

Auckland Transport Consultancy

SUPERMAXX

The way ahead for Auckland's public transport

Saving! \$2 million dollars a week in operating subsidies

Reducing fares for commuters dramatically with 30 day unlimited travel passes \$70 Albany to Papakura \$90 Wellsford to Waiuku (Plus shorter time frames from \$2 for 2 hours)

Providing an integrated frequent public transport system from Wellsford to Waiuku

Supermaxx is an effective, low cost, affordable, integrated public transport system which could be introduced within 6 months using current trains and buses and Devonport ferry and which provides:-

- ** Vastly improved service, convenience, and affordability
- ** Dramatically lower costs to both ratepayers and commuters
- ** Minimised emission and noise pollution
- ** Integrated Supercity wide services from Wellsford to Waiuku
- ** Express, Primary, Standard, Local, and Regional services
- ** Saves at least \$100 million per annum in operating subsidies
- ** 24 hour services on primary routes

Over 90% of Aucklanders living in the main urban area between Albany and Papakura will be within a 15 minute walk of Supermaxx services.

SUPERMAXX FARES - Unlimited Travel Passes

Metro Pass	Albany to Papakura	Supercity Pass	Wellsford to Waiuku
2 hour pass	\$2		\$5
1 day pass	\$5		\$10
7 day pass	\$20		\$30
30 day pass	\$70		\$90

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The Connoisseur express developed by Stephen Greenfield in 1988

What is Supermaxx?

For effective, affordable, 'transport of choice' for commuters public transport must be

FAST	Bus lanes on main roads and motorways Priority at traffic lights Express between transport hubs using motorways Most direct and fastest route possible
FREQUENT	Services at least every 10 minutes on main routes and 20 minutes on secondary routes.
REGULAR	10 minutes apart means 10 minutes apart
INTEGRATED	Buses and trains co-ordinated with minimal connecting times at hubs and one unlimited travel pass fare
COMPREHENSIVE	Supercity wide coverage including every major entertainment, shopping, residential, and employment centre including airport.
FLEXIBLE	Easy and free interchange between buses, trains, and Devonport ferry
COMFORTABLE	Air conditioned – modern – clean – quiet – fast – free wi-fi
AFFORDABLE	Lowest possible cost – more economical than private car

SUPERMAXX FULFILLS ALL THE ABOVE

At present there is enormous waste of ratepayers money through inefficient use of capital and human resources. There is a huge excess of noise, emissions, and congestion and the services are not as user friendly and attractive as they should be through extremely inefficient network planning.

Example One

Most Dominion Rd services (one of the busiest routes in the city) travel along Mt Eden Road, Esplanade Road, and View Road, to Dominion Rd. For the sake of a few passengers who use Esplanade and View Rd bus stops (all of which are within 5 minutes walk of Mt Eden or Dominion Rd bus stops) thousands travelling further down Dominion Rd have 5-10 minutes added to their journey. It wastes time, money, fuel, and capital resources.

Example Two

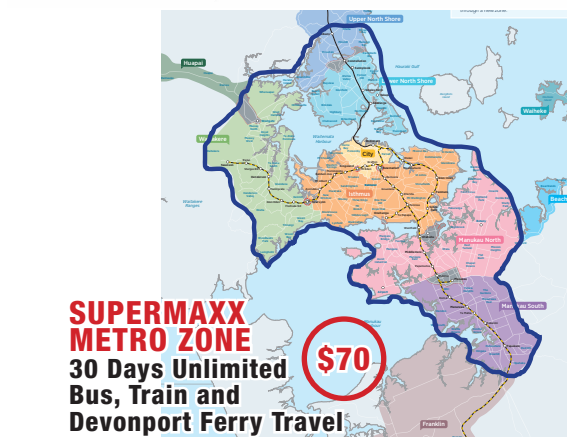
Manukau City – airport - Onehunga services. What should be a direct fast service is destroyed by deviating around the side roads with a loop into Mangere Town centre. It wastes time, money, fuel, and capital resources.

“Supermaxx” is the first step in solving Auckland's public transport woes.

- ** It can be implemented within 6 months for less than \$1 million
- ** It will save at least \$2 million per week in operating subsidies
- ** It will reduce most commuters fares by at least 50%
- ** It will provide vastly improved services at greatly reduced costs
- ** It provides an integrated public transport system from Wellsford to Waiuku
- ** It provides 24 hour services on primary routes
- ** It will massively reduce road congestion as commuters experience and use Supermaxx

Over 90% of residents within the urban area bounded by Albany, Westgate, Henderson, Papakura, and Cocker Bay will be within a 15 minute walk to a “Supermaxx” service.

Combined with MINIMAXX shared ride non subsidised services from transport hubs (extra cost \$2 per ride) door to door public transport will be available in the main urban area for the first time.



SUPERMAXX PROPOSAL

First edition prepared 2006 and presented in 2007

This edition prepared May 2017 By Stephen Greenfield

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

Frequently Asked Questions

Has Supermaxx been reviewed?

YES. Supermaxx has been reviewed by some leading international transport experts with years of experience in developing public transport theory and systems around the world.. Some of their comments

“The principal 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 guidelines, including the so called Hi Trans guide on bus service design written by Gustav-Neilson and Truls Lange”.

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.

Why unlimited travel passes instead of zonal or distance fares?

Unlimited travel passes provide a huge incentive over zonal or distance fares. The thought “I have paid for the pass and therefore may as well use it” is a greater incentive to use public transport than “this journey is going to cost me money, so I may as well use the car.”

Unlimited travel passes are vastly more economical to operate. Auckland Transport have paid over \$100 million for the current Integrated Ticketing contract.

A system for ‘SUPERMAXX’ would have cost less than \$10 million.

What about Park and Ride facilities?

The introduction of Supermaxx with its network of local services feeding Transport hubs and unlimited travel passes will minimise the need for Park and Ride. However for those who wish to use them greatly expanded Park and Ride facilities can be provided at no cost to Auckland Council or Auckland Transport by offering the air space above to developers free of charge for office or apartment blocks with 2-3 lower levels of car parking vested in Auckland Council for Park and Ride which would be available for a standard fee of \$5 per day available from midnight and expiring at 3am next day. Kiss and Ride facilities will be provided where possible. Current Park and Ride facilities at train stations etc waste a large amount of valuable space.

Will Supermaxx services be attractive to tourists?

YES. The \$2 for 2 hours travel (timed from first to last boarding), \$5 one day passes, and \$20 7 day passes will be very attractive to tourists. A \$2 fare from the airport will make us world leaders and the word will soon spread that we are one of the best ‘value for money’ cities in the world. The simplicity of network and schedules and frequency of services will enable tourists to travel easily around the city and visit virtually all our tourist attractions and main shopping centres. **Tourists will add considerably to “SUPERMAXX” off peak revenue.**

Why is Devonport the only ferry included?

Ferries are far more expensive to purchase and operate and are far less flexible in deployment than buses. Devonport is the only service that has the volume of passengers to include and Lake Rd is one of the most congested arterial roads in Auckland. Devonport is also an important tourist destination. **We are happy to talk to ferry operators about the viability of other services.**

Does cycling play a part in “SUPERMAXX”?

YES. Cycling has a very important part to play in our transport system but not in long distance commutes on our hilly terrain and overcrowded roads. All rail stations and most transport hubs will have weather protected, camera monitored, cycle storage facilities.

Can “SUPERMAXX” be implemented citywide within 6 months?

YES. It is perfectly feasible technically. All that is needed is the willingness of the transport operators to renegotiate their contracts – or government action to force this.

Can “SKYCABS” be integrated into “SUPERMAXX”?

YES. Skycabs provides fantastic potential for public transport on arterial routes. It can be built and operated by the private developer and leased to ‘SUPERMAXX’ in the same way that trains are. **A Skycabs track from Britomart to the airport can be built within 4 years for an estimated cost of \$650 million totally negating the need for the Central Rail Link, light rail on Dominion Rd, and trains to the airport.**

AUCKLAND

Can it be a free flowing, world leading, people friendly, much less congested and polluted, highly liveable city? YES. It can be with some creative thinking.

Efficiency of travel through the CBD 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 too much traffic in the inner city. It just takes too long to get anywhere through the CBD with the plethora of traffic lights causing massive unnecessary congestion and pollution. Pedestrians health is badly affected by the excess of fumes. Traffic lights can be reduced and other creative solutions introduced to speed the flow of pedestrians and traffic.

Auckland's central city can be and should be the most walkable in the world! Separate the traffic modes for the comfort, safety, and health of all.

Buses

Unnecessary duplication of services and ‘bus banking’ with often 4-6 buses all heading in the same general direction from the city at the same time before branching off can be eliminated. “Supermaxx” is based on two transport hubs at Britomart and Aotea and minimises bus routes coming into and through the inner city with free flowing walkability between %.

Inner city congestion will be reduced by at least 25% and pollution 50%

Aotea Bus Hub – Supermaxx and long distance buses

Make it the greenest hub in the world! Long distance buses need to be moved from Skycity and better facilities provided. A fabulous 3-4 level hub can be built on Mayoral Drive behind Bledisloe House. It ticks all the boxes for a transport hub, easy access to and from the motorway, a wide variety of accommodation nearby, space, and easy walking access to the main inner city.

Lower level: Parking and services for Bledisloe House at current car park level. (Night market every Saturday?)

First Level Supermaxx services, public amenities, and major cycle park

Second level Long distance buses and Skycabs station

Roof Green public space, coffee, ice cream. Snacks, etc .

Weather protected pedestrian access from Wellesley St, Mayoral Drive, and Aotea

Separated flyover access from Cook St to 2nd level for easy bus access

FREE FLOWING QUEEN STREET

QUAY STREET – LOWER QUEEN ST

- Underground Quay St from Commerce St to PWC Tower
- Pedestrian only Galway and Tyler between Commerce and Queen
- Atrium cover Lower Queen St from Customs to Queens Wharf above open public space

WYNDHAM STREET

- Raise Wyndham/Queen St intersection to 6 metres for green space, seats etc.
- Covered walkway across Queen and through to High St

VICTORIA/QUEEN STREET

- Build Centrepoint pedestrian interchange meeting place above intersection with seats, coffee, etc available.
- Fabulous sight lines up and down Queen and Victoria Streets.
- Escalator access in line with Queen St from both sides
- Lift for accessible access both sides
- Level ramp from Victoria St East and West
- Traffic – free flowing left turn at all corners at all times
- Traffic will move through 40% faster than now. Less congestion and pollution.

WELLESLEY STREET

- Build funky exciting covered pedestrian overpass over intersection reflecting that this is the entrance to Entertainment and Education Quarters.
- Similar access features and traffic benefits to Centrepoint.
- Easy access to main bus stops on Queen St and Mayoral Drive.
- Covered walkways to Library, AUT, and Mayoral Drive bus stops.
- 4 lane underpass under Karangahape Rd for free flowing to Ian McKinnon Drive.
- Roundabout replaces lights at Ian McKinnon/Upper Queen St intersection.
- Remove most pedestrian controlled lights between intersections.

SUPERMAXX BUDGET

This example assumes patronage and costs remain the same as at present

Revenue: 30 day Passes			
200,000 Metro monthly passes	x	\$70 x 11 months	154,000,000
6,000 Supercity monthly passes	x	\$90 x 11 months	5,940,000
150,000 child/student/senior passes	x	\$35 x 11 months	57,750,000

Revenue: 7 day Passes			
10,000 Metro adult 7 day passes	x	\$20 x 52	10,400,000
5,000 Supercity Passes	x	\$30 x 52	7,800,000
5,000 Child/student/senior	x	\$10 x 52	2,600,000

Revenue: 1 day passes			
10,000 Metro 1 day passes	x	\$5 x 365	18,250,000
2,000 Supercity passes	x	\$10 x 365	7,300,000

Revenue: 2 hour passes			
5,000 2 hour passes per day	x	\$2 x 365	3,650,000
Plus childrens/students/seniors			5,000,000

Total revenue 272,690,000

Total Costs	399,137,000
Total Subsidy required	126,447,000

Saving on current subsidy \$112,803,000 Over \$2 million per week

With a highly developed user friendly network and fares halved for most people it is reasonable to assume that patronage and revenue will at least double quickly. Costs for extra buses will only increase bus costs by 80%.

Total revenue	545,380,000
Total costs	
Rail	140,793,000
Ferry	20,475,000
Bus 237,869,000 + 80% =	428,164,200
Total subsidy required	44,052,200

Saving on current subsidy per annum 195,197,800 \$3.75 million per week!

Enabled AT HOP Cards as at 19 October, 2016

Accessible	1,485
Adult	694,836
Child	56,904
Secondary student	16,125
Tertiary student	54,952
Supergold	103,113

AUCKLAND TRANSPORT BUDGET 2016/2017 – Operations

	Rail	Bus	Ferry
Revenue	55,910,000	96,962,000	7,015,000
NZTA Subsidy	46,837,000	7,001,000	8,079,000
Total Income	102,747,000	173,963,000	15,094,000
Operating Costs	140,793,000	237,869,000	20,475,000
Subsidy required	38,046,000	63,906,000	5,381,000

Total subsidy from Auckland Council \$107,333,000

Total subsidy from Auckland Council and NZTA \$239,250,000

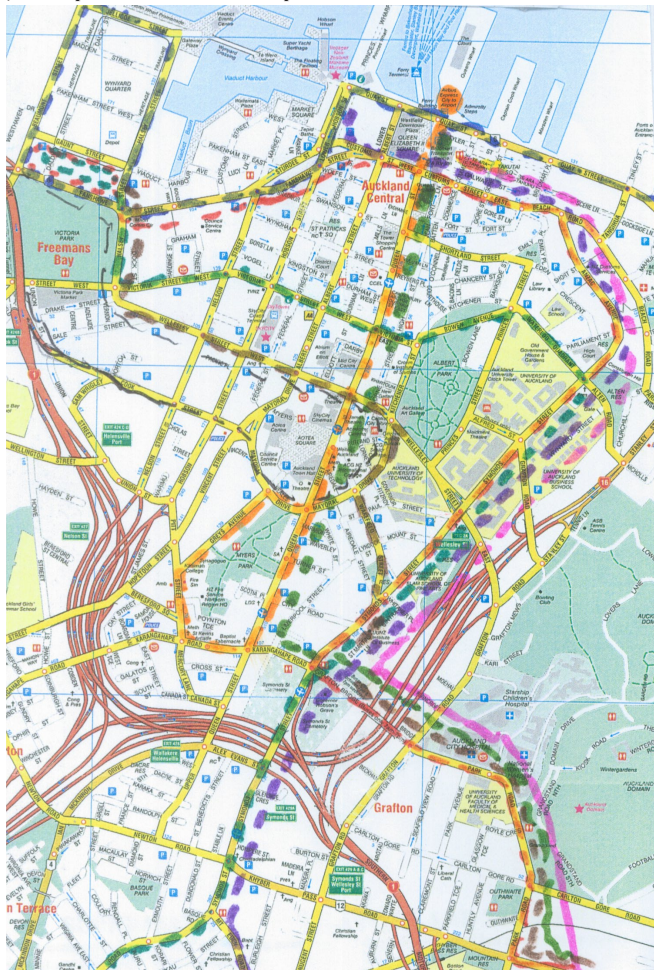
(Figures supplied under the Official, Information Act, 22 September, 2016)

AUCKLAND TRANSPORT PASSES

Calendar month pass available on all bus and train services (except Skybus)	\$210
One day pass available on all bus and train services (except Skybus)	\$18

INNER CITY NETWORK

(Pre completion of CRL and development of AOTEA and BRITOMART bus hubs)



SUPERMAXX

46 bus routes come into the inner city offering more frequent and much faster service to suburban Transport Hubs and much less pollution and congestion in the city.

AUCKLAND TRANSPORT

Approximately 130 bus routes into the inner city causing massive congestion, and overloaded bus stops at peak times

INNER CITY NETWORK

Buses on all routes every 10 minutes 7am – 7pm (5 minutes peak times)
every 20 minutes 7pm – midnight and 6am – 7am Every hour 1am - 5am

EAST – WEST

Quay St	Wynyard – St Heliers	Route 316
Customs St	Wynyard – Papakura via Great South Road	Route 312
Victoria St	Wynyard – Henderson via New North Rd	Route 308
Wellesley St	Wynyard – Panmure via Remuera Rd (outbound via Mayoral Drive and Wakefield St)	Route 315

NORTH - SOUTH

Symonds St	Britomart – New Lynn via Mt Eden Rd	Route 310
	Wynyard – Papakura via Great South Rd	Route 312
	Britomart – Botany via Ellerslie	Route 314
Queen St	Britomart – Airport via Newmarket	Route 311
	Citylink every 5 minutes Queens Wharf – K Rd	
Albert St	Britomart – New Lynn via Great North Rd	Route 307

PRIMARY BUS SERVICES

Services	Monday – Saturday	Every 10 minutes	7am – 7pm
		Every 20 minutes	6am – 7am 7pm-midnight
		Every hour	1am – 5am
Sunday		Every 20 minutes	7am – 11pm
		Every hour	midnight – 6am

Services stop at all stops en route

#300	Britomart – Highbury – Glenfield – Constellation Via Onewa Rd, Glenfield Rd, Unsworth Drive, Upper Harbour Highway
#301	Aotea – Birkenhead – Beach Haven Via Victoria St, Fanshawe St, Onewa Rd, Highbury, Mokoia Rd, Verran Corner, Rangitira Rd, Beach Haven Rd, Birkdale Rd
#302	Britomart – Takapuna – Northcross – Albany Via Takapuna, Milford, East Coast Road,
#303	Aotea – Sunnynook – Constellation – Browns Bay Via Victoria St, Busway, Akoranga, Smales, Forrest Hill Rd, Blakeborough, Sycamore, Constellation, East Coast Road, Browns Bay
#304	Aotea – Takapuna – Devonport Via Albert St, Fanshawe St, Akoranga, Takapuna shops, Lake Road
#305	Britomart – Ponsonby – Pt Chevalier via College Hill, Ponsonby Rd, Richmond Rd, Meola Rd, Pt Chevalier Rd
#306	Aotea – Te Atatu – Henderson Via Great North Rd, Pt Chevalier, Motorway, Te Atatu Town Centre, Edmonton Rd, Henderson
#307	Britomart – Avondale – New Lynn Britomart, Albert St, Aotea, Great North Rd, Pt Chevalier, Avondale
#308	Wynyard – Mt Albert – New Lynn - Henderson Via Victoria St, Symonds St, New North Rd, St Lukes, Mt Albert, Avondale, New Lynn, Glendene, Henderson
#309	Aotea – Mt Roskill – New Lynn Via Ian McKinnon Drive, Dominion Rd, Richardson Rd, Maioro, New Lynn
#310	Britomart – Mt Eden – Blockhouse Bay – New Lynn Via Symonds St, Mt Eden Rd, Hillsborough Rd, Lynfield, Blockhouse Bay, New Lynn
#311	Britomart – Onehunga – Airport via Queen St, Hospital, Newmarket, Manukau Rd, Selwyn Rd, Onehunga Rail, Motorway, Airport
#312	Wynyard – Manukau – Papakura Via Customs St, Symonds St, Hospital, Newmarket, Great South Road, Otahuhu Transport Centre, Otahuhu Rail, Middlemore Hospital, Hunters Corner, Manukau
#313	Aotea – Ellerslie – Panmure – Botany Via Symonds St, Newmarket, Greenlane, Ellerslie, Panmure, Botany
#314	Britomart – Remuera – Panmure – Howick Via Symonds St, Newmarket, Remuera, Ladies Mile, Marua Road, Panmure, Pakuranga, Highland Park, Howick.
#315	Wynyard – Remuera – St Johns – Glen Innes – Panmure Via Wellesley St, Mayoral Drive, Wakefield St, Symonds St, Hospital, Newmarket, Remuera Rd, St Johns, Apirana Avenue, Glen Innes, Panmure
#316	Wynyard, Quay St, Tamaki Drive, Mission Bay, St Heliers
#317	Pt Chevalier – Onehunga – Sylvia Park – Panmure Via Mt Albert Road, Onehunga Mall, Church St, Sylvia Park, Panmure
#318	New Lynn – Onehunga – Airport Via Blockhouse Bay, Hillsborough Rd, Onehunga
#319	Panmure – Otahuhu – Airport Via Sylvia Park, Otahuhu Town, Middlemore Hospital, Mangere Town Centre, Airport
#320	Onehunga – Mangere Bridge – Airport via Mangere Bridge, Kirkbride Rd, Ascot Rd, Montgomerie Rd, Richard Pearse Drive, Airpark Drive

NORTH - SOUTH BUSWAY

Services	Monday – Saturday	Every 10 minutes	7am – 7pm
		Every 20 minutes	6am – 7am and 7pm – midnight
		Every hour	1am – 5am (Albany – Britomart only)
		Every 20 minutes	7am – 11pm
Sunday		Every hour	midnight – 6am (Albany – Britomart only)

All services stop at all stops on the Busway

#100	Albany – Britomart - via Fanshawe Street
#101	Albany – Aotea Via Cook St off ramp – Mayoral Drive – Aotea - Returns via Wellesley St – Victoria Park - Aotea main stop on Mayoral Drive opposite AUT.
Services Every 20 minutes 7am – 11pm daily	
#102	Orewa – Silverdale – Britomart Express connections Whangaparaoa – Silverdale (and Britomart) at peak times
#103	Constellation – Manukau Southbound: Busway - Gillies Ave off ramp – Newmarket – St Marks rd on ramp – Sylvia Park – Manukau Northbound: Manukau – Sylvia Park – Market Rd offramp – Newmarket – Gillies Ave on ramp - Busway
#104	Constellation – Airport Busway – SH16 – Pt Chevalier – SH20 – Onehunga - SH20 – Airport

Victoria Street Green Link Wynyard Quarter to Symonds St as agreed in the City Centre Master Plan 2012 served by SUPERMAXX route 308

Wynyard – Henderson via New North Road and New Lynn

Services	every 10 minutes	7am – 7pm	monday - saturday
	Every 5 minutes		at peak times
	Every 20 minutes	6am – 7am and 7pm – Midnight	
	Every hour	1am – 5am	

Should be linked by pedestrian and cycle (separated) and possibly rail link from Constitution Hill to Parnell. Maybe also rail to reduce congestion at Britomart.



Victoria/Queen St Intersection

Build Centrepoint pedestrian interchange/meeting place/coffee shop above intersection.

- Fabulous sightlines up and down Queen and Victoria Streets
 - Escalator access in line with Queen St from both sides (accessible lift)
 - Level ramp from Victoria St East and West
 - Free flowing left turning traffic at all times on all corners.
- Speeds traffic flow by 40%

STANDARD BUS SERVICES

Services	Monday – Saturday	Every 20 minutes	6am – midnight
	Monday – Friday	Every 10 minutes	7am-9am, and 4pm-6pm
	Sundays	Every 20 minutes	8am – 11pm

Stops at all stops en route
Standard services will be upgraded to Primary as patronage increases

#400	Britomart – Gulf Harbour Via Northern Busway, Silverdale, Whangaparaoa Rd, Gulf Harbour
#401	Aotea – Northcote - Glenfield Aotea, Onewa Rd, Lake Rd, Hillcrest, Coronation Rd, Glenfield
#402	Britomart – Sunnybrae – Glenfield Via Akoranga Drive, Sunnybrae, Chivalry, Glenfield
#403	Britomart – Wairau – Albany Via Akoranga, Smales, Wairau Rd, Target Rd, Sunset Rd, Albany Highway
#404	Aotea - Takapuna – Browns Bay Via Victoria St, Fanshawe St, Takapuna, Milford, Castor Bay, Campbells Bay, Mairangi Bay, Murrays Bay, Rothesay Bay, Browns Bay
#405	Constellation – Hobsonville – West Harbour – Westgate Via Upper Harbour Highway, Greenhithe, Hobsonville Point, Wisley Rd, Marine View Drive, Luckens Rd, Westgate
#406	Aotea – Herne Bay – Pt Chevalier Via Victoria St, College Hill, Jervois Rd, West End Rd, Meola Rd, Pt Chevalier
#407	Britomart – Sandringham Via Albert St, Great North Rd, Bond St, Sandringham Rd, Stoddard Rd
#408	Pt Chevalier – Greenlane – Remuera Via New Nth Road, St Lukes Rd, Balmoral Rd, Green Lane Rd, Ascot Avenue,
#409	Te Atatu – New Lynn Via Te Atatu Town – Te Atatu Rd, Great North Rd, New Lynn
#410	Titirangi – New Lynn Via Titirangi Rd, Margan, Rankin
#411	New Lynn – Otahuhu Via Blockhouse Bay, Hillsborough Rd, Onehunga, Mangere Bridge, Walmsley, Favona, Otahuhu Rail, Otahuhu Town
#412	Botany – Airport Via Te Irirangi, Ormiston, East Tamaki, Otara, Papatoetoe, Wyllie, Puhinui
#413	St Heliers – Sylvia Park Via St Heliers Bay Rd, West Tamaki, Line Rd, Glen Innes, Tripoli, Panmure
#414	Britomart – Eastridge – St Heliers Via Ngapipi Rd, Kepa Road, Kohimarama Rd, St Heliers Bay Rd



LOCAL BUS SERVICES

Services	Monday – Saturday	Every 20 minutes	6am – midnight
	Monday – Friday	Every 10 minutes	7am-9am and 4pm-6pm
	Sundays	Every 20 minutes	8am – 11pm

These services link to Express, Primary, and Standard services at transport hubs.. Over 90% of people living within the area bounded by Albany, West City, Titirangi, Papakura, East Tamaki, and Cockle Bay will be within 15 minutes walk of a Supermaxx service at least every 20 minutes for most of the day. Buses will be smaller and transition to electric as soon as possible. Some local buses will operate non stop from the stated transport hub to the city at peak times subject to demand

EXPRESS BUS SERVICES

Services	Monday – Saturday	Every 10 minutes	7am – 7pm
		Every 20 minutes	7pm – 9pm
	No services sundays		Stops only at points listed
#200	Aotea – Glenfield	Glenfield – Aotea Civic Theatre, Skycity, Fanshawe St, Highbury, Coronation Rd, Glenfield Mall	
#201	Britomart – Northcross	Northcross – Britomart Britomart, Fanshawe St, Takapuna shops, Milford shops, East Coast Bays Rd (1 stop), Constellation Bus Station, Browns Bay, Northcross	
#202	Aotea – Westgate	Westgate – Aotea Aotea, motorway, Pt Chevalier, motorway, Te Atatu interchange, Lincoln Rd, Westgate	
#203	Aotea – Henderson	Henderson – Aotea Aotea, motorway, Avondale, New Lynn, Kelston, Glendene, Henderson	
204	Aotea – Mt Roskill	Mt Roskill – Aotea Aotea, Queen St, Ian McKinnon Drive, Dominion Rd, Valley Rd, Balmoral, Mt Roskill hub	
#205	Aotea – Airport	Airport – Aotea Aotea, Hospital, Newmarket, Greenlane Rd, Royal Oak, Onehunga, Airport	
206	Britomart – Airport	Airport – Britomart Britomart, Motorway, Onehunga, Airport	
#207	Aotea – Papakura	Papakura – Aotea Aotea, motorway except stops at Sylvia Park, Otara, Manukau Mall, Manurewa, Papakura	
#208	Aotea – Panmure	Panmure – Aotea Aotea, Motorway, Newmarket, Remuera, Meadowbank, Glen Innes, Panmure	
#209	Aotea – Howick	Howick – Aotea Aotea, motorway, Ellerslie, Panmure, Pakuranga, Highland Park, Howick	
#210	Britomart – Botany	Botany – Britomart Britomart, University, Motorway, Sylvia Park, Pakuranga, Botany	
#211	Pt Chevalier – Manukau	Manukau – Pt Chevalier Pt Chevalier, Mt Albert shops, Mt Roskill shops, Royal Oak, Onehunga rail, Airport, Puhinui station, Manukau Mall	
#212	New Lynn – Panmure	Panmure – New Lynn New Lynn, Richardson Rd, Onehunga, Sylvia Park, Panmure	
#213	Botany – Manukau	Manukau – Botany Botany, Flat Bush, Manukau Mall	

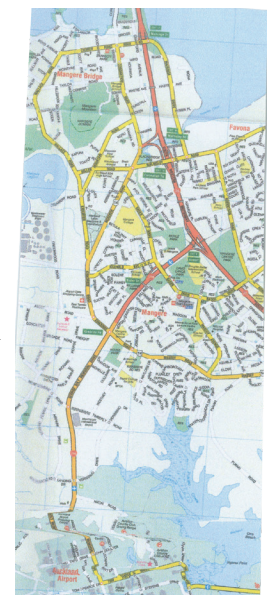
AIRPORT PRECINCT

a 24 hour operation and major employer

Served by SUPERMAXX services

Route	Busway
104	Constellation – Airport
Express	
205	Aotea – airport via Onehunga
206	Britomart – airport via motorway
211	Pt Chevalier – Airport – Manukau
Primary (24 hour services)	
311	Britomart – Newmarket – Manukau Rd – Onehunga – Motorway – Airport
318	New Lynn – Blockhouse Bay – Hillsborough Rd – Onehunga – Airport
319	Panmure – Sylvia Park – Otahuhu – Middlemore – Mangere Town – Airport
320	Onehunga – Mangere Bridge – Kirkbride Rd – Ascot Rd – Montgomerie Rd – Richard Pearse Drive – Airport

Local services will operate every 20 minutes 24 hours a day between Onehunga, Otahuhu, Middlemore, Papatoetoe, Manukau, and the airport serving all residential and hotel areas in the district plus airport terminals, shops, and commercial properties.



REGIONAL BUS SERVICES

Services	Monday – Friday	Every 20 minutes	6am – 11pm
	Saturday	Every 20 minutes	8am – midnight
	Sunday	Every 20 minutes	8am – 10pm
	Stops at all stops en route		
#500	Wellsford – Orewa Via Warkworth, Waiwera, Hatfields Beach Peak time services will be extended non stop to Britomart subject to demand		
#501	Leigh – Orewa Via Omaha, Matakana, Snells Beach, Warkworth, Waiwera Peak time services will be extended non stop to Britomart subject to demand.		
#502	Helensville – Westgate Via Waimauku – Kumeu Peak time services will be extended non stop to Aotea subject to demand		
#503	Waiheke Island Matiatia to Onetangi		
#504	Waiuku – Pukekohe – Papakura Via Glenbrook, Pukekohe, Paerata, Runciman, Drury Direct services Waiuku – Papakura will be operated at peak times		
#505	Maratai – Botany Via Whitford and Whitford Rd		

MINIMAXX

Shared ride non subsidised services by 12-20 seat buses. Services every 20 minutes 6am – midnight
Stops at designated stops approximately 5 minutes walk apart within a 15 minute circuit of transport hubs
Extra cost \$2 per ride
Dial a Ride will be experimented with to provide door to door services

TRAIN SERVICES

Southern, Western, and Eastern Lines			
Monday – Friday	Every 10 Minutes	7am – 7pm	
	Every 20 minutes	6am – 7am	
Saturday	Every 20 minutes	7pm – 11pm	
Sunday	Every 20 minutes	6am – midnight	
	Every 20 minutes	8am – 10pm	
Pukekohe and Onehunga lines			
Monday - Friday	Every 20 minutes	6am – midnight	
Saturday	Every 20 minutes	7am – midnight	
Sunday	Every 20 minutes	7am - 10pm	



SKYCABS – the way ahead for public transport on arterial routes?

- ** New technology Monobeam system designed in New Zealand
 - ** Fully automated on demand 24 hours a day
 - ** 4,800 passengers per hour capacity in each direction
 - ** Travels above existing traffic-1.5 metre wide footprint. Minimal land acquisition
 - ** 24 minutes travel time Britomart to the airport via Dominion Rd and Onehunga
 - ** A line could be built within 4 years for approximately \$650 million
- Removes the need for the CRL, Light Rail, airport rail and \$4 billion dollars capital