

Annual Plan 2026-27 Feedback



Live. Move. Connect.

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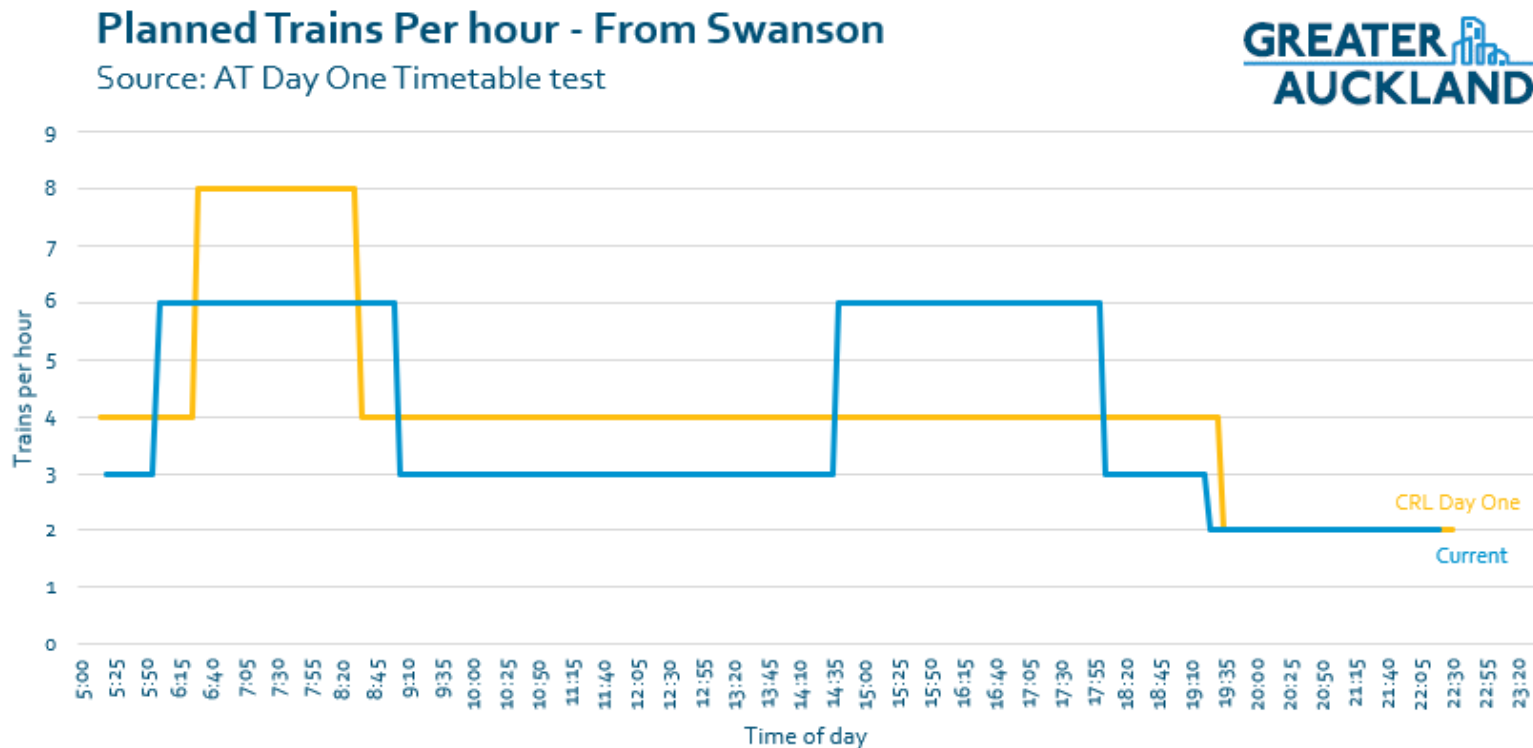


We support Council funding CRL



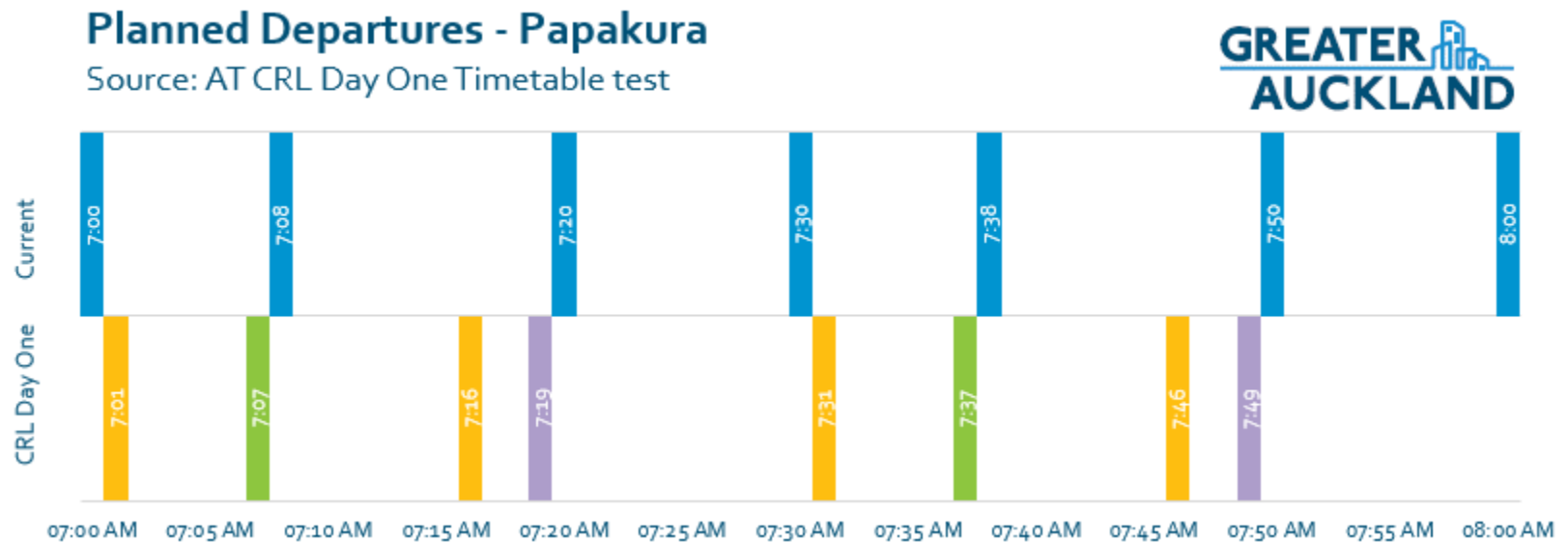
But we have concerns...

Based on the timetable tested in January, the design approach seems fundamentally flawed. From Day One, services will be less available at peak times, especially on the Western Line.



Less predictable, less intelligible

For example: people catching the train at Papakura 7am - 8am will face a messier timetable, with odd gaps, and multiple services. Was **this pattern** designed to achieve a theoretical goal, rather than meeting the needs of actual passengers? It seems so.

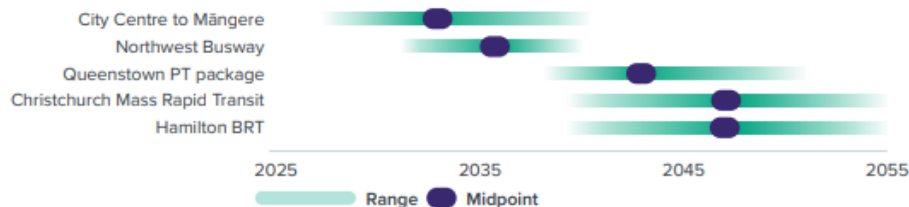


30-year Integrated Transport Plan

To achieve a good transport network, Council must be well-resourced, and must lead on:

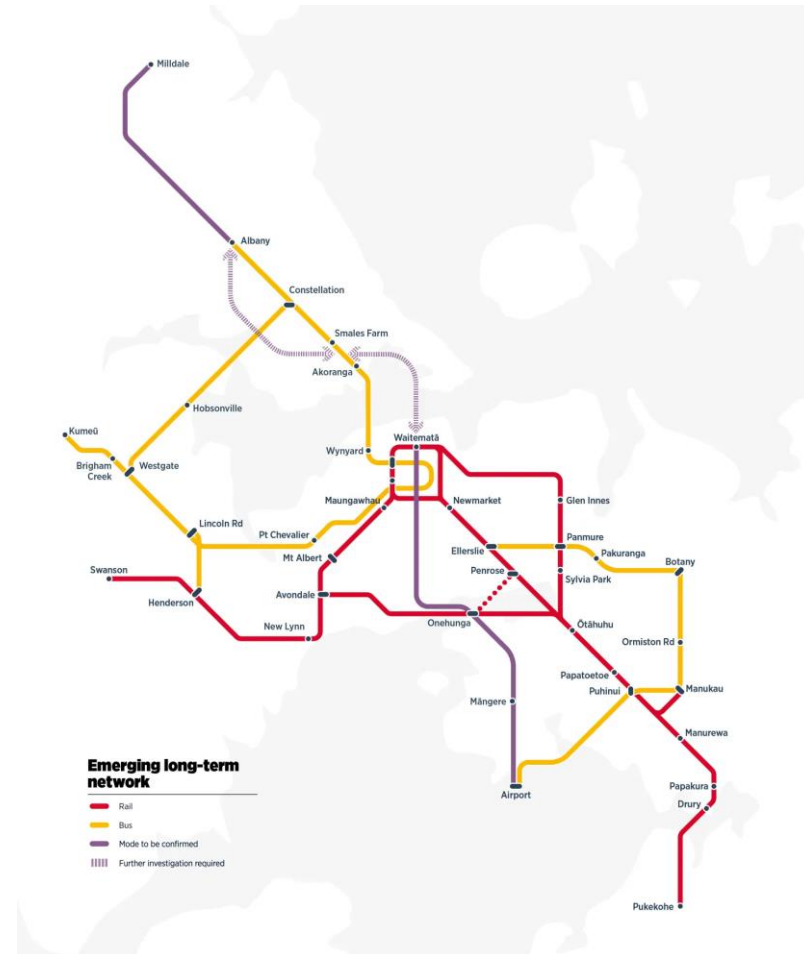
- Confirming modes
- Prioritising projects
- Planning delivery timelines

Estimated date range for exceeding capacity of bus lane infrastructure



Note: The following corridors could also reach capacity thresholds prior to 2055, but this is not the most likely timing from a capacity perspective: Airport to Botany BRT; Tauranga Cameron Rd. **Source:** 'Understanding capacity upgrade pressures across infrastructure networks' New Zealand Infrastructure Commission. (2026)

National Infrastructure Plan, capacity projections of Infrastructure Priorities Programme projects, NZ Infrastructure Commission



Auckland Rapid Transit Pathway 2025, long-term network

Set the vision, make good choices

Funding is constrained. So, big projects shouldn't be developed in isolation from the needs of the city's **whole** network.



Tilikum Cable Stayed Bridge, Portland, Oregon



Surface light rail render, Dominion Road, 2017, AT

This means:

- bridges, not tunnels
- light rail on the surface
- normal-sized roading projects
- time of use charging

City Centre

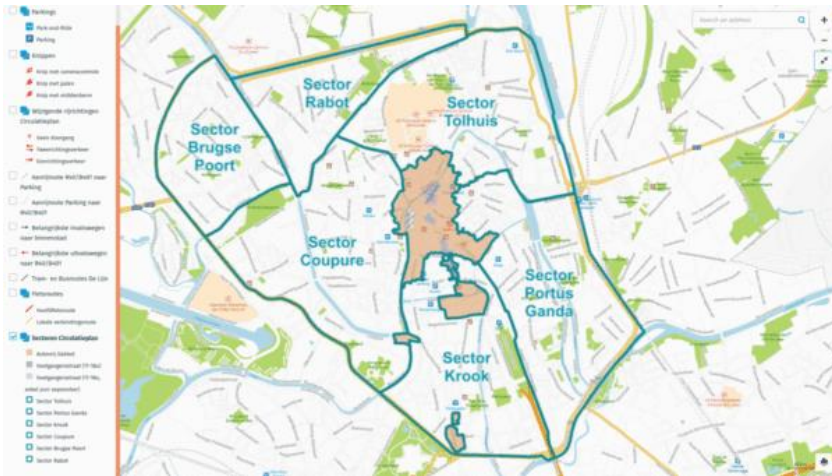
Aucklanders strongly support Access for Everyone

- People-friendly spaces
- Cleaner air
- Less through-traffic
- Nicer public places
- Greener streets



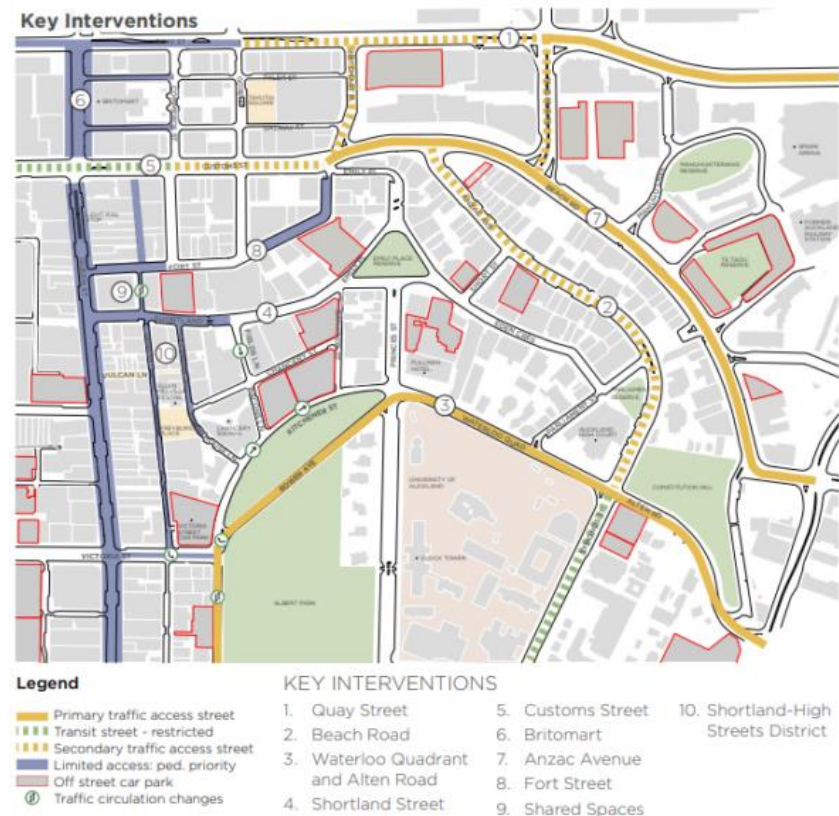
Solve project delivery issues

So why did Auckland Transport's 2022 business case for Access for Everyone estimate it'll cost \$386.2 million over 10 years?



Traffic Circulation Digital Map, City of Ghent

In 2017, Ghent in Belgium implemented the equivalent of **Access For Everyone** in one weekend... **for just €4m (\$7m NZD), using** cheap tools like bollards and barriers.



'Downtown East' circulation plan case study 2019

Opportunity for massive benefits

London, San Francisco and Beijing achieve 'remarkable reductions' in air pollution

Cycle lanes, electric cars and other interventions have helped 19 global cities slash levels of pollutants by more than 20%

Air pollution in Paris region 'cut in half' over the past 20 years

Air pollution in the Paris region has been cut in half over the past two decades, according to a new study published by Airparif, an independent group that tracks air quality.

Issued on: 09/04/2025 - 14:46 ⌚ 2 min



The Eiffel Tower is seen from the Generali balloon, which measures air quality in Paris. AP - Christophe Ena



Pedestrianised Street, Ghent, Belgium

You can create a city that's:

- **Prosperous** – economically thriving
- **Sustainable** – low carbon and healthy
- **Connected** – accessible and lively



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