

## Attachment B: Alternative transport investment option for Rodney Local Board

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This attachment outlines the projects that would be funded under the alternative investment option for transport improvements for Rodney Local Board. Note that all costs are indicatively only and are subjected to change without notice. The programme will continue to be updated as new information becomes available. The base level of investment in the Rodney Local Board area can be established from the draft Regional Land Transport Plan. The investments included in the original proposal are set in Attachment B: Transport investment options for Rodney Local Board included in the report entitled Rodney Local Board transport targeted rate considered at the board's 5 December 2017 meeting. The costs are net of fare revenue which is not expected to be material. All costs are indicative and are subjected to further review.

### Bus service from Huapai to Westgate

**Scope:** Additional buses to run 122 service in the peak could enhance overall attractiveness to public transport in the Tapu Road/Matua Road catchment area. Under the new network, there is already a 122 service between Tapu Road/Matua Road to Westgate. This proposal is to introduce additional buses in the peak to increase frequency. Terminating at Westgate opens up the option of connecting to 110 service from Westgate to the City Centre and connecting to 120 services to Constellation Station. When inter-timed with 125x service, there would be a service approximately every 15 minutes on the main road in the peak. This service seeks to support forecast growth in North West Auckland. Approximately 30,000 house and 13,000 new jobs are anticipated in the area over 30 years.

**Estimated costs:** Estimated project cost for 4 trips in the peak direction at peak times would cost around \$230,000 p.a.

**As per RLTP:** AT does not have plans to increase/introduce additional buses to the 122 service.

**Beneficiaries:** This service will benefit residents living in close proximity to the proposed route, providing an alternative mode of transport and possible localised decongestion benefits. This includes Riverhead and Westgate. This is depicted in appendix A, figure 3.

**Rationale for Beneficiaries:** Beneficiary (bus service catchment area) assumptions for this route were made on allowing 500m catchment of proposed bus stops, but up to 1000m can be considered within the catchment of a stop, depending on the situation. In the case of projects proposed by Rodney Local Board, none of the settlements are that big, so they could all realistically be said to benefit. Location of proposed bus stops were based on their placement at key intersections and existing locations.

### Bus service from Riverhead to Westgate

**Scope:** Riverhead to Westgate would connect to the wider AT Metro network. This would enable connections to more destinations, including 110 services direct to the City Centre, as well as 120 to Constellation Station. The service would operate 30 minutes at peak, and hourly at other times 7 days a week. This service seeks to support forecast growth in North West Auckland. Approximately 30,000 house and 13,000 new jobs are anticipated in the area over 30 years.

**Estimated costs:** Estimated project cost for 4 trips in the peak direction at peak times, and hourly services at all other times would cost around \$520,000 p.a. Whilst a comprehensive review of any current bus stop facilities and requirements for new bus stops and shelters has not been undertaken, AT envisage that a further 5 pairs of bus stops, with shelters on the inbound bus stops, might be required to support this service. This would be a one-off capital cost of \$200,000 – based on \$40,000 per stop pairing. This is depicted in appendix A, figure 4.

**As per RLTP:** AT has plans to introduce this service but this wouldn't be before the 2020/21 financial year.

**Beneficiaries:** This service will benefit residents living in close proximity to the proposed route, providing an alternative mode of transport and possible localised decongestion benefits. This includes Riverhead and Westgate. This is depicted in appendix A, figure 4.

### **Bus service from Wellsford to Warkworth**

**Scope:** Wellsford to Warkworth would connect to the wider AT Metro network. This would enable connections to more destinations. The service would operate hourly 7am to 7pm, 7 days a week. With additional 7.30 and 8.30am services to Warkworth on weekdays and additional 5.30 and 6.30pm services to Wellsford on weekdays.

**Estimated costs:** Estimated project cost for hourly services 7am to 7pm, 7 days per week, plus additional half hourly services, would cost around \$520,000 pa. Whilst a comprehensive review of any current bus stop facilities and requirements for new bus stops and shelters has not been undertaken, AT envisage that additional bus stops, with shelters on some of these, would be required to support this service. This would be a one-off capital cost of \$50,000.

**As per RLTP:** AT has no current plans to introduce a service such as this.

**Beneficiaries:** This service will benefit residents living in close proximity to the proposed route, providing an alternative mode of transport and possible localised decongestion benefits. This would primarily be of benefit to Wellsford residents.

### **Bus service from Helensville to Silverdale (Hibiscus Coast Bus Station)**

**Scope:** Helensville to Hibiscus Coast Bus Station would connect to the wider AT Metro network. This would enable connections to more destinations, including 110 services direct to the City Centre, as well as 120 to Constellation Station. The service would operate hourly 7am to 7pm, 7 days a week. This service seeks to provide connections from the Northwest to the high frequency Northern Express.

**Estimated costs:** Estimated project cost for hourly services 7am to 7pm, 7 days per week would cost around \$750,000 pa. Whilst a comprehensive review of any current bus stop facilities and requirements for new bus stops and shelters has not been undertaken, AT envisage that additional bus stops, with shelters on some of these, would be required to support this service. This would be a one-off capital cost of \$200,000 – based on \$40,000 per stop pairing.

**As per RLTP:** AT has no current plans to introduce a service such as this.

**Beneficiaries:** This service will benefit residents living in close proximity to the proposed route, providing an alternative mode of transport and possible localised decongestion benefits. This includes Helensville, Kaukapapa and Waitoki.

### **Bus service from Huapai to Albany (Albany Bus Station)**

**Scope:** Huapai to Albany Bus Station would connect to the wider AT Metro network. This would enable connections to more destinations, including services direct to the City Centre. The service would operate hourly 7am to 7pm, 7 days a week. This service seeks to provide connections from the Northwest to the high frequency Northern Express.

**Estimated costs:** Estimated project cost for hourly services 7am to 7pm, 7 days per week would cost around \$715,000 pa. Whilst a comprehensive review of any current bus stop facilities and requirements for new bus stops and shelters has not been undertaken, AT envisage that additional bus stops, with shelters on some of these, would be required to support this service. This would be a one-off capital cost of \$200,000 – based on \$40,000 per stop pairing.

**As per RLTP:** AT has no current plans to introduce a service such as this.

**Beneficiaries:** This service will benefit residents living in close proximity to the proposed route, providing an alternative mode of transport and possible localised decongestion benefits. This includes Huapai, Riverhead, and Coatesville

### **Warkworth Park and Ride**

**Scope:** The local board considers that a park and ride facility at the old Atlas site would be relatively easy to implement, provided a lease land/licence arrangement could be established, subject to further investigation.

**Estimated costs:** Capital cost for 120 spaces at an estimate of \$10,000 per space equals \$1.2 million.

**As per RLTP:** This project has been considered in the draft RLTP and is not planned to be delivered within the 2018-2028 period. Opex cost of \$285,000 over 10 years.

**Beneficiaries:** Warkworth Park and Ride would provide a wide catchment. The Park and Ride would provide an alternative mode of transport the Warkworth area and possible localised decongestion benefits.

**Rationale for Beneficiaries:** Based on the survey data from FLOW, Passenger origin data from Albany saw people travelling from Snells beach, Waitoki, Helensville, Arkles Bay, and Warkwork. This confirms the fact that stations/terminals which are most distant from the city centre attracts wide catchments, it is plausible to assume Warkworth Park and ride could attract a wide catchment north and north east of Warkworth.

### **Huapai Park and Ride investigation**

**Scope:** AT investigated the possibility of accelerating a Huapai Park and Ride facility. This project seeks to support forecast growth in North West Auckland. Approximately 30,000 house and 13,000 new jobs are anticipated in the area over 30 years.

AT have undertaken rapid investigation of a number of options

- A Park and Ride facility on 391 and 393 Main Road has been considered. However, AT understands as part of safety improvements along State Highway 16, the Transport Agency (NZTA) are planning on placing a median “barrier” along SH16 opposite and to either side of this land which will prevent right hand turns out on to SH16 from that land. Access to that land from the realignment of Station Road is being investigated however AT traffic engineers advise that right hand turns into that area of land by vehicles travelling south from the Tapu Rd \ Station Rd intersection should be kept to a minimum as this may create localised congestion in a residential zone.
- Kumeu showgrounds could be established as a Park and Ride. The land is privately owned and current estimates for a lease land arrangement would in the order of \$40,000 p.a.

The advice from AT Strategy is that a Huapai park and ride facility was not planned for another decade. However, a programme business case on the park and ride programme is underway, which will look at appropriate locations regionally, including the Huapai/Kumeu area. AC has strongly recommended AT to include Huapai Park and Ride into the draft revised proposal.

**Estimated costs:** An indicative amount of \$4 million dollars, intended to represent the cost of a small park and ride (50 spaces, including land purchase) has been included. The completion of the programme business case will inform the decision on whether a park and ride is sensible in the Huapai/Kumeu area.

**As per RLTP:** This project has not been considered in the draft RLTP, as it is planned in the 2nd decade.

**Beneficiaries:** Huapai Park and Ride would provide a wide catchment, as depicted in appendix A, figure 1. The Park and Ride would provide an alternative mode of transport the Huapai area and possible localised decongestion benefits

**Rationale for Beneficiaries:** Flow transportation specialist (FLOW) was commissioned by Auckland Transport to undertake a survey of public transport users at key stations and Park and Rides. The survey was designed to provide information on those who currently use the Park and Ride facilities, particularly the trip characteristics of the users, including origin and designation information. These surveys show stations/terminals which are most

distant from the city centre, such as Albany, Half Moon Bay, West Harbour, Pukekohe, and Hobsonville attract wide catchments. Passenger origin data from Swanson saw people travelling from Bethells Beach, Waimauku, Riverhead, and Taupaki. Therefore, it is plausible to assume Huapai rail station could attract a wide catchment.

## Proposed footpath programme

**Scope:** The proposed footpaths programme supports integration with public transport by providing improved links to bus stops and other public transport interchanges, provides improved transport links to metropolitan centres, district centres, town centres and village centres and integrate with other planned community infrastructure investment, increase mode choice and encourage active modes, particularly for short distance trips, to improve safety for pedestrians, support overall network resilience and efficiency by providing alternative mode options for shorter trips and to provide wider air quality, economic, health and recreational benefits for local residents living in the areas targeted for increased investment.

Estimated costs: Rodney Local Board has an unprioritised footpath list. A targeted rate that raised \$15m could deliver a programme of footpaths spread around Rodney's township, such as:

- Kaipara Coast Highway - Kaukapakapa (740m, \$1.4m)
- Alice Street - Riverhead (254m, \$365k)
- Newton Road – Riverhead (245m, \$347k)
- Tapu Road, Huapai - Parkview Lane (86m, \$123k)
- Springs Road – Riverhead (462m, \$664k)
- Fire Station to Peak Rd along SH16 – Kumeu (1.2km, \$1.4m)
- Pulham Road – Warkworth (240m, \$405k)
- Wilson Road – Warkworth (490m, \$690k)
- Rodney street - Wellsford (230m, \$539k)
- Domain Crescent - Muriwai (536m, \$770k)
- Falls Road – Warkworth (417m, \$599k)
- Goodall Road - Snells Beach (216m, \$310k)
- Blue Gum Drive - Warkworth (449m, \$645k)
- Dairy Flat Highway - Dairy Flat (815m, \$1.1m)
- Matakana Road - Matakana (2.1km, \$717k)
- Leigh Road – Whangateau (259m, \$372k)
- Puhoi Library to the Krippner Road Bridge (tbc, \$255k)
- Puhoi to State Highway 1 (tbc, \$455k)
- Kahikatea Flat Road – Waitoki (345m, \$495k)
- Omaha Drive - Omaha (800m, \$1.1m)
- Rodney Street - Wellsford (330m, \$108k)
- Rodney Street - Wellsford (Centennial Park Road), (375m, \$123k)
- Sandspit Road - Sandspit (924m, \$303k)
- Worker Road - Wellsford (259m, \$85k)
- School Road – Wellsford (544m, \$178k)
- State Highway 1 – Wellsford (tbc, \$180k)
- Mckinney Road – Warkworth (tbc, \$987k)

Estimated maintenance costs for footpaths are roughly \$275 dollars per km, per annum. Because the footpaths programme has not been prioritised, AT has included a nominal amount of \$30,000 for maintenance of footpaths over 10 years. The programme may need to be revised from time to time in light of operational factors. Indicative location is depicted in appendix A, figure 1.

**As per RLTP:** This programme has been considered in the draft RLTP, which has provisioned \$30m in the draft RLTP. However, when compared to other project proposals for funding, this programme has not been identified as high priority and therefore unlikely to get funding.

**Beneficiaries:** Although individual projects mainly benefit residents in the local area, the overall programme provides benefits across Rodney's township by enhancing localised amenity and promoting walking and cycling in the community.

**Rationale for Beneficiaries:** New footpath proposals are primarily in the urban areas and would benefit towncentres, bus stops, education intuition, employment areas, significant community areas. Priority are given to those footpaths which lie within 300m from those areas, along with safety and connection to existing footpath and growth area and other considerations. As per the attached map, these priority footpaths are reasonably disperse in Rodney and seeks to address infrastructure deficit and provide a basic network of footpaths where key gaps are identified.

### Summary of costs for option 3: Distributed benefits

Project	10 year OPEX	10 year CAPEX	10 year total	10 year total (inflated)
Bus service from Huapai to Westgate	2,300,000		2,300,000	2,518,436
Bus service from Riverhead to Westgate	5,270,416	200,000	5,470,416	5,970,958
Bus service from Wellsford to Warkworth	5,200,000	50,000	5,250,000	5,743,855
Bus service from Huapai to Albany	6,500,000	200,000	6,700,000	7,317,319
Warkworth Park and Ride	285,208	1,200,000	1,485,208	1,512,295
Huapai Park and Ride investigation		4,000,000	4,000,000	4,000,000
New footpaths	30,000	14,925,826	14,955,826	17,295,270
<b>Total</b>	<b>19,585,624</b>	<b>20,575,826</b>	<b>40,161,450</b>	<b>44,358,133</b>
<b>Interest cost</b>				1,693,448
<b>Total targeted rate</b>				<b>46,051,581</b>
Bus service from Helensville to Silverdale from 2019/2020 (depends on broader NZTA funding) (Given uncertainty regarding the is project the benefits for Kumeu and Dairy Flat aren't modelled below)	6,750,000	200,000	6,950,000	

**Note:** All costs are indicative only and are subjected to further review. Delivery will be phased, to be aligned with revenue generated from targeted rate. The programme will continue to be updated as new information becomes available. If business cases for the additional public transport services delivered an NZTA subsidy the Helensville to Silverdale service could be delivered within the current funding envelope.

### Summary of costs for option 3: Differential benefits based on Rodney subdivision

Project	10 year OPEX	10 year CAPEX	10 year Total	10 year total (inflated)
<b>Kumeu Subdivision</b>				
Bus service from Huapai to Westgate	2,300,000		2,300,000	2,518,436
Bus service from Riverhead to Westgate	5,270,416	200,000	5,470,416	5,970,958
Bus service from Huapai to Albany (80%)	5,200,000	160,000	\$5,360,000	5,853,855
Huapai Park n Ride investigation		4,000,000	4,000,000	4,000,000
New Footpaths	11,968	5,146,608	5,158,576	5,965,399
<b>Subtotal</b>	<b>12,782,384</b>	<b>9,506,608</b>	<b>22,288,992</b>	<b>24,308,648</b>

Project	10 year OPEX	10 year CAPEX	10 year Total	10 year total (inflated)
<b>Dairy Flat Subdivision</b>				
New Footpaths	3,111	1,667,616	1,670,727	1,932,083
Bus service from Huapai to Albany (20%)	1,300,000	40,000	1,340,000	1,463,464
<b>Subtotal</b>	<b>1,301,111</b>	<b>1,707,616</b>	<b>3,010,727</b>	<b>3,395,547</b>

<b>Warkworth Subdivision</b>				
Warkworth Park n Ride	285,208	1,200,000	1,485,208	1,512,295
Bus service from Wellsford to Warkworth (20%)	1,040,000	10,000	1,050,000	1,148,771
New Footpaths	12,310	6,891,587	6,903,897	7,983,924
<b>Subtotal</b>	<b>1,337,518</b>	<b>,8,101,587</b>	<b>9,439,105</b>	<b>10,644,989</b>

<b>Wellsford Subdivision</b>				
Bus service from Wellsford to Warkworth (80%)	4,160,000	40,000	4,200,000	4,595,084
New Footpaths	2,612	1,220,015	1,222,627	1,413,865
<b>Subtotal</b>	<b>4,160,000</b>	<b>1,260,015</b>	<b>5,422,627</b>	<b>6,008,949</b>

<b>Total</b>	<b>8,986,282</b>	<b>31,684,098</b>	<b>40,161,450</b>	<b>44,358,133</b>
Interest cost				1,693,448
<b>Total targeted rate</b>				<b>46,051,581</b>

**Note:** All costs are indicative only and are subjected to further review. Delivery will be phased, to be aligned with revenue generated from targeted rate. The programme will continue to be updated as new information becomes available