

Central Suburbs and East Auckland New Network consultation

Recommendations

That the Board:

- i. Endorses the final New Network for the Central Suburbs (Isthmus) and East Auckland, as amended following public consultation, for implementation in conjunction with the PTOM roll-out.

Executive summary

Public consultation on the proposed New Network for the Central Suburbs and East Auckland was undertaken between 1 October and 10 December 2015.

For the Central Suburbs (Isthmus) there were 3,743 pieces of feedback in total. 60 per cent of people who answered the question “Overall to what extent do you support or oppose the Central Suburbs New Network?” were in support of, or not opposed to, the proposed changes, and 39 per cent were opposed. For East Auckland, in response to the equivalent question, 64% were in support or not opposed. As a result of the feedback, we have recommended changes to 29 routes out of 52 in the Central Suburbs. In East Auckland there will be changes to 10 out of 15 routes, and timetable changes for 8 routes. These changes would be expected to significantly increase the level of support for the New Network.

A summary of the consultation report is attached. The full report is available on the Board Books resource centre and will be released on the AT website as soon as the board has considered this report.

The New Network for the Central Suburbs and East Auckland is expected to be implemented in the second half of 2017 (in two separate stages) following PTOM bus contract procurement towards the end of 2016.

Strategic context

The Regional Public Transport Plan (RPTP), adopted by the Board at its September 2013 meeting, endorsed the principles of a legible, integrated, and connected new network of frequent, connector, and local bus services supporting the Rapid Network (rail and the Northern Busway).

The New Network for the Central Suburbs and East Auckland is aligned with the policies and actions of the RPTP and will make a strong contribution to the RPTP vision of “an integrated, efficient, and effective public transport network that caters for a wide range of trips and is valued by Aucklanders”¹.

Background

The consultation programme for the New Network project is nearly complete, as follows:

- 2013 – South Auckland, Green Bay and Titirangi
- 2014 – West Auckland, Hibiscus Coast, Warkworth, Pukekohe and Waiuku
- 2015 – North Shore, Central Suburbs and East Auckland

Green Bay, Titirangi, and the Hibiscus Coast have been implemented already, and South Auckland is scheduled for implementation later this year. West Auckland, the Isthmus, East Auckland and the North Shore will be implemented between mid-2017 and early 2018 following phases two and three of PTOM bus contract procurement.

Issues and options

Stakeholder engagement

The public consultation period ran from 1 October to 10 December 2015. For the Central Suburbs (Isthmus) there were 3,743 pieces of feedback in total, including 3,000 completed individual feedback forms and over 750 comments made through an online discussion forum. The equivalent figures for East Auckland were 1171 pieces of feedback, 1026 individual feedback forms and 95 online discussion forum comments. A consultation brochure was delivered to over 190,000 households in the Central Suburbs and 53,000 households in East Auckland. A further 4,500 were handed out by AT ambassadors at bus stops and network hubs, and several thousand more were given out to people at one of 23 public events (7 specifically in the East).

60 per cent of people who answered the question “Overall to what extent do you support or oppose the Central Suburbs New Network?” were in support of, or not opposed to, the proposed changes, and 39 per cent were opposed. For East Auckland, in response to the equivalent question, 64% were in support or not opposed. As a result of the feedback, we have recommended changes to 29 routes out of 52 in the Central Suburbs. In East Auckland there will be changes to 10 out of 15 routes, and timetable changes for 8 routes. These changes would be expected to significantly increase the level of support for the New Network.

¹ RPTP 2015 Chapter 4, page 21.

Summary of feedback and changes made following consultation:

The following local network issues (among others) were raised during consultation and have been able to be resolved in the final network:

Central:

- Support for:
 - ✓ Frequent Network and Crosstown services
 - ✓ Connection between Kingsland and Ponsonby
- Opposition to:
 - ✓ service on Stanhope Rd, Mt Wellington
 - ✓ transferring at Orakei Station for journeys from Eastern Bays to Britomart
- Concerns about:
 - ✓ Richmond Rd route using Hopetoun St rather than Karangahape Rd
 - ✓ loss of Outer Link through between St Lukes, Mt Eden and Newmarket
 - ✓ removal of diversion via Herne Bay terminus bus stop (Outer Link)
 - ✓ loss of service from Grand Drive, Meadowbank
 - ✓ loss of connection between Onehunga and Otahuhu
 - ✓ loss of all-day bus connection between Orakei and the City Centre
 - ✓ loss of service on Waitangi Rd, Oranga
 - ✓ loss of connections between Eastern Bays and Newmarket

Not delivered in final network:

- ✗ Loss of service in Panapa Drive, St Johns

East:

- ✓ Connections at Panmure – concerns about quality and capacity of infrastructure (e.g. seating, shelters, lighting)

- ✓ Retaining express services from Howick to city (55x)
- ✓ Wanting all-day direct service between Botany and city
- ✓ Connections from Bucklands Beach to Panmure all-day
- ✓ Connections between Mission Heights and Botany
- ✓ Extent of ferry feeder services
- ✓ Loss of service in Cockle Bay Rd
- ✓ Connections to Macleans College
- ✓ Concern about reduced frequency on Eilerslie-Panmure Hwy with only one route from East
- ✓ Concern that route 35 (Botany to Manukau) not designated Frequent
- ✓ Support for improved weekend frequencies
- ✓ Support for Frequent services (every 15 minutes at all times) in general

Not delivered in final network:

- ✗ One-seat ride from Howick, Botany, etc, to Middlemore Hospital (the easiest way to get to Middlemore from most East Auckland suburbs will be by transferring to the Eastern Line train at Panmure)
- ✗ Loss of service in Eastern Beach
- ✗ Loss of service in Burswood

Final network – features which differ from current network:

- Frequent services (at least every 15 mins, 7-7-7) between:
 - St Heliers and Britomart via Tamaki Drive
 - Howick and Panmure via Pakuranga Rd
 - Botany and Manukau via Chapel Rd and Ormiston Town Centre
 - Pt Chevalier and Sylvia Park via Mt Albert Rd
 - New Lynn and Onehunga via Blockhouse Bay and Mt Roskill

- Stronger crosstown services on Balmoral Rd, Mt Albert Rd, Stoddard Rd and Richardson Rd
- New crosstown route between St Lukes, Kingsland, Ponsonby and Wynyard Quarter
- Local and connector services feeding rail at Glen Innes, Panmure, Sylvia Park, Ellerslie stations
- Feeder services rather than through services to/from city, affecting all or parts of:
 - Glendowie – Riddell Rd (will retain through service in peak)
 - St Heliers – Long Drive (will retain through service in peak)
 - Orakei (Orakei Marae and Edgecliffe Retirement Village)
 - Meadowbank (Gowing Drive) and St Johns (Grand Drive)
 - Pt England and Tamaki
 - Mt Wellington
 - One Tree Hill and Oranga
 - Pt Chevalier Beach (will retain through service in peak)
 - Bucklands Beach and Farm Cove
 - Howick (will retain through service in peak)
 - Botany Downs, Dannemora and Mission Heights

Final network – changes following consultation:

- Retention of Outer Link, route amended between Mt Eden and Newmarket
- New Blue Link service along full length of Tamaki Drive
- Additional all-day service from West Tamaki Rd to Britomart via Kohimarama Rd and Kepa Rd and Orakei (Coates Ave)
- Consequential changes to local services in Eastern Bays
- All-day frequent service from Botany to City rather than from Howick as proposed in consultation – Howick will retain peak service to City with all-day service to Panmure
- Consequential changes to local services in Bucklands Beach, Farm Cove, Howick, Cockle Bay, Botany Downs
- Proposed Crosstown 5 replaced by:

- Changes to Outer Link between Mt Eden and Newmarket
- New route 202 (St Lukes to Wynyard Quarter via Kingsland and Ponsonby) with frequent evening service
- Route 708 between Mission Bay and Newmarket via Victoria Ave
- Stoddard Rd crosstown extended to New Lynn in the west and Otahuhu in the east/south
- New crosstown between Glen Innes and Onehunga via Panmure and Sylvia Park (replacing proposal to extend of Route 32 Sylvia Park to Glen Innes)

Services to and from the City Centre

The final New Network will mean that the arterial routes listed below will continue to have all-day frequent service to and from the City Centre, with enhanced capacity and levels of service (including in most cases 15 minute or better frequencies in the evenings and on Saturdays, Sundays and public holidays), to support the increasing level of economic and social activity in the city centre outside normal business hours. Most of these routes will also operate every 30 or 60 minutes between midnight and 3.00 am on Saturday and Sunday evenings to replace the Nite Rider services.

Routes anticipated to utilise double-decker buses within the next 2 – 3 years are underlined:

- ✓ Jervois Rd (Outer Link)
- ✓ Ponsonby Rd (Inner Link)
- ✓ Great North Rd as far as New Lynn
- ✓ New North Rd
- ✓ Sandringham Rd
- ✓ Dominion Rd
- ✓ Mt Eden Rd²
- ✓ Manukau Rd
- ✓ Ellerslie Panmure Highway and Ti Rakau Drive³
- ✓ Remuera Rd

² double-deckers already in service

³ double-deckers already in service

- ✓ Parnell Rd (Inner and Outer Links)
- ✓ Tamaki Drive

City Centre routes

The map attached to this report (Map 1.5) represents our current understanding of bus routes in the city centre network when the Central and East networks are implemented in August and November 2017; all bus routes to and from the City Centre will be subject to ongoing change during the CRL construction period, and until permanent terminal facilities are able to be built in the Britomart, Wynyard Quarter and Learning Quarter areas. Projects are underway to identify the best solutions for these areas, and for the proposed bus corridor along Wellesley Street.

Infrastructure

An estimated 100 to 150 new or relocated bus stops will be required to support the New Network in the Central Suburbs and East. These requirements, once detailed specifications have been developed, will be fed into the capital prioritisation programme for 2017/18 alongside required work for other parts of Auckland.

Although no major new infrastructure projects (eg, additional bus stations) are critical to the delivery of the Central and East New Network bus services, a number of small capital projects have been identified that would be desirable to deliver operational efficiencies / costs savings and/or an improved customer experience, or enhanced opportunities for connections between services, especially between arterial and crosstown routes in the central part of the Isthmus (eg, the intersections of Balmoral Rd and Mt Albert Rds with Sandringham, Dominion and Mt Eden Rds) and these will be added to the next Long Term Plan, if they cannot be accommodated within the Bus Stop Capital Programme.

Bus priority

The New Network will be supported by the bus priority programme being implemented in the next 2 – 3 financial years. In addition to the bus lanes shown on Map 1.6, bus lanes will be added on Pakuranga Rd and a start will be made on the South-eastern Busway between Panmure, Pakuranga and Botany.

Patronage

Experience elsewhere suggests that there may be an initial dip in patronage due to disaffected users changing modes, followed by gradually increasing patronage as new users are attracted by the more legible, consistent and frequent service offering and as some of the disaffected users return to the network.

Given that similar structural changes in the Titirangi, Green Bay and South Lynn area in August 2014 have seen year on year boardings at bus stops in the affected area grow in the order of 35% - even without the provision of all-day "frequent" (ie, every 15 minutes) services - it is reasonable to predict boardings on the Central Suburbs and East Auckland local network to grow by approximately 15% after 12 - 18 months.

This will include increased travel to and from the city centre in response to additional peak capacity provision, improved offpeak levels of service, simpler zonal fares, more attractive journey times relative to car travel due to more extensive bus lanes, the increasing cost and scarcity of central city car parking and the improved legibility of the bus network. In the suburbs, bus journeys are expected to increase due to a much more legible network, generally cheaper fares due to the simpler zonal fares, and better connections with the rail network especially in the east of the Isthmus and in East Auckland.

Implementation

The Central Suburbs and East Auckland network changes will be implemented after PTOM tendering and contract negotiations have been completed in accordance with the procurement strategy already adopted by the Board.

To deliver the proposals and increase services for this part of the New Network there is expected to be an increase in the bus service kilometres in the order of 20% and bus service hours in the order of 15% compared to current. Exact increases in peak vehicle requirements, bus service hours and kilometres will be calculated when actual timetables are prepared for procurement following endorsement of the final network. Any increase in cost will need to be absorbed within the bus service operating budget set for future years and through the PTOM procurement process. Where overall bus service costs following PTOM procurement exceed budget, planned service levels may be reduced. The service specifications for procurement purposes will be scalable to permit this if necessary.

Next steps

Once the board endorses the New Network for the Central Suburbs and East Auckland as described in this report, the consultation report and supporting documents will be released. At that time we will inform the public, submitters and key stakeholders that the New Network for the Central Suburbs and East Auckland has been confirmed. All submitters who gave contact details will be notified by email or letter and the report and updated maps will be published on the consultation website. A copy of the consultation summary and decision report will be available from local libraries and local board offices. In addition key stakeholders will receive a personalised response to their submissions. The public will be informed of the decisions by a website update, an email newsletter to subscribers to the New Network newsletter, media releases, a story in *Our Auckland* and *On Board*, and internal communications. Prior to the information being released publicly the Contact Centre and Customer Service Centre staff will be briefed to prepare for calls and questions.

Full explanatory memos, offering in-person briefings, will be sent to MPs, councillors, local boards, and advisory groups.




The communications plan is summarised in Attachment 3.

The route descriptions and timetables for the new services will then be finalised for inclusion in PTOM tender specifications. It is intended that the Central Suburbs and East Auckland network will be procured before the end of 2016 for implementation in the second half of 2017.

Attachments

Attachment Number	Description
1	Central Suburbs consultation summary report – executive summary (full report available in Board Books – Resource Centre)
1.1	Map – Existing Central Suburbs network
1.2	Map – Central Suburbs network for public consultation
1.3	Map – Central Suburbs network post-consultation
1.4	Map – Central Suburbs network post-consultation – with changes identified
1.5	Map – Central Suburbs services – 2017 Frequent Network
1.6	Map – Central Suburbs services – 2017 routes within City Centre
1.7	Map – Central Suburbs bus lanes and T2 and T3 lanes
2	East Auckland consultation summary report – executive summary (full report available in Board Books – Resource Centre)
2.1	Map – Existing East Auckland network
2.2	Map – East Auckland network for public consultation
2.3	Map – East Auckland network post-consultation
2.4	Map – East Auckland network post-consultation – with changes identified
3	Communications summary

Document ownership

Submitted by	Sharleen Pihema Cliffy Kotiah PT Planners – Engagement	 
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Glossary

Acronym	Description
RPTP	Regional Public Transport Plan
PTOM	Public Transport Operating Model

Attachment 1

Consultation summary and decisions report for Central Suburbs New Network – Executive summary

Public consultation on the proposed New Network for buses in the Central Suburbs area was open for a nine week period from 1 October to 14 December 2015.

Central Suburbs (Isthmus) includes the area from New Lynn across to Panmure, Glen Innes and St Heliers and from Onehunga to the City Centre.

This report contains a summary of the consultation process, feedback from the public and the subsequent decisions made.

There were 3743 individual pieces of feedback, this included individual feedback forms and freeform submissions from key stakeholders. More than 600 comments from the online discussion forum and other online channels were included in the analysis. The final network has been designed as a result of this feedback along with practical and budgetary constraints.

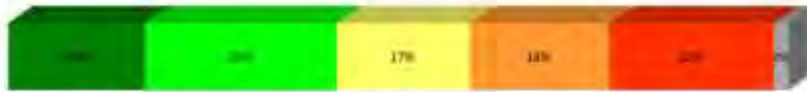
Overall, there was slightly more support 43% (strongly support or support) than opposition 39% (oppose or strongly oppose) for the Central Suburbs New Network. There were 17% who were neutral and 2% weren't affected.

Some of the larger issues raised which led to the high opposition to the proposals such as keeping the Outer Link and keeping a direct connection from Orakei to the city have been resolved. As a result of these changes we would expect the numbers of people supporting the network to increase significantly if we were to ask the question again after announcing the final network.

In total Auckland Transport (AT) consulted on 53 proposed routes. As a result of feedback, route changes were made to 18 of these, 24 have no change, 11 routes were removed and replaced by 12 new ones.

Overall to what extent do you support or oppose the Central Suburbs New Network?

■ Strugly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose ■ Doesn't affect me



Number of respondents = 3347

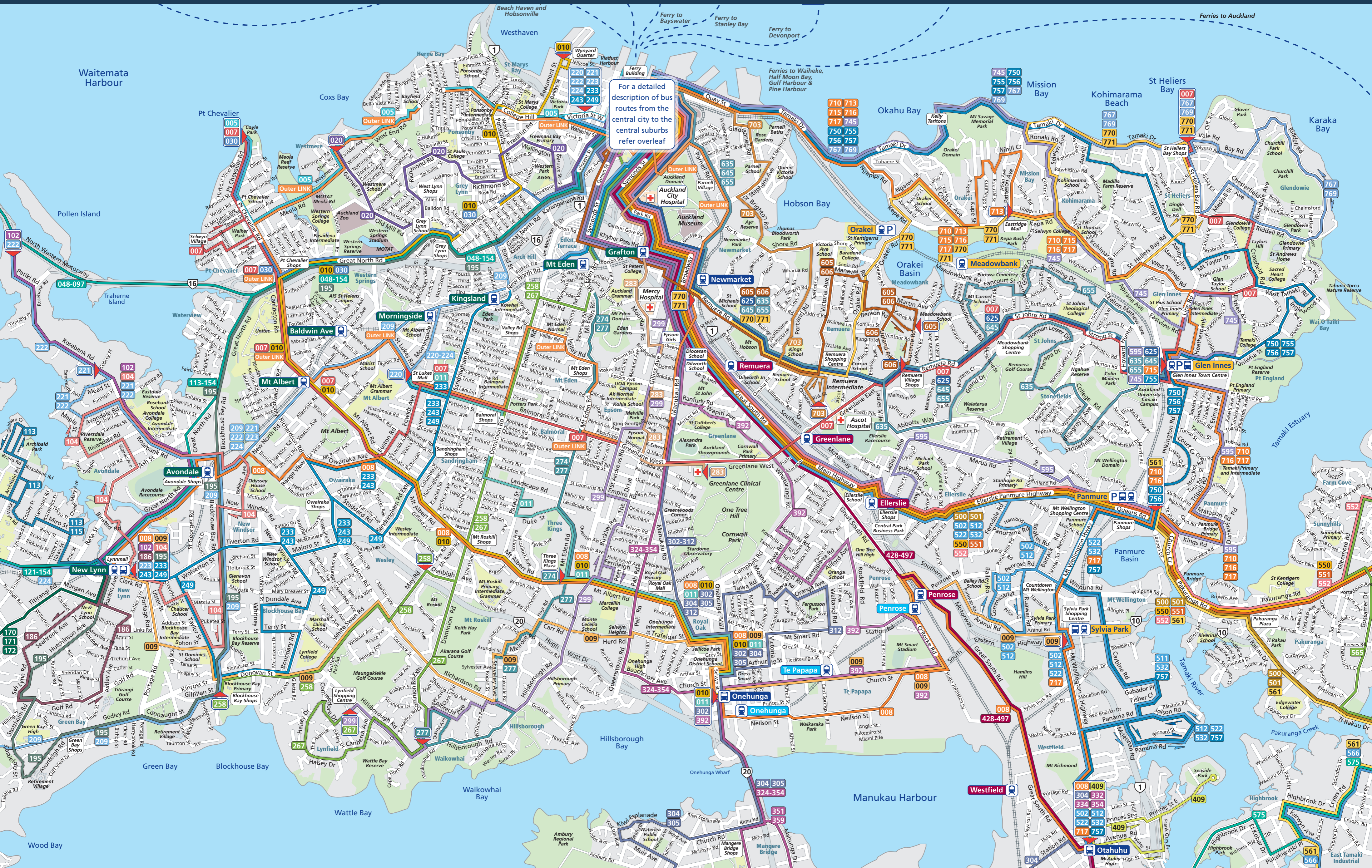
Proposed services and number of changes for Central Suburbs	
Total number of proposed services	53
Services with changes to routes	18
Services with no change	24
New services added	12
Services removed	11

The key changes are set out in the table below.

Route Number	Final New Network for Central Suburbs Changes based on feedback from Consultation
City Link	<ul style="list-style-type: none"> No Change
Inner Link	<ul style="list-style-type: none"> To travel via Queen St and Victoria St
Crosstown 4	<ul style="list-style-type: none"> Removed, replaced by Outer Link
Outer Link	<ul style="list-style-type: none"> Outer Link replaced Crosstown 4 and travel between Newmarket, Mt Eden and St Lukes
Crosstown 5	<ul style="list-style-type: none"> Removed, replaced by 202 and 708
Crosstown 6	<ul style="list-style-type: none"> To travel via Great North Rd and St Lukes Rd To travel via Remuera Rd to Glen Innes
Crosstown 6a	<ul style="list-style-type: none"> No change
Crosstown 7	<ul style="list-style-type: none"> No change
Crosstown 8	<ul style="list-style-type: none"> Extended to New Lynn and Otahuhu via Church St
Crosstown 9	<ul style="list-style-type: none"> To travel via Portage Rd and Bolton St Terminate at Onehunga
Crosstown 9a	<ul style="list-style-type: none"> Removed, replaced by 723
18	<ul style="list-style-type: none"> No change
22	<ul style="list-style-type: none"> No change
22a	<ul style="list-style-type: none"> No change Express route added
22b	<ul style="list-style-type: none"> No change Express route added
24	<ul style="list-style-type: none"> No change
24a	<ul style="list-style-type: none"> No change Express route added
24b	<ul style="list-style-type: none"> Route changed to travel to New Lynn and full length of Boundary Rd Express route added
25	<ul style="list-style-type: none"> No change

Route Number	Final New Network for Central Suburbs Changes based on feedback from Consultation
25a	<ul style="list-style-type: none"> No change Express route added via Ian McKinnon Dr
25b	<ul style="list-style-type: none"> To travel through Lynfield via Canberra Ave and Halsey Dr Express route added via Ian McKinnon Dr
27	<ul style="list-style-type: none"> No change
27a	<ul style="list-style-type: none"> To travel via Glass Rd and terminate on Dominion Rd Ext
27b	<ul style="list-style-type: none"> To terminate on Dominion Rd Ext
30	<ul style="list-style-type: none"> New route on Manukau Rd
32	<ul style="list-style-type: none"> No change to route south of Sylvia Park Route replaced by 723 between Sylvia Park and Glen Innes
53	<ul style="list-style-type: none"> Route to continue to City from Botany
55	<ul style="list-style-type: none"> Route to terminate at Panmure from Howick
70	<ul style="list-style-type: none"> To travel via St Johns Rd and Apirana Ave
77	<ul style="list-style-type: none"> To travel via St Heliers Bay Rd and Apirana Ave Renamed to Blue Link
101	<ul style="list-style-type: none"> No change
105	<ul style="list-style-type: none"> To travel via Karangahape Rd, Queen St and Hobson St
106	<ul style="list-style-type: none"> To travel via Queen St and Hobson St
138	<ul style="list-style-type: none"> No change
191	<ul style="list-style-type: none"> Extended to Lynfield
195	<ul style="list-style-type: none"> No change
202	<ul style="list-style-type: none"> New route from Wynyard to St Lukes via Ponsonby and Kingsland
209	<ul style="list-style-type: none"> No change
295	<ul style="list-style-type: none"> No change
296	<ul style="list-style-type: none"> Removed – replaced by 298
297	<ul style="list-style-type: none"> No change
298	<ul style="list-style-type: none"> New route of 296 including Waitangi Rd and Mt Wellington area

Central Suburbs existing network



Central Suburbs Route Key	Bus Station	Train Station	Ferry Terminal	Park & Ride	Bus Routes	Train Line	Route Number	Terminus	Route Direction
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Route Number	Final New Network for Central Suburbs Changes based on feedback from Consultation
309	<ul style="list-style-type: none"> No change
309X	<ul style="list-style-type: none"> No change
321	<ul style="list-style-type: none"> No change
323	<ul style="list-style-type: none"> No change
351	<ul style="list-style-type: none"> Route shortened to Otahuhu from Highbrook area
511	<ul style="list-style-type: none"> New route for Panorama Rd area
521	<ul style="list-style-type: none"> Route removed, replaced by new 701 and 511
525	<ul style="list-style-type: none"> Route removed, replaced by 298
701	<ul style="list-style-type: none"> To travel via Marua Rd
703	<ul style="list-style-type: none"> Route removed, replaced by 705 (similar path to 703 for majority of route)
705	<ul style="list-style-type: none"> To travel to Benson Rd
708	<ul style="list-style-type: none"> New route to travel between Mission Bay and Newmarket
711	<ul style="list-style-type: none"> Route removed, replaced by 766
712	<ul style="list-style-type: none"> Route removed, replaced by 705
722	<ul style="list-style-type: none"> Route removed, replaced by 766
723	<ul style="list-style-type: none"> New route to travel between Glen Innes and Onehunga via Panmure and Sylvia Park
725	<ul style="list-style-type: none"> No change
729	<ul style="list-style-type: none"> New route to travel through Meadowbank and Grand Dr
752	<ul style="list-style-type: none"> New route to travel between Glen Innes and St Heliers via Mt Taylor Rd
761	<ul style="list-style-type: none"> Route removed, replaced by 729
762	<ul style="list-style-type: none"> New route to travel between Glen Innes and City via Orakei
766	<ul style="list-style-type: none"> New route to travel through Orakei and Glendowie
774	<ul style="list-style-type: none"> To travel via Mt Taylor Dr Peak span increased
775	<ul style="list-style-type: none"> No change Peak span increased

Central Suburbs network for public consultation



PROPOSED SERVICES

FREQUENT SERVICES	LOCAL SERVICES	PEAK PERIOD SERVICES
Northwestern services Northwest to Britomart via Northwestern Motorway and Great North Rd	Crosstown 6a Crosstown 6 extension to Selwyn Village	101 Pt Chevalier to Auckland University via Jerovis Rd
North Shore services Northern Express routes NX1, NX2 and NX3	106 Freemans Bay to Britomart Loop	209 Titirangi to Britomart via New North Rd and Blockhouse Bay
City Link City LINK - Wymyard Quarter to Karangahape Rd via Queen St (see City Centre map)	138 Henderson to New Lynn via Avondale Peninsula	309X Lynfield to New Lynn via Blockhouse Bay
Inner Link Inner LINK - Inner loop via Parnell, Newmarket, Karangahape Rd, Ponsonby and Victoria Park	187 Lynfield to New Lynn via Blockhouse Bay	701 Panmure to Wymyard Quarter via Lunn Ave and Remuera Rd (peak extension)
Crosstown 4 Onehunga to Mt Albert via Manukau Rd, Parnell, City and Hieme Bay	191 New Lynn to Blockhouse Bay via Avondale Peninsula and Whitney St	761 St Johns to Britomart via Kapa Rd and Orakei
Crosstown 5 Balmoral Rd Crosstown - Pt Chevalier Shops to Glen Innes	296 Onehunga to Ellerslie Station	774 West Tamaki Rd to Britomart via Long Dr and Tamaki Dr
Crosstown 7 Mt Albert Rd Crosstown - Pt Chevalier Beach to Sylvia Park	351 Botany to Onehunga via Highbrook, Otahuhu and Nelson St	775 Glendowie to Britomart via Tamaki Dr
Crosstown 9 Onehunga Crosstown - New Lynn to Sylvia Park	521 Panmure to Newmarket via Mt Wellington and Marua Rd	
18 New Lynn to Britomart via Great North Rd	701 Panmure to Newmarket via Lunn Ave and Remuera Rd	
22 Avondale to Wymyard Quarter via New North Rd	703 Ascot Hospital to Britomart via Remuera, Portland Rd and Parnell	
24 Sandringham Rd to Wymyard Quarter	711 Kupe St to Orakei Station	
25/26 Mt Roskill to Wymyard Quarter via Dominion Rd	712 Orakei - Upland Rd circuit	
27 Three Kings to Britomart via Mt Eden Rd	722 West Tamaki circuit connecting Glen Innes, Kohimarama, St Heliers and Glendowie	
32 Mangere Town Centre to Glen Innes via Otahuhu and Sylvia Park		
55 Howick to Britomart via Panmure, Ellerslie Panmure Highway and Newmarket		
70 Glen Innes to Wymyard Quarter via Remuera Rd		
77 Glen Innes to Britomart via St Heliers and Tamaki Dr		
CONNECTOR SERVICES		
Crosstown 5 Villages Link - Wymyard Quarter to Mission Bay via Kingsland, Mt Eden, Epsom, Remuera and Orakei Station		
Crosstown 6 Stoddard Rd Crosstown - Avondale to Onehunga		
Crosstown 5a Onehunga Crosstown - New Lynn to Sylvia Park		
22a Avondale Peninsula to Wymyard Quarter via New North Rd		
22b New Lynn to Wymyard Quarter via New North Rd		
24a New Lynn to Wymyard Quarter via Sandringham Rd		
24b Blockhouse Bay to Wymyard Quarter via Sandringham Rd		
25 Blockhouse Bay to Wymyard Quarter via Dominion Rd		
26 Lynfield to Wymyard Quarter via Dominion Rd		
27a Waikowhai to Britomart via Oakdale Rd and Mt Eden Rd		
27b Hillsborough to Britomart via Hillsborough Rd and Mt Eden Rd		
105 Westmere to Britomart via Richmond Rd		
195 New Lynn to Britomart via Green Bay and Blockhouse Bay		
295 Ellerslie Station to Britomart via Oranga Ave, Royal Oak and Gilles Rd		
309 Mangere Town Centre to Wymyard Quarter via Onehunga, Pah Rd, Newmarket and Grafton		
321 Middlemore to Britomart via Otahuhu, Ellerslie Station and Hospitals		
323 Otahuhu Station to Sylvia Park via Panama Rd		
525 Sylvia Park West Circuit		
724 Wai-o-Taiki Bay to Panmure via Glen Innes		
725 Panmure to Glen Innes via Lunn Ave and Stonefields		

KEY SYMBOLS

- Station or key connection point
- Rail Line (Passenger Service)
- Train Station
- Ferry Terminal
- Services in this direction only



Not all routes shown, please refer to Western Guide

Southern Services are not part of this consultation. Refer to AT.govt.nz/newnetwork for more information

Central Suburbs network post-consultation



New Network Services

FREQUENT SERVICES	LOCAL SERVICES	PEAK PERIOD SERVICES
City Link City LINK - Wynyard Quarter to Karangahape Rd via Queen St (see City Centre map)	Crosstown 6a Crosstown 6 extension to Selwyn Village	101 Pt Chevalier to Auckland University via Jervois Rd
Inner Link Inner LINK - Inner loop via Parnell, Newmarket, Karangahape Rd, Ponsorby and Victoria Park	106 Freemans Bay to Britomart Loop	209 Titirangi to Britomart via New North Rd and Blockhouse Bay
Outer Link Outer LINK - Outer Loop via Parnell, Newmarket, Mt Eden, St Lukes and Westmere	138 Henderson to New Lynn via Avondale Peninsula	309X Mangere Town Centre to City Centre via Favona, Mangere Bridge, Queenstown Rd and Pah Rd (non stop from Greenwood Corner to Newmarket)
Crosstown 7 Mt Albert Rd Crosstown - Pt Chevalier Beach to Sylvia Park	191 New Lynn to Lynfield via Avondale Peninsula, Whitney St and Blockhouse Bay	701 Panmure to Wynyard Quarter via Marua Rd and Remuera Rd
Crosstown 9 Onehungas Crosstown - New Lynn to Onehunga	298 Onehunga to Sylvia Park via Ellerslie	774 Long Drive to Britomart
18 New Lynn to City Centre via Great North Rd	511 Ellerslie to Sylvia Park via Panmure	775 Riddell Rd to Britomart via Tamaki Dr
22 Avondale to Victoria Park via New North Rd	701 Panmure to Newmarket via Marua Rd and Remuera Rd	TRIAL SERVICES
24 Sandringham Shops to Victoria Park via Sandringham Rd	705 Benson Rd to Britomart via Remuera and Portland Rd	297 Newmarket to Auckland Museum
25 Mt Roskill to City Centre via Dominion Rd	729 Glen Innes to Ellerslie via Meadowbank and Grand Dr	
27 Three Kings to Britomart via Mt Eden Rd	752 Panmure to St Heliers via Glen Innes	
30 Onehungas to City Centre via Manukau Rd	776 Eastern circuit - St Heliers, Riddell Rd, St Heliers Bay Rd, Eastridge, Kupe St, Mission Bay, Kohimarama, St Heliers	
53 Botany to Britomart via Panmure and Ellerslie - Panmure Highway		
70 Glen Innes to Wynyard Quarter via Remuera Rd		
Blue Link Glen Innes to Britomart via St Heliers and Tamaki Dr		
CONNECTOR SERVICES		
Crosstown 6 Pt Chevalier to Glen Innes via Balmoral Rd		
Crosstown 8 Stoddard Rd Crosstown - New Lynn to Otahuhu via Onehunga		
22a Avondale Peninsula to Victoria Park via New North Rd		
22b New Lynn to Victoria Park via New North Rd		
24a New Lynn to Victoria Park via Blockhouse Bay and Sandringham Rd		
24b Blockhouse Bay to Victoria Park via Sandringham Rd		
25a Blockhouse Bay to City Centre via Dominion Rd		
25b Lynfield to City Centre via Dominion Rd		
27a Waikowhai to Britomart via Oakdale Rd and Mt Eden Rd		
27b Waikowhai to Britomart via Hillsborough Rd and Mt Eden Rd		
105 Westmere to Britomart via Richmond Rd		
195 New Lynn to City Centre via Green Bay and Blockhouse Bay		
295 Ellerslie Station to City Centre via Oranga, Royal Oak and Gillies Ave		
309 Mangere Town Centre to City Centre via Onehunga and Pah Rd		
321 Middlemore to Britomart via Otahuhu, Ellerslie Station and Hospitals		
323 Otahuhu Station to Sylvia Park via Panama Rd		
708 Mission Bay to Newmarket via Victoria Ave		
723 Glen Innes to Onehunga via Tripoli Rd and Sylvia Park		
725 Panmure to Glen Innes via Stonefields		
762 Glen Innes to Britomart via Orakei		

KEY SYMBOLS

- Station or key connection point
- Rail Line (Passenger Service)
- Train Station
- Ferry Terminal
- Services in this direction only



Central Suburbs network post-consultation



New Network Services

FREQUENT SERVICES	LOCAL SERVICES	PEAK PERIOD SERVICES
City Link City LINK - Wynyard Quarter to Karangahape Rd via Queen St (see City Centre map)	Crosstown 6a Crosstown 6 extension to Selwyn Village	101 Pt Chevalier to Auckland University via Jervois Rd
Inner Link Inner LINK - Inner loop via Parnell, Newmarket, Karangahape Rd, Ponsby and Victoria Park	106 Freemans Bay to Britomart Loop	209 Titirangi to Britomart via New North Rd and Blockhouse Bay
Outer Link Outer LINK - Outer Loop via Parnell, Newmarket, Mt Eden, St Lukes and Westmere	138 Henderson to New Lynn via Avondale Peninsula	309X Mangere Town Centre to City Centre via Favona, Mangere Bridge, Queenstown Rd and Pah Rd (non stop from Greenwoods Corner to Newmarket)
Crosstown 7 Mt Albert Rd Crosstown - Pt Chevalier Beach to Sylvia Park	191 New Lynn to Lynfield via Avondale Peninsula, Whitney St and Blockhouse Bay	701 Panmure to Wynyard Quarter via Marua Rd and Remuera Rd
Crosstown 9 Onehunga Crosstown - New Lynn to Onehunga	298 Onehunga to Sylvia Park via Ellerslie	774 Long Drive to Britomart
18 New Lynn to City Centre via Great North Rd	511 Ellerslie to Sylvia Park via Panama Rd	775 Riddell Rd to Britomart via Tamaki Dr
22 Avondale to Victoria Park via New North Rd	701 Panmure to Newmarket via Marua Rd and Remuera Rd	TRIAL SERVICES
24 Sandringham Shops to Victoria Park via Sandringham Rd	705 Benson Rd to Britomart via Remuera and Portland Rd	297 Newmarket to Auckland Museum
25 Mt Roskill to City Centre via Dominion Rd	729 Glen Innes to Ellerslie via Meadowbank and Grand Dr	
27 Three Kings to Britomart via Mt Eden Rd	752 Panmure to St Heliers via Glen Innes	
30 Onehunga to City Centre via Manukau Rd	776 Eastern circuit - St Heliers, Riddell Rd, St Heliers Bay Rd, Eastridge, Kupe St, Mission Bay, Kohimarama, St Heliers	
53 Botany to Britomart via Panmure and Ellerslie - Panmure Highway		
70 Glen Innes to Wynyard Quarter via Remuera Rd		
Blue Link Glen Innes to Britomart via St Heliers and Tamaki Dr		
CONNECTOR SERVICES		
Crosstown 6 Pt Chevalier to Glen Innes via Balmoral Rd		
Crosstown 8 Stoddard Rd Crosstown - New Lynn to Otahuhu via Onehunga		
22a Avondale Peninsula to Victoria Park via New North Rd		
22b New Lynn to Victoria Park via New North Rd		
24a New Lynn to Victoria Park via Blockhouse Bay and Sandringham Rd		
24b Blockhouse Bay to Victoria Park via Sandringham Rd		
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295 Ellerslie Station to City Centre via Orange, Royal Oak and Gillies Ave		
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KEY SYMBOLS

- Station or key connection point
- Rail Line (Passenger Service)
- Train Station
- Ferry Terminal
- Services in this direction only

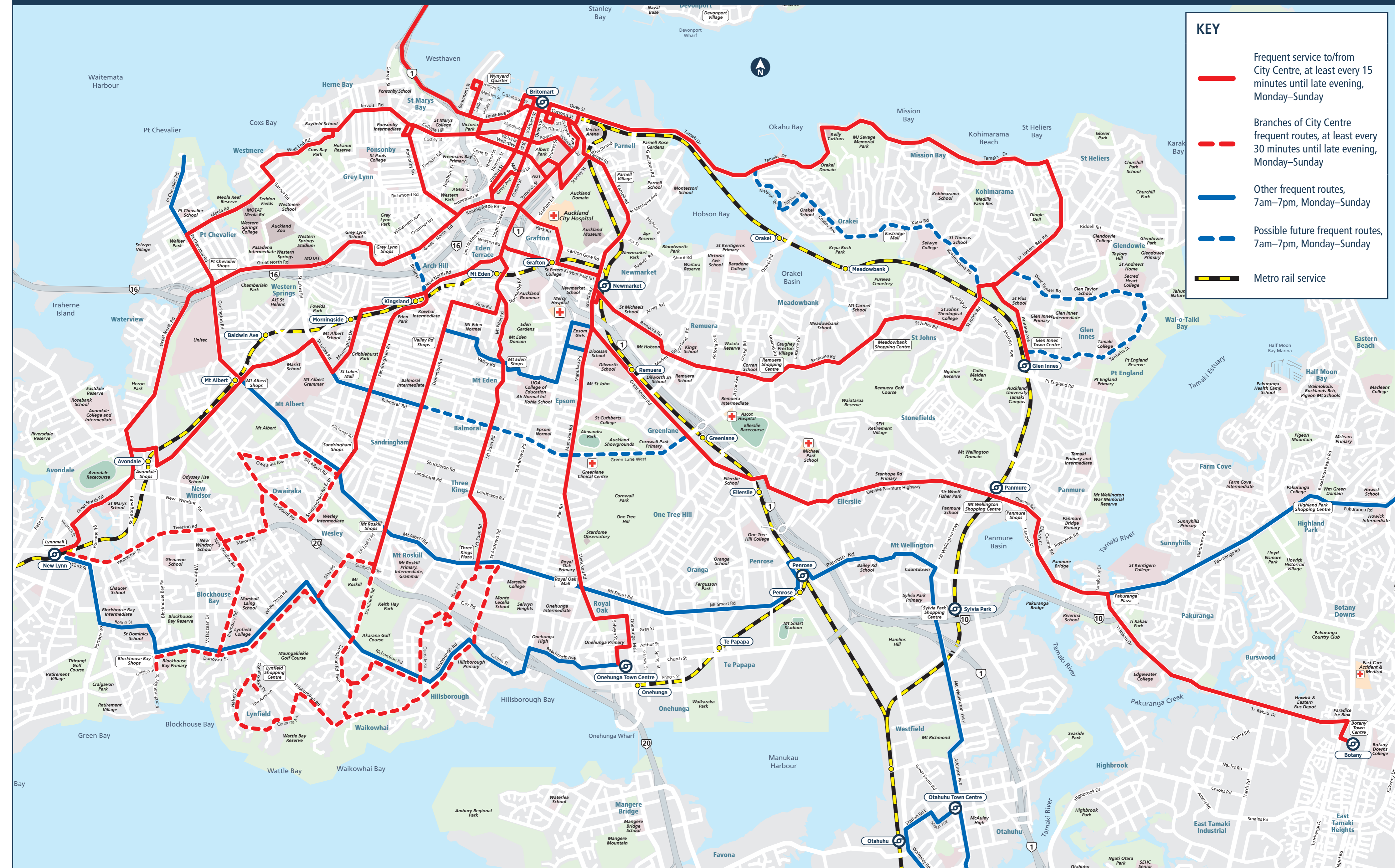


Central Suburbs 2017 Frequent Network



KEY

- Frequent service to/from City Centre, at least every 15 minutes until late evening, Monday–Sunday
- Branches of City Centre frequent routes, at least every 30 minutes until late evening, Monday–Sunday
- Other frequent routes, 7am–7pm, Monday–Sunday
- Possible future frequent routes, 7am–7pm, Monday–Sunday
- Metro rail service

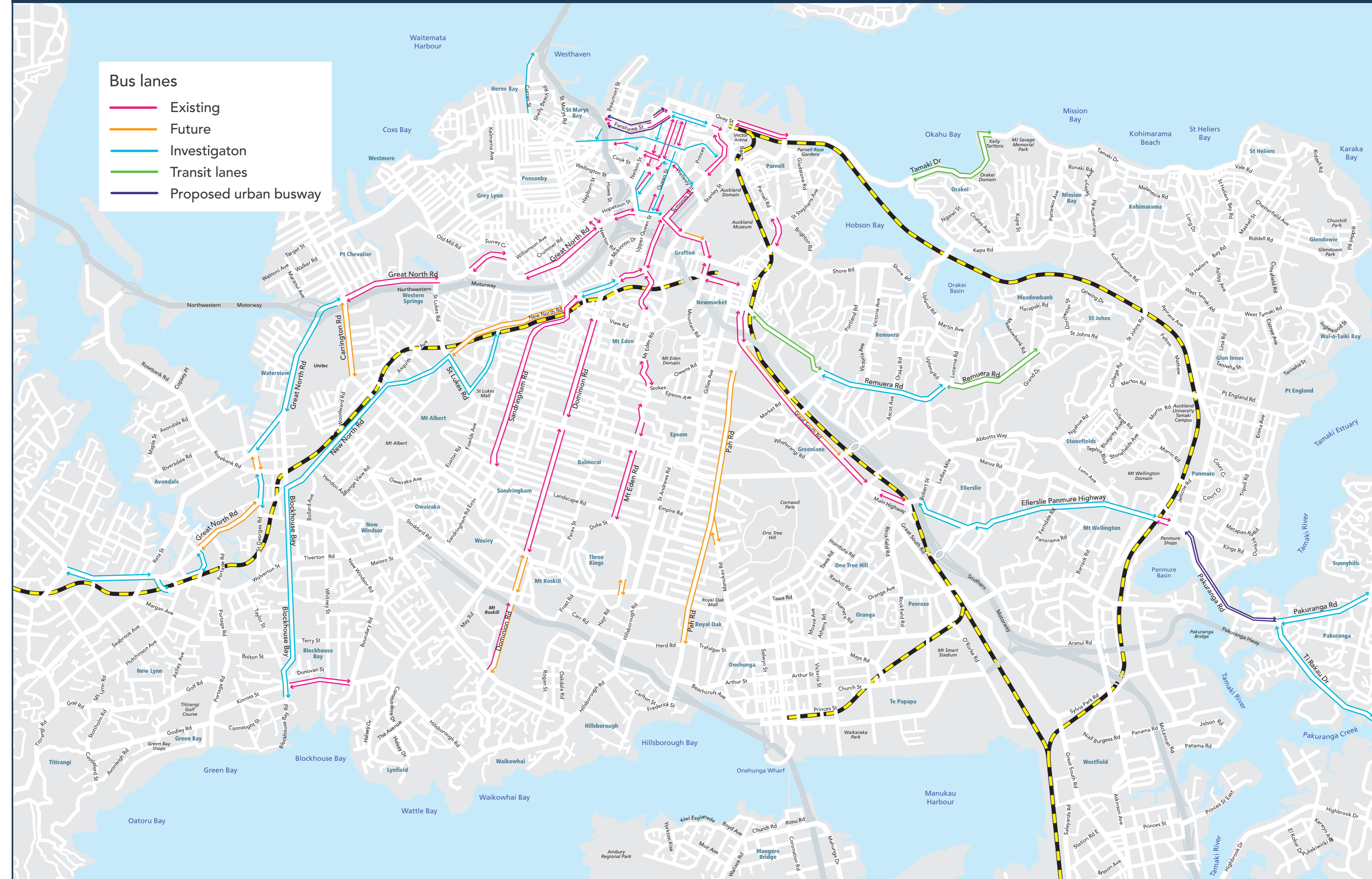


Central Suburbs 2016 bus lanes and transit lanes



Bus lanes

- Existing
- Future
- Investigaton
- Transit lanes
- Proposed urban busway



Attachment 2

Consultation summary and decisions report East New Network – Executive summary

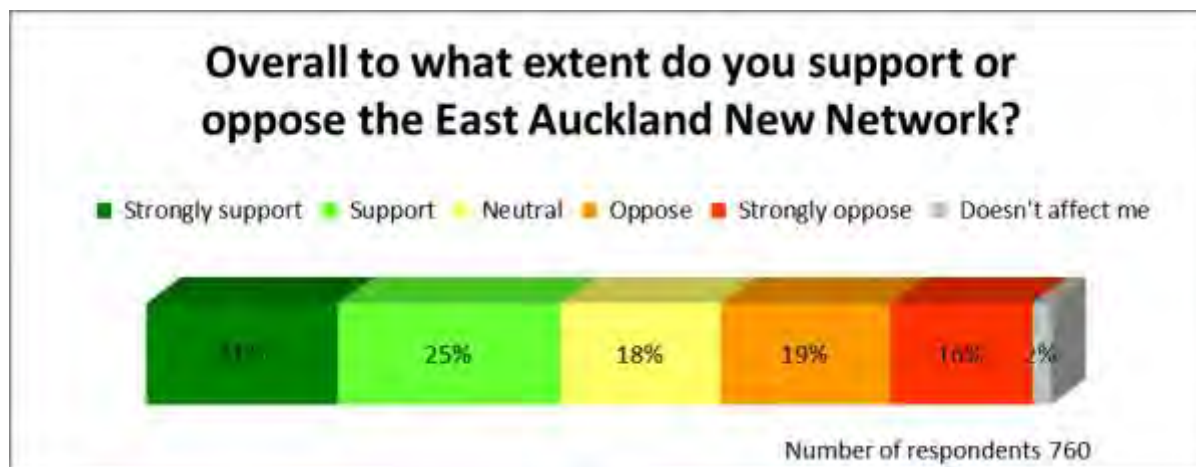
Public consultation on the proposed New Network for public transport in East Auckland was carried out from 1 October to 14 December 2015.

The New Network is designed to transform bus services in the East by creating a core network of high frequency services, with a supporting network enabling easy connections to multiple destinations. It is part of the overall New Network for public transport in Auckland which is being rolled out in phases over the next two years.

Consultation was carried out in the Howick Local Board area, incorporating the suburbs of Pakuranga, Farm Cove, Half Moon Bay, Highland Park, Bucklands Beach, Howick, Cockle Bay, East Tamaki, Botany, Dannemora, Flat Bush, and Mission Heights. Panmure was also included in the consultation area, given its strategic location and the critical role of Panmure Station in the East Auckland New Network.

The consultation process was designed to maximise public feedback through extensive engagement of the local community on the proposed changes. This was done through meetings and briefings with the Howick Local Board, local Councillors, key stakeholder organisations and other interest groups; a series of public information events throughout the area; online interaction, including social media; and the dissemination of a comprehensive package of information, headed by the main consultation brochure.

In total there were 1171 feedback responses, all of which were read and considered by staff, and used to inform the development of the final network. Of the respondents who answered the key question of whether they supported the proposed network as a whole, 46% were in support and 37% were opposed. The full breakdown of this response is shown on the graph below.



These statistics show that while there is some opposition to aspects of the network, overall the majority of respondents supported or were not opposed to the proposed network. It is expected that changes as a result of this feedback will increase support for the final network.

Auckland Transport initially proposed a total of 15 services as part of the East Auckland New Network. As a result of feedback, ten services have had their routes change, eight services' hours of operation or frequency have changed, two services have been removed, as well as two new services added. This means that the final network will also have 15 services in total.

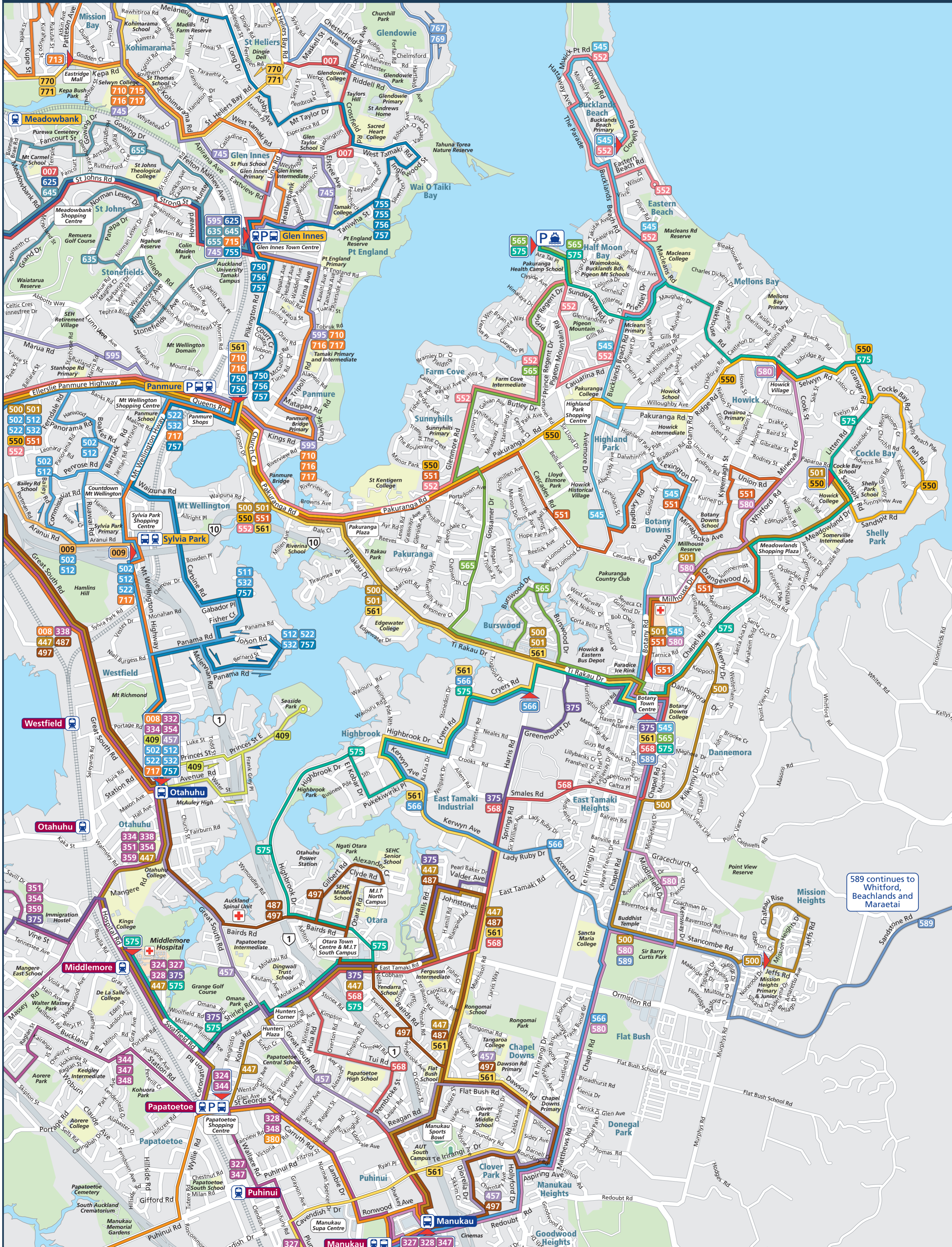
Proposed services and number of changes	
Total number of proposed services	15
Services with changes to routes	10
New services added	2
Services removed	2
Services with change to hours of operation or frequency	8

The key changes are set out in the table below.

Route number	Final New Network for East Auckland Changes based on feedback from consultation
35	<ul style="list-style-type: none"> Increased to Frequent route.
53	<ul style="list-style-type: none"> Changed to be main all-day route to City Centre from East Auckland. Route will terminate at Botany. Routes 53a and 53b removed. All day frequency increased. First bus in morning earlier, last bus later at night.
55	<ul style="list-style-type: none"> Changed to terminate at Panmure, not continue to City Centre. New 55x peak period express route to City Centre added. 55a and 55b renumbered 55m and 55c respectively. Both branches to terminate at Botany. First bus in morning earlier, last bus later at night.
314	<ul style="list-style-type: none"> Route extended from Ormiston to Manukau via Murphys Rd and Flat Bush School Rd. Route to be altered in future to encompass proposed future 356 route. Route will no longer travel to Mission Heights.
355	<ul style="list-style-type: none"> Route changed to include Mission Heights. Route to travel to Ormiston via Brookview Dr and Haddington Dr. route to travel via Kilkenny Dr and Dannemora Dr.
561	<ul style="list-style-type: none"> Removed route 561. Sections of route now served by routes 562 and 566.
562	<ul style="list-style-type: none"> Route increased to Connector service from peak-only service. route to travel via Macleans Rd and Priestly Dr.
351	<ul style="list-style-type: none"> Service will terminate at Otahuhu, not Onehunga.
361h	<ul style="list-style-type: none"> 361a renumbered 361h.
543	<ul style="list-style-type: none"> Route changed to travel via full length of Union Rd, and then Cook St to Howick, not via Moore St.
545	<ul style="list-style-type: none"> Amended from Connector to Local service.

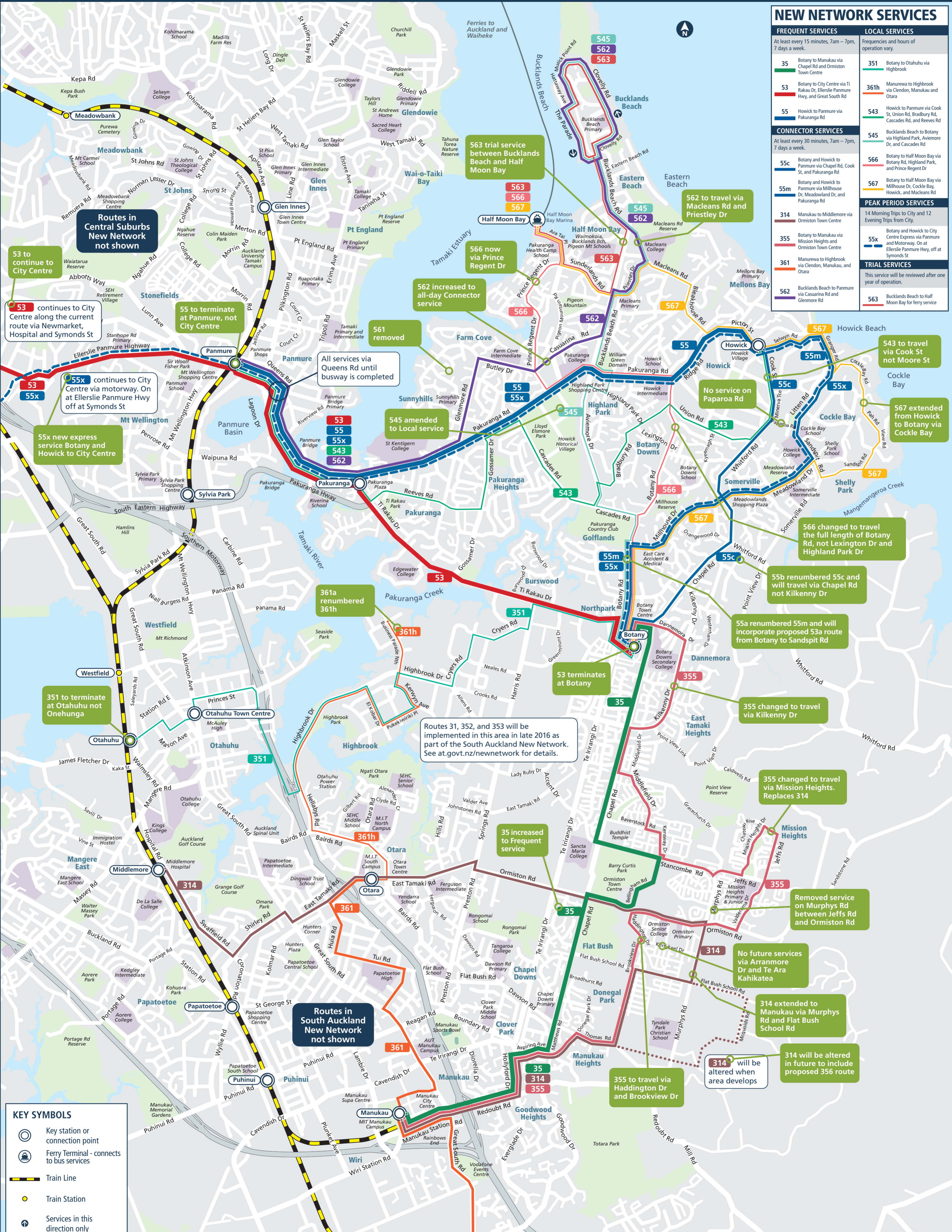
Route number	Final New Network for East Auckland Changes based on feedback from consultation
563	<ul style="list-style-type: none"> • New trial service introduced from Bucklands Beach to Half Moon Bay.
566	<ul style="list-style-type: none"> • Route changed to travel full length of Botany Rd, not via Lexington Dr and Highland Park Dr. • Route changed to travel via Prince Regent Dr to Half Moon Bay, not Bucklands Beach Rd and Sunderlands Rd. • Hours of operation extended to meet every ferry.
567	<ul style="list-style-type: none"> • Route extended from Howick to Botany via Selwyn Rd, Cockle Bay, Meadowland Dr and Millhouse Dr. • Hours of operation extended to meet every ferry.

Eastern Suburbs existing network



East Auckland New Network

Post-consultation



NEW NETWORK SERVICES	
FREQUENT SERVICES At least every 15 minutes, 7am – 7pm, 7 days a week.	LOCAL SERVICES Frequencies and hours of operation vary.
35 Botany to Manukau via Chapel Rd and Ormiston Town Centre	351 Botany to Otahuhu via Highbrook
53 Botany to City Centre via Ti Rakau Dr, Ellerslie Panmure Hwy, and Great South Rd	361h Manurewa to Highbrook via Otara, Manukau and Otara
55 Howick to Panmure via Pakuranga Rd	543 Howick to Panmure via Cook St, Union Rd, Bradbury Rd, Cascades Rd, and Reeves Rd
CONNECTOR SERVICES At least every 30 minutes, 7am – 7pm, 7 days a week.	545 Bucklands Beach to Botany via Highland Park, Aviemore Dr, and Cascades Rd
55c Botany and Howick to Panmure via Chapel Rd, Cook St, and Pakuranga Rd	566 Botany to Half Moon Bay via Botany Rd, Highland Park, and Prince Regent Dr
55m Botany and Howick to Panmure via Millhouse Dr, Meadowland Dr, and Pakuranga Rd	567 Botany to Half Moon Bay via Millhouse Dr, Coddle Bay, Howick, and Macleans Rd
314 Manukau to Middlemore via Ormiston Town Centre	PEAK PERIOD SERVICES 14 Morning Trips to City and 12 Evening Trips from City.
355 Botany to Manukau via Mission Heights and Ormiston Town Centre	55x Botany and Howick to City Centre Express via Panmure and Motorway. On at Ellerslie Panmure Hwy, off at Symonds St
361 Manurewa to Highbrook via Clendon, Manukau, and Otara	TRIAL SERVICES This service will be reviewed after one year of operation.
562 Bucklands Beach to Panmure via Casuarina Rd and Glenmore Rd	563 Bucklands Beach to Half Moon Bay for ferry service

KEY SYMBOLS

- Key station or connection point
- Ferry Terminal - connects to bus services
- Train Line
- Train Station
- Services in this direction only

Routes 31, 352, and 353 will be implemented in this area in late 2016 as part of the South Auckland New Network. See at.govt.nz/newnetwork for details.

Routes in Central Suburbs New Network not shown

Routes in South Auckland New Network not shown

53 continues to City Centre along the current route via Newmarket, Hospital and Symonds St

53x continues to City Centre via motorway. On at Ellerslie Panmure Hwy off at Symonds St

55x new express service Botany and Howick to City Centre

351 to terminate at Otahuhu not Onehunga

314 extended to Manukau via Murphys Rd and Flat Bush School Rd

314 will be altered when area develops

314 will be altered in future to include proposed 356 route

563 trial service between Bucklands Beach and Half Moon Bay

566 now via Prince Regent Dr

562 increased to all-day Connector service

561 removed

All services via Queens Rd until busway is completed

545 amended to Local service

555 continued to City Centre

55x continued to City Centre

55m continued to City Centre

55c continued to City Centre

55b renumbered 55c and will travel via Chapel Rd not Kilkenny Dr

55a renumbered 55m and will incorporate proposed 53a route from Botany to Sandspit Rd

555 changed to travel via Mission Heights. Replaces 314

355 changed to travel via Kilkenny Dr

566 changed to travel the full length of Botany Rd, not Lexington Dr and Highland Park Dr

567 extended from Howick to Botany via Coddle Bay

543 to travel via Cook St not Moore St

No service on Paparoa Rd

562 to travel via Macleans Rd and Priestley Dr

563 trial service between Bucklands Beach and Half Moon Bay

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Attachment 3

Central and East Post-Decisions Communication Plan

As the paper is in the open session of the Board, **prior to AT Board meeting** the following communications will occur:

- Advisory Memo, noting subject to Board approval, sent to MPs, Councillors and Local Boards to ensure they are aware of the content in case of public enquiries o
- Briefings for Customer Call Centre, CSCs and PT Feedback coordinators in case of public enquiries
- Intranet articles for AT staff (day of Board meeting)

Post AT Board approval the following communications will occur:

- New Network East and Central website updates
- Media Release
- Our Auckland and On Board articles
- All submitters to receive decisions letter/email (4000+)
- New Network newsletter (approx. 9,000 subscribers)
- Hardcopy reports sent to Libraries, Service Centres and Local Board offices for public viewing
- Personalised responses to approx. 80 key stakeholder submissions including Local Boards, Business and Resident Associations, Community Groups, Operators, Schools, Transport Representative Groups, Advisory Groups (Youth, Seniors, Disability, Ethnic), Retirement Villages, Societies and Trusts, Corporate organisations etc.
- Local Board presentations