



Why are you proposing to remove the Gulf Harbour Ferry?

When the new Ō Mahurangi (PenLink) connection opens, we will extend the Northern Express 2 bus service to a new bus station planned for Whangaparāoa. This will improve the peninsula's access to rapid transit services.

Combined with a new frequent bus route (99) from Gulf Harbour, this will provide a much more frequent connection between Gulf Harbour/Manly/the wider peninsula and the City Centre (as well as destinations along the Northern Busway).

It is proposed that these new frequent bus services replace the existing Gulf Harbour Ferry. Some other benefits of this proposal include:

- The bus services will provide a more reliable public transport connection than the ferry (which is often cancelled due to the weather).
- Bus fares are cheaper than ferry fares.
- The bus service would be cheaper to operate than the ferry (using less ratepayer and taxpayer funding).
- The bus services will run much more frequently and later into the evening than the current ferry service.
- Most people should benefit from a quicker overall travel time, especially when taking into account that buses will run more often than the ferry (meaning less waiting time) and bus stops are closer to people's homes (compared to driving or catching the bus to the ferry).

The current plan is to discontinue the ferry service in 2028 when the contract for the Gulf Harbour Ferry ends. If the Ō Mahurangi connection and bus changes are not completed by then, we would extend the ferry contract on a temporary basis.

Why are you changing the OuterLink?

The OuterLink is one of our least reliable services. Because it operates as a loop, buses often catch up to each other and the bus also has multiple 'timing' points, meaning passengers wait on board while drivers changeover. As a result customer satisfaction on the route is generally very low.

We consulted on changes to the OuterLink in 2020, and after considering public feedback, decided to proceed with the proposed changes. We are required to confirm these changes as part of this RPTP.

The OuterLink will change to become a bus route between Newmarket and St Lukes via the City Centre and Pt Chevalier. This will allow it to operate more reliably.

Changes to routes 30, 64 and 650 (650 will become frequent route 65) will create frequent connections between the locations currently served by the southern part of the OuterLink route. These changes will increase the number of people with easy access to a frequent public transport service.

These will be supported with improvements to bus stops that make changing buses easier for the small number of people who may now need to use two buses to make their journey.

More information about these changes can be found at <https://at.govt.nz/projects-roadworks/central-crosstown-bus-changes/>



Why are you proposing that ferries will no longer stop at Te Onewa Northcote Point?

Te Onewa Northcote Point is currently an on-demand stop on the Birkenhead ferry. There are fewer than 10 regular passengers per day using the stop, but it has to be included in the current timetable.

By removing the stop, we will be able to run the Birkenhead ferry every 30 minutes at peak times, rather than every 40 minutes (as currently).

Furthermore, the wharf at Te Onewa Northcote Point is affected by the tides and is extremely exposed to the prevailing westerly and south-westerly winds. As such it is subjected to regular cancellations. These issues can only be overcome through a rebuild of the wharf which would cost upwards of \$30 million.

To improve bus services for existing Northcote Pt ferry users, we will be increasing the frequency of bus route 928 (which connects Northcote Pt, Onewa Road, Northcote Road, and Smales Farm Bus Station). Existing ferry passengers can also catch the bus from Onewa Road, which has buses every 2-3 minutes to destinations such as the University, City Centre, and the Hospital.