



**REGIONAL  
PUBLIC  
TRANSPORT  
PLAN 2018-2028**



On-demand dynamic-route trials

- Trials to identify opportunities for on-demand to provide:
  - First and last leg connections to PT in areas where little alternative access
  - Cost efficient shared mobility services in low-demand areas where traditional PT services may not be viable
  - Safe alternative travel choices where safety is a concern (e.g. at night)

## 8.5 Other areas

### 8.5.1 Ferry services

Ferries currently play an important role in Auckland's public transport system. Ferries carried 6.1 million public transport passengers in the year to December 2017, making up 6.8 per cent of total public transport patronage. While the share of total patronage is relatively small, ferry services provide a key transport option for communities such as Devonport, Bayswater, Gulf Harbour and Half Moon Bay. Ferries also provide the only practical link for Waiheke residents to access Auckland city, and freight and passenger ferries are critical for Waiheke and Great Barrier Island.

Although ferry services have a number of advantages from a transport perspective – principally that they operate uncongested on the Harbour – ferries themselves are generally relatively expensive to operate. As a result, the average operating subsidy per passenger for contracted ferry services – i.e. excluding Devonport and Waiheke - is \$7.12 per passenger. This is around twice as much as for bus or rail passengers. Consequently, careful decisions need to be made about the overall value for money of increasing ferry services relative to other forms of public transport.

#### Regional Ferry Strategy and improvements to the ferry network

To support development of this RPTP, AT commissioned the Auckland Future Ferry Strategy to examine options for improving Auckland's ferry network and its contribution to wider public transport goals. The Strategy identified several key challenges for the ferry system, including: responding to capacity constraints on some routes, increasing contract rates, the need to support urban growth areas and expand the number of routes, increasing customer and environmental expectations, and maximising opportunities around the America's Cup.

In response, the Strategy proposed a range of potential initiatives focused on improving ferry operations and increase patronage. After considering the Strategy, AT has selected the following as the main priorities for action, and these are included in this RPTP.

#### *Increased ferry services*

AT will increase frequencies on ferry services on a number of routes. By 2021, frequencies from:

- West Harbour will be increased in the interpeak and evening
- Hobsonville/Beach Haven will be increased in the morning peak, interpeak, evening and weekend
- Gulf Harbour and Halfmoon Bay in the interpeak.

These increases in services are set out in the table below.

AT recognises the strong feedback from the public, Local Boards and Councillors seeking increases in ferry services in addition to those described above. However, recent information from the new ferry contracting round shows significantly higher (an additional \$4.5m per annum costs required to operate the contracted ferry network, meaning that we are not able to provide further service increases. (The Hobsonville service improvement is a result of a partnership funding approach between AT and Homes Land Community).

**Table 15: Ferry frequency changes**

Route	Year	Weekday peak	Weekday interpeak	Weekday evening	weekend
West Harbour	2018	20	90	-	-
	2021	20	60	60	-
Hobsonville / Beach Haven	2018	60	-	-	-
	2021	30	60	60	120
Gulf Harbour	2018	30	120	-	-
	2021	30	60	-	-
Half Moon Bay	2018	30	120	120	120
	2021	30	60	120	120

### *Ferry fare integration*

AT plans to introduce ferry fare integration by 2021. This will ensure that customers are able to make combined ferry and bus or rail journeys with a single charge (given the wider journey falls within the definition of a transfer).

### *Other initiatives*

In addition to increased services and ferry fare integration, AT will:

- Improve timetable integration with broader AT Metro network for reliable connections and develop local on-demand and enhanced bus feeder access to ferry terminals at Hobsonville, West Harbour, Gulf Harbour, Pine Harbour, Half Moon Bay, Birkenhead, Beach Haven, Northcote Point, Waiheke (Matiatia)
- Improve walking and cycling access, cycle storage, drop-off spaces
- Progress Downtown Ferry Terminal development and capacity improvement.

### Competition and wider development of the ferry network

AT will continue to develop the ferry network over time, including investigations of potential new routes and further expansion of services post 2021. Given ongoing increases in contract costs, improving value for money from ferry services and increasing competition is also a key objective. Further work is underway as part of Phase Two of the Ferry Strategy to investigate:

- options around vessel infrastructure and purchase – particularly the potential for larger vessels and/or standardisation of the fleet
- options to improve contracting methodologies
- expansion of potential future routes and service patterns, especially with a focus on serving new land use areas.

### Exempt services

Some of the services in the Auckland PT network are deemed to be exempt (commercial) services under section 153 (2) of the LTMA. These include ferry services to Devonport and Waiheke. These services are integral to the regional public transport network, as they provide important public transport connections within the urban area and are integrated with other services in the network. As exempt services, however, they are operated on a commercial basis, without public subsidy, and are not provided under contract with AT.

AT recognises that there are ongoing customer concerns with the performance of exempt services and will continue to work with operators to seek to address issues. In particular, AT will seek to use the

available mechanisms under legislation to ensure provision of services deemed to be required for servicing affected communities and full fare integration with the broader public transport fare structure.

Should any of the exempt services cease to be operated by the relevant public transport operator, the relevant service will be deregistered with effect on and from one day following the date that the relevant public transport operator ceases to operate it. The relevant route description of the deemed exempt service will then become a unit for the purposes of the LTMA.

### 8.5.2 Moving to a low emissions public transport network

In December 2018, the Auckland Transport Board endorsed the Low Emission Bus Roadmap. The document outlines the pathway to transitioning Auckland’s bus fleet to zero emission by 2040. A key step in pathway is that from 2025 all new and end-of-life diesel fleet replacement buses procured will be low emission [zero-emission at tailpipe]. Auckland Transport acknowledges that there is interest in bringing this date forward, and as such we currently have work underway to determine the viability of this. This work will consider technological requirements and as well as benefit/cost analysis.



### 8.5.3 Wider initiatives

We will also pursue the initiatives outlined in Table 14.

**Table 14: Additional focus initiatives**

Component	Initiative
Inter-regional public transport services	Collaborate with Waikato, NZTA and KiwiRail to accommodate inter-regional heavy rail services. This is being considered as part of the Hamilton to Auckland corridor study, being led by Central Government.
Place-shaping	<ul style="list-style-type: none"> <li>Develop funding arrangements with Auckland Council and developers (on a case by case basis) for brownfield and/or greenfield growth areas to support the extension of Rapid service network to these areas</li> </ul>