

Introducing

Supermaxx for a Supercity

Supermaxx is an effective, low cost., affordable, integrated, public transport system which could be introduced within six months using current trains and buses and which:-

- ** Vastly improves service, convenience, and affordability
- ** Dramatically lowers costs to both ratepayers and travellers
- ** Minimises emission and noise pollution
(removes approximately 50,000 tons of carbon per annum from the atmosphere).
- ** Provides public transport within the Supercity boundaries from Wellsford to Waiuku, and the Tasman Sea to the Hauraki Gulf
- ** Provides Primary, Secondary, Local, and Regional services.
- ** Primary bus routes provide services every 10 minutes for most of the day Monday-Saturday and 5 minutes at peak times. 20 minutes services evenings and Sundays. Hourly through the night. 24 HOUR SERVICES! (See center pages for details).
- ** Combined with MINIMAXX licenced shared ride mini buses (extra fare \$2) from transport hubs provides door to door service within the area bounded by Albany and Papakura, Henderson and Howick.

SUPERMAXX AND MINIMAXX - AUCKLANDS TOTAL PUBLIC TRANSPORT SOLUTION

SUPERMAXX FEATURES

UNLIMITED TRAVEL FARES

| | |
|------|----------------------------|
| \$2 | 2 hour pass |
| \$5 | 1 day pass |
| \$20 | 7 day pass |
| \$60 | 30 day Metro Pass |
| \$90 | 30 day Regional Pass |
| \$40 | 30 day off peak Metro Pass |

Prepared by
Stephen Greenfield
Transport Solutions Designer
Auckland Transport Consultancy
October 2010

Developer of the "Connoisseur Express" luxury rail service in the South Island (1988) past operator and driver of four coaches, Merchant Navy officer, private pilot, and enthusiast for fast, efficient, eco friendly, and economical transport of people and goods combining the best of public and private transport.

Member of Auckland Council CBD Residents Advisory Group



SKYCABS - THE FUTURE OF ARTERIAL TRANSPORT IN AUCKLAND, WELLINGTON, CHRISTCHURCH???

Why Supermaxx??

To be effective and make it 'transport of choice' for both commuters and general travel, public transport must be

- FAST
 - Bus lanes on main roads and motorways
 - Priority at traffic lights
 - More express buses between transport hubs using motorways
 - No deviations from direct routes
 - More train services
- FREQUENT
 - Services every 10 minutes for most of the day on primary routes. Passengers in this day and age do not want to be bound by timetables. They simply want to know that if they miss one bus or train another will be along in 10 minutes. More frequent at peak times. 24 HOUR SERVICES ON PRIMARY ROUTES.
- REGULAR
 - Keep to timetable. 10 minutes apart means 10 minutes apart
- INTEGRATED
 - Buses and trains co ordinated with one easy unlimited travel fare system, and fast loading and unloading
- COMPREHENSIVE
 - Supercity wide coverage including every major entertainment, shopping, residential, and employment centre, plus Auckland International Airport
- FLEXIBLE
 - Easy and free interchange between buses and trains
- COMFORTABLE
 - Air conditioned - modern - clean - quiet - fast
- AFFORDABLE
 - Lowest possible cost - must be more economical than private car
- ATTRACTIVE
 - Quality services marketed effectively for maximum patronage.
- PROFITABLE
 - It is possible with much reduced subsidy by eliminating every unnecessary kilometre travelled and maximising patronage

AT PRESENT THERE IS ENORMOUS WASTE OF RATEPAYERS MONEY THROUGH INEFFICIENT USE OF CAPITAL AND HUMAN RESOURCES. THERE IS ALSO A HUGE EXCESS OF NOISE AND EMISSION POLLUTION, AND CONGESTION.

Example: All Dominion Road buses (except for a few Flyover services) travel along Mt Eden Road, Esplanade Road, and View Road to Dominion Road. For the sake of a few passengers who use the Esplanade and View Road stops (all of which are within 5 minutes walk of Mt Eden or Dominion Roads) thousands travelling further down Dominion Road have 4-5 minutes added to their journey. It wastes time, money, fuel, and causes totally unnecessary pollution and inconvenience.

"SUPERMAXX" is the first step in solving Auckland's public transport woes providing vastly improved services at greatly reduced costs. Combined with MINIMAXX (extra cost \$2) services door to door public transport will be available throughout Auckland from Henderson to Howick and Albany to Papakura for the first time ever.

"SKYCABS" (or similar technology) on arterial routes will take Auckland into the future.

What is Supermaxx ?

Supermaxx is an effective low cost, affordable, integrated public transport system providing public transport services on main routes covering all main residential, commercial, shopping, and entertainment centres, and Auckland International Airport within the Supercity boundary. Designed to be implemented within 6 months at minimum cost **USING CURRENT EQUIPMENT** "Supermaxx" vastly improves services while massively lowering the cost of travel to the public and saving ratepayers around \$50-\$60 million per annum in subsidies.

How will it work?

"Supermaxx" will fully contract all trains and 700 buses initially from private operators by tender and collect all revenue leaving the operators to provide high standards of service delivery as contracted. Supermaxx will determine routes and level of services which will be reviewed every six months to ensure maximum effectiveness at minimum cost.

By maximising efficiency of routes approximately 30% more passengers can be handled with 200 less buses on the road leading to far less pollution, and congestion.

Action Plan

1. Renegotiate contracts with bus companies and Veolia
2. Operators to equip 700 buses, and all trains, with electronic validators (Some operators already have validators which only need a software rewrite)
3. Reposition bus stops for maximum efficiency – around 5 minutes walk apart
4. Install under cover, camera covered, cycle storage wherever possible
5. Develop Transport Hubs to provide full service for kiss and ride, transfer and ride, and some limited park and ride facilities plus cycle storage where appropriate

CAN THIS BE IMPLEMENTED WITHIN 6 MONTHS??

It is perfectly feasible technically. All that is needed is the willingness of the coach companies and Veolia to renegotiate their contracts – or Government action to force this.

THE TOTAL TRANSPORT PACKAGE

SUPERMAXX public transport services

Over 80% of Supercity residents will be within a 15 minute walk of a Supermaxx bus or train stop

SHARED RIDE MINI AND MIDI BUS SERVICES

Licensed services providing shared ride door to transport hub (dial a ride) and back services for a fare of \$2 (\$3-\$5 in regional areas). Mini buses would operate in local zones within 5 km of hubs.

PRIVATE CAR

Private car commuters will soon appreciate the vastly improved service, lowered costs, lowered emission footprint, and lowered stress of driving to their nearest "Supermaxx" service rather than into the city or other workplace, or shopping centre. The cost of a 30 day "Supermaxx" pass is far cheaper than parking in the city and saves fuel. We encourage kiss and ride services to minimise parking congestion around "Supermaxx" routes and to avoid land wastage in park and ride parks.

CYCLE

Cycling has a very important part to play in Auckland Transport, but not in long distance commutes on our hilly terrain and overcrowded roads. Most of our main arterial roads cannot carry dedicated cycle lanes. Cycles cannot mix with buses in bus lanes! Cycling does however have a vital and practical part to play in commutes between home and the nearest "Supermaxx" service in local urban areas – often using quieter back streets. Cycle storage facilities provided.

WILL COMMUTERS BE BETTER OFF UNDER 'SUPERMAXX'?

YES! ALL COMMUTERS WILL HAVE THEIR TRAVEL COSTS REDUCED!

All commuters currently travelling 2 stages or more by public transport will be vastly better off. Those using only "Supermaxx" services will save over half their current costs.

RAIL - CURRENT MONTHLY COSTS (Tickets purchased at ticket office/agent)

| | |
|--|-------|
| The current monthly rail only pass for travel between Otahuhu and New Lynn | \$105 |
| The current monthly all zones rail only pass | \$165 |
| The current rail and bus monthly DISCOVERY PASS | \$225 |

BUS - CURRENT MONTHLY COSTS

| | |
|---|----------|
| A current 10 trip 1 stage ticket on NZBus costs \$14.40 x 4.2 weeks | \$60.48 |
| A current 10 trip 2 stage ticket on NZBus costs \$28.80 x 4.2 weeks | \$120.96 |
| A current 10 trip 3 stage ticket on NZBus costs \$39.50 x 4.2 weeks | \$165.90 |
| A current monthly NZBus A or B zone pass | \$120 |
| A current monthly NZBus all zones bus pass | \$185 |

'SUPERMAXX' WILL COST JUST \$60 FOR 30 DAYS OF UNLIMITED TRAVEL BY SUPERMAXX TRAINS AND BUSES IN THE AREA BETWEEN ALBANY AND PAKAKURA AND SWANSON AND HOWICK! AND JUST \$90 FOR THE WHOLE SUPERCITY AREA FROM WELLSFORD TO WAIUKU

WILL RATEPAYERS/TAXPAYERS BE BETTER OFF?

YES!! Subsidies will be reduced by around \$1 million per week

TRANSPORT HUBS - 20

1. Britomart
2. Aotea
3. Panmure Railway
4. Pakuranga Mall
5. Botany town centre
6. Greenlane/Great South Rd
7. Otahuhu Rail
8. Manukau City Centre
9. Papakura interchange
10. Onehunga station/shops
11. Royal Oak Mall
12. Mt Albert shops/rail
13. Pt Chevallier
14. New Lynn Transport centre
15. Henderson Transport Centre
16. Takapuna Shops
17. Smales Bus Station
18. Constellation Bus Station
19. Albany bus station/shops
20. Silverdale

MAIN TRANSFER POINTS - 20

1. St Heliers
2. Glen Innes Railway
3. Newmarket shops/rail
4. Greenlane/Great South Rd
5. Ellerslie Rail/shops
6. Papatoetoe station
7. Puhinui Station
8. Manurewa station
9. Mangere Bridge
10. Three Kings
11. Dominion/Mt Albert Rd
12. St Lukes Shopping Mall
13. Te Atatu Rd/Motorway
14. Westgate
15. Swanson Rail
16. Glenfield Shops
17. Highbury Shops
18. Devonport
19. East Coast Bays Rd
20. Orewa

REVENUE – COSTS – SUBSIDIES

Set up costs \$10 million

This includes the provision of 200,000 photo ID Supermaxx passes loaded with 7 days unlimited travel free for those who obtain passes prior to introduction of Supermaxx.

| | | |
|----------------------------------|---------------|-------------|
| Projected Annual Operating costs | | |
| Contracted buses and trains | \$260 million | |
| Administration | \$ 10 million | 270 million |

Projected Revenue if approximately 15% of Aucklanders purchase 7 and 30 day passes

30 DAY PASSES

| | |
|--|------------------|
| 160,000 Metro passes x \$60 x 12 months | \$ 115.2 million |
| 2,500 Regional passes x \$90 x 12 months | \$ 2.7 million |
| 10,000 Child/student passes x \$30 x 12 | \$ 3.6 million |
| 10,000 Off peak Metro x \$40 x 12 months | \$ 4.8 million |
| 2,000 Regional off peak passes x \$60 x 12 | \$ 1.44 million |

7 DAY PASSES

| | |
|--|-----------------|
| 1,000 Regional passes x \$30 x 52 | \$ 1.56 million |
| 5,000 Metro adult passes x \$20 x 52 weeks | \$ 5.2 million |
| 20,000 Student passes x \$10 x 540 weeks | \$ 8 million |

ONE DAY PASSES

| | |
|---------------------------------------|-----------------|
| 2,000 Metro passes x \$5 x 365 days | \$ 3.65 million |
| 300 Regional passes x \$10 x 365 days | \$ 1.09 million |

TWO HOUR PASSES

| | |
|--|-----------------|
| 2,000 x 2 hour passes x \$2 x 365 days | \$ 1.46 million |
|--|-----------------|

Grand Total \$147.24 million

| | | |
|----------|------------------|------------------|
| Summary: | Revenue | \$147.24 million |
| | Costs | \$270 million |
| | Subsidy required | \$122.76 million |

| | |
|--|-----------------------------|
| Operating Subsidy allocated by ARTA for 2010/2011 year | \$180 million approximately |
| Subsidy Savings | \$ 57.24 million per annum |

Revenue received represents 52% of costs which is world standard
(if 20% of Aucklanders purchase Supermaxx cost recovery improves to over 60%)
Current revenue received under ARTA is approximately 46% of costs

INTEGRATED TICKETING

ARTA have signed an integrated ticketing contract with Thales for \$59 million capital cost and \$8 million annual operating cost for a highly complex system totally unnecessary under Supermaxx. It will be costly to get out of but in the long run save vast sums of money to cancel the contract. The sooner it is done the more economical it will be!

FREQUENTLY ASKED QUESTIONS

WHY ARE FERRIES NOT INCLUDED?

"Supermaxx" must function effectively and cater for demand from day one of its implementation. We believe demand would far outstrip available ferries and therefore cannot be included. We are happy to talk to the ferry operators about how this need can be catered for, especially on the Devonport Service.



HAS "SUPERMAXX" BEEN REVIEWED???

YES – "Supermaxx" has been reviewed by some leading international transport experts with years of experience in developing public transport systems around the world.

Some of their comments:

"The principle of an integrated and simplified transfer network with a limited number of high frequency services makes sense and is in line with European best-practice guides including the so-called Hi-Trans guide on bus service design written by Gustav-Nielsen and Truls Lange."

"The biggest thing that Supermaxx has going for it is that it is a clear region wide plan with a catchy name!"

A paper by Graham Currie and Ian Wallis in the *Journal of Transport Geography* Vol 16, 2008 shows that service simplification delivers the greatest of several subsidy-saving initiatives, namely \$3.50 in subsidy saved for every \$1 spent on additional services required to produce a network effect.

CAN "SUPERMAXX" BE IMPLEMENTED IN OTHER CITIES????

YES – The "Supermaxx" template will work in virtually every city with more than 100,000 inhabitants anywhere in the world. It does need a critical mass of population to achieve the network frequency and volume of passengers required for unlimited travel passes, both of which are essential to "Supermaxx": success.

"SUPERMETLINK" (Wellington) and "SUPERMETRO" (Christchurch) can also be introduced within the same 6 month time frame. Although the subsidy savings will not be as large as in Auckland (Wellington and Christchurch public transport is already operated more efficiently than Auckland) they will still be significant. The much reduced travel costs will achieve the same objectives of making public transport 'transport of choice' for residents and assist those struggling financially in the current economic climate.

Hamilton and Dunedin are other potential cities in New Zealand for full "SUPERMAXX" service. A limited "Supermaxx" service can be provided in smaller cities.

IT IS POSSIBLE TO HAVE A STANDARD CARD USED IN ALL CITIES IN NEW ZEALAND WITH COMPLETE INTERCHANGEABILITY FOR ANY CITY USING THE "SUPERMAXX" TEMPLATE.



"The Connoisseur"
Luxury rail service
Developed by
Stephen Greenfield in 1988



MORE FREQUENTLY ASKED QUESTIONS

CAN SUPERMAXX BE ROLLED OUT BY WORLD CUP???

YES – Provided approval is given by 31st December, 2010 Supermaxx could be rolled out in Auckland, Wellington (Supermetlink), and Christchurch (Supermetro) by the 31st July. THIS WOULD OFFER A WORLD LEADING PUBLIC TRANSPORT SYSTEM IN OUR MAJOR CITIES FOR OUR GUESTS WITH ONE SAME PRICE ELECTRONIC CARD THROUGHOUT!

WHY OFFER UNLIMITED TRAVEL INSTEAD OF ZONAL FARES???

A stated aim of the politicians is to encourage people to get out of their cars and onto public transport. This reduces congestion, pollution, and costs to ratepayers and travellers. The first part of the answer is to provide an attractive service – the Supermaxx system does that! The second part is to ensure that Public Transport is sufficiently cheaper than private cars to provide considerable cost savings, especially in times of financial stringency. Supermaxx is!

Unlimited travel passes provide a huge psychological as well as practical incentive over zonal based fares. The thought "I have paid for the pass and therefore may as well use it" is far more powerful than "this journey is going to cost me money so I may as well take the car".

Unlimited travel passes are vastly cheaper to operate. ARTA have paid \$59 million dollars for a computer system for their new highly complicated zonal integrated ticketing system. Supermaxx would cost less than \$2 million and is included in the \$10 million set up fee!

CAN SUPERMAXX PASSES BE USED FOR OTHER SERVICES???

NO – Supermaxx passes cannot include shopping, theatre tickets, etc. They are simply for unlimited travel on Supermaxx services only but can be used in any Supermaxx city.

There is no reason why a CITY CARD cannot be introduced in any city for say 3 or 7 days which would include Supermaxx public transport and other services for a percentage of the cost.

WILL SENIOR CITIZENS GOLD CARDS BE VALID ON SUPERMAXX???

YES – Gold cards will have to be used to obtain an off peak Supermaxx unlimited travel pass. Discussions will have to be held with Government to ensure they will pay the same percentage of the costs as currently but overall costs for the government should not increase.

CAN SKYCABS BE INTEGRATED INTO SUPERMAXX

YES – The Skycab system can be built and operated by the private developer and leased to Supermaxx in the same way that trains are. The costs will be less than trains for a far more efficient, attractive, economical, and eco friendly service.

Supermaxx Rail Routes

ONE PRIMARY ROUTE: AUCKLAND - PAKIAURE - PAKIAURA
 Every 10 minutes
 6am - 8pm weekdays
 8am - 8pm Saturdays
 5am - 5am and 8pm - 11.40pm weekdays
 6am - 8am and 8pm - 11.40pm Saturdays
 8am - 8pm Sundays

Additional trains will run at peak times weekdays to provide a 5 minute service between Otahuhu and Britomart.
 A local rail service will operate between Pakiaura and Pakiaure with some express services to Auckland at peak times.

THREE SECONDARY ROUTES

(A) **AUCKLAND - NEWMARKET - ELLERSLIE - MANUKAU CITY**
 Every 20 minutes at 16, 36, and 55 minutes past the hour from Britomart
 Every 20 minutes at on the hour and 20, 40, minutes after from Manukau
 7.00am - 9pm Monday - Saturday
 8.00am - 8pm Sunday

(B) **AUCKLAND - NEWMARKET - ELLERSLIE - ONEHUNGA**
 Every 20 minutes at 5, 25, and 45 minutes past the hour from Britomart
 Every 20 minutes on the hour and 20 and 40 minutes past from Onehunga
 7.00am - 9pm Monday - Saturday
 8.00am - 8pm Sunday

Services (A) and (B) will provide 10 minute frequency between Pakiaure and Britomart

(C) **AUCKLAND - NEWMARKET - SWANSON**
 Every 20 minutes at 3, 23, and 43 minutes past the hour from Britomart
 Every 20 minutes on the hour and 20, and 40 minutes past from Swanson
 6.00am - 11pm Monday - Saturday
 8.00am - 8pm Sunday

EXPRESS services twice per hour 6am-7pm weekdays between Henderson and Britomart stopping only at New Lynn, Mt Albert, and Grafton.

Frequency on the Western Line will increase to 10 minutes when demand and trains available increase.



WISES.CO.NZ
 ALL YOU NEED TO KNOW
 Greater Auckland



THE SKYCAB SYSTEM

Passenger cabs with a capacity of 8 passengers operate on demand in both directions riding under a monobeam with up to 6 second frequencies. Cabs come off the main beam into stations as required allowing cabs to further destinations to pass without stopping.

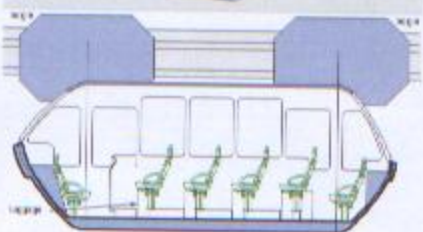
ONE SKYCAB MONOBEAM OPERATING IN BOTH DIRECTIONS CARRIES THE SAME NUMBER OF PASSENGERS AS A FOUR LANE MOTORWAY.

SKYCABS ADVANTAGES

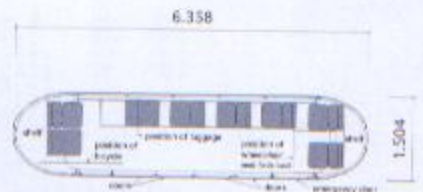
- ** Vastly cheaper and faster than heavy or light rail to introduce.
Little or no land acquisition costs.
- ** Operates above arterial roads.
Removes buses and bus lanes from the roads.
No disruption to traffic flows at rail crossings.
Each pillar has a minimal footprint of 1.5 metres.
- ** Much cheaper to operate
No subsidy required with fares similar to current bus and train fares.
- ** Vastly greater frequency
Available 24 hours per day with a frequency of up to 6 seconds between cabs.
Maximum projected waiting time of 1-4 minutes.
- ** Offers panoramic views of the beautiful Auckland city and harbour as it operates above the arterial roads and around the waterfront.

TECHNICAL DATA

- ** Beam: Width 0.6 metres Height 0.8 metres
Span between beams: 30 metres
Height above ground 9 metres
Height of cab inside 2.5 metres
- ** Average speed 60 km/hr
Top speed 80 km/hr
Minimum headway 6 seconds
- ** Capacity: Each cab 8 passengers seated plus 8 standing with bicycle, baggage and wheelchair space
At peak operation 4,800 passengers per hour
In each direction – equivalent to 100 buses!
- ** Journey time from airport to city 24 minutes



Longitudinal section SkyCabs Copyright reserved



PLAN OF SKYCABS CAB Copyright reserved



COMPARISON OF SPANNING STRUCTURE (GASSENT) - FOOT PRINT, STRUCTURE AND SHADOW

POTENTIAL SKYCAB ROUTES IN AUCKLAND



POTENTIAL SKYCAB ROUTE IN WELLINGTON

Railway Station, Lambton Quay,
Willis St, Manners St, Courtenay
Place, Basin Reserve, Hospital,
Constable St, Kilbernie, Airport



POTENTIAL SKYCAB ROUTE IN CHRISTCHURCH

Cathedral Square, Worcester St, Museum,
Botanic Gardens, Hagley Park, Riccarton Rd,
University, Ilam Rd, Memorial Avenue, Airport.



**SKYCABS IS A NEW ZEALAND SYSTEM DESIGNED BY HUGH CHAPMAN IN 2000. IT HAS
WORLD LEADING TECHNOLOGY AND SERVICE WITH HUGE EXPORT POTENTIAL. IT IS
ALREADY PATENTED IN MANY COUNTRIES**

For further information see www.skycabs.co.nz

THERE ARE LEAST 30 MAJOR CITIES AROUND THE WORLD WHICH RECOGNISE THE
ADVANTAGES OF THESE NEW TECHNOLOGIES OVER RAIL (LIGHT OR HEAVY) AND ARE
WAITING TO SEE THE FIRST PROVEN SYSTEM TO INTRODUCE TO THEIR CITIES.
WHY NOT MAKE NEW ZEALAND FIRST AND EXPORT OUR TECHNOLOGY AND PRODUCTS!!!

**THE GOVERNMENT SHOULD IMMEDIATELY APPOINT AN INDEPENDENT PANEL OF
COMPETENT ENGINEERS TO EXAMINE THIS AND OTHER NEW TRANSPORT
TECHNOLOGIES. PROVIDED SKYCABS STACKS UP THEY SHOULD IMMEDIATELY FUND
EITHER**

1. A TEST TRACK Approximate length 200 metres. Approximate cost \$7 million OR
 2. A DEVELOPMENT TRACK – two options would work
 - (a) Rainbows End – Manukau Mall – Council Building – Manukau Rail station OR
 - (b) MOTAT gateway – Zoo – Aviation Park
- Options A and B have revenue potential while the systems are tested and refined

OTHER NEW TECHNOLOGIES

Mister (Poland)

Test track being built in Poland



ULTRA (UK)

Track being built at Heathrow



AUCKLAND – A FREE FLOWING PEOPLE FRIENDLY WORLD LEADING CITY?

It is possible at affordable costs with some creative thinking!

THE CBD AND "SUPERMAXX"

Efficiency of travel through the CBD area is critical to the success of "Supermaxx", and in making Auckland a functional, exciting, and pleasant place to work, shop, live, and play. There is not necessarily too much traffic in the inner city. It just takes too long to get anywhere through the CBD area! Traffic lights must be minimised and other creative solutions introduced to speed the flow of pedestrians and traffic and make the CBD a vastly better place.

BUSES

Time wasted, unnecessary duplication of services, and 'bus banking' with often 6-10 buses all heading in the same general direction lined up must be eliminated. By reducing the number of routes into the city and total ease of transferring from one bus to another and between bus and train SUPERMAXX meets these objectives providing more frequent service through the inner city to more places while reducing noise and pollution. Two transport hubs only are used – Aotea and Britomart.

TRAINS

Critical to the development of rail services in Auckland is the extension of the rail line through Britomart and rejoining the track again elsewhere. The fastest, easiest, cheapest, and best option is to reroute the Southern Line from Parnell Rise by viaduct over Stanley St, tunnel under Albert Park (serving the University. Maybe pedestrian access from University station using the historic tunnels), above Victoria/Queen Sts from Lorne St to Elliott St and underground down Albert St to Britomart. Four stations would be needed. Parnell, University/High Court, Victoria (above Queen St intersection) and Wyndham. This would cost approximately one third of ARTA's option of tunnelling to Mt Eden and can be built in half the time. It could be completed to coincide with the introduction of electric trains in 2013. Extension from Albert/Victoria to Mt Eden can go in the 20 year 'aspirational' plan.



INFRASTRUCTURE

Some remedial actions that could be done quickly and which would dramatically improve the CBD are:-

1. CAPTAIN COOK WHARF

This should be the new cruise terminal with berths both sides of the Wharf which needs to be extended.

2. QUEENS WHARF

A fabulous open 'People Place' with additional ferry capacity on the eastern side.

3. QUAY ST

Underground from Commerce St to Hobson St for a freeflowing 'People Place' including "QE2" square, and Queens Wharf.

4. VIADUCT HARBOUR

Rename Blake Harbour with the agreement of the family

5. WYNARD QUARTER CONNECTION

Build SKYCAB track from Wynyard Quarter (or Ponsonby via Wynyard) across Viaduct (Blake?) Harbour to ferry building, "QE2" (Sir Edmund Hillary?) Square, and up Symonds St to K Rd, hospital, Newmarket, Royal Oak, Airport.



6. QUEEN ELIZABETH 2 SQUARE

(Renamed Sir Edmund Hillary Square with the agreement of the family?)

All traffic banned! Glass Atrium from above Westfield to eastern side of current road filling approximately 70% of space with Mezzanine access from Westfield Foodcourt. Include fountain and/or other water features, forest and other greenery, performing arts stage, food and beverage outlets. Open 6am to midnight as a favourite all weather people meeting place and undercover access between Britomart, Queen St, and ferry terminal.

(Statue of Sir Edmund Hillary with Himalayan Trust information and support centre???)



7. CUSTOMS ST/QUEEN ST INTERSECTION

Raise Customs St 4 lanes from Westfield to Mercure Hotel for Pedestrian access underneath to Queen Elizabeth Square atrium. Free flowing Customs St. Left turn only traffic from Queen St to Customs St and from Customs St to Queen St.

Investigate blocking off Queen St and turning Queen St/Fort St/Jean Batten Place/Shortland St into a roundabout making Customs St/Commerce St Intersection left turn only and opening Fort St/Customs St for egress to Beach Rd, Anzac Ave, etc.

BLOCK OFF GORE ST AT CUSTOMS ST AND REMOVE THE TRAFFIC LIGHT



8. WYNDHAM ST/QUEEN ST

Access to Queen St blocked. People park built at end of Wyndham St approximately 3 metres above Queen St with grass, plants, and seats, approx 3 metres above Queen St. Feature water wall and footpaths to Queen St. Overhead walkway across Queen St and maybe to High St through new walkway/arcade above Bond and Bond.



9. VICTORIA ST/QUEEN ST INTERSECTION

Two railway lines and 2 traffic lanes built from just above High St across Queen St to just above Elliott St. Rail lines continue under Albert St to Britomart. Centrepiece pedestrian meeting point built under rail and traffic and above Queen St with access to Victoria station.

Victoria St/Queen St could become free flowing with left turn only from Victoria St and pedestrian overhead plaza as part of Victoria station.

10. WELLESLEY ST/TOWN HALL

Underground Queen St from above Airedale St to north of Wellesley St for A fabulous 'people place' extension to Aotea Square.



11. QUEEN ST/KARANGAHAPE ROAD

Karangahape Rd free flow east/west. Left turns only from K Road onto Queen and Upper Queen Streets and Queen St to K Road.

Three level underpass under Karangahape Rd

- (a) Upper level pedestrian (shopping) plaza with access from the 4 corners of the intersection
- (b) Middle level one right turn lane only taking traffic from Queen St onto K Rd westbound
- (c) Lower level 4 lanes through traffic Queen St/Upper Queen St with overpass at Mercury Lane intersection.



12. UPPER QUEEN ST/IAN MCKINNON DRIVE

Underpass taking traffic from Upper Queen St to Ian McKinnon Drive

These last two actions are essential for fast movement of people between the CBD and Eden Park during the Rugby World Cup.

All Dominion, Sandringham, and New North Rd buses would use this route with huge efficiency gains.

It is possible to walk the auckland harbour bridge!



THIS IS A PROPOSAL FOR AN INTERIM SOLUTION TO ALLOW AUCKLANDERS AND OUR VISITORS ACCESS TO THE HARBOUR BRIDGE ON A REGULAR BASIS WHILE AWAITING A PERMANENT SOLUTION. IT COULD BE IMPLEMENTED ON WAITANGI DAY 2011!!

** Every Aucklander should have the opportunity to experience the walk and savour the fabulous views of Auckland obtainable from the Harbour Bridge.

** Every tourist, whether domestic or international, should also be able to participate in what would quickly become a major tourist attraction and reason for staying longer in Auckland.

There is a simple solution for regular access WHICH WOULD MAKE MONEY FOR THE TRANSPORT AGENCY AND A CHOSEN CHARITY and would provide minimal disruption, and a great deal of pleasure!!!

The solution is to block off the 2 Eastern lanes of the Harbour Bridge from just north of where the eastern clip on lanes diverge from the centre lanes on the northern side of the Bridge, to Shelley Beach Rd on the southern side from 6am to 2pm on the first Sunday of each month year round.

- Pedestrian access would be from 7am to 12.30pm with all pedestrians off the bridge by 1.30pm.
- A limited number of food and beverage outlets will be able to operate at the top of the bridge and each end. All food and beverage outlets would cease trading at 1.00pm and be removed by 1.30pm
- Entertainment such as bands, face painting, clowns etc will be encouraged.
- Numbers will be limited to a maximum of 18,000 adults with a maximum of 1 child per adult per day. Access will be allowed for 3,000 adults plus associated children per hour from 7am to 12.30pm. Consequently the maximum on the bridge at any one time would be 6,000 (3,000 adults and 3,000 children). Consequently no stress will be caused to the bridge. Walkers will prepay and prebook a given hour within which they must enter the Bridge. (midday access for half hour only)
- A fee of \$10 per adult (children free) will be charged. \$5 of this will go to the operator of the Bridge walk to pay for its operation. This fee will also include a shuttle service between Lower Albert St and the Bridge Control Centre at the northern end of the Bridge every 5 minutes from 7am to 2pm.
- \$5 will go to a different charity each Sunday which will be required to provide 20 volunteers to assist with ticket collection, people management etc.
- Parking restrictions will be in place on Shelley Beach Rd and surrounding streets on the south and Stafford St area on the north and every effort made to minimise inconvenience to local residents.

There would still be 6 lanes left for vehicular traffic and the bridge would be re-opened in time to cater for the Sunday afternoon 'rush hour' back from the northern beaches!

The only capital expenditure required prior to commencement is a gate from the clipon lanes northern end to the current waterfront path. Pedestrians would have the option of heading south and under the motorway to Sulphur Beach Road and an easy walk to Northcote Point ferry terminal, or north and under the motorway to Stafford Road by the Bridge control centre and shuttle buses to and from Lower Albert St.

A 'Sunday Market' could be encouraged on vacant land and Stafford Park for North Shore entrepreneurs!

SOUTHERN END

Shelley Beach Rd would be blocked off from Sarsfield St. Pedestrian access and egress is then available up and down Shelley Beach Rd from Jervis Rd and also the feeder road to and from Westhaven served by shuttles.



AUCKLAND HARBOUR BRIDGE THE PERMANENT SOLUTION

The ANZAC CENTENARY BRIDGE concept from Onewa Rd to Wynyard Point has been promoted as a vastly better and much more economical alternative to Auckland's need for a new crossing than the mooted tunnel. It is highly functional and makes an emphatic feature for Auckland including road, rail, pedestrian, and cycle facilities.

Full details on the concept and the group behind it on www.bridge2015.org.nz.

ADVANTAGES OF A BRIDGE OVER TUNNEL

** Cheaper and faster to build than a tunnel!

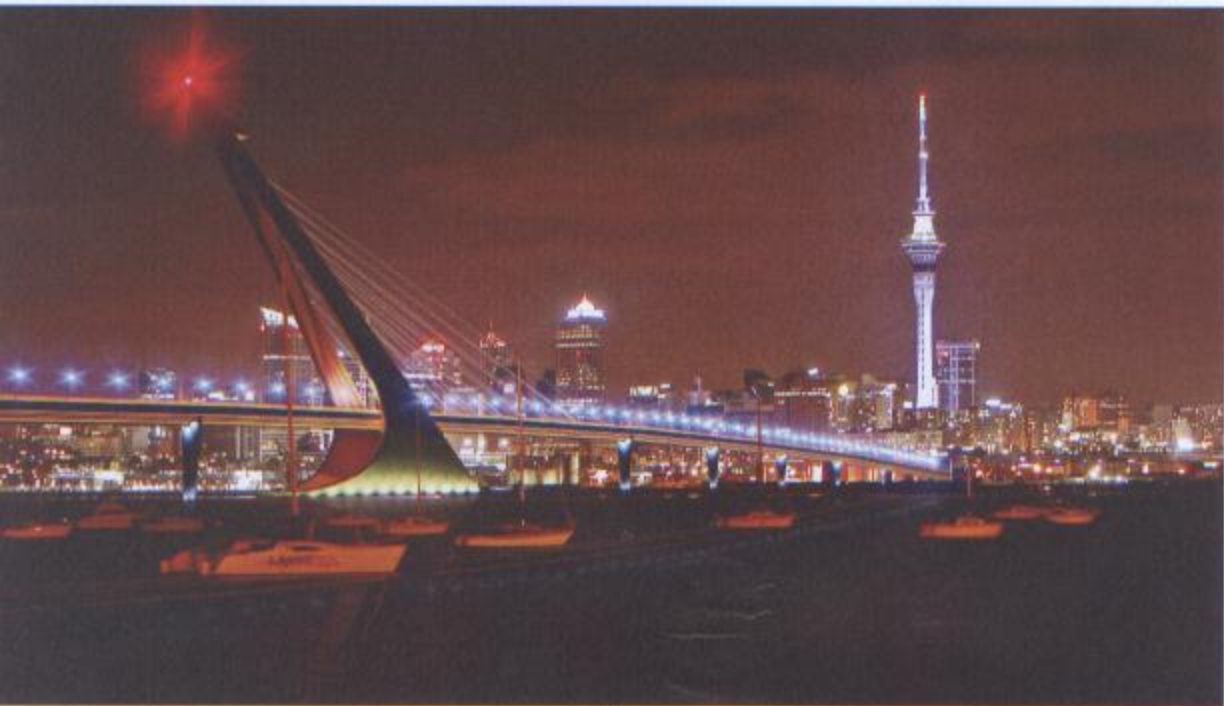
Cost estimate is \$2.5-\$3 billion compared to \$3.7-\$4 billion for the tunnel option.

Build time estimated at 4 years

** Offers pedestrian and cycle facilities and the opportunity for Aucklanders and visitors to enjoy our beautiful harbour (A tunnel cannot do that!)

** Removes the motorway from the waterfront along the St Mary's Bay and Northcote foreshores opening them for public access, cycleways and walkway.

** Operating costs, travel time, fuel usage, and pollution greatly reduced. The proposed Bridge route is 1.2km shorter than proposed tunnel route. The removal of the St Mary's Bay dog-leg can save Aucklanders 100 million Km of travel annually. This will significantly reduce emissions and risks to the aquatic environment.



AUCKLAND ROADING ISSUES

For an efficient city with maximum living, environmental, and recreation facilities it must be made a free flowing city for goods and people in the most cost effective and least disruptive manner possible.

"Supermaxx" and Skycabs will be a major break through in this regard.
Free flowing the CBD as outlined on pages 12 and 13 will be a huge advance.

Auckland terrain lends itself to free flowing many major intersections e.g

1. Khyber Pass Rd to Newton Rd under Symonds St
2. Karangahape Rd to southbound motorway under Symonds St

KHYBER PASS ROAD SHOULD BE FREE FLOWING FROM BROADWAY TO SYMONDS ST.

OTHER MAJOR ROADING PROJECTS

The Transport Agency and the old Auckland City Council have in many cases chosen the most expensive, most disruptive, and most lengthy to implement, options.

STATE HIGHWAY 20

A vastly better, cheaper, faster and less disruptive option to link State Highways 16 and 20 is to tunnel under Richardson Rd to the corner of Carrington and Woodward Rds, then cut and cover to link with State Highway 16 at Pt Chevalier/Waterview. The entire cut and cover section could be virtually completed during the Christmas holidays shutdown of Unitec with local residents provided with \$200 per night for 3-4 weeks to stay elsewhere while it is constructed.

Top solution is a 3 level cut and cover:-

- Bottom level 6 lane motorway
- mid level 4 lane Carrington Rd
- upper level access level to Unitec and local residents with pedestrian and cycle facilities

Alternatively a 2 level cut and cover would be cheaper.

THERE WOULD BE NO

- Disruption to Great North Road residents
- No houses lost at Waterview
- No ventilation shafts at Waterview Schools

• THIS SOLUTION WILL ALSO PROVIDE MUCH BETTER ACCESS FROM THE CBD TO THE AIRPORT

PANMURE ROUNDABOUT

- The Panmure Roundabout must be made free flowing by constructing a 4 lane underpass from Lagoon Drive to the Ellerslie-Panmure Highway.
- A Skycab line from Ellerslie railway station to Pakuranga via Ellerslie-Panmure Highway, Panmure rail station and town, Lagoon Drive, and bridge can be built for less than the proposed busway alone and can be extended from Ellerslie to the City and Pakuranga to Botany.
- The Pakuranga Rd/South Eastern Highway connection should be built immediately



AUCKLAND TRANSPORT CONSULTANCY
Phones (09) 309 1831 Mobile 021 174 9588
Postal: P.O. Box 6145, Auckland, New Zealand. 1141
Email: steve@aucklandtransportconsultancy.co.nz
Web: www.aucklandtransportconsultancy.co.nz