

Public Transport Eastern Network Submission

9 December 2015

Executive Summary

The Greater East Tamaki Business Association Inc. (GETBA) represents close to 2000 businesses in East Tamaki, with a workforce of almost 30,000 employees, which is expected to grow to 45,000 over the next 10 – 15 years with further development of the Highbrook Business Park.

We had a positive outcome subsequent to our Southern Network submission. We endeavour to maintain a regular dialogue with Auckland Transport, to ensure all changes and improvements to the public transport network include provisions for employees in the East Tamaki Business Precinct.

As part of the Eastern Network Consultation, we have again engaged our local businesses and employees to assess the current use of the existing public transport network, the impact the proposed changes will have on current public transport users, and the overall appetite for public transport in East Tamaki.

As in our last consultation process, we found that a large number of employees in East Tamaki would like to use public transport for their commute to work, but they are currently unable to, due to a gap in services, or unfeasible costs/travel times.

We engaged a further 233 employees in this round of consultation (on top of the 330 engaged as part of our prior submission), and found only 8% currently use public transport, yet 92% indicated that they would if there was a service that suited them.

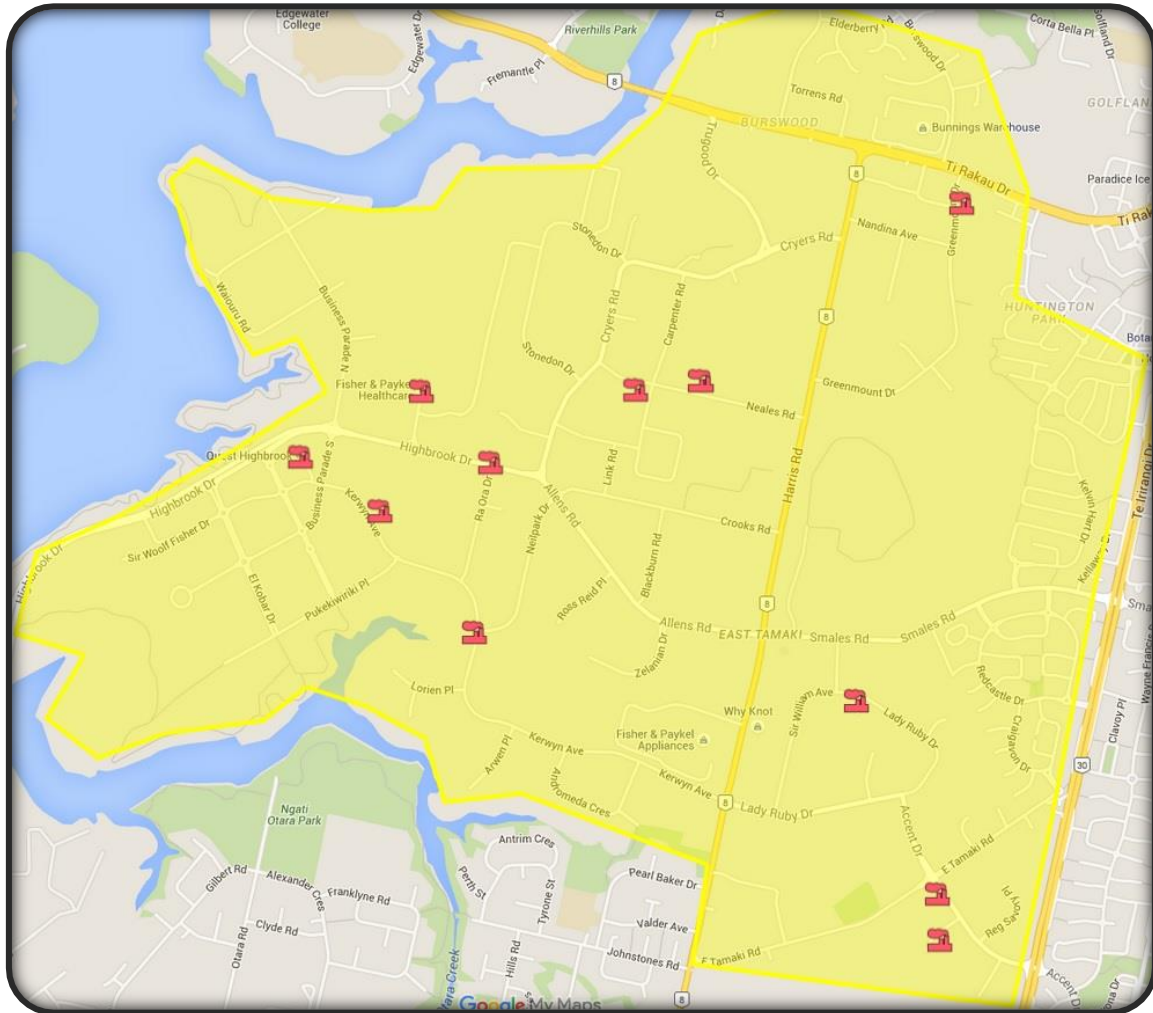
We believe the proposed changes to the Eastern Network are well considered, and integrate efficiently with the Southern Network changes. The net result should provide a more connected and efficient service for employees in East Tamaki, and the Eastern Suburbs as a whole.

Whilst these planned changes are positive, our consultation has once again highlighted that the current public transport network is grossly underutilised by employees in East Tamaki for various reasons. We believe a concerted marketing effort is required to engage our local demographic, and comprehensively demonstrate the benefits and improvements of the new streamlined network, and integrated fare zone systems.

Please see below our consultation process, comments and suggestions for the proposed Eastern Network routes affecting passengers commuting to East Tamaki:

Consultation Area

As indicated on this map, we have taken a strategic approach to this consultation process with regards to the geographic area covered, to ensure we captured the most relevant data in relation to current and proposed routes and services. We have also engaged a mix of both blue and white collar employees with varying shift times, which has enabled us to make an educated assessment of the suitable hours of operation for public transport services that travel via East Tamaki.



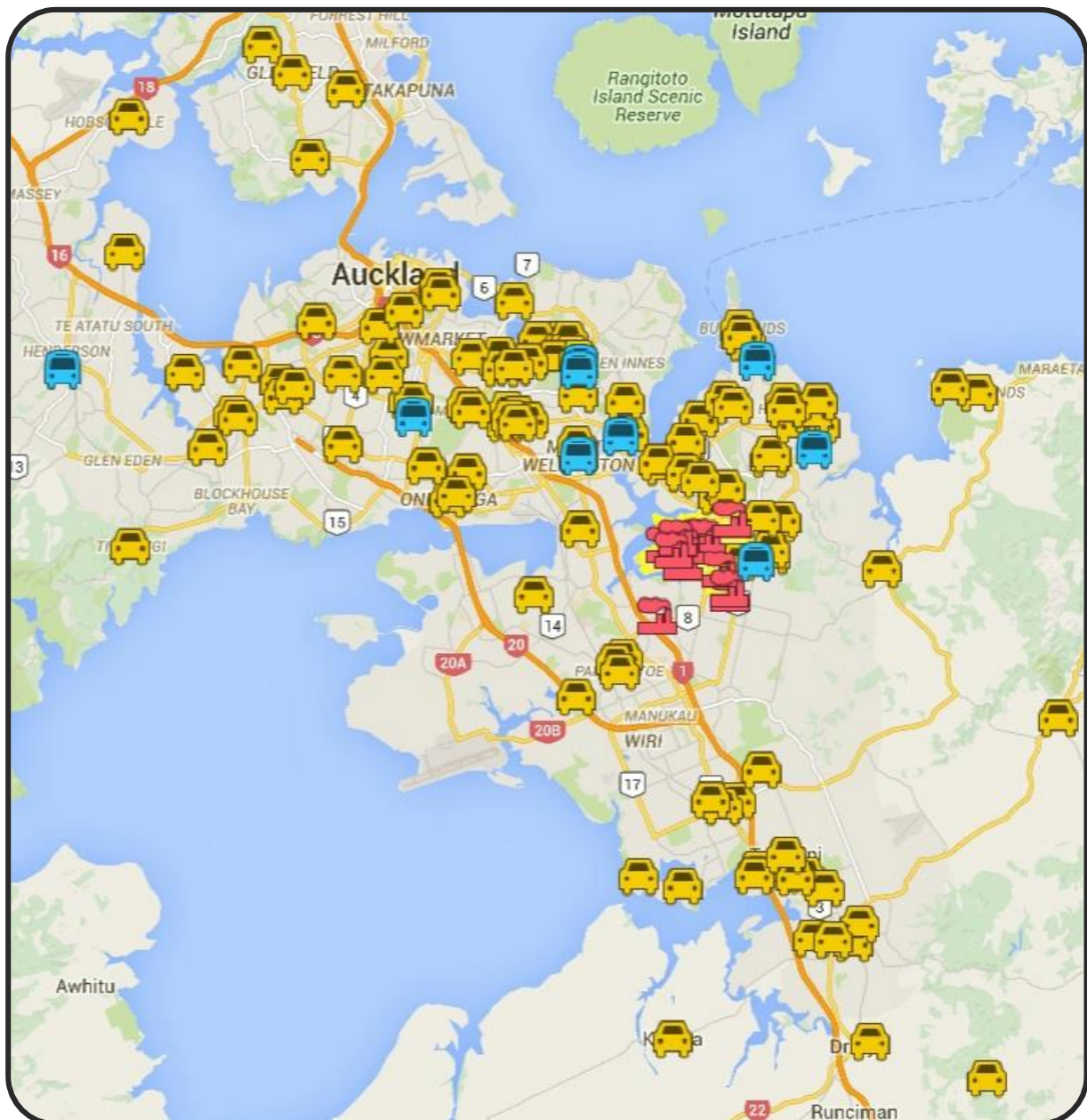
Employee Locations

As part of our engagement with employees, we asked where they were travelling from, so that we could identify the strengths and weaknesses of the network with regards to routes and services travelling via East Tamaki.

This map gives us a clear indication of the areas that are populated by East Tamaki employees who currently use, or wish to use public transport for their commute to work, and by assessing this with correlating data we collected, we have been able to identify the impact the proposed Eastern Network will have on employees in East Tamaki.

 = Employees that would like to use public transport for their commute to work

 = Employees that currently use public transport for their commute to work



Affected bus routes:

500 - Replaced by #53, which connects at Botany with #53b, then travels via East Tamaki Heights to Ormiston.

Comment: *Effectively the same service renamed – good solution*

501 - Replaced by #53, which connects at Botany with #53a, then travels via Sommerville to Howick.

Comment: *Effectively the same service renamed – good solution*

550 - Replaced by #55, which connects at Howick with #55a, which terminates in Cockle Bay, or 55b, which terminates at Botany.

Comment: *Similar service with better connectivity to Botany Town Centre – good solution*

551 - Replaced by #543, which connects at Howick with #55b, then travels via Chapel Rd to Botany.

Comment: *Similar service with one added connection – good solution*

565 - Discontinued. Alternatives are #543 (Pakuranga - Howick) #561 (Half Moon Bay- Panmure) #567 (Half Moon Bay- Howick)

Comment: *Removes a direct link from Half Moon Bay to Highbrook, which could frustrate some commuters currently using the service. Also cuts out Gossamer Drive and leaves Pakuranga Heights isolated from any direct routes to Botany. Cuts out Burswood altogether. (see suggestions on page 5)*

575 - Replaced by #351, which now starts in Onehunga and terminates in Botany via Otahuhu and East Tamaki.

Comment: *Longer service with a new start point, travelling via Otahuhu as we suggested in our Southern Network Consultation submission – good solution*

New bus routes:

361 - Manurewa - Highbrook via Manukau and Otara.

Comment: *New service catering for residents in Manurewa that work in Highbrook – good solution*

314 - Middlemore - Mission Heights via Otara and Ormiston.

Comment: *New service connecting Middlemore with Otara and Ormiston Road – good solution*

35 - Manukau - Botany direct (via Chapel Rd).

Comment: *New service with a direct and fast link from Manukau to Botany – good solution*

Suggested changes:

351/361 - We suggest these services are started earlier (5:30am) to cater for shift workers in Highbrook.

565 – We suggest another route from Half Moon Bay to Botany that travels via Pigeon Mountain Road, and Gossamer Drive. This could compliment the new 566 service by operating at alternate times, reducing the time between buses to 15 mins from 30 mins during peak periods. It would also provide a direct option to Botany for commuters west of Half Moon Bay, and in Western Pakuranga Heights. See the suggested route highlighted in green below:



GETBA is supportive of the proposed Eastern Network, and we hope that these suggestions are taken on board as constructively as they are intended.

For any questions about this submission, please contact:

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