

Key information in the Long Term Plan related to surface light rail:

The consultation document has 2 sections, Transport and Council Support, which relate to the development of a surface light rail network. The supporting documents also have sections relevant to SLR and we have included these below. Relevant points from each section are outlined below for quick and easy reading, as well as to highlight the areas we would like to give feedback to.

Transport

Central Proposal:

“Rapid transit investment will focus on busways, following the successful example of the Northern Busway.”

“Continue to improve elements of the bus network, including in the city centre and more widely to add capacity and improve overall speed and reliability”

“Focus rapid transit investment on busways, including improvements to the Northern Busway, further bus improvements along the North-Western motorway and interim bus improvements connecting the airport and Botany”

Pay More Get More:

“Airport to Botany busway (Stage 3 and 4) and future integration works for rapid transit network mega projects”

Pay Less Get Less:

“Reduced investment in bus services, including removal of Eastern Busway stage 4 (Botany Station) as well as key projects to address downtown bus congestion and bus charging”

“Future rapid transit network (RTN) investigations and northern busway growth removed”

Council Support

Central Proposal

“Working with central government to deliver the ‘Auckland Deal’



Summary of overall cost and budget for options



Supporting information document

Northwestern Rapid Transit (NWR TN) As part of the growth of the wider rapid transit network, Waka Kotahi NZ Transport Agency is investigating the rapid transit options to provide people with a fast, frequent and reliable way to get around the northwest of Auckland - from Brigham Creek to the city centre, alongside State Highway 16 (SH16). There will be potential impacts on the adjoining roading, wider public transport feeder, and active mode (walking and cycling) networks and how these connect into the NWR TN. There may be additional costs to upgrade the road and public transport network beyond the project site area, such as the creation of bus priority lanes on existing roads to optimise the usage of NWR TN. There may also be adjoining land use and land utilisation issues to consider. Following the project there will be additional operational costs that will need to be funded from central government and the council.

City Centre to Mangere Rapid Transit A rapid transit solution has been considered to connect the city centre and Māngere, and then potentially on to the Airport, along a dedicated corridor through the central isthmus. Upgrading this route to rapid transit will eventually be required to meet the increasing demand along the corridor and to reduce congestion. Irrespective of the solution undertaken, rapid transit implementation would also trigger requirements to upgrade and integrate streetscape amenity improvements to the centres along the route, supporting their role as key community hubs and helping to encourage intensification along the corridor. Solutions will need to consider the impact of disruption during implementation, operational costs to Auckland Council and how operational funding will be provided by central government.

