

## **Rodney Local Board Transport, Planning and Infrastructure Committee**

### **OPEN MINUTES**

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Minutes of a meeting of the Rodney Local Board Transport, Planning and Infrastructure Committee held in the Council Chamber, Orewa Service Centre, 50 Centreway Road, Orewa on Tuesday, 2 June 2015 at 3.30pm.

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#### **PRESENT**

<b>Chairperson</b>	Phelan Pirrie		
<b>Deputy Chairperson</b>	Steven Garner		
<b>Members</b>	James Colville	(until 5.05pm)	Item 13
	Thomas Grace	(until 4.00pm)	Item 12
	Beth Houlbrooke		
	John McLean		
	Greg Sayers		
	Brenda Steele	(until 5.05pm)	Item 13

#### **ABSENT**

Member Warren Flaunty, QSM

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## 8 Deputations

### 8.3 North West District Business Association

Gary Holmes (Manager, North West District Business Association), Bruce Cowan (Chairperson, North West District Business Association) and Ralph Walker (Branding Contractor) in attendance for this item. Mr Walker gave a PowerPoint presentation a copy of which has been placed on the file copy of the minutes and can be viewed on the Auckland Council website. Mr Walker outlined the rationale behind the branding project for North West Business District and sought support from the local board for the branding promotion proposal.

Resolution number RODTP/2015/10

MOVED by Member BM Steele, seconded by Member BP Houlbrooke:

**That the Rodney Local Board Transport, Planning and Infrastructure Committee:**

- a) **thank Gary Holmes, Bruce Cowan and Ralph Walker of North West District Business Association, for the presentation on the branding project.**

**CARRIED**

#### **Attachments**

- A North West Country tabled document
- B North West Country presentation

### 8.1 Public Transport Users Association

Christine Rose and Jon Reeves of the Public Transport Users Association in attendance for this item. Ms Rose and Mr Reeves gave a PowerPoint presentation, a copy of which has been placed on the file copy of the minutes and can be viewed on the Auckland Council website. Ms Rose and Mr Reeves sought support from the local board for rail services to Kumeu/Huapai.

Resolution number RODTP/2015/11

MOVED by Chairperson PH Pirrie, seconded by Member AG Sayers:

**That the Rodney Local Board Transport, Planning and Infrastructure Committee:**

- a) **thank the representatives from the Public Transport Users Association for their presentation on the Western Connector rail proposal for Kumeu-Huapai.**
- b) **reiterates the Rodney Local Board's support for the extension of regular public transport services in Rodney and the increase in frequency of rail services to Kumeu/Huapai and beyond as noted in the Rodney Local Board Plan 2014 and the local board's feedback on the Regional Land Transport Plan 2015.**
- c) **request that Auckland Transport provide information on the impact of the proposal to close the Waitakere train station to the residents in the Rodney Local Board area.**

**CARRIED**

#### **Attachments**

- A Public Transport Users Association presentation

**Date:** Tuesday 2 June 2015  
**Time:** 3.30pm  
**Meeting Room:** Council Chamber  
**Venue:** Orewa Service Centre  
50 Centreway Road  
Orewa

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## Rodney Local Board Transport, Planning and Infrastructure Committee

### OPEN MINUTE ITEM ATTACHMENTS

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ITEM	TABLE OF CONTENTS	PAGE
8.3	<b>North West District Business Association</b>	
	A. North West Country tabled document	3
	B. North West Country presentation	5
8.1	<b>Public Transport Users Association</b>	
	A. <b>Public Transport Users Association presentation</b>	17
8.2	<b>Te Whare Oranga o Parakai</b>	
	A. Te Whare Oranga o Parakai presentation	29
9.1	<b>WEST</b>	
	A. WEST: West Auckland Enterprise Skills and Training presentation	35



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# Rail faster to key Western points



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# Why a rail service from Huapai?



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# Bus shoulder lanes

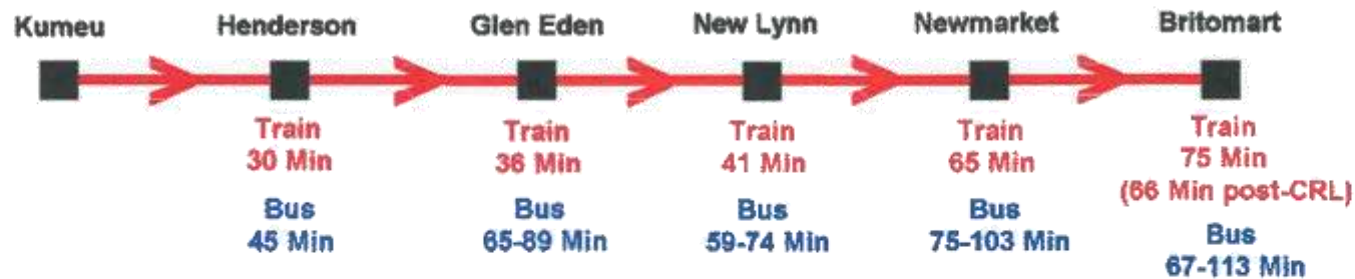


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# Rail vs Bus times

## *Kumeu Train & Bus Times Comparison*



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## Our Solution



- Frequent SINGLE 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, unique **congestion free** route
- Not impacted by delays from Britomart
- Connect with buses from Helensville / Waimauku... and Riverhead
- Waitakere station **retained** on network

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## Advantages



- No double tracking required
- No upgrades required to Swanson, Waitakere, Huapai stations
- No new rolling stock, rail lines or signal upgrades required (Waikatore station limits could be extended to Huapai station, or use existing TWC)
- 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 rail assets
- Operating costs marginal in comparison to rest of rail network
- Opex excluding fare revenue estimated at approx. \$1.5 million per annum

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## MR Cagney report review needed



- 1) \$4.25 million to refurbish three ADL railcars : **Unfairly allocated overhead**
- 2) \$9.0 million to upgrade stations, lines and signalling: **Not Necessary**
- 3) \$3.0 million annual operating costs based on 2 x railcars providing a 30-min peak frequency, 60-min off-peak: **Just ONE railcar required approx. half the cost.**
- 4) Report **never took into consideration SHA's** now in Huapai/Kumeu or Waimauku growth ... including 2,500 dwellings designated right next to existing Huapai Station.
- 5) Travel times and suggestions by MR Cagney **flawed in favour of buses**. Rail option offers significantly faster travel times to key Western employment/Shopping/Leisure destinations.
- 6) Planned motorway bus shoulder lanes 2017 – 2021 offer **NO time saving advantages** to passengers travelling to key Western destinations with new West Bus network. Report mentioned bus lanes etc... these are not going to have any effect on buses to from Huapai-Henderson, Glen Eden, New Lynn, Mt. Albert, Kingsland, Mt Eden, Grafton or Newmarket.
- 7) Report **gold plated and outdated**

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## Action Points

**WESTERN**   
CONNECTOR

**ptua**   
public transport  
users association  
IMPROVING THE MOVING

- PTUA formally requests Auckland Transport to conduct a more **robust analysis of costs and benefits** based on “Western Connector” concept and new housing developments in Kumeu, Huapai, Waimauku
- PTUA request AT to retain all Waitakere rail services until **final decision on “Western Connector” proposal**
- PTUA has launched a petition to the Board of Auckland Transport
- Plan for mini Bus/Rail interchange for Huapai to be included in local board structure planning.
- Ongoing campaign advocating to AT for services to Waitakere and Huapai



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### **A frequent railcar service providing hourly services Huapai – Waitakere - Swanson**

14 services per day, each direction, 6am – 8pm utilising Huapai station which is unused, built in 2009

Connect with new electric train network at Swanson

Reliable **congestion free** route

An independent service. Not impacted by any potential rail service delays or cancellations from Britomart

Connect with buses from Helensville / Waimauku...and Riverhead

Significantly faster transit times to employment/shopping/leisure destinations of Henderson, New Lynn, Kingsland, Mt. Eden, Grafton, Newmarket than buses and faster than private cars at peak times. City Rail Link will further reduce transport times to CBD by approximately another 15 minutes.

### **Why has it not yet happened? Why did AT remove Huapai-Kumeu from the long held development plan?**

A 2013 report commissioned and adopted by Auckland Transport over inflated capex of Huapai – Swanson rail by approximately **\$13 million** by offering a gold plated proposal which included proven flawed advantages of using buses instead of rail.

Existing railway stations at Swanson, Waitakere and Huapai do not require \$9 million upgrades. Signals, track work upgrades not required.

Report stated operating costs of \$3 million per annum. Our "Western Connector" solution will cost approximately half that amount before fare income.

Railcars already available, becoming redundant with electrification, Auckland Transport planning to retain them and refurbish them.

Pukekohe – Papakura already has a similar rail shuttle service with railcars. Why not West Auckland?

**Who agrees with us? Auckland Council Infrastructure Committee, Waitakere Local Board, Nor West Business Development Association, Kumeu/Huapai/Waitakere residents and commuters.**

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# WESTERN CONNECTOR

## Huapai – Waitakere - Swanson



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