

10/03/2023

To Wayne Donnelly and Auckland Transport board members,

Letter of support for the funding of the Whangaparāoa Bus Interchange

As the Hibiscus and Bays Local Board Chairperson, I am writing on behalf of the local board to strongly support funding to progress a current project that is listed in the Regional Land Transport 2021-2031 (RLTP), as prioritised but not funded: The Whangaparāoa Bus Interchange. We would like this project to be considered when developing the Regional Public Transport Plan, and funded under the RLTP 2024-2034

Since 2021 the Hibiscus and Bays Local Board has been advocating to the Governing Body for the need to fund the proposed Whangaparāoa Bus Interchange. This is listed in the Regional Land Transport Plan 2021-2031 in Appendix 7, under other projects considered by the Auckland Transport Alignment Project (ATAP): prioritized but unfunded. As a local board, we have been regularly kept informed of the progress of the Indicative Business Case and have offered land within Cedar Reserve at the Stanmore Bay end of O Mahurangi Penlink, for the bus interchange location.

We understand this is a time where, collectively, we are all scrutinising budgets. But as a board, we see that this is a completely vital piece of investment. It enhances the return on investment in O Mahurangi Penlink. But it is vital to fund it now, as to be most effective, it needs to provide incentive to mode shift from Day 1 of O Mahurangi Penlink.

The interchange is the only way to allow a Rapid Transit Network (RTN) directly onto the Peninsula. The inability to put bus lanes along Whangaparāoa, due to the topography, has created long bottlenecks for public transport in the past, and given that buses travel the same route as private vehicles, but stop more frequently, journey times have not prompted whole scale travel choice switching. An interchange providing direct access to the RTB, combined with Frequent Transit Network drawing from East and West, would finally make public transport more attractive than private vehicle use for city and north shore commuters. The business case for Penlink has provided evidence that tailpipe emissions would reduce due to the shortening of the route, this project would magnify this effect as the NX2 would start from this point. It is likely to be faster, and more reliable than the Gulf Harbour Ferry, and also eases pressure on both the Hibiscus Coast Park and Ride and the Silverdale motorway on/off ramps.

What is crucial is that this project is provided funding to be operational from day one of the O Mahurangi Penlink opening in 202. We believe that this is a realistic goal if approved year. We believe it is important that you consider this project as part of the development of the Regional Public Transport Plan, and consequently funded in the Regional Land Transport Plan 2024-2034.

Yours faithfully



Gary Brown
Chairperson
Hibiscus and Bays Local Board