**Waitākere Ranges Local Board**

**OPEN MINUTE ITEM ATTACHMENTS**

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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Attachment A

Item 8.1

Why Trains to Huapai?

www.PTUA.ORG.NZ
Rail faster to key Western points

Trains to Huapai within 12 months

www.PTUA.ORG.NZ
Our Solution

- Frequent SINGLE passenger train (railcar) shuttle providing hourly services Huapai – Swanson (Similar to the current Papakura – Pukekohe railcar shuttles)
- 14 return services daily, 6am – 8pm
- Connects with new electric train network at Swanson
- Reliable Congestion Free route
- Not impacted by delays from Britomart
- Connect with buses from Helensville / Waimauku...and Riverhead
- Waitakere station returned to the Auckland rail network
### Advantages

- No double tracking required
- No upgrades required to Swanson, Waitakere Stations. Car park added to Huapai station in medium term [Kiss and Ride initially].
- No new rolling stock, rail lines or signal upgrades required (Waitakere station limits could be extended to Huapai station, or use existing Track Warrant Control)
- Freight trains can be time tabled to cross at Waitakere Station
- No electrification required, Waitakere tunnel not an issue
- Utilises under used existing infrastructure and AT rolling stock assets
- Operating costs marginal in comparison to rest of rail network
- Opex excluding fare revenue approximately $1.5 million per annum

### Advantages Over Light Rail (Tram)

- Delivered within 12 months vs 8+ years
- Connects to entire existing Auckland rail network
- Trains To Huapai CAPEX $4 million VS $50 Billion for Light Rail
- Will connect to future Light Rail network
- Serves different routes and passenger capture points to Light Rail
- New Government is investing in upgrading North Auckland Rail line (NZ First Policy)