

The ARC Draft 2009 30 Year Transport Strategy – A useless, costly future for Auckland.

And

An Alternative Transport Strategy to solve Auckland's problems and make Aucklanders wealthy.

Foreword

The ARC has produced their 30 year Transport Strategy for 2009. It is my conclusion that it is the worst transport strategy yet produced for Auckland and one that cannot be allowed to ruin the new Auckland that we are moving towards. These five pages outline the areas that are ruinous for Auckland.

It is of course not sufficient to just point out faults, so I have presented an Alternative Transport Strategy that is suitable for the new Auckland City.

I ask you as an Auckland resident and probable ratepayer, to read through both strategies, refer to the actual ARC Strategy, and make your mind up on what Auckland needs and what you desire in your Auckland.

I have made submissions in the past to the ARC, the Auckland Council, the North Shore Council, the Waitakere and Manukau Councils and it has been very clear that if the submissions have been read, which is actually debatable, the replies ignore the substance of the submissions.

For this reason a separate Alternative Transport Strategy is proposed. I ask your response on the points included. To make it easier to respond to the policy points, they are numbered on the right hand side of the page and those numbers can be used to make your responses to indicate you approve of that particular policy or disapprove of it. Together we need to decide how to make our Auckland a place that is good for everyone.

The ARC 2010-2040 30 Year Transport Strategy

Analysis and comments by
Hugh Chapman
Registered Architect
CEO of SkyCabs International Ltd

Vision.

The vision is so general that it means nothing. The later chapters fail to provide any depth or substance to the vision.

Executive Summary

This details the expected extra number of car trips per day (1.25 million per year) amounts to around 4200 per day, with 200 extra passenger transport trips a day (60,000 extra per year). This is totally at odds with the number the ARC Strategy is planning for which is

around 90,000 extra passengers transport trips a year, which is far more than the numbers of extra car and passenger transport trips expected. If rail carries 3% at present, 17% is what is hoped for by 2041. But the overall trips are expected to have a 53%-60% increase. The bus system is expected to grow 70% so another 4% will be catered for. So the best proposed ARC strategy may cater for 21% only of a 53-60% increase!. And only 6% extra funding is for arterial roads improvement even though 85% of trips are by car. Yet their considered strategy still envisages trip times improving and pollution going down! It is Alice in Wonderland material. If these figures in the Executive Summary are right, the strategy is useless. If the figures in the Executive Summary are wrong, the strategy is still useless in meeting the 30 year needs of Auckland.

Seven objectives are outlined in the ARC draft strategy.

Objective 1. Assisting economic development

The economic means are also discussed in Improving Access and Mobility. The only economic outcome and targets in Objective 1 are confined to **assisting freight**, and two other areas *still being worked out by NZTA!* Assisting freight consists of merely keeping congestion delays the same! Or less. Hardly going to affect much economically.

This has to be a total lack of understanding of the economic implications of transport alternatives, as the outcome and target has no outlined strategy to achieve them.

Objective 2 Safety and Personal Security.

That this is the second Objective is ridiculous. There can be no other approach to Transport other than Safety and Personal Security. It is not a strategy for transport. But the policies actually outlined in the preferred Strategy, allow increased congestion, and Safety and personal Security are in fact **reduced** with increased congestion as North Shore Council have rightly pointed out in their past City Plans.

Objective 3 Improving Access and Mobility

The outcome 'Improved Public Transport' is defined as that people can get to where they want to go. But no quality of service is mentioned!

The performance targets of 12% using PT mode, is at variance with the 580% improvement in rail patronage expected elsewhere and with the 80% increase in bus trips outlined in 4.4 Preferred strategic transport option. These proposed PT increases will provide at best just over 6% to answer the 53% plus increase expected making a possible total of 10.5% PT modal share by 2040.

Obviously the targets outlined in 4.4 are pipe dreams and the 12% target what they might hope to achieve if other 'things', like the planned increased congestion, speed modal change assists them. But Access and Mobility lowers the PT target further to 7% in Table 16 Evaluation of the preferred option.

The strategy however will not even achieve 7% as is admitted in that Table 16.

The other outcomes for PT rely on congestion **increasing** so

“perception of affordability of PT compared to private vehicles use improves” and

“Journey times on selected QTN and RTN routes versus equivalent journeys by car improve.”

Their main target is that “walking and cycling improve to 35% of total trip legs in urban areas.” Obviously the main objective of the strategy is to not to have to provide a transport system for as many as possible. As the Main target, one has to say they are providing nothing in their transport strategy.

Objective 4 **Protecting and promoting Public Health**

Again a standard that should be taken for granted has become a main objective. But nothing is said about the diesel fumes from buses, or the noise levels from trains and buses when it is recognised that noise kill hundreds of people a year. Nothing mentioned about the air pollution resulting from their planned continuing congestion from cars and trucks held up in traffic.

The main target is to reduce the number of exceedences of health standards in Auckland. But they have no strategy to achieve it except getting people to walk or cycle.

Objective 5 **Ensuring Environmental Sustainability**

The only effective outcome is ‘to increase walking and cycling and the use of PT mode’. This is debatable as the European Community Final Report in 2004 has car energy use 60% higher per passenger km than bus and train use, while the congestion caused by the present policies promoting bus and train use, more than doubles the energy use of cars. The preferred strategy of not reducing congestion actually lowers the overall environmental sustainability.

There is no discussion about economic or social sustainability of their transport strategy.

Objective 6 **Integration of Land use and Transport. (Abrieviated)**

Another objective listing outcomes with the usual lack of strategy, envisaging people shifting closer to their current job. Change job? Then you should shift accommodation! Change children’s schools?
Economic madness.

Objective 7 **Achieving Economic Efficiency.**

There are no strategies to achieve the outcomes which are fanciful. Eg To increase the average number of PT trip per person from 40 to 143 per annum. Table 16 shows it will not occur.

and

to increase the average occupancy of vehicles.

Obviously increasing congestion will achieve both objectives. But they do not dare actually spell it out that clearly here as they do in the ARC Strategy *4.3 Evaluation of initial*

strategic transport options where they state '**congestion will increase**' unless congestion pricing is used to restrict vehicles. That has been estimated to form an additional 'tax' of around \$2500 a CBD worker a year!

There is nothing about reducing the increasing transport subsidies, discussion as to when the increasing yearly cost of subsidising rail and bus take will up all the transport monies so there is no improvement to the PT system at all unless extra money is forced from the government.

The final outcome is that 'Projects deliver **no less** than the projected Benefit/Cost ratio.' This means that past projects have not produced the projected benefits. When less than 50% of ARTA projects either don't have a Benefit/Cost analysis done or are rated Low, one has to wonder at the standard of Economic Efficiency previously obtained.

And even worse, this is a 2040 Performance target! They don't even need to achieve it or take notice of it for 30 years! Pathetic.

4.4 The Preferred strategic transport option

The following make up the major thrust of the strategy.

Constructing the CBD rail loop.

The current justification, that 200,000 more people will be able to use the rail, is a spurious notion. The 200,000 people referred to live in the city and have little need to travel out of the city. Few if any new passengers will use the service. The cost of the tunnel at \$1 billion to \$1.6 billion is ridiculous at this stage. The route should be protected and left for future use.

The rail link to the airport and Manukau

This is an example of the ARC and ARTA's unevaluated costly planning. Sydney had a rail line built to their airport. It cost A\$900 million and was subsidised with a grant of A\$700 million. The operator could not make money on it with the \$700 million grant and demanded their \$200 million back. Auckland with an anticipated cost for such a line from Onehunga to Manukau of \$850 million, can do without such a similar uneconomic disaster.

Extending the Northern Busway to Orewa.

Another fanciful notion. The current users of the busway don't just come from Silverdale or Orewa. Orewa has no huge parking facility to take the required number of cars to make the line economic. As BART in San Francisco, the amount of parking required to make the service economic is such that the huge parking facilities required must be charged for and that can make the use of the Busway uneconomic for car users who may as well drive right on in and park in the city. Orewa is no central high density development area.

There has been no figures to show that the cost of parking at the busway stations where parking buildings will be required, do not negate the advantage of using the busway services.

There is also no discussion on the level of subsidy that would be required for the bus service itself.

This is less than should be expected from a responsible transport body.

Developing the Panmure-Botany-Manukau bus connection.

No figures have been produced to show the advantage of such a line or that buses would be the most economic method to service the area. In fact the proposal going through Panmure would add to the congestion. The Alternate Strategy has a different proposal.

Higher frequency of highly subsidised rail and the Northern Busway.

No information on the level of subsidy increase these measures will engender.

The rail system as outlined, with no new catchment area stations, is presumed to have an increased patronage of 582% by 2040. That should have everyone along the line using rail, a scenario consistent with solid congestion on the roads along the route.

There is no information as to whether the existing rail corridors actually have that number of people wanting to access the CBD in the morning. This outcome is more like a wish than a projection.

Seeing the peak times carry most of the traffic, this 600% increase will require trains at less than two minute intervals from Henderson and Papakura. The Britomart station is obviously inadequate so a spend of around \$3000 million is required for this to happen. It is very clear that this spend has no economic justification. No Benefit Cost analysis has been produced to show its value.

With 6 times the patronage the subsidy would be over \$400 million a year. Hardly a sustainable subsidy just for a rail system covering only a small portion of Auckland.

The rail extensions of service are difficult to justify on any basis. The current policy that the rail corridors 'are not fully utilised' is hardly a reason for this proposed extraordinary spend up.

Improvements to roads.

The expected population increase of 53% and in employment of 60%, is to be handled by an increase in spending on arterial road lane kms of just 6%. This is despite the current 85% of trips being by cars with a 53-60% increase in use expected.

The road trips would in fact increase by 689,000 trips at only one trip per day per extra person.

The ARC preferred strategy at its most hopeful only allows for an increase of around 47 million extra PT trips per year by 2040 against a growth of an expected approx 400 million new trips per year in 2040. This preferred 'Passenger Transport' strategy comes nowhere near the expected extra transport requirements expected in 2040. Its preferred strategy makes no allowance for those levels of extra trips to be carried on the roads as major congestion will occur well before 2040.

But to make it even worse, that 6% to be spent on arterial roads, is programmed by ARTA only for making *bus lanes and assisting freight*. Nothing for minimising congestion in 30 years!

The selected strategy hopes for a major increase in walking and cycling. That cannot come anywhere near to making up the shortfall.

Conclusion

This strategy has to be rated as an abject failure, an economic disaster and more worthy of a third world mishmash than a competent professional plan despite the verbage that accompanies it.

The philosophy that cars 'are bad' and that therefore they should be got rid of, has tempered the direction of the ARC's actions and the principles in the strategy considered and selected. When 85% of Aucklanders' trips are made by car, the ARC's non-acceptance and ignoring of the necessity for car use in Auckland, has led to the ridiculous situation where the strategies considered ignore Auckland's congestion. Instead that congestion is to continue and worsen as laid out in their Preferred Strategy, despite the present congestion costing Auckland \$2 billion each year.

The only economic measures they propose is to *perhaps* not worsen freight trip times by 2040! But they are planning increased congestion!

They are unconcerned with 30 years of \$2 billion yearly congestion cost, a \$60 billion cost for Auckland industry and people. They propose \$47 billion of transport spending over this 30 year period that they cannot fund, while allowing \$60 billion to be wasted because they cannot bear to have people get around easily and quickly by car when the passenger transport they propose takes far longer and is far less convenient.

This ARC draft 2009 transport strategy is not suitable for Auckland.

Auckland's Proposed Practical Fix-it Alternative Transport Strategy

Auckland City.

What sort of city do we want?

What Makes a City Zing?

- *There is an aesthetic City identity that makes it stand out*
- *It's a vibrant yet safe place to work, play and bring up families*
- *With reliable infrastructure to serve the community*
- *It's a can do, will do, lets go place*
 - *Designed for the well being of its residents*
 - *Where issues and problems are actively considered and speedily resolved*
 - *Helping to make the residents happy, healthy and wealthy*

This is the ideal I think Auckland needs.

So how does transport make a difference so that Auckland might 'Zing' and contribute to the city ideal outlined above?

Well to start, the major issues must *be considered and speedily resolved*.

In 2005 Transit NZ conducted a survey of Aucklanders asking them what was the greatest problem in Auckland. 93% of the respondents said congestion was Auckland's biggest problem.

Our city must be a '*Can do, will do, lets go place*'. So Auckland's number one objective must be to remove congestion from Auckland.

- What is the advantages of doing it?
- How do we do it?
- Will it be permanent or can it be permanent?

The advantage of doing it is clear. It has been detailed that congestion costs Auckland over \$2 billion every year.

If that \$2 billion congestion cost was removed and left in the hands of Auckland firms and people and was all used productively, Auckland would have its GDP increase by 4.2% a year and New Zealand's GDP would increase by 1.2% a year. If we are to make Auckland residents '*happy, healthy and wealthy*', removing congestion could make a huge contribution to doing just that.

So this must be Auckland's most important transport Strategy. To remove congestion. 1

How do we do it?

First we must clear the roads to allow traffic to flow. That traffic is the lifeblood of Auckland's economy. 2

Most congestion occurs at off-ramps to the motorways. The motorways will always be jammed if vehicles cannot egress easily from the motorways. The boundary between the State Highways and the council's territory has been ignored by irresponsible or unconcerned councils. The new City must change the motorway outlets. 3

Following are examples of major areas that require changing to begin to dramatically reduce congestion in Auckland. See Map 1.

A. The Northern Congestion - Fixed with \$52 million.

Project No 1. Make the motorway exit from the north into Fanshawe St green-lighted 90% of the time, 7am – 9am each workday. This to extend across the city and in reverse from Tamaki Drive. Lights to be synchronised. That virtually doubles the traffic off the harbour bridge motorway into Fanshawe St. Estimated cost \$6million. 4

Project No 2. Tunnel the center two lanes of Cooke St under Nelson and Hobson Sts into Mayoral Drive and allow 90% green-lights both ways at the end. This also doubles the exit numbers off the Northern motorway and virtually allows for doubling of the traffic from the southern motorway along Nelson St. Estimated cost \$40million. 5

Project No 3. Make the 'fast lane' from the north on the Harbour Bridge, a through lane 7am-9am. No egress from it until Greenlane. Visual system for checking and large fines for any even 'accidental' breaches. Estimated cost \$6million. 6

B. The Southern Approaches – Fixed with \$145million

Project No 4. Tunnel (one lane each way) along Kyber Pass from under Grafton Rd in Khyber Pass, under Symonds St, into Newton Rd. This allows faster cross-Auckland traffic and allows Symonds St traffic into the city to be 90% green-lighted from 7am-9am. This will allow one lane from Mt Eden Rd and one from New North Rd to go down Symonds St green-lighted 90% of the time. Ensures both roads flow in the mornings. Also avoids cross traffic from having to use Karangahape Rd. Estimated \$80million. 7

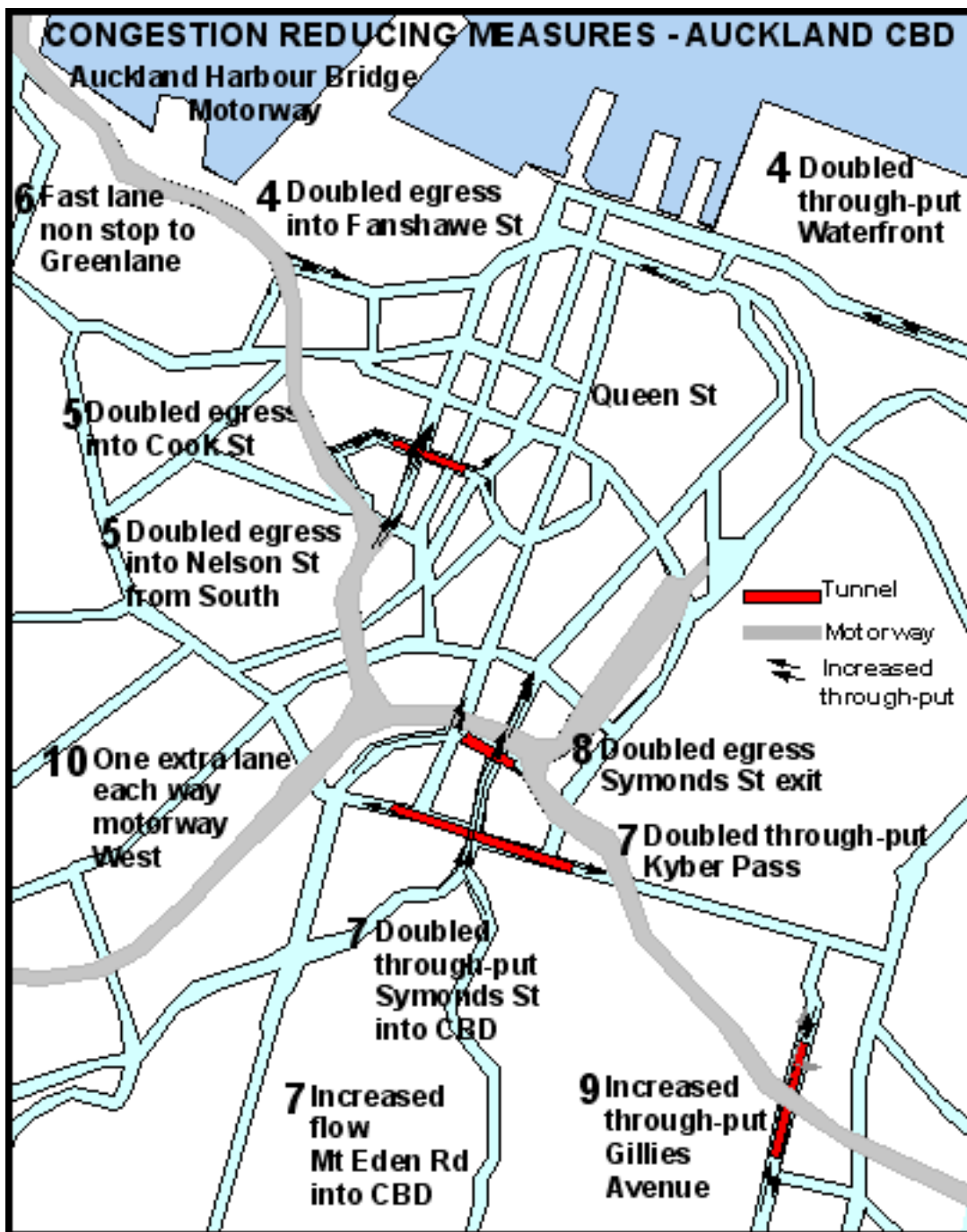
Project No 5. Take the Symonds St exit from the Southern motorway under Symonds St in a tunnel to discharge one lane into Upper Queen St and one into Dominion Rd, with the two lanes north on Queen St shared with traffic from Dominion Rd, with 90% green-lights. Estimated \$20million. 8

Project No 6. Tunnel the central two north lanes on Gillies Avenue, under the current off-ramp from the motorway, to emerge past Mortimer Pass. The south-bound traffic off the motorway to be elevated on an elevated lane over Alpers Avenue. This removes

several bottlenecks for north and south bound traffic. Some underground power cables in Gillies Ave to be shifted sideways. Estimated \$45million. 9

C. The Western Approach – Major reduction in Congestion \$100 million

Project No 7. Make a one lane widening on each side of the Western motorway from the Western Springs intersection out to Westgate. This speeds up traffic entering and exiting from the city. Needs two lanes exiting left onto Newton Rd with 90% green-lights at Karangahape Rd. This can be done because major cross-traffic will use Newton Rd rather than Karangahape Rd. Estimated \$100million. 10



Map 1. Map of Auckland's CBD. Numbers refer to numbered Policy references.

D. Make the motorway exits work and increase traffic flow - \$150million

Project No 8. Institute new policy for motorway exits so the exiting lanes are carried on elevated lanes past the intersections so they can continuously discharge traffic into local road lanes. This would, for example, fix evening congestion at the Wairou Rd motorway intersection, with traffic exiting from the south having a continuous lane south onto Wairou Rd, one lane North and one lane West into Hillside Rd. This enables continuous flow off the motorway and allows Wairou Rd traffic to move more continuously past the motorway exit. Cost Wairou Rd \$16million.

Allow \$150million across Auckland. 11

Project No 9. All pedestrians crossing in Auckland to cross in the same direction and time as the traffic green light. Pedestrians have priority at the light change for an initial period, then traffic can flow left and right. Puts more traffic through intersections, and speeds up opportunities for pedestrians to cross. Estimated \$12million. 12

Summary Projects 1-9

This makes a \$459 million cost to double transport access into and out of the CBD every morning and night. There are other smaller ‘works’ to facilitate those major projects, so \$600million should be allowed for.

One of these works will be to add co-ordinated traffic light controls to the Great South Rd from Newmarket to Manukau City. This will allow Gt South Rd to function as an emergency back up ‘motorway’ when the motorway is blocked.

Cost around \$20 million. 13

Major intersections. Auckland has a number of fairly major intersections on arterial roads where through traffic along conflicting roads is limited by the sharing of time for access through. Many of these need one direction to be elevated to allow greater throughput.

Estimated \$40million 14

There are other changes for traffic from the east, like taking traffic from Pakuranga highway under Panmure round-about to give it a clear run into Penrose.

Estimated cost \$22million. 15

These changes will make a major improvement to Auckland’s traffic flow, including commuter, bus and freight movements. There will be other changes to cater for growth.

Auckland’s outcome for the next 30 years must be to accommodate the perceived and expected growth of over one million more people over the next 40 years. 16

When the proposed works outlined above are carried out, congestion will be reduced to a major extent, but congestion can and will reoccur unless we provide better options for commuters to use other than their cars.

Passenger Transport requirements.

The passenger transport provided needs to be as fast or faster than using a car and

as available or more available than the private car.

It should be such that a salesman could find it as fast or faster to use it in his work as using his car. 17

The current bus and train systems cannot do this at present. To increase the service as currently proposed to even begin to approach these ideals, would involve expenditure on rail alone of \$8 billion. The total expenditure proposed (ARC) over 30 years is only \$6.9 billion. This means Auckland will not get even part of the (ARC) proposal in 30 years. Those services would then require a subsidy estimated as close to \$400 million per year. (Current subsidy \$60 million multiplied by 5.8 expected patronage growth, plus inflation) The (ARC) strategy is estimated to require a spend \$12.4 billion in subsidies over the next 30 years.

There are other options that have not been explored. New transport systems using the computer to provide automated systems, are being accepted in other countries. Auckland cannot afford the current (ARC) traditional transport proposals.

Passenger Transport future

I have designed and with support from engineers and consultants, brought to a position ready for trial, an elevated automated two-way monobeam. It was designed to answer Auckland problems and provide a solution to Auckland's needs. The current cities' officials/bureaucrats have not seen it worthy of detailed evaluation despite progress in acceptance of other new transport modes overseas.

This transport strategy includes the testing two or three of the best of these new more economic systems to find one that would suit Auckland.

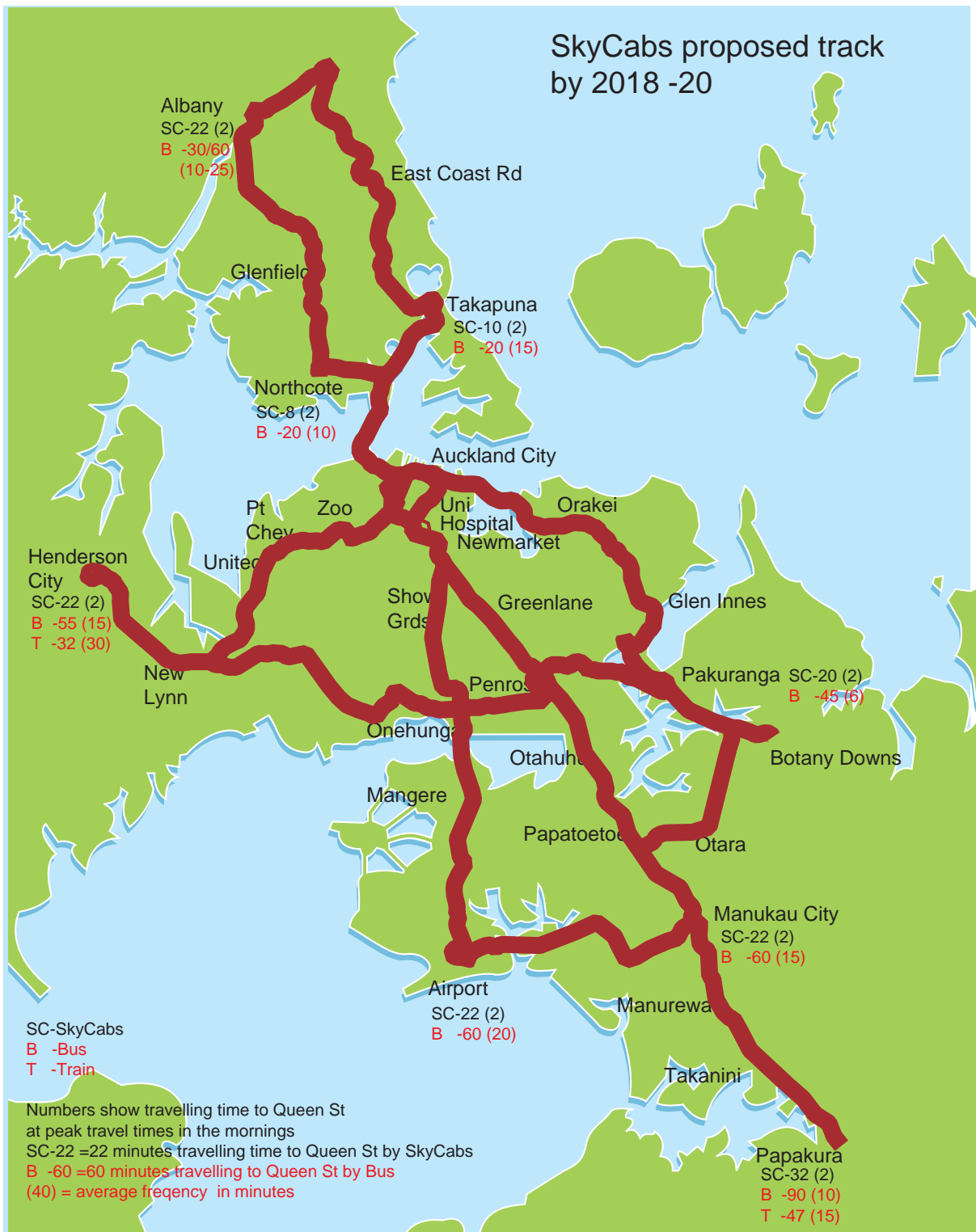
Estimated cost \$5-30 million. 18

Given this, the Auckland SkyCabs system, which I consider is the best of the systems for Auckland, is included in this strategy as a guide to what is possible with these new automated forms of passenger transport. 19

E. Build a network of elevated rapid passenger transport - \$2.8 billion

Project No 10. Test and build the proposed monobeam (two-way monorail) called SkyCabs, developed in Auckland to fulfill the 2050 dream of the ARC for rapid transit across Auckland. At a fraction of the cost of heavy or light rail.

An all over Auckland network, see Map 2, integrating and complementing existing services, with peak travel times half that of cars, buses and trains, with the possibility of increasing the Harbour Bridge capacity by 80-100% and requiring no transport subsidies. Reduction in traffic congestion probably 80%, in pollution from traffic approx 50%, in fuel costs probably 20-25%. . Estimated SkyCabs network cost \$2.8 billion. 20



SkyCabs Graphs

Map 2. Proposed SkyCabs 2020 Rapid Transit system across Auckland

Compare that to the proposed under Harbour tunnel at \$3 billion just for the tunnel and only 40% increase in Bridge capacity

Projects Summary

These roading projects can make a major reduction in congestion in a few years for just \$600million. Add in the SkyCabs passenger transport network across Auckland which could attract 10% of car trips with its fast trip and no waiting service and for approximately \$3.4 billion, **congestion would no longer be a major Auckland problem.**

\$2 billion per year congestion costs would be saved giving a 59% return a year! An additional benefit would reduce the Passenger transport subsidy by around a minimum of \$100 million per year. These changes would give a Benefit Cost ratio over 10 years of up to \$18 billion benefits for \$3.4 billion expenditure while providing Auckland with an affordable sustainable rapid transit network 30 years before standard train or bus systems could be built to do it.

While the roading changes would have an effect within 2 years, the full SkyCabs network would take 8-10 years to build so over a 20 year time period the Benefits would be \$36 billion or more with \$3.4 billion cost, giving over \$10 return for every dollar spent. Now that is worthwhile!

The SkyCabs system could take up to 25% of car trips before it was extended. However as the SkyCabs network would be profitable, other SkyCabs lines and extensions could be funded with reduced City financing. That 25% of car trips would amount to over 32,000 people into the CBD per hour, or 64,000 people per morning peak with all seated or 120,000 people with standees. With the SkyCabs network shown on Map 10, this would reduce the 85% of car trips to around 64%.

A 53% expected growth in trips over the 30 years would lift that 60% to 98%. This only leaves approx 13% increase over the existing percentage of 85% to be accommodated by roads or other passenger transport over the 30 year period. Obviously further development of roads and extension of the SkyCabs network over 30 years could reduce those figures further as required to retain Auckland's traffic without constant congestion.

So lets review the situation with this proposed 'Fix it' transport strategy.

- 1 The roading strategy removes congestion and the new transport mode (SkyCabs) ensures that congestion can be kept down by its provision of a fast, no timetable, automated, across Auckland, affordable transport system rivaling cars.
- 2 Auckland now can enjoy a 4.2% increase in GDP for 20 years, allowing up to \$36 billion or more to be saved for Aucklanders over that time.
- 3 The advantages of this new transport strategy flows into many areas
 - i It enables unemployed to get to more job interviews a day and to easily get to those jobs.
 - ii It makes the roads safer as while accidents rates would have increased with congestion, they will now decrease with less congestion. Less road rage, less car drivers killed and injured, less cyclists and pedestrians killed and injured.

- iii Air pollution from transport will be reduced by half. Health is increased. The walking to SkyCabs stations is healthy and the ability to have a bicycle carried on a SkyCab will encourage the use of cycling by avoiding the necessity to ride home in the rain when the weather changes.

4 Funding of this strategy is well within the budget and can be definite.

It should be remembered that we must consider Auckland as a growth city able to handle the 1.2 million extra people expected over the next 30 years and plan for it. The SkyCabs network can be easily extended allowing all centres to be readily linked into the combined Auckland transport system.

New Roads

Over the 30 year planning term there will be need for more roads to be provided and other transport services.

A problem currently exists in new roading in particular. The taking of homes is resisted vigorously.

This is reasonable on two counts. The first is that no house should be taken without there being good cause for the good of the community. This needs to be scrutinised carefully. The second reason is that people displaced from their homes do not get adequate compensation. Compensation is currently determined by their valuer arguing the case with a council valuer. The council valuer can spend whatever time necessary to make the council case while the owner's valuer knows the time that can be spent is limited by the owner's pocket. The sale price is then far from a willing seller/willing buyer price.

Plus there is the cost of shifting, the cost of remaking a garden, the difficulty of finding a new house at the right price in the willing seller/ desperate buyer market. Leaving aside questions of personal upheaval undergone by the occupant who may have spent 5-10 years waiting for council's final decision while trying to live in uncertainty. That society currently accepts that the public good should benefit at the private owners expense, is amazing. How can society rejoice in progress while there are 'hard done by' residents? Some people on the ARC propose that there are always winners and losers. Well I believe there should only be winners and that should be the focus of all dealings. So in regard to the taking of private homes, the Auckland City should pay twice the agreed valuation. If there is some degree of extra realised by the dispossessed home owner, it is only right and both them and our society can then enjoy the fruits of the new work.

The extra payment for compensation will be very likely to shorten the disagreements and the time to commencement of work. NZ projects take much longer to get started than in other countries. This approach to compensation will pay for itself in the shortened time to completion and in a more balanced approach to new developments. 21

Other transport developments

Other forms of PT will be continued in the present form. New busways which increase congestion along the route will not be promoted. Bus stops where the stopped bus blocks traffic flow should be changed to allow efficient flow of traffic. 22

Train trips will be continued with. Where there are new trips that will pay for themselves without subsidy, those train trips will be instigated.
The electrification of the rail lines should be continued if the Government pays for it.
The Constructing the CBD rail loop should be left until a later date when demand requires it and the city can afford it. 23

Auckland needs a time of consolidation, a time of making money, a time of easy mobility and travel to remake the Auckland magic. 24

The Transport Authority.

The Transport Authority will be directed that only projects which have clear advantageous Benefit/Cost (B/C) ratios above a minimum of 1.6 should be considered. (As adopted by Melbourne to successfully solve their city's transport problems) As projects proceed to more detailed evaluation, a further B/C analysis must be required that should still be above 1.6. After preliminary engineering and before detailed engineering is allowed to proceed, a further B/C analysis should be carried out and a decision made as to whether the project should proceed. 25

Two years after the project is completed a further evaluation should be carried out to see if the project has achieved the benefits outlined and that the costs are within those of last evaluation. If they are not, the consultants pricing the project should be categorised and that evaluation taken note of if the consultants are selected to be used in other projects. This procedure is standard in the FTA in the USA. 26

The 'fruit salad' of inconsequential criteria which currently governs the selection of projects by ARTA needs to be done away with. Seriousness, Urgency, Efficiency, and Strategic Balance should be done away with and only the last, Effectiveness- or Benefit/Cost analysis, should be retained. The first four criteria can be used to approve any scheme or project whatsoever. They make nonsense of the need to utilise funds to the best advantage or to concentrate on the main objective which is to have all of Auckland's transport facilities working at top efficiency. Anything less is deliberate harm to Auckland's economy. Seriousness has been used for years as the way to get the road sealed outside the property of the Council's Works Chairman. We cannot afford this nonsense, particularly when there is a shortage of funds, for these so called Serious, Urgent, Efficiency and Strategic Balance projects. 27

ARTA inherited existing projects when it was formed. If there are urgent projects today it is on the ARTA's directors head that they are urgent. But how can they be urgent? Were they not part of a whole project? They would then be an over-run not a separate project. Was there not a Benefit Cost analysis showing they were worthy of receiving funds? If not they must be of little concern while \$2 billion gets wasted every year.
The Transport Authority will have to live with Benefit/Cost analyses and put an end to 'pet' uneconomic projects. 28

The Transport Authority will also be directed to add all costs to the project that instigated those costs. ARTA has adopted a hopeless accounting system that can share out the costs of a project to other activities so the approved project cost is thereby reduced down to obtain approval. The North Shore Busway is one example. It was approved as four stations for around \$46 million. Everything escalated as real costs were 'discovered' until

the ARC Chairman of the Regional Transport Committee claimed publicly that the cost, previously thought to have reached \$400 million, was going to reach \$450 million!

Then the official cost was reduced by chopping off the overbridges required for the busway but used by traffic, on the basis that the buses on the Busway will not use them. The official cost is now down to \$300 million and reducing.

This is concealing the real cost of projects which should be transparent. The Transport Authority must comply with good international practice and properly document all costs concerned with a project with whatever agency that is involved. 29

There should be an evaluation using these principles of all projects when the new Auckland City takes over. 30

Co-ordination of traffic lights.

There are a number of arterial roads that handle commuter traffic at peak times that suffer congestion. There is no advantage to the city to delay traffic in order to punish car users. Speeding traffic through, assists all, achieves better fuel efficiencies and gives Aucklanders pleasure in those efficiencies. Lights should therefore be coordinated to allow continuous movement of traffic past the lights. Some restriction of cross traffic may well be experienced during these peak times. There will be scope for minor adjustments to facilitate extra cross traffic where it is required during the peak times. 31

Overall, the efficient movement of traffic must be the overriding criteria. 32

Cycling

To date cycling has been a 'left over' requirement of road space. Cycling lanes have been placed within bus lanes, a safety and efficiency conflict, or on footpaths with lamp posts, rubbish bins and untrimmed trees as obstacles. Other cycleways are placed on the side of motorways where the cyclist is placed facing the wrong way right beside 80 and 100km/hr traffic.

Thought must be given to proper and safe placement of cycle lanes within our roading network.

Where it is desired to have cycleways along motorways a separate sealed pathway should be made at the edge of the road reserve separated from the motorway by grass verge and or trees. This would be safer and provide a far more enjoyable ride with less noise and fumes from the traffic. 33

Other routes need to be made through the city utilising side streets with wider verges that can be utilised for cycleways without cyclists threatening pedestrians or suffering from opening of car doors. 34

It may well become problematic as to whether cyclists should pay a levy just as motorists do. As costs mount and cyclists demand their own road space, it is inequitable that only motorists should pay for roads. A general rate allowance would be one option but that would increase the motorists tax, unless motorists were exempted from the cycle tax. 35

Pedestrians

Pedestrians can be regarded as the people without cars. In fact they should be regarded as the backbone of Auckland's economy. A car driver cannot shop. A pedestrian can shop. Every effort should be made to encourage car drivers to be pedestrians and shoppers. There needs to be a reasonable amount of parking to service the number of shops. While 85% of journeys are made by car, parking must be facilitated. The reduction of parking in a shopping area forces potential shoppers to go elsewhere. 36

As passenger transport systems begin to provide a faster trip than can be obtained by car, people will gravitate to using them.

Until then Auckland should reverse its current policy of encouraging high parking fees and restricting parking in the CBD. 37

Growth

Growth has been a catchword that triggers fears of more congestion, more pollution and terrible fuel use. Growth is the way in which a city obtains its livelihood. Growth needs encouragement. It needs positive direction from all sides. The new Auckland must allow for this. It should change its hard line approach to new ideas and deal with them on a results basis. 37

Half of new jobs comes from new innovations in some places. Old products have limited life. Jobs in old products have limited life.

Auckland must adopt new approaches to innovation and new ideas. That there are few engineers in local councils means that there are few if any who approach risk with the view of taking on the 'risk' together with the necessary means to reduce the risk to acceptable levels.

Together we need to change this approach. We need to find new better ways of doing most things. We bemoan the fact that NZ has more of its population overseas on a percentage basis than any other country. Yet young men and women will leave these shores to find the exciting developments occurring elsewhere. As a 14 year old told his economist mother when viewing SkyCabs. "Gee Mum, if they did that here I wouldn't go overseas."

How many do we send off with our timidity, our lack of nous in handling new products or methods?

Conclusion

This clear transport strategy, to fix Auckland's congestion, is the only economic, healthy, pollution reducing, fully sustainable transport strategy that can give Aucklanders a transport system to be proud of; 38

- To make moving around Auckland pleasurable.
- To encourage back those many who have decided to forego visiting across the Harbour Bridge.
- To entice back those 'out of Auckland' visitors to enjoy Auckland once again.

- To take the pressure off the increasing transport subsidies that many in Auckland find is too much on top of rate increases.

Lets change the conversation in Auckland, from complaining about the traffic, the congestion, to discussing changes, new approaches, to how we can implement those changes advantageous to Auckland. These are conversations that make our society better, that are productive, that make Auckland a better place.

Let's be proud of Auckland, its people, its caring, its forward thinking. Lets adopt a transport strategy to make Aucklanders wealthy. Why else do we toil together?

Only this proposed transport strategy, to remove congestion, will reduce the \$2 billion useless expense congestion currently causes us. Lets act as fast as possible to effect it, to allow that \$2 billion in time, useless waste and pollution to be placed at our disposal. To make Auckland far more productive. To give Aucklanders more freed up traveling time for family time, for extra work, for home improvements, for just enjoying Auckland with our family.

We have two options. To accept the current ARC transport Strategy, too expensive to be achieved without even more money, with ever higher rates, petrol taxes and developer levies programmed, and all for a transport system that cannot even handle its percentage of the increasing population.

Or

We take steps to change direction. Make Auckland a better, wealthier place and have the courage to fix Auckland's major problem, congestion, by supporting this alternative strategy.

Just remember you wouldn't go to a surgeon who said 'I can't fix your appendix'. Why would you follow the ARC's current strategy when they say they can't fix congestion. What are they going to do then? Fiddle and spend your money on useless projects that they call 'Serious'?

I ask you to take time and make your mind up on Auckland's transport future. Do you want Auckland remembered for congestion when cities much larger cope better? Or do you want Auckland to be great for you to use, move around in?

If you haven't spent much time thinking about these matters it is time for you to do so. There is so much to lose in the next 30 years. You can pay over the next 30 years for accepting the current ARC transport strategy, or by supporting this alternative strategy, solve that problem and help make all of Auckland wealthy.

I urge you to respond to the Alternative Transport Strategy via Transportstrategy@skycabs.co.nz and a copy of your submission will be sent to the ARC or

Transport Strategy PO Box 9823 Newmarket Auckland 1149, where a summary of the responses will be presented to the ARC and/or

to make submissions to the ARC and tell them what you want for Auckland, not just the minor points they suggest you should respond to in their ARC strategy.

This Alternative Transport Strategy conforms to all the legal requirements so well outlined in the ARC Transport Strategy document. To save paper those requirements are not duplicated in this document.

Aucklanders are called to set the direction for the new Auckland.
Let's set these clear, useful, directions for Auckland transport.

Hugh Chapman
Registered Architect
CEO
SkyCabs International Ltd

Further information on SkyCabs is available on www.skycabs.co.nz
Further information on other new forms of automated transport is available on www.faculty.washington.edu/jbs/itrans/monolink.htm