

DRAFT REGIONAL PUBLIC TRANSPORT PLAN

**HEARING MINUTES
WEDNESDAY, 30 JANUARY 2013**

**MINUTES OF A RECONVENED HEARING OF THE AUCKLAND TRANSPORT HEARING
PANEL, HELD ON WEDNESDAY, 30 JANUARY 2013, IN THE P1 - PRESENTATION
ROOM, GROUND FLOOR TELSTRACLEAR CENTRE, SMALES FARM
OFFICE PARK, TAHAROTO ROAD, TAKAPUNA, AUCKLAND,
COMMENCING AT 9.42 AM**

PRESENT: Cr Mike Lee (Chairperson)
Mr Paul Lockey
Mr Peter Clark
Mr Mark Lambert

IN ATTENDANCE: S Milner: Public Transport Operations Principal Network Planner
A Cross: Public Transport Network Planning Manager
M Stewart: Senior Consultation and Engagement
Officer Communications and Public Affairs
G Perillo: Administrative Assistant Communications
S Pihema: Public Affairs Advisor
S Simiona: Hearing Secretary

RECONVENED HEARING

9.42 am The Chairperson reconvened the Hearing from Tuesday, 29 January 2013 and introduced the panel members.

2. HEARING OF ORAL SUBMISSIONS (continued)

9.44 am Devonport Takapuna Local Board (884)

Chris Darby and Dianne Hale on behalf of the Devonport Takapuna Local Board spoke to their written submission and in particular:

- Stated that the draft RPTP does not appear to consider the positive impact of PT on relieving congestion on local roads. Suggested that Auckland Transport consider this issue more carefully, especially in regard to the Devonport Peninsula (Lake Road), the Esmonde Road corridor, and strengthening east-west connections.
- That the Board supports the overall direction and staged implementation of the Plan, with the North Shore implementation being rolled out in 2014/2015
- Supports the underlying concept of providing a Frequent Service Network.

- Supports in principle the concept of connector services, but stresses that for these to be effective, all bus services must be faultlessly reliable and punctual.
- Supports the concept of integrated ticketing and integrated fares for all modes of travel, buses, trains and ferries.
- Particularly concerned about the omission of ferries in the fare zone structure. Urges that Policy 4.3 be amended to include ferries in the zone-based fare structure, rather than continuing the current point-to-point fare structure.
- Stated that as the Auckland Plan identifies lower Devonport as part of the City Fringe, the zone structure applying to the City Centre and Fringe should also apply to Devonport.
- Takapuna is one of Auckland's Metropolitan Centres. Requested that consideration be given to overlapping the City Centre zone to include Takapuna.
- Urges Auckland Transport to consider a "Shore Link" service connecting Takapuna, Smales Farm / North Shore Hospital, Wairau Valley, Glenfield, Highbury, Northcote and back to Takapuna.
- Requested Auckland Transport to think carefully about ensuring buses are appropriately sized for the number of passengers being carried.
- Requested that consideration be given to operating more frequent services to specific destinations (e.g. hospitals) outside the hours of 7.00 am to 7.00 pm.
- Ensure that planning for suitable terminus facilities happens in tandem with planning for the public transport network.
- Stated that Auckland Transport should consider carefully where passengers embark and alight, and understand the reasons why.
- Requested that Auckland Transport ensure that all new vessels brought into the ferry fleet are low wake vessels.

Mr Darby and Ms Hale responded to questions from the Panel Members.

(Track No: 31)

10.02 am Hibiscus and Bays Local Board (887)

Julia Parfit and David Cooper on behalf of the Hibiscus and Bays Local Board spoke to their written submission and in particular:

- Stated that while the Hibiscus and Bays Local Board supports a network of connected frequent services, the Board do not want it to come at the expense of their current well patronised direct linkages within the North Shore.
- The Board would like to see some current special services extended. in particular, the Nightrider service extended from Albany Station to Silverdale.

- Stated that in the next stage Auckland Transport needs to ensure that residents still have choices that allow them to travel from a to b via the most direct route. Expressed concerned that timetabling might mean that a simple journey i.e. from Browns Bay to Takapuna might require interchange at least 2 times.
- Stated that congestion around bus stations at peak times will add even more time delay.
- Totally supports integrated fares and zones across all transport providers, buses, trains and ferries. Agrees with the zoned based fare structure suggested. Would like to see the current fare zone to Albany extended to Silverdale Station.
- Looks forward to the Silverdale Park and Ride Station development and to the provision of other park and ride facilities at appropriate sites along the route from Albany to Orewa.
- Large buses cause damage and sinking (evident in Browns Bay). Suggested more use of smaller buses and shuttles.
- Stated that while real time information is useful, we frequently hear complaints about inaccuracy.
- Would like a better service to link retirement villages with shops and other services. The Board would like to see an extension of the current trial due to take place in the Warkworth area.
- Supports an increase in the level of farebox recovery. Suggested that this can best be done by managing demand efficiently and effectively and building patronage wherever possible.
- Would like to see increased ferry services to Gulf Harbour particularly an off peak service being with bus linkages.
- Would like Northern Express service to extend beyond Britomart and service tertiary institutions, Auckland Hospital and terminate at Newmarket.
- Requested that Auckland Transport considers the options of having WiFi access on all public transport facilities to further increase the patronage on all modes of public transport.
- Stated that interchanging will create greater safety issues.

Ms Parfit and Mr Cooper responded to questions from the Panel Members.

(Track No: 32)

10.25 am Kaipatiki Local Board (888)

Lindsay Waugh and Chris Darby on behalf of the Kaipatiki Local Board spoke to their written submission and in particular:

- Supports the underlying concept of providing a Frequent Service Network.
- Welcomes the inclusion of the ferry network; particularly pleased that the Beach Haven Ferry service will provide alternative PT options.

- Supports the concept of integrated ticketing but strongly believes that staging and pricing should apply equally across all modes.
- Requested that Auckland Transport offer a more direct bus link between the North Shore and the University of Auckland and AUT city campuses via the Port motorway exit.
- Asked Auckland Transport to reconsider Highbury as a public transport interchange because it is not well suited as an interchange; in the view of the Board, Northcote is far more suitable location.
- Asked Auckland Transport to emphasise East-West linkages in its future plans. Takapuna is a major Metropolitan Centre and will be a major source of employment and leisure for Kaipatiki residents in the future.
- Supports the proposed additional bus route connection between Glenfield and Beach Haven via Kaipatiki Bridge.
- Asked Auckland Transport to integrate planning for suitable terminus facilities for North Shore commuters in Auckland's CBD with all planning for the public transport network.
- Requested that Auckland Transport considers the options for having WiFi access on all public transport facilities to further increase the patronage on all modes of public transport.
- Stated that the Board will continue to lobby for a ferry terminal at Island Bay.

Ms Waugh and Mr Darby responded to questions from the Panel Members.

(Track No: 33)

ADJOURNMENT

10.45 am The Chairperson adjourned the Hearing until 11.00 am.

11.00 am Hearing reconvened.

11.00 am Faith Read (291)

Faith Read spoke to her submission and in particular:

- Stated that the bus system as it is now, is so much improved from what it has been in the past.
- Also stated that the worst fault with public transport is that buses get slightly out of kilter with two arriving almost together, creating a long gap if you happen to miss both.

Ms Read responded to questions from the Panel Members.

11.10 pm David Cooper (325)

David Cooper spoke to his submission and in particular:

- Stated that the draft RPTP is contrary to local communities' connectivity and to "well-connected quality towns, villages, and neighbourhoods" as prescribed in the Auckland Plan.
- That the absence of direct north/south coastal linkage would detract from community connectivity.
- Stated that the Plan concentrates mainly on connecting to busway, which is not good for local area commuting.
- That taking a direct north/south coastal route would entail several bus changes, eg Torbay to Mairangi Bay = 2 bus changes.
- Stated that there is a need for a direct (one bus) route linking Torbay, Browns Bay, Mairangi Bay, Milford, and Takapuna.
- Very concerned at physical and safety impacts that buses cause on our communities. Envisaged that greater frequency would mean more and smaller buses, with less physical and detrimental impact.
- Requested that Auckland Transport reconsider their intention to discontinue the bus route between the Bays along Beach Road.

Mr Cooper responded to questions from the Panel Members.

11.20 am Paul Davis (397)

Paul Davis spoke to his submission and in particular:

- Mr Davis commented on Objective 6 of the Plan, and specifically Auckland Transport's brand.
- Stating that at present, the visible face of Auckland's public transport is a mish-mash of operator brands with no visible sense of a co-ordinated, interlinked service. A profusion of different liveries works against the aim of "a simpler, better connected public transport network that is more attractive to people who don't use it at present".
- Also stated that to have Auckland's entire network carrying the same distinctive brand is a powerful way to demonstrate a connected network.

Mr Davis responded to questions from the Panel Members.

11.30 am Dylan Snow (157)

Dylan Snow spoke to his submission and in particular:

- That the sooner single ticketing system for all types of PT can be implemented the better.
- Would like to see electrification all buses by 2025, as Montreal in Canada are doing. Suggested that there would be a massive decrease in expenditure on bus maintenance and running costs, and reduction in emissions, noise pollution and the instant maximum torque provided by electric motors would reduce travel time.

Mr Snow responded to questions from the Panel Members.

11.40 am Massey University (535)

Justine Bray and Alister Alan on behalf of the Massey University spoke to their written submission and in particular:

- That the University supports the Plan's approach in general.
- Stated that while supportive of the intention to increase services and frequencies to the Campus, the University 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.
- Section 6.5 should include upgrades to the Campus' facilities and infrastructure that form part of the proposed PT network.
- Strongly advocates against the wholesale removal of tertiary concessions for students. Increased fares for tertiary students would likely result in increased travel by private motor-vehicle.
- The proposed new zone/fare structure will likely result in cheaper fares for students to travel to the Campus from within its natural catchment boundaries. 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.
- Generally speaking, the proposed network is still focused on getting people conveniently to the CBD. Acknowledged that the draft RPTP proposes a greater provision and frequency of cross-town routes; however, questioned the value of requiring multiple interchanges by users to access a major piece of regional infrastructure.
- 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.

Ms Bray and Mr Alan responded to questions from the Panel Members.

11.50 am Campbells Bay Community Association (281)

Max Thomson and Peter Garrett on behalf of the Campbells Bay Community Association spoke to their written submission and in particular:

- Agreed that the success of the Northern Busway confirms that Aucklanders will use quality PT, and that significant changes needed if we are to have a simpler, connected network.
- That currently it is both expensive and badly co-ordinated to make a trip from/to Campbells Bay involving a non-central destination. E.g. Campbells Bay to/from Rosedale Park, a very short trip by car, takes 1 - 1.5 hours.
- Strongly supports proposals to shift towards a simpler, more connected network, with expanded frequent services.
- Stated that it is neither practical nor desirable to have large buses servicing narrow roads.
- There is good north south bus transportation, but poor east west access.
- That there is a need for small yet regular feeder mini-buses taking residents to/from Busway and commercial areas throughout the day to augment the proposed network.
- That the Busway capacity could be significantly increased with pre-ticketing and multi-exit buses.
- The proposed zone charging is strongly supported.
- That very short trips, only using part of a feeder service, should be free in order to encourage use of PT for local trips.
- Unitary Plan recommends reduced parking requirements. If implemented there needs to be complementary provision of local short distance transport.

Mr Thomson and Mr Garrett responded to questions from the Panel Members.

12.10 pm Devonport Takapuna Youth Board (466)

James Pearce, Jack Toungs, Sam Joon, Jenny Li, and Kristina Kim on behalf of the Devonport Takapuna Youth Board spoke to their written submission and in particular:

- Supports the pricing zones, the integrated ticketing and services and supports route numbers.
- That the Youth Board endorses the extension of the north services to the university.
- That cutting down the number of services is supported on the basis that the level of services does not decrease.

- That the use of feeder buses will only be effective if transfer stations are weather proof and services are frequent.
- Suggested that bus wardens be introduced at schools with high bus users.
- Strongly opposed to any student fares increases. Stated that students are high users of public transport with limited capacity to pay.

Ms Kim, Ms Li, and Masters Pearce, Toungs and Joon responded to questions from the Panel Members.

12.25 pm Devonport-Takapuna Bus Users Group (555)

Jan O'Connor on behalf of the Devonport-Takapuna Bus Users Group spoke to their written submission and in particular:

- Asked if Auckland Transport could look at the distance between bus stops as there seems to be discrepancies.
- Requested that seats be erected at the bus stop in Karangahape Road.
- The Bus Users Group supports the general direction of the Plan.
- Supports feeder buses in Takapuna.

Ms O'Connor responded to questions from the Panel Members.

12.43 pm

The Chairperson adjourned the Hearing until 9.00 am on Friday, 1 February, 2013 in the Council Chamber, Level 2, Civic Building, 6 Henderson Valley Road, Henderson, Auckland.