

**Papakura Local Board updated feedback on the
Papakura Rail Station Access Single Stage Business Case - Ref: 503617**

Background

The Papakura Local Board has been advocating for increased parking at the Papakura train station since March 2012.

The 2017 Papakura Local Board Plan outcome 4: *Papakura is well-connected and easy to move around, with the objective Public transport is safe, convenient, reliable and affordable* and key initiative: *Advocate to Auckland Transport to improve park-and-ride facilities at the Papakura and Takanini railway stations* speak to the board's advocacy for this project.

The board was successful in having a 300 space multi-level park and ride at the Papakura train station included in the 2018-2028 Auckland Council Long-term Plan as the board's One Local Initiative (OLI).

The multi-level park and ride was also included in the 2018-2028 Regional Land Transport Plan with \$11.7million funded and the \$6million unfunded for the bus metro.

Initial discussions with Auckland Transport focused on a park and ride. Auckland Transport advised that a bus metro also needed to be considered at the same time. Auckland Transport subsequently undertook a single stage business case for the park and ride and bus metro.

On Wednesday 13 February 2019 Auckland Transport staff presented the single stage business case.

Papakura Local Board feedback

1. The Papakura Local Board was very happy that the one local initiative (OLI), a multi-level 300 space park and ride, was included in the Auckland Council Long-term Plan (LTP) and Auckland Transport's Regional Land Transport Plan (RLTP).
2. The multi-level park and ride is funded as part of the LTP and RLTP at a cost of \$11.7million. However the bus metro is listed in the RLTP unfunded projects at a \$6million cost.
3. The Papakura Local Board support the need for an improved bus interchange at the Papakura train station, but does not agree with Auckland Transport that the bus interchange be funded out of the \$11.7 million budget previously allocated for only the Papakura Park and Ride.
4. Each time Auckland Transport staff speak to the Papakura Local Board about the multi-level park and ride the figure increases. The latest figure quoted to the board was \$25million.

5. The single stage business case is proposing an additional 120 carparks at grade at the Papakura Train Station. The board appreciates any additional parking at the train station but believes it will not be enough to meet demand.
6. The 2017 Papakura park and ride research figures show that parking reached capacity at 7am. The survey also showed the surrounding on-street parking at Papakura station exhibited substantial overflow conditions.
7. From our members' own experiences the Papakura park and ride is at capacity by 6.30am and the on-street parking in the immediate streets around the park and ride is gone by 7am.
8. We want to encourage use of public transport, particularly train travel.
9. Currently the Papakura train station is the sixth busiest station on the network. Significant growth is happening in the area.
10. In 2017 Auckland Transport undertook parking surveys at 22 park and ride location facilities:
 - 71 percent of customers were located in the surrounding rural and semi-rural areas with 29 percent located in reasonable proximity to Papakura
11. Bus services into areas such as Karaka are either non-existent or are not regular enough.
12. The board believe the demand for the park and ride parking at Papakura will continue to grow given the development proposed in the Papakura area. People from Beachlands, Maraetai, Clevedon, Glenbrook, Clarks Beach, Waiuku, Karaka and Hingaia will continue to use the Papakura station.
13. Park and rides at Drury and Paerata will have no impact on the Papakura train station park and ride. They will service their immediate growing areas. These locations are out of the way for Beachlands, Maraetai, Clevedon, Glenbrook, Clarks Beach, Waiuku, Karaka and Hingaia commuters.
14. Auckland Transport are currently undertaking a parking study for the Papakura area. The board expects the results of this work in July 2019 and anticipate that this study will evidence the lack of parking available in Papakura.
15. The board agree it makes sense to include a bus metro with any park and ride development but questions the loss of carparks with the proposed design to use the park and ride area as a bus turn around.
16. The board is concerned that this will mean the removal of short term parking on both sides of Railway Street and that it will restrict the amount of parking in the proposed at grade park and ride.
17. The board believe the removal of the short term parking on both sides of Railway Street will impact on Central Park users.
18. The board has concerns about the practicalities of the "kiss and ride" location and the subsequent safety of pedestrians competing with bus movements to access the train station.
19. The bus interchange needs to be reviewed to make better use of the existing bus interchange to accommodate more of the bus layovers. There are still unresolved issues with the bus layover locations and further reduction of parking spaces around the town.

20. The board has been advised that the decision on the OLI lies with Auckland Transport Management rather than the Auckland Transport Board. The Papakura Local Board believes governance oversight is required and urges the Auckland Transport Board to get involved.
21. The board request that the business case look at future proofing the park and ride and bus metro by undertaking the ground floor and a first storey to allow the ability to build further levels when funds are available.



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Date: 15 April 2019

