

GETTING AUCKLAND MOVING

If we are to achieve the vision of making Auckland the World's most liveable city, we need to continue to work to get Auckland's transport sorted. Doing nothing is simply not an option.

Years of under-investment coupled with an absence of joined-up planning has meant the network struggles to cope with the current population, let alone the expected level of growth. While there are a range of transformational projects, we also need to do things smarter, look for innovative funding and procurement solutions, and explore new economic and commercial tools to incentivise improvements.

The clear message from Aucklanders is that we need to do everything possible to address the region's transport issues. **This has been a key focus in my first three years, and if re-elected will continue over the next three.**

LEN'S KEY PROJECTS

✓ City Rail Link (CRL) operational in 2020/21

Develop a funding proposal for presentation to Government that will facilitate construction commencing in 2016. This proposal will be delivered to Government before the end of 2013.

The CRL will remove the dead-end at Britomart and double the capacity of the entire rail network. Without the CRL, by 2021 the bus network will have reached capacity, and speeds on city centre roads will have dropped to 7 km/hour. The CRL will mean trains at most stations every 5-10 minutes at peak. Significantly more people on trains will unclog our roads and free them up for cars and other users.

✓ Rail to the Airport

Once the CRL is completed, the network will have the capacity for rail to the airport. In preparation, by the end of the second term a full business case, funding and capital programme will be agreed for inclusion in the 2018 Long Term Plan and the route will be protected.

Auckland faces growing passenger numbers using its airport, involving consequential land transport pressures. In addition, the South-West is a major employment, commercial and residential area. Rail to the airport along with associated road and active transport improvements will not only cater for growth in these areas, but provide a catalyst for even greater activity and employment.

✓ Undertake a full study on extending electrification to Pukekohe

There are compelling operational and strategic reasons to look at extending the existing electrification to the end of the Southern Line (i.e. Pukekohe) rather than it stopping at Papakura. Such an extension would cost \$120 - \$130 million. Auckland Transport will be instructed to complete a full business and technical study on the extension by mid-2014, and, if appropriate, a full business study for consideration as part of the 2015 Long Term Plan.

✓ Delivery of the Additional Waitemata Harbour Crossing (AWHC) during the first half of next decade and as early as possible

The AWHC is the third of Auckland's top transport priorities. The preferred option is a tunnel between Esmonde Road and Victoria Park. Double-decked tunnels are necessary to eventually allow for commuter trains to the North Shore – a bottom line for Auckland.

✓ Commence construction of the Te Atatu Road Corridor Improvement project

Te Atatu Road is a key component of the regional arterial network (providing a gateway for 38,000 vehicles a day). The road is currently characterised by unacceptable congestion and high incident/accident rates. This project will provide an efficient safe and integrated network delivering significant benefits for all transport modes (cars, trucks, buses, pedestrians and cyclists). Preliminary work on this project is well underway and construction will start 2015/16.

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✓ **Commence construction of the East–West Link during the next term of Council.**

The East-West Link is one of Council's top transport priorities. Its purpose is to improve the currently inadequate connections for road freight between State Highway 1 and State Highway 20 in South Auckland. Currently, Neilson St in Onehunga is handling more heavy traffic movements (6000 per day) than most of New Zealand state highways. The Onehunga, East Tamaki to Silvia Park triangle is expected to see a 60% increase in freight activity over the next 30 years. Without the East-West Link, freight traffic speeds are expected to significantly deteriorate. The intention of the east-west link is to achieve average freight traffic speeds of 45 km/h.

Complementary investments in public transport and walking/cycling are considered a necessary component of the East West Link.

✓ **Speed-up the roll-out of the Auckland Manukau Eastern Transport Initiative (AMETI)**

(AMETI) is a "multimodal" response to the large increases in population and economic activity expected in the area bounded by Glenn Innes, Pakuranga and Silvia Park through to Botany. It includes rail infrastructure and station upgrades, dedicated busways and bus priority lanes, walking and cycling opportunities, and improvements to the capacity of roads, bridges, traffic management infrastructure and systems. Public open space and environmental improvements are also planned.

Construction for the total project is phased from 2011 to 2033, with the exact timeframe, dependent on Government funding decisions.

AN IMPROVED PASSENGER EXPERIENCE

✓ **Complete implementation of the new Public Transport Network**

The new public transport network will provide faster, better connected, more responsive services. Once fully implemented, the network will provide buses on major routes at least every 15 minutes, 7am–7pm, seven days a week. Roll out of the network will commence in South Auckland during 2014/15 and will be completed network-wide in 2016.

✓ **Rollout the new electric trains across the Auckland network**

Auckland's first electric trains arrived on 26 August. As well as providing a faster, modern, more comfortable service, electrification will increase the capacity of the rail network by 40%. Commercial service will commence in the second quarter of 2014, with the full 57 train service operating by the end of 2015.

✓ **Rollout school travel plans to all schools in the region**

Over the past three years, the number of schools covered by a school transport plan has increased from 191 to 319. These plans are extremely effective in countering school traffic-related congestion and in increasing pupil safety. Over the next three years, we will continue to work with schools to refine existing plans and increase the number of schools involved, with the objective of all schools in the region being covered by a plan by 2016.

✓ **Complete the implementation of the integrated ticketing system**

The AT Hop integrated ticketing system will provide for travel on all services (rail, bus ferry) using a single pre-loaded ticket and greatly simplify public transport use. The system will also enable services to be better tailored to respond to customers' needs. The service is operating on trains and ferries, and will be fully rolled out by the end of 2013.

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DOING THINGS SMARTER

✓ Delivering an improved customer focus

To be effective transport services must be designed and operated to meet the needs of their customers – who should be at the centre of planning and decision making. We will amend the Auckland Transport Statement of Intent to ensure that continual improvement in customer focus is defined, measured and incentivised.

✓ Ensure returns and value from existing funded is maximised

To successfully deliver a quality transport network we need to be confident that every dollar on existing infrastructure and services (as well as proposed projects) is thoroughly justified and delivers the best possible return and outcomes. There can be no waste, no misplaced maintenance, no unnecessary re-work and no strategically inconsistent projects across the whole of the transport system. To maximise existing transport investment, we will undertake a line-by-line review and prioritisation of existing transport budgets in preparation for the 2015 Long Term Plan.

✓ Long term transport funding

Continue to build on the recommendations of the Consensus Building group to develop a long-term funding proposal for consideration during the 2015 Long Term Plan.

✓ Develop an active transport action plan

While there have been material improvements to the active transport (walking and cycling) network over the past three years, this work is not being undertaken within an overall strategic framework, and, therefore, related projects have not yet been properly prioritised against other transport initiatives. Working with walking and cycling stakeholders a full active transport action plan will be developed for consideration during the 2015 Long Term Plan process.

✓ Develop public transport pricing and promotional strategies to increase patronage

With the introduction of integrated ticketing, data will be available on customer behaviour. This will make it technologically and logistically possible to use pricing as a commercial/promotional tool rather than simply an exercise in rationing. For instance, this will open up the possibility for incentivizing off-peak travel. The development of an innovative pricing and promotional strategy will be a priority for Auckland Transport over the first year of the new Council.

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