling stock? There are affordability and equity issues to be considered, but the question is, would a distance-based system be better than a zonal one for Auckland?
- * Policy 6.4, p33 – the 3rd bullet on this page suggests a reduction in the financial penalty of transfers (by providing 50% discount on onward trips), but later on the same page, “no penalties for transfers between services.” Are there no penalties or reduced penalties?
- * p35 – will the new system allow for all boardings starting within 2 hours of a previous boarding to be classed as the same trip? This would reduce the penalty for multipurpose trips and simple stopovers like dropping of at your local village on the “PT-way home.”
- * Could I buy a HOP Club card giving me “all the PT I can eat” for one year? What price?
- * p36 – is a 10% HOP card differential enough to drive conversion and retention?

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* While a small zone around the city centre is good for fare-box revenues, what is the policy that is being applied here? Why does the city zone make sense? On the one hand it may encourage more people to try and live within the zone, increasing density (a good thing), on the other it penalises the city centre compared to other centres. What is the long-term plan ... at some time in the future, or now, would several metropolitan centres (eg Takapuna, Manukau, or Henderson) 'qualify' as fare zones too?

* Separately and regardless of the fare system used, there are opportunities to modify fares to incentivise certain travel choices, and the zone-based system may preclude those. For example, if we want more riders on trains we might, quite legitimately, provide incentives through either subsidies or the farebox.

* We are not sure what an appropriate FRR (farebox recovery ratio) is for Auckland, but we should not be limited by NZTA targets.

* The flexibility to provide different subsidies on different modes and services might be usefully retained to incentivise desired trip patterns.

Unacceptable impacts on some city centre places. While the plan does not seek detailed feedback on routes and services now, we don't think the FSN can be meaningfully discussed if some of the detail is not considered now. The plan proposes routes and services and asks us not to be concerned about the details of specific services, but that is fraught with the danger of agreeing with things at a broad brush level without understanding the consequences when it comes to the next stage of planning. Frequent bus services will have a huge impact on the city centre (and other centres) and as so far indicated some of the routes are bad for the city centre.

Commuters versus communities. The plan must balance the needs of commuters with the needs of communities they pass through, and there is little sense of that in the draft. For example (p14): "this draft plan highlights the need to develop a clear policy framework for bus priority measures, and when and where these will be necessary to ensure a reliable and efficient bus service." We appreciate the point from a transport perspective, but where is the balancing policy that acknowledges the local communities and economies that so many of the bus services pass through. Can 12-hour FSN bus services be achieved without 12-hour bus lanes on isthmus arterials (ref: Dominion Road)?

PnR and interchange locations. We note that PnR (Park'n'Ride) facilities will wherever possible will not be located in centres, and that makes sense why ask people to live in medium- and higher-density TODs and then invite a whole lot of traffic through their local streets to their station? For similar reasons PT interchanges need to be thoughtfully and strategically located, not always just positioned in prime places where a bunch of services converge (as shown in the draft plan).

Many bus services converge at the city centre because it is a destination for so many people. That does not mean the places need to be developed as interchanges. They are places first. We must prioritise the places ahead of routes and interchanges. We question the major interchanges shown in the Wynyard Quarter and Aotea. An "interchange strategy" might include a statement like "wherever possible interchange infrastructure will be positioned and designed to maximise the potential of great places in centres." For example the stations on the North Shore busway are great places for interchanges. Designing major interchanges on the busway may reduce interchange requirements and bus impacts in the city centre.

Here's an example. Regardless of what North Shore 'burb you've come from, make a decision on the busway to transfer to a bus that goes either

- * 'city centre eastside' via Britomart to the universities on Symonds St ridge and on to the hospital and Newmarket, or
- * 'city centre westside' and takes pax to Albert St and the CBD Engine Room (there are several cityside route options here, including the Cook St off-ramp).

Park'n'Ride subsidies. Policy 9.2 (p50) outlines target subsidies for bus, rail and ferry. Are there going to be subsidies of parking facilities? This relates to parking prices in city centre and is part of the overall parking and transport mix.

Metropolitan Link services. We understand (some) of the pros and cons of circular versus radial route services, and query whether circulator services should be implemented in the main metropolitan centres (eg a Henderson Link), similar to the City Link and Inner Link services that strengthen connections between central city villages and the city centre core.

Just as the Inner Link connects the city centre to the city fringe and connects fringe villages, "Metropolitan Link" services would connect people and neighbouring communities to each other, RT stations, carparks, and centres, and would help promote sought development (ref: the Auckland Plan, p261, names ten metropolitan centres). A Henderson Link service may, for example, connect growing communities around Henderson better than just the pass-through route services, while at the same time still connecting to the Henderson centre itself and the rail station. This will support greater density and lower car-dependency further from the centre itself. And in the same way we champion the development of places in the city centre, we would encourage Local Boards, Mainstreets and other centre-interested groups to take an active interest in bus routes through their centres.

PTOM questions. p47, top of table: "Exempt services are limited to Air Bus, Waiheke Ferry, Devonport Ferry, and Stanley Bay Ferry." But above that there is a list of other Exempt Services including fully commercial services. What is required for a commercial service to be registered and what rights does registration confer? Will full commercial services have to conform to certain standards? We are interested to understand what would stop a bus operator from registering a service that was not 'strategically cohesive.'

Attractive and safe routes for walking and cycling. We support practical, attractive and safe walking and cycling routes to and within centres, and these complement the transit-oriented policies of the Auckland Plan. Safe walking and cycling around transit nodes support the placemaking that can happen there.

Diesel buses have negative effects too. The negative impacts of noisy, polluting diesel buses, particularly where they converge the most, are not acknowledged in the plan, but need to be. Convergence of diesel buses is as problematic as the convergence of cars – number, noise, smell, pollution, size, movements (ref p40). We understand some of the drivers to introduce a standard such as NZTA's Requirements for Urban Buses, a main one of which was, understandably, lowering cost. However, there will be city



Sidebar: Well done on this recently resurfaced city arterial ... clear signs, clearly marked lane ... no need for green paint here (people are bright enough to understand what they see here!)



Passengers making an interchange choice here may get more efficient service.



Double-decker buses on Blackett St, Newcastle ... "these buses do create pedestrian severance and amenity issues" <http://www.newcastle.gov.uk/wwwfileroot/legacy/regen/plantrans/FinalTransportation.pdf>

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590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney) #590</p>
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centre streets that may require higher standards, or restrictions on the number of bus movements, or both, to achieve city goals.

* in some cases route efficiency will give way to place priority. And bus stops may be placed a little differently than a transport planner might think is best. In the city centre, it will be quite sensible for buses to be excluded from some areas. The same point applies to other centres as well, and destinations such as Wynyard Quarter.

* we oppose Wellesley St being used as a bus corridor, especially that part between the Mayoral Drive corners. Wellesley Street is a better option for the east-west Green Link, with greatly improved outcomes for pedestrians, cyclists and the Aotea Precinct. Alternative bus routes can be found for the regional services shown on the draft FSN maps

Nelson and Hobson Streets. To date we have seen a few statements and wishful pictures about alternative uses of these streets, but nothing specific in transport plans. We suggest that the function of these streets should change and should include bus priority measures. The development of a 10-year RPTP and the possibility of a convention centre provide two good reasons why integrated plans for these streets need to be underway now.

And it goes without saying that planning for Hobson St brings in a whole lot of other questions Cook St, Cook St off-ramp, Albert St, improvements

A clear commitment to enhance public transport (ePT) in the city centre. We support the CRL project subject to Government funding and a clearly articulated rapid transit plan. However, we fear that there is consequentially not enough resource being applied to improving street level PT in the city centre. There have been plenty of pictures drawn in the CCMP and Waterfront Plan, but while policy 6.3 (p30) talks about “research with other stakeholders ... on future alternative fuel and bus traction vehicles,” we are no further ahead than we were ten years ago.

We need a city centre street-level public transport to be a quantum leap better than it is now. While other cities are installing modern electric trams and electric buses, Auckland’s transport planners seem stuck on diesel buses which in increasing numbers will blight key city streets. It’s time for a rethink. We are advocating for a City Centre with better air quality, more spaces which are relatively free from traffic noise, and streets which are not spoiled by the movement of large diesel vehicles.

Air Quality. In many modern cities air quality is monitored and reported on the web daily ... why not in Auckland? The draft RPTP refers to improved air quality and public health resulting from rail electrification, and the replacement of old buses to improve environmental sustainability (p30). However, monitoring of street-level air quality is comparatively weak compared to, for example, North American cities. What are the levels of nitrogen oxides, particulates and other toxic substances on busy streets in Auckland’s city centre. Auckland Transport has a direct interest and important responsibility regarding air quality in the city centre. Young people are particularly vulnerable to disease caused by particulates.

* It’s pointless celebrating the environmental benefits of (underground) electric trains and then having a huge fleet of (street level) diesel buses in the most pedestrianized places.

* NZTA Requirements for Urban Buses may provide standards which are appropriate for some city streets, but not all. In others there may be a combination of public health, public realm, transit efficiency and ‘brand liveable city’ reasons for advancing PT options in our city.

Cycling and pedestrian routes. Bus routes are typically not the best environments for pedestrians and cyclists. There are safety, sense of safety, air quality and amenity issues. In separate paragraphs we emphasise the need to get the big picture right across the city centre – “what function for what streets” – and this clearly is as important for pedestrians and cyclists as it is for cars, buses, enhanced PT (when it finally comes) and commercial vehicles.

North-South movement in the city centre
There are strong north-south transport routes in the city centre – on the east the Grafton Gully State Highway and Symonds St, on the west Albert St, Hobson St and Nelson St. The draft RPTP is errantly silent on the use of Hobson and Nelson Streets as PT corridors ... and the lower Hobson St Bridge for that matter. If the Convention Centre deal is to go ahead, Auckland Council (in the first place) and Auckland Transport need to get their skates on a seriously plan the forms and functions of Hobson and Nelson Streets. They cannot be considered in an isolated way outside of the RPTP and other transport and land use plans.

East-West transport across the city centre
East-West links are provided by Quay, Customs, Victoria and Wellesley Streets, Mayoral Drive and Karangahape Road. To provide some background to other recommendations, our comments about each are:
* Quay Street is sunny, north-facing and Waitemata facing. It is to be boulevarded but will still carry some cars and PT, and there is a possible case for retaining the lower Hobson St bridge for PT and cycling connections to the boulevard, and some car use;
* Compared with Quay St, Customs St should carry more cars and more regional bus services;
* The Civic corner and the nearby library, Art Gallery, St James, Smith and Caughey department store, and other Wellesley St assets make Wellesley St a candidate for ‘light’ PT services rather than a bus corridor. Work in 2003 successfully guarded this corner from the decimation by through-traffic, and we need to do the same today. Diesel buses and through-traffic is not something to implant then mitigate, it is something to avoid in the first place;



This CCMP picture sells the sizzle of a great Civic corner and Aotea Quarter there’s no sausage in the draft RLTP though.



Daniel Moylan on London’s Exhibition Road ... “we were lucky that buses weren’t there in the first place.”



There may be a role yet for the Lower Hobson St Bridge, both during and after CRL construction.

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590 **Heart of the City**
(submitted by Greg McKeown and Alex Swney) #590

* Plans for Wellesley St West toward the Victoria Park Quarter have included residential development and offer a great opportunity for cohesively planned public and private sector investment. Targeted rates could be used to develop Wellesley St as a linear space/place rather than a bus through-route;

* Mayoral Drive is a huge piece of tarmac that forms a Civic corner traffic bypass and should be used by both cars and regional diesel buses, including well designed bus stops;

* Victoria St West (Victoria Park to Hobson St) is well-developed and the street character is largely determined. It has provides employment and destination opportunities which make it more suitable for buses than Wellesley St. Victoria St West should be upgraded in parts, but not necessarily with a linear park;

* The character of K Rd needs to be fostered. Buses travelling from Great North Road and the stops on the CMJ overbridge have set the bus routes on the road to Pitt St (unless a route can be devised to route buses on Hopetoun St), but our point would be to resist forming a bus corridor from the Pitt St corner to Grafton Bridge. 'Never' you say ... be careful what will be asked for next by transport planners and bus operators.

Wellesley Street and the Civic corner. The City Centre Master Plan (CCMP) recognises Wellesley Street as a possible east-west Green Link. We support this option and oppose Wellesley Street becoming a bus corridor. Wellesley St as a bus corridor does not contribute to the vision for the Aotea Quarter. As visiting speaker Daniel Moylan said when describing London's Exhibition Road, "we were lucky that buses weren't there in the first place."

* In the same way we oppose turning the Viaduct into a through-route for commuters, we oppose developing a permanent regional diesel bus route through the Civic corner. In both cases there are better public transport and place-building options. Better for the public realm. Better for public safety and health. Better for local economies.

* The Aotea precinct has high priority in the CCMP (the highest, along with the waterfront) and we see it developing Jan Gehl style - "criteria include ... eliminating fear of traffic, protection against pollution and noise, attractive zones for staying/standing, good design and detailing, trees and plants ...". There is no sense in having a plan to push traffic through the Civic corner for a decade only to have a BHG (big hairy goal) to take it out later. Better route options exist today.

* Moreover the network structure is described as permanent (policy 1, p ix), so we are taking the proposed routes and supporting infrastructure seriously. The draft RPTP proposes less than optimum changes for the Aotea precinct which will be 'permanent' – now is the time to get this right for Auckland, and the decision is more than AT's.

* The argument that what is being proposed is a straight route and will be better than what we have now misses the point, as does the suggestion that we can mitigate the negative effects or replicate the best practice example of Blackett St in Newcastle.

* 'Convergence' is not equal to 'interchange.'

* When Grafton Gully Stage Two was completed the Council moved decisively to protect the Civic corner against the possibility of extra through-traffic. Mayoral Drive was used as the main car by-pass, with controlled access provided for accessibility reasons to Princess and Kitchener. The islands were placed in Wellesley St East to protect the environment below them, to improve the environment for pedestrians, and to control the flow of a minimal amount of traffic. Now is not the time, a decade later, with the importance of the Aotea precinct stated again and again in Council documents, to step backwards by turning the Civic corner into a through-route. Other routes for buses are available.

* Our recommendations include using alternative routes that avoid the Civic corner but still get passengers close to the Queen St valley. These may include parts of Wellesley St, Wakefield St, Mayoral Drive, and Albert St. Transit riders will get good, well-located stops that connect with the city streetscape, but in the right streets.

* We recognise the importance of laneways and pedestrian connections and our recommendations for Wellesley St support those. We believe that improvements can also be made for intersections with Federal St, "the High St of the west."

* The east-west "Green Link", in whatever form it finally takes, should be on Wellesley St. And this does not preclude improvements being made to Victoria St.

* Everything said about it in the draft CCMP could equally apply to Wellesley

* The draft CCMP mentioned buses on Victoria, presumably without priority (ref: the Linear Park picture). What the draft CCMP was comparatively silent on was Wellesley St. We agreed, the draft CCMP did show Wellesley St as a bus route, but it showed Victoria St the same way! It also showed LRT on Victoria ... so how was a submitter to the plan meant to interpret these lines ... as "possibilities"

* The arguments for the Wellesley St transport corridor (a misnomer) seem to be, with responses in italics ...



With appropriate measures Mayoral Drive could be used for more bus infrastructure and services.

Buses at the Civic is a mistake

- In numbers proposed
- Duplicates an existing problem
- Mitigation no answer
- There are very good alternatives
- And this is a much better street for the Green Link

Wellesley is just "better overall"

- See for yourself, take the walk or cycle

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590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney) #590</p>	<p># Because of Victoria St Green Link ... "then test other options" # To take pressure off Britomart ... "don't repeat past mistakes" # Simpler network around the region ... "lighter touch in centres"</p> <p>* The Aotea Quarter is listed as a top priority ... "Civic and cultural heart" ... "Iconic heritage buildings and places" (p38) ... creating a bus corridor runs counter to this stated priority and mitigation is not the answer</p> <p>* Wellesley St is a better walking a cycling route – shorter - Victoria Park connection, Sale St and below already better, St Mathews-in-the-city, (possible) convention centre, SkyCity theatre, shared space side streets including the new Federal St, Town Hall, Aotea station, Civic, St James and Aotea square, the Art Gallery and neighbouring art galleries, Khartoum Place, Auckland Library and Lorne St, Auckland University, AUT, new Auckland Council HQ, Bledisloe Lane and Elliot St connection, Smith & Caughey and supporting retail, friendlier connections to Albert Park, (planned) direct connections across Grafton Gully</p> <p>* Better investment return by consolidating the Green Link + Aotea Quarter budgets</p> <p>* Better CRL support and ROI</p> <p>* The draft CCMP Queen St view sells the promise of being in and heading toward a great place and Wellesley St needs to be consistent with that</p> <p>* It is no good putting more diesel buses through today then saying our aspirational goal is to take them out</p> <p>* Leaving more cars on Victoria and fewer on Wellesley is better for Sky City car parking and mooted plans to remove the Sky City carpark Federal St entrance. Cars can travel up Victoria, either direction, turn into Hobson and use that carpark entrance; that is better than pushing more cars towards the Federal St entrance</p> <p>* Victoria St is a worse walking St # This clear statement is made based on criteria set out by Jan Gehl in his book # Particularly Victoria Park to Hobson St, where there are large buildings with little linear variation # Already developed and better transport St now (more-so in the West) # A destination for jobs # Victoria Street by Victoria Steet carpark is a bad option for cyclists # The walking connection to Albert Park – up the steps – is difficult for many walkers and impossible for people with (even moderate) disabilities and mobility impairments</p> <p>* The Wellesley St route # makes a direct connection to the new link proposed across the motorway Grafton Gully # has greater development potential # Victoria Park to Nelson has development potential on both sides # provides an opportunity to develop the public realm with the private developments (rather than doing retrofit repairs as the CCMP proposes on Beach) # Build on previous investments eg targeted rates on Kitchener St</p> <p>Wynyard Quarter tram and buses With respect to Waterfront Auckland's proposed extension for Melbourne's historic trams through the Viaduct, and PT to from the Wynyard Quarter: * we acknowledge the possible tourism aspect of this, but we believe that this area is best preserved for pedestrians and cyclists (previous B:C analysis shows a huge benefit from pedestrian movements). Visitors enjoy this pedestrian area now; * we hope that it is commonly understood and agreed that the Viaduct should not be used as a commuter route – why spoil one place to create another? * we can find little or no evidence that the rail gauge of the Wynyard tram (1435mm) was considered prior to its installation, but gauge is relevant if tram-train options are going to be kept open. Our main tracks are 1067mm, and dual gauge tracks and adjustable axle options are available but are not common. The Heart of the City position on this point is that the pros and cons of each gauge need to be evaluated properly by Auckland Transport, as do other enhanced public transport (ePT) systems. The gauge of the tram project should not determine the gauge for the whole region without proper analysis, and we re-emphasise but will not repeat at length our previous recommendations to investigate catenary-free systems; * the problem is that Waterfront Auckland continues to propose commuter transport through the Viaduct. Extensions to St Heliers are mooted. Any extension to St Heliers would surely be used for commuters as well. Plans need to be much more clear before we invest more on steel wheel on Auckland streets. While we support the aspirations of those who seek better PT options for Auckland, we do not support incremental investment made without clear vision and good strategic analysis and choice; * we recommend Waterfront Auckland's proposed \$10 million extension of tram tracks through the Viaduct being put on hold (not mothballed, just on hold) while an integrated transport plan is developed; * CBD core-to-Wynyard Quarter PT links are best made n Fanshawe St * Jellicoe St is currently being used for buses and we note that in the future this may be a detraction for the street; we recommend that Halsey, Madden, Daldy be considered as an anticlockwise route for buses through the Wynyard Quarter.</p>

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590	<p>Heart of the City (submitted by Greg McKeown and Alex Swney) #590</p>	<p>A last word ... even Los Angeles addresses the problem with diesel buses.</p> <p>Melbourne loves its trams. Vancouver loves its city centre trolley buses. Unfortunately Auckland removed both from its transport networks in the 50s and 70s. But even the Los Angeles MTA has taken diesel buses off the road altogether. What will Auckland (Transport) do? Please refer to Attachment 9, Page 48 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions</p> <p>We look forward to the opportunity to discuss the draft plan with Auckland Transport and to presenting at the related hearings.</p>
528	<p>IPENZ Transportation Group, Auckland / Northland Branch (submitted by Max Robitzsch & Matthew Hinton)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission on the draft Auckland Regional Public Transport Plan Thank you for the opportunity to comment on the draft ARPT. We set out our key comments as follows, roughly aligned with the general document structure:</p> <p>NETWORK / FREQUENT SERVICES:</p> <ul style="list-style-type: none"> - We strongly support the intention of the plan to consolidate disparate services and provide an increased network of frequent services, with a focus on key routes and interchange-based transfer opportunities. - We also support a greater emphasis on cross-town bus routes, a service pattern not well provided for at the moment. - Regarding specific parts of the 2016 “Frequent Service” network map, we note: <ul style="list-style-type: none"> * We consider that the Northern Busway is not served by enough Frequent Network feeder routes - we consider this could result in reduced uptake. Smales Farm and Sunnynook in particular would benefit. * The above could be combined with providing for another element we consider missing - namely a frequent service cross-town (west-east) for the southern North Shore. A good route may be Highbury-Smales Farm (via Wairau Road)-Takapuna. * We have some concerns regarding splitting up the frequent service route from Manukau Town Centre, once past Botany Town Centre, into two lesser frequency services to Howick and Highland Park. We consider that this part of the East requires better north-south provision at higher frequencies. If it cannot be provided initially, upgrading this should be key to further frequency increases. * We support the Devonport-City Centre ferry service going to 15-minute services as shown on the maps – however, it is somewhat unclear whether that will take place? * We note the significant detour of the Lake Road route. While we understand this is in reaction to the settlement patterns in this area, this adds significant extra distance for many passengers not wanting to go to these Narrow Neck areas. * We have some concerns that the proposed six service layers (rapid, frequent, connector, local, peak-only and targeted) are too many, even for planning purposes, and certainly for the actual customer. * In particular, we have some concerns with peak-only services, which seem to be directly contradictory to the intent of the plan to simplify and consolidate PT services. Where additional capacity is required, this should be added differently. * We also have some concerns at the split definition of connector and local services, which again seem to introduce more complexity rather than utility, especially seeing that with targeted community services, a whole even lower layer also exists. <p>FARES / ZONES:</p> <ul style="list-style-type: none"> - We generally support the move to a consistent zonal system, which will much increase legibility of the system. - We support the use of zone overlap areas to reduce localised disincentives to public transport travel. - We have some concerns about certain elements of the zone structure: <ul style="list-style-type: none"> * We consider that the proposed zone system may strongly advantage customers from the northern North Shore/Hibiscus Coast travelling to the city (and thus disadvantage other users – such as those from west Auckland with similar distances to the city) and reduce farebox recovery. We consider that the “North zone” may be too large, and may need to be split, possibly roughly along the line of SH18. * We also have some concerns that the “South zone” is very large, in this case leading to some advantaging of long in-zone trips “subsidised” by other cross-zone trips. However, we consider that the case for a “horizontal” split is not as good as for the North zone, as this would create very high trip costs for the “Outer south zone” into the City Centre. Since these trips create some of the greatest congestion on the road network due to their length, they should be encouraged, not discouraged. This issue might be overcome with splitting the “South zone” into a western part and an eastern part (such as east of SH1), i.e. splitting it “vertically”. This would allow trips from the “Outer south zone” to run into the City Centre with the same number of zones as currently proposed. Some level of zone overlap between the western and eastern parts of the split zone would be needed to not disadvantage local trips. * We hesitantly support the removal of the “Gold card” free trips for seniors during the evening peak. While we generally consider incentivising public transport as a positive, the necessity put upon Auckland by national government to raise the farebox recovery ratio may make such changes to revert back into line with national standard necessary. * We support progressively and aggressively reducing transfer penalties, as a core part of the new fare system. We encourage the use of capped maximum trip costs on Hop cards not only on a by-day, but also the investigation of potential capping on a weekly and / or monthly basis, to replace former passes.

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528	<p>IPENZ Transportation Group, Auckland / Northland Branch (submitted by Max Robitzsch & Matthew Hinton) #528</p>	<p>OTHER ASPECTS:</p> <ul style="list-style-type: none"> - We consider that the proposed park & ride investigations shown on Figure 6-1 (Appendix 6) are too many, and too few of them are actually in “peripheral” locations as set out in the policy direction. Instead of providing park & ride in increasingly urbanised areas as per the map, investment should be spent on actual right-of-way / bus priority infrastructure. - We support the proposed increased weight given to walking & cycling access (and cycle storage) at interchange stations. This should include area assessments, rather than just works directly within the stations themselves. Urban design of the interchange stations will also be important, to emphasise PT as a quality mode of travel. - We consider that the plan should emphasise that new bus infrastructure needs to be cyclefriendly (i.e. avoid narrow bus lanes where cyclists and buses conflict without being able to overtake each other safely). - We support creating PTOM contracting environments with pre-determined review options for routes that are too crowded, or too under-utilised. - We consider that real-time tracking reliability needs to be strongly improved for customers, and that self-reported reliability statistics of bus operators need to be abolished. <p>SUMMARY Thank you again for the opportunity to comment. We do not intend to speak to our submission. Regards, IPENZ Transportation Group, Auckland / Northland Branch Matthew Hinton, Deputy Chair (Auckland / Northland Branch Committee) Max Robitzsch, Committee Member</p>
68	<p>Jackson Property Group (submitted by Shaun Lewis Jackson)</p>	<p>Q1 – Support Q2 – Don’t Know</p> <p>Other Comments: In Section 4 of the RPTP "What we want to Achieve" you refer to Services that align with future land use patterns At your Southern boundary you have 400 ha of rezoned mixed use land in Pokeno and 120 Ha of Industrial land in Tuakau I would like to see these areas included in the long term strategy. Whilst these areas are zoned Waikato our community of interest is Auckland. A large portion of residents commute to Auckland for both work and play</p>
527	<p>Kiwi Property Management Limited (submitted by Andrew Buckingham)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Draft Auckland RPTP (October 2012) : Submission by Kiwi Income Property Trust</p> <p>Kiwi is NZ's largest publicly listed property trust with assets currently valued at approximately \$2 billion. Kiwi's Auckland assets include:</p> <ul style="list-style-type: none"> * Sylvia Park town centre, Mt Wellington * LynnMall shopping centre, New Lynn; and * The Vero Centre, National Park Centre, and 21 Pitt Street in Auckland Central. <p>Kiwi is also currently constructing the new ASB Building on the corner of Halsey and Jellicoe Street on the Western Reclamation. For many years, Kiwi has been a strong supporter of Auckland Council's strategic goal of better integrating land-use and transport planning. A key aspect of Council's strategy has been to promote intensification around centres so that the need for travel can be minimised and so that an alternative means of travel can be provided other than private motor vehicles (e.g. public transport and active modes).</p> <p>In line with Council's strategic objectives, Kiwi's investment decisions over the past 10-15 years have focused on acquiring or building assets that are located within centres and are potentially well serviced by public transport (e.g. the CBD, New Lynn and Sylvia Park). Kiwi has also made significant investment in public transport themselves, most notably at Sylvia Park where new privately funded bus and railway stations were constructed as part of stage 1 development. More recently Kiwi has been working collaboratively with Auckland Transport to deliver enhanced public transport infrastructure at both Sylvia Park and New Lynn.</p> <p>Kiwi has reviewed the Draft Auckland RPTP (October 2012) and strongly supports the strategic direction that the Plan is taking. In particular Kiwi supports the following:</p> <ol style="list-style-type: none"> 1) A significant increase in the number of interchanges proposed throughout the network, including a major interchange at New Lynn and an intermediate interchange at Sylvia Park. 2) A significant expansion to the "Frequent Service Network" including improvements to existing cross town routes to connect centres without necessarily needing to pass through the CBD. 3) A significant improvement in the frequency of rail passenger services, particular those on the Western and Eastern Lines that serve New Lynn and Sylvia Park. 4) Continued recognition of the need for the City Rail Link. <p>Kiwi looks forward to working with Auckland Transport in coming years to help build on the considerable improvements that have already been made to Auckland's public transport system in the past decade and looks forward to reviewing the detailed network changes as they are rolled out in the next few years.</p>

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568	<p>Kowhai Endeavours Limited (submitted by John H Driver, CEO)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Proposed changes to the 008 Onehunga/ New Lynn bus route and the Hillsborough shopping centre.</p> <p>I would like to seize this opportunity with the upcoming upgrade to the integrated Auckland public transport network to nominate some changes to the 008 bus route Onehunga/ New Lynn. Currently this route runs along Staveley Avenue, Mt Roskill/ Hillsborough.</p> <p>I would like to please propose a change to this route so that heading west from Onehunga to New Lynn along Staveley Ave, the 008 bus turns left up Noton Rd back on to Oakdale Rd, turning right past the shops and then right on to Richardson Rd, before continuing its current route from there, and vice versa on the return New Lynn / Onehunga journey. This improvement in service will provide better access to Onehunga & New Lynn town centres as well as providing better access to the Hillsborough shopping centre located at the intersection of Oakdale Rd & Richardson Rd, Hillsborough/ Mt Roskill/ Waikowhai. To ensure that current users of the Staveley Ave bus-stops experience only minor change in service a new bus-stop/ shelter would be located at 698 Richardson Rd in addition to a new bus-shelter at 667 Richardson Rd to better serve the residents of the Waikowhai valley. These would effectively replace the current bus-stops at 67 & 74 Staveley Ave. Users of the bus-shelter currently located at 43 Staveley Avenue would have a new bus-stop/ shelter located on the other side of Noton Rd at 41 Staveley Ave and a new bus-stop/ shelter located opposite at 36 Staveley Ave.</p> <p>This would ensure current patrons of this service still have level road access to their accustomed service whilst providing increased access to this 008 service for residents of steeply sloping Hillsborough. To facilitate this, additional bus-shelters would be located at 103 & 122 Oakdale Rd to service the residents and businesses located in this area.</p> <p>Additionally, to better integrate the 277, 299 & 008 services at this Hillsborough shopping hub a new bus-shelter would be installed at the bus-stop located at 728 Richardson Rd to complement the existing bus-shelter located at 3 Alex Boyd Link.</p>
66	<p>Lavalla Estate (submitted by Bernadette Jackson) <i>NB: B Jackson has also submitted her personal submission under her own name</i></p>	<p>Q1 – Neutral Comments: The network outlined shows no link with the Waikato Region that was previously covered by Franklin. Connectivity should not stop based solely on the Auckland Boundary, but should incorporate areas that have a natural economic link to Auckland. The North Waikato including, Tuakau, Port Waikato and Pokeno while outside Auckland should be catered for with a joint agreement to supply services through Waikato Regional Council, Waikato District Council and Auckland Council. This needs to be acknowledged, mentioned and catered for in the plan to ensure essential services can continue and expand as the population of these areas continues to expand.</p> <p>Q2 – Don’t Know Comments: [comments not provided for Q2]</p> <p>Other Comments: The RPTP, Auckland Council and all regional Councils have a responsibility to serve the people within their "zone" but also to understand, acknowledge to cater for their links and impacts on other regions. The Waikato and Auckland need to co-ordinate their efforts to ensure connectivity for residents, businesses and tourists to provide the greatest advantage to everyone in the long term.</p> <p>Services such as the bus service from Pukekohe to Port Waikato are not mentioned in the plan and assumably this means it is to be discontinued. The reality is that the population, employment and tourism opportunities in the North Waikato and Franklin area are increasing and it is advantageous to both Auckland and Waikato to not only keep the existing level of service but to drastically increase it. A natural addition would be to extend the Pukekohe Maxx Passenger train network out to Tuakau where a significant number of existing users come from and many more would utilise it if it was available in Tuakau itself rather than Pukekohe.</p>
403	<p>Living Communities Inc (submitted by Phil Chase)</p>	<p>Q1 – Strongly Support Comments: Integrated service network (6.2, page 27)</p> <p>If the objective of an integrated service network with high frequency services every 15 minutes is to be achieved, we see the provision of simpler and better integrated network, improved opportunities for connections to more destinations as a key aspect. (page 27)</p> <p>The policy 2.1 “Provide a simple layered network of public transport services” (page28) is, we believe, essential, along with 2.3 “provide a public transport network that maximises the range of travel options and destinations available”.</p> <p>Q2 – Neutral Comments: [comments not specifically provided for Q2 – but maybe included below]</p> <p>DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN 2012 Submission by Living Communities (Auckland) Inc</p> <p>Living Communities Inc is an inter-neighbourhood community organisation, dedicated to speaking for and improving the health, amenities, transport environment and safety needs of the suburbs of Owairaka, Mount Albert, Avondale and Waterview, in Auckland.</p>

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403	<p>Living Communities Inc (submitted by Phil Chase) #403</p>	<p>The Auckland Plan We support the vision for Auckland as being the world's most liveable city by 2041, and the critical role of a transformational shift in public transport as part of that. Additionally we fully support the significant investments in rail electrification, new electric trains, the central city rail loop and integrated ticketing. We fully support the goal of enhancing the network to deliver better service, higher patronage and increased PT mode share.</p> <p>Policy Framework We support the Policy framework with its 10 policy areas and objectives. However these are very aspirational goals and we believe the details of these will need to be very carefully considered if these objectives are to be fully met.</p> <p>Integrated service network (6.2, page 27) If the objective of an integrated service network with high frequency services every 15 minutes is to be achieved, we see the provision of simpler and better integrated network , improved opportunities for connections to more destinations as a key aspect. (page 27)</p> <p>The policy 2.1 "Provide a simple layered network of public transport services" (page28) is, we believe, essential, along with 2.3 "provide a public transport network that maximises the range of travel options and destinations available".</p> <p>Concerns about the services proposed for the inner West On examining the proposed Frequent service network maps on pages 20-24, we find some concerning omissions and a lack of implementation in regards to the integration and complimenting of PT services.</p> <p>The current service network sees buses from the west (New Lynn, Patiki Rd, Rosebank Rd – routes 200, 211, 212, 213, 216, 219, 223) travelling via New North Road to the CBD and the continuation of these seems to be part of the future network.</p> <p>Alongside these bus routes the Western Rail line (soon to be electrified) provides services from New Lynn, Avondale, Mount Albert, Kingsland, running parallel to New North Road with a destination of the CBD also.</p> <p>In a layered and integrated network, we would have expected to see these parallel services complimenting one another with each mode making best use of its transport strength. That is to say buses, being flexible, providing short, quick feeder runs to the western line train stations, to allow trains to make their much faster journey all the way downtown. It seems a strange and illogical approach to continue with the slower buses adding to road congestion and competing with rail by making the journey to the CBD when the rail service is so much more efficient over longer distances.</p> <p>Procurement and commercial services (6.8, page 44) We have serious doubts about the government's proposed PTOM model and have concerns that this hybrid system of mixing independent commercial operators with a planned AT network. Such a system sounds remarkably similar to the one operating in Auckland during the 1980's and 1990's, where it proved to be inflexible and inefficient.</p> <p>With the Public Transport Operating Model, we may see independent transport operators choosing the profitable routes without regards to the total transport needs of a community or city, and thus undercutting - both in route integration and funding - any planned efficient transport network.</p> <p>The PTOM system seems to follow some simplistic commercial philosophy that public transport is just another commercial product to be sold – the best ones sell and succeed, and the others fail and fold. However any serious transport planner knows that public transport is most effective when it is properly planned and not left to the market.</p> <p>It is important to look at those cities around the world with the best and most effective public transport, in order to see what works best. Stockholm in Sweden has a huge 70% of its commuters travelling to work every day on public transport, thus freeing up its roads for business traffic to move freely. Their highly effective public transport system is fully planned and coordinated between all modes and operators. There is no PTOM system in Stockholm because it was realised long ago that such a hybrid disconnected model cannot deliver the best transport outcomes.</p> <p>Similarly Copenhagen in Denmark or Caracas in Venezuela have highly effective public transport systems because they too have avoided part independent operator, part council planned systems, in favour of a properly organised and planned one.</p> <p>We understand that Auckland Council is seeking to provide the best and most efficient public transport systems for our city, and we are disappointed that the central government seeks to impose a less efficient hybrid commercial PTOM model on Auckland and elsewhere.</p> <p>Funding for public transport We are concerned at the current government's lack of funding support for the modernisation of Auckland's public transport network. In particular we believe it is short sighted to fail to fund the central rail loop and also to prevent Auckland from implementing a regional fuel tax to partly self-fund this piece of rail infrastructure. We hope that future governments will see the importance of a 21st century Auckland public transport network and properly fund it. We wish to speak to our submission at the hearings.</p> <p>Thank you very much. Phil Chase Chairperson Living Communities Inc [contact details provided to Auckland Transport]</p>

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575	<p>Mangere Bridge Progressive Business Association Incorporated Business Improvement District (submitted by Carol-Anne Armitage, Manager)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>INTRODUCTION</p> <p>1. This submission is on behalf of the Mangere Bridge Progressive Business Association Incorporated Business Improvement District</p> <p>2. Contact details: Carol-Anne Armitage, BID Manager, Mangere Bridge Village [contact details provided to Auckland Transport]</p> <p>3. I wish to speak at a hearing in Auckland South</p> <p>At the hearing I will speak to the following issues:</p> <p>The Executive summary in the Draft ARPTP: A major focus of the plan is on making the best use of available resources, and improving the frequency and range of travel options offered by public transport</p> <p>Reasons for the review: 1.2 A major review of the public transport service network, to identify a connected network of frequent and reliable services that can deliver better levels of service to more Aucklanders and better connections to the places they want to go.</p> <p>Our Current public transport system 3.1 Ferry services operate between coastal areas and the city centre</p> <p>Meeting diverse travel demands 3.2 Auckland's travel patterns reflect a diverse pattern of movements from many origins to many destinations</p> <p>There appears to be a concentration on the 'city centre' yet the majority of Aucklanders don't live or work in the city centre.</p> <p>Key Directions Improved levels of service through better utilization of resources...delivering more travel choices</p> <p>Auckland is a city surrounded by water, with the Waitemata Harbour to the east and the Manukau Harbour to the West. The city centre is on a narrow isthmus between these two large bodies of water. What is noticeably absent in the plan is the total lack of utilisation of the Manukau Harbour, the second largest natural harbour in New Zealand.</p> <p>Policies 5.5: Take steps to develop and operate Park and Ride facilities at selected peripheral locations to extend the catchment area of the public transport network. 7.5 Describes how Auckland Transport will work with local communities to identify appropriate public transport solutions that can be self-sustaining in the longer term.</p> <p>The Mangere Bridge Progressive Business Association has advocated strongly for a Mangere Bridge Railway Station with Park and Ride facilities (page 96 ARPTP).</p> <p>Signed on behalf of the Mangere Bridge Progressive Business Association Inc Carol-Anne Armitage Business Improvement District Manager</p>
530	<p>Mental Health Foundation of New Zealand (submitted by Michael Onslow-Osborne and Judi Clements)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>COVER LETTER: To the Social Services Committee,</p> <p>Thank you for the opportunity to comment on the Draft Regional Public Transport Plan (RPTP). Please find attached the Mental Health Foundation's submission.</p> <p>The Mental Health Foundation supports measures that will improve the quality and accessibility of public transport, and the RPTP seems likely to do that. At the same time, there are further opportunities to improve the accessibility of public transport.</p> <p>I am happy to be contacted on matters relating to the Foundation's submission.</p> <p>Yours sincerely, Judi Clements, Chief Executive Mental Health Foundation of New Zealand</p>

Sub #	NAME OF ORGANISATION	<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>
530	<p>Mental Health Foundation of New Zealand (submitted by Michael Onslow-Osborne and Judi Clements) #530</p>	<p>SUBMISSION: Mental Health Foundation Submission on Auckland Regional Public Transport Plan</p> <p>1 OUR GENERAL VIEW OF THE RPTP The Mental Health Foundation, in general, strongly supports the RPTP as it stands. The plan, however, could do more to address the needs of people who cannot access private transport options, including disabled people and people with low incomes.</p> <p>2 THE RPTP WILL IMPROVE THE WELLBEING OF AUCKLANDERS Effective public transport is critical to the wellbeing of those living in Auckland. It will ensure that people can get where they want and need to go, when they want to get there, whilst maintaining and improving the environment that we live in. Mobility, being able to move around the city in an effective and efficient manner, is important to wellbeing. It is critical for people to be able to connect with their work, education, families/whanau, communities, and the resources and opportunities that the city provides.</p> <p>This plan addresses key short-fallings in Auckland’s public transport, by moving towards a system which is:</p> <ul style="list-style-type: none"> • More reliable, through the development of systems which are traffic independent, or give buses priority. • More efficient, particularly in terms of interchanges. • More flexible. • More accessible • Simpler and easier to understand <p>3 IMPROVING ACCESSIBILITY Where people do not have access to a car, public transport is critical to achieving mobility. For many people, accessing public transport is made more difficult because of financial costs, and the difficulties associated with using transport related to illness and disability. Bolstering the local network and reducing costs for vulnerable (and often impoverished) populations who depend on public transport would help improve the RPTP for these populations.</p> <p>4 EXTEND CONCESSIONS TO THOSE WHO HAVE A COMMUNITY SERVICES CARD Extending concessions, as identified under Policy 4.7(a), to Community Services Card Holders would improve access for many people who depend on public transport. Measures are in place to reduce the cost of public transport for populations who are dependent on it, including children and youth, students, older people, the vision impaired, and Total Mobility card holders. Many other people are dependent on public transport because the costs of running a car are too high. This is particularly the case for people on low incomes, notably benefits. Extending concessions to people with Community Services Cards would help to ameliorate the difficulties that people on low incomes face moving around the city.</p> <p>5 SERVICE FREQUENCY ON “LOCAL” ROUTES There is a need for targets on the frequency of local network services, or at the very least a mechanism for generating these targets, and this needs to be a priority in the RPTP. Many people will depend on local networks to access the public transport network. This will particularly be the case for vulnerable populations, who often find it difficult or dangerous to cover large distances to access transport. Infrequent services can prove a considerable barrier to accessing public transport. At this stage, the RPTP does not stipulate minimum service frequencies for local routes, nor does it stipulate frequency targets. It seems likely, under these circumstances, that profit-motivated service providers will minimise non-profitable services, reducing access for a significant population. This needs to be addressed to better meet the needs of those accessing public transport. [ends]</p>
147	<p>Middlemore Hospital (submitted by Colin F Thompson)</p>	<p>Q1 – Support [no comments provided for Q1]</p> <p>Q2 – Neutral [no comments provided for Q2]</p> <p>From a health point of view, the proposed network is a good step forward.</p> <p>For health, there are at least three important aspects to be considered in a transport system. Firstly, the system should encourage increased activity levels. Secondly, the transport system should be seeking the minimum contribution of 'small particles' and other pollutants to the environment. Thirdly, the transport system should be safe. Failure to do so makes efficiency, speed and contribution to the economy of a system of minimal benefit if verifiable morbidity and death are increasing in the community as a whole. Public transport is an improvement on private transport in these regards.</p> <p>Even better still though is the encouragement of walking and cycling to those who are able to do so. Therefore, any regional public transport plan needs to ensure that public transport does not limit in any way provision for world-class walkways and cycleways. Some proposed corridors already have excellent walkways and cycleways planned. However all Auckland routes should have as a mandatory part of the design process, inclusion of plans for walkways and cycleways and the associated ring-fenced funding. This is required because it becomes hard to include it later. Space and budget limitations increase the chance that it will either not occur, or will be inadequate.</p> <p>It is good that the 'needs of cyclists and pedestrians are recognised' (Section 6.5), but we need to go further and require Auckland Transport to set design standards encouraging cycling and walking. Concurrent design is the first step in this. The second step is setting required standards for 'better transfer and integration' (Section 6.5). Otherwise we have the risk of having a system like that in the UK where 1 or 2 bicycles can be taken on a train at the discretion of the guard. In comparison in Germany, half a carriage is multipurpose for cycles or passengers.</p> <p>The importance for health of increased activity is highlighted in two recent international documents:</p> <p>http://www.sciencedirect.com/science/article/pii/S0140673612604358 and http://www.euro.who.int/_data/assets/pdf_file/0005/166136/UrbanDimensions.pdf [end]</p>

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547	<p>Ministry of Education (submitted by Richard Cory-Wright, Senior Resourcing Adviser - Operational Policy and Analysis Unit)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Thank you for providing me with this opportunity to comment on your draft Transport Plan.</p> <p><i>Challenges and strategic priorities facing Auckland Transport - to have less reliance on public subsidies, while continuing to take account of the travel needs of the transport disadvantaged</i></p> <p>The Ministry recognises that Auckland Transport, like other regional authorities, faces competing pressures from Government strategic priorities that can create a tension:</p> <ul style="list-style-type: none"> * supporting the travel needs of the transport disadvantaged (especially school children) * responding to the Government's goals for public transport, and particularly to grow public transport patronage with less reliance on public subsidies <p>As farebox recovery from school children's bus fares will always be lower than for adults, there may be pressures to reduce the existing specialised school bus provision for school children. I therefore appreciate the commitment in the draft Plan that bus services will continue to focus on providing a daily service to school students' zoned and/or nearest schools, whether that be part of a specialist school bus service, or part of the general public bus service. Where the latter is the case, I trust that such a change in policy will continue to appropriately and proportionately take into account the travelling needs of children, when the final Plan is completed.</p> <p><i>Avoiding overlaps and gaps between Auckland Transport and Ministry funded school bus services – particularly as suburban populations expand into former greenfield sites, or population density increases</i></p> <p>Regional Councils are responsible for providing an efficient and effective public transport network, which meets the needs of all, including school children. As your draft Plan notes, Auckland Transport has the responsibility to provide public transport services in urban and suburban areas, and the Ministry of Education's mainly rural school bus services are outside the scope of the draft Plan. However, as the population of the Auckland region expands, new subdivisions are created on former greenfield sites and historically rural areas are becoming more densely populated.</p> <p>The responsibility for providing public transport for school children living in these areas will need to be transferred from the Ministry to Auckland Transport.</p> <p>The Ministry has a policy of only providing school transport services, where there is no suitable public transport available.¹ Where we have identified that there is any overlap of transport services, or the responsibility more appropriately rests with the local authority, we will work with a Regional Council to manage the transition of our services to the Regional Council.</p> <p>I note that officers from the Ministry met with your colleagues on 16 October 2012 to discuss school transport provision. We appreciate the importance of ongoing dialogue and cooperation between the Ministry and Auckland Transport. This will avoid any overlaps or gaps in service provision, and ensure that where an area is identified, the transfer of responsibility process is as seamless as possible. Our focus is to ensure that school children in these affected areas remain able to get to and from their nearest State and State Integrated schools. We are also working with a number of other Regional Councils on similar issues.</p> <p><i>Safety issues – temporary speed restriction zones and school bus safety</i></p> <p>I support the draft Plan's clear strategic focus to raise the level of public patronage on buses and trains, and to encourage more pedestrians and cyclists. The investment in public transport networks will be a key plank to successfully facilitating the rollout of this strategy.</p> <p>Young people make up a disproportionate number of the pedestrians and cyclists on our footpaths and roads. Recent reports in the media of school children being seriously hurt or killed by motor vehicles as they make their way home from school have reinforced our focus on the issue of safer travel. I note that the draft Plan does consider the need to improve personal safety and public transport road safety.</p> <p>However, I would suggest that road and transport safety are cross-cutting issues and a strengthening in focus on them could be made in the final Plan, not only in the work of the Auckland Transport, but also of the stakeholder partners. As Auckland Transport is represented on both the National Road Safety Management Group and the National Road Safety Committee,² could I suggest that the final Plan makes a clear and specific link to the Safer Journeys strategy, with its Safe System approach.³ The Ministry of Transport is in the process of consulting with stakeholder agencies, to develop the next Safer Journeys Action Plan.</p> <p>I would also like to suggest that the final Plan takes specific account of the added risks to school students when they arrive at and leave their schools. The Ministry, in conjunction with other government agencies, engages in a number of school-related safety initiatives. We and other agencies provide guidance for caregivers and school children on the correct way to cross the road after exiting a school bus. The New Zealand Police and the New Zealand Transport Agency deliver education programmes and other resources designed to enable children and young people to act safely on roads and amongst traffic.</p> <p>You may be interested to know that I was recently involved in a working group, organised by NZTA, which included a representative from Auckland Transport (Matthew Rednall), to develop a good practice guide for road safety education programmes in schools.⁴ I was very encouraged by the excellent work that Matthew and his team are doing, and the clear commitment that Auckland Transport has to addressing road safety issues at Auckland schools.</p> <p>I note that you mention in your draft Plan that you plan to '...work with schools to identify infrastructure requirements for safe school bus boarding and alighting areas, and ensure that suitable on-street facilities are provided.'⁵ Could I suggest that you contact the New Zealand Transport Agency in this regard, as it has guidelines for the establishment of school bus stops to ensure students are clearly visible to motorists.</p> <p>The Ministry also supports Regional Council initiatives to work with Road Controlling Agencies to introduce temporary vehicle speed restrictions outside schools at morning drop offs and afternoon pick ups, particularly where there is evidence of need, due to increased traffic flows.⁶</p> <p>We are also aware that there is not always great public understanding of the need for vehicles to slow to 20 kph when school buses are picking up and dropping off school students. A number of other</p>

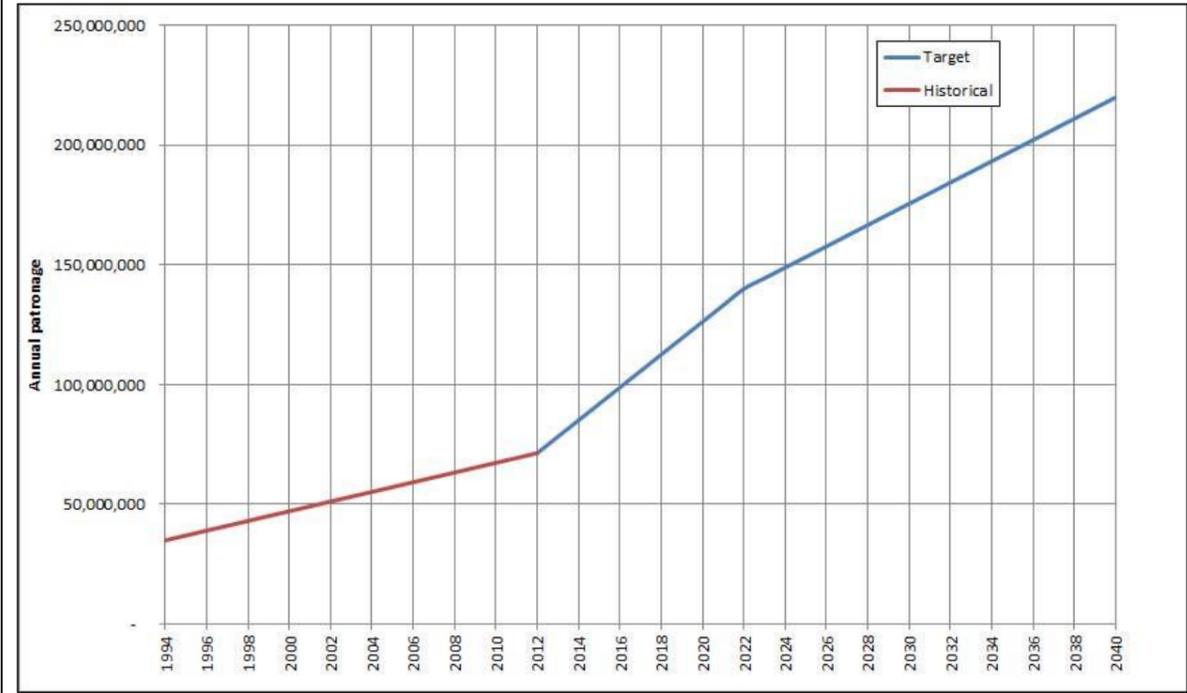
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547	Ministry of Education (submitted by Richard Cory-Wright, Senior Resourcing Adviser - Operational Policy and Analysis Unit) #547	<p>agencies such as your own have produced educational material (e.g. brochures, posters) aimed at making motorists more aware of the 20 kph speed limit when passing a school bus that has stopped to drop off or pick up children.⁷ We would encourage you to include in the final Plan a mention of the work that you are planning, in partnership with the Police and NZTA, to work with local Auckland schools to publicise this requirement, as well as to support considerate driver behaviour around schools.</p> <p>Thank you again for providing me the opportunity to comment on this draft Plan.</p> <p>Richard Cory-Wright Senior Resourcing Advisor, Resourcing</p> <p>FOOTNOTES</p> <p>1 For greater details on the provision of Ministry funded School Transport Assistance, see the Ministry's website – www.minedu.govt.nz/schooltransport and in particular Fact Sheets 1 and 2 – see http://www.minedu.govt.nz/NZEducation/EducationPolicies/Schools/SchoolOperations/SchoolTransport/SchoolTransportFactsheets.aspx</p> <p>2 By Local Government New Zealand and represented by Mariska Wouters</p> <p>3 http://www.transport.govt.nz/saferjourneys/</p> <p>4 http://education.nzta.govt.nz/guidelines-for-assessing-road-safety-education-for-young-people2</p> <p>5 Page 43 of the draft Plan</p> <p>6 http://www.nzta.govt.nz/resources/traffic-notes/docs/traffic-note-37-rev2.pdf</p> <p>7 http://www.aucklandtransport.govt.nz/moving-around/road-safety/Speeding/Pages/School-Speed-Zones.aspx</p>
179	MIT (submitted by Todd Jackson)	<p>Q1 – Strongly Oppose [no comments provided for Q1]</p> <p>Q2 – Support [no comments provided for Q2]</p> <p>The Waikato council has earmarked \$500,000 for passenger services platform for Tuakau only 14km's' south of Pukekohe, 3,500 signatures in support of the commuter service presented by the TDDA to parliament. Yet there is [no]mention of extending this service to Tuakau in the proposed plans. There is also a rail link from Tuakau to Pukekohe Train Station, which is also not mentioned.</p> <p>Feasibility studies commissioned by Waikato for the proposed Hamilton-Auckland Service, and has been endorsed in their long term plans. The plan was commissioned by the working party consisting of Waikato/Hamilton/Auckland Councils, NZTA, KiwiRail and 'Campaign for better transport'.</p> <p>This opportunity will be lost if this RPTP does not include the above into it's plan's. This has been building momentum for some years, in an area that was established by rail and had a rail passenger service up to the early seventies. The Tuakau area has been growing steadily in anticipation of a comumuter rail service, which has been long in planning & long overdue.</p>
469	MRCagney (submitted by Stuart Donovan)	<p>Q1 – Strongly Support [no comments provided for Q1]</p> <p>Q2 – Support [no comments provided for Q2]</p> <p>Other Comments:</p> <p>Executive Summary</p> <p>MRCagney welcomes the opportunity to submit on the draft Auckland Regional Public Transport Plan (draft RPTP) developed by Auckland Transport (AT). We congratulate AT on developing an ambitious plan for the future of public transport in Auckland, which positions the city to make progress towards the transformation required by the Auckland Plan. Our specific comments are outlined in the following section and have been structured in accordance with the structure of the draft RPTP. Notwithstanding some of these issues, we believe the draft RPTP is fundamentally sound and look forward to its adoption and implementation. We would welcome the opportunity to meet with representatives of AT to speak in support of our submission</p> <p>1. Introduction</p> <p>The introduction to the draft RPTP is adequate if underwhelming. We wonder whether material in sections 1 and 2 could be combined as follows:</p> <ul style="list-style-type: none"> * Sections 1.1 and 1.3 are incorporated with section 2.1. This new section would then cover the purpose/scope, statutory requirements, and relationships to other documents. * Section 1.2 is incorporated within section 2.2. This new section would then cover the reasons for the review and key strategic drivers. <p>The new section could thus be renamed “Introduction and Context”, or something similar.</p> <p>2. Strategic Context</p> <p>Section 2.2 outlines the key strategic drivers of the draft RPTP. As noted above, much of this material at least partly duplicates section 1.2. For this reason we have suggested the two sections are combined</p>

Sub #	NAME OF ORGANISATION	<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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469	<p>MRCagney (submitted by Stuart Donovan) #469</p>
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and potentially streamlined. In terms of content, we suggest that the section titled “growth in travel demand” focusses too heavily on the provision of public transport as merely a response to the challenges involved in expanding the road network. Such a focus seems to underplay the degree to which socio-economic and demographic factors are generating increased demand for public transport as an attractive transport mode in its own right. These factors include improved parking policies, increasingly high and volatile fuel prices, an ageing population, reduced rates of driver licensing and vehicle ownership amongst young people, and new technologies, such as journey planners and smart phones, which have simplified and enhanced the public transport experience. These trends are, in the long term, at least as important to the viability of public transport as constraints on road network expansion.

Discussion of Auckland Plan targets could benefit by translating the headline patronage targets into graphical form. For example, the Auckland Plan envisages public transport patronage growing from 71.4 million in 2012 to 140 million in 2022 and finally 100 PT trips per capita by 2041. If we use Statistics NZ medium population projections for Auckland’s population to reach 2.2 million by 2041, then this latter target implies 220 million trips. The figure below illustrates these targets (NB: we have interpolated between intermediate years).



Graph 1: Translating the headline patronage targets into graphical form

We suggest the draft RPTP acknowledges that AT’s ability to achieve the PT targets identified in the Auckland Plan is contingent not just on available funding but also a range of other policies, such as those embodied in the yet to be released Unitary Plan. The historical tendency in Auckland is for strategic objectives for public transport to be undermined by poor policies, such as minimum parking requirements, which effectively subsidise vehicle use and/or prevent intensification of areas with access to public transport. It is important that the RPTP identify the relationship between these policies and the effectiveness/efficiency of public transport.

Section 2.3 considers public transport funding. This discussion would benefit, we think, from a more detailed breakdown of how funding for PT services expect to be allocated between bus, rail, and ferry services – or at the least the intended range of funding for each mode. This funding breakdown would be useful for providing some certainty to privately owned service providers. It would also mitigate the degree to which cost escalations and over-runs in one area, such as rail services, are allowed to impinge on the funding available for other modes.

3. Our Current Public Transport System

Section 3.1:

* Overstates the degree to which the Northern Busway operates on dedicated rights-of- way. Long stretches of the Northern Busway, especially between Akoranga and the City Centre, are not grade-separated and “free from congestion”. While the Northern Busway has been extremely successful, we suggest that its development is by no means complete. We note that the working definition of Rapid Transit used by Auckland Transport excludes the Northern Busway and other proposed Bus Rapid Transit (BRT) corridors. While these meet most of the criteria and arguably the intent of the definition, they are not fully grade separated nor necessarily support consistent frequent service. We suggest that consideration be given to either relaxing the definition to include Bus Rapid Transit (that is not fully grade separated), or a second category be established for BRT distinct from rail rapid transit (which is necessarily grade separated).

* Implies that the City Link follows a loop route, which is not strictly correct.

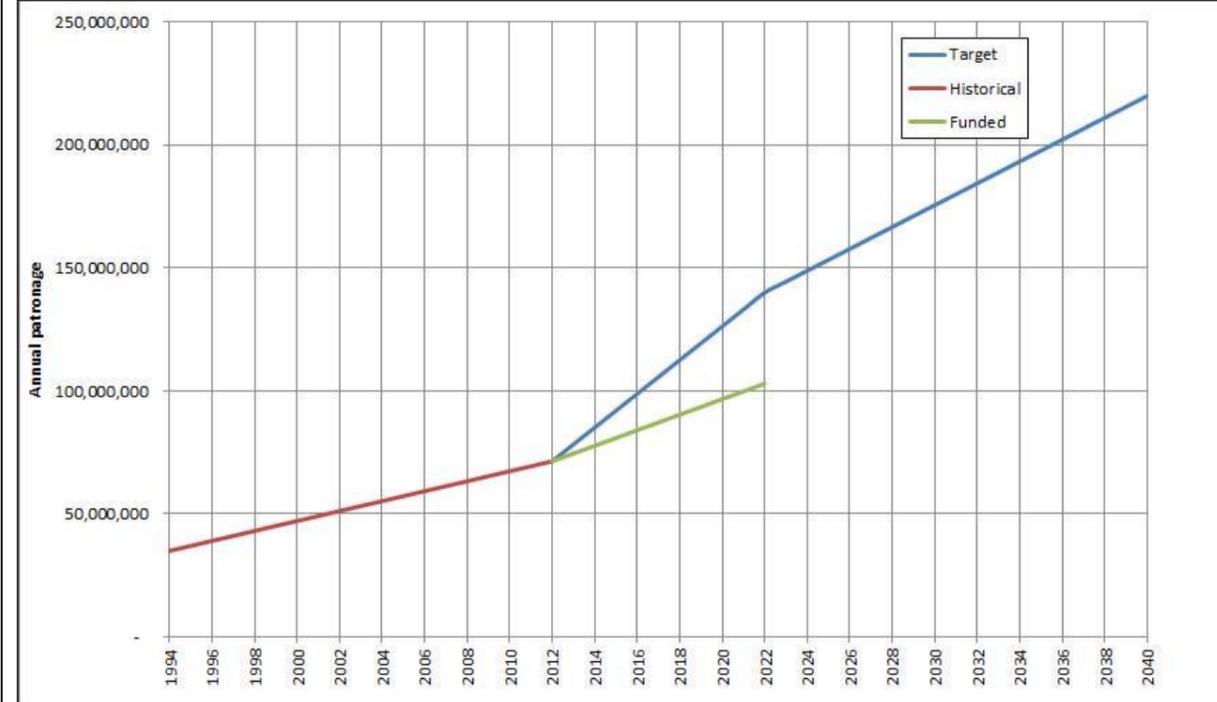
Sections 3.2 and 3.3 are extremely interesting and useful.

4. What We Want to Achieve

Sub #	NAME OF ORGANISATION	<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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469	<p>MRCagney (submitted by Stuart Donovan) #469</p>
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We suggest that this section is combined with section 5 and that the stated vision is modified slightly as follows:
 An integrated, efficient and effective public transport network that offers caters for a wider range of trips and is the mode of choice for an increasing number of Aucklanders.
 The measures and targets section is interesting and useful. We suggest that the funded target for public transport is illustrated in comparison to the Auckland Plan targets, as shown below.



Graph 2: illustrating the funded target for public transport in comparison to Auckland

This effectively illustrates what AT can achieve given the available funding. In this way the RPTP helps to establish some upper and lower bounds on the level of patronage that might be expected in the future.

We suggest that the draft RPTP identifies too many objectives with considerable areas of overlap. For reasons of clearer exposition, we suggest fewer more distinct categories of objectives are identified; our thoughts on this are discussed in more detail in section 6.

Table 4.1: Coverage of the Frequent Network. This table may be understating the outcomes of the Frequent Network. It states that the "Percentage of households within 500 metres of the frequent service network" funded target for 2022 is 40%. This appears to be based on residential coverage analysis conducted by MRCagney for the Frequent Network in the year 2016. We wish to advise Auckland Transport that the equivalent analysis conducted for the 2022 network structure using 2022 population projections returns a figure of 54.3% of the regional residential population within 500m of the frequent service network.

5. Key Directions

We consider that this section could be combined with section 4. This section could perhaps illustrate more closely that the immediate focus is on using the existing public transport resources as efficiently as possible and maximising the return on investment so far, i.e. taking care of the 'housekeeping' to create an effective base from which to deliver further investment. There may be the opportunity to illustrate that the proposed changes are not simply about improving transport delivery, but also represent fiscal prudence and the efficient management of resources. Many of the anticipated changes identified in section 5, such as integrated fares, are fundamental to unlocking the latent potential of Auckland's public transport network, especially with regard to committed investment in the RTN. MRCagney has been heavily involved in the development of the proposed network structure and support its general direction. Nonetheless, we have the following suggestions on how the networks presented in the draft RPTP may be improved:

* North Shore – the western side of the North Shore lacks direct, frequent connections to the busway and/or destinations to the east. For example, there is no direct frequent connection from Glenfield to either the busway or Takapuna. Northcote is also not on the frequent network, which is unfortunate given it is a town centre located in some of the densest areas of the North Shore in close proximity to the busway. It is our understanding that the proposed service frequencies on the North Shore bus network do not provide for sufficient cross-harbour public transport capacity for current or future demands.

We suggest that extending additional trunk frequent service routes to the City Centre may be required. Suitable candidate routes would include the Glenfield Rd (Constellation to Highbury) route, the pair of services that run from the East Coast Bays and form a frequent route from Milford to Takapuna, or the East Coast Bays Rd secondary service from Albany to Smales Farm.

Consideration should also be given to additional peak express routes from the upper North Shore, especially the Northcross - Torbay – Long Bay region.

* Waitakere – If funds allow, we would suggest that frequent routes in areas west of New Lynn and south of the Western rail line are developed as early as possible. This would enable greater bus connections to both the rail line and local town centres.

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469	<p>MRCagney (submitted by Stuart Donovan) #469</p>	<p>* Isthmus – the Richmond Rd frequent service could be extended via Owairaka to Lynfield, thereby replacing a secondary route operating on this route and creating a new urban arterial that removes the need for some people to transfer within the Isthmus.</p> <p>* South and east – the success of much of the southern network depends on effective interchange facilities being developed at Panmure, Onehunga, Otahuhu, and Manukau.</p> <p>Proposed service categories The hierarchy of Rapid, Frequent, Connector and Local services is potentially confusing, especially where the rapid and frequent together constitute a separate “Frequent Service Network”. We suggest the following nomenclature may be more effective as these terms identify each of the levels of service with the quality that each level provides:</p> <ol style="list-style-type: none"> 1. Rapid 2. Frequent 3. Regular 4. Targeted (to encompass all local, peak and special services). <p>This hierarchy works cumulatively. Regular routes are those that operate on a regular basis (i.e. 7am to 7pm, 7 days) but are not frequent or rapid. Frequent routes are those that are regular, but also frequent with improved headways, but not rapid. The Rapid routes are those that are regular, frequent and rapid. Therefore one can talk of the Regular Network, encompassing the three levels that are all regular, the Frequent Network, encompassing the two levels that are frequent, or the Rapid Network, encompassing the top level that is the only layer to have all three qualities. This hierarchy would be easier to represent in diagrammatic form, and arguably more easily understood by the general public.</p> <p>6. Policies and Actions</p> <p>As suggested above, we propose to consolidate the objectives of the draft RPTP around five core aspects of the public transport network:</p> <p>* Objective 1 – System Design: A convenient and reliable public transport system consisting of simple, integrated services that connect people with where they want to go. This system hinges on stable and connected frequent public transport services that will be the primary support for Auckland’s future urban growth.</p> <p>* Objective 2 – Fares and Ticketing: A system that attracts and retains customers while balancing user contributions against public funding.</p> <p>* Objective 3 – Infrastructure Development: Public transport infrastructure that supports service provision and enhances the customer experience.</p> <p>* Objective 4 – Procurement and Fleet:</p> <ul style="list-style-type: none"> # A procurement system that supports efficient delivery of public transport services # Modern vehicles that contribute to community support for public transport. <p>* Objective 5 – Customer Focus:</p> <ul style="list-style-type: none"> # Effective and efficient allocation of public transport funding # Simple, visible, and intuitive customer information and service # A system of monitoring and review that supports continuous improvement # Access for communities/groups whose needs are not met by regular PT system <p>More specifically, we propose that the policies identified in the draft RPTP are mapped to the new objectives outlined above as follows:</p> <p>New Objective 1: System Design; Existing Policies: Policies 1.1-1.4; 2.1-2.6 and 2.8; and 3.1-3.3</p> <p>New Objective 2: Fares and Ticketing; Existing Policies: Policies 4.1-4.9; 7.4</p> <p>New Objective 3: Infrastructure and Development; Existing Policies: Policies 5.1-5.6</p> <p>New Objective 4: Procurement and Fleet; Existing Policies: Policies 2.7; 3.4-3.6; 6.1; 8.1-8.7</p> <p>New Objective 5: Customer Focus; Existing Policies: Policies 6.2-6.9; 7.1-7.3, 7.5-7.6; 9.1-9.4; and 10.1-10.3</p>

Sub #	NAME OF ORGANISATION	<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>
469	<p>MRCagney (submitted by Stuart Donovan) #469</p>	<p>We think that five categories are more than sufficient to envelop the policies identified in the draft RPTP.</p> <p>In terms of the individual policies themselves, we would make the following observations based on our experience of public transport in comparable cities:</p> <ul style="list-style-type: none"> * 1.1 should note that the Northern Busway does not meet the definition of “rapid” * 1.2 and 2.2 should specify that the 500m is measured based on actual walk distance. * 3.1 should mention that some frequent routes may be suited to headway based timetables, as found in London, rather than scheduled times. * 3.2 should specifically mention: <ul style="list-style-type: none"> # The chance that some bus services may stop accepting cash and/or giving change on-board; and # The potential for all-door bus boarding as a means to reducing dwell times. * 4.2 should mention the potential for HOP to be integrated with payment technologies for parking facilities, including park and ride, as a means of increasing 1) the scale of the system (and hence its reducing its financial costs per passenger) and 2) catalysing mode shift amongst sections of the population that normally drive but may be more likely to use public transport occasionally if they have an AT Hop card, as mentioned in “5.5 c”. * 4.3 should modify the zone boundaries for the North Shore to ensure a more consistent relationship between distance and zones compared to the west and south. One option would be to split the North Shore into two zones, with the boundary being defined by Upper Harbour Highway and Constellation Drive. * 4.5 should replace “approximately” with “at least”. * 5.1 should mention the need for “level of service indicators” that monitor speed/reliability on frequent bus routes and trigger infrastructure responses when violated. * 5.5 c should be more specific about where pricing may be “appropriate”. For example, we would suggest that pricing is introduced where P&R utilisation reaches 90% or more on the average weekday prior to the end of the morning peak period, i.e. 9am. * 6.7 seems to overlap somewhat with 5.2 * 7.1 implies that vulnerable users are necessarily transport disadvantaged. * 8.1 should express that AT’s preference is for PTOM contracts to be awarded on a gross cost basis. We note that Christchurch has gross cost contracting and also enjoys bus operating costs that are 40% lower than Auckland. By assigning the fare revenue risk to council, operators are able to focus on minimising costs, rather than dealing with windfall losses/gains associated with exogenous factors that are beyond their control. <p>Section 6.4 Fares and Ticketing</p> <p>In addition to the above, we felt specific mention needed to be made with regard to fare zones. We applaud the decision to move to a single integrated fare structure for Auckland, and consider this an essential component of an efficient and functional public transport system. However we note that the proposed fare zone structure has some shortcomings. Fundamentally, it fails to account for the geometric fact that the City Centre is located on the northern edge of the isthmus and not at its geographic centre. The zone structure as planned, while excellent for localised travel patterns, nonetheless creates inequities for radial travel to the CBD.</p> <p>We have identified two potential shortcomings. Firstly, all of the North Shore is only two zones to the CBD, while equivalent distances to the west and south are three or four zones away. This creates a structural ‘subsidy’ to North Shore commuters at the expense of those living elsewhere. Furthermore, this may present a significant risk of political and public fallout affecting the integrity of the structure, as residents of the North Shore are generally perceived to be wealthier and less deserving of ‘special treatment’ than residents of the west or south of Auckland.</p> <p>A further complication is that all North Shore to isthmus trips must necessarily pass through the City Centre. This creates the opposite inequity in that relatively short trips from the southern North Shore to the isthmus (e.g. Takapuna to Mt Eden) must pass through three zones, then same number as much larger trips such as Henderson to Howick.</p> <p>Secondly we note that the extent of South Auckland under one zone creates a very large area both radially and circumferentially. This limited ‘fidelity’ of zones across such a large area is likely to result in the base single zone fare being quite highly priced. Segmenting large zones in the radial direction would allow for a more appropriately priced single zone fare. We anticipate that a more radial zone structure would lead to the best combination of improving patronage and recovering cost. Individuals undertaking high value trips to the City Centre also have a high willingness to pay for those trips, so arranging zones radially will recover a higher level of fares without affecting demand. Conversely, circumferential trips are lower value and feature lower willingness to pay but are often cheaper to provide for outside of peak times and corridors. Therefore it makes sense to charge less. This submission includes an appendix which presents our proposed modifications to the fare structure.</p> <p>Concluding Comments</p> <p>We commend AT for developing a draft RPTP that has the potential to have transformational impacts on public transport in Auckland. With some adjustments, the draft RPTP will be well-positioned to deliver the outcomes expected by AC and the wider community. We would welcome the opportunity to meet with representatives of AT to speak in support of our submission and do not hesitate to contact me at the email address below if there are any questions or comments on this submission.</p> <p>Appendix: Suggested Fare Zone Structure</p>

Sub #	NAME OF ORGANISATION	<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>
469	<p>MRCagney (submitted by Stuart Donovan) #469</p>	<p>Section 6.4. Fare zones. We suggest that the following modifications be made to the structure to create an equitable structure with sufficient fidelity to allow a single zone fare to be priced appropriately for short local trips (see the attached map for clarification).</p> <ol style="list-style-type: none"> 1. The North Shore zone should be split into two, along a line following the inlet between Greenhithe and Beach Haven to Constellation Station and Mairangi Bay village. The two halves of this former zone should be appended to other zones as follows: 2. The lower half should be appended to the isthmus zone, to form a new 'inner zone' stretching from Constellation to Otahuhu and New Lynn. The extent of this zone would closely follow a 10km radius from the City Centre in all directions. The CBD zone would sit at the geographic centre of this inner zone. This means that shorter trips from the lower North Shore through the CBD to the isthmus only pass through two zones. 3. The upper half of the North Shore zone should be appended to the West Auckland zone, to create a single Northwest zone. This means that trips from the upper North Shore to the CBD would be three zones, equivalent to those of similar distance from the west or south. This zone would also be of similar size and extent to the south east zone covering most of the former Manukau City area, and would promote crosstown bus travel between west Auckland and the Albany area. 4. The overly large southern Zone should be split into two zones along a radial line passing through Manukau. From Manukau to Drury should be a separate fourth radial zone, also including Beachlands and Maraetai. 5. Pukekohe would therefore be the fifth radial zone, including Waiuku. 6. To the northwest, a corresponding fourth radial zone should be established covering Orewa-Whangaparaoa to Waimaku, and a fifth zone from Helensville and Warkworth. <p>Consideration should be given to including ferries in the zonal structure if contracting issues are not insurmountable, particularly the Devonport ferry which we consider an integral part of the integrated grid of frequent services. One way to equitably price ferries at a higher rate under a consistent zone structure would be to price them according to the number of zones that would need to be traversed by the equivalent trip by road. This may present a politically acceptable mechanism for ferry pricing that is seen as fair by the public. This would place the Devonport, Bayswater, Northcote Point, Birkenhead and Beach Haven ferries in the two zone fare band. The West Harbour, Hobsonville and Half Moon Bay ferries would be a three zone fare. The Beachlands and Gulf Harbour ferries would be four zones, while the Waiheke ferry would be five zones (assuming the closest road route would be direct to Beachlands then in to the CBD via land).</p> <p>We suggest that further consideration needs to be given to the nature and location of zone overlaps at zone boundaries. These should cover every possible overlap area and work in both directions, not just the peak radial direction. For example, Mangere Bridge should also be a zone overlap area in addition to Onehunga on the other side of the border. Silvia Park and Pakuranga Plaza should be included with Panmure. Consideration needs to be given to the overlap around the CBD zone as Newmarket alone is insufficient to account for border effects from the west in particular. Discussion of the potential for distance based fares for single and non-periodical fare products could be appropriate.</p> <p>Figure 1: Suggested radial zone structure</p> <p>SEE MAP: Please refer to Attachment 6, Page 30 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions</p>
190	<p>NET (submitted by Dennis Worley)</p>	<p>Q1 – Support Q2 – Strongly Support</p> <p>I suport the idea of more cyclways on all uphill roads no constriction points! cycle symble painted at regular intervals on all uphill roads even if not a designated cyclway! The reason we dont cycle is a perseption of danger..... I would like to know if the transport engeneers have considered the 'Beamways ' P R T system and what they think of it? [sic]</p>
536	<p>New Zealand Bus Limited (submitted by Zane Fulljames, CEO)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Auckland RPTP Submission by NZ Bus 5 November 2012</p> <ol style="list-style-type: none"> 1. NZ Bus congratulates Auckland Transport (AT) on the Draft Regional Public Transport Plan (RPTP) that has been released for comment. Overall the RPTP is of a high standard and lays out the intention for public transport growth within the region and how AT intends to facilitate this. NZ Bus supports the fundamental changes that AT is looking to make and looks forward to working together to implement plans. 2. This plan references many areas in which the detail is going to be very important to operators. As much of this detail is not yet released we have concerns in some areas. These concerns and other observations are detailed further within. 3. NZ Bus welcomes the opportunity to speak to this submission. <p>BACKGROUND</p> <ol style="list-style-type: none"> 4. NZ Bus is the leading supplier of public transport services in the Auckland Region, operating 700 buses and employing 1,300 staff. NZ Bus currently has both contracted and commercial services and operates around 64% of services in the region. We carry 38m passengers in Auckland annually, which is 72% of all passenger trips. 5. NZ Bus also operates significant businesses in Wellington and Whangarei.

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536	<p>New Zealand Bus Limited (submitted by Zane Fulljames, CEO) #536</p>	<p>6. Despite the contractual uncertainty in the Auckland market NZ Bus has continued to invest to the order of \$100 million in our Auckland business over the past 4 years.</p> <p>7. NZ Bus has lead the Auckland market in commitment to innovation and efficiency. We have introduced a new standard of vehicle to the market, together with AT implemented major service improvements in the central Auckland area, introduced a new standard in ticketing in advance of the Rugby World Cup and continued to improve planning for and responses to periods of peak demand (e.g. RWC, March madness).</p> <p>8. We are committed to the communities we serve, the authorities we partner with and the Government, Agencies and other stakeholders we work with. Together we are able to provide:</p> <ul style="list-style-type: none"> - A focus on meeting customers' needs and growing public transport; - A coordinated strategy to develop multi modal networks (walking, cycling, bus, train, ferry) to support public transport growth; - A zero harm approach to safety and the environment; - and Excellent systems and processes that provide best practice in effective and efficient service delivery, network planning and development projects. <p>AUCKLAND RPTP</p> <p>9. Our submission on the draft Auckland Regional Public Transport Plan will focus on strengthening the plan in two broad areas:</p> <ul style="list-style-type: none"> - The Network Plan - NZ Bus supports the new Network Plan and believes it has the ability to transform bus usage in Auckland. As noted in our submission on the Auckland plan, we support the City Rail Loop as an integral part of the future network. We commend the approach to improvement prior to the City Rail Loop implementation and suggest buses could be trialled on this loop in the interim. We understand that as the network is implemented there will be major change for many existing passengers and suggest that having appropriate infrastructure will be key to ensuring that changes are successful. - The legislative environment - This plan has been prepared under the current legislation (Public Transport Management Act - PTMA) however, we note that the Land Transport Management Amendment Bill (LTMAB) has been referred to Select Committee and is likely to be passed by mid-2013. We believe this plan could go further to address the requirements of RPTP's as detailed in the LTMAB, NZTA PTOM (Public Transport Operating Model) guidance and Requirements for Urban Buses (RUB). - NZ Bus also makes several additional comments on areas of detail within the plan where insufficient detail is available to understand AT's intent on areas of importance to operators. <p>THE NETWORK PLAN</p> <p>10. As previously indicated NZ Bus strongly supports the new Network Plan for the Auckland region and will continue to work closely with AT as the detail for the Network is developed. The fundamental approach to simplification of the network and providing regular frequencies on core routes should deliver a step change to the Auckland region. We presume that the intention is 7 days a week as has been discussed, but this is not specified in the plan. The Executive Summary Proposed service categories (p vii) and detail on page 19 could be amended to include:</p> <p>a. The frequent service network will deliver at least a 15 minute service operating all day 7 days a week (initially from 7am-7pm, with reduced frequencies outside those hours)</p> <p>11. It is pleasing to see that implementation of the City Rail Loop is not hindering AT's implementation of the Network Plan given the current uncertainty around funding for this initiative. NZ Bus continues to support the City Rail Loop and suggests emulating the Rail Loop with a bus service in the short term to further investigate the viability of the initiative. Buses would provide a low cost method for assessing the probable patronage of the City Rail Loop and provide greater confidence in the Cost Benefit assessments being carried out. Emulating the service using buses could also allow subsequent changes in the Bus Network to be implemented earlier than 2022.</p> <p>12. NZ Bus is interested to understand the differences in targets that are sought. Page vi highlights a difference between the 'funded target 2022' and the 'Auckland Plan target 2022' for total passenger boarding's per annum (103m v 140m). We would be interested in understanding the difference in these numbers and how they may be reconciled. Additionally, if the funded passengers (103m) is AT's proposed target for 2022, this represents only a 3.6% compound growth per annum over that period. This appears to be low given the substantial changes being mooted in the Network Plan, implementation of integrated ticketing and growth achieved in the market recently. NZ Bus is also interested to understand how passenger movements will be measured and compared over time given the increase in passengers that will be making transfers under the proposed structure.</p> <p>13. Of real concern are the timeframes described for infrastructure development to support the Network Plan. The changes proposed will have a significant effect on many current users of the public transport network and it is imperative that high quality infrastructure is provided to make this transition as seamless as possible. It is difficult to assess whether adequate infrastructure will be in place to support the changes and NZ Bus would like to see a detailed construction and funding plan for required infrastructure to support the new Network Plan. We look forward to working with AT on the design of these infrastructure projects and are keen to discuss innovative ways to fund and implement such projects.</p> <p>14. We note that AT is investigating 'appropriate access charges' for use of infrastructure by bus, rail and ferry operators (5.3 (a), page 38). We are not opposed to charges provided they are known, fair and reasonable and there is a rationale for utilising a charging regime. Charging for bus usage on contracted, subsidised services will be inefficient and create an additional administrative burden.</p> <p>15. AT has informed us that customer focus groups indicated that the new network must be accompanied by both integrated ticketing and integrated fares. While the network can be implemented before integrated fares are in place this may be suboptimal. It is therefore disappointing to see that integrated fares appear to be planned for implementation in 2015 (Table 8-2), after all network changes are implemented.</p> <p>16. NZ Bus would also like to see a stronger link between the new Network Plan, fare structures and parking strategies made in the RPTP. Parking accessibility and costs have a significant influence on the use of public transport and it is imperative that AT consider these implications in the RPTP.</p> <p>17. Finally, we note there is no comment on the future of B-lines within the plan and are interested in views as to the future of this branding.</p> <p>LINK TO LEGISLATION AND NZTA GUIDANCE</p>

Sub #	NAME OF ORGANISATION	<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>
536	<p>New Zealand Bus Limited (submitted by Zane Fulljames, CEO) #536</p>	<p>18. NZ Bus notes this RPTP has been prepared at a time of some legislative uncertainty as the LTMAB is currently before the Select Committee and the likelihood is that the PTMA will be repealed by mid 2013. AT have done well to comply with the requirements of the PTMA while taking account of many aspects of PTOM, especially the partnership approach between funders and providers. However given the likelihood that LTMAB will be passed, we believe there is opportunity for AT to go further in addressing elements that will come into play once the LTMAB is adopted and NZTA guidance on PTOM finalised.</p> <p>19. In particular NZ Bus submits that it is appropriate for AT to include policies on how units will be established and reviewed, contracting procedures that will be used and how AT will implement 'like for like' units and risk and reward models. These elements will be of considerable importance over the next few years and have the potential to require a variation to the RPTP if not included here. 20. We have serious concern at the wording on p 47 around process for negotiating contracts and variations with incumbents which does not allow for a mediation stage should there be disagreement on PTOM unit structures. We suggest that 8.4 (d) be amended to include such a stage. '- if all operators of affected PTOM units cannot agree a negotiated solution, following mediation or 3rd party involvement, Auckland Transport reserves the right to tender the affected PTOM units'</p> <p>21. NZ Bus notes that the PTOM model as envisaged by the CWG allowed for fare revenue and patronage information to be supplied to Regional Councils. This was agreed in order to increase the transparency in tendering and hence make it more competitive. It is also a prerequisite for calculating subsidy requirements under the types of risk and reward models that are being discussed. However, we have concern that the RPTP goes much further than that agreed, section 8.4 (h) on page 48 appears to suggest that AT are also looking for operators to provide further information on service inputs and cost efficiency. NZ Bus questions what is intended by these categories, why this information is needed by AT and is concerned if this is expected to include commercial information and intellectual property. NZ Bus recommends that the RPTP is amended to remove these elements.</p> <p>22. Furthermore, Section 3.6 (c) on page 32 encourages operators of commercial services to provide AT with 'detailed planning, cost, revenue and service information, in addition to the information types under section 14 of the PTMA'. NZ Bus submits that AT will need to be clear on the purpose of needing this information, and on other related processes (such as like for like negotiations) in order to convince commercial service operators of this need.</p> <p>23. Section 3.6 (g) further specifies that monthly reporting for all contracted services will be required without further detail. NZ Bus is concerned at the lack of detail in this requirement should this be for information other than that described in section 3.6 (b).</p> <p>24. Other guidance prepared by NZTA includes the Requirement for Urban Buses (RUB) which was developed recently with significant time and effort invested by parties (including AT and ourselves) to determine an appropriate level of quality for urban buses. This guidance aimed to reduce the overall cost of public transport by ensuring consistency across the country and NZ Bus based a number of investment decisions in good faith on this guidance. While only hinted at in the RPTP (3.4 (a)) NZ Bus is aware that AT are looking to enforce higher quality standards than the national guidelines (RUB) for new contracts. NZ Bus continue to be supportive of practical measures to improve the quality of bus services in Auckland but believe that the additional requirements being discussed will increase cost substantially for little commensurate benefit in quality.</p> <p>25. NZ Bus submits that 3.4 (a) on page 31 should be altered to read ' Ensure that all contracted bus services in Auckland contracts comply with the NZTA Requirements for Urban Buses and any approved additional quality standards that Auckland Transport has put in place'</p> <p>ADDITIONAL COMMENTS Quantum of work</p> <p>26. NZ Bus would like to highlight the extraordinary number of activities that AT is currently working on. In addition to the normal workload the next few years sees AT; - Designing and implementing a new network including the significant new infrastructure that will be required; - Introducing integrated ticketing; - Reviewing and potentially implementing integrated fares; - Implementing PTOM, including tendering and negotiating services; and - Continuing electrification of the rail network and introducing new units. NZ Bus commends AT on this programme of work, anticipates that they have resourced appropriately for it and commits to working with AT to support implementation of these initiatives.</p> <p>Premium on cash fares</p> <p>27. NZ Bus supports endeavours to increase the usage of smartcards, especially once the integrated ticketing project is implemented. Accordingly we would prefer to see a more aggressive approach taken to increasing the premium paid by cash users. We note that in London the differential between cash and Oyster fares is around 70% (GBP 2.3 cash, 1.35 Oyster) and in Wellington the differential is already at least 20%. The current 10% premium is insignificant and unlikely to drive behavioural change. NZ Bus would like to see a 20% differential introduced immediately on implementation of AIFS and a plan to increase this differential over time.</p> <p>Charges for customer information, customer services and management services</p> <p>28. We note that AT is considering charging operators for customer information, customer services and management services (8.7 (d), page 48). We would like to see further detail on this proposal as it is unclear what is meant. NZ Bus supports operators being charged appropriate and transparent fees for areas where AT is delivering cost-effective network wide services (e.g. fees based on usage for complaints to the call centre). For operators of contracted, subsidised services this is inefficient. Operators of exempt services must have the opportunity to pay for such services only as they chose to use them.</p> <p>Enabling timely and cost-effective service adjustments to meet demand</p> <p>29. Section 2.7 talks about mechanisms to be put in place to allow service provisions to be adjusted to match demand. NZ Bus is very supportive of such an approach and seeks further detail on the proposed 85% of total capacity calculation in order to understand how this was developed and how it might be applied. We are also interested in understanding what will be considered a 'persistently low loading' under the minimum demand threshold. We believe it would be prudent to also have a clear cutoff for when excess services are being offered.</p>

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536	<p>New Zealand Bus Limited (submitted by Zane Fulljames, CEO) #536</p>	<p>Driver and Staff training 30. We note that AT are proposing to specify driver and staff training as a condition of contract with AT. We support this measure, on the proviso that operators continue to take the lead in this area and we caution AT to be cognisant of the content and implications of collective agreements in their specifications. We are more than happy to show AT officers the detail of our training programmes but believe operators are best placed to develop appropriate training programmes for their staff.</p> <p>Cycling Infrastructure 31. We note that AT are proposing a number of cycling infrastructure projects (p 29). We support these measures to enhance multi modal transport, but observe that integration of modes will benefit from additional bike parking infrastructure at major interchange points and other key locations on the bus, rail and ferry networks.</p> <p>Improvement in boarding times 32. Uncompetitive travel times are one of the challenges identified for Auckland’s public transport system (page 14). NZ Bus agrees with this statement and most of the proposed responses but is interested to note that the AIFS card implementation is expected to reduce boarding times. Given that all major operators already employ smartcard solution the benefit from AIFS in this area will be minimal at best.</p> <p>Zane Fulljames CHIEF EXECUTIVE OFFICER</p>
418	<p>New Zealand Institute of Architects, Urban Issues Group, Auckland Branch (submitted by Barry Copeland)</p>	<p>Q1 – Support Q2 – Support</p> <p>Comments are included below:</p> <p>NZIA AUCKLAND URBAN ISSUES GROUP Submission on the Draft Auckland Regional Public Transport Plan</p> <p>Urban Issues Group welcomes and supports the main thrust of the draft Plan.</p> <p>The Group has made numerous submissions over the last decade on transport issues(i) , and many of the actions we suggested are incorporated in the Plan.</p> <p>The Plan is supported by the latest thinking on public transport systems(ii) , especially the idea of a network with easy and free transfers to replace the complex web of destination-based routes currently in use.</p> <p>We believe that, over time, the transport system of a city influences its urban form, and that positive developments in the urban form of Auckland have been stifled by our car-based transport system. The sorts of development envisaged by the Auckland Plan are dependent on the rapid implementation of this transport plan. In that regard, we assume that the RPTP will integrate with the 30 year Rural Urban Boundary concurrently being defined in the Unitary Plan.</p> <p>There is also still-emerging evidence of a relationship between urban form and productivity. Auckland’s productivity is noted as being low, and the influence of our transport system on this is possibly significant. Increasing passenger numbers is a critical factor.</p> <p>It is worth noting, yet again, that public transport boardings, at 47 per person per year, are well under half of those in comparator cities with which we compete with for people, innovation and investment. This is an urgent issue recognized by the Auckland Plan but which demands more attention from central government. We believe that the Auckland Plan target of 57 boardings by 2022 is inadequate, and should be increased to 100 boardings (currently stated as not being achieved until 2040).</p> <p>We would like to make these specific comments: The location and design of places where people will transfer from one route to another is all-important. At present, likely locations involve long walks from a stop on one route to the nearest stop on the next route. This is even true at many of the train stations – ideally connecting buses should stop alongside the rail platform, under cover. Similarly, bus stops at transfer points should be adjacent at intersections, not diagonally opposite across 12 traffic lanes and down the road a bit.</p> <p>The ease of transfer is a key to the success of the Plan. / Further attention to the issue of timed connections is required.</p> <p>The fare arrangement options for journeys involving a transfer are also inadequately addressed in the Plan. We recommend consideration of an alternative proposal to charge all HOP card fares at a rate per kilometer between the start and finish points of a journey, no matter what actual route is taken. This would remove the penalty on those forced to take a longer route by the Plan proposals, and go some way to overcoming the complex geography of Auckland which on some journeys will result in extra travel distance.</p> <p>Cash fares would still need to be zone-based, but should be significantly higher than any HOP card fare to discourage their use, because of their adverse [e]ffect on boarding times.</p> <p>A comprehensive strategy for cycling in the city should be developed as an integral overlay to the Public Transport Plan, and the facility to take bikes onto buses should be implemented in the foreseeable future.</p> <p>The Group is concerned about the urban environment being degraded by a concentration of buses in the centre of Auckland, but recognises that the solution to this is the Central Rail Link. With this in mind, we recommend the location of new bus interchange points close to the proposed Karangahape and Newton Rail Stations, ready for a proper system of transfers once the CRL is constructed. Some bus</p>

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418	<p>New Zealand Institute of Architects, Urban Issues Group, Auckland Branch (submitted by Barry Copeland) #418</p>	<p>routes would terminate at those points and not enter the centre. Consideration should also be given to looping bus routes around the city centre and reducing the number of through routes, in order to alleviate congestion in the centre.</p> <p>The Plan should be further supported by new parking requirements that recognise the amount of car parking provided on private land should be left to the market to decide to a much greater extent than at present. For example, the apparent retention of the 2 carparks per unit requirement in the town-house / apartment zone (for units over 80 sq.m) of the proposed Unitary Plan needs serious challenge.</p> <p>The Urban Issues Group would like to see the Plan implemented more swiftly than suggested, and looks forward to further engagement with the Plan development.</p> <p>i) "We would like to see a city and industry-wide focus on building a compact community of which we can be proud, and which will demonstrate that living in such an environment can have just as many benefits as the garden suburb. Fundamental to such an achievement is putting in place a reliable and attractive passenger transport system, since it is near impossible to create a good medium density environment that is wholly dependent on the car".</p> <p>Urban Issues Group submission to the Regional Land Transport Strategy, 15 August 2005. "Allied to the previous point is concern about the image of existing buses, and the slow growth in bus lanes. The poor graphic design of Stagecoach buses, the lack of an overall Auckland bus visual image, and bus lanes that stop as they near the CBD are handicapping the growth in bus use. Resolving some of these problems, together with integrated ticketing, would go a long way to make bus transport attractive to a new section of the Auckland population." Urban Issues Group submission to the ARTA Passenger Transport Network Plan, 31 May 2006.</p> <p>ii) For instance Paul Mees 'Transport for Suburbia' 2010, and Jarrett Walker www.humantransit.org</p> <p>The NZIA Urban Issues Group welcome further engagement with the Plan development [ends]</p>
191	<p>Newflands Limited (submitted by Fiona Robertson)</p>	<p>Q1 – Strongly Oppose Comments: There is a huge need to have a regular service running at least hourly between Auckland and Hamilton.</p> <p>I feel that Tuakau has been significantly affected by not being included as an add on station with rail and no infrastructure of any significance for any form of regular public transport. Pukekohe/Tuakau is a huge area of growth for Auckland and because of this requires a regular supported form of public transport to both Auckland and Hamilton.</p> <p>More and more businesses are basing themselves out of Auckland due to the lower costs to run however they can't continue to do so if the population cannot get to the areas required in order to attend work. The benefits for the area would be huge to have a train station as we could then move goods to Tauranga wharf for export or receive goods from the ports of Auckland as is done with several Tuakau businesses currently. As we expand we need to have a reliable form of public transport to get employees to and from work. It would enable students to travel between cities for work e.g. Manukau tech students working on projects in our company.</p> <p>Q2 – Neutral [comments not provided for Q2]</p>
880	<p>North Harbour Business Association (submitted by Janine Brinsdon)</p>	<p>Please note: We wish to make an oral presentation to this submission. We would prefer North Auckland as the location but are flexible if required.</p> <p>Introduction: North Harbour Business Association is an industrial BID area, representing over 2500 commercial property owners and businesses within the North Harbour area. Our business comprise of a mix of Small Medium Enterprises (SME), multinational organisations representing sectors such as ICT, business services, specialist manufacturing and light – medium warehousing. In addition to the businesses, we have key educational institutions such as Unitec, Pinehurst, Kristin and Albany Primary schools – plus additional vocational institutions, all within an industrial estate which is on average less than 20 years old.</p> <p>Our primary interests are those decisions within the DRPTP which:</p> <ul style="list-style-type: none"> * impact on access to both regional and localised transport hubs and therefore we support the \$7,081m investment across the 10 year period (2022). * support or will restrict business growth opportunities * impact on the cost of business – across a short to medium timeframe * impact on economic development and the ability to leverage value from location * impact on employers ability to attract and retain staff or learning institutions to attract students * provide the scope to leverage natural assets for economic development across leisure and tourism sectors – enhancing Auckland's reputation as the world's most liveable city. <p>Transport: With transport being the number one priority for 70% of our 1300 North Harbour Businesses, the ability to move efficiently within the North Shore and across greater Auckland is not a luxury – it is a requirement for business growth, business investment, attraction, staff and client retention.</p> <p>Working closely with Auckland Transport since 2008, we have developed an effective TMA region, focusing on the provision of diverse transport solutions for employees, students and visitors to the North Harbour BID area.</p> <p>However the North/South divide is restricting our businesses to develop outside of the North Shore as congestion caused through inadequate public transport alternatives is impacting on business service and trade transport movements.</p>

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880	<p>North Harbour Business Association (submitted by Janine Brinsdon) #880</p>	<p>The current single Waitemata Harbour crossing is proving restrictive for the employment of key skills which is why we support Localised Economic Centres – supported by appropriate and sustained frequency of commuter services into these centres or hubs.</p> <p>In addition to the local investment, we support the regional investment in the RTPIS system and the transformational shift in public transport objectives detailed in the Auckland Plan.</p> <p>We support in principal the shift towards a simpler, more connected network, with expanded frequent services. (Fig.5-1: Page 19)</p> <p>We accept that the purpose of this submission is to consult on the overall plan, not specific routes. However, in order to support, we do need to reiterate our concerns regarding the links from Constellation Drive and Albany Busway Park and Rides into the North Harbour Business Improvement District (BID) as being inadequate currently. Improved frequency of service to the main Public Transport (Bus) hubs will only result in changed commuter behaviour if the connecting services reflect the needs of business commuters. Timetabling needs to reflect the hours of business and allow for staff to arrive at key times.</p> <p>For example, a service which arrives at 9.10 is too late for a receptionist who needs to be at work at 9.00 am.</p> <p>Based on our current bus patronage, North Harbour contributes \$186k per annum in economic benefit. Through our Transport Management engagement and education programme, this could be significantly leveraged. However a 30 minute service will not engage sufficient volume to make a significant impact.</p> <p>Therefore our support of the Rapid/Frequent/Connector model proposed is conditional on further information regarding the links.</p> <p>We support the proposed Fares and Ticketing Policy (Chapter 6.4) to streamline the commuter experience and to increase the speed at boarding.</p> <p>A simplified and integrated ticketing system would also improve the perception of Auckland as an internationally competitive and efficient city.</p> <p>We support the need for a fares and ticketing system which attracts and retains customers, reflects and rewards off peak/on peak choices, providing it balances user pay/contributions against public funding.</p> <p>However, this support is conditional on appropriate and timely real time information and public transport facilities being made available throughout the BID area as well as in the main Public Transport Hub centres. Appropriate real time information will encourage confidence in the service; adequate shelter will ensure the services are used throughout the year, not just in the summer months.</p> <p>Park and Ride facilities are not keeping up with demand. We recognize the recent investment into Albany Busway Park and Ride facilities; however Constellation Busway Park is at capacity. With the eventual completion of the SH18/Western Ring route, improved connectivity will result in higher demand. No investment is earmarked for an extended Constellation Busway until 2015/16 at the earliest, which is a concern for North Harbour.</p> <p>Infrastructure (6.5 Page 37) The links between Constellation Busway and North Harbour BID are restricted by the lack of a footpath (700 m from Caribbean Drive to Paul Mathews Road). This forces public transport patrons to walk on a grass verge alongside a dual carriage way as an alternative to waiting for a connecting bus. As stated (5.6 Page 39), integration with other modes of active transport such as walking and cycling are important to support Public Transport usage. This 'last mile' situation is impacting on our ability to change commuter behaviour.</p> <p>We support the Public Transport Operating Model (PTOM) if this delivers cost savings across the network and supports local employment.</p> <p>We support the implementation timetable (Pg 57), providing Northern Busway is the priority with associated linkages.</p>
43	<p>North Harbour Stadium (submitted by Brian Doherty)</p>	<p>Q1 – Support Q2 – Support</p> <p>Other Comments: We would like to comment on a specific service at the appropriate time with reference to the Albany Bus Hub link to the Albany Lakes depot in Civic Crescent (Westfield) for access to the stadium</p>
513	<p>Northcote Residents' Association Inc (submitted by Brian Plimmer)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>This submission on the above Draft Plan is made on behalf of the Northcote Residents Association (NRA), which represents the interests and concerns of residents of Northcote and Northcote Point.</p> <p>THE DRAFT PLAN: The NRA supports the aim of the Draft Plan to achieve simpler and more efficient public transport network in Auckland. Any network improvements will only be successful if they can be used by people who are currently unable or unwilling to use the present services for reasons of-</p> <ol style="list-style-type: none"> 1. Travel time 2. Distance from public transport stops. 3. Fare complexities 4. Lack of destinations 5. Frequency; and 6. Reliability.

Sub #	NAME OF ORGANISATION	<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>
513	<p>Northcote Residents' Association Inc (submitted by Brian Plimmer) #513</p>	<p>People need to be encouraged to make greater use of public transport. They cannot be forced into using it just by making motoring conditions intolerable. // The spread-out nature of Auckland means that public transport will never be an option for many people, and public transport plans need to recognise the on-going role of the car for travel.</p> <p>NORTHCOTE and NORTHCOTE POINT: The Northcote and Northcote Point areas are already acutely aware of Auckland's traffic, with the ever-present Harbour Bridge traffic, and the severe restrictions imposed on local residents attempting to access the motorway via Onewa Road.</p> <p>KEY CONCERNS FOR THE AREA ARE -</p> <ul style="list-style-type: none"> a. Improving the frequency and reliability of ferry services to Northcote Point. This can only be achieved by all-weather berthing facilities. Without these facilities, improved frequency and better weekend timetables will be ineffective. b. Better access to Onewa Road. Queue lengths are used to inform the extent of transit lanes, and the tactic of extending queue lengths through adverse traffic light phasing to justify transit lanes is already operating in Queen Street and Lake Road. Waiting times at the Onewa Road lights have been more than doubled on the basis that where queues exist, transit lanes will be of benefit to those entitled to use them. c. Not adding a T3 lane westbound on Onewa Road as this will create further congestion on local roads, particularly through the Little Shoal Bay Reserve. d. The urgent need for a tunnel harbour crossing from Esmonde Road to the city to ease the congestion on Onewa Road, which carries about 30% of all traffic travelling southbound over the Bridge. e. Support early introduction of park and ride facilities in Birkenhead and Glenfield to reduce Onewa Road traffic congestion. <p>The Northcote Residents Association requests that its concerns be noted and actioned. We wish to speak in support of our submission.</p>
559	<p>NZ TRANSPORT AGENCY (NZTA) (submitted by Coralie O'Brien, Acting Planning and Investment Manager Auckland Transport)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>NZTA RPTP Submission</p> <p>NZTA Role in Public Transport NZTA has welcomed the opportunity for early influence in the development of the Auckland Regional Public Transport Plan over the past year. The process has been constructive and informative. NZTA input has included iterative comment both written and oral as the plan has developed, and we are pleased to see that much of this has been included in the final draft. In particular the wording around Super Gold Card issues which we appreciate is a very contentious issue. The completion of a final 'draft' offers an opportunity for NZTA to contribute on the entire document and will do so by way of this formal submission.</p> <p>NZTA Role in Public Transport As you are aware, NZTA is integrally involved in optimising New Zealand's transport networks – including local roads, state highways, and public transport. We work in five main areas of activity relevant to public transport, one of which is Planning and Investment. Developing and providing operational policy and advice to our key stakeholders is an important aspect of this role. Providing comment on draft Regional Public Transport Plans is consistent with this.</p> <p>Government Priorities The Government by way of its Government Policy Statement on Transport Investment (GPS) has identified a number of impacts it would like to see from its transport investment. Four themes have been identified that underpin this investment:</p> <ul style="list-style-type: none"> -- Ensuring value for money -- Supporting economic growth and productivity -- Improving safety -- Providing a range of travel choices <p>Legislative Changes You will also be aware that the Government is currently open for consultation on proposed changes to The Land Transport Management Act (LTMA), which will rescind the existing Public Transport Management Act 2008 that has previously guided RPTP development. In addition, it will include statutory guidance on how the proposed new Public Transport Operating Model will operate. The goal of the new legislation will be to:</p> <ul style="list-style-type: none"> -- Grow the commerciality of public transport services and create incentives for services to become fully commercial. -- Grow confidence that services are priced efficiently and there is access to public transport markets for competitors. <p>The concerted effort of Auckland Transport to develop its operational planning and RPTP based on the new operating framework in advance of this legislation is strongly supported by NZTA.</p> <p>Specific Comments 2.3 Public Transport Funding (pages 8 and 9) NZTA would prefer reference to words which indicate that funding is 'available' from NZTA, removed and replaced with the words 'indicative allocation.' The National Land Transport Fund (NLTF) is a contestable funding pool that requires assessment of projects when they are ready to proceed. Whilst there is a qualification in the form of foot note 2, this still creates a perception of funding entitlement that</p>

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559	<p>NZ TRANSPORT AGENCY (NZTA) (submitted by Coralie O'Brien, Acting Planning and Investment Manager Auckland Transport) #559</p>	<p>is not warranted. The City Rail Link comment (page 8) and inclusion in the table on page 9 creates a perception that the project is supported by NZTA which is not an accurate reflection of the status quo. The sums identified for PT services (page 9) are \$12 to \$15 million more than what has been provided in an approved business case.</p> <p>NZTA sees opportunity for reflecting what the actual impact of pt expenditure will be on rates over time, not just as a single figure, but as a percentage of rates. Also, how Auckland aspirations sit in relation to indicative funding allocations to pt cap ex and services.</p> <p>3 & 4 Description of Existing Services and Policies (page 11- 16) Chapters 3 and 4 adequately cover the current public transport situation and proposed future state at a high level, whilst the tables in appendix one provide the detail. We believe that the connection between the two could be improved by providing a reference to appendix 1a and 1b on page 65.</p> <p>Figure 5.2 Metro Style Schematic Diagram (page 20) The metro style map is very good, it is clear and useful. It would be helpful if fare zones were identified here.</p> <p>Figure 6.1 Fare Zone Map (page 34) The northern and southern fare zones appear too large and inequitable on a distance basis. It seems that Henderson is 3 zones to the city and Albany is 2 zones to the city despite being about the same distance from the city(12-15km). In addition, Papakura is only 3 zones from the CBD despite being twice the distance (about 30km away). Suggestions for improvement could be:</p> <ul style="list-style-type: none"> -- Split the southern zone into 2 zones at approximately the 20km mark so that Drury, Papakura & Manurewa are 4 zones to the city and Manukau, Mangere & Botany remain 3 zones to the city. -- Split the North zone at about the 10km mark so that Takapuna is 2 zones to the city and Albany is now 3 zones to the city. This will make transport zones more equitable by distance. -- The outer north zone with Silverdale, Orewa and Whangaparoa will need to become 4 zones to the city, which will match it up distance wise with Papakura. Perhaps even link this with the outer west zone to just have a single outer north/west that is 4 zones to the city. -- The outer south zone will also need to be changed and should become 5 zones to the city. <p>6.5 Priority for new PT infrastructure (page 38) Tables 8.1 and 8.2 reveal the infrastructure and services that will be developed over time. We suggest that there should be reference in the text of section 6.5 about how areas have been prioritised, as well as the areas that will receive early PT infrastructure investment.</p> <p>6.6 Provide a high quality travel experience (page 42) NZTA suggests that AT adds a (c) with wording to the effect "Ensure drivers are trained in the need for smooth acceleration and braking, which will have multiple benefits of: improving the comfort and safety of passengers, improving fuel consumption, and reducing vehicle emissions".</p> <p>7.4(b) Provide concessionary fares for the transport disadvantaged and other target groups (Page 44) NZTA strongly objects to the inclusion of the wording of this policy as it stands. We suggest that it either be removed, or reworded in the following way</p> <p>'b) ensure consistency with national policy directions'</p> <p>The proposed wording as it stands is not consistent with national policy direction; NZTA has already advised that funding is at risk; and it conflicts with the wording in policy 4.7 (c), page 36, and the narrative in section 6.4 on page 35, inter alia.</p> <p>9.2 Increase the level of fare box Policy (page 50) and Table A 4 1 (page 116) Regarding Ferry, NZTA is mindful that three commercial services which dominate the ferry market patronage and commerciality - Waiheke, Devonport, and Stanley Bay, will by definition become "Exempt services" when the LTMAB is enacted. Their farebox revenue will not be included in the Farebox recovery ratio, therefore the targets should be adjusted downwards accordingly. This may require a footnote. See also the comment below about uncertainties around Exempt ferry services.</p> <p>8 Implementation Plan (page 58) Suggest that greater clarity in the text to reflect the fact that although the PTOM units will be bought in via 3 geographically based tranches, the ticketing, fares and zones will all be bought in at once covering the whole of Auckland. These aspects will be done in advance of some of the new PTOM units.</p> <p>First paragraph under Table 8.1 - The maximum life of the RPTP is seven years. Is route protection actually being planned for Rail to the North Shore in this time window? This project is in its infancy and sequencing and optimisation and integration with other modes may mean it may not be required in the short term. Does AT mean the Northern Busway Extension?</p> <p>Second paragraph under Table 8.1 - The words "RPTP" are missing after "2012/15".</p> <p>Page 74, Appendix 1 In regard to ferry services, AT needs to ensure consistency of approach throughout the RPTP concerning which ferry services are to be Exempt and which are not. If there is uncertainty, AT needs to explain the nature of the dilemma, the options available to it, the implications, the process to be adopted, and the relevant timeline.</p> <p>These specific comments notwithstanding, overall NZTA believes the quality of the draft RPTP is very good, and meets statutory requirements.</p> <p>Coralie O'Brien, Acting Planning and Investment Manager Auckland Transport</p>

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435	<p>Onehunga Business Association (submitted by Amanda Kinzett)</p>	<p>Q1 – Neutral Comments: There has been no inclusion or budget to look into a ferry service for the Manukau Harbour. This service would connect a large part of southern and western Auckland. The service would service a large range of communities and open this area of Auckland. / / There still seems to be a lack of cross (east to west) linkages / / We also need to respond to the high employment areas in getting staff in and out of these areas. On the plan a lot of industrial areas identified do not have strong transport linkages. They seem in some cases to have the weakest links/services of public transport</p> <p>Q2 – Supports Comments One system for all.</p> <p>Other Comments: Need more information on areas that have weak links as stated, especially in the industrial high employment areas.</p> <p>There is no support or even discussion on a ferry service on the Manukau Harbour There seems to be minimal support for areas to grow and lack of forward thought to the economic impact public transport can have to employment areas i.e. The Church-Neilson business precinct as a major business location will:</p> <ul style="list-style-type: none"> • employ a significant number of people. This means by 2050 • a minimum of 20,000 employees, being at least 5,000 additional employees, and up to an additional 11,000 employees within a variety of fit-for-purpose business premises • be a focal point for manufacturing and regional distribution of goods by freight • provide good quality business and community infrastructure including energy, broadband, water, employee services and recreation activities <p>- Extract from Neilson Church Streets Precinct Plans From the Onehunga Precinct Plan we have an expectation of Onehunga as a principal centre will:</p> <ul style="list-style-type: none"> • attract a large number of people – residents, • employees, employers and visitors. This means by 2050: • a minimum of 12,000 employees, making 5000 additional employees within a variety of living environments • minimum of 6000 dwellings will be provided, • being at least 3400 more dwellings (a total population of 14,000 residents) within a one kilometre radius of the main street, the future use of the Church-Neilson business precinct and the transport networks required to service this business area is inextricably linked to the Onehunga principal centre. <p>To be successful, business precincts are required to be connected to the rest of the city and the region by high quality transport networks.</p> <p>Auckland needs the development of public transport hubs, and particularly rail links, that integrate with a range of alternative transport modes such buses, cycling and walking</p>
535	<p>Opus International Consultants Ltd on behalf of MASSEY UNIVERSITY (submitted by Justine Bray and Cameron Wallace)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>SUBMISSION ON BEHALF OF MASSEY UNIVERSITY AT ALBANY TO THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN (DRPTP) Massey University is a key stakeholder in the Auckland Region and a major contributor to tertiary education for the community. They have a significant landholding based adjacent to the Albany Highway and Dairy Flat Highway in Albany and a target student roll of 15,000 EFTS (currently circa 4,500 EFTS). Therefore access to and from the Campus for staff and students via public transport are of a key interest to the University. Taking this into consideration, their submission points to the Plan are as follows:</p> <ol style="list-style-type: none"> 1. The main change promoted within the DRPTP from the existing public transport network pattern will be the much stronger focus on integration between services and the development of more convenient interchange facilities, high frequency services, and an integrated fare system. Massey University supports this approach in general. 2. Under the DRPTP, Massey University will be directly serviced by the FTN meaning buses will operate from the Campus at least every 15 minutes from 7am to 7pm, seven days a week. While Massey University is supportive of the intention to increase services and frequencies of public transport to the Campus it is concerned at the increased cost of maintenance and upgrades of private infrastructure (internal roads) required to accommodate increased service frequencies on infrastructure that was not originally designed to accommodate it. <p>The DRPTP currently provides objectives, policies and an implementation framework (Section 6.5) with regards to upgrading public transport related infrastructure (bus stops, bus lanes, signage, etc). Massey University considers that these upgrades should include upgrades to the Campus' current facilities and infrastructure that form part of the proposed public transport network. In this respect we would encourage further engagement between Auckland Transport and Massey University about the provision and maintenance of adequate public transport infrastructure on Campus grounds.</p> <ol style="list-style-type: none"> 3. Page 35 of the DRPTP indicates that tertiary discounts may be removed when it states: “When integrated ticketing is in place, a review of concession levels and eligibility is proposed, including a possible change to ... tertiary discounts (these are often unavailable outside Auckland).” <p>While this possibility has only been highlighted at this point, Massey University would strongly advocate against the wholesale removal of tertiary concessions for students. The removal of concessions for full-time students is considered to be counter-intuitive to three key outcomes (page 15) of the DRPTP which are:</p> <ul style="list-style-type: none"> - Services that meet customer needs - Increased passenger numbers - Increased public transport mode share

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535	<p>Opus International Consultants Ltd on behalf of MASSEY UNIVERSITY (submitted by Justine Bray and Cameron Wallace) #535</p>	<p>The potential of increased fares for tertiary students would likely result in increased travel to and from institutions, including Massey University, by private motor-vehicle. In addition, this action would serve to increase financial hardship for full-time students and may result in students having to own, or having regular access to, a private motor-vehicle to have adequate access to tertiary education. This statement is also in conflict with Section 6.7 and Appendix 5 of the DRPTP which sets out objectives and policies for assisting the ‘transport disadvantaged’ of which full-time students are included.</p> <p>4. The proposed new zone/ fare structure set out in Figure 6-1 will likely result in cheaper fares for students to travel to the Campus from within its natural catchment boundaries across the majority of the former North Shore, upper harbour and the Hibiscus Coast. Massey University supports the proposed fare structure as it encourages greater intra-zone travel to other regional key destinations and facilities outside the CBD such as the Campus.</p> <p>5. Generally speaking, the proposed public transport network is still focused on getting people conveniently to the CBD. Massey University acknowledges that the DRPTP proposes (and supports in part) a greater provision and frequency of cross-town routes which link various interchanges such as Westgate and Constellation. However, Massey University questions the value of requiring multiple interchanges by users to access a major piece of regional infrastructure via public transport (e.g. Kumeu to Massey via transfers at Westgate and Constellation). In this regard, Massey submits that there should be further investigation of frequent/ connector services from Westgate to Massey University and Takapuna to Massey University to reduce the need for multiple interchanges to access the Campus from neighbouring areas. This would also align with key strategies to increase access to tertiary education set out within the Auckland Plan (see for example Chapters 6 and 12).</p> <p>HEARING Massey University wish to be heard in support of their submission</p> <p>FOOTNOTES: 1 ECCA is a Crown entity established under the Energy Efficiency and Conservation Act 2000. 2 The NZEECS is available online at: www.eeca.govt.nz/node/13339. 3 MRCagney, 2012, <i>Powering Public Transport in New Zealand: Opportunities for the alternative technologies</i>, report prepared for EECA. Available at www.eeca.govt.nz/resource/powering-public-transport-new-zealand 4 Electric buses have significant potential to reduce reliance on fossil fuels in New Zealand particularly given the high proportion of electricity generated from renewable resources (currently 76% and expected to reach 90% by 2025.) Modern buses now in operation overseas combine modern batteries with top-up charging during service, addressing issues of kilometre range. The initial upfront cost of battery-electric buses (around \$1 million each) could be offset by large fuel savings during operation. 5 Draft RPTP, page 31 in relation to the environmental performance of Auckland's transport system. 6 www.eecabusiness.govt.nz/content/fleet-management</p>
471	<p>Osbornehay on behalf of Pine Harbour Holdings Limited (submitted by David Hay)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Osbornehay write on behalf of their client, Pine Harbour Holding Ltd, the owner of Pine Harbour Marina and the owner and operator of Pine Harbour Ferries.</p> <p>Pine Harbour is located at Jack Lachlan Drive, Beachlands and Comprises of the marina, marine industries, handstand areas, boat storage and a range of commercial marine and non-marine related activities. Pine Harbour has recently completed a Private Plan Change (PC34) to the Auckland Council District Plan (Manukau Section) which will allow for the continued re-development of Pine Harbour into a mixed use community centred around the marina and adding up to approximately 500 household units. Pine Harbour is the public transportation node for Beachlands/Maraetai and this has been reinforced through the Plan Change process. Council has also initiated a further Plan Change (PC30) for the 108ha of land adjacent to Pine Harbour which is to be re-zoned residential. The Consent Order to settle the outstanding appeals on this Plan Change is currently being circulated. For more information about Pine Harbour then visit www.pineharbour.co.nz.</p> <p>The Pine Harbour ferry service was established by Pine Harbour in 2003. Since then it has had a compounded growth of 20% year by year and now caters for over 100,000 commuter trips per year on 14 return trips to the CBD per weekday on its three ferries.</p> <p>Outcomes Pine Harbour supports the five outcomes for the Plan as outlined on page vii of the Executive Summary.</p> <p>Policy Area and Objective and Policies Pine Harbour supports the 10 Policy Area and Objective and supporting policies of the Plan.</p> <p>6.1 Network Structure Action (d) of Policy 1.4 fails to recognise that the development of practical and economically sustainable integration of land use with the transportation network is achieved through constructive collaboration rather than just through active encouragement. To reflect this, Action (d) should be re-worded: “Constructively collaborate with developers with greenfield and urban intensification proposals to complete an integrated Transport Assessment to ensure land use is integrated with the frequent network.”</p> <p>6.3 Service Quality Pine Harbour, as the only ferry operator in Auckland with all ferries complying with the “Vessel Standard – For Ferries Used in Urban Passenger Service, July 2012” strongly supports the Standard. However it is considered that Auckland Transport needs to identify in the Plan the year by which all ferries operated in the Auckland Region must comply with this standard.</p>

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471	<p>Osbornehay on behalf of Pine Harbour Holdings Limited (submitted by David Hay) #471</p>	<p>Table 8.2 Proposed Implementation Programme Pine Harbour has been confirmed as the public transportation node for Beachlands/Maraetai and this has been reinforced by Auckland Council through the operative Pine Harbour Plan Change. This Plan Change is now being given effect to through the transition of Pine Harbour to a mixed use community.</p> <p>However, a direct roading link between Beachlands and Pine Harbour is still to be provided for by Auckland Transport although the importance of implementing it was identified by Auckland Council Commissioners through the Plan Change 30 Hearing (and it is now identified in Plan Change 30). The route identifies by Auckland Council and Auckland Transport generally falls outside Pine Harbour. It is considered important in terms of good urban planning and for the promotion of public transport in Beachlands/Maraetai that the construction of this link road is identified in Table 8.2.</p> <p>In addition, Auckland Transport has notified Pine Harbour of their requirement for a separate ferry berth/terminal which can then be leased to other parties as part of any future ferry service contract. Pine Harbour has therefore identified a potential declamation/ferry terminal proposal which should meet the requirements of Auckland Transport. The construction of this declamation/ferry terminal by Auckland Transport should therefore also be identified in Table 8.2.</p> <p>Taking the above two matters into account, a new line should be included in Table 8.2 and called "Pine Harbour Ferry Terminal and Link Road" with implementation scheduled for 2013 or 2014.</p> <p>Appendix 1: Schedule of Services to Be Provided Pine Harbour supports the identification of the future Pine Harbour Ferry Feeder – Maraetai to Pine Harbour Ferry Terminal. However, it is considered that this service be initiated now as a number of submitters to the Pine Harbour Plan Change process identified a strong demand for such a service to the Pine Harbour Ferry. In addition, it is understood that the current bus patronage to the Botany hub remains very low. Pine Harbour currently developed in such a manor where bus service to the ferry can be initiated immediately. The commencement of this bus feeder service will identify to the community the commitment by Auckland Transport to the local public transport network and to the Pine Harbour ferry service. Furthermore it will provide an opportunity for residents of Beachlands to access the ferry service in an efficient manor while the construction of the roading link between Pine Harbour and Beachlands continues to be delayed.</p> <p>Pine Harbour also supports the recommended increase in ferry services including during the weekend and Friday nights. Again, feedback through the Pine Harbour Plan Change process identified the community support for both an increase in sailings during the week and for a weekend service. As a destination point for Aucklanders during the weekend, the provision of weekend sailings from Downtown to Pine Harbour is supported.</p> <p>Appendix 6: Park and Ride Locations The popularity of the ferry service and the delay in providing a direct roading link between Beachlands and Pine Harbour has resulted in Pine Harbour having to provide on-site parking. Auckland Transport has recognised the importance of this Park and Ride and is in the process of formalising the Park and Ride arrangement. Pine Harbour supports Auckland Transport is funding the Park and Ride at Pine Harbour (utilising existing Auckland Council land).</p>
533	<p>Pacific Peoples Advisory Panel (submitted by Filemoni Timoteo)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Executive Summary The Pacific Peoples Advisory Panel (Pacific Panel) of Auckland Council acknowledges the work and efforts of staff at Auckland Transport and the communities of the Auckland region in particular our Pasifika communities working towards the development of an integrated, effective and efficient Public Transport Network across the Auckland Region.</p> <p>Mobility is an important factor for any community. The ability and capability to move from one part of Auckland to another for work, enjoyment or exploration with relative ease and frequency of movement opens up the vitality and natural beauty of our region to its residents and visitors.</p> <p>The Pacific Panel supports the draft Regional Public Transport Plan with a few alterations and additions. We commend the forward looking nature of the plan and believe that with some key additions it will facilitate the development of a public transport network that will only increase in patronage in years to come.</p> <p>Transport is an important driver of economic and social development within a city, region and communities. It is therefore important that as an advisory panel to Auckland Council for Pacific peoples that we provide some advice in the form of recommendations around this plan. Our recommendations are outlined as follows:</p> <p>Recommendation 1: That greater provision of PT services and connections in the South, South-West (Auckland Airport & Airport Precinct), South-East Auckland (collectively the Southern Initiative Zone) & West Auckland are incorporated in the revised Auckland Frequent Service Network.</p> <p>Recommendation 2: That the AFSN includes a service from Otara Botany Town Centre. This could be achieved along East Tamaki Road and along Springs or Harris Rds and connecting with Ti Rakau Drive to Botany Town Centre</p> <p>Recommendation 3: That council adopts land use policies that: (i) Increase housing affordability across the region, especially in the urban areas. (ii) Incentivise the development of employment/business areas across the region coordinated with the AFSN and public transport connections/nodes.</p> <p>Recommendation 4:</p>

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533	<p>Pacific Peoples Advisory Panel (submitted by Filemoni Timoteo) #533</p>	<p>That the AFSN provides greater access for communities to health services, community facilities/services, residential and shopping facilities.</p> <p>Recommendation 4: That the Panel supports the development of the integrated services and ticketing across the proposed Auckland Frequent Services Network.</p> <p>Recommendation 5: That the AFSN is responsive to the needs of Pacific Peoples in the Auckland region, specifically around access, service connections and increased levels of service for the Southern and Western areas of Auckland.</p> <p>Recommendation 6: That Auckland Transport implement monitoring and mandatory reporting on specific targets including a specific target around increasing Pasifika traveller numbers; and Pasifika traveller experience.</p> <p>Recommendation 7: That Auckland Transport reviews the proposed zone boundaries to account for equity and affordability for patrons across the region.</p> <p>Recommendation 8: That Auckland Transport gives serious regard to concessions to incentivise low income travellers.</p> <p>Recommendation 9: That Auckland Transport sets realistic off-peak hours that take into account traffic flows as well as time. (Eg. Traffic flows in and out, peak flows in Auckland usually happen inward during the day and outward in the evenings. Flow in opposite directions may be considered off-peak as travel in that direction is not moving with the greater volume of traffic.)</p> <p>Recommendation 10: That Auckland Transport include targets and indicators around Pacific peoples access to, use of and travel movements across the proposed AFSN.</p> <p>Recommendation 11: That Auckland Transport give consideration to targeting low income Pacific peoples in developing their concession fares.</p> <p>Recommendation 12: That Auckland Transport seek representation from the Panel on Governance or Control Groups for major roading and transportation work programmes that will impact on areas with high Pacific populations. // The Pacific Panel is keen to maintain a professional dialogue and engagement with Auckland Transport on region wide plans and programmes of work. Our networks into our Pacific communities will assist in consultation and engagement processes that would assist in the educating, informing and facilitating of projects that impact on our communities.</p> <p>Network Structure – A permanent network of connected frequent services</p> <ul style="list-style-type: none"> * Provision * Access * Connections * Land use <p>The provision of frequent and reliable public transport services is an essential for Pacific Communities as it is for other residents of the Auckland region. This would provide greater access for Pacific young people, students, families, workers and the elderly to use a variety of public transport modes especially bus and rail. Pacific Community feedback through community consultation processes provided the following:</p> <ul style="list-style-type: none"> * current links from Great North Road end satisfactory but can do with some improvement of frequency of bus services. * Need to look at better transport service/links across towns eg from Waitakere - South Auckland or vice versa; West Auckland- Albany (North Shore) etc; * Transport needs for accessibility of health services for elderly Pasifika ie from New Lynn / Kelston / Glen Eden areas to North Shore/Auckland city health services – key area of attention here is frequency of bus/train services and simplicity/accessibility of bus/train links; * Frequent/accessible Weekend public transport – to church/ recreational activities. Many Pacific families struggle with transport needs as there are multiple activities on Saturdays and Sundays for families/communities. <p>The provision of connections that are close to where Pacific peoples live is essential.</p> <p>Auckland Council Land use policies and strategies that bring a stronger focus on affordable housing and employment areas that are frequently and reliably accessible to workers 24 hour a day, 7 days a week.</p> <p>Recommendation 1: That greater provision of PT services and connections in the South, South-West (Auckland Airport & Airport Precinct), South-East Auckland (collectively the Southern Initiative Zone) & West Auckland are incorporated in the revised Auckland Frequent Service Network.</p> <p>Recommendation 2: That the AFSN includes a service from Otara Botany Town Centre. This could be achieved along East Tamaki Road and along Springs or Harris Rds and connecting with Ti Rakau Drive to Botany Town Centre</p>

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533	<p>Pacific Peoples Advisory Panel (submitted by Filemoni Timoteo) #533</p>	<p>Recommendation 3: That council adopts land use policies that: (i) Increase housing affordability across the region, especially in the urban areas. (ii) Incentivise the development of employment/business areas across the region coordinated with the AFSN and public transport connections/nodes.</p> <p>Recommendation 4: That the AFSN provides greater access for communities to health services, community facilities/services, residential and shopping facilities. Rationale: Higher density of Pacific peoples in these communities: Mangere, Otahuhu, Papatoetoe, Otara, Manukau, Manurewa and Papakura.</p> <p>Integrated Services – Simple integrated services that connect people with where they want to go</p> <ul style="list-style-type: none"> * Layered network * Access * Maximise range of travel options * Timely and cost effective provision * Responsive to customer needs * Levels of Service * Timely and cost effective changes to meet demand * Coordinate <p>The Panel agrees with the integrated services policy and objectives. The development of the AFSN will help inform and guide better land use planning and strategies. Making public transport information available in a number of Pacific languages may be a proactive strategy to drive patronage. // The development and implementation of an integrated public transport system inclusive of ticketing is essential to facilitate ease of use and timely/efficient interchange between services.</p> <p>Recommendation 4: That the Panel supports the development of the integrated services and ticketing across the proposed Auckland Frequent Services Network.</p> <p>Recommendation 5: That the AFSN is responsive to the needs of Pacific Peoples in the Auckland region, specifically around access, service connections and increased levels of service for the Southern and Western areas of Auckland.</p> <p>Service Quality – convenient and reliable public transport system</p> <ul style="list-style-type: none"> * Reliable and achievable timetables * Improve travels speeds – competitive with cars * Customer focused network * Vehicles to standard * Good operator LOS * Improve service delivery <p>Quality of service is an important aspect of any service offering. In a Pacific context it relates to hospitality and respect. A customer focused network and operators are important for a positive travel experience, this will drive sales and repeat/return custom and social marketing through patrons.</p> <p>Level of service is another factor that is important in travel experience. A service that runs on time and to the schedule is important as customers plan their activities around the travel schedule. The regular maintenance and cleaning of vehicles to ensure they are of a high standard for public use.</p> <p>Recommendation 6: That Auckland Transport implement monitoring and mandatory reporting on specific targets including a specific target around increasing Pasifika traveller numbers; and Pasifika traveller experience.</p> <p>Fares and ticketing</p> <ul style="list-style-type: none"> * ITS * ITS across all services * Zone based fare structure * Simplify range of fare products * Maintain fares at a level – farebox recovery ratio of 50% * Incentivising ITS * Concessions * Off peak discounts * Fare payment rules <p>The Panel acknowledges that an integrated fares and ticketing system across all services in the network is required, and will improve efficiency in collection and user experience over time.</p>

Sub #	NAME OF ORGANISATION	<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>
533	<p>Pacific Peoples Advisory Panel (submitted by Filemoni Timoteo) #533</p>	<p>Our major concern is the fare levels based on the proposed zone boundaries. The proposed boundaries in the South and West Zones (3 zones to city) will have economic implications for Pasifika communities; given the median annual income of Pacific adults was approx. \$20,500 at the 2006 census.</p> <p>We understand that there are differences in the network that provide a different zoning impact for PT travel from Albany to the City Zone (2 zones instead of 3 given the same linear distance from the outer zone to the city zone). However, the perception and indeed the proposed reality is that PT travellers in the North Zone from 10km plus will have a cheaper fare charge than users in the South, East and West of the region at the same distance which seems to be how the zones are constructed.</p> <p>The existing fare concessions do not provide concessions for a low-income target group of which Pacific peoples are significantly represented at this point in time for at least the next 10 years. The age demographic of Pacific communities is also a two edged sword as the SuperGold card offers benefits to seniors for free off-peak travel, however the experience of peak and off peak tends to change as different drivers impact the provider.</p> <p>We support the free fares for children under five and would be keen to look at extending some concession to school aged kids using school organised public transport.</p> <p>Recommendation 7: That Auckland Transport reviews the proposed zone boundaries to account for equity and affordability for patrons across the region.</p> <p>Recommendation 8: That Auckland Transport gives serious regard to concessions to incentivise low income travellers.</p> <p>Recommendation 9: That Auckland Transport sets realistic off-peak hours that take into account traffic flows as well as time. (Eg. Traffic flows in and out, peak flows in Auckland usually happen inward during the day and outward in the evenings. Flow in opposite directions may be considered off-peak as travel in that direction is not moving with the greater volume of traffic.)</p> <p>Infrastructure</p> <ul style="list-style-type: none"> * Integrate infrastructure and service provision * Well-designed network and frequent service network * Access to facilities * Bus priority * Park and Ride facilities * Integrate PT with cycling and walking <p>The Pacific Panel supports the proposed work in this area including the provision of better traveller information on schedules and real time information on service tracking. // We agree with the development of appropriate Park and Ride Facilities to provide further incentives for travellers to use the public transport network. We further agree with the integration of the PT network with cycling and walking routes. The more options that increase opportunities to use public transport the greater the opportunities to increase its patronage.</p> <p>Customer interface</p> <ul style="list-style-type: none"> * Customer feedback * Real time passenger experience * High quality travel experience * Improve connection infrastructure * Customer feedback channels <p>The Pacific Panel agrees and supports the approach and encourages Auckland Transport to increase their efforts in the engagement and incentivizing Pacific peoples and their communities to increase their use of public transport opportunities.</p> <p>The setting of specific targets or indicators in the work plan around engagement and provision of access and equity for Pacific public transport users would assist in the marketing of public transport to Pacific communities.</p> <p>Recommendation 10: That Auckland Transport include targets and indicators around Pacific peoples access to, use of and travel movements across the proposed AFSN.</p> <p>Assist the Transport disadvantaged</p> <ul style="list-style-type: none"> * Accessible and safe to vulnerable users * Services and facilities for customers whose needs are not met by the regular PT network * PT access to school students * Concession fares for transport disadvantaged and other target groups * PT needs of Rural and isolated communities * PT accounts for socio-economic characteristics

Sub #	NAME OF ORGANISATION	<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>
533	<p>Pacific Peoples Advisory Panel (submitted by Filemoni Timoteo) #533</p>	<p>The Pacific Panel supports Auckland Transport's objective 7 around improving access for Pacific peoples and underserved communities.</p> <p>Recommendation 11: That Auckland Transport gives serious consideration to targeting low income Pacific peoples in developing their concession fares.</p> <p>Procurement and Commercial Services</p> <ul style="list-style-type: none"> * Allocation of roles between AT and operators using the PT Operating Model * Continuity to the travelling public * Identify specific services that are exempt from PTOM * Partnership approach * Procurement recognises the need to move to electrification <p>The Pacific Panel appreciates the intricacies that Auckland Transport must undertake in its negotiations with the government and PT providers in the development and funding of a commercially viable PT business model.</p> <p>The Pacific Panel supports the electrification project and the efforts to implement this in the next 3 years across the region.</p> <p>Funding and Prioritisation</p> <ul style="list-style-type: none"> * Improve VFM * Increase level of farebox recovery * Direct available funding to high priority activities <p>The Pacific Panel agrees to the need for more regular reviews of service effectiveness and that value for money is not an excuse for limiting access and affordability to Pacific travellers and other public transport users.</p> <p>The Pacific Panel would like to maintain ongoing contact with the Auckland Transport team to provide advice on areas relating to public transport and the development and implementation of the transport programme of works across the region in areas with high density Pacific populations.</p> <p>Monitoring and Review</p> <ul style="list-style-type: none"> * Regular reporting * Review and update RPTP * Public consultation <p>The Pacific Panel would like to work with Auckland Transport in its efforts to seek public consultation especially to Pacific communities.</p> <p>Recommendation 12: That Auckland Transport seek representation from the Panel on Governance or Control Groups for major roading and transportation work programmes that will impact on areas with high Pacific populations.</p> <p>Closing remarks The draft Regional Public Transport Plan will impact across many parts of peoples' lives as well as the planning and land use strategies of the council at large. The Pacific Panel would like to support the work of the officers and the communities engaged in this process and encourage officers to engage with our Pacific communities early and where possible often by way of information. // The Pacific Peoples Advisory Panel – Auckland Council would like to thank Auckland Transport for the opportunity to submit on this plan.</p>
580	<p>Palms on George Ltd, Tuakau Hotel (submitted by Neil Young)</p>	<p>Organisation posted their submission, entire submission contained below</p> <p>RE Transport to affordable housing from Tuakau, Pokeno, Mercer, Te Kauwhata, Ngaruawahia, Huntly right through to Hamilton. The run of the mill kiwis can't get to these places economically. Need to continue MAXX train service from Pukekohe to Tuakau 4.9kms, 8 mins by train to population of 4,500 and a catchment area of 10,000 people. Tuakau already have a [petition] of 3,500 to parliament through MP Dr Paul Hutchison. We understand Hamilton's [petition] of 11,500 have [petitioned] parliament to get their train service back. With the US economy recovering and oil prices being in American dollars our fuel is tipped to be above \$2.50 - \$3.00 per litre in the short future. The train again will be the best economic transport from Auckland through to Hamilton for more affordable housing.</p> <p>Yes, I would like to speak to the council about this submission.</p> <p>Neil Young Palms on George Ltd (Part of Young Group of Companies Ltd)</p>
295	<p>Panmure Business Association (submitted by Chris Sutton)</p>	<p>Q1 – Supports [comments not provided for Q1]</p> <p>Q2 - NA [comments not provided for Q2]</p>

Sub #	NAME OF ORGANISATION	<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>
424	<p>Panmure Community Action Group (submitted by Keith Sharp)</p>	<p>Q1 – Neutral [comments not provided for Q1]</p> <p>Q2 – Support [comments not provided for Q2]</p> <p>Other Comments: While the principle of an integrated public network plan for Auckland is good, the fact that the plan, in your own words, is "...dependent on some passengers making connections to access more destinations" should not be under-estimated by planners nor dismissed as a mere consequence of the plan that Auckland public transport users will just have to accept and get used to.</p> <p>In Panmure, we are already aware of a potential major impact on our town and community from proposed changes to our long-standing bus services as a combined result of this integrated plan and the proposed AMETI busway on Lagoon Drive. / Under this combination, there are proposals to shift the focus of Panmure's bus services and stops away from the Queen's Road shopping centre and towards Lagoon Drive (where there are far fewer residents and no retail businesses) and the new Panmure Railway Station - in effect, moving the main stops and services away from where the majority of Panmure's bus passengers have been catching buses for decades and towards parts of Panmure that, while it may suit the neat symmetry of the Frequent Service Network, would certainly not suit the people who are supposed to make use of the service.</p> <p>This would have a seriously detrimental effect not only on the bus users in Panmure but also on the Queens Rd shopping centre businesses who rely heavily on those passengers for passing trade.</p> <p>For this reason, it would be dangerous for planners to assume that the overall Frequent Network Service plan can be locked into place before discussing the details of individual routes for buses. You may find that you end up with a service that theoretically creates a beautiful network but which, in practice, does not go where the passengers want to go at the times they want to go there.</p> <p>Do not make the mistake of ignoring the potential for alienating existing bus passengers just because the Frequent Network Service maps look pretty on paper and should work in an ideal world where everyone behaves exactly the way that urban planners think they should.</p>
344	<p>PeopleMax (submitted by Daniel Palenski)</p>	<p>Q1 – Strongly Support [comments not provided for Q1]</p> <p>Q2 – Supports Comments: The North Shore Zones needs to be two zones rather than one</p>
354	<p>Point Chevalier Community Committee (submitted by Murray Cameron)</p>	<p>Q1 – Support [comments not provided for Q1]</p> <p>Q2 – Support [comments not provided for Q2]</p> <p>Other Comments: Unfortunately the terminology used in the Draft RPTP regarding PT networks and services is extremely confusing. / The current system as referred to in the RLTS uses RTN, QTN & LCN. These terms (and their specific definitions) and abbreviations, have made it easy for communities, businesses and policy organisations to discuss the PT system and its operation, together with related land use, in a clear and efficient manner.</p> <p>However, the Draft RPTP PT system, as shown in Figure 5-1 (Page 19):</p> <p>1) Uses the word "frequent" in two quite different ways, with two quite different meanings - the Frequent Service Network uses "frequent" as an inclusive term, while the Service Layer "Frequent" uses it in an exclusive manner. Rather than being able to say the QTN as in the past, people in discussion and in writing will now need to state "the frequent service layer of the frequent service network" and the "Rapid Service layer of the frequent service network". This is already resulting in long wordy descriptions of the PT services/networks in draft Council policy documents. Rather than making the system easy to understand and communicate, its cumbersomeness confuses and alienates the public from participating.</p> <p>2) Lacks useful acronyms to foster efficient communication. As stated in 1) above, regarding the double meaning of the word "frequent", the lack of acronyms complicates communication. The public are generally very familiar with RTN, and to QTN to a slightly lesser degree.</p> <p>What does "the frequent service [layer] of the frequent service network" convey?</p> <p>The proposed system could be made much more user-friendly by adopting the following approach: Frequent Service Network (FSN) Rapid Transit Network (RTN) Quality Transit Network (QTN) or something similar etc.</p> <p>That would make understanding and communication a lot quicker and easier - reducing time, ink and frustration.</p>

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320	<p>Pukekohe Business Association (submitted by Kendyl Gibson)</p>	<p>Q1 – Support [comments not provided for Q1]</p> <p>Q2 – Support [comments not provided for Q2]</p> <p>Other Comments:</p> <p>Submission on the Draft Auckland Regional Public Transport Plan In the executive summary of the RPTP it is stated that ‘a major focus of the draft plan is on making the best use of available resources, and improving the frequency and range of travel options offered by public transport’.</p> <p>This is an achievable objective and one that the Pukekohe Business Association has been advocating for over several years with particular emphasis on the improvement to railway travel. It was somewhat disappointing to find that once again Pukekohe was off the picture in figure 2-1: Auckland Plan development strategy. Pukekohe does not feature on any of the maps from 5-2, to 5-6. Whilst we accept Auckland Transport wants feedback on the new network structure, it is hard to determine where this network begins and ends.</p> <p>Referring to appendix 1: Schedule of Services to be provided, by bus, the schedule looks acceptable to and from Pukekohe although we would like more clarity about when these ‘future’ services are due to begin. We also have some concern about the loss of services to Tuakau and Port Waikato. Whilst we accept Tuakau and Port Waikato now fall into the Waikato Council Area surely there could be some consultation between the relevant sectors of Councils to circumvent or alleviate this issue.</p> <p>In terms of the proposed rail services between Pukekohe and Papakura every 15 minutes during peak times and every 30 minutes off peak – this cannot come soon enough!! Again, it was difficult to ascertain when these services are due to commence. The current lack of weekend services is appalling. Both these issues need to be addressed urgently in light of the current and planned future population growth in the area.</p> <p>We are also disappointed with the drop of the day hopper pass for \$12 purchased after 9.30am. This was a fantastic option for tourists, visitors, and business people that have meetings to attend during the day. Once the Hop card is established, it needs to provide the correct incentives for people to want to use the new transport system. It is positive that one card will be valid between the different modes of transport. In Pukekohe we have some concern about the inability to purchase tickets on the train, without a ticket counter at the Pukekohe station. We totally agree that the ticketing system needs to be simple and easy to understand as well as affordable. People will not leave the luxury of their car if the costs don’t stack up.</p> <p>We are also in favour of policy 4.9 that Auckland Transport staff should have the authority to ensure all users pay the correct fare. We know of instances where people have got on the train at Pukekohe and off at Papakura without paying, likewise between Britomart and Newmarket during peak times. Perhaps some of the farebox payment ideas could be recouped simply through making sure every traveller pays.</p> <p>Policy 6.1 is also positive in regards to using customer feedback to enhance the products provided the customer’s feedback is considered appropriately. There is no point having a feedback system if no recommendations are acted on.</p> <p>Under policy 6.4 it would be great to have ‘you are here’ signage at each station, to show you the closest amenities such as shopping centre public toilets etc. In Pukekohe, you seem to get off the train in the middle of nowhere and if you were a visitor to Pukekohe you would have no idea where the main street was let alone how to get there.</p> <p>We are also supportive of policy 7.5, working with local communities to meet their specific needs, even on a trial basis.</p> <p>In summary, we believe the basic premise of the RPTP to provide a better range of services and travel options is possible and with the ability of commuters and various stakeholders to have their say, a really great transport system could be developed. We continue to hope that Pukekohe makes the map sometime soon, that we are not behind other areas with the increased transport options, and that our opinions are adequately considered.</p>
578	<p>Ritchies Transport Holdings Ltd (Ritchies) (submitted by Andrew Ritchie, Director - Contact: Garth Stewart, Service Quality Manager)</p>	<p>Organisation posted their submission, entire submission contained below</p> <p>SUBMISSION ON DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN (RPTP) PLAN INTRODUCTION</p> <p>1. This submission is from Andrew Ritchie, Director Ritchies Transport Holdings Ltd [contact details provided to Auckland Transport]</p> <p>2. Please note that I do not wish to speak to this submission at a public hearing.</p> <p>3. Thank you for the opportunity to make this submission, which is made on behalf of Ritchies Transport Holdings Ltd (Ritchies). Ritchies started our journey from the town of Temuka in the South Island and now has a fleet of over 800 vehicles located throughout New Zealand. Ritchies has over 75 years’ experience in the bus and coach industry and prides ourselves in remaining at the forefront of safety, comfort and passenger satisfaction. Today Ritchies is the second largest operator of land based passenger transport service in New Zealand providing urban passenger services in Auckland, Blenheim, Timaru and Dunedin and we also operate tour and charter coaches and school buses throughout New Zealand.</p> <p>4. This submission is in support of the submission submitted by the Bus and Coach Association (BCA) on behalf of the Auckland members.</p>

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578	<p>Ritchies Transport Holdings Ltd (Ritchies) (submitted by Andrew Ritchie, Director - Contact: Garth Stewart, Service Quality Manager) #578</p>	<p>5. The structure of this submission is as follows: * Introduction * Overall comments on the draft RPTP * Comments on the proposed network plan * Comments on the proposed fares and ticketing policy * Recommendations for improving the proposals for the transition to the new Public Transport Operating Model * Recommendations for improving the detailed provisions of the draft RPTP in other areas. * Summary</p> <p>OVERALL COMMENT</p> <p>6. Ritchies wishes to congratulate Auckland Transport on the draft RPTP. Ritchies support the clear vision which it provides of a much improved public transport system which will transform the way Aucklanders move around their city. The path towards achieving that vision which the draft RPTP sets out is, in our view, realistic and achievable.</p> <p>7. Ritchies advises that it fully supports the comments and recommendation provided by the BCA in its submission.</p> <p>8. Ritchies view is that the proposed City Rail Link should first [be] trialled with buses to ensure the suggested requirement is justified. This would mean expenditure on Bus Priority measures, as well as a free transfer to/from the buses to ensure there is no cost disadvantage to passengers.</p> <p>COMMENTS ON PROPOSED NETWORK PLAN</p> <p>9. Ritchies advises that it fully supports the comments and recommendation provided by the BCA in its submission.</p> <p>10. Ritchies also believes that the introduction of the new network plan may mean some services may from the start be at capacity and may mean additional peak period services will need to be provided, Ritchies submits that AT needs to be open to the introduction of additional services when and where required.</p> <p>11. Ritchies further submits that the Northern Express services need to be extended through to Newmarket via Symonds Street, Grafton Bridge and Khyber Pass Road. This would mean North Shore residents have direct access to the University, AUT and Newmarket which is becoming a major hub outside the CBD where many North Shore residents are employed.</p> <p>COMMENTS ON PROPOSED FARES AND TICKETING POLICY</p> <p>12. Ritchies advises that it fully supports the comments and recommendation provided by the BCA in its submission.</p> <p>TRANSITION TO THE PUBLIC TRANSPORT OPERATING MODEL</p> <p>13. Ritchies advises that it fully supports the comments and recommendation provided by the BCA in its submission.</p> <p>14. Ritchies further submits that the “like for like” should not wholly be calculated on in-service km operated, but should also take into account the patronage carried per annum and the demographics of the area in which the service operates at present.</p> <p>15. Ritchies concern is that during the RPTP process PTOM Units could in fact allocate a “like for like” area to an operator that does not reflect their present commercial service. This could mean the “like for like” area allocated may be totally non-commercial and mean the operator may never be able to grow the patronage, due to the demographics.</p> <p>16. Ritchies submits that the “like for like” arrangement needs to include factors such as the demographics of the area, the patronage carried and solely on in-service km.</p> <p>OTHER DETAILED COMMENTS</p> <p>17. Ritchies advises that it fully supports the comments and recommendation provided by the BCA in its submission.</p> <p>18. Ritchies supports the suggestion in Policy 3.4 action ‘a’ that AT may require buses to comply with quality standards that are additional to those specified in NZTA’s Requirements for Urban Buses (RUB). Ritchies have already submitted to Auckland Transport our support on the proposed Vehicle Quality Standards in which the following three points are the only additional requirements: * Air-conditioning * All buses to be fully accessible * Minimum of Euro 3 emissions standard</p> <p>Summary</p> <p>19. Ritchies looks forward to working in partnership with Auckland Transport to implement the proposals for improved bus services which are set out in the draft RPTP, and are prepared to make the significant investments in improved bus fleets, facilities, staff recruitment, training and marketing which will be necessary to support that.</p> <p>20. If you require any further information please contact Garth Stewart [contact details provided to Auckland Transport]</p>
546	<p>Royal New Zealand Foundation of the Blind (RNZFB) (submitted by Katie Miller, Communications Advisor)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>1 Introduction This is the Royal New Zealand Foundation of the Blind (RNZFB)’s submission on the draft Auckland Regional Public Transport Plan. The RNZFB appreciates the opportunity to comment on this statement,</p>

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546	<p>Royal New Zealand Foundation of the Blind (RNZFB) (submitted by Katie Miller, Communications Advisor) #546</p>	<p>and would further welcome any opportunity to speak to this submission.</p> <p>2 Royal New Zealand Foundation of the Blind The RNZFB is New Zealand's main provider of sight loss services to people who are blind or have low vision. The RNZFB's vision is empowering and supporting New Zealanders who are blind or have low vision to ensure that they have the same opportunities and choices as everyone else.</p> <p>The RNZFB advises government, business and the community on inclusive standards to ensure that people who are blind or have low vision can participate and contribute equitably. The RNZFB also provides its members with the adaptive skills they need to lead independent lives.</p> <p>The RNZFB has more than 3,000 members who are blind or have low vision living in the Auckland region, and more than 11,500 nationwide, including many who are deafblind.</p> <p>Besides the direct benefit to the RNZFB's membership, building an inclusive, accessible city for people who are blind or have low vision will benefit a much wider population. VISION 2020 NZ's recent Clear Focus estimated that in 2009, almost 125,000 New Zealanders aged 40 years or over had vision loss, including around 12,000 who were blind. This is estimated to increase to 174,000 people with vision loss by 2020, including 18,300 blind people.</p> <p>With the increase in visitors as Auckland becomes a key international destination, accessible facilities for tourists will increase in importance. Globally, the World Health Organization estimates that 285 million people have significant vision impairment. Of these, 39 million are blind and 246 million have low vision.</p> <p>3 Comments on the draft Auckland Regional Public Transport Plan This submission highlights recommendations to ensure that initiatives and policies include disabled New Zealanders, particularly those who are blind or have low vision.</p> <p>The RNZFB support development of public transportation to make it more accessible and efficient for all. People with disabilities need to be able to move freely and easily throughout the urban environment like everyone else, and this includes the availability of a transport system which is fully accessible. The RNZFB welcomes the Mayor's vision of a fair, safe and healthy Auckland that is well connected and accessible. To make such a vision a reality, we need to ensure that the needs of people with disabilities, both physical and sensory, are acknowledged and incorporated into an inclusive public transport system.</p> <p>Positive work in this area is ongoing through Auckland Transport and its Transport Access Advisory Group. For example, the recent introduction of braille and large print bus stop signs, and audio real-time announcements on Auckland's train network are two initiatives which the RNZFB has collaborated on, and which have improved access to public transport for Aucklanders who are blind or have low vision. It is important to ensure that all Aucklanders, and visitors to the area, have the ability to travel around the city effectively, safely and with dignity, and we would recommend that people with disabilities are involved in making the decisions to make this a reality.</p> <p>4 Objective 2.3 - Provide a public transport network that maximises the range of travel options and destinations available To meet the action of providing convenient connections between services, Total Mobility options need to be included. For example, in one area we recently consulted on for Auckland we noted the need for a taxi drop-off zone adjacent to the pedestrian crossing in the 'park and ride area' closest to the platform. This would enable those unable to connect in their local streets for various reasons to access an accessible option for the entire journey to be able to link at interchanges. This will reduce the cost to both the passenger and Total Mobility in subsidies.</p> <p>5 Objective 3 - Service quality: A convenient and reliable public transport system using modern vehicles The RNZFB fully support the requirements to conform to the NZTA's Requirements for Urban Buses as vehicles enter the fleet.</p> <p>6 Objective 4 - Fares and ticketing The RNZFB would like to see national consistency in systems installed to ensure accessibility all areas of the country and that learnings from one region can be shared.</p> <p>7 Objective 5 - Infrastructure: A high standard of public transport infrastructure that supports service Page 19 states: "Although some passengers will need to transfer between services to complete a particular trip, this will be minimised by the provision of good interchange facilities, integrated ticketing and fares, and improved frequencies."</p> <p>The RNZFB believes that infrastructure should be well designed to enable independent and safe use for everyone. We feel that some existing interchanges and related facilities have not been fully consulted on and have resulted in over-use of tactile ground surface indicators, poor signage, issues with glare and complicated routes. The RNZFB recommends the development of new guidelines for bus stops, transport interchanges and all infrastructure to ensure they are accessible for our members. We would be keen to participate in the development of such guidelines to ensure our members' needs are met.</p> <p>Multiple bus stops are extremely difficult those who are blind or have low vision to use, as well as others with mobility needs. When you cannot visually identify the approaching bus and need to enquire from each driver as to whether it is the correct bus you end up missing the correct one. For those with dual sensory loss, communication to find out how long the wait will be and where the bus is arriving (unless it has a designated position) will be an issue.</p> <p>We recommend that the following questions are considered in relation to interchanges:</p> <ul style="list-style-type: none"> - Will multiple bus stops be designed with allocated bus destination arrival and departure points? - How will people communicate? - Will road crossings be required? - Will there be knowledgeable staff be onsite to assist (as at Britomart)? - Will there be both auditory and well-designed visual announcements?

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546	<p>Royal New Zealand Foundation of the Blind (RNZFB) (submitted by Katie Miller, Communications Advisor) #546</p>	<p>- Will it be platform based as was the old bus exchange so people travel to a designated position as the bus arrives? - Will there be easy access along the hubs and position of bus doors identified?</p> <p>If people who have a disability will be waiting a long time between transport then those areas will need to be equipped with accessible toilets, safe warm waiting area where accessible announcements are made (separate to platform announcements), visible real time information is available, and easily identified assistance staff are on hand.</p> <p>To ensure safe and independent travel, the RNZFB recommends that signalised crossings are installed where road crossings are required at interchanges.</p> <p>The RNZFB highlights the need to ensure that different modes of transport are integrated into the interchanges. For example, as mentioned earlier, any park and ride area should have a taxi drop-off zone to ensure that Total Mobility users have accessible options for the entire journey.</p> <p>8 Objective 6 - Customer interface It is important to our members that branding on fleets and for routes is consistent so that it is easily recognisable. We recommend the bus colours remain the same on each fleet. We also recommend that advertising should not be placed on the front or roadside of the bus as it could change the appearance of the bus for those with low vision, cognitive impairments or learning difficulties.</p> <p>9 6.5 - Provide real time passenger information The RNZFB support AT's commitment to Real Time Passenger Information System (RTPIS) at public transport stations and stops, with the caveat that it is made accessible. Real time information needs to consider all users' needs, for example, those who rely on visual (including low vision users), tactile, auditory, and high technical access options.</p> <p>It is particularly important to RNZFB members that any types of information systems, particularly at all key transport interchanges, include audio announcements rather than just relying on visual information. Without this level of accessibility people who are blind or have low vision will find it difficult to travel independently.</p> <p>The RNZFB are impressed that specific reference has been made to information being provided in alternate formats; including braille. This is testament to Auckland Transport's commitment to accessible travel and accessible travel information.</p> <p>10 Objective 7 - Assist the transport disadvantaged: Improved access for communities and groups whose needs are not met by the regular transport system The RNZFB welcomes driver and support staff training and awareness, however, note this should be agency provided and endorsed to ensure consistency in teaching and assessment. This training and awareness should include all public transportation providers, not just those involved with Total Mobility.</p> <p>We note that the plan suggests Total Mobility will continue 'subject to funding'. The RNZFB would urge that this scheme is made a funding priority as it is a vital transport option for people with disabilities as it enables them to enjoy the same access to transport as everyone else.</p> <p>The RNZFB strongly supports Auckland Transport's commitment to assisting the transport disadvantaged, particularly in terms of points 7.2, 7.4 and 7.6. We appreciate the lengths Auckland Transport has gone to in order to recognise that some people's public transport needs might not be met through the "traditional" or "mainstream" route and that "specialised" provision should be made where necessary.</p> <p>However, the RNZFB is keen to see also a commitment from Auckland Transport to ensure that as many disabled people as possible are able to use an accessible mainstream transport system. An accessible public transport system is possible, and we would welcome any opportunities to work with Auckland Transport and other representative groups to identify solutions to low provision or inaccessible provision.</p> <p>The RNZFB would like to acknowledge the work which has gone into Appendix 5 and Auckland Transport's recognition that there is still much to do in order to meet the needs of disabled users. The RNZFB would be delighted to work with you on further consultation to enable accessible travel.</p> <p>11 Procurement The RNZFB recommends that a provision is included in procurements procedures that all tenders should include minimal requirements in terms of accessibility, e.g. accessible services or vehicles.</p> <p>12 Summary We appreciate and commend Auckland Transport for its work to date at involving the RNZFB in public transport, such as the TAAG, travel concessions, and especially Total Mobility. However, to create 'a well-connected and accessible Auckland' for all, consultation with people with disabilities needs to happen throughout the planning stage as well as the implementation process, asking for regular input and feedback. We recognise the excellent work of the Transport Access Advisory Group in the area of operational accessibility consideration. We would like to see Auckland Transport's commitment to effective ongoing engagement and consultation with disability communities at a more strategic level, to ensure major strategic plans and decisions consider everyone's transport needs.</p> <p>The RNZFB would welcome a commitment from Auckland Transport to work with representative groups to identify solutions to low or inaccessible provision for people with disabilities on this strategic level. The RNZFB would be keen to be involved in this sort of collaboration and how it might work in practice.</p> <p>The RNZFB also recommends:</p> <ul style="list-style-type: none"> * National consistency in fares and ticketing systems. * The development of new guidelines for bus stops, transport interchanges and all infrastructure to ensure they are accessible for our members. * Branding on fleets and for routes is consistent and advertising is not placed on the front or roadside of the bus. * Real Time Passenger Information Systems (RTPIS) need to consider all users' needs, including an audio component. * Training and awareness should include all public transportation providers, not just those involved with Total Mobility.

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546	<p>Royal New Zealand Foundation of the Blind (RNZFB) (submitted by Katie Miller, Communications Advisor) #546</p>	<p>* Total Mobility scheme is made a funding priority * A commitment from Auckland Transport to ensure that as many disabled people as possible are able to use an accessible mainstream transport system. * Procurement procedures include accessibility requirements.</p> <p>13 Further Information The RNZFB would welcome opportunities to provide more information if required. Please direct any questions to: Katie Miller, Communications Advisor [contact details provided to Auckland Transport]</p>
592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>SUBMISSION ON THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN</p> <p>A. General Submission Points</p> <p>1. SeaLink supports the overall intention of the Draft Auckland Public Transport Plan (the Plan) to provide a first rate, effective transport system to allow Auckland to achieve its vision to become the world's most liveable city. In particular SeaLink supports the contention that the public transport system needs to improve in its delivery of an economic and cost-effective service. SeaLink also supports the call for a "transformational shift" in Public Transport.</p> <p>2. In terms of public good benefit for every dollar spent, the fact that between 2000/01 and 2009/10, while central and local government funding for urban bus and ferry services increased by 131% (in real terms) patronage increased by only 44% (Regulatory Impact Statement Oct 2011), does give good cause for change.</p> <p>3. SeaLink, however is concerned that the Plan does not give due consideration to ferries as a proven, viable and cost-effective public transport option.</p> <p>4. SeaLink is a New Zealand owned company with significant investments to provide passenger, vehicular and freight ferry services to destinations in the Hauraki Gulf. These scheduled services are essential to the social and economic well-being of Island residents and their visitors, including tourists.</p> <p>5. The key feature of SeaLink's public transport services is that they are currently supplied without any subsidy from the Council or the Government. SeaLink even internally cross subsidises its services to provide a year round schedule of sailings to a greater number of locations.</p> <p>6. SeaLink considers that ferry services are a 'good news' public transport story. Ferry services currently make a valuable and very cost effective contribution to metropolitan transport on the Waitemata Harbour and these services should be greatly increased for the following reasons:</p> <p>a) Many ferry services are currently fully commercial, as are SeaLink's services. For subsidised services the fare box return (similar to commerciality ratio) for ferry services in Auckland is much higher than other modes of public transport. The fare box recovery ratio (FRR) for ferry services in 2012 was 78.4% compared to 47.7% for buses and only 26.3% for rail services (Page 50 of the Plan).</p> <p>b) It is unclear if SeaLink's figures are part of the ferry FRR % but they probably were not included. If they were to be included the overall figures for ferries would be even higher.</p> <p>c) Auckland Transport has a FRR target of at least 50% so increasing investment in ferry services is the best way to improve the overall FRR across the three public transport modes. Conversely, supporting other modes at the expense of ferry services will drag down the average FRR.</p> <p>d) Ferry passenger boardings for the Region in 2010 were 53% of rail and in 2011 48% of that for rail (Auckland Council website) yet there is virtually no money allocated to grow these effective and efficient ferry services. Billions of dollars of investment is going into the rail network which is the least efficient service and is generally located in the least desirable parts of Auckland. This is arguably a "high risk" strategy in term of public investment.</p> <p>e) Ferry FRR is disguising the fact that rail is so poor, but rail is where even more money is being allocated.</p> <p>f) In regard to growth, ferry passenger numbers have increased by 44% between 2003 and 2012 whereas bus patronage has increased only 19% over the same period. This growth has occurred when very little public investment has been made in ferry infrastructure whereas, for example, buses have benefited from the Northern Busway and the provision of numerous bus lanes.</p> <p>g) In terms of the Governments concern with reduced public good benefit over the last decade, it would be interesting to know if that applies to ferries in a similar manner to buses because bus numbers dominate the figures quoted in paragraph 2 above. This information should be made available by Auckland Transport in the interests of transparent public expenditure and accountability.</p> <p>7. SeaLink believes that ferry services can make a significant contribution to the future public transport needs of Auckland for the following reasons in addition to those outlined above:</p> <p>a) Auckland's defining feature is its maritime environment and ferries historically played a far more significant role in the city's public transport than they do currently – see paragraph 12 below. SeaLink considers that wharves that previously serviced Auckland's two harbours should be reinstated and new wharf structures developed to provide public transport to the coastal edge. It is the coastal edge where the majority of people aspire to live, work and recreate and the harbours and coast are Auckland's main lifestyle comparative advantage. Sydney is a good template for what Auckland could become.</p> <p>b) Ferry services are not affected by congestion on roads or rail lines so can and should form an integral part of a rapid transit network (RTN) – see recommendations below.</p> <p>c) Ferries provide a high quality and popular public transport experience in comparison to buses and trains while recognising that they can be fully integrated with other public transport modes.</p>

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d) Because space is generally less of a premium on ferries, ferries integrate well with cycling.

e) If the cost (CAPEX) of shared road, bus-way and rail infrastructure was fully internalised to the per passenger cost of bus and rail trips, ferries would arguably be even more efficient as an investment. Waterways are free.

f) An extended ferry network could defer the need for a third harbour crossing which would be a significant saving in public expenditure.

g) Ferries are an environmentally friendly form of public transport.

h) The Auckland Plan allocates intensification in the South and West along the rail transport corridors (no proper cost benefit analysis has been undertaken of this strategy). Sealink notes that many of these areas are not 'market attractive' and therefore are unlikely to be developed without considerable public investment and subsidies, at least in the short to medium term. Sealink considers that a prudent public transport strategy should acknowledge and provide for the movement of people between coastal centres (including the CBD) because that is where the main future demand will most likely be.

i) In regard to risk management and resilience, and lessons from the Christchurch earthquake, the expansion of ferry services as part of a multi-modal transport network will help to ensure robust services are available in the future.

j) Sealink understands that the main focus of the proposed PTOM structure and the Plan is on general commuter public transport rather than public transport tailored for tourists. However, Sealink would like to highlight that for ferry operators (more so than other modes) there can be significant synergistic benefits between commuter peak public transport and tourist operations.

k) Tourism operations could even help to underwrite commuter activities due to more efficient utilisation of vessels and crews. This is due to the relatively fixed overhead cost structure of ferries and economies of scale. For example, in a mature and well developed ferry network in Auckland, commuter services between the main residential and work coastal locations could be run from 6:30 am – 9:30 am and then from 3:30 pm to 6:30 pm. Between 9:30 am and 3:30 pm, the vessels and crews could be deployed running on tourism routes between, for example, the CBD, Northcote Point, and Rakino and Rangitoto Islands.

8. Sealink is concerned, but not surprised, because of the high degree of input from bus operators in preparing the Plan, that the existing role of ferries and their potential future contribution is not adequately reflected in the Plan (refer to PTOM Working Group composition – page 45). While various parts of the Plan refer to ferries, the content about ferries is sparse. Sealink is not aware of any of the background reports including the MRCagney Report, have specific and detailed analysis of the ferry sector.

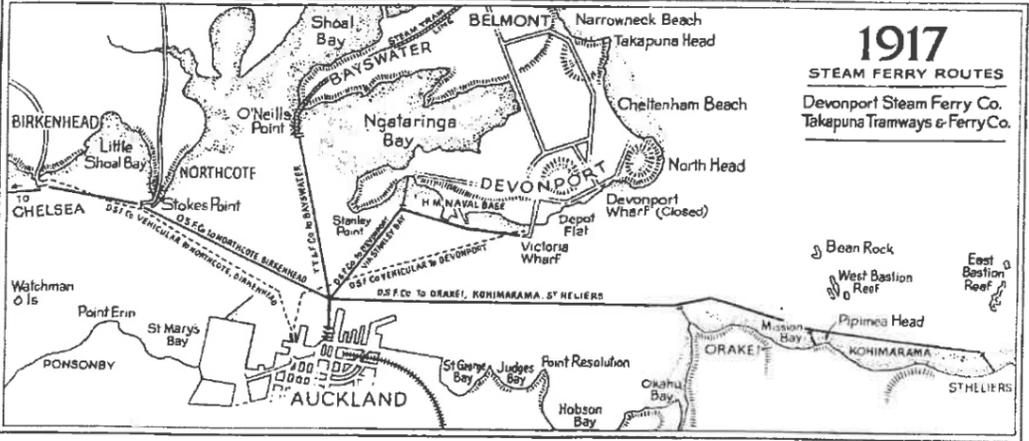
9. In summary, Sealink considers that the Plan does not give sufficient credence to the form of public transport that is the most efficient and cost-effective operating in Auckland today - ferries. Water touches far more of residential Auckland than rail does and does not suffer from congestion. This was the historic form of public transport and with a little imagination and foresight ferries can once again be a major factor.

10. As can be seen in the following, there is precedent, and a future for the services that SeaLink is proposing as part of this submission. The following submissions provide SeaLink's detailed submission to the Plan:

B. Past History

11. Ferry travel, both passenger and vehicular was an integral part of early Auckland, and a key component in allowing the growth of the North Shore to what we see today.

12. Scheduled passenger services began as early as 1860 although many unscheduled crossings took part for years prior to this. As can be seen in this 1917 map;

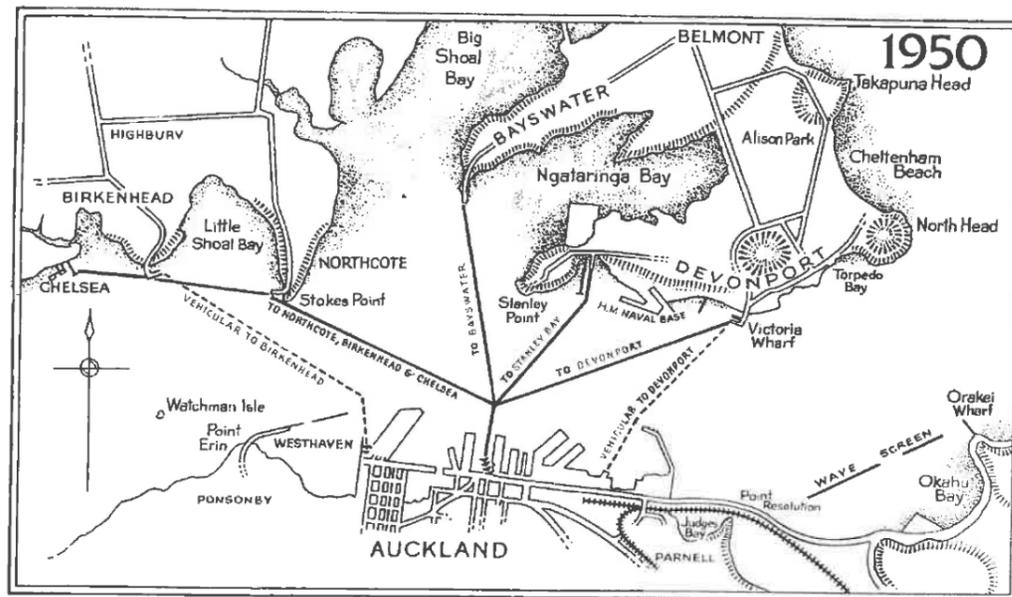


services by then were running regularly to Chelsea, Birkenhead, Northcote, Bayswater, Stanley Bay and Devonport on the North Shore.

13. There were also services running to the Eastern Suburbs calling at St Heliers, Kohimarama and Orakei. On a smaller scale services also ran to Howick, Bucklands Beach and various destinations of the

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East Coast Bays on the North Shore.



14. As seen in the above 1950 map, sadly the Eastern Suburbs services (Wharf at St Heliers below) were discontinued but were still running to the North Shore. It was, however, only nine years until the vehicular services were discontinued, ending the day the Auckland Harbour Bridge opened.

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Image of St Heliers Bay Wharf courtesy of the Sir George Grey Special Collections and Auckland Libraries.

In addition to the above scheduled services, many excursions to virtually all parts of the burgeoning city were run on weekends and Public Holidays. A Typical scene is shown below:

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Image of Takapuna Wharf with excursion crowd courtesy of the Sir George Grey Special Collections and Auckland Libraries.

15. Vehicular services ran to and from the city to Birkenhead, Northcote and Devonport. These services ran from 1909 until 30 May 1959, the day the Auckland Harbour Bridge opened. The most heavily patronised of these runs was the service from Devonport to Mechanics Bay, beginning in 1938. Ironically the increasing demand placed on this service was a key factor in the building of the Auckland Harbour bridge, which ultimately lead to the demise of the service.



Image of Mollyhawk Vehicular Ferry berthing at Mechanics Bay courtesy of the Sir George Grey Special Collections and Auckland Libraries.

Present Situation

- 16. Regular scheduled passenger services run between the Auckland CBD and West Harbour, Birkenhead, Northcote, Bayswater, Stanley Bay, Devonport, Half Moon Bay, Pine Harbour and Waiheke Island. Of these services all but Devonport and Waiheke Island are subsidised to some level by Auckland Transport.
- 17. A regular scheduled vehicular and passenger service operates between Half Moon Bay and Waiheke Island; another runs between the Auckland CBD and Great Barrier Island.
- Future Potential for Ferries
- 18. In essence SeaLink's submission is simply to build on the past, when ferry travel, both passenger and vehicular was a popular and effective means of public transport.
- 19. As documented above, ferry services in Auckland have far and away the highest Fare Box Recovery of any form of public transport – virtually three times better than rail, to which enormous amounts of public money is allocated. There is no guarantee whatsoever that this money will improve FBR.
- 20. SeaLink considers that many of the actions suggested in the Draft RPTP are simply “band aid” approaches that will not address the need for a transformational change as called for in the Auckland Plan.
- 21. Changing the entire focus of Auckland's Public Transport from road and rail to Ferries, for the reasons documented above, would indeed constitute a transformational change.
- 22. SeaLink considers that major ferry routes to the North Shore -existing and proposed, to the Eastern Suburbs and to the Upper Harbour should be part of the Rapid Transit network or at the very least the Frequent Transit network
- 23. SeaLink proposes the following passenger services changes to Appendix 1A, under Ferry Services:
 - 1. Howick to Auckland CBD via St Heliers, Kohimarama and Devonport

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Image of Proposed Howick Wharf courtesy of Mr Jim Donald of Howick Local Board

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See attached East map in Appendix 1 Half Moon Bay to Auckland CBD via St Heliers, Kohimarama and Devonport.

2. Gulf Harbour to Auckland CBD via Browns Bay, Takapuna and Devonport. See attached North map in Appendix 1

3. Devonport to Wynyard Wharf. See attached North and East maps in Appendix 1

4. Circular route between CBD, Devonport, Stanley Bay, Bayswater and Wynyard Wharf. This route is self-explanatory but covered by the various maps in Appendix 1.

5. Circular Upper Harbour route between CBD, Northcote, Birkenhead, Island Bay, Beach Haven, Herald Island, Hobsonville, West Harbour, Te Atatu and Wynyard Wharf. This route is self-explanatory but covered by the various maps in Appendix 1.

The circular routes in 4 and 5 above are loosely based on the very successful services running on Sydney Harbour. They are intended to be run during off peak hours and to meet the Auckland Plan's requirement to make public transport available to all the public at whatever time they want to travel. At peak times these routes will be covered by point to point services.

6. Manukau Harbour routes from Onehunga to Titirangi, Laingholm, Clarks Beach and Weymouth

See attached Manukau map in Appendix 1

24. Various unsuccessful attempts have been made to run ferry services; nonetheless there is predicted rapid growth in the south making this an alternative in the future. The opening of the Onehunga rail line recently makes this a much more viable option.

25. SeaLink proposes the following vehicular services changes to Appendix 1A, under Ferry Services:

1. Devonport to Mechanics Bay
2. Bayswater to Mechanics Bay/ Wynyard Wharf
3. Birkenhead to Wynyard Wharf



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592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592</p>	<p>See attached Vehicular map in Appendix 1.</p> <p>26. With relatively little effort and expenditure, certainly in comparison to the City Rail Link, many vehicles can be taken off the severely congested choke point of the Harbour Bridge.</p> <p>27. The above proposed services are by no means all the possibilities for ferry services, but serve to demonstrate the possibilities.</p> <p>Infrastructure</p> <p>28. In many of the above services, infrastructure such as wharves will be needed, but the cost of these are considerably less than that planned on rail infrastructure. As can be seen from some of the images of days past in this submission, virtually all of the proposed access points boasted a wharf.</p> <p>29. Rather than rejecting the concept out of hand for amenity or environmental reasons, imagination and quality design could be used whereby a wharf may (in appropriate locations) be turned into a tourist attraction in its own right, such as Brighton Pier, below. In England piers are a common way of bridging wide areas of shallow water. This would be very much in keeping with the Waterfront Plan that calls for connecting people to the sea, providing entertainment, fishing and pedestrian access.</p>  <p>30. Building a wharf and running a ferry service from it does not guarantee patronage and building car parks for patrons defeats the purpose of removing cars from the roads. The use of buses as a connector service is, Sealink contends, essential to the successful operation of ferry services.</p> <p>31. As the image below shows, this is not a new idea, and was critical to the early success of the Devonport service:</p>  <p><i>Image of Devonport Wharf courtesy of the Sir George Grey Special Collections and Auckland Libraries.</i></p> <p>Congestion</p> <p>32. Sealink contends that the Draft RPTP does not pay sufficient attention to reducing the congestion on Auckland's road network. Simply removing people from cars and putting them in buses will have minimal effect on the massive congestion issues that Auckland faces. Asking people to drive their cars to a park and ride and then catch a bus merely localises the problem.</p> <p>33. Sealink's plan to dramatically increase the ferry network, together with appropriate feeder services, will take large numbers off the roading network, in particular the choke points such as the Harbour Bridge and Newmarket Viaduct.</p> <p>34. As an example, if just six ferries ran from Brown's Bay to the CBD, each carrying 150 passengers, then assuming 80% of those vehicles are sole occupancy, 720 cars would not have to cross the Harbour</p>

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592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592</p>	<p>Bridge. These numbers are conservative, in particular the passenger capacity.</p> <p>Draft Plan – Detailed Submissions Introduction</p> <p>35. Section 1.1 outlines the purpose of the Plan and figure 1.1 has a diagram of the strategic transport planning framework. This figure sets up a hierarchy and it is noted that this Plan sits underneath an “Integrated Transport Plan” (ITP).</p> <p>36. Sealink’s understanding from Auckland Transport is that the ITP has not yet been completed. Therefore SeaLink submits that the preparation of this draft Plan is premature. Indeed, once the ITP is completed, this Plan may need to be revised as contemplated in section 21 of the Public Transport Management Act 2008.</p> <p>Reasons for this Review</p> <p>37. This section provides alleged justification for the timing of the review. SeaLink is concerned that PTOM is listed as a reason to justify the Plan. However, the legislation proposing PTOM is merely a Bill before Parliament, the submission period has only just closed (26 October) and hearings are yet to take place before the Transport and Industrial Relations Committee.</p> <p>38. SeaLink has made detailed submissions on the Bill and is hopeful that key parts of the Bill will be changed. SeaLink has raised serious concerns with the Bill, including the risk that commercial operations will be undermined by subsidised routes and that insufficient regard has been placed on the efficiency of different modes of public transport.</p> <p>39. SeaLink has also submitted directly on the proposed clauses regarding the contents of Regional Public Transport Plans and sought relief. No doubt numerous other parties have also submitted on these clauses. Convention means that these submissions are embargoed until made public by the Select Committee, yet these submissions could change the very premise upon which this Plan is purported to have been prepared.</p> <p>40. SeaLink does not accept the explanation in the Plan on page 44 outlining how this Plan is being developed under the current legislation. SeaLink considers it inappropriate for Auckland Transport to notify and hold hearings on this Plan before the statutory basis for its Plan and PTOM has been determined. The release of this Plan now implies that nothing will change in the Bill through the Select Committee process and if that were the case, it would make a mockery of the submission and Parliamentary process and is in affront to the principles of natural justice.</p> <p>Relief sought</p> <p>41. That this Plan is withdrawn and thoroughly reviewed following completion of the Integrated Transport Plan and the coming into law of legislation amending the Public Transport Management Act 2008. All of the following submissions are subject to this relief.</p> <p>Strategic Contexts Statutory Requirements</p> <p>42. The Plan states that its statutory purpose is to “contribute to the purpose of the PTMA by aiming to achieve an affordable, integrated, safe, responsive and sustainable land transport system in an efficient and effective manner”.</p> <p>43. SeaLink submits that current draft Plan does not meet that statutory purpose. The primary reasons for this are:</p> <ul style="list-style-type: none"> a) Insufficient regard has been paid to the relative efficiency and effectiveness of different modes of public transport. b) The most investment is being made in the least efficient and effective mode of public transport being rail. c) A major component of the Plan, the inner city rail link, has not yet been properly funded and therefore is arguably not achievable or affordable. d) By promoting and investing in modes with low fare box returns (bus and rail) the future network will not be as “efficient and effective” as it would otherwise be if ferries were further developed. e) Ferries are a relatively “sustainable” mode and there is no proper environmental analysis to justify the significant investment in rail and bus services. <p>Key Strategic Drivers Growth and Travel Demand</p> <p>44. This section acknowledges the limits to further improvements in extending and unblocking the roading network. Short of designated bus ways, bus services in Auckland will continue to be compromised because they generally compete with cars for road space. In the CBD buses themselves have reached capacity and are congested at peak times.</p> <p>45. A fully developed ferry network could make a significant contribution to meeting future growth and travel demand, because it services the areas where people most prefer to live, work and recreate.</p> <p>46. Also, to the extent that ferries would reduce demand for road space, this will benefit freight and commercial use as well as buses and private motor vehicles.</p> <p>The Auckland Plan</p> <p>47. It is understood that this Plan is attempting to implement the Auckland Plan. However, SeaLink notes there are issues with the Auckland Plan which are a product of the way in which it has been developed.</p> <p>48. The Auckland Plan is a flexible document that could be changed significantly by, for example, a new Mayor and Council that could be elected next year. Any new vision may have different priorities about major projects such as the inner-city rail loop.</p> <p>49. Another fundamental weakness of the Auckland Plan is that it has not undergone a cost benefit analysis as required, for example, by plans drafted under the RMA which make a section 32 analysis of</p>

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592	Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592	<p>benefits and costs mandatory.</p> <p>50. This Plan is also predicated on “realising assumed land use growth patterns” (page 16) which will depend on the final form of the Unitary Plan. The Unitary Plan will be subject to section 32 analysis and the rigorous testing of evidence by cross examination etc. as distinct from the relatively superficial Auckland Plan process. Therefore, this Plan cannot assume that what the Auckland Plan envisages will be implemented in the Unitary Plan.</p> <p>51. Furthermore, what may end up in the Unitary Plan may not necessarily be reflected in where growth actually occurs. This is because the market may not support strategies in the Auckland Plan because they are not commercially viable.</p> <p>52. SeaLink considers there are a number of other problems with the Auckland Plan including the following:</p> <ul style="list-style-type: none"> a) The Council has received advice from its own independent consultants that intensification targets are not achievable and therefore a compact city may not be achieved to the extent envisaged. b) Apart from the CBD and a few other exceptions, the main areas for growth and intensification are not areas where people prefer to live. They are inland areas to the South and West along, for example, rail corridors. These areas are not market attractive and would require significant subsidies and public investment in infrastructure to develop. c) Because these areas are generally not high in natural amenity values, they are also at risk of socio-economic problems. d) Very little growth and intensification has been allocated into existing and new coastal areas and the harbour edges, however this is where the most market demand lies. e) Arguably, the reason that the Auckland Plan has adopted this “non-market” strategy is to locate the most intensification in areas where communities are the least well equipped to resist it, thereby to avoiding opposition from more affluent areas. f) SeaLink submits that this is a “high risk” strategy that may not only fail statutory tests at the Unitary Plan, designation and consenting stages, but is likely to also find significant market resistance from developers and residents. <p>53. SeaLink also questions the targets to double transport trips from 70-140 million and increasing the number of public transport trips per person per year from 44 to 100. This is particularly the case for bus and rail which are heavily subsidised.</p> <p>54. Arguably a sustainable city provides for people’s needs in terms of work, recreation and residence within reasonable proximity. It should also incentivise the co-location of activities to reduce the demand for long distance travel. While commuting by train from Pukekohe to the CBD would contribute to these “targets”, it is far more sustainable for a resident of Pukekohe to work in Pukekohe.</p> <p>55. SeaLink would like to know what public and environmental benefit is derived from resident A paying a 50% subsidy to resident B to travel long distances by bus or train when if resident B made different locational choices no subsidy would be required? Because bus and rail do not pay their way, Auckland may not be able to afford to pay for ever-expanding services that loose more and more money.</p> <p>56. SeaLink does support targets whereby the percentage of passenger trips made by public transport vs vehicular trips for private use increases over time.</p> <p>Other Strategic Influences</p> <p>57. Table 2.1 outlines other policy documents influencing the Plan. SeaLink is concerned that the PTOM model is not yet passed into law and may change as previously discussed. It is also concerned that the ITP, which sits above this Plan in a planning hierarchy, has not yet been released for public consultation. Therefore SeaLink has no wider context in terms of transport planning to properly assess this Plan.</p> <p>58. A logical planning process for the preparation of this Plan would have been to wait until the amendments to the Land Transport Management Act have been passed into law and the ITP had been notified, consulted on, and adopted.</p> <p>59. It is unclear to SeaLink why this logical sequence has not been followed? While speculation, it may be that the Plan is an attempt to hastily try and put in place a planning document so it can then be used in hearings on designations for the inner-city rail loop and also funding applications to government for this project.</p> <p>60. SeaLink is concerned that this is putting the “cart before the horse” and insufficient consideration has been given to the contribution that different modes can make to a comprehensive Auckland Public Transport Network. SeaLink submits that Auckland Transport is required to diligently consider ferries as a mode to meet the transport needs of Auckland. SeaLink has not cited any compelling evidence that proper consideration has been given to ferry services as part of an enhanced future network.</p> <p>Public Transport Funding</p> <p>61. Table 2.2 outlines proposed funding for the Regional Land Transport Programme. SeaLink is concerned that investment in rail infrastructure and rolling stock consumes almost all of the investment for capital works over the ten year period. Because rail is the most heavily subsidised mode of public transport, this investment risks dragging down the overall FRR set by NZTA.</p> <p>62. Because funding for the inner-city rail link has not yet been secured, and no contingency is provided in this Plan should that project not go ahead, SeaLink submits that the assumptions in this Plan about the rail loop and PTOM compromise this Plan.</p> <p>63. One of the objectives that NZTA has in a draft on implementing PTOM the SeaLink agrees with (Aug 2012) is: “To grow the commerciality of public transport services and create incentives for services to become fully commercial.” This objective is not reflected in the current Plan.</p> <p>64. SeaLink considers that the approach in the Plan is flawed because exempt services, being commercial public transport services, should be clearly identified and mapped first to ensure that they are maintained and enhanced before subsidised public transport services are considered. If this approach is not followed there is a real risk that commercial public transport services will be undermined by subsidised public transport services which would be a waste of public funds.</p>

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592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592</p>	<p>65. This submission point goes to the core problem in the current Bill and this Plan which have as a starting point that public transport needs to be subsidised. SeaLink submits that the starting point for public transport planning and funding should be that services are provided without subsidy where this is possible and if a subsidy is required for public policy reasons, any subsidies should go to the most efficient modes of transport.</p> <p>66. It cannot be forgotten that if a service needs to be subsidised it essentially means that the public users of the service do not sufficiently value it to pay the full costs of provision. Commercially viable routes and operators must be protected from less efficient subsidised modes and operators.</p> <p>67. In the haste to move towards a reconfigured frequent service network, the Plan has largely overlooked the desirability of public transport paying its own way. In terms of bus and rail services the facts are that these services are very inefficient. The 'hope' in the Plan seems to be that by reconfiguring them and making bus and rail networks even bigger this will help them to be less inefficient.</p> <p>68. The goal of public transport being commercially viable is given virtually no recognition in in the Plan. This is a disappointing and costly approach for the residents of Auckland and NZ taxpayers.</p> <p>Our Public Transport System</p> <p>69. Table 3.1 highlights recent developments in rail bus and ferry services since 2010. SeaLink acknowledges that progress is being made in opening new terminals at Hobsonville Point and Beach Haven as well as upgrading some other terminals.</p> <p>70. However some projects have been slow to develop causing frustration and an example of this is the delay in upgrading the Half Moon Bay facilities.</p> <p>71. SeaLink also notes that its current location on Wynyard Wharf was only achieved through an appeal to the Environment Court on Auckland City Council and Auckland Regional Council plan changes (a lesson on the importance of retaining appeal rights to the Environment Court...). While the redevelopment of Wynyard Quarter has been generally well received, SeaLink was very concerned that no provision was made anywhere in Wynyard Quarter for a permanent ferry terminal for services to the Gulf Islands. Ironically this redevelopment project was branded "Sea + City". Even Sealink's current terminal is at the largess of Waterfront Auckland and Sealink's lease expires in 2024.</p> <p>72. Due to the importance of Sealink's services to the social and economic well-being of the communities of the Hauraki Gulf, SeaLink submits that Auckland Transport should be working with SeaLink to identify a permanent location for passenger, vehicular and freight ferry services in a similar manner to the Downtown passenger terminals.</p> <p>73. SeaLink also considers that there should be a planning commitment to and funding for, a proper ferry terminal facility rather than the re-locatable buildings it was required to construct when its previous premises were removed from North Wharf and it had to temporarily re-locate off the Wharf during the redevelopment process. As cited elsewhere, the high FRR of ferry services justifies this investment.</p> <p>What We Want to Achieve</p> <p>74. SeaLink supports the vision for what is to be achieved, although does not agree with the use of the word "mode" in this manner. Public transport as a whole is not a 'mode'. A mode is car, bus, ferry, rail or cycling (as examples). Confusion over this and the desire for a network approach at the expense of efficiency is arguably why insufficient emphasis in the Plan has been placed on ferries as the mode that is most efficient.</p> <p>75. SeaLink also generally agrees with the outcomes being sought to deliver the vision. When each of the outcomes is considered, SeaLink submits that ferry services have significant potential to meet these outcomes. As previously discussed;</p> <ul style="list-style-type: none"> a) the coastal margins are the most desired and it is where development is likely to continue to occur; b) customers have a high level of satisfaction with ferry services; c) ferry patronage is increasing more than buses; d) on some routes, particularly the North Shore, ferries have significant advantages that could reduce private car travel, and finally; e) ferries offer the highest FRR of any public transport mode so provide the best value for money. <p>76. SeaLink agrees with the list of ten objectives but submits that the following two objectives should be added to this list in order to achieve the purpose of the Act.</p> <p>Relief Sought</p> <ul style="list-style-type: none"> 11. Maintain and enhance the commerciality of existing routes and avoid undermining them with subsidised services. 12. Give greater priority to public transport modes in planning and funding for capital and operational expenditure, which have the lowest capital requirements and provide the highest fare box returns. <p>Key Directions</p> <p>77. SeaLink is concerned that notwithstanding this section outlining projects and routes for what is termed a "mature" network by 2022, there is virtually no commitment to increasing the contribution of ferries to the proposed FSN. The only change contemplated is to upgrade the ferry frequency between Britomart and Devonport.</p> <p>78. Further to the above, no new ferry wharf facilities have been identified on figures 5.3 and 5.4 which show the FSN until 2022.</p> <p>79. SeaLink has read the MRC Cagney report completed on 29 May 2012 entitled "Public Transport Network Development Plan" that appears to have been the source for this section on key directions and the figures contained therein. SeaLink cannot see evidence in this Report that shows that the potential contribution of ferries to a comprehensive region-wide network of public transport services has been adequately considered.</p> <p>80. An example of this is the discussion about services to the North Shore. While the limits of the Northern Bus-way to service the high volumes of passengers from Takapuna was noted (page 44), the solution proposed is for direct bus services. In Sealink's submission ferry services for Takapuna and other destinations on the North Shore, including the growth node of Milford, should have been considered as part of this network review. This is especially the case when route protection for rail to the North Shore is being contemplated (Page 58).</p>

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592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592</p>	<p>Policies and Actions</p> <p>81. SeaLink has concerns that this section overlooks the potential contribution of ferry services as per previous submissions.</p> <p>82. There appears to be a presumption in this section that locating near frequent services will be a strong determinant of where people will choose to live in Auckland in the future. SeaLink acknowledges that access to public transport is an important consideration for where people live but other factors such as the general amenity of the area and the quality of schools etc. are also very important location factors.</p> <p>83. SeaLink submits that because ferries are of necessity associated with high amenity and desirable coastal locations, and ferries themselves offer a superior public transport experience compared to bus and rail services, ferry operations should have been given higher priority in the policies and actions adopted.</p> <p>Relief Sought</p> <p>84. Redraft the section to properly acknowledge the role of ferry services in a future Auckland public transport network.</p> <p>Procurement and Commercial Services</p> <p>85. SeaLink is very concerned about the way this section is currently drafted for reasons that are similar to those it has submitted on the Bill. Setting aside the issue that a PTOM model is not yet even passed into law, SeaLink considers that what is proposed will not meet the objective of an efficient public transport service.</p> <p>86. Under the PTOM model, commercial services can potentially be undermined by subsidised services and the expansion of commercial services could be prevented by the Council which will further entrench inefficient operations.</p> <p>87. The other problem with the proposed PTOM is that it does not prioritise planning and funding emphasis based on performance of different modes. The Plan's own figures on page 50 highlight the superior performance of ferries and the value for money they provide in terms of public transport outcomes for public investment. Currently, ferries provide a fare box return almost three times better than rail.</p> <p>88. SeaLink is concerned that no prioritisation appears to have been given to the mode of transport, being ferries that are by far the most efficient service. With appropriate investment, which could be modest compared to the billions being spent on rail, ferries could achieve even better results. As previously indicated, many ferry services are already fully funded from fares.</p> <p>Relief Sought</p> <p>89. Re-draft the funding and prioritisation section to give preference to modes that provide the highest fare box returns.</p> <p>Policy 8.7</p> <p>90. Policy 8.7 is of particular concern to Sealink. By default in the Act ferry services will be exempt services. As acknowledged on pages 74 and 75 where ferry services are described, there is the opportunity to make ferry routes units under contract and potentially available for subsidy. This would protect them from competition.</p> <p>91. However, for example, if an exempt fully commercial ferry service is operating to a destination on the North Shore, and it wishes to expand, that expansion may be prevented from occurring by Auckland Transport in order to protect subsidised bus services from the North Shore where there is potential overlap. This is a perverse outcome that rewards and protects inefficiency and is not consistent with the purpose of the Act.</p> <p>92. As stated elsewhere, SeaLink believes that the commerciality of routes and operators should be maintained and enhanced and preference should be given to the most efficient modes of transport. SeaLink is concerned with the effect of these exempt services policies on its operations and the policy basis for these clauses.</p> <p>93. It appears that the "mischief" that these clauses are trying to solve is to prevent commercial operators competing with subsidised/contracted operators where the exempt service may have an overall detrimental impact on the contracted operator or increase the overall costs of providing public transport to the regional council (refer Clause 133(2) of the Bill) which outlines grounds for declining registration or variation of exempt services).</p> <p>94. This policy appears to assume that every public transport operator will be contracted and subsidised and while they may have some commercial routes, regulation is required on those commercial routes in order to protect any cross subsidisation that contracted operators are internally sustaining. Presumably this is because the subsidies they receive may not make the services contracted fully viable and therefore fully commercial routes are cross subsidising subsidised routes.</p> <p>95. A risk of this policy approach, as reflected in these policies, is that a commercial public transport operator like SeaLink could be undermined and even put out of business, by a subsidised public transport service. This could happen in a number of ways, including:</p> <p>a) There is nothing in the current Bill and this Plan that SeaLink can see to prevent a council creating a unit and contracting a service on one of Sealink's routes that is currently commercially viable (background materials for the Bill support this contention e.g. Competition Assessment of PTOM – N Taylor – March 2011 p 26). This is the reason SeaLink has sought amendments to the Bill to prioritise and ensure that commercial public transport services are maintained and enhanced as the top priority for the Bill, the Agency and regional councils. The Plan should adopt this same principled approach.</p> <p>b) A second way that Sealink's activities could be compromised is that notwithstanding that it may be able to provide a new commercial public transport service on an existing route that has a unit and a subsidised service, this Policy could be invoked to prevent the registration of Sealink's exempt service. This would effectively ensure that an inefficient subsidised operator can keep operating at public expense.</p> <p>96. The above two scenarios are no doubt unintended consequences as they are perverse outcomes, but SeaLink considers that the way the Plan is drafted, with its effective prioritisation and protection of</p>

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592	<p>Sealink Travel Group (NZ) Limited (submitted by Peter Fuller) #592</p>	<p>subsidised services, such perverse outcomes are possible.</p> <p>97. SeaLink submits that the first priority for public transport should be to maintain and enhance existing commercially viable services and ensure that they are free to grow and expand.</p> <p>98. The second priority is to incentivise subsidised/contracted services to become fully commercially viable rather than lock them into a perpetual state of public subsidy.</p> <p>99. Thirdly, for those public transport services that are required for public policy reasons but are unable to be provided commercially, priority should be given to those modes and operators that can most efficiently deliver services to ensure that the public gets the best return on its investment.</p> <p>100. While SeaLink is still determining its position in regard to how it may operate in Auckland in the future, SeaLink submits that the Government and Auckland Transport should be concerned if an operator such as SeaLink feels obliged to make its current commercial routes contracted subsidised units simply in order to protect its business from rival operators and to ensure it has future growth opportunities.</p> <p>Relief Sought</p> <p>101. Redraft this policy section to ensure that commercial and exempt routes and operators are not compromised while also addressing concerns about routes being “cherry picked” and the “monopoly” effect of current route registration.</p> <p>Summary</p> <p>102. SeaLink supports in principle the aims of the Plan but is concerned that Auckland Transport is missing a major opportunity to make a transformational shift in Auckland’s Public Transport.</p> <p>103. To do this new avenues and ideas must be considered and simply rehashing the status quo will not, we believe, achieve the vision in the Auckland Plan to be the world’s most liveable city.</p> <p>104. Without doubt parts of Auckland will benefit and thrive with a better bus or rail service. As shown, however on Map 13.2 of the Auckland Plan, rail is not planned for the North Shore or other significant areas of Auckland as far in the future as 2042.</p> <p>105. Water, on the other hand, touches virtually all of Greater Auckland and no area is far from the shore. This water does not suffer from congestion, nor is it likely to, but the ferry opportunity does suffer from a lack of foresight on the part of Auckland Transport by not giving sufficient credence to water based public transport.</p> <p>106. As detailed elsewhere in this submission, passenger and vehicular ferry services were essential to the growth of early Auckland, and can make an even bigger impact on the future Auckland.</p> <p>107. SeaLink encourages Auckland Transport to really make a radical change in the paradigm that is Public Transport, and promote Ferry Services as a primary method of easing congestion, encouraging people to enjoy our wonderful harbour and thereby making the transformational change to make Auckland the world’s most liveable city.</p> <p>Appendix 1: Maps of Proposed East Harbour, Northern, West Harbour, Inner Harbour and Manukau Harbour Passenger Services Please refer to Attachment 10, Pages 49 – 51 of the Attachments to Submission Document http://www.aucklandtransport.govt.nz/submissions</p>
256	<p>SHORE (submitted by Philip Donovan)</p>	<p>Q1 –Strongly Support Comments: The network looks like a fantastic improvement. Seriously guys well done! North Shore does look a little sketchy but apart from that...</p> <p>Q2 – Neutral Comments: I would like to see a more realistic model of payment based on distance rather than zones. Sorry guys, it is an improvement on what we got but we can do better.</p> <p>Other Comments: Customer service and service execution must be improved if not focused on. I know you have heard and probably know it, but the implementation of electronic ticketing has been a bit of a disaster.</p> <p>An additional note; could we please stop the separation of transport modes (e.g. cycling and bus lanes) and instead combat automobiles by; A) slow traffic down through speed limits to 30k; and B) implement a traffic congestion charge to ensure that buses do not get stuck in heaving traffic.</p> <p>There are lots of low hanging fruit too: 1. Remove all left turn intersection slipways! We don't want cars travelling quickly through intersections thanks! 2. Speed limits! 3. Narrower roads! 4. Better pedestrian priority at intersections</p> <p>P.S Symonds Street sux; it is a death trap.</p>

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427	<p>Stillwater Ratepayers and Residents Association (submitted by Paul Murphy)</p>	<p>Q1 – Supports Comments: We note with some alarm that the frequent services map shows nothing north of Albany. The Hibiscus Coast Residents would benefit from frequent services, particularly given the level of development occurring and the imminent bus park and ride facility. These services should be put in place for the Whangaparaoa Peninsula, particularly given Penlinks deferment until 2018. A bus park and ride facility on the Peninsula would be hugely beneficial.</p> <p>Q2 – Supports Comments: We support the zonal fare system and providing a simpler seamless ticketing service for all public transport.</p> <p>Other Comments: The settlement of Stillwater is 35 minutes from the CBD but there is no regular bus service along the closest main arterial route. The re-introduction of a bus service along East Coast Road would be beneficial to residents along this significant road. Presently we need to travel to Albany for a regular bus service to the city, one which doesn't take in half of the rural North Shore.</p> <p>There are bus stops at the intersection of East Coast Road and Spur Road and a small parking area which would suffice for commuters. The development of land at Weiti would also benefit from a bus service. Smaller buses could [be] used if needed. The Northern area of the city is poorly served by public transport on the whole; we will never benefit greatly from the proposed city rail loop, but as residents will be expected to assist in finding this. We are not asking for a train service, a simple bus service in the mornings and evenings would suffice.</p> <p>We have no access to ferry services, despite being on the doorstep of the gulf. We are forced to drive cars to attend to our daily needs and this surely doesn't fit with the grand scheme of being the world's most liveable city. Public transport wise we are the world's most laughable city at present.</p>
401	<p>Tamaki Drive Protection Society Inc (submitted by Juliet Yates)</p>	<p>Q1 – Neutral Comments: Tamaki Drive Protection Society Inc (TDPS) is Neutral towards the proposed network, for the reasons:</p> <p>(a) That it serves persons living close to the network, but does not include new routes to access persons who face a long hilly walk to a bus, often in the rain and so resort to taking a car. Serving only the immediate vicinity means that commuter private vehicle traffic will increase with the proposed expansion in the city population. Then congestion will remain a problem on city roads.</p> <p>(b) Higher frequency will benefit current bus travellers. To attract persons who currently must use cars there must be a large increase in park and ride facilities. Unclear from the Draft Plan if this is intended, nor where such facilities will be located.</p> <p>(c) No account is taken of routes for taxis or for a system of minibuses to serve the wider population.</p> <p>(d) Unclear if all passengers disembark at Local Interchanges or if they only disembark from Connector Routes and then catch the Frequent bus into the city. Example. Glen Innes is an Intermediate Interchange, with Frequent and Connector buses. A Frequent bus route is shown running from GI to St Heliers (a Local Interchange) and then around Tamaki Drive to the city. Do people stay on the GI Bus and go into the city or get off the GI bus and get on another frequent bus at St Heliers? (same thing at Mission Bay). Is the origin of each Frequent bus route at the interchange which is most remote from the City? Are local interchanges only for local connector buses? Do connector buses also travel into the city major interchange? Will this result in additional buses from Intermediate Interchanges using Tamaki Drive?</p> <p>Q2 – Neutral Comments: TDPS is neutral towards the policy as no indication is given as to whether the new system will require a greater public subsidy, or reduce the amount of public subsidy.</p> <p>Other Comments about the Draft Plan:</p> <p>(a) Vulnerable routes have not been identified. Alternative routes for the Connector buses or transport solutions should be devised for all vulnerable routes. For example: Tamaki Drive which is shown as a Connector Route is prone to road closures for 2 reasons:</p> <p>(i) predictable closures from the 21 sports and public events planned during the 2012/2013 season.</p> <p>(ii) unpredictable closures from adverse weather events. See NIWA reports on sea level rises and storm surge events. NIWA displays at The Cloud in May indicated that in January 2011 the storm surge was .4 m above the MHW Springs prediction. As the previous record under the same conditions was .3m the difference is explained in rise in sea level. Rob Bell of NIWA wrote a report to Auckland Council on this, and it should be taken into account in future planning. Exposure to tropical storms and spring high tides results in flooding and road closure, in the low lying stretch of Tamaki Drive between Ngapipi Road and Parnell Pool.</p> <p>b) Infrastructure improvements.</p> <p>(i) Page 37 of the Draft Plan includes cycle paths and footpaths among improvements. TDPS submits that Auckland Transport should include in their budget the completion of the proposed Boardwalk from Teal Park to St Heliers, which will provide separation for cyclists and pedestrians from the increasingly crowded road and bus lanes. This proposal received strong support from a crowded Public Meeting on 31 October 2012, when residents spoke of traffic problems overcrowding on Tamaki Drive, lack of alternative routes, and events which halt bus services. One way to assist is to separate cyclists and pedestrians by constructing the boardwalk.</p> <p>(ii) Cycle paths are too few, and installed too late. Required alongside level roads as a priority or allow cyclists on little used footpaths. This may require taking of the grass berm on one side of the roads.</p> <p>(iii) Network interchanges. Where will intermediate and local interchanges be located? Will these require additional land for facilities in villages and centres such as St Heliers, Mission Bay or Glen Innes? What will the facilities include?</p>

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69	<p>TDDA (submitted by Gary McGuire)</p>	<p>Q1 – Support [no comments provided for Q1]</p> <p>Q2 – Support [no comments provided for Q2]</p> <p>Other Comments: SUBMISSION RE: REINSTATEMENT OF THE PASSENGER RAIL SERVICE TO TUAKAU Submission of Gary McGuire:</p> <p>Key Points:</p> <ul style="list-style-type: none"> • APPROXIMATELY 200 OF THE 1,000 DAILY PARK AND RIDE PATRONS AT PUKEKOHE RAIL STATION COME FROM TUAKAU. • THE 20 MAX TRAINS THAT STOP AT PUKEKOHE HAVE TO CHANGE TRACKS IN ORDER TO RETURN TO AUCKLAND. CURRENTLY THEY TRAVEL HALF WAY TO BUCKLAND WAITS 20 MINUTES FOR THE TRACKS TO CHANGE THEN RETURN TO PUKEKOHE BEFORE PROCEEDING ON THE NORTH LINE TO AUCKLAND. • THE DISTANCE FROM PUKEKOHE TO TUAKAU VIA THE RAILWAY LINE IS ONLY 4.9 KILOMETERS. • IN THE SAME 20 MINUTES THE SAME 20 MAX TRAINS COULD TRAVEL TO TUAKAU AND PROVIDED A MUCH NEEDED SERVICE TO OUR RESIDENTS AT NO EXTRA COST. • CURRENTLY SEVERAL OF THE 200 TUAKAU COMMUTERS LEAVE THEIR CARS IN PUKEKOHE PARKING SPACES THAT HAS CLOGGED THE AREA AND NOW YOU ARE BEING ASKED TO PROVIDE MORE PARKING INFRASTRUCTURE. THIS IS UNNECESSARY. • I SUPPORT THE ELECTRIFICATION OF THE RAIL TO PAPAURA AND EVENTUALLY THROUGH TO HAMILTON. THE CURRENT MAX TRAINS THAT WILL SERVICE THE PAPAURA TO PUKEKOHE RUN WILL BE MORE EFFICIENTLY OPERATED WITH BETTER PATRONAGE BY INCLUDING TUAKAU AND LATER THE SETTLEMENTS FURTHER TO THE SOUTH. THE PASSENGERS WOULD SIMPLY CHANGE TRAINS AT PAPAURA ON TO THE ELECTRIC TRAINS. <p>The benefits are huge, e.g.:</p> <ul style="list-style-type: none"> • Reduced congestion and road wear on the roading network. • People without personal vehicles can then commute to work and leisure. • Fewer drunk drivers on the roads. • Reduced road accidents. • Rail access for potential new employees at the newly rezoned 90 hectares of industrial land at Tuakau. It is good for the national economy. • There are businesses that are ready to reserve blocks of seats to service their staff requirements already in South Auckland. • A significant number of the park and ride users at Pukekohe rail station are from Tuakau each day and growing. They currently have to travel to Pukekohe first by car. • A new town with in excess of 3,000 houses is soon to be built from the ground up at Pokeno, over the next ten years. They will soon further clog your roads with more cars. • Access to Auckland & Waikato Universities and Polytechs would be within reach of families that currently the young ones have to leave home to further their education. • Access to shopping and commerce in Auckland for out of towners, it's good for the Auckland economy. • Elderly people who cannot drive are able to get out for trips and receive visitors. <p>The Campaign For Better Transport have submitted an 11,500 signature petition to Parliament supporting the reinstatement of passenger rail in the Waikato District. The Tuakau & Districts Development Association have submitted 3,500 signatures to Parliament on the Tuakau Trains petition requesting that their rail service be re-instated.</p> <p>All that is needed is the upgrading of the railway station at Tuakau and a track changer. Half a million dollars has already been set aside for the upgrade of the rail station by Waikato District Council. The double tracks are already in place.</p> <p>We are a strong and determined community and offers of help are forth coming to make this a reality.</p> <p>Tuakau and the districts surrounding it are home to thousands of Auckland's work force. Transport on your clogged roads is crippling Auckland's roading infrastructure.</p> <p>This proposal is simple common sense and needs to be done.</p> <p>Please do not turn your back on Tuakau, we were once part of you and are still integrally involved in your prosperity. We request that the passenger rail link to Auckland be re-instated as soon as possible</p>
549	<p>Te Akitai Waiohau (submitted by Karen Wilson, Chairperson)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>We wish to appear before the committee to speak to our submission.</p> <p>The following outlines our feedback in the Draft Auckland Regional Public Transport Plan. It is important to note that these issues require further development however we provide this response despite the short timeframes and lack of resources. An ongoing relationship with Auckland Transport will ensure that these points are understood and applied appropriately.</p> <p>DIRECTED FEEDBACK (1) The direction of the proposed Public Transport Network outlined in the Summary Document and Draft RPTP (chapter 5 pgs 17 & 18)</p>

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549	<p>Te Akitai Waiohua (submitted by Karen Wilson, Chairperson) #549</p>	<p>Te Akitai Waiohua are Mana Whenua in Tamaki Makaurau; * Te Akitai Waiohua support the direction indicated BUT</p> <ul style="list-style-type: none"> * with an understanding that <ul style="list-style-type: none"> - Clarity and identifiable improvements must be stated - That these improvements are measurable with review and success criteria as indicators. - Specify changes to maximise benefits (or perceived) of the CRL. - That the inability to identify or achieve the same fails to maintain the 'buy in ' of the community / stakeholders. - Will improve the integrity of the process and parties. - Engender trust and confidence for the Plan in mana whenua. <p>* Te Akitai Waiohua support initiatives and direction that promote and enhance the ability of Mana Whenua to participate more effectively in the economic development of the rohe and their own social wellbeing.</p> <p>* Position : Conditional SUPPORT</p> <p>* Te Akitai Waiohua strongly oppose the principles outlined at a high level per Table 5.1 (City Rail Link) – specifically Item – City Rail Link (CRL)</p> <p>* Te Akitai Waiohua has strongly held expectations that a robust and well planned 'engagement and consultation 'process is a key component of any land purchase and detailed design process to progress the CRL.</p> <p>* Te Akitai Waiohua can see merit in the early engagement of all interested parties that allows significant progress to be achieved.</p> <p>* Te Akitai Waiohua support the involvement of Mana Whenua in high level decision making as a way of giving effect to this commitment;</p> <p>* Te Akitai Waiohua supports the alignment of council initiatives to give effect to the outcomes of Treaty settlements in the medium term and the future aspirations of Te Akitai Waiohua.</p> <p>Position : Oppose (Clarity required)</p> <p>(2) The proposed Fares and Ticketing Policy outlined in the Summary Documents and Draft RPTP (section 6.4 pgs 35 & 36).</p> <ul style="list-style-type: none"> * Te Akitai Waiohua support the Police as outlined Subject to : <ul style="list-style-type: none"> - The material referred to is culturally significant and appropriate. - It reflects the 'uniqueness' of Maori and / or other cultures, which gives Auckland its point of difference. - Is the precursor to supporting accessibility for all cultures especially those in an at risk lower socio economic environment - Provides affordability and does not increase the financial burden. for those who need it the most. - Brings with it a sense of credibility with a well scoped and advertised base, and performance measures. <p>* Te Akitai Waiohua supports innovation and affordability with a user friendly base as a start.</p> <p>Position : Support</p> <p>(3). Any other comments about the Draft RPTP (Section 6.7 pgs 43 & 44 - Assisting the Transport Disadvantaged)</p> <ul style="list-style-type: none"> * Te Akitai Waiohua notes Objective 7 of Section 6.7 <ul style="list-style-type: none"> * Te Akitai Waiohua strongly supports all policies within this section that enhances key transport resources for those disadvantaged namely to assist : <ul style="list-style-type: none"> - Whanau being able to live, work, be educated in and around their own home (papakaainga – marae) - Look at options for those who do not currently have the infrastructure to allow this - Assist by basing any services as needs based and linked to the Auckland Plan and at a national level the aspirations of Maori and other isolated communities. <p>* Te Akitai Waiohua strongly supports the idea of concessionary fares as a means to address genuine need and assists in providing resource for those seeking to look for employ, education and other basic needs.</p> <p>Position : Strongly supports</p> <p>(4.) Section 6.10 Monitoring and Review (pgs 52 & 53)</p> <p>Te Akitai Waiohua supports a structured and effective means to monitor and review all facets of the RPTP. It is crucial to the integrity of the activities of Auckland Transport.</p>

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549	<p>Te Akitai Waiohua (submitted by Karen Wilson, Chairperson) #549</p>	<p>Te Akitai Waiohua would expect that the review process would ensure quick wins and / or losses are identified, raised and mitigation adjusted.</p> <p>Te Akitai Waiohua has an expectation this would be communicated in a simple and regular format / document to engender trust and confidence. Position : Strongly supports</p> <p>(5) Section 7.3 Targeted Services (pg 56) Te Akitai Waiohua supports the service of targeted services as previously stated</p> <p>Te Akitai Waiohua looks forward to working with Auckland Transport to identify appropriate solutions. Position : Support</p> <p>(6) Section 8.2 – (pg 61) Service Design and Subsequent Review process</p> <p>Te Akitai Waiohua continues as an active participant on all projects and developments within it's rohe (area).</p> <p>Te Akitai Waiohua as mana whenua within a large proportion of the area as identified throughout the LPTP looks forward to being consulted and engaged on the matters outlined at a high level to the operational and ' front line ' plans. Position : Support</p> <p>SUMMARY The Draft Auckland Regional Public Transport Plan: October 2012 goes some way to outlining the significant issues for Te Akitai.</p> <p>It is critical that what is contained within this document continues to produce and seek the necessary feedback to allow comfort from a mana whenua perspective and reflect the principles of Te Tiriti o Waitangi in a meaningful way that underpins its core philosophies and strategies.</p> <p>It is a given that Auckland Transport reflect that overview and give meaning to its daily business at all levels</p> <p>Te Akitai Waiohua looks forward to speaking to this submission.</p>
234	<p>Te Atatu Peninsula Business Association (submitted by Graeme Smith)</p>	<p>Q1 – Supports Comments: We are looking for more frequent services, both to Henderson and New Lynn, but also direct to the City.</p> <p>The proposed Busway on the motorway will be a great asset.</p> <p>If possible progress with the proposed ferry service also a benefit.</p> <p>Fare zoning is another new issue, which is affecting our costs.</p> <p>Q2 – Supports Comments: Single ticketing across all services is great.</p> <p>Other Comments: The lack of parking at Bus depots, e.g. Henderson, Glen Eden and New Lynn is another issue that needs urgent attention. We cannot get more people on public transport if there is no parking, or else a shuttle bus that takes them regularly to the depot.</p>
374	<p>Te Wiata Studio (submitted by Nina Patel)</p>	<p>Q1 – Strongly Supports [no comments provided for Q1]</p> <p>Q2 – Strongly Oppose Comments: I support the use of the integrated ticketing system but I oppose a zone based fare system as the majority of our poorer population live further out of the central suburbs and they will have to pay the most. A flat fee may mean that the inner city users pay more/ km but it also means that Aucklanders can travel freely anywhere about the city.</p> <p>Other Comments: Auckland Frequent Service Network Does not appear to serve the Titirangi/ Green Bay area very well-it does not give a link to either the Glen Eden Rail or New Lynn. As a majority of 'westies' have to come into other parts of Auckland for</p>

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374	<p>Te Wiata Studio (submitted by Nina Patel) #374</p>	<p>employment it would be good to support their use of public transport</p> <p>Rosebank Road I would like to see the Rosebank road extended to connect to the motorway and an interchange located at the end of Rosebank Road. I would like a North West rapid bus route to include Rosebank Road in its route- extending this route will enable workers to access the Rosebank Peninsula from more parts of Auckland more easily – it will also enable better and quicker movement by the bus networks along the motorways going from this part of Auckland- it is more direct route.</p> <p>Service Quality I would like to see more sustainable buses and potentially some smaller buses depending on the locations and needs.</p> <p>Infrastructure I would like a move towards more public ownership of the bus and transport services. I would like that the needs of pedestrians and cyclists are also integrated into these plans where possible. It is important to consider what extra facilities pedestrians and cyclists might need eg. shower facilities, lockers at train stations....</p> <p>Incentives for using public transport I would like to see more financial incentives for people to catch public transport or use alternative means other than car.</p> <p>More effort should also be made to prioritise bus routes over cars which I hope, and assume, this scheme does?</p>
514	<p>The Campaign for Better Transport (submitted by Cameron Pitches)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>The Campaign for Better Transport (CBT) is an incorporated society consisting of approximately 50 financial members. We advocate for the betterment of public transport and other modes of transport that offer choice in society.</p> <p>We are a purely voluntary organisation and are politically independent.</p> <p>Submission Points</p> <p>General The CBT supports the Auckland Regional Public Transport Plan (the Plan), especially the focus on developing and integrated public transport network. We recognise that obtaining funding is a challenge for public transport, particularly from central Government. However, we note that over a billion dollars of PT infrastructure investment over the next three years is included in the Plan which strongly supported. The CBT also believes that the new PTOM regime should offer better value from passenger transport operators.</p> <p>Key Directions - Public Transport Network The CBT supports the establishment of a public transport network as described in the Plan. Through routing of services (e.g. Mt Albert to Glenn Innes, Takapuna to Onehunga) should enable far less “out of service” running for bus services, and consequently better value for contracted services.</p> <p>With the move to fewer but more frequent bus routes, it will be crucial to offer passengers the ability to easily transfer between services, without facing a financial penalty for doing so. Bus interchange points will need to be carefully considered as part of the Plan. Transfers between services need to be comfortable and achievable in all weather – rain or shine.</p> <p>We envisage the need for a number of dedicated key bus interchanges being necessary to support this, and we assume that this has been budgeted for as part of the planned \$553m infrastructure budget for the next three years. The CBT is interested to know the detailed plans for future bus routes and interchanges in the Auckland region and looks forward to further engagement on this.</p> <p>Fares and Ticketing Policy The CBT supports the proposal for a zone based fare system. Having fewer fare zones and boundaries than the current fare stage system will reduce the number of points on the network where users are arbitrarily charged for two stages, in spite of travelling relatively small distances.</p> <p>The boundaries of any zone based system will always be arbitrary; however there are a couple of anomalies apparent with the indicative fare zone boundaries in figure 6-1:</p> <ul style="list-style-type: none"> - Although well outside the 10km radius from the CBD, Albany is arbitrarily placed within 2 zones of the CBD. We suggest that for reasons of fairness, a fare zone boundary be introduced somewhere between Takapuna and Constellation drive. - Similarly, Manurewa is well outside the 20Km radius, yet is still placed in 3 zones of the CBD. Again, for reasons of fairness that a fare zone boundary be introduced along a line between Manukau and Auckland Airport. <p>We assume that the indicative fare zone boundaries have been drafted as they are so that local travel within the North and South areas of Auckland is not made expensive for people that may have to cross these fare boundaries.</p> <p>The CBT suggests that the effect of these boundaries could be offset by more finely graduated pricing for travel across two zones. For example zone pricing may be set at:</p> <ul style="list-style-type: none"> - Travel 1 zone: \$x

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514	<p>The Campaign for Better Transport (submitted by Cameron Pitches) #514</p>	<p>- Travel 2 zones: \$x + 1 - Travel 3 zones: \$x + 3 - Travel 4 zones: \$x + 4</p> <p>In addition “floating” fare zone boundaries can also help smooth out anomalies. Town centres that lie on fare zone boundaries may fall into this category.</p> <p>The CBT supports higher cash fare prices to encourage the use of AT Hop which enables faster boarding times than cash.</p> <p>The CBT notes that the current inner city fare for trips bounded by Quay St, K Rd, Victoria Park and Symonds St does not appear to be part of the proposed fare zone boundaries. We seek clarification on whether the inner city fare will continue.</p> <p>On the possible removal of rights for Super GoldCard holders to travel during the pm peak, the CBT would like more information about the amount of travel made by super annuitants during the peak time. Anecdotally it may be that the numbers are not significant and may not reduce the amount that central Government has to contribute to support free travel for seniors.</p> <p>Group Travel and Off-peak Pricing The CBT recognises that central Government has arbitrarily decreed a fare box recovery ratio of 50%. While the temptation may be for Auckland Transport to increase ticket prices for all public transport users, the CBT urges Auckland Transport to take an overall view of fare box revenue across the entire public transport network, during peak and off-peak times.</p> <p>Compared to overseas cities, public transport fares are relatively high in Auckland and we believe that this is a major reason for the comparatively low popularity of public transport in Auckland.</p> <p>Given that there is generally a surplus of capacity on the PT network at weekends and at off-peak times; offering attractive off-peak group pricing seems an obvious way of improving the fare box recovery ratio.</p> <p>Additionally it also encourages more people to try public transport and potentially use it in the longer term.</p> <p>The current ticket products for group travel at off peak are not available to all potential users, and are expensive if travel on multiple modes is desired. The Family Rail Pass costs \$24. If additional travel is desired on the bus network, then an additional BusAbout Pass must be purchased for an \$26.</p> <p>Because family passes are not available at all stations, many families are discriminated against. For instance a family of 5 wanting to travel from the new Manukau Station to Britomart return will have to pay $(\\$6.80 \times 2) + (\\$4 \times 3) = \\$25.60 \times 2 = \\51.20 return.</p> <p>This is simply beyond the reach of most families, and undoubtedly most would choose to use their car for weekend travel while trains and buses run empty. Auckland Transport needs to introduce attractive group off-peak pricing before the introduction of electric rolling stock next year if it wants to attract people to public transport and meet patronage growth targets.</p> <p>As a comparison, Sydney offers the Family Funday Sunday where, for \$2.50 per person, your family can enjoy a fun day out with unlimited travel on Sydney’s buses, trains, light rail and ferries every Sunday.</p> <p>An alternative option Auckland Transport may like to consider is allowing children under 16 to travel free with an AT Hop card holder on weekends.</p> <p>Thank you for the opportunity to submit on the ARPTP. We wish to attend an oral hearing in support of our submission.</p>
544	<p>The New Zealand Automobile Association Incorporated (submitted by Simon Lambourne, AA Auckland Transport Spokesman)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Thank you for the briefing by Anthony Cross on the Draft Regional Public Transport Plan.</p> <p>I congratulate Auckland Transport for all the work that has gone into the draft regional public transport plan, and I am pleased to advise you of our in-principle support for it.</p> <p>We are, however, concerned by the indicative fare zone boundaries contained in the draft plan. The inequity of the proposed boundaries across the region is not acceptable, and we request that Auckland Transport review the boundaries before the final plan is confirmed. We also note the absence of any comprehensive ferry network planning in the document – for both services and required infrastructure. This oversight is most unfortunate and we urge Auckland Transport to include this in the plan as a matter of priority.</p> <p>If there is an opportunity to present our submission at a hearing, and make further comments, then we would like to have that opportunity.</p>
520	<p>The Waterview Environmental Society Inc (submitted by Karen Brown)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>INTRODUCTION The Waterview Environmental Society Inc is an inter-neighbourhood community organisation, dedicated to speaking for and improving the environment, in Avondale and Waterview, in Auckland.</p> <p>1. The Auckland Plan</p>

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520	<p>The Waterview Environmental Society Inc (submitted by Karen Brown) #520</p>	<p>We support the vision for Auckland's ambition at being the world's most liveable city in 2041, and the role of a transformational shift in public transport as part of that.</p> <p>Additionally we fully support the significant investments in rail electrification, new electric trains, the central city rail loop and integrated ticketing.</p> <p>We fully support the goal of enhancing the network to deliver better service, higher patronage and increased PT mode share.</p> <p>2. Policy Framework We support the Policy framework with its 10 policy areas and objectives. However, these are very aspirational goals and we believe the details of these will need to be very carefully considered if these objectives are to be fully met.</p> <p>3. Integrated Service Network (#6.2, page 27+) If the objective of an integrated service network with high frequency services every 15 minutes is to be achieved, we see the provision of simpler and better integrated network, with improved opportunities for connections to more destinations as a key aspect. (page 27)</p> <p>The policy 2.1 "Provide a simple layered network of public transport services" (page 28) is, we believe, essential, along with 2.3 to provide a public transport network that maximises the range of travel options and destinations available.</p> <p>However, on examining the proposed Frequent service network maps on pages 20 – 24, we find what appears to be some omissions and a lack of implementation in regards to the integration and complimenting of PT services.</p> <p>The current service network sees buses from the west (New Lynn, Patiki Rd, Rosebank Rd – routes 200, 211, 212, 213, 216, 219, 223) travelling via New North Road with a destination of the CBD also.</p> <p>In a layered and integrated network, we would have expected to see these parallel services complimenting one another, with each mode making best use of its transport strength. That is to say buses, being flexible, providing short, quick feeder runs to the western line train stations, to allow trains to make their much faster longer journeys all the way downtown. It seems a strange and illogical approach to continue with the slower buses to the CBD adding to road congestion and competing with rail, when the rail service is so much more efficient.</p> <p>4. Procurement and Commercial Services (# 6.8, page 44) We have serious doubts about the Government's proposed PTOM model and have concerns that this hybrid system of mixing independent commercial operators with a planned AT network. Such a system sounds remarkably similar to the one operating in Auckland during the 1980's and 1990's, where it proved to be inflexible and inefficient.</p> <p>5. Services to our Waterview Community The maps on pages 20-24 of the draft document show bus services for Waterview as continuing to use the Waterview strait / Great North Road as the only route through this suburb. While we anticipate more details of such services in the documents following from the draft, we would like to make the following request. For bus services to be successful and to meet #2.3 to "provide a public transport network that maximises the range of travel options and destinations", we would like to see services that are routed through the local Waterview streets.</p> <p>We would suggest that buses link through Fairlands Ave, Hadfield Ave, Middlesex Road, Alford Street, and Oakley Ave. This route would much more meet the needs of the community, instead of just the single path of Great North Road.</p>
557	<p>Totara Chambers (Counsel) on behalf of Viaduct Harbour Holdings Limited (submitted by Trevor Daya-Winterbottom, Barrister - Totara Chambers)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Name of submitter: Viaduct Harbour Holdings Ltd 1 This is a submission on the Draft Auckland Regional Public Transport Plan (the proposal).</p> <p>2 The specific parts of the proposal that this submission relates to are: 2.1 The proposal in its entirety.</p> <p>3 The company's submission is: 3.1 The company supports the proposal in relevant part and opposes the proposal in relevant part. 3.2 The proposal is not consistent with the relevant provisions of Plan Change 4: Part 14.9 of the operative Central Area Plan, or the Wynyard Quarter Transport Plan or the Urban Design Framework, referenced in Plan Change 4. 3.3 In particular, but without limitation, the reasons for this submission are:</p> <p>General comments (a) The proposal is well written, and generally sensible. There is a lot of detail on proposed routes, and a very well prepared Schematic route diagram like the London Underground map. However the physical route maps are at such a small scale that they are not readable. This makes the analysis of impact on Wynyard Quarter very difficult.</p> <p>(b) More detailed route maps should be included in the proposal to match the descriptions in the appendices.</p> <p>Policy comments (c) It is generally internationally accepted that a bus route system should be proposed such that all households are within 400m of a bus stop. The policy is that by 2022, 40% of Auckland houses will be within</p>

Sub #	NAME OF ORGANISATION	<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>
557	<p>Totara Chambers (Counsel) on behalf of Viaduct Harbour Holdings Limited (submitted by Trevor Daya-Winterbottom, Barrister - Totara Chambers) #557</p>	<p>500m of a frequent service stop and that 90% will be within 500m of a rail bus or ferry stop. There is no analysis as to whether the routes meet the policy.</p> <p>(d) It is accepted that the proposal does not align with the Auckland Plan targets. The Auckland Plan target by 2022 is 140m public transport trips, (cf 71m in 2012), but the funded target is 103m.</p> <p>Wynyard Quarter specific comments</p> <p>(e) Wynyard Quarter is shown as a major interchange location, but there is no diagram showing where or how this would operate. However, the City Centre Masterplan includes a graphic of the way Fanshawe Street might look, and a public transport interchange fits within that vision. It also fits with the proposed cross harbour rail link and the proposed rail station under Gaunt Street. Obviously, detailed design is required but establishing travel patterns early on is important.</p> <p>(f) Flow Transportation Consultants have prepared a report on bus routing within Wynyard Quarter (3 September 2012). That report has been drawn on when preparing this submission as it contains detail that is not apparent from the proposal.</p> <p>(g) From an analysis of the route and frequency table in the appendix to the proposal, it appears that there are 24 routes that pass by Wynyard Quarter, with around 110 movements per hour in the peak direction, compared with 85 now according to the Flow report. Some of these are at 5min headways, and most are at 15min headways.</p> <p>(h) The Flow report also says that 76 of these movements would penetrate the Quarter.</p> <p>(i) The three access points to Wynyard Quarter onto Fanshawe Street, (Beaumont, Daldy and Halsey Streets) are critical to the successful development and operation of the Quarter. It is expected that these will be operating at, or near capacity once the quarter is fully developed. This is likely to occur during the planning period covered by the proposal. As such, any extraneous traffic should be avoided and unnecessary buses entering and leaving the Quarter fall into that category.</p> <p>(j) If the standard maximum walk distance of 400m is adopted, then all buildings south of Madden Street could be serviced from buses in Fanshawe Street. Pakenham Street is about 270m from Fanshawe Street. This means that buildings in Quarter Areas 1 and 2 and parts of Quarter Areas 3 and 4 are within easy walking distance of Fanshawe Street.</p> <p>(k) These areas comprise 70% of the floor area that will (when developed) attracts trips in the morning peak. Applying this factor means that only about 840 passengers would need to penetrate beyond dedicated buses, or possibly a mini bus shuttle service that would move passengers from the northern blocks. It would need to be frequent, and possibly free.</p> <p>(l) Until Daldy Street is extended, Beaumont Street Madden Street and Halsey Street could be used as the bus routes. This may mean bringing forward the proposed widening of Beaumont and Halsey Streets, and specific timing for the implementation of these improvements therefore needs to be included in the proposal and in other planning documents subsequently prepared or amended by Auckland Council under the Local Government Act 2002.</p> <p>(m) The company would also suggest that the Devonport and Birkenhead ferry services should also stop at the northern end of the Quarter at North Wharf.</p> <p>(n) The proposal looks forward to 2040, and given that the Central Area Plan suggests that the rail tunnel is on a twenty year timetable, it should also be included in this version of the proposal (subject to designations and compensation issues under the Public Works Act 1981 being resolved beforehand).</p> <p>4 The company seeks the following decision from Auckland Transport:</p> <p>4.1 That the proposal should be amended so as to be in general accordance with the comments made in this submission.</p> <p>4.2 That the number of bus routes proposed to pass through Wynyard Quarter should be significantly reduced to reflect the fact that 70% of building occupants are likely to reside or work in buildings that are located within easy walking distance of existing bus routes along Fanshawe Street, and to avoid adverse traffic effects that would arise from the proposed number of bus routes passing through the Quarter.</p> <p>4.3 Such alternative, consequential or further relief as may be necessary to give effect to this submission.</p> <p>5 The company wishes to be heard in support of this submission.</p> <p>Trevor Daya-Winterbottom Counsel for Viaduct Harbour Holdings Ltd 5 November 2012</p> <p>[contact details provided to Auckland Transport]</p>
352	<p>Town Centre Development Group (submitted by Karen Remetis)</p>	<p>Q1 – Supports Comments: An overarching good approach. I think though that the focus is still on Auckland CBD and rail. Not everyone is interested in going to the CBD and travel across Auckland Region should be a key goal. i East Auckland remains not well served as there is no rail access there.</p> <p>Q2 – Strongly Support [comments not provided for Q2]</p> <p>Other Comments: I would like to see a strategy which reflects Auckland's geography - and therefore includes and has a strong focus on water use for moving goods and people.</p>

Sub #	NAME OF ORGANISATION	<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>
352	<p>Town Centre Development Group (submitted by Karen Remetis) #352</p>	<p>I would like to see greater and increased provision for wharves and ferry use.</p> <p>New Zealand needs to develop strategies which meet our needs. I do not think we need to be building car parks for ferry users. Other initiatives can be developed.</p> <p>Congratulations on developing a plan to meet an out of date and complex issue.</p>
468	<p>Traffic and Transportation Engineers Ltd (submitted by Phillipa Mitchell)</p>	<p>Q1 – Strongly Support [no comments provided for Q1]</p> <p>Q2 – Oppose [no comments provided for Q2]</p> <p>Other Comments:</p> <p>SUBMISSION ON THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN Traffic and Transportation Engineers Ltd (T2) is pleased to make this submission on the draft Auckland Regional Public Transport Plan (RPTP) and we would like to take the opportunity to speak to this during the public hearing process.</p> <p>T2 is a medium sized consultancy specialising in traffic engineering & transportation planning. We undertake a range of work for Auckland Transport and Auckland Council relating to traffic engineering, transportation planning, passenger transport, cycling and walking and general road safety.</p> <p>Overall we are supportive of the intentions of the plan; particularly the emphasis on simplifying the existing system which we agree is overcomplicated and confusing. We are also pleased to see that additional focus has been put on services outside of the commuter peak. We have set out our key comments in alignment with the general document structure.</p> <p>1.0 Section 5: Key Directions The City Rail Link (CRL) will have a significant impact on public transport in Auckland but as recognised its timing is still uncertain. It is therefore good to see that the RPTP is staged to roll out pre (2016) and post (2022) the CRL. We also understand that as the CRL timing becomes more certain the RPTP will be updated. However, we note that between 2016 and 2022 there will only be a small number of additional Frequent Network routes. We believe that the RPTP should be more ambitious with its future 2022 Frequent Network projections particularly given that the CRL will significantly increase the capacity on the rail network.</p> <p>Figure 5-1 shows the proposed service categories with the Rapid, Frequent and Connector services all having operating hours of 7am-7pm and lower frequencies outside of these hours. We support this approach and think it is a big step forward. However, further explanation is needed of how the proposed future network outlined in Appendix 1A supports this. The Appendix 1A table breaks down the routes into the following periods but without the actual times being specified: * Mon-Fri Peak Frequency * Mon-Fri Off-Peak Frequency * Mon-Fri Evening Frequency * Sat Frequency day/evening * Sun Frequency day/evening</p> <p>A comparison of Figure 5-1 and Appendix 1A highlights some differences. For example, the 'Triangle Road to Avondale via the Northwestern Motorway and Rosebank Rd' service is shown as a blue frequent network on Figure 5-5. According to Figure 5-1 the blue frequent network equates to a 15min service between 7am-7pm. However, in Appendix 1A this service has only a 15min frequency in the Mon-Fri Peak, becomes 30min in the Mon-Fri Off peak and 60min in the Mon-Fri Evening. It is not clear what is classified as off-peak.</p> <p>Overall we are supportive of the proposed frequent service network 2016 (Figure 5-3) and all day service network (Figure 5-5). However, we do have some specific queries: * The new network plan emphasises an integrated network. However, there appears to be no frequent services feeding the West Harbour, Birkenhead, Bayswater, Half Moon Bay or Beach Haven Ferry services and only all day services to some of these destinations.</p> <p>* The Northern Busway is not served by a sufficient number of Frequent Network feeder routes particularly from the west. The Sunnynook Station also appears to be underutilised. We are concerned that with the busway station Park and Rides already full the only way to grow Busway patronage is to increase the number of frequent feeder routes and more consideration should be given to this.</p> <p>* We also believe that a cross-town (west-east) service for the southern North Shore would be beneficial. A potential route would be Highbury-Smales Farm (via Wairau Road)-Takapuna.</p> <p>* We have some concerns regarding splitting up the Frequent Network route from Manukau Town Centre, once past Botany Town Centre, into two lesser frequency services to Howick and Highland Park. We consider that this part of the network requires a higher provision of north-south services and at higher frequencies. If it cannot be provided initially, upgrading this should be incorporated in the 2022 network.</p> <p>* We note the significant detour of the Lake Road route. While we understand this is in reaction to the settlement patterns in this area, this adds significant extra distance for many passengers not wanting to go to these Narrow Neck areas.</p> <p>2.0 Section 6: Policies and Actions</p>

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468	<p>Traffic and Transportation Engineers Ltd (submitted by Phillipa Mitchell) #468</p>	<p>Network Structure - Objective 1 * Policy 1.4 This objective acknowledges the importance of the Unitary Plan and its influence on planning and developers. The importance of this cannot be underestimated. Policy 1.4(d) states 'Actively encourage developers with greenfield and urban intensification proposals to complete Integrated Transport Assessments...'. Auckland Transport has just released its final draft Integrated Transport Assessment (ITA) Guidelines October 2012. It is understood that these will not be finalised until at least March 2013 to ensure they are consistent with the new Unitary Plan.</p> <p>The key issue, in our opinion, is that far too often developers use the lack of current PT services as a reason not to design developments that are conducive to reducing travel by single occupant private car. This also results in a lack of provision for future PT infrastructure.</p> <p>There is an opportunity here to forge a stronger connection between the RPTP and the ITA Guidelines through specific references to each document in the other including identification of the commonalities. We believe the ITA Guidelines will be one of the key mechanisms for achieving Policy 1.4.</p> <p>Integrated Service Network - Objective 2 * Policy 2.4(b) We consider that as above the ITA Guidelines could also provide a useful mechanism for achieving this policy as it would provide a specifically identifiable tool through which to 'introduce public transport services and infrastructure into new and developing urban areas...'. Service Quality - Objective 3 AT's Strategy and Planning team are currently undertaking or tendering to engage a number of Corridor Management Plan (CMPs) projects. These CMPs will provide the backbone for decisions made along most key arterials in the region going forward.</p> <p>There is no mention of the CMP process in the RPTP. To achieve Objective 3 in particular but also Objectives 1 and 2 it will be vital to engage with the CMP process. We would recommend that as a starting point this connection is made within the RPTP document identifying how it will engage/interact with the CMP projects.</p> <p>Fares and Ticketing - Objective 4 Overall we consider that the proposed zone based fare system would not be equitable on all users. The design of the system should be reconsidered. It is considered that the Real Time Passenger Information System could be used to determine distances travelled and consequently the fare to be charged. That is, the fare charged should be based on a rate per kilometre. It is noted that the per kilometre rate could be higher in more congested areas or areas with a great number of intersections per kilometre. Figure 6-1 shows the indicative fare boundaries. We believe that the zone differentiation needs to be refined and there are anomalies on the map itself, in particular:</p> <ul style="list-style-type: none"> * The boundary between the Outer-west zone (which is four zones to the city) and the Outer-north zone (which is three zones to the city) is undefined. * We note that the North and Outer-North zones appear to have a fare advantage over the south and west zones. We understand that this may be tied into the Busway or easing congestion over the Harbour Bridge but suggest a further explanation is required. * It is understood that the ferry fares will remain point-to-point but it is unclear what will happen to the bus fares on Waiheke Island. * The fare zone is based on distance to the city. It is unclear how this will work for cross town services such as those going between West and North. <p>* Policy 4.6(b) This identifies 'Progressively increase the HOP card stored value discount (from 10 to up to 20 per cent) for travel through differential adjustments to cash and HOP card fares at the annual fare reviews'. Internationally the price differential is typically much higher. According to research conducted by the European Metropolitan Transport Authorities (EMTA)¹ in 2008 of various international integrated ticketing systems the 'reduction compared to regular fares varies from 50-100% (free transport for targeted passengers)'. We believe that a shift from 10-20% is a good start but that the target should be much more ambitious if we really want Aucklanders to make the change to public transport.</p> <p>* Policy 4.7(c) We believe that it is important to keep concessionary fares for various sectors of the community but understand the option to remove the Super Gold concession in the evening peak period as this something that has been done overseas. Tertiary students are significant public transport users and we believe that targeted concessions should always be retained for them. This could also be considered a future proofing investment to improve their impressions of PT and encourage them to continue using it after they have left study. However, we support further refinements to reduce abuse of this system by those who aren't or are no longer studying.</p> <p>Foot Note 1: Mezghani, M, 2008, 'Study on electronic ticketing in public transport: Final Report', EMTA. http://www.emta.com/IMG/pdf/EMTA-Ticketing.pdf</p> <p>Infrastructure - Objective 5 Objective 5 identifies that 'After Auckland Transport was established in 2010, responsibility for public transport services and infrastructure provision now lies mainly within a single organisation, enabling the provision of infrastructure to be more closely integrated with changes to services.' We agree this is a great opportunity to provide a more integrated approach to infrastructure. However, AT is a large organisation with a number of competing demands. The effectiveness of integration within the organisation is still being developed from the 2010 amalgamation. We believe there is scope to reference specific actions under the Objective 5 policies to highlight various initiatives that are being developed within AT. One example is the CMP projects discussed under Objective 3 above.</p>

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468	<p>Traffic and Transportation Engineers Ltd (submitted by Phillipa Mitchell) #468</p>	<p>* Policy 5.4 To provide the type of network outlined in the RPTP we believe that bus priority measures will be a fundamental component and should not just be limited to 'key corridors' as stated. Further, while we appreciate that this is a high level document and therefore doesn't address specific types of bus priority measures we think that it should encourage innovative thinking and the opportunity to trial different measures to determine their effectiveness.</p> <p>* Policy 5.5 It is our understanding that the intent of the RPTP is to provide an integrated transport network with a particular focus on taking advantage of the huge investment in rail that is occurring. The new network plans (Figures 5-3 and 5-4) shows key interchange facilities at a number of train stations. We note that several of these interchanges are also identified in Appendix 6, Figure A 6-1 as locations for the expansion of or new Park and Ride facilities. There is already quite limited space at the majority of these stations and we believe the focus should be to first provide well designed and connected interchanges for buses and rail and park and ride facilities should be a secondary consideration. We believe that there is a risk that the staged roll out of the RPTP may mean park and ride facilities are easier to install initially making it more difficult to find the space for the interchanges at a later date.</p> <p>* Policy 5.6 We are glad to see that integration with cyclists and pedestrians has been specifically identified. The RPTP makes reference to transfers and integration but does not provide specific details. We believe that bicycle facilities on PT vehicles should be given consideration.</p> <p>Objective 8 Overall we acknowledge that the PTOM contracting environment will be a significant improvement on the current system. It is noted that in the past non-compliances by operators were not appropriately dealt with. A key aspect will be the actual enforcement of compliance requirements and we hope that this will be more achievable under PTOMs.</p>
498	<p>Transport Planning Solutions Limited (submitted by Ross Rutherford)</p>	<p>Organisation emailed their submission, entire submission contained below</p> <p>Submission on the Draft Auckland Regional Public Transport Plan, October 2012</p> <p>Overall Network Concept I strongly support the network concept outlined in the Draft Auckland Regional Public Transport Plan, October 2012. The 'hub and spoke' or 'line haul/feeder' concept on which it is based is far preferable to the current system with its complex routing and numbering system and often indirect route network. If public transport is to reach its potential it must be easy to use and understand. The proposed network has the ability to achieve this.</p> <p>There are three issues I wish to raise. The first two are fundamental to the success of the new system. The third relates to Frequent Network plans for Takapuna.</p> <p>Service Reliability Service reliability is vital. Without that, bunching can occur significantly reducing the advantages of providing relatively frequent services, and discouraging public transport trips which involve interchanges.</p> <p>Public resistance has, and may to continue to limit Auckland Transport's ability to implement bus lanes. While bus bypasses and bus advance areas can make a real difference at some intersections, and signal pre-emption helps, there are many instances where bus lanes are the most appropriate solution. Auckland Transport should clearly identify those corridors where bus lanes are required in order to maintain or improve bus service reliability and bus travel times.</p> <p>High priority should be given to identifying and implementing all necessary bus priority measures including bus lanes. Bus lanes and other bus priority measures must be implemented if the new system is to be fully effective.</p> <p>To date bus lanes have generally been implemented without significantly increasing travel times for other road users. This will have to change if bus lanes are to be substantially extended.</p> <p>It must be made clear that substantial changes to the operation of Auckland's arterial road network will be necessary if the new system is to achieve its potential.</p> <p>Interchanges The new network concept relies on interchanges which are variously described in the Draft Plan as 'convenient', 'good' and 'well-designed'.</p> <p>It is essential that adequate funding be in place to ensure that all interchanges are fit-for-purpose, offering safe, convenient, and, where feasible, relatively pleasant, quick and easy transfer between services.</p> <p>These interchanges should be in place before the new system comes into operation.</p> <p>Way-finding information will be required in cases where passenger transfer requires walking between services on intersecting streets.</p> <p>While interchanging between 'cross-town' and 'city-bound' services is an attractive proposition, it may be difficult to achieve in practice. The suggestion by AT public transport planners that bus stops at intersections between such services be located close to the intersection to minimise walk times and distances for interchanging passengers makes good sense. It may, however, be inconsistent with the aim of minimising traffic delays on some routes.</p> <p>Resolving such potential conflicts will require decisions on prioritisation of use of the arterial network.</p>

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498	Transport Planning Solutions Limited (submitted by Ross Rutherford) #498	<p>Takapuna Takapuna is one of the metropolitan high growth centres. The Frequent Network services listed in the Draft Plan appear to suggest that the services to the City Centre through Takapuna stop at the Akoranga Station requiring a transfer to Northern Busway services.</p> <p>The exceptions are the Devonport FN route which requires a transfer to the Devonport ferry service, and what I understand to be a through-route to Onehunga via College Hill.</p> <p>This solution is not very satisfactory. It does not appear to give Takapuna the service it requires if it is to be a walkable, public transport oriented centre.</p>
436	Tuakau & Districts Development Association (submitted by Dee Bond)	<p>Q1 – Support [no comments provided for Q1]</p> <p>Q2 – Support [no comments provided for Q2]</p> <p>Other Comments: As a resident of Pukekohe, and business owner/operator in Pukekohe, Tuakau, and Mercer, and Board Member of the Tuakau and Districts Development Association I have been lobbying local and central government for the past five years to support a passenger rail link between Auckland and Hamilton, and/or to extend the Maxx service beyond Pukekohe to Tuakau.</p> <p>Public Support</p> <ol style="list-style-type: none"> 1. The 2009 Hamilton City Council Residents Survey of 702 people recorded that 85% of respondents thought that the city should have a Hamilton-Auckland commuter train service operating 2. 2010 a petition of 11,500 Waikato people was presented to Parliament calling for the Government and related transport agencies to establish a passenger rail service between Hamilton and Auckland 3. 2010, an Environment Waikato Survey of 1155 Waikato residents sampled public opinion about a daily passenger rail service to Auckland. <ul style="list-style-type: none"> - 81% of respondents supported the proposal - 85% of respondents would accept an annual rates increase of \$15-20 to pay for the service - 68% of respondents would accept an annual rates increase of \$21-24 to pay for the service 4. In 2011 a petition of 3,500 signatures from the town of Tuakau was presented to Parliament asking that the Government supports Kiwirail in re-establishing a regular passenger rail commuter service between Auckland and Hamilton that services Tuakau. <p>After the Waikato Regional Council Rail Working Party made a recommendation to the five Councils affected to commence a Hamilton to Auckland passenger rail service last year, the various Councils, including Auckland, voted to place the proposal onto their LTPs. It is worth noting here that at no time were the Auckland residents surveyed about whether they would be interested in or use a Passenger Rail service to Hamilton – this work has yet to be undertaken, but there was sufficient support from the Waikato to justify a recommendation by the Rail Working Party (which was made up of representatives from all five Councils – ACC, HCC, WDC, Waipa, and WRC) to commence a Passenger Rail service from Hamilton. Neither service has been addressed in any form by this new Transport Plan.</p> <p>It is also noted that in your document “Summary of the Draft Auckland Regional Public Transport Plan 2021”, there is a diagram that is titled “Auckland Frequent Service Network 2016 (proposed)” which does not even show Pukekohe, a town of 25,000+ expected to double by 2030, with a public transport connection. While I assume this is an oversight in the printing, it is indicative of the lack of interest shown towards the public transport needs of the rural support communities that feed Auckland.</p> <p>Pukekohe needs a rail service that is as regular as the Paraparaumu service is to Wellington. These towns are equidistant from their respective cities and are of the same population base, and yet the Paraparaumu service runs every 30mins during the week and every hour on the weekends until the early hours to support people wanting to work and play in the Capital city. Pukekohe also needs a weekend rail service. A robust public transport system to the fringes of Auckland and its neighbouring border towns would assist greatly in its ability to house its growing population.</p> <p>Another existing service that has not been addressed by this Draft Plan is the bus service that currently connects Tuakau and Port Waikato to Pukekohe. Are these towns to be cut off from Public Transport just because a politician decided that Franklin should be cut in half? This plan should address the inter-regional public transport needs of the future.</p> <p>Please advise whether you require another copy of the supporting documents previously supplied to the Council in support of Trains.</p>
139	Tuakau College (submitted by Janie Flavell)	<p>Q1 – Strongly Oppose [no comments provided for Q1]</p> <p>Q2 – Neutral [no comments provided for Q2]</p> <p>Other Comments: We would like the train to stop in Tuakau. The town is prepared to cover costs to build a depot. It's not our fault that we were not put in same boundary as Pukekohe so please don't punish us by not letting the train stop in our town. Waikato District Council are willing to put up \$500,000, (so they say) towards costs if we can get the MAXX trains service to Tuakau.</p>

Sub #	NAME OF ORGANISATION	<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>
664	<p>Tuakau Senior Citizens Club (submitted by Maureen Wilson, Secretary and Fay Ivey, Treasurer)</p>	<p>RAIL PASSENGER SERVICE TO TUAKAU 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.</p> <p>Thank you for considering my submission.</p>
305	<p>University of Auckland (submitted by Michael David Myers)</p>	<p>Q1 – Strongly Support Comments: The proposed frequent service network is long overdue. The current system is confusing and has obviously never been designed - it has just grown in an ad-hoc fashion with no one paying attention to the entire system. The current system actually discourages people from taking public transport.</p> <p>Therefore I welcome this redesign of the system which is much more intuitive. Hopefully it will turn out to be so simple that most people will not even need to look at the timetable. Please go ahead with this as soon as possible.</p> <p>Q2 – Strongly Supports Comments: I strongly support the idea integration and the zones but I am neutral on the actual detail.</p> <p>Other Comments: Please go ahead with this as soon as possible and don't get derailed by minor details that can be fixed later.</p>
571	<p>VSG Consulting Group Limited (submitted by Tony Garnier)</p>	<p>I note the bus plan fare zone is getting a rethink.... FYI: some comments I have received about the bus plan that may be of use: 1) Why the bus schedule plan doesn't seem to have a feeder bus network – e.g. for serving the rail stations, ferry terminals and the regional services (e.g. North Shore-CBD express services) ; 2) There doesn't seem to be a bus network for east west services; e.g from Howick-Panmure-New Lynn (that avoids going into CBD); or between west Auck and north shore via upper harbour hway etc 3) What about local bus services; e.g. within south Auckland for moving around the southern area initiative re work-education-recreation areas-retail etc –; same for North Shore???</p> <p>Just passing these on – you may well have these covered in the bus plan</p>
541	<p>Waiheke & Gulf Islands Grey Power Association Inc (submitted by Allen Davies, President)</p>	<p>The Waiheke & Gulf Islands Grey Power Association is very concerned that the NZTA have proposed to Auckland Transport that the Gold Card concession during the afternoon peak period be discontinued. It is the contention of the NZTA that providing the concession at this period is, “nationally inconsistent and unaffordable”. The NZTA conducted a review of the Gold Card concession on public transport a couple of years ago and decided at that time that there was no need for any change. That would have been the appropriate time for that organisation to have publicly raised their concerns about the system operating in Auckland This appears to be an underhand and despicable move on the part of the NZTA to remove something that has become an acceptable part of the Auckland transport scene.</p> <p>For many Gold Card holders public transport is their only way of travel within the Auckland Council area and limiting that travel to between the hours of 9.00 am and 3.00 pm is very restrictive, particularly for residents of Waiheke Island.</p> <p>An Island resident required to attend the Greenlane Clinic, (as many do) would find that appointment times and consultation times would be extremely limited. For example, the first bus on which a Gold Card holder can travel is at 9.00 am, this bus connects with the 10.00 am ferry, arriving Downtown to catch the Hospital 283 service just after 11.00 am which would arrive at Greenlane just before midday. To ensure they were on a bus away from the ferry on Waiheke before 3.00 pm they would have to leave Greenlane on the 283 service before 1.15 pm to enabling them to catch the 2.00 pm ferry back to Waiheke and therefore the 2.45 pm bus to their final destination on the island.</p> <p>Something I feel that you and the Planners at Auckland Transport fail to understand is that for those who have no choice but to use public transport going anywhere that also requires multi transport changes can take up a large part of the day.I personally have attended Greenlane Clinics several times in the last few years and will I believe need to do so more in the future. I am also a regular traveller to both Henderson and Massey from Waiheke Island, because I cannot travel earlier than 9.00 am I cannot arrive at my destination before midday and if I am restricted in the future to travel before 3.00 pm for the concession to apply I would not be able complete the round trip in time.</p> <p>We strongly oppose any change to the hours of operation of the existing Gold Card concession system.</p> <p>We wish to speak to our submission and prefer to be heard either in Central Auckland or in Henderson. Allen Davies, President Waiheke & Gulf Islands Grey Power Association Inc / Grey Power Federation Chairman Energy Committee.</p>

Sub #	NAME OF ORGANISATION	<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>
570	<p>Waikato District Council (submitted by Ian Gooden on behalf of Mayor Allan Sanson)</p>	<p>SUBMISSION 'DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN 2012'</p> <p>Thank you for the opportunity to provide a submission on the Draft Auckland Regional Public Transport Plan (ARPTP) and for receiving this late submission due to Council's Roading and Transport Committee only meeting on Tuesday 6 November 2012 to consider the submission.</p> <p>Waikato District Council (WDC) support ongoing provision of the Regional Public Transport Plan, and the ARPTP vision of an integrated, efficient, and effective public transport network offering a wide range of trips and being the motive choice for an increasing number of Aucklanders. Council also supports ensuring improved value for money by targeting a fare box recovery ratio of 50%.</p> <p>Whilst the WDC acknowledges that it is relatively insignificant in the \$500m ARPTP, there are currently existing bus services and a proposed Tuakau to Pukekohe rail service that Council would like to see remaining within the ARPTP. These are discussed as follows;</p> <p>* Proposed Tuakau to Pukekohe Rail Service</p> <p>During investigations into the feasibility of the proposed Hamilton to Auckland rail service, consideration of a Tuakau to Pukekohe service was noted, and it was considered imminently viable. WDC and Waikato Regional Council (WRC) have consequently made allocations in its financial planning to upgrade the Tuakau rail platform and allow for this service to commence. Whilst these proposals have not currently been supported in the National Land Transport programme (NLTP), we are confident that subject to an appropriate feasibility study, these proposals will be reinstated in the NLTP.</p> <p>Council understands that decisions regarding the extension of the MAXX trains from Pukekohe to Tuakau are dependent on decisions associated with the electrification from Papakura to Pukekohe. Council recommends that Auckland Transport (AT) continue to provide consideration for this proposal and works with WRC and WDC towards achieving such a service. It is noted that there is considerable support in the Tuakau/ Pukekohe area for provision of such a service, and Council looks forward to your positive consideration on this matter.</p> <p>* Inter-Regional Bus Services</p> <p>The former Franklin District Council provided bus services from Pukekohe to Port Waikato, and Tuakau to Pukekohe as noted in Appendix 1.C – Current Scheduled Service Network on page 91 of the Draft ARPTP. We do not see reference to these services in Appendix 1.A – Proposed future service network of the Draft ARPTP. It is acknowledged that provision of funding for a portion of these services should now be provided by WRC as the public transport service provider for the Waikato, however integration with the Auckland regional services and benefits of public transport into Pukekohe should be acknowledged and provided for by AT.</p> <p>There is also an existing by-weekly contracted service between Hamilton and Pukekohe which is not shown in the appendices.</p> <p>Council requests that AT continues to make provision for these services as currently provided. Whilst Pokeno and Tuakau are now in the Waikato District, there is still strong community connectedness between these communities, and Pukekohe and beyond to Auckland. It is considered vital that ongoing provision for public transport services to assist in this connectivity is retained as many residents in this area continue to depend on Pukekohe for medical/health and government services as well for their retail and servicing needs.</p> <p>* Sustainability Issues</p> <p>Council supports AT in striving to improve sustainability of transport and the environment, and notes that ongoing provision and enhancement of public transport services assists both the Waikato District and Auckland Transport in terms of sustainability. Reduced carbon emissions, congestion (eg: Manukau Road) and damage to the roading network are both areas where we can collectively contribute to ongoing sustainability in the Auckland/Waikato region.</p> <p>Thank you again for the opportunity to make a submission on the Draft ARPTP, and Council wishes to be heard on its submission.</p> <p>Yours faithfully Allan Sanson MAYOR</p>
576	<p>Waikato Regional Council (submitted by Vaughan Payne, Group Manager, Contact: Vincent Ko, Edwin Swaris -Transport Planners)</p>	<p>WAIKATO REGIONAL COUNCIL SUBMISSION ON THE DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN 2012</p> <p>Thank you for the opportunity to submit on the draft Auckland Regional Public Transport Plan 2012 (RPTP). Please note that this submission has been prepared by Waikato Regional council staff and will be considered by the Waikato Regional Transport committee at its meeting on Monday 26 November 2012, and we will advise whether the committee has endorsed the submission or has made any changes to the submission. [NOTE TO AT Officers: Mathew Stewart has spoken with submitter with regards to the meeting scheduled for the 26th alluded to in this paragraph, and the submitter feels that the submission would likely remain as is – thanks, Adèle Tara – 13.11.12]</p> <p>Waikato Regional Council would like to congratulate Auckland Transport on a well prepared and articulated document that has a set of outcomes and key focus areas to guide the development of Auckland's public transport system over the next 10 years. With regard to the submission, Waikato Regional Council wishes to make the following points:</p> <p>* Waikato Regional Council supports the general direction set out in the draft plan, and in particular, the focus around improving the service network based on a hierarchy of routes, implementing an integrated fares structure and ticketing system and reviewing the procurement system to align with the requirements of the 'Public Transport Operating Model' (PTMO). We are also pleased to see that the access for transport disadvantaged remains an important focus of this public transport plan.</p> <p>* We wish to note the Waikato District Council currently provides a portion of local share funding for the bus services from Pukekohe to Port Waikato, and Tuakau to Pukekohe as noted in Appendix 1.C – Current Scheduled Service Network of the Draft RPTP. However, these services have not been reflected in Appendix 1.A – Proposed future service network of the Draft RPTP. There is also an existing bi-weekly contracted service connecting Hamilton to Pukekohe which is not shown in the appendices. We would request that these services be recognised as part of the proposed future service network in the RPTP, and any changes to the level of services for these routes be undertaken in consultation with Waikato Regional Council and Waikato District Council.</p>

Sub #	NAME OF ORGANISATION	<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>
576	<p>Waikato Regional Council (submitted by Vaughan Payne, Group Manager, Contact: Vincent Ko, Edwin Swaris -Transport Planners) #576</p>	<p>We would also request that Auckland Transport continues to make provision for the bus services between Tuakau to Pukekohe until a viable substitute such as a passenger rail service between Tuakau and Pukekohe is introduced.</p> <p>* Waikato Regional Council appreciates the previous support from Auckland Transport on the Rail Working Party for the Auckland to Hamilton commuter rail service. As part of the 'Final Recommendations Report of the Rail Working Party', it was noted that the existing Auckland Transport (MAXX) rail service could be extended from Pukekohe to Tuakau, as a first stage, to cater for commuters travelling to and from Auckland. This proposal has been supported by Waikato Regional Council and Waikato District Council, and funding for the upgrade of Tuakau rail platform has been included in Waikato District council's Long Term Plan 2012-15.</p> <p>Waikato Regional council understands that decisions regarding this service are subject to further investigations, and the decision on the electrification of Papakura to Pukekohe rail line. We request that Auckland Transport, through recognition in the RPTP, continues to provide consideration for this proposal in its planning for future passenger rail network. Auckland Transport's cooperation on a feasibility study to assess a possible extension, in partnership Waikato District Council and Waikato Regional Council will be appreciated.</p> <p>Waikato Regional Council does wish to speak in support of our submission. [contact details provided to Auckland Transport]</p> <p>Vaughan Payne, Group Manager – Policy and Transport</p>
505	<p>Warkworth & Districts Grey Power (submitted by Anne Martin)</p>	<p>SUBMISSION on behalf of the Warkworth & Districts Grey Power Association inc pertaining to the Draft Auckland Regional Public Transport Plan Transport Plan.</p> <p>The Draft Plan – Page 35 - advises of a “review of concession levels and eligibility for those concessions.”</p> <p>Grey Power is most appreciative of the current Auckland City policy that provides an extension to the core Super Gold public transport travel extension.</p> <p>Although residents in the far north of the city are without public transport access currently, this issue still has relevance as we do travel into the city from park & ride facilities.</p> <p>This request made by NZTA comes at a time when many older Auckland rate payers have had massive rate increases and are also coming to terms with the additional proposed changes predicted for the city.</p> <p>At no time during regular meetings between Mayor Brown - Grey Power and Aged Concern ,over the last 18 months, has this travel concession review been mentioned ,as listed in Section 2 – Fares and Ticketing Policy.</p> <p>Grey Power would request that a policy directive on the removal of the concession option be sort from Mayor Brown before costly consultative work is initiated.</p> <p>Consider for a moment the possible result of the removal of this concession extension – will it result in additional vehicle traffic and increased congestion due to the change in the mode of transport used by the concession card holders due to the shortened time the concession is available. Is this what the city needs?</p> <p>The start date for the proposed changes is July 1, 2013, some three months prior to the Council elections.</p> <p>A recommendation we would suggest is that a representative of Grey Power be added to any reviewing group set up to deal with concession fares per Policy 4.7.</p>
879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin)</p>	<p>WATERFRONT AUCKLAND'S FEEDBACK ON THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN OCTOBER 2012</p> <p>Waterfront Auckland welcomes the opportunity to provide feedback on the Draft Regional Public Transport Plan (RPTP) and will support Auckland Transport in the development of the final plan.</p> <p>We congratulate the team involved in preparing the draft plan and hope that, through the public consultation process, the final plan will result in greater clarity on the public transport services and policy framework that will help Auckland Transport deliver within the next 10 years the public transport targets set in the Auckland Plan. We note that the draft plan focuses on developing an integrated network that contributes to economic growth and productivity, value for money, and road safety, based on resource efficiency and improved partnership between funding and service providers.</p> <p>The rationale to provide efficient public transport services on Auckland's working waterfront consists the ability to free up its limited road network for commercial trips, allow for the movement of 15,000-19,000 residents and workers in Wynyard Quarter by 2040, achieve the 70/30 peak-hour modal split target for the area by 2040 where 70% of the trips are by modes other than single occupancy private vehicles, increase connectivity of the waterfront with the wider Auckland region, and generally contribute to economic growth.</p> <p>The Waterfront Plan, which will help us direct the development of the waterfront in the next 30 years, advances the provision of efficient public transport through its five goals (blue-green, public, smart working, connected and liveable waterfront) and projects that will be led by Waterfront Auckland, such as the redevelopment of Queens Wharf, Waterfront-wide Walkway and Cycleway, Dockline tram extension to Britomart, and Daldy Street Linear Park.</p> <p>We would like to continue working with Auckland Transport to resolve all public transport issues of direct relevance to the waterfront, to ensure that we can achieve the desired outcomes of the Waterfront Plan. Our feedback focuses on the ability of the RPTP to deliver on the Waterfront Plan.</p> <p>Attached please find our detailed feedback. We look forward to further engagement with Auckland Transport to discuss our comments. Please contact Neil Landingin [contact details provided to Auckland Transport]</p>

Sub #	NAME OF ORGANISATION	<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>
879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>Yours sincerely John Dalzell, Chief Executive – WATERFRONT AUCKLAND</p> <p>SUMMARY OF WATERFRONT AUCKLAND'S FEEDBACK ON THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN OCTOBER 2012 Waterfront Auckland is an environmental leader tasked by Council to lead the transformation of the waterfront into a key industry, business, residential, and tourist destination, and to assist in uniting it with the city centre. Our core competencies include strategy and planning, project design and development, property and asset management, operations management, and business support.</p> <p>We note that Auckland Transport is seeking submissions mainly on two specific questions that focus on the proposed public transport (PT) network and fares and ticketing policy. We have structured our feedback to include 12 other key aspects of the draft RPTP to reflect how the plan might affect the future of the waterfront, recommend alternative solutions, and impart best-practice experience. The 14 sections of our detailed feedback are presented according to their importance to Waterfront Auckland, i.e. from most to less critical.</p> <p>The following objectives of our submission are important to Waterfront Auckland:</p> <ul style="list-style-type: none"> * Ensure that the PT network contributes to improved connectivity of the waterfront with the wider Auckland region, rest of New Zealand, and the world. This will increase the vitality and viability of the waterfront to be developed as a successful destination in Auckland. * Contribute to the 70/30 modal split target for Wynyard Quarter, where 70% of the peak-hour trips to the area are by modes other than single-occupancy vehicles. This will provide planning certainty to developers and investors, reduce road congestion on the waterfront, contribute to our sustainability aspirations, and improve waterfront experience for the public. * Ensure that the number, frequency, and timing of provision of bus services terminating at Wynyard Quarter are the result of a thorough analysis of the future demand in the area, and can deliver good environmental and urban design outcomes for the area. Waterfront Auckland has been consulted by Flow Transportation Specialists and Auckland Transport in a study to address the issues on bus services. The report is attached to this submission. We suggest to continue this conversation on future bus services for Wynyard Quarter. * Seek to include the Dockline Tram extension to Britomart as part the frequent service network and integrated ticketing system to increase accessibility and connectivity of Wynyard Quarter with the wider Auckland region. * Seek to increase further the number of ferry routes and services to the waterfront to improve connectivity of the waterfront with other harbour destinations, reinforce the role of the ferry in public transport, and strengthen the blue highway network. * Develop modal complementarity on the waterfront to maximise the benefits of the waterfront's intrinsic location at the confluence of rail, bus, and ferry networks in Auckland. This unique location offers an opportunity to increase the economic and financial benefits of the PT network, while providing convenience to people who live, work, and visit the waterfront. * Identify early in the planning process the location and details of proposed infrastructure facilities and local service design affecting the waterfront. This is to promote integrated land use and transport, facilitate multi-modal transport, help align services with future demand, and ensure that proposed facilities and services are considered and incorporated in the planning of several projects on the waterfront that have been allocated funding in the Long Term Plan. <p>DETAILED FEEDBACK The following sections constitute our detailed feedback on the draft RPTP:</p> <p>1. BUS SERVICES Flow Transportation Specialists and Auckland Transport have recently consulted with Waterfront Auckland to address the issues on bus routing and have made some recommendations. We attach Flow's report as Appendix (Flow Report) to this submission (Please refer to Attachment 12, Pages 53 – 76 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions). We would like to continue to work with Auckland Transport and Flow to determine future demand, timing of service provision, and the location of the bus layover, to ensure that we achieve the present and future desired outcomes for Wynyard Quarter,</p> <p>The increase in the frequency of daily bus services to Wynyard Quarter is one of the indicators of the Waterfront Plan's success. Waterfront Auckland supports the proposal of the RPTP to allocate 8 PTOM units with 10 peak-hour services terminating at the proposed secondary bus interchange in Wynyard Quarter, subject to thorough analysis of future demand and the timing of provision. We are concerned that, at some point in the future, nearly 80 services per peak hour would extend to Wynyard Quarter largely empty of passengers, as the services would be passing by the CBD to drop off most of the passengers. This projected level of bus traffic is considerably higher than that recommended in the Wynyard Quarter Transport Plan, which is 18 per hour. Should this level of demand, however, be required in the future, we would need a suitable route for the turnaround and ample space for a bus layover to provide for 10-15 or so spots for peak hours. This would have significant urban design implications for the planning of the quarter.</p> <p>The services proposed in the draft plan that will terminate at Wynyard Quarter are listed in Table 1 (Refer to Table 1) and are shown in Figure 1. We appreciate the increase in peak-hour frequency of the City Link from 15 to 10 minutes, and for retaining that of the Northern Express with 5 mins. We note that Routes 010 and Outer LINK have been proposed to be removed but not replaced with alternative services. These routes have provided alternative transport access for visitors and workers to Wynyard Quarter, particularly from the Western Bays and central suburbs. It is suggested that similar services be provided in the new network.</p> <p>We appreciate the inclusion in the plan of an airport bus transfer connection, apart from retaining the existing Airbus Express service and including route protection of the Airport rail loop as a key component in the delivery of the integrated PT network. The airport bus connection will support the Airbus Express in providing alternative access to the waterfront from the international market and help strengthen the market for inflight cruise packages. The bus connection includes PTOM #60 services, which would run every 15 minutes on peak hours between the airport and Mangere Town Centre, and PTOM #61 services, which would also run every 15 minutes on peak hours, to continue from Mangere Town Centre to Wynyard Quarter.</p>

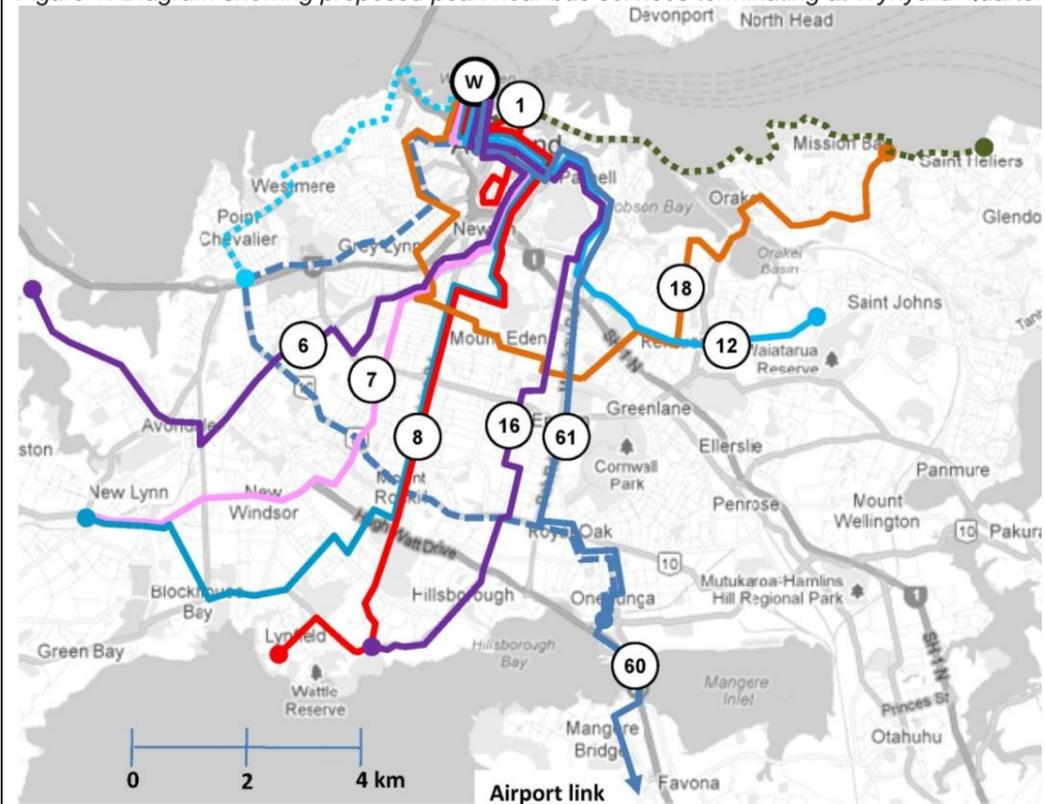
Sub #	NAME OF ORGANISATION	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent 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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We appreciate the proposal to include all bus routes terminating at the Wynyard Quarter, except PTOM Nos. 1 and 18, to pass by the universities in the city centre. We suggest that the Outer Link or similar route be included to provide the link between Wynyard Quarter and Unitec. The universities are one of the many markets targeted to benefit the proposed innovation precinct in Wynyard Quarter. As it is not clear in the plan where the proposed route is between Wynyard Quarter and the universities in the city centre, it is suggested that the route will take either Wellesley Street or Victoria Street, consistent with the objectives of the City Centre Masterplan (CCMP). This will relieve Customs Street of further congestion to be created by the proposed pedestrianisation of Quay Street. Wellesley Street is envisaged to be a strategic traffic corridor linking the city centre and Wynyard Quarter. Victoria Street will be a Green Link, that will also allow for buses continuing to run along the street's length, subject to further transport modelling.

Table 1: List of proposed peak-hour bus services terminating at Wynyard Quarter page 4 of link:

PTOM No.	PTOM Unit Name	Origin and route	Peak hour frequency	Year operational
1	City LINK	Karangahape Road via Queen Street	5 mins	2016
6	New North Road	Avondale Peninsula via New North Rd	5 mins	2016
7	Sandringham Road	New Lynn via Sandringham Road	10 mins	2016
		New Windsor via Sandringham Road	10 mins	2016
8	Dominion Road	New Lynn via Dominion Road	10 mins	2016
		Lynfield via Dominion Road	10 mins	2016
12	Remuera Road	Meadowbank via Remuera Road	15 mins	2016
16	Epsom	Hillsborough via Gilles Avenue	15 mins	2016
18	Mt Eden Crosstown	Mission Bay via Mt Eden	15 mins	2022
61	Mangere Bridge	Mangere Town Centre via Manukau Rd	15 mins	2022

Figure 1. Diagram showing proposed peak-hour bus services terminating at Wynyard Quarter



2. RAIL SERVICES AND EXTENSION OF THE DOCKLINE TRAM

We welcome the proposed increase in peak frequency of the rail service across all lines, brought about by the electrification of the rail system. We would expect further increased frequency with the expected completion of the City Rail Link (CRL) in 2020. We support a rail system that provides faster travel time and increased incentive for commuters to use public transport, instead of the car, to get to the waterfront. Waterfront Auckland's contribution to increasing the use of rail service in Auckland is through the delivery of the Dockline Tram extension to Britomart.

879 Waterfront Auckland
(submitted by John Dalzell and Neil Landingin) #879

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879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>The Dockline Tram Loop (DTL) is a visitor attraction that has supported the early activation of the Wynyard Quarter. Stage one loops around Halsey, Gaunt, Daldy and Jellicoe Streets. Over the period of August 2011 to March 2012, 64,315 people rode the DLT.</p> <p>Waterfront Auckland is currently undertaking a feasibility study which will look to extend the DTL from Wynyard Quarter to the CBD. This extension is seen as an important contribution to the Mayor's Vision and is a project that received a high level of support through the Waterfront Plan consultation process. Waterfront Auckland foresees the DTL extension as a precursor to a fast, frequent, high-capacity and low impact transit service between Wynyard Quarter to Britomart and to St Heliers.</p> <p>Extending the Dockline Tram across to the CBD (Voyager Museum, Queens Wharf/Britomart) in the short term will contribute to unlocking the economic potential of Wynyard Quarter, through increased visits and connectivity with the city. The DTL will be able to access both new and established local and tourist market (e.g. cruise passengers).</p> <p>However, for the extension of the Dockline Tram to be meaningful and deliver a good return on public investment, it has to be made part of the PT network. It is our recommendation that the Dockline Tram be included in the frequent service network. An extension of the DTL that links in with the PT network and that is integrated into the HOP system would provide additional choice for employees, visitors and tourists, and contribute to an increase in both peak and off-peak travel numbers.</p> <p>The interchanges that will help integrate the tram loop with the PT network include the Britomart transport hub, Downtown Ferry Terminal (DFT) on Queens Wharf, the proposed Wynyard Quarter bus terminal, and the future Gaunt Street rail station proposed in the Additional Waitemata Harbour Crossing.</p> <p>Waterfront Auckland has started to engage with Auckland Transport on the DTL extension project and we very much look forward to working with you to make this project exceptional and an asset to Auckland.</p> <p>3. FERRY SERVICES</p> <p>One of the indicators of the success of the Waterfront Plan is the increase in the number of ferry routes and services, to allow us to develop a blue highway that reinforces commuter and recreational connections with the waterfront. This initiative was strongly supported by the consultation feedback on the Waterfront Plan. We understand that the bus and rail services are key contributors to the delivery of an efficient and effective PT network. However, we do not see any significant provision in the plan that reinforces the role of the ferry in the overall PT network.</p> <p>Policy 2.2 sets the target that at least 90% of Aucklanders living and working within the Rural Urban Boundary (RUB) of the Auckland Plan will be within 500m of a ferry stop. We understand that this will be achieved through multi-modal transport. Apart from Devonport and potentially Half Moon Bay, there is no provision in the plan made to develop the ferry terminals as interchange facilities or part of the frequent service network. We note that a Ferry Standard is being prepared to ensure the delivery of new modern and low-emission ferries. However, there is no proposal in the plan that encourages operators of the existing fleet to achieve similar set of standards.</p> <p>We appreciate the inclusion in the draft RPTP of many new peak and off-peak services on the existing ferry routes and the proposal to develop a new Hobsonville/Beach Haven route. We, however, request that further routes to harbour destinations be explored in the next 10 years.</p> <p>4. MODAL COMPLEMENTARITY</p> <p>Waterfront Auckland strongly supports the intent of the RPTP to promote modal complementarity in the development of the PT network, in order to expand the range of possible destinations for commuters. This will help improve the connectivity of the waterfront with the wider Auckland region, rest of New Zealand, and the world, through the linkages with the inter-city bus network and the airport.</p> <p>It is important that the integrated multi-modal PT system allows for faster travel, not only a wider coverage of destination points, to effectively encourage car users to use public transport. Although the increased frequency of services, implementation of the Auckland Integrated Fare System (AIFS), and improved interchange facilities, will help reduce waiting and boarding times, it is critical that there is minimal waiting time for commuters to transfer between services. In addition to Policy 3.2, we suggest that real-time studies be made to compare the travel time between the use of car and multi-modal transfers from random points to the city centre, and recommend policies to reduce the gap, offer alternative cheaper and faster journey options to users, and eliminate significant delay points. These include setting the maximum waiting time and walking distance between transfers, and the maximum duration and number of transfers allowed to complete a journey for both HOP and cash fares, without incurring penalties. A more attractive, convenient, faster, and cheaper multi-modal commute to the waterfront will encourage workers and visitors to the waterfront to use PT instead of the car.</p> <p>The waterfront will be at the forefront of the proposed integrated PT network as it currently captures all forms of public transport services in Auckland, and is a terminus for the Naked Bus regional bus services and Airbus Express. We will have to deal effectively well with the projected increase in passenger movements between the DFT and Britomart, and the new pedestrian and light rail traffic between these transport hubs and Wynyard Quarter. There will be increased movements within Wynyard Quarter to be created by new interchanges between the tram loop, proposed bus interchange, and future Gaunt Street Station of the North Shore rail line. The new cruise and events facility at Queens Wharf will also increase both pedestrian and vehicular traffic in the Britomart area. We find the current terminus location and frequency of service of the Airbus Express not compatible with the public space and activation objectives of Queens Wharf. We consider Britomart as the most feasible alternate location. We would like to work with Auckland Transport this early to determine the preferred routes, interchanges, and stops, in relation to the Queens Wharf, wider Harbour Edge Stitch, and Daldy St. Linear Park projects.</p> <p>The full implementation of the AIFS and the zone-based fare structure proposed in the plan will remove any penalty normally incurred by commuters for transferring between different modes of PT services. We suggest to include ferry services in the zone-based system to maximise the demand benefits of modal complementarity, develop the blue highway network on the waterfront, and increase patronage on ferry transport.</p> <p>One of the objectives of the Waterfront Plan's connected goal is to improve the pedestrian and cycling linkages with existing and proposed PT services. These linkages include the proposed walkway and cycleway route from Herne Bay to TEAL Park, which would traverse the three transport hubs – DFT, Britomart, and Wynyard Quarter, and proposed laneways and shared spaces that will improve the north-south connectivity between the waterfront and the city centre. It is suggested that the location of interchanges and stops along the frequent service network converge with walkways, cycleways, laneways, and shared spaces, to ensure complementarity with walking and cycling. We suggest that the RPTP includes a policy to ensure that Auckland Transport and operators of services and routes that require this form of transfer provide the necessary facilities onboard and on ground, operators are rewarded with an equitable fare structure and incentives for bikes loaded in PT services, and that the policy contributes to resolving 'suppressed demand' for carrying bikes. In the spirit of equity with other passengers, we suggest that bikes can be carried free on all PTOM units during off-peak hours and a minimal fare charged</p>

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879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>during peak hours, subject to availability of space. Fold-up bikes that fit in a bag no bigger than 80cm x 60cm x 36cm can be carried free at any time. Auckland Transport could investigate the use of bike racks mounted in front of the bus, which have been successfully used over the last 15 years in the USA and recently in Christchurch.</p> <p>We would like to work with Auckland Transport and public transport operators to ensure services and facilities affecting the waterfront contribute to better transfers and integration between different modes of public transport and walking and cycling.</p> <p>5. INTEGRATED LAND USE AND TRANSPORT The urban design of the Auckland waterfront has been recognised locally and internationally for outstanding treatment of public space that allows for a diverse mix of activities and the preservation of the waterfront's industrial character. We support the draft RPTP in promoting land use policies that support the development of the PT network and vice-versa (Policy 1.4). We believe that a strong PT network can help shape and define the city's growth. The revitalisation of the waterfront is particularly vulnerable in this regard, due to its transport hub character and early state of development. We would like to be involved in the development of guidelines for the design and operation of new and upgraded transport interchanges to ensure we preserve the waterfront character and its attractiveness from the customer perspective (Policy 5.2 Action b, Policy 5.3 Action a, Policy 5.3 Action c).</p> <p>We have identified two axes, Te Wero and Daldy Street, to provide both pedestrian and public transport access to the Wynyard Quarter. One of the route options being considered for the tram extension from Wynyard Quarter to Britomart is to take the Te Wero axis to provide the initial link between Wynyard Crossing and Britomart. Bus services will take the Daldy Street Linear Park limited road access. If Te Wero remains the chosen alignment for the future public rail transit to Britomart, it is important that the route allows for the efficient movement of yachts through Te Wero Bridge and maintains the axis as a distinctively pedestrian amenity. We are currently finalising the plan for the development of the northern portion of the Daldy Street Linear Park and would appreciate an indication this early as to where in Wynyard Quarter will the proposed bus interchange be located.</p> <p>Waterfront Auckland was recently consulted on urban design and public transport issues in Wynyard Quarter through the study that was recently undertaken by Flow Transportation Specialists for Auckland Transport. Flow's report is attached as Appendix to this submission. We look forward to continue working with Auckland Transport and Flow to determine the best location for the bus interchange and to plan for its potential integration with the rail and ferry networks.</p> <p>Due to the proposed interchange at Wynyard Quarter, it will be important for Waterfront Auckland to be able to contribute to the draft plan's intention of promoting intensification and transit-oriented development around key interchange locations (Policy 1.4 Actions and b). We are therefore interested in finding out ways to ensure that we can achieve this. We support the intent of the RPTP to provide a permanent network of connected frequent services to support Auckland's future growth. However, we disagree with any policy that allows for unnecessary intensification along the stretch of the routes of the frequent service network and between identified key interchanges (except already established commercial corridors such as Dominion Road). This is due to the potential to undermine the expected intensification and viability of property developments around existing and proposed interchanges, such as the Wynyard Quarter. Making PT stops closer to people living and working along the frequent network will encourage linear intensification at the expense of the expected development around key interchanges. We therefore suggest careful location of interchanges and increased proximity to less-frequent connector and local feeder buses to successfully promote intensification around identified interchanges, minimise leapfrog development, and effectively utilise PT investment as part of the costs of land use developments around key interchange locations. We strongly support the policy to introduce PT services in new and developing urban areas, particularly those with existing and proposed interchange facilities, such as the Wynyard Quarter, in a timely and cost effective manner (Policy 2.4 Action b).</p> <p>We support the RPTP's policy to promote a consistent branding policy for wayfinding (covered by Policy 5.2 Action c, Policy 6.2 Action b , and Policy 6.4 Action g). However, in the case of the waterfront and other distinct areas in the region, we suggest that the wayfinding system for both land use and public transport follows a consistent directional signage and branding to assist visitors to conveniently and legibly connect local destinations with PT services, provide information on walking times and direction to other PT modes, and incorporate the existing design and envisaged character for the area. We will work with Auckland Transport to deliver a unique connection experience for PT customers on the waterfront.</p> <p>6. SUSTAINABLE TRANSPORT Waterfront Auckland considers the move to an integrated public transport network as part of the Auckland Plan's sustainability aspirations to reduce greenhouse gas emission and vision to make Auckland the world's most liveable city. One of the objectives of the Waterfront Plan's blue-green goal is to deliver an exemplar sustainable transport system for Wynyard Quarter, with the level of walking, cycling and public transport use expected to be higher than that of any other parts of Auckland.</p> <p>We appreciate Auckland Transport's involvement with the New Zealand Transport Agency (NZTA) in undertaking research on future alternative fuel and bus traction vehicles, and in preparing the Ferry Standard for New Ferries Used in Urban Passenger Service. We argue that instead of merely conducting research, the plan also provides for eventual implementation, when appropriate (see Policy 3.4 Action d). We are particularly interested in providing policies and actions that will help reduce the emission to be created by 10 buses laying over and running every 5-15 minutes in Wynyard Quarter each peak hour. Although buses emit lower levels of carbon dioxide than cars on a per capita basis, their concentration on an urban scale will increase local emission levels.</p> <p>We note that the draft plan does not consider electrifying our bus and ferry network in the long term or capitalise on the expected environmental benefits of the rail electrification. Auckland buses still operate on oil and gas, transporting a substantially larger number of commuters than the rail. This should provide the rationale for Auckland Transport to find alternative ways of running our buses to help reduce our level of per capita carbon dioxide emission. Green PT networks, such as Ecolos of Ottawa, Veola Transport in Europe, and Ankai in China, are examples that are worth considering.</p> <p>7. ECONOMIC DEVELOPMENT One of the objectives of the Waterfront Plan's smart working goal is to support local and regional economic growth through improved accessibility for employees and visitors. This objective is contingent on improving the access to and quality of public transport. This would, in turn, increase the level of confidence for private investors to participate in the commercial development of Wynyard Quarter, considering the limitations set in the Waterfront Plan. As already mentioned, by 2040, the level of single occupancy vehicular trips to Wynyard Quarter is expected to reduce to 30% of all peak-hour movements, and there will be a constraint supply of car parking and road space. Providing efficient and attractive PT options in Wynyard Quarter will also attract more residents to the area, creating a mass and scale that will support the viability of increased PT provision in the city centre.</p> <p>We support Policy 2.8, which provides the framework for coordinating services for special events. We agree with, in particular, the proposals to create and market combined event and public transport</p>

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879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>packages and ticketing, to create an annual calendar of planned major events, and to impose traffic management measures. We, however, suggest that Auckland Transport engage in contracts that provide ready service or information campaign to cater to occasional, unanticipated events, and unforeseen PT requirements, rather than to reduce PT provision in other areas of the network in order to accommodate this need. To ensure the success of public and community events on the waterfront, we suggest that promotional discounts be offered to PT users, in addition to the short-term promotional discounts proposed to support new and improved services or new infrastructure (Policy 4.7 Action d).</p> <p>Tourism is a key contributor to the waterfront's economic success and vitality. We therefore encourage visits to the waterfront on both peak and off-peak hours. We appreciate the draft RPTP's proposal to run frequent services at fixed interval throughout the day. Although our 70/30 modal split target for Wynyard Quarter applies to peak hours only, as an environmental leader, Waterfront Auckland would like to see more people of any class and age using public transport to visit and activate the waterfront at any time of the day. To encourage off-peak travel, we suggest offering discounts across the region (e.g. 20% off the HOP fare). This will provide an incentive for students and other visitors to travel to the waterfront by public transport, reduce reliance on the car, encourage weekend visits, and help achieve a higher Fare Recovery Ratio (FRR) for Auckland Transport due to maximum use of resources during the off-peak period. We support the policy to review periodically options for off-peak fare discounts, but suggest to implement the discounts to spread peak demand, make better use of resources, and reduce costs (see Policy 4.8 Action a).</p> <p>8. CUSTOMER SERVICE</p> <p>Demonstrating excellence and consistency in customer service provision is a priority for Waterfront Auckland not only in the delivery of our operations but also the experience of the public. We are interested in providing visitors and workers in the waterfront with excellent experience in the use of public transport, as part of our service, marketing, and investment strategy, and plan to reduce in the long term the carparking requirement in the area. The quality, age, performance, and emission of the bus fleet are critical factors to consider in ensuring the highest possible quality outdoor experience for visitors, workers, and residents on the waterfront. We support any public transport policy that seeks to deliver this outcome.</p> <p>We agree with the policy to set the maximum loading threshold at 85% of total capacity (including standing space) in any 15-minute period, that low loadings will be adjusted, and customers informed appropriately in both cases (Policy 2.7). We note that there is no provision indicated in the plan to increase or make-up for a service, should loading exceed 85% of its total capacity. Cancelling a service will discourage passengers and tourists to visit the waterfront and create a negative impression. We suggest to include a relevant policy in the plan. It is also important to indicate the minimum demand threshold to signal frequent customers of an impending revision and adjustment to the service, and for them to make alternative journey plans.</p> <p>We strongly support the simplification of the range of fare products (Policy 4.4). We appreciate the proposal to provide a daily maximum fare cap, when all transport modes have become part of the AIFS. This would encourage tourists and occasional visitors to the waterfront to use PT as much as they can. It would be better if there was a lower price cap offered to users travelling off peak to maximise the economic and congestion benefit of travelling outside of the peak-hour period. We appreciate that existing concessions will be retained, but suggest to look at offering free child fares from 6 to 17 year olds with student cards, to encourage younger adults to start using public transport, minimise school children being driven to schools by parents, and allow parents to use public transport. We suggest to retain the free travel concession for SuperGold card holders during the evening peak period (Policy 4.7 Action c). This is to encourage older people visiting the waterfront at that time and contribute to our 70/30 modal split target.</p> <p>The ticketing policy of the plan focuses on the use of either the HOP card or cash. The HOP card provides the advantage of discounted fares and free transfers. However, there is no indication in the plan of any discount or waiver of penalties for transfers to be given to PT users paying by cash and how the ticket would look like. Brisbane's TransLink has a commemorative single paper ticket that allows for infrequent PT users, short-term visitors, and tourists, to transfer between services in a two-hour window from the time you buy your ticket. We would suggest to provide the same in Auckland.</p> <p>We agree to incentivise good service through the use of Key Performance Indicators and the PTOM contract and terminate contracts for poor performance (Policy 3.3 & 3.5). We suggest to mandate (not only encourage) operators to ensure that their training and performance focuses on the safety of the public, particularly the disabled, both on and off the vehicle. We disagree with the policy that aims to respond to customer feedback within 10 working days (Policy 6.8 Action b). In reference to international best practice, we suggest to reduce this to 3 days, with a further response within 2 to 7 working days, depending on the category and priority of the feedback, and an advice when these are not met.</p> <p>9. PUBLIC TRANSPORT NETWORK</p> <p>Waterfront Auckland strongly supports the shift towards a simpler, more connected network, with expanded frequent services and increased ability for passengers to access more destinations. We agree to rationalise 400 point-to-point and peak services to 130 more connected routes by 2016, and deliver this with a higher frequency by 2020, following expected completion of the CRL. We support the proposed composition of the PT network, particularly the layered approach shown by the frequent (15mins), connector (30mins), and local services (demand driven), as this reflects international best practice. We agree to make some of the connector services part of the frequent service network, as demand grows over time.</p> <p>We agree on setting the target operating period of the frequent service network from 6am to 9pm daily, initially 7am-7pm by 2016. Both cover the peak periods of 7-9am and 4-6pm, identified in the Wynyard Quarter Transport Plan, which sets out our 70/30 peak-hour modal split target. With the proposed operating periods of frequent service network, the waterfront would be more accessible by public transport even during off-peak hours. We envision off-peak weekdays and weekends as the time when school kids, families, and tourists, enjoy the most of the waterfront. The 9pm finish of the frequent service network will cater to extended activities on the waterfront during summer months.</p> <p>We agree with ensuring 40% of the population within the RUB to be able to access the frequent network and 90% to any public transport service. This will help increase access of the wider Auckland community to the waterfront by public transport. Although many urban designers see 400m as the reasonable walking distance to any public transport stop, we support the proposed 500m as this reflects the typical pedestrian scale for daily walking in resilient post-carbon communities. However, to reflect international best practice, we suggest to reduce the walking distance to 400m for less frequent connector service and 600-800m for frequent service stops. This will promote equitable access to users and prevent unnecessary intensification along the frequent service network.</p> <p>There is too much emphasis in the plan on the delivery of a frequent network-driven PT, neglecting the specific and complementary advantages of a faster congestion and pollution-free rail service, point-to-point and peak-hour benefits of the bus, and congestion-free travel in ferry networks. To maximise the use of existing resources, we suggest that the proposed network capitalise on the time-saving and environmental benefits of the new electric rail, with the bus and ferry networks mainly orientated to the rail. With reduced travel time for multi-modal transport, more Aucklanders would travel to the waterfront by public transport.</p>

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879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>10. FARES AND TICKETING POLICY Waterfront Auckland strongly supports the use of a single ticketing system across different operators and PT services. We support the intention of shifting the fare system from a distance towards a zone-based structure. There is great value of attracting more people to use PT with a fare system that is simple and able to encourage localised trips, transfers, and multi-modal transport, and reduce transaction cost of travelling within the zones in order to boost localisation of activities and development.</p> <p>We suggest that a further study be made to determine the social and financial benefits of this system relative to other fare systems (distance-based, unlimited one-way, time-based), best way of delineating zone boundaries, and overall level of zone fares, so as not to penalise riders on fare zone boundaries and disincentivise long-distance commuters. Making fares cheaper for longer trips will encourage more Aucklanders to travel to the waterfront by public transport. It is important that the fare system promotes the most equitable way to charge public transport, without focusing too much on the average and less on the marginal riders. The agreed fare per zone will need to be as close as possible to the distance-based fares and contribute to a higher FRR. Successful railway companies in Asia use the distance-based system to generate an FRR of 120 to 170%.</p> <p>Inasmuch as the system will be fully integrated and ticketing will be electronic, it is suggested that an investigation be made on the potential use of an electronic distance-based fare system as in the case of Amsterdam's GVB. The GVB charges a set per km fare for the actual distance travelled, and allows a 35-minute window between transfers for the journey to be considered ongoing. The GVB and the proposed zone-based structure of the RPTP can be combined to attract both short and long-distance commuters, by setting different unit charges per zone, powered by both the proposed electronic ticketing and GPS tracking systems.</p> <p>It is important to determine the trade-offs between simplicity and fairness, and to ensure appropriate use of the element of distance charging while keeping the number of different fares low. Care should be taken to ensure the increment from one zone to another is not too high, as to impose stiff penalty for commuters crossing the zone boundary. This would entail having a larger number of zones, but with a greatly reduced fare per zone. We therefore do not support the indicative seven-zone system shown in Figure 6-1 of the draft plan. The zones cover a maximum radius of 48 kms or 7 kms per zone. In comparison, Brisbane's Transit Link network has 6 zones covering a 30-km radius or 5 kms per zone. Consistent with the intention to attract long-distance commuters travelling to the city centre, we support the configuration of radii in the plan where they are closer toward the city centre and farther to the hinterlands, but suggest to have more zones. Alternatively, consistent with the Brisbane model of equidistant zones, to make zone fares cheaper toward the hinterlands.</p> <p>The public amenities on Auckland's waterfront cater to both the local (city centre) and regional community. We envision the local catchment to include the CBD and urban villages of Ponsonby, Parnell, and Devonport, consistent with the geographical interpretation set in the CCMP. We are interested in ensuring that there is no significant price differential for travels between these areas and therefore suggest to include Devonport in the city centre fare zone to sustain local use of the waterfront. As indicated in Figures 5.4-5.6 of the plan, Devonport is part of a frequent service route from Milford to the waterfront. We suggest to include all non-commercial ferry services in the zone-based structure to make travelling by ferry a normal part of our everyday commuting, and contribute to the development of the waterfront's blue highway and multi-modal transport hub.</p> <p>11. STRATEGIC APPROACH Waterfront Auckland supports the vision of the RPTP to deliver within 10 years an integrated, efficient, and effective PT network that will support Auckland's future growth, increase patronage, and provide good value for money. We agree with the approach taken, which centres on making best use of limited resources and the recent PT improvements (rail electrification, integrated ticketing), rationalising the number of peak routes, and most importantly, ensuring successful implementation of the proposed improvements to the network, with or without the expected completion of the CRL in 2020. The economic target of the revitalised waterfront is to deliver a GDP of \$4.2b in 2040. We see an optimised bus network as critical to the short and medium term development of Wynyard Quarter. We agree with the aims of the RPTP to achieve the PT targets set in the Auckland Plan, and generally, to increase patronage and thereby fare revenues, over a wider range of trips and mode of choice. One of the targets is to increase the morning peak share of trips other than single occupancy vehicular trips to the city centre from 47% to 70% in 2040. We strongly support this aim as it is consistent with our target for the Wynyard Quarter.</p> <p>12. STATUTORY FRAMEWORK The draft RPTP was prepared in accordance with the provisions of the Public Transport Management Act 2008 (PTMA). It also seeks to give effect to the public transport component of the Auckland Regional Land Transport Strategy (RLTS), which was adopted by the disestablished Auckland Regional Council in 2010. We note that the draft plan recognises that there will be changes to the PTMA, once the Land Transport Management Amendment Bill that is currently being deliberated in the Parliament, repeals the PTMA by 13 March 2013 and the relevant provisions carried over into the new Land Transport Management Act (LTMA). These changes include replacing the RLTS and the newly-adopted Regional Land Transport Programme with a single regional land transport plan, reducing barriers to toll road schemes, and introducing the Public Transport Operating Model (PTOM).</p> <p>We support the inclusion of the PTOM provision in the RPTP. However, we suggest that the finalisation and implementation of the RPTP anticipate the imminent changes and allow for flexibility in terms of timing and content, in view of the impending enactment of the new LTMA. For example, all ferry and rail services that form part of the integrated public transport network and receive public subsidy, should be allocated their respective PTOM units. We note in Policy 9.2 Action a that the current and projected FRR of the ferry network are 78.4% and 80% respectively, indicating some level of public subsidy for the duration of the RPTP. We therefore support Policy 8.6 Action b for anticipating to include ferry services in the PTOM model. We are also interested in the allocation of PTOM units that promote multi-modal synergy and reduced fares, as Auckland's waterfront is located in the confluence of all forms of public transport in the region. We suggest that Policy 8.6 Action c allow for certain ferry and other modes of PT services to be combined into single PTOM contracts.</p> <p>13. DELIVERY We note that the improvement on the bus network will be staged according to areas and prioritised as follows - South Auckland 2012-2014, North Shore and Isthmus 2013-2015, Western and Eastern 2014-2016, before further improvements will be made and following completion of the CRL by 2020. We suggest that the development of the network be implemented in the order of the layered network suggested in the plan. That is, frequent and peak-only services first, then interchanges, connector services, and lastly local services. We believe that this schedule is equitable and would immediately deliver an increase in the FRR, patronage levels, and thereby visitors to the waterfront from across the region. We agree with developing the interchanges early in the process, as shown in Table 8-2 of the plan, as this will attract developers seeking to invest around the interchanges. They also promote localisation of activities and the frequent network will facilitate the development of industry linkages between interchanges, even before the proposed all day network is fully completed. As already mentioned, we support the delivery of a successful frequent network, with or without the CRL.</p> <p>We appreciate the inclusion during the life of the RPTP of the route protection for the Airport rail loop, Waitemata Harbour Crossing, and rail to the North Shore. These projects will contribute to increased</p>

Sub #	NAME OF ORGANISATION	<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>
879	<p>Waterfront Auckland (submitted by John Dalzell and Neil Landingin) #879</p>	<p>connectivity and public access to the waterfront from the wider Auckland region, rest of New Zealand and the world.</p> <p>Table 8-2 of the plan indicates that there will be two new interchanges to be developed on the waterfront – Fanshawe Interchange, which will be developed between 2013 and 2015 and currently funded, and the one proposed for Wynyard Quarter, which will be developed after 2015 and subject to further investigation. We argue for the development of only one interchange in the area to complement Britomart and prefer this to be at Wynyard Quarter, in view of increased modal complementarities that this would provide in the area. We suggest that the development of the Wynyard Quarter Interchange be moved forward as we are already planning for the development of the area and to provide early assurance to prospective developers on the certainty of the project. We also suggest to begin planning for the development of the Britomart interchange to provide stakeholders some certainty on the alternate terminus for the Airbus Express, the site layout, the services arriving and departing from the terminal, and general operation of the interchange, in order for us to be able to effectively plan for the activation and redevelopment of Queens Wharf and the wider Harbour Edge Stitch project. We suggest that Table 8-2 of the plan includes new ferry terminal development and improvements to maximise the interchange benefits on the waterfront.</p> <p>We agree that PT services would be grouped around logical geographical catchments or PTOM units to establish a competitive service supplier market (Policy 8.1 Action a Bullet 2). We note that this is based on several linear catchments from the suburbs leading up to the city centre, and along corridors of the cross-town routes. We believe that the geographical configuration of PTOM units and fare zones should reflect this bi-directional geographical catchment and apply to all PT modes, to maximise FRR, promote localisation of trips, simplify accountability, and increase modal complementarity. We would like to be involved in the local consultation to be conducted, not only as part of the service implementation programme, but in planning as well.</p> <p>We support the policy to regularly review and update the RPTP to take account of changing circumstances (Policy 10.2). As the waterfront is being redeveloped, it is important to keep in sight and provide for the increasing demand for PT services that is expected to support the growth in residential, employment, and entertainment activities, both day and night, on the waterfront. We suggest to indicate in the policy a regular review of the plan every three years.</p> <p>14. FUNDING</p> <p>Waterfront Auckland currently contributes approximately \$380,000 annually for the next four years to fund PT services. We support any initiative seeking to increase PT efficiency and reduce public subsidy, particularly the full implementation of the government’s PTOM performance-based service model, subject to full enactment of the law. The model will promote performance incentives, allow shared risks and rewards, develop a partnership approach to business planning, and create incentives for services to become fully commercial. We share with the intent of the PTOM to increase public-private partnership toward increasing commerciality, reducing reliance on public subsidies, and thereby increasing the FRR, as this resonates with our current thinking of developing and utilising appropriate PPP models for the regeneration of Wynyard Quarter. We suggest to explore the use of other PPP models to reduce the reliance on the PTOM model, and market-based instruments, such as road pricing and increased parking premiums that directly fund public transport provision.</p> <p>We agree to exempt from the PTOM model the inter-regional services (e.g. Airbus Express, Waiheke Ferry, Devonport Ferry, and Stanley Bay), which we assume are fully commercial services. However, we suggest to include all other ferry and rail services to increase their commerciality, integration, and accountability within the PT network. We support Policy 8.7 to ensure that exempt commercial services do not adversely affect the wider PT network, and suggest to also support them financially, through for example, avoiding competing PTOM services. We agree with Action d of that policy to charge infrastructure access to exempt operators to recover the costs of infrastructure investment, customer information, and to ensure an equitable treatment with contracted services. We support Policy 9.3 to provide direct available funding to high priority activities and suggest to include the Wynyard Quarter interchange and the services terminating there in the short and medium term.</p> <p>The success in lifting the FRR denotes an increase in private funding and a decrease in public subsidy. We assume that upon completion of the network by 2016, the target FRRs set out in Policy 9.2 can be achieved. We agree with increasing the overall target from 44.3% currently to reach the national target of 50% by 2018 and conducting an annual fare review and adjustment process to maintain progress towards the FRR target. We assume that this target will be increased following operation of the CRL after 2020. We argue for a higher FRR target for the rail service, to significantly reflect the benefits of electrification, and in view of the successes of rail systems overseas. Metro rails in Hong Kong, Japan, and Singapore use the distance-based fare structure to achieve an FRR higher than 100%. Restructuring the fare zones to include cross-town routes will also ensure achievement of a higher FRR. The plan shows that a cross-town service along Mt Eden (#18), Balmoral Rd (#19), Mt Albert Rd (#20), and Hillsborough Rd (#21) would charge only one zone for a comparative two-zone distance to the city centre. It is important that Auckland Transport adopts a fare system that promotes not only simplification but also allows for delivery of higher FRRs, to achieve a higher return on investments.</p> <p>Lifting the FRR not only involves a review of the fare structure, but also the product types and payment options. We appreciate the full implementation of the HOP card as the stored value allows for an early collection revenues before using the service. This will help improve the cashflow for both funders and operators. To maximise this potential, we argue to widen the differential adjustments between HOP and cash payments from the gradual shift of 10 to 20% to 30% as in Brisbane’s TransLink, This will also help reduce the additional operating cost of transacting cash payments.</p> <p>APPENDIX (Flow Report) Please refer to Attachment 12, Pages 53 – 76 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions</p>