

Auckland Transport Media Releases in March 2017 Relevant to Howick Local Board Area

30 March 2017

Half Moon Bay ferry sailing changes

Date: Thursday 30 and Friday 31 March 2017

Time: 5.15pm from Auckland, 5.50pm from Half Moon Bay

Place: Half Moon Bay

Due to low tides at Half Moon Bay on:

Thursday 30 March 2017:

- The 4.15pm service from Auckland to Half Moon Bay will depart 30 minutes later at 4.45pm.
- The 4.50pm service from Half Moon Bay to Auckland will depart 30 minutes later at 5.20pm.

Friday 31 March 2017:

- The 5.15pm service from Auckland to Half Moon Bay will depart 15 minutes later at 5.30pm.
- The 5.50pm service from Half Moon Bay to Auckland will depart 15 minutes later at 6.05pm.

27 March 2017

Record crowds use public transport

27/03/2017 03:10 p.m.

The Adele weekend in Auckland saw record numbers at the three concerts and on public transport.

On Thursday, the day of the first Adele concert, there were a fraction under 400,000 trips made on public transport, a one-day record for Auckland. The numbers were 261,000 bus trips made, 113,000 on the rail network, and 25,000 on ferries.

That night, Auckland Transport carried 80% of the crowd to and from the concert on trains and buses. Brendon Main, Group Manager AT Metro Operations says that's a record for any concert.

"The numbers using public transport were massive, we've never seen crowds that big."

There were close to 27,000 trips on the trains and 7,600 on buses after the show.

"We managed to get those huge numbers to and from the concert while still maintaining full services for our regular commuters particularly during the busy afternoon peak on Thursday."

Mr Main says the numbers using public transport for the concerts stayed strong across the weekend. On Saturday night, 21,000 people travelled on the trains back to the city after the show and around 8,000 took the buses. Last night, there were 9,500 on the buses and 16,000 took the trains.

"It was a big weekend for Auckland Transport and our operators. It took a lot of planning to move that many people successfully. We'd like to thank everyone for their patience and for planning ahead and travelling early."

"It's great that Aucklanders and visitors are taking public transport to major concerts and sporting events in such large numbers."

For the 12 months to February 2017, Auckland public transport patronage totalled 85.7 million passenger boardings, an increase of 5% on the previous year. Bus services totalled 61.2 million passenger trips, trains 18.4 million, and ferry services 6.1 million for the year.

There are 1100 buses on the network, 8857 services per day and the buses travel the equivalent of 3.5 trips around the earth every weekday.



24 March 2017

Auckland Transport media release



Record crowds use public transport to Adele

One concert down, two to go as Adele wows the crowds. She'll play Mount Smart stadium again tomorrow and Sunday night.

Last night Auckland Transport carried 80% of the crowd to the concert on trains and buses. Brendon Main, Group Manager AT Metro Operations says that's a record for any concert. "The numbers using public transport were massive, close to 27000 on the trains and 7600 on buses.

"We'd like to thank people for travelling early. The trains were crowded and some people had to wait after the show but everyone was good humoured and seemed to have a great night."

Mr Main says his team will be back on duty this weekend to make sure the buses and trains can again deliver huge numbers to the stadium.

Public transport arrangements are slightly different on the weekend with special events buses going from opposite Queens Wharf on Quay St.

If you're travelling from the North Shore - there won't be event buses, you can travel free into the city on Northern Express services from 3.30pm by showing your concert ticket, when you reach the city follow the signage to the event buses or the trains. There will be extra services on the Northern Express before and after the concerts.

There will again be additional trains before and after the concerts on the Southern and Onehunga Lines to and from Penrose Station. From there it's a 10 to 15 minute walk to the stadium.

There will also be special late ferries to Devonport, extra Northern Express buses and late trains.

Mr Main says, "We've managed to increase capacity on buses and trains for both Saturday and Sunday nights."

If you're heading to the concerts, the roads will be busy and there will be some temporary parking restrictions and road closures in the area of the stadium.

For full details on public transport to the concerts and restrictions around the stadium go to:
<https://at.govt.nz/bus-train-ferry/events/adele/>

Agreement on next steps for Auckland mass transit

24/03/2017 03:05 p.m.

Media release: NZ Transport Agency

The NZ Transport Agency and Auckland Transport boards have come to an important agreement on the next steps for mass transit in Auckland.

Both boards have agreed that there will be a staged, integrated transition from bus to light rail transit from the airport to the city centre, based on future demand and capacity, and to commence route protection for this important gateway corridor between two of Auckland's key growing employment areas.

Further work will be done to assess key operational elements, required trade-offs, flow on effects, transition impacts and network resilience issues.

The NZ Transport Agency and Auckland Transport will work together with Auckland Council to determine an integrated approach that enables a progression from the current bus services and bus lanes, to improved bus services in the short-term. This will potentially be followed by higher-capacity buses and a dedicated bus-mass-transit right-of-way, before a transition to light rail transit could occur.

The timing for this transition will be based on demand, capacity and funding.

The most recent Advanced Bus Solution study commissioned by the NZ Transport Agency is a useful input into existing data and builds on previous studies such as the Central Access Plan, the South-Western Multi-modal Airport Rapid Transit Study, and the Auckland Transport Alignment Project, with Auckland Council.

Transport Agency Auckland Regional Director Ernst Zöllner says, "We are collaborating to ensure that transport works for Aucklanders, businesses and visitors, and that it also delivers value for money. Further work will be undertaken to identify how, over time, a transition from the current bus services and bus lanes to higher capacity mass transit and a dedicated mass transit right of way could occur."

"We have also taken immediate measures in the 2015-2018 National Land Transport Programme to deliver improved public transport solutions around the greater Airport area, which supports a package of short term improvements being developed to address urgent access issues."

Auckland Transport Chief Executive David Warburton says, "This is a positive and constructive next step in bringing the Auckland Transport Alignment Project to life. The parties involved are now in agreement that urgent action needs to be taken and we will commence route protection for mass transit."

"The agencies have agreed and confirmed through various studies that Dominion Rd is the preferred route and we all acknowledge not only the importance of the Airport Precinct and the city centre, but the public transport access and connectivity that is needed along the route.

"Any transition plan needs to consider the lead time required for transition steps such as construction timeframes, and the continued operation of the network in delivering the best value for money option."

In parallel, work will be undertaken to progress route protection of the south-eastern connection from the Airport to Manukau City Centre and east to Botany to ensure good connections to the airport and its surrounding employment zones.

The NZ Transport Agency and Auckland Transport will also continue to work with Auckland Council and Auckland International Airport Limited to jointly develop and implement a package of short term access improvements to the airport.

MEDIA RELEASE



24

24 March 2017

Agreement on next steps for Auckland mass transit

The NZ Transport Agency and Auckland Transport boards have come to an important agreement on the next steps for mass transit in Auckland.

Both boards have agreed that there will be a staged, integrated transition from bus to light rail transit from the Airport to the city centre, based on future demand and capacity, and to commence route protection for this important gateway corridor between two of Auckland's key growing employment areas.

Further work will be done to assess key operational elements, required trade-offs, flow on effects, transition impacts and network resilience issues.

The NZ Transport Agency and Auckland Transport will work together with Auckland Council to determine an integrated approach that enables a progression from the current bus services and bus lanes, to improved bus services in the short-term. This will potentially be followed by higher capacity buses and a dedicated bus mass transit right of way, before a transition to light rail transit could occur.

The timing for this transition will be based on demand, capacity and funding.

The most recent Advanced Bus Solution study commissioned by the NZ Transport Agency is a useful input into existing data and builds on previous studies such as the Central Access Plan, the South-Western Multi-modal Airport Rapid Transit Study and the Auckland Transport Alignment Project, with Auckland Council.

Transport Agency Auckland Regional Director Ernst Zöllner says:

"We are collaborating to ensure that transport works for Aucklanders, businesses and visitors, and that it also delivers value for money. Further work will be undertaken to identify how, over time, a transition from the current bus services and bus lanes to higher capacity mass transit and a dedicated mass transit right of way could occur."

"We have also taken immediate measures in the 2015-2018 National Land Transport Programme to deliver improved public transport solutions around the greater Airport area, which supports a package of short term improvements being developed to address urgent access issues."

Auckland Transport Chief Executive David Warburton says:

"This is a positive and constructive next step in bringing the Auckland Transport Alignment Project to life. The parties involved are now in agreement that urgent action needs to be taken and we will commence route protection for mass transit."

"The agencies have agreed and confirmed through various studies that Dominion Rd is the preferred route and we all acknowledge not only the importance of the Airport Precinct and the city centre, but the public transport access and connectivity that is needed along the route.

"Any transition plan needs to consider the lead time required for transition steps such as construction timeframes, and the continued operation of the network in delivering the best value for money option." In parallel, work will be undertaken to progress route protection of the south-eastern connection from the Airport to Manukau City Centre and east to Botany to ensure good connections to the Airport and its surrounding employment zones.

The NZ Transport Agency and Auckland Transport will also continue to work with Auckland Council and Auckland International Airport Limited to jointly develop and implement a package of short term access improvements to the Airport.

22 March 2017

Auckland Transport media release



CRL project given another top sustainability rating

Auckland's City Rail Link (CRL) project has been recognised for a "world first" - embedding cultural values into its sustainability approach.

On 21 March the CRL was awarded a "Leading" infrastructure sustainability design rating by the Infrastructure Sustainability Council of Australia (ISCA), the highest possible achievement in the scheme.

The rating is for the design and construction planning of Contract 1 – the work through and under Britomart Station and Lower Queen Street to the former Downtown Shopping Centre site. A Downer/Soletanche Bachy joint venture is the delivery partner for this contract. The designers are Aurecon, Mott MacDonald, Grimshaw, Jasmax and Arup.

This is only the second "Leading" rating awarded in New Zealand, the first also went to the CRL for the design and construction planning (with Connectus) of Contract 2 – the Albert Street tunnels and a new stormwater main under Albert Street.

In awarding the Contract 1 design rating, ISCA considered project performance across six themes: Management & Governance; Using Resources; Emissions, Pollution & Waste; Ecology; People & Place; and Innovation.

ISCA noted several highlights for Contract 1:

- The CRL's initiative collaborating with Mana Whenua to embed Māori cultural values across the infrastructure sustainability framework

- Water-efficient fittings specified for the refurbished Britomart station are projected to reduce water usage by more than 50 percent, with associated reductions in utility bills
- A projected reduction in energy-related greenhouse gas emissions by more than 25 percent through efficient construction techniques, including replacing diesel generators with grid electricity, and the specification of energy-efficient equipment for the refurbished station
- Reducing waste by recycling items such as the uPVC piping from the station plaza water feature, and carefully removing the bluestone feature wall tiles for reinstatement once the tunnels are completed
- The protection and enhancement of the Category 1 heritage-listed station building.

CRL Project Director Chris Meale says the project is committed to setting the benchmark for sustainable design, construction and operation of infrastructure in New Zealand and the latest recognition shows it is on the right track to achieving this.

Antony Sprigg, CEO of ISCA, says Contract 1 achieved a rating score of 80.7, well above the 75 points required to gain a “Leading” rating.

“Contract 1’s Leading infrastructure sustainability rating attests to CRL’s local, national and international leadership through their infrastructure sustainability commitment and outstanding performance to date.”

CRL construction is well underway and reporting to date shows it is on track to deliver a sustainable project for Auckland.

17 March 2017

Auckland Transport media release



Concept plan shows potential of post-CRL Albert Street

Improving Albert Street for pedestrians and public transport reliability are the top considerations in a newly-released concept plan for the busy central Auckland route.

The preliminary designs show the potential of a reinstated Albert Street, once the City Rail Link (CRL) project's underground tunnels and stations are completed.

The tree-lined Albert Street of the future has a vastly improved pedestrian environment, with broad footpaths, improved footpath (and road) surfaces, better bus stop facilities and attractive street furniture.

The design also provides for a reliable frequent bus service along the route, with dedicated bus lanes down both sides, as part of this city busway corridor.

Sustainability measures have also been considered in the design, including the potential to add a "green" wall of vertical plantings to one Albert St building, where space constraints prevent trees being planted in the footpath. Tree pits will be used to filter and cleanse road surface run-off before it goes out to sea. Materials and detailing have also been carefully chosen to make maintenance and operations more cost-effective.

CRL Design Manager, John Fellows, says in the future, Albert Street will be a much more attractive space than it is at present.

"It will be a great environment for promoting city life, for businesses, residents and pedestrians, extending and complementing the improvements to the city centre between Aotea Square and Quay Street," he says.

"It will be a much more connected and pedestrian-focussed environment for people to use and enjoy - and this is absolutely necessary to cater for the increased number of people who will be using Albert Street once the CRL is built. The future mid-town station, located under Albert Street, between Victoria and Wellesley Streets, will be the busiest on Auckland's rail network."

The Waitemata Local Board, the City Centre Advisory Board, Auckland Council's Planning Committee and property owners were consulted on the Albert Street concepts and their feedback incorporated into the preliminary design. The concept will now be developed into a more detailed level of design for inclusion in the CRL delivery contracts.

The reinstatement works will start at the northern end of Albert Street (Quay St to Wyndham St) in 2018/19, once the current cut and cover tunnel works are complete. The southern end will be reinstated in about 2023, once the mid-town station and bored tunnel works are complete.

See a video fly-through of the future Albert Street streetscape on [AT's YouTube](#) channel.

3 March 2017

Extension for AMETI Eastern Busway Notice of Requirement period

Auckland Council has approved a request by Auckland Transport to extend the Notice of Requirement submission period for AMETI Eastern Busway (Panmure to Pakuranga stage) by two weeks to 20 March. The decision to extend the period for submissions is due to requests by the local community for more time.

“This is an important project for Auckland and local communities in the South East of the region,” says Duncan Humphrey, Project Director of AMETI Eastern Busway. “It is great to see people engaged with the decision making process and we welcome the extension of the period.”

This stage of the AMETI Eastern Busway project will deliver the initial phase of New Zealand’s first urban busway, allowing bus travel on congestion free lanes between Panmure and Pakuranga. The project is aimed at improving transport choices to one of the fastest growing areas in Auckland, introducing walking and cycling facilities and better connecting residents of east Auckland to the rest of the city.

“Safeguarding the route through the Notice of Requirement will provide certainty to the community and enable progress for this important transport initiative.”

Mr Humphrey encourages people to make submissions to Auckland Council on the project. For more information about AMETI Eastern Busway, the Notice of Requirement process and to make a submission, visit www.at.govt.nz/ameti

People can also make submissions at Pakuranga Library, Panmure Library and Auckland Council offices at 35 Graham Street in the city.

ENDS