

Rodney Local Board Transport Targeted Rate projects allocated

The Rodney Local Board has fully allocated its transport targeted rate funding, four years into the 10-year programme.

The Rodney Local Board Transport Targeted Rate was established to deliver community transport services and infrastructure not included in the 2018 Regional Land Transport Plan, specifically bus stops and bus services, park-and-ride community transport hub facilities and footpaths.

The \$150 annual rate is collected from all Rodney ratepayers by Auckland Council, and the programme is delivered by Auckland Transport (AT) on behalf of the Rodney Local Board.

This week the Rodney Local Board approved \$7.68 million to deliver the third and final set of new footpath projects from the transport targeted rate fund. It also agreed to top up the Rodney Street footpath project in Wellsford by \$1.547 million to complete the detailed design and construction, which includes additional safety improvements and the inclusion of a rail line bridge connecting Rodney Street to Centennial Park.

The expected 10-year, \$46 million fund is now fully allocated across 34 footpaths, three bus services, two bus stops and two community transport hubs.

Table of estimated expenditure:

Category	Whole of Life Cost (\$m)
Footpaths (34 approved by the RLB)	24.07
Community transport hubs (two approved by the RLB)	8.30
Bus services including bus stops (current and future services)	13.70
Total expenditure (incurred and expected future costs)	46.07

Rodney Local Board Chair Phelan Pirrie said around \$12 million has been spent to date on establishing the 998 bus route between Wellsford and Warkworth, the 126 between Westgate and Albany, the 128 between Helensville and Silverdale, and installing two new bus stops on the Coatesville-Riverhead Highway.

“We’re especially pleased that the targeted rate seed funding has achieved what it set out to do – to provide a catalyst for additional funding and services,” he says.

“The 998 and 126 services that locals had been crying out for have now met external funding requirements and, from June, they will be funded by AT as part of the Auckland transport network.

“We’re well on the way to completing the first transport hub at Warkworth and have settled on a preferred location to deliver a similar facility in Huapai,” he says.

The Rodney Local Board has now approved 34 priority footpath projects since December 2020 which, if laid end to end, adds up to 10.5 kilometres of new pedestrian access.

Three major footpaths have been completed – Hudson Road (461 metres), Omaha Drive (817 metres) in the Warkworth subdivision, and Dairy Flat Highway (50 metres) outside Dairy Flat School – and another 15 are in the design phase.

The latest footpaths to be approved are in the Kumeū area (Karooha Road, Riverhead Road and Sussex Terrace), one is in Wellsford (Olympus Road) and eight are in the Warkworth area (Falls Road, Point Wells Road, McKinney Road, Mason Heights, Kaipara Flats Road, School Road, Old Woodcocks Road and Ahuroa Road). When combined, these 12 footpaths stretch nearly 3km.

Mr Pirrie said the delivery of transport targeted rate projects was a first for the local board and Auckland Transport, and provides a successful example of how local communities can work with council entities to deliver priority projects earlier than planned.

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