



## **Submission of Civic Trust Auckland**

### **Proposed Variation to the Auckland Regional Public Transport Plan**

Full Name: Mrs Audrey van Ryn (Secretary)

Organisation: Civic Trust Auckland

Phone (daytime): 379 4008

Phone (evening): 368 1516

Mobile: 021 035 4431

Email: [cta@civictrustauckland.org.nz](mailto:cta@civictrustauckland.org.nz)

Postal address: PO Box 74 049 Greenlane

### **Civic Trust Auckland**

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.

CTA made a nine-page submission on the Draft Auckland Regional Public Transport Plan on 5 November 2012. In that submission we commended the Draft Auckland Regional Public Transport Plan in its intention to provide more routes and higher frequencies for all public transport. This intention is reflected in the Plan Variation and the new initiatives and changes have our strong support.

We appreciate being directly contacted, as a past submitter on the RPTP, to comment on the Proposed Variation. We look forward to providing feedback on the review of the RPTP in 2016.

Quotes from the Statement of Proposal are in [blue](#).

# 1. Simplified Zone Fares

## Summary of proposal

To support the new, connected public transport network being rolled out across Auckland, AT is proposing the introduction of simplified zone fares across the Auckland public transport network. This will involve the introduction of a new zone-based fare system, which will allow customers using AT HOP cards to pay one fare for their entire journey on bus or rail, regardless of whether or not they need to transfer between services to complete the journey.

**1.1** CTA supports the introduction of journey-based fares. This should have the effect of making a journey by public transport more attractive and easier, and thus encourage users to try out different modes of public transport that they may not have considered before. We trust that ferry trips will be included in this type of fare in the near future, in line with AT intentions.

**1.2** We support the retention of cash tickets for single trips. As stated in our November 2012 submission, it is our view 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"*.

**1.3** We support the ongoing promotion of and adding value to HOP cards.

**1.4** CTA supports having different payment options for users, to suit their needs, such as monthly and day passes, the latter being particularly useful for tourists, whether visitors from other parts of New Zealand, or those from overseas, the latter appreciating a pass that is simple to understand and to use.

**1.5** Our previous submission stated that we did not support the intention to increase public transport fares in the near future and so we are pleased to note that *"fare increases [are] accorded a lower priority"* and that increased revenue will be primarily sought through increased patronage and management of operating costs.

**1.6** Low fares for public transport encourage and enable more people to use the services, especially the economically disadvantaged. Furthermore, the cost of transport has an effect on the amount of money spent on retail, entertainment and services.

# 2. Light Rail

## Summary of proposal

Investigations into alternative public transport options for those parts of the Auckland isthmus that cannot be served by the metro rail network have concluded that light rail is the best option to provide for increased capacity, reliability and speed. As a result, AT has undertaken further detailed investigations on the possible introduction of light rail on some critical routes, which identified provisional preferred routes and priorities. Further technical investigations and analyses of delivery options and timing are being carried out.

**2.1** In CTA's November 2012 submission we made a strong case for the reintroduction of trams/light rail as one of the transport options in Auckland (as did

many other submitters). We pointed out that the historic tram system in Auckland enjoyed huge patronage.

**2.2** We are therefore pleased that AT is investigating the (re)introduction of light rail on some of the busier routes. We look forward to its implementation on these routes and the continued extension of light rail services.

**2.3** CTA would like consideration to be given for light rail along the streets used currently by the Inner Link, namely:

Queen - Customs St West - Fanshawe - Beaumont - College Hill - Ponsonby - Karangahape - Queen

Queen - Customs St East - Beach - Parnell Rise - Parnell - Khyber Pass - Symonds - Anzac - Customs St East - Queen

These routes were two of the early tram lines.

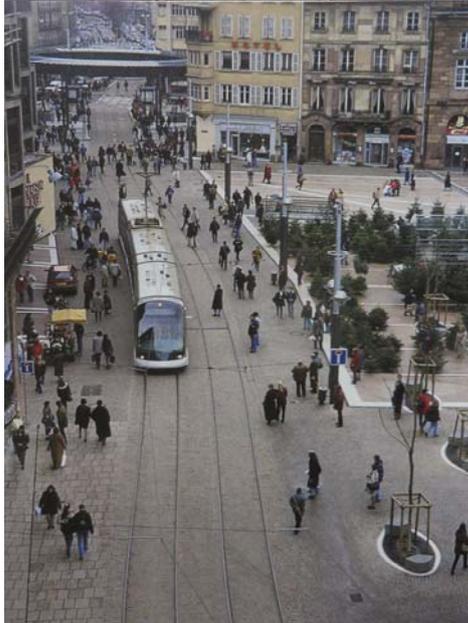
**2.4** We are pleased that the light rail routes proposed by AT are intended to be closely integrated with the bus, train and ferry routes as a single connected network. The freeing up of a number of buses to be used for more frequent services elsewhere is a positive move.

**2.5** As per the Statement of Proposal, light rail has certain advantages as a transport mode, including the important one of not needing to have roads widened.

**2.6** We submit that light rail for Auckland should follow international best practice (low floor segmented high capacity vehicles) using world standard gauge, which maximises the number of supply sources

**2.7** We note that there can be differing viewpoints on whether tracks for light rail should be on fully separate tracks (i.e. not used by other vehicles) and whether they should be located centrally or at the sides of roads. Overseas examples and their advantages and disadvantages and comparisons with the Auckland environment should be studied in detail in order to find the best solution for our circumstances.

**2.8** Location of tracks should take into account other road users: pedestrians, cyclists, private cars, taxis, motorbikes/scooters, buses and emergency vehicles, one prime consideration being the safety of all passengers while alighting from the vehicle and reaching the footpath. *See the images below*, which show scenes from Strasbourg and include a streetscape which appears to have some similarities with Dominion Rd. We note also the advantage of such vehicles being visually appealing.



**2.9** Potentially the dedicated space for the tram lines could double as a safe route for cyclists, rather than providing for a separate lane for cyclists, or there is the potential for multiple users in the space set aside for light rail.

**2.8** An airport connection to Onehunga, could be built cheaply as a dedicated bus way in the first instance. Indeed, most proposed routes could perhaps start that way. We are unsure of the benefit of an airport connection from Dominion Rd.

**2.9** AT should co-ordinate planning for all new routes together with land planners, to consider the following factors (amongst others): height, density, and mixed usage, particularly around the various stopping points.

### **3. Ferry Development Plan**

#### **Summary of proposal**

Amendments to the RPTP are proposed to give effect to the Ferry Development Plan prepared in 2014. The Ferry Development Plan identifies actions needed to better integrate ferry services into the wider public transport network, and outlines proposed improvements to ferry infrastructure and service levels.

**3.1** Such a plan is a necessary step to improve and extend the ferry service.

**3.2** CTA supports the proposed extensions to the existing ferry network. We are disappointed that additional services are not being considered at this time (due to high infrastructure costs) and trust that these will be considered in the near future.

**3.3** We add that it is our view that in comparison to other motorised transport modes, water transport does *not* require extensive infrastructure and that our harbours and waterways, as part of the infrastructure are currently underutilised.

Date of submission: 5 June 2015

Signature:



A handwritten signature in black ink, which appears to read "Audrey van Ryn".

Audrey van Ryn  
Secretary, Civic Trust Auckland