The majority of working/studying commuters’ journey starts from a fixed point to another fixed point or vice versa during a fixed short time (period) on weekdays and repeat their journeys year round.

Adequate capacity of P&R station is the most important element of the system

Solving peak time traffic congestion = Solving whole city’s traffic congestion

“Leasing not Building” is the only possible, economic and sustainable way of having P&R stations in Auckland citywide

111

To increase the CBD access capability of rail to three times of Britomart station based on the rule of “Localised Commuters” without large expensive projects.

To increase the efficiency of the whole system to 25 times more than the current system due to the coverage increment of bus/train/ferry P&R facilities

To take 20,000 or more personal cars away from the main road of the transport network by having same capacity of P&R stations

To increase the efficiency of the bus services by applying “One Basket” Bus management System

2200 cars = one motorway lane

**Auckland is one of the most** spread **cities in the world.**

“Localised Commuters”: Half of the commuters from West would work/study in western side of the CBD. Likewise half of the commuters from South would work/study in southern part of the CBD

Aim for no new expensive projects

**Synchronously improving whole system, even with a small progress, in most cases would be much more efficient than over optimizing just one or two sub-systems.**