

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop: Tuesday 5 December 2023
Time: 10:00am – 2:00pm
Venue: Local board office – 2 Glen Road, Browns Bay
Apologies:

| Item | Time | Workshop Item | Presenter | Governance role | Proposed Outcome(s) |
|------|---------|---|--|------------------|--|
| | | Welcome and apologies | Gary Brown Chairperson | | |
| 1. | 10:00am | Service Property Optimisation Attachment <ul style="list-style-type: none"> Presentation: Service Property Optimisation – November 2023 | Hannah Alleyne Service and Asset Planning Team Leader Letitia Edwards Head of Strategic Property Optimisation | Keeping informed | Receive an overview of the different types of service property optimisation that is available, the opportunities associated with this, and the process involved. |

| | | | | | |
|----|---------|--|---|--|---|
| 2. | 11:00am | <p>Auckland Transport: Whangaparāoa Peninsula Transport Study</p> <p>Attachments</p> <ul style="list-style-type: none"> • Presentation: Whangaparāoa Peninsula future transport options Study • Transport Study schedule (as of 29 November) • Consultant's scope • Ferry dataset, patronage and cancellations (<i>Excel spreadsheet sent via email</i>) • Anonymised RTPP submissions about ferry • Summary of RTPP feedback | <p>Pete Moth Service Network Development Manager</p> <p>Dave Hilson Principal Service Network Planner</p> <p>Andrew McGill Head of Integrated Network Planning</p> <p>Stacey Van Der Putten Executive GM Public Transport Manager</p> <p>Beth Houlbrooke Elected Member Relationship Partner</p> | Local initiatives and specific decisions | Receive an overview of the study to investigate future transport options for the Whangaparāoa Peninsula and provide feedback on the draft criteria. |
| 3. | 11:30am | <p>Parks and Community Facilities update</p> <p>Attachment</p> <ul style="list-style-type: none"> • Presentation: Hibiscus and Bays – Park Building Renewal Ōrewa Reserve – Public Toilet • Memo: Hibiscus and Bays Accessibility Assessments • Parks Accessibility and Inclusivity checklist • Monthly update | <p>Kris Bird Area Operations Manager</p> <p>Prakash Thakur Work Programme Lead</p> <p>Sandra May Programme Manager</p> <p>Anneke Morgan Parks Project Specialist</p> | Local initiatives and specific decisions | Receive an update on the proposed Ōrewa Beach Reserve toilet replacement, discuss accessibility assessments for Parks in the local board area and receive the monthly update. |
| | 12:15pm | BREAK | | | |

| | | | | | |
|----|---------|---|---|--|--|
| 4. | 12:45pm | Ōrewa Holiday Park (NON-PUBLIC) | Kim O'Neill Head of Property and Commercial Business | | |
| 5. | 1:15pm | Crime Prevention Fund (NON-PUBLIC) | Marilyn Kelly Community Broker | | |
| | 2:00pm | Workshop concludes | | | |

Role of workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Service Property Optimisation

November 2023



What is service property optimisation?

Service property optimisation is a development funding tool to address underperforming service assets that aims to deliver improved community outcomes

How does it work?

Service properties are used to deliver a council service such as community centres, parks, and libraries. Some service assets are underperforming for reasons such as:

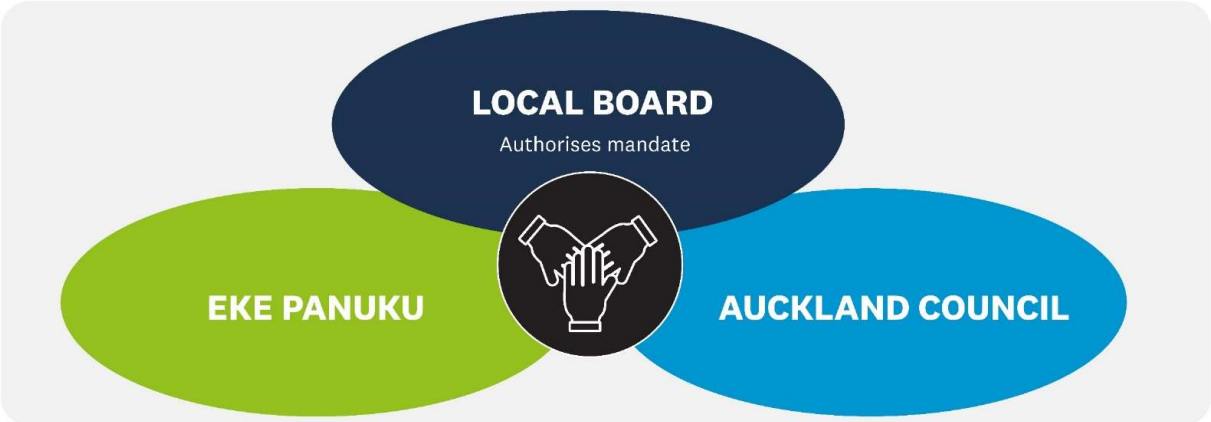
- underutilisation of land
- poor condition of improvements
- not fit-for-purpose
- limited capacity to respond to population growth
- unsuitable location

If development potential can be realised (i.e some or all of the asset is sold for redevelopment), service property optimisation allows for sale proceeds to be reinvested in improved service delivery in the same local board area

Development potential is market driven and any optimisation proposal must be commercially viable to proceed



Service property optimisation – Auckland Council




1



Under-performing service asset(s)
= potential funding opportunity

2



Unlock latent value from under-performing service asset(s)

3



Proceeds ring-fenced for local project(s)

4



Delivers improved community service outcomes



What is service property?

Service property:

1. must be owned by the local authority,
2. not be used or held for infrastructure, and
3. is used to deliver council services.

For example: a local park or reserve, art gallery, library, swimming pool, recreation centre, sports facility, community hall, community centre or other community facility

Defined in the Local Government (Tamaki Makaurau Reorganisation) Council-controlled Organisations Vesting Order 2010



Public Works Act 1981

- Gives Council authority to acquire and/or hold property for planned future service/public work purposes
- Where any land held for a public work is no longer required for a public work, it must be offered back to the former owner or their successor



Decision-making responsibilities in relation to service property optimisation



To date the Governing Body has delegated the following decision-making responsibilities to all local boards:

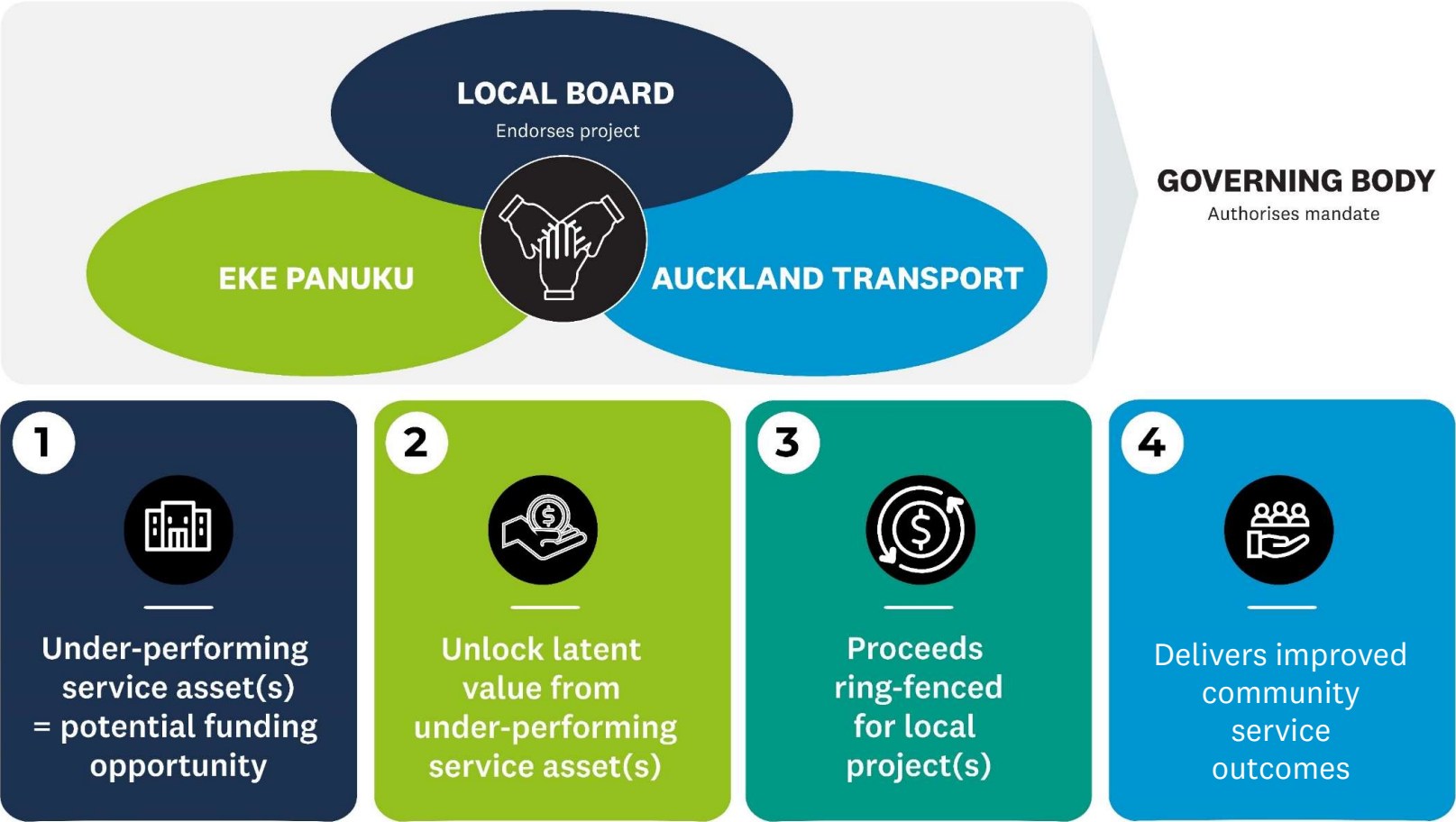
- disposal of local service property and reinvestment of sale proceeds in accordance with the service property optimisation approach (as adopted by the Governing Body).

Local boards are allocated decision-making responsibility for the following non-regulatory activities of Auckland Council:

- The number of new local arts and culture facilities, community facilities, libraries, recreation and sports facilities and local parks, and their specific location within budget parameters agreed with the Governing Body.



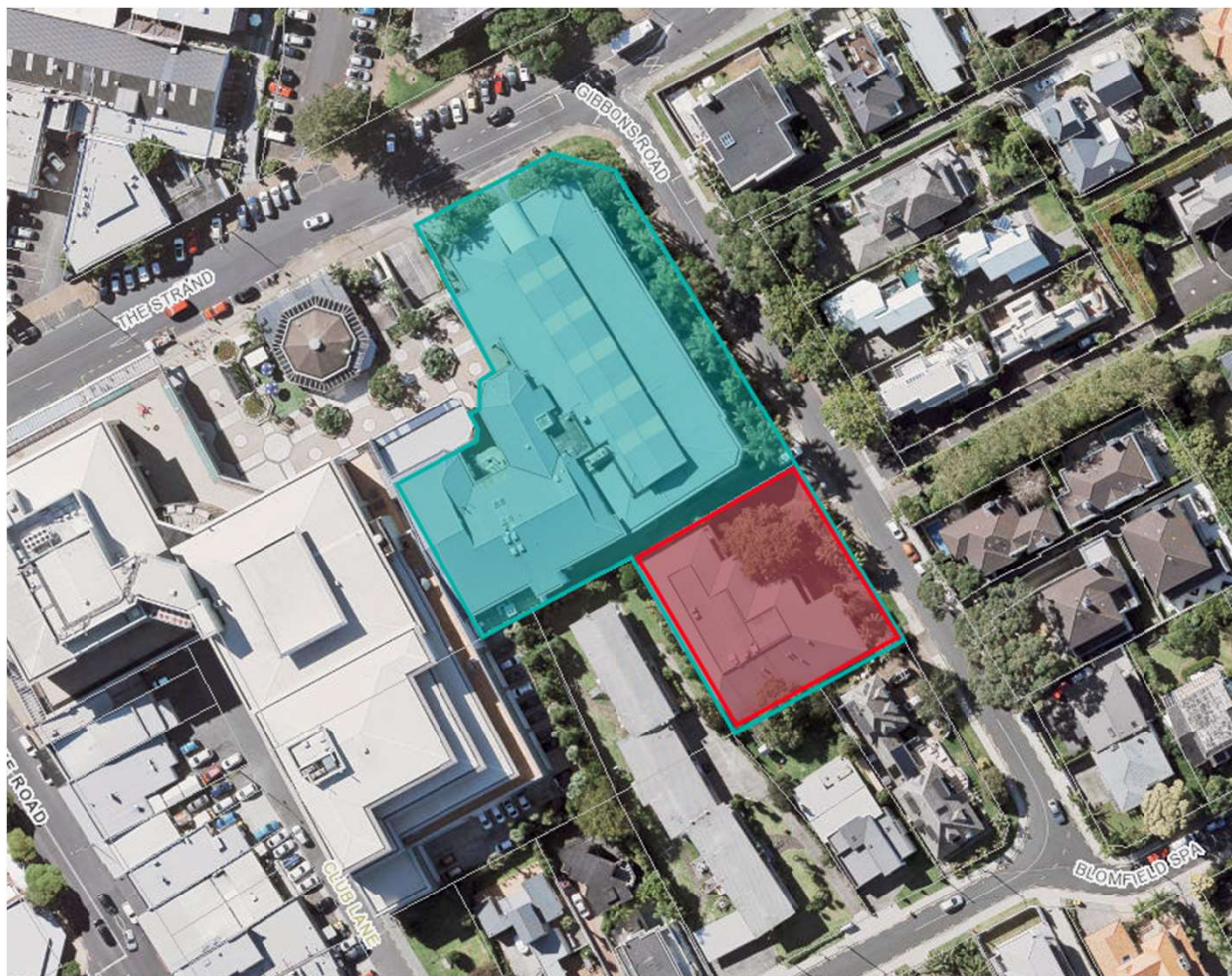
Service property optimisation – Auckland Transport



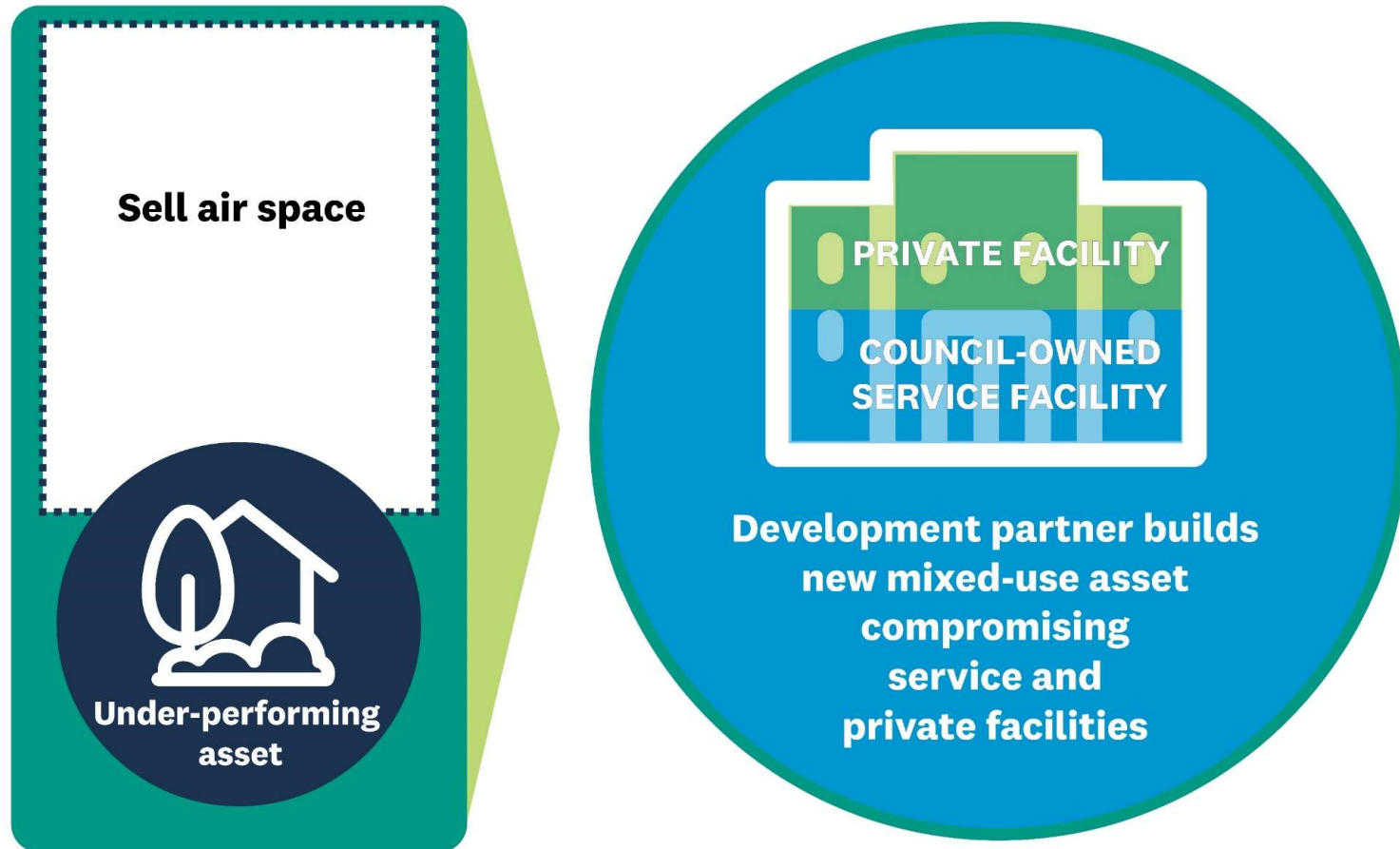
Integration and upgrade



3 Gibbons Road, Takapuna



Intensification and mixed-use



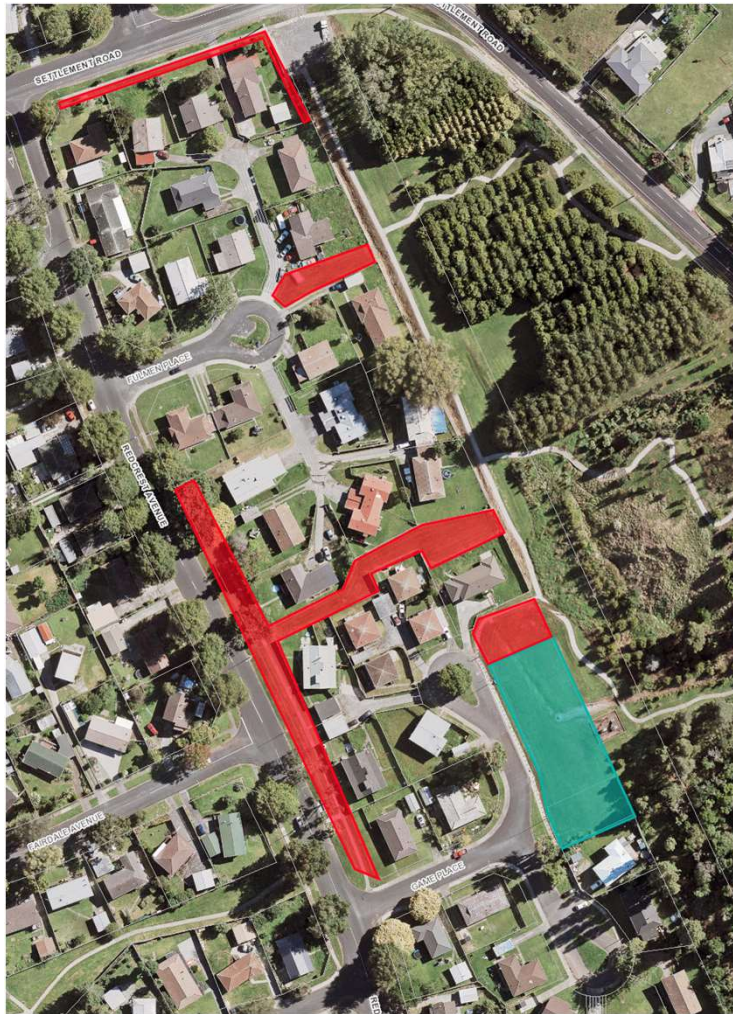
2 Pompallier Terrace, Ponsonby



Direct service reinvestment



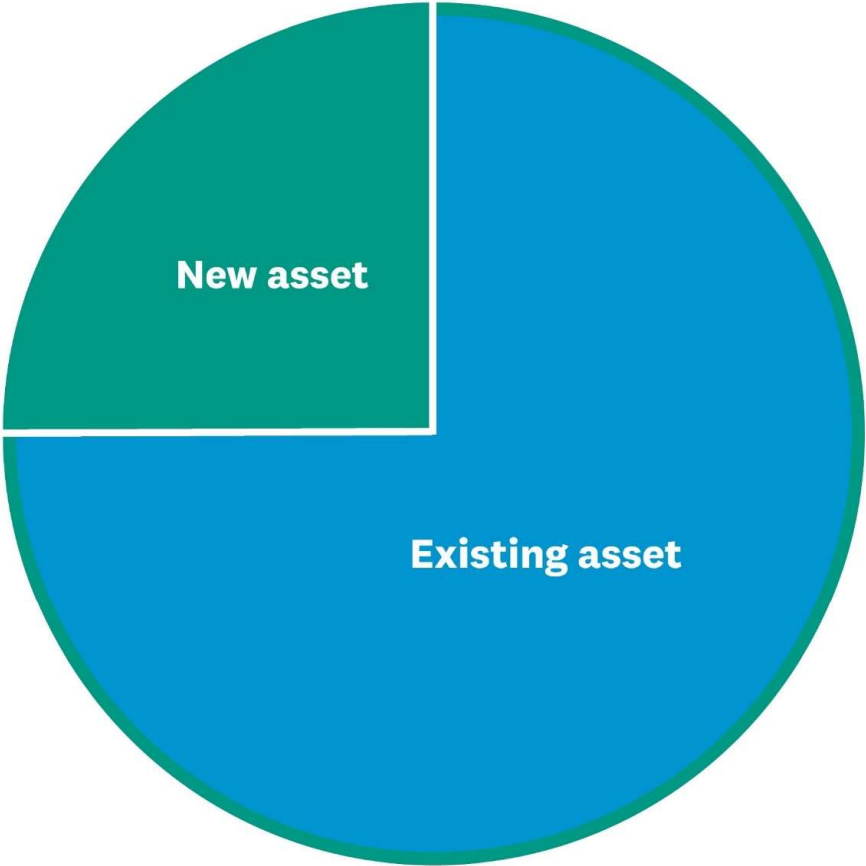
Red Hill, Papakura



19 Jervois Road, Ponsonby



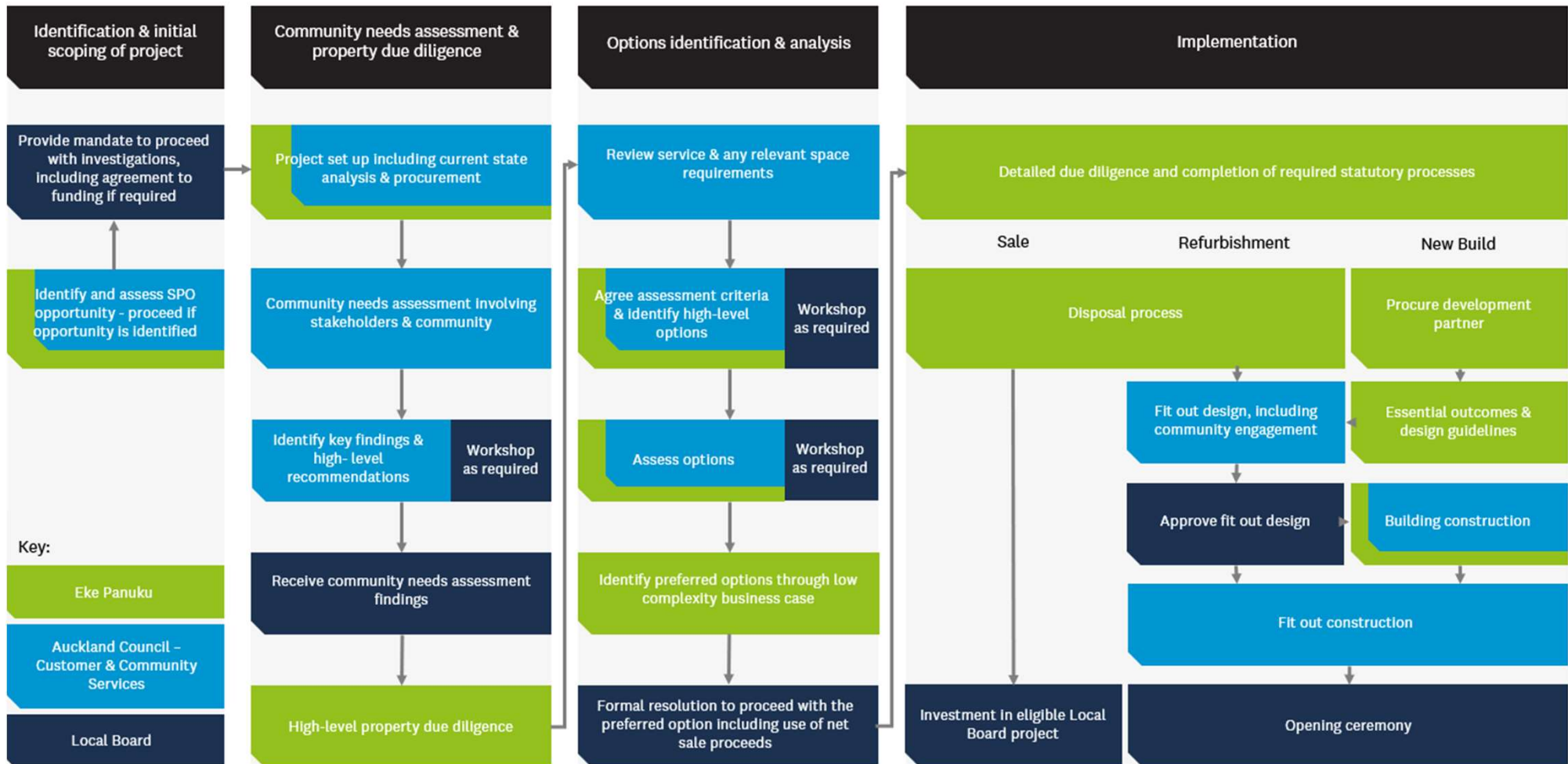
Strategic disposal and acquisition



Hypothetical examples



Service property optimisation – roles and responsibilities



Ngā mihi





Whangaparāoa Peninsula future transport options Study

Covering slides prepared for

- **Hibiscus and Bays Local Board**
- **Councillor Watson and Councillor Walker**
- **Mark Mitchell MP**

December 2023



Purpose and content

This cover pack has been prepared for the Hibiscus and Bays Local Board and Albany Ward Councillors, to outline the planned approach for an independent study to determine the future transport needs of the Whangaparāoa Peninsula (WP.)

The project team is keen to receive input from local representatives into the approach outlined here so it can be refined before work commences.

This cover pack outlines the background behind the study, the planned approach (for which we are seeking your input) and the next steps/indicative timeframes.

There are also some attachments to this cover pack, including:

- The scope of services originally provided to the consultants
- The AT project plan and project schedule for the project (to be revised as needed from representative input)
- Datasets on ferries across Auckland
- The draft criteria to be used for the assessment, for input
- A proposed methodology for the customer engagement work as part of the study
- Anonymised collation of submissions received on this topic through the Regional Public Transport Plan (RPTP consultation)

The origins of the study – the Regional Public Transport Plan

The draft RPTP, released in July 2023, proposed a revision of the public transport services in the WP

The proposal:

- Build a new bus station at Whangaparāoa
- Extend the NX2 rapid transit service to this bus station via Penlink
- Revise the local routes 983 and 982 to be increased to 30-minute frequency
- Remove route 988 and replace it with a new route (99) which would be a frequent transit service (15-minute frequency)
- Remove the gulf AT ferry (once all the above is done in 2028)



The origins of the study – the Regional Public Transport Plan

The draft RPTP, released in July 2023, proposed a revision of the public transport services in the WP

The rationale:

- This NX2 service will mean trips from the WP to the City Centre will be faster for people in most parts of the WP
- The buses will run more often, have longer operating hours, serve more destinations, have lower fares, and be more operationally reliable
- ...and cost the same as the current services



The origins of the study – the Regional Public Transport Plan

The draft RPTP, released in July 2023, proposed a revision of the public transport services in the WP

What we heard from the community:

- The proposed removal of the Gulf Harbour ferry was the single biggest area of the feedback for the RPTP
- We received responses from 1,291 people on this topic, out of 3,196 in total received (representing 40%). All but 35 were opposed to the proposal.
- We also received a petition signed by thousands of people in support of keeping the ferry.
- Each person’s response could speak to the same theme multiple times.

| Common themes | # of mentions |
|---|---------------|
| The ferry service should be retained and improved | 2,649 |
| The bus isn’t a good substitute for the ferry | 495 |
| Concern for the future, resilience and safety | 620 |
| Penlink will not have a significant impact on bus journey times | 287 |
| General support for the proposal | 35 |



The origins of the study – the Regional Public Transport Plan

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Examples of what we heard:

“I estimate more than 98% of the residents of Whangaparaoa had never even heard about the draft RPTP nor its proposal...”

“People are not going to use buses they will get in their cars and add to emissions.”

“This is what the community has been built on.”

“Nobody has spoken to the resident of HBC. None of us want buses and they will not get used.”

“I will need to sell my house and leave Gulf Harbour if this happens.”

“Make the area less attractive for young professionals and families with commuters: these people stimulate the local economy and provide value to the local community”

So why a study?

The study is a way to do a more detailed investigation into the needs of the community

While we have heard, and understand, the community doesn't want to lose the ferry, we also heard that we need to take more of a deep dive into the full transport system in the WP, and make decisions which involve the community.

Feedback from the community is one of many inputs into decisions, and we need to ensure that as we do this study we are taking account of all aspects.



What will the study involve?

The study will be led by ARUP, and will involve close input from local representatives and the community

- The consultants will analyse the transport system of the WP and what issues and opportunities exist
- They will assess four possible main future public transport options for the WP.
- These options will be examined through the lens of criteria drawn from AT's Statement of Intent, and AT's RPTP, as well as affordability (OPEX and CAPEX).
- We will use the existing feedback we have gained in the RPTP to feed into the work, and additional customer feedback will be sought on the initial assessment of the options.
- The final recommendations will be shared with local representatives and the outcome will be included in the next RPTP.
- Ongoing communication with the community is a high priority.



The draft options we plan to assess

The study will investigate four scenarios:

1. The baseline service – no changes to current operation
2. The RPTP proposal (removal of ferry, NX2 extended to Whangaparāoa bus station via Penlink, enhanced local buses)
3. A modified RPTP proposal without the NX2 and the ferry retained
4. Other option mixes including:
 - Retaining ferries at peak times only
 - Introducing weekend ferries
 - Changes to proposed bus network



The proposed assessment criteria

Statement of intent objectives

| SOI objective | Sub-criteria for project |
|---|---|
| Better understanding of communities we serve | RPTP feedback |
| | Customer experience |
| Getting the basics right | Improving access to opportunities |
| | Providing frequent, turn up and go transit |
| Leveraging existing network using data, tech and insights | Addressing strategic focus areas (Future Connect) |
| | Journey time and journey time reliability |
| Value for money and reducing costs to council | OPEX – cost/PAX/KM |
| | CAPEX |
| | Duplication of routes |
| Other | Impact on Emissions |
| | Resilience |
| | Alignment with other investment |
| | Deliverability |

RPTP objectives

| Success Measures - Indicators | 2022 / 23 Performance | 2025 / 26 Target | 2030 / 2031 Funded Target |
|---|--|---------------------------|---------------------------|
| The network and customers | | | |
| Patronage – Total PT annual boardings | 70m | 106m | 150m |
| Satisfaction – % of customers satisfied with their PT service | 91% | At least maintain current | |
| Access to Strategic PT services – Population within 500m of a stop on a rapid or frequent service | 40% | 52% | 57% |
| PT Reliability at first stop – percentage of services that start according to schedule | 86% | 98% | 98% |
| PT Punctuality at first and last stop – percentage of services that start and end according to schedule | 86% | 88% | 92% |
| Emissions reduction | | | |
| From operational emissions, including fixed assets and trains | Reduced by 50% by FY29/30 against FY18/19 baseline | | |
| From AT's public transport services | Overall emissions reduced by 47% with bus emissions reduced by 64% by FY30/31 against 20/21 baseline | | |
| Safety, accessibility, and inclusion | | | |
| Access to PT services – Population within 500m of a stop on any service | 91% | At least maintain 90% | |
| Access to PT in socio-economic deprived areas – High-deprivation population with 500m of a stop on a rapid or frequent service | 45% | 55% | 67% |
| Access to late night services – Areas within access to a service that runs at least every 30mins, 17 hours a day | 39% | 55% | 69% |
| Multi-modal infrastructure | | | |
| Active mode share for trips to rapid transit stations | Metric from the draft First and Final Leg Single Stage Business Case (to be finalised in late 2023) | | |
| Funding and delivery | | | |
| Value for money – Farebox recovery ratio | 25% | 35% | At least 35% |
| Service utilisation – % of routes meeting patronage targets | 65% | 100% | 100% |
| Collaboration – Local Board satisfaction with engagement | Revised measure | TBC | TBC |



Timelines and next steps

The work needs to be complete in time for the outcomes to be incorporated into the Long Term Plan, Regional Land Transport Plan, decisions about the Whangaparaoa bus station and the forthcoming local board delivery agreement

We need your feedback on the proposed approach and assessment by 15 December. We intend to then communicate to customers about the study starting and letting them know how they can have their say.

Key planned milestones include:

- Data collection and initial analysis – November + December
- Media engagement on study – December
- Workshop with Local Board, meeting with Councillors to discuss assessment – February
- Customer input and feedback – February/March
- Final report preparation – March/April
- Seeking final endorsement from Local Board and AT executive – April



Thank you

Attachments:

1. **Consultant scope of services**
2. **AT draft project plan and project schedule**
3. **Datasets on AT ferries**
4. **Draft assessment criteria**
5. **Customer engagement draft methodology**
6. **Submissions received from the RPTP on the ferry (anonymised)**



RPTP 2023-2031 Submissions regarding the Gulf Harbour Ferry

- [Survey submissions on “Specific Route Proposals: Gulf Harbour ferry”](#)
- [Emailed feedback on Gulf Harbour ferry changes](#)
- [Gulf Harbour ferry comments in survey responses on other topics](#)

Survey submissions on “Specific Route Proposals: Gulf Harbour ferry”

not a good idea

GULF No objection to the removal of the Gulf Harbour Ferry one the NX2 is extended to Whangaparaoa.

See all previous comments regarding the proposal to withdraw this service that has been poorly communicated with inadequate consultation contrary to the local government act 2002 regarding the mandatory consultation process.

Leave as is.

Won't this simply put more cars on the road?

No - keep the ferry crossing

Awkward thinking to remove a way of travel to work

As said before. This service is vital for Gulf Harbour. We can't just rely on a bus service that is "hoping" to provide a much reliable service. Lots of factors need to be considered before this decision is made.

Current proposal around Penlink and times to town doesn't factor in the housing intensification out in Gulf Harbour which will impact the commute time into town with only shared roads. I don't believe the bus will get there any faster than a ferry would. The contract with Fullers needs to be looked into as they have not fulfilled this contract since they took over from 360 Discovery. Since then service quality has dropped significantly. When 360 operated service quality and reliability was right there. Fullers have been terrible and keeping customers aware of cancellations etc. Please look into all data available before making such big decisions.

This is an awful decision. Replacement bus services to the CBD are NOT equivalent services. I cannot travel by bus to work and be guaranteed home in time to pick up my son. I have tried during the last year of constant ferry disruption which is NOT weather related. I will need to sell my house and leave Gulf Harbour if this happens. It would be a tragedy and I only moved here and bought because the ferry service was available. AT Should be doing the opposite and shoring up the service and adding more (ie a weekend service).

I vehemently oppose this decision and it will kill Gulf Harbour as a place to live for professionals.

Backward step, surely switching to electric ferry is a forward step

Keep this service as it will stop further cars on the road that need to travel to a Bus HUB. All bus Hub need to have parking as Drop Off/Pick Up is not realistic.

do not support at all

Do it

My feedback on the RTPT is related to the proposed cancellation of the Gulf Harbour ferry service, and its replacement by a bus service from a Whangaparaoa bus station.

As a regular long time user of this service, I am strongly opposed to the decision contained in the RTPT for the following reasons:

1. The existing ferry service requires no building or maintenance of infrastructure, other than minor ongoing maintenance of the ferry boarding and disembarking buildings. Therefore, if these costs are taken into account, it should not prove to be materially more expensive than the proposed bus service, especially initially;
2. The previous ferry operator provided a reliable service, with fewer vessel options and very rare cancellations due to weather, thereby proving that a reliable service is viable;
3. Weather is currently not the primary reason for the frequent cancellations, and therefore the reliability, of the service, so this cannot be used as a valid reason for its cancellation;
4. Travel time to the CBD by ferry is 50 minutes, whereas the best case scenario by bus it is 1 hr 20 minutes. Unless the proposed bus service makes use of Penlink, which does not appear to be the case from the plan document, the bus travel time will not be reduced compared to current and, in fact, it is likely to increase due to increasing congestion on the peninsula;
5. A bus is nowhere near as comfortable or convenient to travel on than a ferry. It is also affected by traffic and weather and actually has the potential to strand Gulf Harbour passengers should there be any significant event on Tindalls hill (as has happened in the past);
6. The minor cost savings of travelling by bus versus ferry are relatively insignificant and would not be a factor in deciding not to use the ferry service;
7. Parking is provided for ferry users, but will not be for bus travelers using Whangaparaoa bus station, thereby eliminating the option of catching buses from the bus station for most commuters. (This is one of the top reasons for people not using public transport);
8. Removing the ferry service would add to the congestion and emissions along the bottleneck that is Whangaparaoa Rd;
9. Fullers, an exceptionally unreliable ferry operator with a sailing cancellation record of above 40% on this service, has been given a monopoly for the provision of almost all Auckland ferry services, even though the SPTF states that it wants "The desirably (sic) of competition";
10. The removal of the Gulf Harbour ferry eliminates an option for future rapid transport systems, which contradicts the objectives of the SPTF;
11. The customer experience of using buses instead of ferries will be significantly degraded, which goes against Goal 1 of the RTPT;
12. The removal of the Gulf Harbour ferry service contradicts all of the following "Service planning principles" stated in the RTPT:
 - Reliable and efficient (will not be efficient " 30 minutes slower)
 - Convenient and attractive
 - Simple
 - Customer focused;
13. Placing a "drop and go" bus station near Whangaparaoa Rd will increase the already substantial congestion on Whangaparaoa Rd;
14. Removing the ferry service will force people to leave the area, in addition to causing house prices and the desirability of living in Gulf Harbour to decline;
15. On a personal level, the radiation treatment I underwent for my cancer in 2021 would have required my having to stay in rented accommodation away from my family and support systems for a full month were there not a ferry service to the city.

Do not remove the gulf harbour ferry, it's a ridiculous idea, the ferry is far more convenient and will be faster

Gulf harbour ferry services should be increased to 7 days rather than decreased or eliminated as proposed:

1. Gulf Harbour is a growing community at the far end of the Whangaparaoa peninsular and the ferry service provides the fastest access to the city for workers, tourists and families.
2. Ferry's are a greener way to travel and takes pressure off the road network
3. Penlink has been reduced from 4 lanes to 2 lanes and will quickly become insufficient with current development on the Peninsular

4. Ferry commuting in Auckland is unique experience for visitors and residents and can not be compared to bus services as a way to experience the Hauraki gulf, connect people to the water and the marine environment

5. Electric ferries should be invested in rather than eliminating based on so-called carbon advantage of buses.

6. Penlik is a toll road - Whangaparaoa residents are already getting hit with charges over and above other road users. The ferries offer a faster, cleaner alternative to residents.

7. Ferry travel is experiential - buses are not and there will be plenty of people taking to their cars instead of taking buses.

This is a vital alternative transport option for Whangaparaoa communities and should not be removed - the more options there are the better for everyone. This feels like a consequence of mismanagement of the service by Fullers/AT i.e. failing to crew their fleet and/or not having the vessels to handle adverse weather conditions and ultimately it's being put into the 'too hard basket'.

This decision will:

1. Cause further congestion on an already overwhelmed Whangaparaoa Road: PenLink will not help due to there being no bus lanes from Gulf Harbour to Albany. Housing is continuing to be built on the peninsula and around Stillwater so the problem will escalate rapidly in the coming years.

2. Make the area less attractive for young professionals and families with commuters: these people stimulate the local economy and provide value to the local community.

3. Devalue property in the area given lack of feasible work-friendly commuting options.

4. Cause more hardship to commuters given the lack of reliability in the existing public bus services (Gulf Harbour will be given lower priority due to it's distance from CBD - as with the current ferry service).

5. Reduce tourism in the area further affecting local business performance.

This is a big mistake.

I enjoy taking the ferry because it takes another car off the road (in fact 50+ a time I would think)

I want to be a user of public transport but do not believe the bus is as good at doing that in my circumstances.

I typically work on the ferry and cannot do this as readily on the bus so it makes it less attractive.

The poor service being experienced at present on this route is very disappointing for someone who has used the service for 8 to 9 years...back when it was a minor service.

It serves an amazing purpose for the community and to lose it would be a big step backwards.

There has been significant investment in the service and to wind all that back just doesn't seem to make sense for the budget of the council.

As per my previous comments.... this is disgusting. Nobody has spoken to the resident of HBC. None of us want buses and they will not get used. This is going backwards, also going against the plans to make NZ emission free.

Really, truly disappointed in this decision and I'll just be hopping in my car instead. House prices will be reduced as one of the big appeals to Gulf Harbour



is the ferry. You have slowly pulled the service apart over the years and run it down. Deliberately trying to make it seem unattainable. So now I don't think I have faith in any of your ideas or proposals.

A big mistake to withdraw the service. You are replacing it with an option which will be less convenient (multiple buses) and longer in duration (again, multiple buses, and then potential for traffic. Also, many people, myself included, have the option to work on the ferry. This is not possible on a bus as they are too cramped.

Do not cancel the Gulf Harbour ferry. Punish Fullers for ruining a formerly great service (When run by 360 discovery). DO NOT CANCEL THE GULF HARBOUR FERRY.

I have started a petition with over 4500 signatures to date. The community is shocked and angry, the person who proposed this has no idea how essential this service. Fullers and AT have run the service to the ground with continued cancellations and no shows and still the public try to use the service.

<https://www.change.org/SaveGulfHarbourFerry>

This is completely unacceptable and outrageous!

Strongly opposed.

Absolutely no

I oppose the removal of the Gulf Harbour ferry service. It is a vital part of the network, and will become more so as the area grows. I live in Manly.

I oppose the removal of the Gulf Harbour ferry service. It needs to be expanded and grown not taken away as a public transport option.

The proposal appears to be based on a number of assumptions:

(a) that GH ferry users will indeed readily transfer from the ferry to the upgraded bus system (b) that the commuter times will improve (c) the improved bus service will be more reliable and frequent via the Penlink connection to the Northern Busway and (d) overall removing the ferry service will save some money.

In my view these assumptions are all fundamentally flawed on a number of levels â€œ

(1) there is a world of difference between travelling on a bus and on the GH ferry â€œ thereâ€™s no comparison in terms of comfort, speed and convenience for anyone living east of Little Manly travelling to the city. In short I very much doubt everyone will just hop on the bus

(2) any bus service (along with the increasing population and ferry users returning to their cars, will still have to travel the 10 km of â€œone road in - one road outâ€™ from the end of the peninsula to the Penlink turnoff/bus terminal in Stanmore Bay. This already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza â€œ it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. In short if the ferry service is removed they will have spent a billion dollars to speed up getting off the peninsula once at Stanmore Bay but markedly increased the time and congestion actually getting to that turn-off â€œ in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

(3) This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels â€œ assurances that have actually been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars â€œ through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along

with additional ferry infrastructure.

(4) Issues of ferry reliability (weather related and otherwise) were simply not an issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations and vessel issues have become acute (as with other ferry services around Auckland) since that time.

This proposal is not supported by the affected community, it will be detrimental to the overall transport network and it will adversely impact people's travel choices and their lives.

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(3) This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have actually been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure.

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This proposal is not supported by the affected community, it will be detrimental to the overall transport network and it will adversely impact people's travel choices and their lives.

The proposal appears to be based on a number of assumptions:

(a) that GH ferry users will indeed readily transfer from the ferry to the upgraded bus system (b) that the commuter times will improve (c) the improved bus

service will be more reliable and frequent via the Penlink connection to the Northern Busway and (d) overall removing the ferry service will save some money.

In my view these assumptions are all fundamentally flawed on a number of levels â€”

(1) there is a world of difference between travelling on a bus and on the GH ferry â€” thereâ€™s no comparison in terms of comfort, speed and convenience for anyone living east of Little Manly travelling to the city. In short I very much doubt everyone will just hop on the bus

(2) any bus service (along with the increasing population and ferry users returning to their cars, will still have to travel the 10 km of â€”one road in - one road outâ€™ from the end of the peninsula to the Penlink turnoff/bus terminal in Stanmore Bay. This already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza â€” it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. In short if the ferry service is removed they will have spent a billion dollars to speed up getting off the peninsula once at Stanmore Bay but markedly increased the time and congestion actually getting to that turn-off â€” in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

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This proposal is not supported by the affected community, it will be detrimental to the overall transport network and it will adversely impact people's travel choices and their lives.

NO. Do not remove Gulf Harbour ferry as a means of transportation. You're adding more congestion to the road with the increasing residence of the peninsula. PenLink will not address provide any relief to the people of Rodney particularly at the end of the peninsula. You should be increasing our public transportation options not trading one for the other.

I can think of no better sentence to begin my feedback on this proposal, other than: "Are you insane?"

Whoever came up with this proposal should be named, shamed and their resignation sought.

As a current Gulf Harbour resident & longer term Whangaparaoa resident, I have had many years experience of the Whangaparaoa bus services & Gulf Harbour Ferry. I was also present at last year's public meeting to discuss the unacceptable & dire Gulf Harbour Ferry service currently being provided by Fuller's, and the reasons given by AT for the appalling ferry cancellation data. We now find out!!! (and this obvious lack of TRUE public engagement & transparency, with very little engagement with actual users of the services under discussion) that what was said at the public meeting by AT is totally contradictory to this proposal. Removal of the Gulf Harbour Ferry & replacing it with buses is insane! and contradicts just about every 'Goal' that you describe in the RPTP, not to mention it contradicts the FIRST TWO SENTENCES and more of para 1.1.1..."increasing genuine & flexible travel choices..." - "...supported by high-quality information..." ..."faster travel times than cars"!! ..."more reliable travel times"....The reason you have given for the unacceptable Ferry Cancellation Data is total misinformation and factually wrong. AT's own executives provided contradictory reasons last year...and as a user of the Ferry, my friends & colleagues know personally how many times it has been cancelled in fair weather and flat calm seas! At the moment, to leave the Whangaparaoa peninsula at peak times you join a traffic jam at Little Manly until 1030am. According to AT a fleet of buses is going to join that traffic jam and creep toward the start of the Penlink. More cars will be in that traffic jam - as all the people who physically cannot use buses, or choose not to, for various comfort, health & SAFETY reasons, return to driving their cars. These buses have a Zero chance of sticking to a timetable. I dare not envisage what will happen on the narrow Whangaparaoa Road if there is a serious RTA before the Penlink, or God forbid, a tsunami...This narrow road, which would be more expensive than the Penlink itself, to widen, being the ONLY way off the peninsula. I wish to receive details of the so-called Focus Groups that were held by AT to inform this proposal. This must not happen! The Gulf Harbour Ferry service MUST be improved (with a small weekend service added) and NOT removed - as promised by AT themselves last year!!!!

----- Emailed feedback:

As an Auckland ratepayer I write this letter to seek answers from any and all Auckland ratepayer representatives, elected politicians and journalists to kindly assist in obtaining answers for me to the following three questions:

Question 1

Why has Auckland Transport reneged on its executive promise made to Auckland ratepayers during the Public Meeting held at Gulf Harbour Yacht Club on the 6th October 2022?

I was present at this meeting (<https://www.localmatters.co.nz/hibiscus-news/fullers-fronts-up-to-ferry-users-fed-up-with-ferry-lottery/>) where promises were made by Auckland Transport and Fullers' senior executives to not only improve the Gulf Harbour Ferry service cancellation rates but also to examine the feasibility of the increase/addition of a limited weekend schedule.

Since October 2022 not only has there been no improvement in the Gulf Harbour Ferry cancellation rates, but also there has been a substantial increase in ferry cancellations.

The cancellation rate has been 49% for some time!!! That is Auckland Transport's own data.

Please note that figure, reader..... a 49% cancellation rate!

Prior to Fullers running the Gulf Harbour service, the cancellation rate was in the range of 5% year on year.

This is a totally unacceptable statistic for ratepayers and it should also be unacceptable to Auckland Council for a contracted service.

Now Auckland Transport have the (audacity?) to publish a draft Regional Public Transport Plan (RPTP), with no transparency, which includes a proposal to destroy the Gulf Harbour Ferry Service altogether; and this is after millions of taxpayer dollars have recently been spent on Gulf Harbour Ferry-linked infrastructure and purchasing.

Question 2

Why is the proposal within the RPTP to remove the Gulf Harbour Ferry in total contradiction to all the Public Transport 'Goals' detailed by Auckland Transport?

e.g

Goal 1

Customer Experience: There is no bus service in existence that can even come close to matching the customer experience of a ferry i.e seating pitch/seat-spacing/seating choice, tables, toilets, refreshments, journey time, assistance from passenger-monitoring crew, space for bikes, scooters, wheelchairs, disability aids, luggage, healthy fresh air.

Goal 2

Emissions: Removing the ferry will absolutely drive most Gulf Harbour, Army Bay, Tindalls Beach, Matakatia Bay, Little Manly, Manly and Manly Beach residents back to their cars. All those that I have spoken to are saying this. This will result in even thicker congestion along the almost 10km of the single-

lane, impossible to widen Whangaparaoa Road, before the beginning of the Penlink. At the moment all ferry-users drive in the opposite direction to Peninsula peak traffic as they drive to and from the Gulf Harbour Ferry. Gulf Harbour is also a region undergoing huge rapid expansion. Whangaparaoa College is already right in the middle of the current congestion area. Ferries can carry much larger numbers of passengers than fleets of buses – so how will lower- emissions be achieved, considering how many cars carrying a commuter will return to the roads should the Ferry be lost.

Goal 3

Safe/Accessible: Larger passenger numbers on a ferry are much safer for the young, for the elderly and certainly for the vulnerable. Ferries are far more accessible to disabled passengers with wheelchairs or other walking aids. It is far easier for tourists and holiday-makers to embark & disembark with luggage. Bicycles are far easier to take on a Ferry, as many buses have to refuse them due to space restrictions. The availability of supervision and assistance from crew make the Ferry a much safer option at all times. No extra bus shelters or wait-seating is planned for the bus routes. Emergency-service rapid-access down the Peninsula in increased congestion will definitely be impacted. If there is a serious RTA, a landslip or flooding, on the single-access Whangaparaoa Road, how will the approx. 17, 000 families escape? The Ferry provides an effective alternative ‘escape route’ (aka Harbour Bridge-crossing) for Peninsula families.

Goal 4

Integrating a Growing Auckland: Auckland Transport are planning to remove an already integrated ferry/bus service from an area undergoing rapid development! It is not hard at all to see that contradiction.

Goal 5

Delivering Transparently: Auckland Transport have absolutely not fully engaged with the local residents of the Whangaparaoa Peninsula. This is the one region most affected by their draft RPTP proposals, as it is an area with a current integrated public transport service (despite Fullers’ blatant attempts to run the service in such a way as to discourage patronage) that AT are planning to remove. It is also the region about which Auckland Transport executives are acutely aware of public support regarding maintaining a Ferry Service, since the public meeting of October 2022 and afterward. However, the nearest face-to-face meeting opportunity offered by Auckland Transport to the Public, was in Albany on the 1st August 2023 – a 30 km journey away.

Auckland Transport placed a ‘whole page’ advertisement in the Rodney Times newspaper this week extolling the virtues of their plans to expand public transport services including expanding ferry services. It DOES NOT mention the removal of the Gulf Harbour Ferry! This advertisement is only 2 weeks prior from Auckland Transport’s cutoff date for public submissions on the RPTP.

Question 3

If Auckland Transport really believes that 'fleets of lower-emission buses' will result in overall lower emissions than retaining a ferry service, then why are ALL the other ferry services around Auckland being expanded? e.g Why is the Pine Harbour Ferry not being replaced by fleets of buses?

Auckland Transport's 'low- emissions ferry' Goal is only to be "50% by 2030". There is capacity in this target to retain the Gulf Harbour Ferry.

I have recently moved home from Stanmore Bay to Gulf Harbour and am an active member in the Whangaparaoa community. I estimate more than 98% of the residents of Whangaparaoa had never even heard about the draft RPTP nor its proposal to remove the Gulf Harbour Ferry (after all it is only mentioned in a tiny box in a 'Table' on Page 104 of the RPTP document) so Auckland Transport's use of the word "transparency" is laughable!

Our community polls estimate that if the Gulf Harbour Ferry Service is removed there will be at least an additional 400 extra cars travelling to the CBD every week day.

I hope you can find out the answers to my questions.

Yours sincerely

Strongly disagree to remove the comute from many people as well as they should run on the weekend for the leisure purpose. If they have shuttle bus to the Shakespeare park. People coming to visit more often. As well as local people use to go the city more often.

Replacing the Gulf Harbour Ferry with buses is total madness!

There are a host of legitimate reasons why this proposal is ridiculous and this can be backed up by factual data. Auckland Transport needs to reverse this plan with immediate effect and engage with ALL stakeholders & users of this Ferry service & the taxpayers on the Whangaparaoa Peninsula!

I am a regular user of this service

NOT OKAY. THIS IS MY PREFERRED WAY INTO THE CITY! THE BUSSES ARE ALREADY TOO FULL AND LEAVING PEOPLE AT STATIONS. TO REMOVE AN ALTERNATIVE ROUTE IS JUST SILLY.

See my previous comments.

Extending NX2 here and removing the ferry service makes sense to me.

Good.

Agree. Competing and duplicating an expensive ferry service is not cost effective.

I would like to express my strong support for maintaining the Gulf Harbour ferry route. I believe it is an essential service that must be retained for the benefit of our community.

The ferry service has been an integral part of connecting the Auckland CBD and Gulf Harbour, providing unparalleled convenience and connecting people, businesses, and tourists across the water. Removing this vital route would have far-reaching consequences that extend beyond mere inconvenience; it would disrupt the lives of countless individuals who rely on it daily for their commutes, essential services, and leisure activities.

Commuting to the CBD via car is simply not an option for so many members of the community. The commute can take up to two hours during peak traffic.

If the Gulf Harbour ferry became a dependable service, it will be supported by the large sum of people who are advocating for its saving. We all want to see it thrive.

I sincerely urge you to reconsider any plans to remove the Gulf Harbour ferry route. Instead, let us collaborate on finding effective solutions to improve and sustain the service. By doing so, we can continue to enjoy the numerous benefits it brings to our community.

Thank you for your time and consideration. I remain hopeful that together, we can safeguard this essential ferry route.

Cancelling the GH Ferry service is NOT an option.

How can you justify cancelling a direct service with Park and Ride facilities by an indirect road service?

Bus stops in GH are few and far between, I would need to walk 15 min up a road without footpaths or streetlights (Hobbs Road) to get to one, it's really dangerous as cars can't see you on the road in the dark.

Driving to the new Penlink station is not an option either (as there will be no parking), so how do you suggest commuters who currently use the Park and Ride Carpark in GH get to the new Penlink station?

Using the new 99 bus will take a long time (see reasons given above).

This proposal will only increase the amount of cars already queuing on Whangaparaoa road every morning and evening.

Instead of wasting money to get rid of the ferry, invest and make it more reliable. I work in tourism and we book tour buses all summer long to get groups of tourists to Shakespeare Park, these busloads of tourists would love to be on a ferry if it would operate on weekends.

There are several developments planned around GH who advertise the area with a direct link to the ferry. Whangaparaoa road is at its limit already, how can you then take away the only viable alternative. The Penlink might reduce traffic in Silverdale, but the traffic flow in Whangaparaoa will be even worse as there will be a new intersection and traffic light. The Penlink does not reduce the traffic around Albany and all the way to the city, nor will it be more reliable.

I oppose this ludicrous suggestion. It goes directly against every aspect of the Vision. It will result in increased travel times, increased emissions, and increased costs.

Auckland Council has spent some \$10 million over the past few years to secure rights to the Hammerhead and the ferry berths. This money will have been wasted if the service is cancelled.

As recently as October 2022, AT and Fullers attended a public meeting in Gulf Harbour where they expressed commitment to the Gulf Harbour service and promised restoration of the service to pre-pandemic levels.

I am against removal of the Gulf Harbour ferry into Auckland and vice versa.

I absolutely oppose withdrawal of the Gulf Harbour Ferry Service please also see our Change.org petition which currently has 5000 signatures

I oppose withdrawal of the Gulf Harbour ferry service. Withdrawing the service is in direct opposition to every single aspect of the Vision.

No comment.

I think this is a ridiculous proposal. When travelling at peak times from Gulf Harbour to Silverdale traffic is already crawling from Manly shops (and beyond) without taking into consideration the extra cars of the ferry takers and all the extra houses that are proposed or currently being built. We should be adding more ferries to take cars off the roads and reduce emissions where this proposal will be adding cars to the road!! Buses from the Hibiscus Coast are often at capacity now let alone adding more travellers. I am a university student and with travel time to the ferry it takes me 55mins to get into town - if I have to use the bus I will be looking at 1.5hrs - how is that improving travelling times???

Doesn't sound good

?

Terrible idea. The ferry is a big part of how Gulf Harbour stays connected to Auckland City. It is well used by Hibiscus Coast people. The reliability of the service is what has caused issues for the numbers travelling. People get in their cars if the ferry doesn't run. They don't catch the buses.

Terrible decision. Will add over 20 hours to my travel times per month. This is not what the Whangaparaoa residents want.

See the petition to keep the ferry. 5000 signatures out of a population of 30000 is a huge proportion of people wanting to keep the ferry.

https://www.change.org/p/save-gulf-harbour-ferry-auckland/u/31749632?cs_tk=AICQxx3Jg_0gD8VWvGQAAXicyyvNyQEABF8BvJbUagKd3hXtQurHWQVePgM%3D&utm_campaign=2980e99aa1624d7cbf4793ff5b5e18c3&utm_content=initial_v0_6_0&utm_medium=email&utm_source=petition_update&utm_term=cs

I would urge you to reconsider removal of the Gulf Harbour Ferry. This is the main route that myself (and many other commuters) use to travel to work. The ferry is essential public transport for the Hibiscus Coast community. The Hibiscus Coast area continues to grow, with new housing developments being built across the area. Given this, removing transport options just doesn't make sense. Additionally, bus services to and from the city are not equitable with the ferry - often taking significantly longer. For example, the evening bus replacement services (in particular the 5:45 bus replacement) takes 1.5-2x as long as the ferry. I do not see Penlink alleviating this as much of the traffic is in the CBD and on the peninsula itself. The ferry is also a much nicer service to use - I can work on the ferry and the seats are more spacious/comfortable. Also, I do not have to switch buses/wait on connections when using the ferry, which means I save commuting time. I use the ferry regularly/every week. It's a good service that I feel is essential in providing transport options to and from the Hibiscus Coast. In my opinion, we want a public transport system that provides more (not less) options. Removing the ferry will be a disservice to the community and hurt the vision of an Auckland that provides great and accessible public transport journeys to its citizens.

To Whom This May Concern,

Please see below my submission on the RPTP 2023-2031 concerning the future of the Gulf Harbour Ferry service.

Submission on the RPTP 2023-2031

Proposal to terminate the Gulf Harbour ferry service

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This would reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and higher carbon emissions.

The main points I will cover in my submission are as follows:

- (a) Introduction – my experience as a Gulf Harbour ferry user
- (b) Constrained internal roading network on Whangaparaoa and SH 1
- (c) Journey times and travel choices

- (d) Ferry unreliability and cancellations
- (e) Breach of faith with the community
- (f) Carbon emissions and future options
- (g) Civil defence and resilience
- (h) Current situation – the way forward
- (i) Conclusion

(a) Introduction

My name is ■■■. I was on the Hibiscus and Bays local board from 2016 – 2019 during which time I took a keen interest in the Gulf Harbour ferry service both as a ferry commuter and as an elected representative. That included advocating for improvements to the service and the facilities provided on the Hammerhead for the ferry. In this respect I thank AT for the bike racks that were provided and the AT hop machine that has been installed (along with the additional parking on the Hammerhead that was necessary in the summer to cope with the large number of people using the ferry at that time).

As a University student attending Auckland University for four years from 2016 – 2020 the Gulf Harbour ferry was my main mode of transportation as indeed it was for other tertiary students. It was the fastest, most convenient and at that time, most reliable mode of transport down to the city. It was a relaxing and enjoyable commute and allowed me the opportunity to work on course work on the journey (as did many other people). In short it was a first-class public transport service which I appreciated, used regularly and was keen to see grow, the slightly higher cost, a price I was more than willing to pay in respect of the other positives outlined above and which do not apply to either buses or private vehicles.

When I did use the bus I always drove to the park and rides, either at Silverdale or at Albany. This was due to the constrained roading network from Army Bay along which any bus had to drive along and which significantly lengthened the overall commuting time – either to the HBC Station in Silverdale or to the proposed Whangaparaoa Station in Stanmore Bay as is being advanced by this proposal (though with no park and ride) and which for the eastern 10 kilometres of Whangaparaoa Peninsula will continue to be unaffected by the Penlink project.

(b) Constrained roading network on Whangaparaoa Peninsula

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of

the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as per previous transport studies by the legacy Rodney District Council showing this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

In short if the ferry service is removed \$835 million will have been spent on Penlink improving the travel times getting off the peninsula, once at Stanmore Bay, but simultaneously increasing the travel time and congestion actually getting to that turn-off from the eastern half of the peninsula – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. Furthermore the proposal and travel times have failed to take account of increased congestion on the Northern Motorway (SH 1) between Silverdale and Oteha Valley Road.

Increasing congestion on the Northern Motorway from Silverdale to Albany (Oteha valley Road).

In addition to the constraints on this 10 kilometres of Whangaparaoa Road east of the Penlink intersection there will be added pressure on SH 1 from Silverdale to Oteha Valley Road

There is going to be pressure on SH 1 where the new Penlink route connects with the Northern Motorway (SH1) at Redvale and through which all vehicles travelling south, including buses, will have to travel. The Supporting Growth Alliance North have stated on their website that any future improvements for SH1 on this section (including interim bus lanes) are yet to be prioritised for funding with construction expected around the next 10 to 30+ years. That inevitably raises questions over the travel times for both private vehicles and buses from the Hibiscus Coast that will all converge at this point on this section of the Northern Motorway (and for which there is no funding or construction timetable signalled conceivably for the next 3 decades and beyond).

(c) Journey times and travel choices

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour

catchment not Manly shops (as used in the sample journey) and the travel times getting to the ferry have been exaggerated.

Finally the rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed (the WX 1 is due to start in late 2023). Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway serving the same catchment, it already being up and running with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements in their catchments but at Gulf Harbour the proposal is to cut the ferry service altogether. Why the difference?

Moreover the future constraints for bus operations on the Whangaparaoa Peninsula and on the section of SH 1 from Silverdale to Oteha Valley Road for which there is no funding in the next decade and beyond actually enhance the case for retaining and improving the Gulf Harbour ferry service and have been discussed in more detail in the previous section. These factors should have been identified in the comparison between bus and ferry services for this part of the peninsula but were not.

(d) Ferry unreliability and cancellations

Auckland Transport's attribution of ferry reliability issues at Gulf Harbour to mainly unfavourable weather conditions is misleading.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue then is with basic operational issues going to staffing and fleet reliability not the weather. This has led to a view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than addressing the operational shortcomings on this particular run and indeed across the ferry network as a whole. Incidentally the latest update is that cancellation rate is now over 50%. While the weather has obviously been unseasonably poor this year it is not the weather that is the main contributor to the unreliability of this service. AT knows this and it is disingenuous to suggest otherwise. You only need to look at the travel alerts on the Gulf Harbour Ferry Group page to get a sense of the real reasons – “Industry wide shortage of ferry crew,” “issue with the vessel in service,” “ongoing crew shortage,” “unexpected vessel breakdown.”

(e) Breach of faith with the community

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service's sailings would be incrementally increased and facilities improved in the future. It also runs contrary to the emerging integrated transport network on the Hibiscus Coast .



This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through the implementation of additional sailings since 2016, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of that network as a whole. The large investment of Penlink will be significantly compromised on the eastern half of the peninsula as a result.

This proposal will negatively impact people's travel choices and their lives.

This proposal will therefore adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a major drawcard for people to live in the area and at one point the service was financially assisted by the developer at Fairway Bay in order to put on additional services. That same developer also financed extensive market research for the area east of the Whangaparaoa Plaza that revealed a high level of support in the community for the introduction of a weekend service.

(f) Carbon emissions and future options

Overall carbon emissions will increase with the proposed termination of the ferry service but reduce if it is retained and extended.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use as predicted.

Moreover battery electric and hydrogen technology is progressing fast. In 5 years time there will undoubtedly be improved options for longer runs such as the Gulf Harbour route. In this respect after the recent public meeting at which over 350 people attended, the Gulf Harbour Ferry Users Group and our elected representatives have engaged directly with three separate companies involved in the production of full electric or hydrogen powered ferries. In the case of two of these companies they are either already operating a fully electric ferry or have manufactured one and are going through an approval process. All three have expressed a keen interest in operating the Gulf Harbour run and are confident that a full electric or hydrogen model are viable options that would not just provide zero emissions but would additionally produce vessels that were far more resilient to adverse weather conditions than is currently the case. Such technology which is being advanced for other ferry runs but not Gulf Harbour would further lift the quality of the service and its patronage (a 40 minute commute on a zero emission electric ferry would blow out of the water any of the comparisons to the bus alternative that Auckland

transport is attempting to advance as an alternative to the ferry service).

These three companies have said battery electric and hydrogen technology is progressing fast. In 5 years time they have absolutely no doubt there will be improved options for longer runs such as the Gulf Harbour route over and above what is even being contemplated elsewhere in the network in 2023. That is a reality that is irrefutable and once again reveals this proposal's disappointing attempt to present the Gulf Harbour ferry run in the worst possible light. It is further evidence, if needs be, of the apparent desire to simultaneously run the Gulf Harbour service down as is currently happening and to paint its future prospects in terms of the game changing nature of evolving technology in the worst possible light. That is the exact opposite of what is happening in all the other ferry services in Auckland and has become very clear to our community on the Whangaparaoa Peninsula.

(g)The current situation - how it can and should be improved

AT currently owns 4 ferries. These vessels were purchased during the AT Ferry contract negotiations and are being upgraded or have been upgraded to new IMO emission standards for marine diesel engines. These vessels meet or will meet emission standards now and into the future. Furthermore, AT is currently involved in the funding of new ferries and while these new ferries are not designed for the Gulf Harbour service, this new capacity frees up other vessels to be upgraded to meet IMO standards as per the four vessels above.

The journey from Gulf Harbour to the CBD is approximately 29 kilometres. The current older vessels and smaller vessels take 50 plus minutes to transit this journey due to slower speed and greater weather impact whereas three of the larger vessels AT now owns would comfortably complete the transit in under 45 minutes (actually closer to 40mins), cruising at 23plus knots carrying upwards of 200 passengers per trip. These vessels can and do handle the weather conditions better.

Cancellations over the past many months have been caused by many reasons, mostly the well documented operational constraints referenced earlier in this submission (vessels re-tasked / breakdowns / crewing issues) not the weather. By using these three AT vessels combined with vessels such as Takahe and D6 would result in operations continuing in worse weather currently limiting the smaller vessels.

Once again this service should be growing not retracting. The Hobsonville service which is also in the Albany Ward, is an example of what can be achieved. While Hobsonville is an inner harbour with different conditions, the concept remains the same, proper infrastructure, increased scheduling and better timetables have grown this service, meeting the needs of its community while working alongside roading and bus network improvements.

Or are we just to continue as per the last 18 months and accept that with the Gulf Harbour ferry service Auckland Transport will continue to allow the Gulf Harbour run to be the first to be cancelled when there are problems elsewhere in the network, be served by the slowest and oldest vessels and excluded from any improvements in service frequency or in the provision of better and more emissions efficient craft? In other words for this ferry service to be systematically run down on all fronts well in advance of 2028.

(h)Resilience and civil defence preparedness

Events earlier this year with the January 27 floods and Cyclone Gabrielle have highlighted the need for far greater resilience across the Auckland region. This is especially the case on the Whangaparaoa Peninsula where there was extensive flooding in a number of flood-prone locations. The eastern end of the peninsula remains particularly vulnerable to being cut off in the event of a civil defence disaster.

From the bottom of the Tindalls Hill to the Gulf Harbour roundabout there is only one road in and one road out. If anything happens on this stretch of road the entire eastern end of the peninsula is cut off as indeed has happened in the past (a crash on the Tindalls Hill a number of years ago involving a bus going off the road had the effect of blocking off the entire eastern end of Whangaparaoa Peninsula. All residents east of Matakatia were trapped on one side or other of the crash without being able to get in or out. Traffic coming on to the peninsula was backed up 12 kilometres right back to the motorway). On this day, I had an exam to sit at Auckland University. The only reason I was able to make it to my exam (when on a rare occasion I had anticipated driving into the city) was having the option of utilising the Gulf Harbour ferry!

The 2018 census (which is obviously 5 years out of date now) shows 15,045 people live east of the Whangaparaoa shops (Stanmore Bay Road). In Gulf Harbour and Army Bay alone there were 7164 and from Manly East back 12,696. These are not insignificant population centres and will have increased in the intervening years with ongoing development, more of which continues to roll out with the development cap for Gulf Harbour removed in the Unitary Plan and uncertainty over the further intensification enabled by Plan Change 78 and further plan change applications.

In the past the ferry service into Gulf Harbour has always been viewed as an important option in the light of an emergency and indeed was an integral part of the civil defence planning at the legacy Rodney District Council. In the future that reach of the service would extend well beyond the eastern end but to other parts of the peninsula as it goes to the movement of both people and supplies. While perhaps not strictly a matter for the RPTP to consider, in the changed world since 27th January it should nonetheless be a consideration in terms of not just transport resilience but the overall safety and resilience of the wider community as a whole.

(i) Conclusion

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As such it is disappointing this proposal has lacked balance and appears to have been advanced with a predetermined outcome in mind, an outcome that is entirely at odds with the reality on the ground and the wishes of the affected community. As such it should be dismissed and instead Auckland Transport hold to its previous commitment to investigate the potential for weekend services, potentially starting with a trial as per the Pine Harbour service and to incrementally improve the existing peak and inter-peak services over time. That would have the effect of further simultaneously increasing the patronage and further reducing emissions for this half of the peninsula. It would be in keeping with what is happening elsewhere on the ferry network across Auckland and it would be consistent with the goal of improving public transport choices not reducing them as would be the consequence of this proposal if it were to be adopted. This proposal should therefore be rejected and the Gulf Harbour ferry service not only retained but improved in the same manner it is on all the other ferry runs in Auckland.

Thank you for considering my submission.

Kind Regards,

AT needs to provide more details about this

I 100% object to the removal of the Gulf Harbour ferry. This is a terrible proposal and will offer no benefit to the Gulf Harbour area at all. The assertion that it will be better for the environment is short sighted and is unlikely to hold up to scrutiny. If you proceed with the removal of the ferry service, I like many other residents, will return to my car. If I wanted to get a bus into the city, I would. The ferry service (if run competently) is 100% better than using the bus service.

There is one road in and out of Gulf Harbour, adding extra buses and cars to this road will cause gridlock every morning and afternoon.

As a resident of Gulf Harbour and commuter I vehemently oppose the cancellation of the Gulf Harbour ferry service and instead propose the option not mentioned in the report of greater investment in upgrades and weekend services to resolve the emergent issues with reliability and falling passenger numbers. The proposal does nothing to address the situation down the peninsula beyond the Whangaparoa intersection.

Completely disagree with removing the Gulf Harbour ferry!

The alternative that AT is proposing is not acceptable, it would imply catching multiple buses (from Gulf Harbour to the proposed new station and then catching a bus to downtown). Additionally, the travel time will always depend on traffic and it will always take more than 1 hour during peak time from Gulf Harbour to downtown. Although there are bus lanes in the motorway this is not the case throughout the Hibiscus Coast. The current ferry takes 50 mins and provides another experience (people can get a coffee, do some work, etc... instead of being stuck in traffic and contributing to more cars on the roads). It just doesn't make any sense. The excuse that because it's the most unreliable service that AT provides then we need to get rid of it is just rubbish. The solution is providing a reliable service and I can guarantee you that there will be a lot more people using the ferry if they can count on it.

As ratepayers, we have the right to have convenient public transport, and removing the Gulf Harbour service will not contribute towards this. It is clear that the people proposing and making the decision won't have to spend over 4 hours per day travelling to/from work on a bus... because that's how long it will take. There is no way that without bus lanes, with multiple stops and having to transfer over buses the travel time between Gulf Harbour and Downtown will be 1 hour. Not to mention the infrastructure already put in place for the ferry and park and ride which will be unused.

Please don't cancel my dad's the gulf harbour ferry, he's always late when its a bus and I don't want to move to another place. Please make ferry for weekends so I can go to the city.

This is a terrible idea. A bus service into and from the CBD at rush hour is a nowhere near equivalent service. I will need to move out of the area if this occurs. Worst idea ever!

I strongly disagree with this. We need the ferry, just make it more reliable. No bus alternative could compare to this service.

Good. Weather isn't good enough a lot of the time. Pen link should help with the dropping of this service.

It was always canceled anyways so might as well make it official!

Supported

I OPPOSE the proposal to terminate Gulf Harbour Ferry Service in 2028. This service is a must have for the Whangaparoa peninsular, especially for the eastern half of the peninsular residents. The ferry service is critical to the eastern peninsular so the community can get to work, & education and participate as Aucklanders reliably and with a reasonable travel time, under an hour.

Personally, the ferry service did support my children to get to university within an acceptable travel time under an hour. But due to the ongoing cancellations of the Ferry, my daughter had to leave University as could not make her labs on time. This cost to her was significant in cancellation fees, thousands of dollars, let alone she is unable to finish her degree within the 3-year term making her now ineligible to apply for medical school as a post grad. She had to

leave Gulf Harbour and now flatting in town and using a personal car and working. She has dropped out of university.

My boy is in University Halls this year studying Architecture and will return home to Gulf Harbour next year. We dread the likelihood that this GH Ferry service will be still operationally cancelled 50% of the time. We do not want the same situation happening to our boy too. Please resolve.

As the ferry service must be operationally maintained at the level of service provided earlier by the 360 operator being cancellation rates around only 5% of the service due to unsafe sea conditions for their little boat.

It is unbelievable misinformation to say the cancellations have been 50% due to poor weather by Fullers / AT. A complete lie. The boats are being used by the other Auckland wide ferry services. It is an appalling service delivery situation right now in 2023 and had significant impact, with many personal sad stories like my daughters.

We residences rely on the operational effectiveness of the ferry service to enable us to travel to education, jobs and medical trips to the hospitals or just participate as an Auckland resident, which is a rite of passage as rate payers. Just like other areas of Auckland have been provisioned appropriate reliable ferry services under the RPTP 7 days a week, yes weekends too. Gulf Harbour need a weekend service too!

The Ferry is an enabler for tourism and for the wider Auckland region to enjoy the eastern end of the peninsular such as our beautiful Beaches, walks, cycling, Shakespeare Park, and Tiri Island Sanctuary. The Ferry allows bikes too that buses don't cater for. Again, a big win for tourists and reduction in carbon emissions. With Penlink the roads will be congested further by not just Eastern Peninsular Residences vehicles but also Auckland sight seeing and enjoying our wonderful beaches too. The roads will not cope, especially on the weekends. Buses will be completely ineffective as will be stuck in this congestion. The Ferry will be the PT mode of choice by all Aucklanders to see the Eastern end of the peninsular. And what a wonderful way to travel and experience the Hauraki Gulf waterway and natural environ and wildlife, like dolphins.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed, the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data, the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result). The rationale of "duplication" advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g., at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Right up until this RPTP proposal went out recently, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community. This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza " there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section exacerbating the

congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza). As such this proposal shows inadequate awareness of the internal network dynamics of the 15-kilometre-long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating, “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”) The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years’ time there could well be improved options for longer runs such as the Gulf

Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan. Do not remove the Gulf Harbour Ferry, this is a travesty decision by AT.

I OPPOSE the proposal to terminate Gulf Harbour Ferry Service in 2028. This service is a must have for the Whangaparoa peninsular, especially for the eastern half of the peninsular residents. The ferry service is critical to the eastern peninsular so the community can get to work, & education and participate as Aucklanders reliably and with a reasonable travel time, under an hour.

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The ferry service must be operationally maintained at the level of service provided earlier by the 360 Degrees operator with a cancelation rate that was around only 5% of the service due to unsafe sea conditions for their little boat. Fullers has much larger boats so could reduce this % down even further.

It is unbelievable misinformation to say the cancelations have been 50% due to poor weather by Fullers / AT. A complete lie. The boats are being used by the other Auckland wide ferry services. It is an appalling service delivery situation right now in 2023 and had significant impact, with many personal sad stories like mine.

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This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza " there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off " in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza). As such this proposal shows inadequate awareness of the internal network dynamics of the 15-kilometre-long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

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vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 " 5.79%, 2020 " 7.42%, 2021 " 8.91%, 2022 " 38.35%, 2023 " 47.91%

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The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan. Do not remove the Gulf Harbour Ferry, this is a travesty decision by AT.

I OPPOSE the proposal to terminate Gulf Harbour Ferry Service in 2028. This service is a must have for the Whangaparaoa peninsular, especially for the eastern half of the peninsular residents. The ferry service is critical to the eastern peninsular so the community can get to work, & education and participate as Aucklanders reliably and with a reasonable travel time, under an hour.

Personally, I'm in the halls this year. But next year I return home, the ferry service will enable me to get to university next within an acceptable travel time under an hour. But due to the ongoing 50% cancellations of the Ferry, I'm worried I might have to leave University as like my sister has, as I might not make my Architecture classes on time. This would devastate my wellbeing as a young adult. As I invested a significant amount of time to just achieve entry to the prestigious course. And might cost me my placing, & cost me significantly in university cancellation fees, thousands of dollars, let alone that I would not be able to finish my degree within the 3-year term making me now ineligible to apply for medical school as a post grad. I dropped out of university.

The ferry service must be operationally maintained at the level of service provided earlier by the 360 Degrees operator with a cancellation rate that was around only 5% of the service due to unsafe sea conditions for their little boat. Fullers has much larger boats so could reduce this % down even further.

It is unbelievable misinformation to say the cancellations have been 50% due to poor weather by Fullers / AT. A complete lie. The boats are being used by the other Auckland wide ferry services. It is an appalling service delivery situation right now in 2023 and had significant impact, with many personal sad

stories like my sisters who left university because of the ferry cancelations.

We residences rely on the operational effectiveness of the ferry service to enable us to travel to education, jobs and medical trips to the hospitals or just participate as an Auckland resident, which is a rite of passage as rate payers. Just like other areas of Auckland have been provisioned appropriate reliable ferry services under the RPTP 7 days a week, yes weekends too. Gulf Harbour need a weekend service too!

The Ferry is an enabler for tourism and for the wider Auckland region to enjoy the eastern end of the peninsular such as our beautiful Beaches, walks, cycling, Shakespeare Park, and Tiri Island Sanctuary. The Ferry allows bikes too that buses don't cater for. Again, a big win for tourists and reduction in carbon emissions. With Penlink the roads will be congested further by not just Eastern Peninsular Residences vehicles but also Auckland sight seeing and enjoying our wonderful beaches too. The roads will not cope, especially on the weekends. Buses will be completely ineffective as will be stuck in this congestion. The Ferry will be the PT mode of choice by all Aucklanders to see the Eastern end of the peninsular. And what a wonderful way to travel and experience the Hauraki Gulf waterway and natural environ and wildlife, like dolphins.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed, the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data, the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result). The rationale of "duplication" advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g., at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Right up until this RPTP proposal went out recently, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community. This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza " there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off " in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza). As such this proposal shows inadequate awareness of the internal network dynamics of the 15-kilometre-

long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating, “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”) The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years’ time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with

what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan. Do not remove the Gulf Harbour Ferry, this is a travesty decision by AT.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of my family that live east of the Manly shops.

My children have been impacted beyond comprehension with my daughter leaving University as unable to travel reliably and timely to the city. I worry now for my boy who looking at similar circumstances next year if the service reliability of the GH ferry does not improve significantly from 50% cancellations back to pre-covid of 5% cancellation rates. And an increase of the service to have weekend services too.

Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

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Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza - there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off - in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels - assurances that have been backed up with considerable sunk investment in the GH ferry service - through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating - "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.



Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 " 5.79%, 2020 " 7.42%, 2021 " 8.91%, 2022 " 38.35%, 2023 " 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

This is short sighted as traffic flows will not improve due to Penlink. It's only one lane each way. Prior to dynamic lanes on Whangaparaoa Rd it could take about 40 minutes just to get to Hibiscus Coast and that was leaving at 5:45 a.m. and with the dynamic lane in place during peak times (i.e two lanes). The ferry needs to continue and ensure a reliable service. There is a minimal short route with a bus lane from Gulf Harbour to Penlink and no capacity on the road to include one unless houses are brought along the complete route. Where is the future proofing?

I am a resident of Gulf Harbour and a regular user of the ferry service, albeit an irregular one at best. The proposal to remove the service is so shortsighted when we are urged to abandon our cars and utilise more efficient means of travel and reduce our personal carbon footprints. The suggestion that Penlink will be the alternative to a simple direct ferry service is nothing short of a wishful thinking with no provision for dedicated bus lanes. The short-sightedness of a two lane only bridge is foolhardy with no provision for future growth the Harbour Bridge clip on's a glaring case in point.

No issues

I reject AT proposal to remove the gulf harbour ferry service. I rely on this service to get to work from Manly and the bus is not an option for me, it takes too long and there is no parking at 8:30am when I need to leave.

Thanks kindly

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nga mihi

thanks kindly,

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I oppose the proposal to terminate the Gulf Harbour ferry service in 2028

I oppose the proposal to terminate the Gulf Harbour Ferry service!

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact you travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

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The rationale of “duplication”™ advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza “ there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off “ in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

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As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels - assurances that have been backed up with considerable sunk investment in the GH ferry service - through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating - "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 " 5.79%, 2020 " 7.42%, 2021 " 8.91%, 2022 " 38.35%, 2023 " 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

I totally and strongly oppose the idiotic proposed removal of the Gulf Harbour ferry service. In fact I propose the termination of the Fullers contract. Why has Fullers not being held to their contractual obligations? They clearly do not want to service the GH route. Ritchies are contacted to service certain AT routes,

if they failed to turn up, 40% to 50% of the time, AT would issue financial penalties, yet AT provides replacement busses and taxis, at their own expense.

Why is the tail wagging the dog?

AT has only recently renewed Fullers contract, after poor performance,

1. was it an open tender?
2. was it advertised on GETS?
3. if not, WHY NOT?

Like our previous Transport Minister, has an AT staff undisclosed interests in Fullers?

----- email

Hi AT

I oppose withdrawal of the Gulf Harbour ferry service, as outlined on page 104 of the draft 2023 to 2031 Regional Public Transport Plan.

I support reinstatement of full services extending to weekend serveses. This will align with other ferry services and multi-model transport across the Auckland region.

Regards

■ ■, Gulf Harbour

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

This will impact my travel choices.

I do not want to sit on a bus for ages to get into the city.

This ferry service has been good for me and my family to access the city at a reasonable time for a reasonable fee.

This service has been running for years and will not be duplicated by future improvements to the local bus service.

The best option for AT to take is increased service plus weekend trips. This would encourage locals and tourists to use the service more.

Penlink will make the trip along Whangaparaoa Road 20 minutes longer then it is now. Not good for buses.

EMAIL "Added to OS_548" To whom it may concern,

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people (including us) have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The ferry allows people to be productive during their commute time. Many of us work while we are on the ferry (sitting at tables) and this will not be possible if driving or on a bus.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up by AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport had previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or

private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

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the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

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As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

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The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you for your consideration of this feedback.

■
Submission to the RPTP â€“ proposal to terminate the Gulf Harbour ferry service.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole

A terrifyingly bad idea condemning the peninsula to abject misery if many busses along the one lane in, one lane out w-road is what's being offered as the solution. Please reverse all plans to terminate the ferry, instead look around the world at evolved cities that are able to provide incredible amenities and modes of travel to it's inhabitants.

Due to it's topography and huge wide expanses of ocean, ferries should be auckland's super-power. Can someone be employed to make the most of it, as opposed to currently where it seems it's being run down on purpose. It's a degradation of duty from people who's job it is to supply public transport.

This is a terrible idea and so disappointing. It seems as though the service has purposely been allowed to deteriorate so that a fake argument can be made to say it wasn't being used. Everyone wants to use it but it's pathetically unreliable. We want a good, reliable service, NOT removal of the service.

Considering the amount of cancellations probably good

no further comment

RETAIN THIS FERRY SERVICE

The proposal to cancel the Gulf Harbour ferry service is patently unreasonable for a city surrounded by sea, situated on a narrow isthmus, that needs a sustainable public transport service. Channelling all travel from the peninsula into buses and cars along a single lane road is just absurd.

This will not make public transport better at dealing with severe weather events or provide a more reliable PT connection – it channels all commuters in cars and buses on to a single point of failure, single lane road in and out of the peninsula. All it takes is for a tree or power line to come down (common), or the road to be flooded (common) and access to those residents is cut. It also means that the commute depends on the Harbour Bridge having as many lanes open as possible – which is being impacted by the wind gusts more and more. This is an absurd proposal for a city that needs to adapt (not just mitigate) the risk of climate change and our changing weather. Sustainable public transport provides options and doesn't put all our transport options in one (road!) basket.

This will not speed up journey times. The road backs up to a standstill even now, before the loss of the ferry, before the addition of more buses, and with more and more development still to come.

This will shift commuters into cars as they will not want to add to a long travel time waiting for the first bus to the new station, and then at the station for the next bus.

Ferry commuters are prepared to tolerate fewer ferry services relative to buses because the travel time is much faster, and is also consistent. A ferry journey is 50mins between stations, and a bus or car journey is usually 1.40 mins – 2 hours. Even with Penlink, that will not reduce to a comparable travel time.

This does not provide more frequent ferry services. Instead it wastes the investment in the Hammerhead land and ferry berths.

I understand that a bus service would be cheaper. I am also extremely aware of how badly Fullers are currently delivering the service. Those should not be the overwhelming factors that decide this proposal. We need resilient, sustainable, varied public transport options that make sense for a harbour city. I am violently against this proposal because it makes no sense.

nothing to add

No. We need a reliable all weather ferry service.

That great

this idear is a waste of money and resorces that only needs a competent operator to become a GREAT asset to the local community

The GH ferry route should be retained. Other options should be investigated and encouraged to increase the viability and value of this service. It offers a quicker route to the city than a bus route along the peninsula and down to the city and a pleasant alternative to car/bus. It would also encourage investment and growth in that area as a whole AND reduce the burden of traffic already utilising the PT options for the rest of the Peninsula.

If it is paying for itself, I suggest leaving it be. If not, then take it out.

Terrible idea. It needs more service not less

na

I strongly oppose this proposal. Retaining and improving the Gulf Harbour ferry link to Auckland city is important to me and my family.

I vehemently oppose the proposed cancellation of the ferry service, as the proposal is not in alignment with AT stated goals.

I was shocked to hear this proposal. We win at one end but lose at the other. The ferry is a valuable transport option, especially for people living east of the Penlink connection on Whangaparaoa Road. We do not want to lose this service. I even would like a weekend service during the summer months, stopping at Devonport on the way. I live in Manly and every time I come up Ladies Mile to turn into Whangaparaoa Road, I'm amazed about the number of cars going in both directions. Plus the uncertainty of what is going to happen to the land of the Country Club Golf Course, some or all of it might be built on. Existing zoning can be changed to allow that. We need our ferry more than ever!

My husband and I have moved to GH as retirees because of the ferry service to the city center. The ferry service is one all waterside cities should provide for residents. Should the AT and the Fullers Ferry Company decide to through with the disgusting decision to remove the ferry we will have no choice but to sell and leave the wonderful area of Gulf Harbour. AT are saying the number of people using the ferry has reduced. What do you expect when everyday they chose to cancel sailings with no notice how do they expect people to get to work and apts on time? Oh yes by bus or taxi trips that came take 3 times as long as the ferry ride into the city. AT talk about the expense of the ferry but they will pay for taxiâ€™s to drive to GH. If I pay for a taxi it is \$135.00 from the city one way. That is very cost effective. The Peninsula road is not going to be improved by the ape link road. What idiot decided on a 2 lane road. The same idiot who does not live on the Peninsula and has no experience of driving on the current 2 lane road. By the time the Penlink is built there will be even more people commuting and the traffic will be even worse. 10km from GH to the new road could take an hour. Fullers have agreed to provide a service if they cannot do it their contract should be offered to a company who can and be fined for not providing a service they had agreed to do. How dare you decide to stop the ferry. We Gulf Harbourians will fight this to the end. You have no idea.

oof

As above

Sad change for weekend use

Not relevant to me

n/a

NO NO NO

Pen Link with only one lane is a total waste of money.

Yes good idea

Removal of the Gulf Harbour Ferry would be a very bad decision. It is well utilized as a commuter service to get workers into downtown of Auckland. This, in turn, keeps many cars off the road and saves time for the commuters.

Parking at Silverdale and Albany Park and Ride stations would be in extra demand if the ferry commuters were to go by bus to downtown Auckland.

It is better to have alternative commuter routes than to have all your eggs in one basket.

Not only is it used as a commuter service, it's also used for social outings into the City. A service that if wasn't provided, or mean people driving private cars into the city.

We need the ferry service to make Gulf Harbour and Whangaparaoa Peninsula a great place to live.

It is not effective as it is a poorly serviced route, with poor interlinking with the bus service and poor timetables. It would be more effective with better planning.

Strongly oppose

This is madness, we should be encouraging ferry use not removing ferries. People use ferries if they are reliable and sufficiently frequent. I suggest you experiment with improving these factors to see if you get higher usage before you remove the ferry

I think this is extremely lacking understanding of the Hibiscus Coast and its needs. Try driving from the ferry terminal to the city Monday to Saturday and you will find a long trip of 50mins just to get to Silverdale. The ferry is the shortest and most environmentally friendly route to get to the city. We use it to

travel to the airport via the city airport bus (especially as there is no airport bus to Albany anymore). We suggest our international visitors arrive this way too. Our kids use it to get to jobs in town. With the increase in developments on the peninsula it is plainly logical that this route is essential as the traffic is already congested. If you expect penlink to fix this you are uneducated and you haven't driven the route. Our single lane main road crawls already to get to Stanmore Bay already and now you are going to slow it down more with more cars/buses??? What buses? There are no feeder services in GH. Many are you need to drive a car to get to Wentworth School to join the bus. We almost bought a house in an area of GH but realised it was a 30min walk in the winter rain to get to a bus. So there is no other public transport option for most of GH. People drive to Stanmore Bay and Silverdale to avoid using the bus as it's so slow.

It only takes one accident then Whangaparaoa Road is blocked from Tindalls all the way to the marina. For safety we need another way of getting off the coast.

DO NOT remove the ferry. I bought a new home at Gulf Harbour, one deciding factor was the ferry to the city. Before I retired I was a frequent user as I worked in the city. Then the ferry was very good and a great way to commute. Now when I need to go to the city I take the ferry if it's running.

Ferry service must be expanded not cancelled. As it is I would prefer to ferry most of the time but it is so unreliable and infrequent that it is not feasible. On weekends we would like to travel to the city for meals, entertainment and festivals etc but there are no services they cater for this. No one wants to spend hours and hours on a travel sick inducing bus service with horrendous routes that make you want to run for your car keys screaming. The penlink opening when combined with increased car usage over the coming years will barely cope. A ferry is the most sensible and effective transport option from Gulf Harbour.

Massively upgrade ferry services with more ferries added shutdown Whangaparaoa roads to Auckland CBD.

Ferry is an important transport for Gulf Harbour. Removing it will significantly complicate access to CBD. I personally only use ferry getting to the city. It's better to reduce number of ferries but make the service more stable and consistent.

Not important to me

Ok

Not sure that this is a good idea

this proposed service removal should wait 12 months until after Penlink opens to see if a bus option and no ferry service would work

This would be a large loss to the local community and would increase the carbon footprint as most people would use their own cars and not the buses.

Strongly against. This is a valued service in the community and losing this will negatively impact the community.

It needs to change fundamentally to become self-funding. Not relying on rates, taxes or fees and levies from outside of Public Transport. Only provide services that people want and are prepared to pay for. Stop the ideological crusade that is costing this country billions of dollars it can't afford. Your plan is contributing to climate change by enticing people to travel by subsidising their travel.

Good change

The removal of this service would be a severe change. It would lead to increased cars on the road as people avoid the bus. This primary issue is the ferry has become unreliable. The answer to an unreliable service is surely not to cut it. The area needs a range of transport options not a reduction in options

Cancelling the Gulf Harbour ferry runs contrary to the goals set out at the beginning of the RPTP.

Up until 2019 the Gulf Harbour Ferry operated at an average cancellation rate of 5% and had patronage of up to 19,000 commuters per month. The data being used to explain that the service is not well used is misleading as since this point in time cancellation rates have increased to 50% and as such patronage has declined as a result. It is clear that weather has not been the primary source of cancellations.

As a resident in the area, I will not be transitioning to using the proposed additional bus services and Penlink to commute to the city. In part this is because

it will add approximately a 50% increase to the commute time each way, and also be more carbon intensive as many will resort to using private transport options, or move out of the area. This will negatively impact the local economy.

Many residents in the area would use the ferry service more if it were simply more reliable. Furthermore, many residents would like to be able to use a weekend ferry service to the city were it available. Conversely, should a weekend service be installed there would be a wonderful opportunity for non-local residents to come to the area on weekends to enjoy the beaches and natural landscape on offer. Therefore adding more services to the route would have a positive economic impact both on Auckland CBD and the local area of Whangaparaoa.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained road network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of "duplication" advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Terrible! Continue the ferry

KEEP THE FERRY!!!!

Do NOT stop it.

It's another travel option and the sea does not get potholes!!!

Do not consider this a wise move as it places increased vulnerability and limitation on single routes

Keep ferry

see above. we would be trapped at gulf Harbour if water access/evacuation is not maintained. Does AT want us to be stranded like those near Gisborn during that cyclone earlier this year?? And fire would be a danger here too. Densepack housing would mean a lot of casualties

That is a ludicrous and counterproductive idea. Penlink does not obviate the need to reduce harbour bridge traffic. Ferry service provides a simple, direct route to the city. It is important for commuters and students who cannot spare the additional time required to take buses from the end of the peninsula to the CBD. It is also a lifeline for seniors who cannot drive, or are intimidated by the traffic. Moreover, AT just went through convulsions obtaining the rights to develop the ferry terminal on the hammerhead at Gulf Harbour. This raised public expectations that are now being dashed. Stopping the ferry and forcing more people onto roadways that converge on the harbour bridge is unconscionable and unjustifiable.

Reject this proposal. The ferry is an essential service. Service needs to improve not be removed. Taking this away will increase carbon emissions and put more cars on the road. With the housing intensification in the GH and surround we need all the public transport links. The ferry should run on weekends as well.

Why, let the people choose.

Submission to the RPTP " proposal to terminate the Gulf Harbour ferry service.

I OPPOSE the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of "duplication" advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza " there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off " in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved

with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating –œWe regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.â€

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of

the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

For a lot of people the cancellation of Ferry Services will in practice mean more car trips not more bus trips. The way to get people out of cars is to provide more alternatives not reduce services. I strongly object to this proposal.

I strongly urge that this service not be withdrawn. Its withdrawal will be extremely unpopular (generating protests) and will likely lower property values in the Gulf Harbor and neighboring areas. This will be detrimental to those living in eastern end of Whangaparaoa Peninsula. The road congestion from the eastern end of the peninsula to the start of the PenLink will still be substantial. Even after the PenLink is completed, the commute by ferry from Gulf Harbor will remain preferable to taking buses. Many of us love the commute because we can work effectively while travelling. When the ferry is operating reliably it is very popular with local residents and would be well patronised.

Stupid

disagree

Bring the ferry back and stop with the useless contractors. Bus to the city from hibiscus coast is like 50 minutes. That's a long time to get to work. Where Ellerslie is 13 minutes yo the city

Cycleway for the harbour bridge

In a nutshell, I object most strongly to any termination or even any reduction in the Gulf Harbour - Auckland City Ferry Service.

Indeed the service should be extended, consistent with services to other growing residential communities, such as proposals or current improvements in services to Hobsonville, West Harbour and Half Moon Bay.

Reasons for objection to curtailment of the Gulf Harbour - Auckland Ferry Services

1. The argument that the ferry service is suddenly impractical due to sea and weather conditions is totally unconvincing.

Like many others, I totally reject the arguments put forward for the current poor service on which the proposal for curtailment is based.

The unreliability of the current service in my view is almost entirely due to conscious decisions and chosen performance priorities of the current operator management. based on other business factors.

To blame the unacceptable level of ferry cancellation on the weather or sea conditions is surely disingenuous on the part of someone - either the operator or misinformation garnered by authors of the RPTP. There is no evidence that sea conditions have changed so radically in the past 5 years to justify this argument, yet cancellations have increased so markedly, even by the figures in the document. It is evident and well publicised that staff shortages, ageing fleet and management priorities have caused the exponential escalation in cancellations of this particular ferry over the past couple of years, whilst priority for other services have been protected. Further investigation of the real reasons for the phenomenal increase in cancellations will reveal the truth behind the figures...it is not the sea conditions!

2. The case for transport benefits via bus services are based on a misconception of road options for this area.

The RPTP refers to changing differentials in travel time between ferry and bus transport. Superficially reasonable plans are proposed for improvements in bus service frequency and routes. Although welcome in themselves, such proposals will not have the impact desired on any commuter travelling from Gulf Harbour and wider local neighbourhoods within which most ferry commuters live. With known increases in housing in these neighbourhoods, it might reasonably be assumed that potential numbers of public transport commuters will increase in the time period covered by the RPTP.

The issue here is the intractable limitations on road capacity out of these localities on which the putative argument for the termination of the ferry is based. Any improvement in the bus service will inevitably be snarled up in the 10km of single commuter road of the Whangaparaoa Peninsula before accessing Penlink - blowing a huge hole in the supposed journey differentials between ferry and bus transport options as contained in the proposal.

3. Termination of the ferry service will have a negative impact on ratepayer quality of life and overall carbon footprint.

The plan refers to supposed carbon footprint benefits which simply are aspirational at rest rather than practical or even likely. For example, there is no evidence that current and prospective ferry passengers will revert to buses, especially if there given the journey time issues highlighted in my second point. Indeed, it may reasonably be anticipated that the road traffic, especially from the Gulf Harbour areas to Penlink will get even worse ...and the buses will add to that traffic - adding to car congestion delays and the overall carbon footprint.

Similarly, termination of this service will detract from the quality of life for many in this area. Whether it be a work-life balance, impact of local businesses due to a fall in tourist or visitor customer footfall or simply the lessening of desirability of an area in which we have chosen to live and the impact on house prices in the area, this proposal is causing great angst across the Whangaparaoa community, including my own family and friends.

4. Falling ferry user numbers are an inevitable consequence of cancellations, not a lack of demand.

The plan refer to falling user numbers and financial issues. The Gulf Harbour ferry service used to be very reliable and the number of users was much higher than at present - why has this changed? The answer is simply that sailings cannot be relied upon due to conscious and unjustified decisions to make the service so unreliable that ferry users have need to find alternative transport for their work or leisure transport arrangements. Commuters, tourists, visitors and casual users simply cannot rely on the ferry sailing at all, either to or from the city. There is plenty of anecdotal evidence for this across the Whangaparaoa community and my wife and I have certainly been a part of that when we have needed to to into the city.

There appears to have been a policy, deliberate or otherwise to run down this service over the past 2 years and now this is used as a case for termination of it altogether. However, the arguments for termination are clearly spurious as if the service was maintained reliably or preferably improved, such is the case with other developing residential and tourist communities served across Auckland, then those numbers and financial rewards would be radically different to the present position.

5. Termination of the ferry transport option is incompatible with the Auckland Integrated Transport Policy.

Finally, the issue of the Auckland Integrated Transport Policy. This This section of the RPTP is totally out of line with that. There is nothing integrated about removing an viable transport option and putting unacceptable strain on other services. The notion that Penlink will, in itself, resolve transport problems across the peninsula is totally false. To claim that a continued ferry service would in some way duplicate public transport is not based on simple facts for a whole swathe of the Whangaparaoa peninsula,. Penlink will mainly address the issues of the Silverdale bottleneck caused by the development of Millwater, Milldale and other residential developments in that area by taking some of the peninsula traffic away from there.

No one cares about them!

Not sure

ok...has to happen

If it improves on what it replaces go ahead.

Good

Not really up to date with this area

We have already sent you our submissions vehemently opposing the cancellation of the Gulf Harbour ferry service but felt we needed to pass on this further comment in support of our submission. We see Auckland Transport have taken out a full page add in the Rodney Times, 27 July edition, stating how you are proposing "more trains, more ferries, more bbuses, more often" and "plus more train and ferry trips." This is totally contrary to Auckland Transport's proposal to terminate the Gulf Harbour ferry service that was so well supported prior to it becoming the unreliable service that it has now become. Actions speak louder than words.

No comment.

A ridiculous proposal as above

No comment

I would still want a ferry option as well as a bus.

This service will be greatly missed by myself and others. I feel that the service could be greatly reduced but not taken away completely. If it was reduced but actually ran when it said it would and people could rely on it then business would grow and get cars and buses off roads.

Strongly oppose this proposal. The GH ferry is the most time and potentially carbon friendly way of transporting hundreds of people a day from the Eastern parts of Whangaparao to the City Centre. The suggestion of replacing it with a bus via Penlink served by feeder buses to a new bus station will not work. A petition by residents has already collected over 5000 signatures and there are hundreds of comments on Facebook. Both the Local Councillors oppose the change. If the ferry is discontinued the result will be hundreds of extra cars a day leaving the peninsular adding to congestion. Patronage on the GH Ferry has declined over recent years due to appalling reliability due to Fullers and AT's mismanagement of the service. Services are frequently cancelled at short notice due to crew, mechanical or fuel problems. Historically there were always occasional weather related cancellations but these have increased dramatically and we even get "weather" cancellations on calm days! Before any decision to remove the GH ferry (due to low patronage or other reason) it needs to be operating at its contracted service level without frequent cancellations for at least two years to enable customer confidence and patronage growth. Prior to Fullers taking over 360 the GH ferry used to operate reliably. It is now obvious that Fullers/AT are deliberately trying to kill off the service by making it unreliable. To further aid carbon reduction the GH service could be serviced by a modern clean burn diesel or hybrid vessel for a fraction of the cost, and most of the benefit, of the pure electric vessels AT is investing in elsewhere. AT and Fullers should also look more at the synergies between and vessel sharing with the Fullers tourist service from Downtown to Tiri Tiri Matangi which calls in at Gulf Harbour. Again, this used to happen with 360.

I do not agree with this proposal.

A very bad idea - Exactly what we should not be doing. This is exactly the opposite of what council officials told us would be happening over many years. Various mayors, councillors, local board members and officials have visited our Rotary Club to explain their vision and policies, suddenly this has all been turned on it's head. To make matters worse, it looks like a "Done Deal" and it feels like these questions are only being asked to comply with requirements. Please do not ask us to trust our representatives and council officials who come to visit ever again.

I oppose the proposal to remove the Gulf Harbour ferry service in 2028.

we are currently building a new home in Gulf Harbour and the removal of the ferry service removes my ability to travel to my business in South Auckland. That ferry service was the answer to the whole idea of living in a relaxed marine environment while still being able to continue to operate my business. I am already on track to spending \$3 + million on our property and AT's proposal to remove the ferry service destroys our planned life style we are building

based on what I thought would be an ongoing ferry service.

If you really want people to move to a public transport system, removing or lessening available options is counter productive.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It doubles my commute time from 1 hour to 2 hours.

Being stuck on a bus for such a long time is bad for my health. On a ferry you can move around, go to the toilet, have a cup of tea and you get to your destination faster.

Not supported. Need more thought into it. Perhaps a compromise is keeping ferry sailings at commuter times and bus at all other times. This would take pressure off roads at peak commuting times.

Why

Keep the ferry. As I wrote above.

Absolutely not takes me 1:45 minutes on ferry bus to get home on ferry itâ€™s just 50 minutes on your supposed new bus service with stop overs will probably take me 2 hours

ferry needs to stay

I feel very disappointed in this decision and am now considering leaving the Gulf Harbour area. The options proposed are not suitable alternatives as are longer, less comfortable and just add vehicles to the already congested roads. The focus needs to be on improving the ferry service and getting back to pre-covid operations as the basis and then adding weekend sailings. before covid I caught the ferry 5 days a week it was very rarely cancelled and only ever in bad weather. Now it is cancelled around 50% of the time and often replaced by taxis - I would rather drive my own car than sit in a taxi for 90mins with random people. Please do not kill this community by getting rid of the only decent transport often / please invest in making the ferry better!

Disappointed but understandable. Buses more likely to get more patronage and value for cost

Dumb idea to remove it

Keep the Gulf Harbour ferry! At a time when the whole is cussing more sustainable ways to travel, replacing a ferry with bus service is a backward step!!

Save the ferry.

This would be a tragedy that would change a vibrant community linked to the city into an isolated backwoods. We bought in Gulf Harbour purely to walk to the ferry. However consistent cancellation have impacted the service. If the service became reliable it would be used much more.

I am totally against the AT plan to cut the Gulf Harbour Ferry Service once the Penlink is ready. If anything we need it retained, improved and more weekend services provided!

REASONS WHY WE NEED TO KEEP IT!

1.Extra buses proposed instead of ferry service will be a grid lock disaster on the 10kl stretch of single lane road to where the Penlink will start.

2.Extra buses will add green house gases as they sit in traffic jams.

3. With Hopper Developments building 90 new properties in GH, plus now the threat of the GH golf course being developed the added cars to the Whangaparāoa road will be hugely increased. A Ferry Service will be more needed than ever!

4.Ferry trip only takes an un interrupted 50 mins. Busses can take up to 2 hours ti reach the centre of town from GH!

5.Passengers can work on trip there and back into Aucklsnd.

6.Passengers can walk around and use toilets on the ferry. Itâ€™s a much safer and pleasant experience.

7.Our Civil Defence is totally compromised by cutting the ferry is the land between Matakatia & Tindalls should flood! Or if as has already proved! There is an accident on the Whangaparāoa Road.

8.Instead of cutting services, we need more on weekends & evenings ti not only serve our community, but to allow Aucklanders in the City ti access our beaches & Regional Park.

9. The link to Tiri Tiri from GH Ferry terminal is a great asset to our area.

10. My son & daughter in law plus hundreds of other local rely on the ferry as they do not have a car and when they did, parking caused them stress trying to park at the park and ride.

11. The Park and ride bus terminal is also being targeted by youths and is not a safe place to be, even with added Police presence. The Ferry terminal is a safer option.

12. Penlink will not have a bus lane.

I'm sure there are far more reasons for retaining & improving our service.

It is a crime how this service has not been maintained and kept in good order. Other services around Auckland have not been left to rack and ruin & how come Sydney have got an amazing infrastructure of ferry services & water taxis and Auckland is so bad at it?

KEEP OUR FERRY SERVICE !

I oppose the proposed removal of the Gulf Harbor Ferry Service outlined in the Regional Transport Plan.

I am a resident of Gulf Harbour and current user of the ferry service as a regular commuter.

People choose transport options based on a number of key criteria. In my own case, I believe these to be the three "convenience, comfort and cost. My choice is based on balance of these, and is not dependent on just one them. For example, I am prepared to pay a premium if the benefits of comfort and convenience as I see them are there.

Convenience to me means:

• Easy to access

• Ability to continue my journey with my choice of transport at either end of a public transport leg

• It gets me where I want to go when I need to get there in a reasonable timeframe

Whilst bus and ferry services are easy to access, the convenience factor falls short on the two following points. I will not be able to take my bicycle on the bus, so I am forced to use public transport at one end of my journey. Also, the time taken to travel by bus from my home to the city, I estimate, based on my experience on 18 July 2023, would be a minimum of 61 minutes to the city, and a minimum 71 minutes for the return journey. This is without any congestion on Whangaparaoa Road, the single road servicing the Gulf Harbour community, and with only two stops by the bus between Gulf Harbour and the proposed location of the new bus station.

This, for me, who would at the first stop into Gulf Harbour is an additional 32 minutes of commuting time each and every day I travel into town. For anyone else in Gulf Harbour that time would be extended. I note that, from AT's own data, over 82% of the users of the ferry service live in the Gulf Harbour/Army Bay area, so 82% of the people impacted by the removal of the ferry service would have a significantly extended commute.

The other factor, comfort, is also of great significance. On my "test" journey into and returning from town, on the NX1 service I was in the situation of having to sit on a rear facing seat, with my legs intertwined with another passenger. At the end of my journey, I struggled to walk "it took me 5-6 minutes of movement before I was comfortable to proceed at my normal walking pace. I am 193cm tall and of late middle age, but also physically fit, so this level of discomfort on an ongoing basis is not tolerable. The minimum standards for bus seating are not suitable for all travellers "in a forward facing seat behind another forward facing seat configured to the minimum standards my legs are jammed against the seat in front of me.

As a result I would be more likely to drive a significant part of my journey “ as a single person in a 3.5 litre petrol car, adding significantly to carbon emissions.

On the specific points raised by the CEO of AT, we can rebut these as follows:

Reliability

Prior to COVID, the reliability of the Gulf Harbour Ferry was comparable to other ferry services. Post COVID, we have seen a marked increase in cancelled services, not due to the weather as asserted by AT, but due to “staff shortages” and “unexpected breakdowns”. What we have experienced is that the staff shortages and unexpected breakdowns have disproportionately affected the Gulf Harbour ferry service when compared to other services. I would expect that these types of events would be felt proportionately across the network. I would also expect that a well run and funded ferry fleet would have less “unexpected” breakdowns. If something happens that often, it moves from unexpected to expected and should be planned for.

Bus fares are cheaper

Granted “ this is true, but as pointed out earlier, this is only one consideration in choosing transport options. If this was the only consideration, public transport would be the choice for almost everyone. But this is clearly not the case, as we see park and rides being fully utilised for the start or end of people’s journeys.

The bus service would be cheaper to run than ferries

Again this may be true, but I would challenge that the total cost to the community when additional cars are on the road may well be greater.

The bus service will run much more frequently and later in the evening than the ferry service

This is an absolute red herring “ this is currently the case. In fact the current 982 bus service runs more frequently in peak hours than the proposed 99 service. You only need to look at the usage of the current 982 service to understand whether this is actually valued by the community.

Most people will benefit from an overall reduced travel time

This point is disingenuous at best, and potentially mendacious at worst. My own experiment refutes that. My sample travel time, on uncongested roads, and taking into account time saved from having an uncongested Penlink shows that in fact that travel times for current Gulf Harbour ferry users will increase, not decrease. To use travel from the Manly Shopping Centre to town as a “sample” ferry user is very far from representative. AT’s own statistics show that 91.8% of current ferry users have a longer commute than the “sample”.

Further to the above, the road between Gulf Harbour and Penlink is currently subject to congestion at certain times, mainly due to the lack of synchronisation at the multiple sets of lights at the Whangaparaoa Town Centre. Queues that I have been in stretch back to Little Manly beach “ and this is the same stretch of road that all buses and commuters’ cars from the displaced ferry users will be forced to use. This congestion will add to the overall commute time, and will impact all residents of the eastern end of the Whangaparaoa Peninsular “ not just current ferry users.

Also, Gulf Harbour is a growing community, with housing development continuing and projected to continue into the future. This will add demand for a reliable ferry service, and increase the demand on the one road into the area, thus increasing congestion and carbon emissions if that ferry service is not provided.

AT's assumption that people will utilise the new bus service between the new bus station and Gulf Harbour is not supported by the usage of the current 982 service based on my limited experience. One only has to see the popularity of all the Park and Ride services to realise that commuters are generally OK with relying on public transport for one leg of their journey, if it is reliable. However, having to rely on multiple services, having to take into account transit time, noting the differing frequencies of those services, does not appear to me to be a popular option.

In summary then, my opposition to the discontinuation of the Gulf Harbour Ferry service is founded on many factors:

• Increased commute time for almost all ferry users

• Increased congestion on the one road in and out of Gulf Harbour

• Decreased impact on my physical health due to sitting in a cramped space for significant periods of time

• Decreased impact on my physical health by not being able to use a bicycle as a convenient means of transport at both ends of my journey

• A decreased overall level of service for the significant number of residents of my community

ABSOLUTELY NOT. OUTRAGEOUS THAT THIS IS BEING CONSIDERED AFTER THE REPEATED PROMISES TO IMPROVE AND UPGRADE THE SERVICE. ALSO UNIMPRESSED THAT AT HAS TO RELY ON MANIPULATING THE DATA IN ORDER TO MAKE A CASE FOR THE PROPOSAL. AT SHOULD BE DISESTABLISHED!

Removing the ferry service is a terrible idea, we need it

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

My husband and I bought land in 2021 in Gulf Harbour, investing and committing ourselves to the area by building our home here. A major reason for choosing Gulf Harbour over somewhere closer to the city, was the ability to travel via ferry to work. It gave us the option to reduce our carbon footprint by embracing public transport for our daily commute. With Gulf Harbour (and the wider Whangaparaoa region) continuing to grow and be developed, the demand for public transport options is only going to increase. As mentioned later on, those who currently get the ferry are unlikely to convert to the bus, given that Penlink doesn't remove the congestion on Whangaparaoa before Stanmore Bay and certainly doesn't impact the congestion experienced on busses progressing through the city or between Albany and the proposed Penlink connection. Given our experience with bussing from the city to Gulf Harbour, it is unlikely we would choose this as a viable alternative.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Like us, significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

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Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza - there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off - in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels - assurances that have been backed up with considerable sunk investment in the GH ferry service - through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 " 5.79%, 2020 " 7.42%, 2021 " 8.91%, 2022 " 38.35%, 2023 " 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

No

Support

When 2050, or when Penlink goes in, which will be tolled

I am totally opposed to the removal of the ferry service for Gulf Harbour.

With more and more development underway in Gulf Harbour this is a service which has potential to become a significant revenue earner for Auckland Transport whilst also meeting sustainable initiatives by removing vehicles off of the roads. One ferry can carry up to 200 passengers which is a significant number considering our one lane roading from the new Penlink right through to Gulf Harbour which is approx. 10km.

The new Penlink bus station appears to have no parking planned which means it is a drop and pick up point only which will actually double the carbon footprint for many users because people hate slow bus rides. There is also the safety factor. The current Hibiscus Coast NX bus station is not a safe place to be. I have personally been threatened by unruly aggressive youths twice in my travels but have never had an issue at the ferry terminal in Gulf Harbour. In fact the community benefits by the ferry as the ferry commuters get to know each other over time and the ferry becomes an integral part of getting to know and then further fostering neighbourhood and community unity. This is certainly true in Gulf Harbour and Army Bay. We have always had Xmas drinks as a big group get together and sometimes that is Fridays after work also, often with the Fullers crews. This proposal has been thrown together using what looks to be completely incorrect statistics and without taking into consideration the wider aspects of safety and community. Your single dimensional

proposal reflects on your organisations values from the CEO down which appear to be having none at all. To explain that strong last comment then your Auckland Transport did not even pay any respect to your Auckland Council executive colleagues John Watson and Wayne Walker who had not had any notification or consultation around the release of this proposal. That highlights your CEO's values and the subsequent behaviours that propagate throughout the rest of Auckland Transport.

I propose that you take the time and effort to understand the outcomes of your decisions on the communities that will be affected and align your considerations accordingly.

Good

This ferry service **MUST** continue for the people on the peninsula. It is an essential link to the city, workers and students.

I strongly object to the removal of the Gulf Harbour ferry after the Whangaparaoa changes are made, for the following reasons:-

Vital Connectivity:

The ferry service is a vital link that connects communities on both sides of Whangaparaoa and Auckland City. Many students and workers living in the area use the ferry service to and from the city. Therefore, the proposal to remove the service will negatively affect the quality of life for residents, especially those without access to private vehicles.

Alternative Transportation:

For many residents, the ferry is the only viable and efficient mode of transportation.

"Removing the ferry service would leave commuters with limited alternatives, leading to inconvenience and longer travel times. We should not take one form of transport away just because a road has been built.

Environmental Benefits:

The ferry service promotes sustainable transportation, reducing the carbon footprint compared to road alternatives. It contributes to alleviating traffic congestion and air pollution in the region.

Future Growth and Development:

Maintaining the ferry service is essential to accommodate the projected population growth in the area.

It paves the way for future expansion and development opportunities.

Public Support:

A significant portion of the community relies on the ferry service and opposes its removal.

There is widespread public support for keeping the ferry operational.

Cost-Effectiveness:

The ferry service, when compared to other transportation projects, offers a cost-effective solution for the region's needs. Investing in improving and maintaining the service is a prudent use of resources.

I m against this plan

we need to be strategic and have a plan what link needs to come first

Connected

Absolutely unacceptable option. The ferry is the most efficient mode of transport to the City and surrounding areas and must be improved.

The removal of the Gulf Harbour ferry route would be very short-sighted. The buses and Penlink may well serve some of the peninsula well, but we need a variety of service options as for other areas and using the sea (which needs no maintenance) seems like logical sense. I'm presuming you're not removing Half Moon Bay services even though they have buses too? We always seem like the poor cousin. The service seems to have been deliberately degraded so that people find it so unreliable that they stop using it making it an obvious candidate to remove - and this has happened. We didn't have these issues with 360 before they sold out to Fullers. It was a thriving service with very few cancellations and a well-loved part of our work/life balance, taking vehicles off the roads and connecting people in the community. I urge you to reconsider this very short-sighted and inexplicable move.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact you travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry

exaggerated as a result).

The rationale of “duplication”™ advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza “ there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off “ in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn’t™t. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels “ assurances that have been backed up with considerable sunk investment in the GH ferry service “ through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional

investment in ferry infrastructure at both Gulf Harbour and in the city.

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The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of

the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

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Average cancellation rates 2018 - 5.25%, 2019 “ 5.79%, 2020 “ 7.42%, 2021 “ 8.91%, 2022 “ 38.35%, 2023 “ 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

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Very much AGAINST this change - as per my comments in the previous section.

Not meaningful to me

Very relevant

Rather useful.

Keep the ferry, reduces emissions, fills a need.

I oppose the proposal to terminate the gulf harbor ferry service

I live in this area. I have used the bus, ferry and driven in my car during peak hour traffic and the bus takes far longer than either the ferry or car and is unreliable compared to the ferry service. There is no space on the road for a bus lane from Gulf Harbour to the Penlink entrance. What century are the planners in? Didn't you learn from overseas that alternative public transport frees up the road and saves CO2? By 2028 or even now there is alternative

fuel such as electric and hydro foils for ferries. AT could provide a smaller more efficient boat during off-peak. My brother and grandson both have mobility issues and catching the bus means 3 changes, it takes sometimes longer than 2 hours compared to a consistent 50 minutes on the ferry and is dangerous for them. During high tides and peak storms the entrance to the harbour bridge is sometimes flooded making it a Health and Safety issue for anyone getting off the peninsula. The ferry provides a safe alternative as the boats can run with high winds and weather events. I've often been on the ferry when it is rough and wild weather and it is large enough to cope.

I am opposed to RPTP's proposal to terminate the Gulf Harbour ferry service.

This is a very bad idea. It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment"

I moved to the Peninsular on the basis that I could easily commute into the city by ferry. The proposed plan to add more buses and cancel the ferry will only add to the traffic chaos in Auckland. Many users of the ferry are from the end of the peninsular not from Manly which is where your projected use is based. They would be more users of the ferry not less, if it was more reliable. You should be increasing services not cutting them (just as you are proposing for the other Auckland ferry services). I absolutely disagree with the assumptions you have made in your proposal which will end up with more private car use on the peninsula not less. There is increasing housing development which will only add to this travel pressure and your bus alternatives will only work if there are bus lanes which there are not in gulf harbour area/main access route.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

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It must be stressed emphatically that this proposal poses a serious detriment to the mobility options and quality of life for residents to the east of Manly shops. Over the years, a considerable proportion of homeowners have chosen to invest in properties in Gulf Harbour and the nearby areas specifically due to the provision of the ferry service. This service has been not only a crucial aspect of the local infrastructure for the past two decades but has also been used as a key selling proposition by developers, to the extent that the developer at Fairway Bay once made a financial contribution to its upkeep. The proposed changes, therefore, threaten to undermine significant personal and financial decisions made by the local community.

I oppose the proposal to terminate the Gulf Harbour ferry service

I oppose the proposal to terminate the Gulf Harbour ferry service

Not good for those who rely on this service.

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. We moved to Army Bay because of the ferry. The bus transport system is only every hour, it takes 2 hours to get to the city. It takes an hour by ferry. We have one vehicle, because we use the ferry. We are now looking at

purchasing another vehicle once these changes are implemented. More cars on the road.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

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The rationale of "duplication" advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

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(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza " there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off " in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

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The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

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Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Very good, for the environment and the tax payer

Yachting New Zealand oppose the proposal to terminate the Gulf Harbour Ferry service.

I visit the Whangaparaoa Peninsula and I use the ferry to visit my friends. I won't use the bus as it takes too long and is unreliable. I want the ferry service to continue especially when Penlink is completed because the traffic will be more congested as there is only one lane each way for cars.

Positive.

Short sighted

That is ridiculous. You guys are non visionary and racist. Get with the program!!!

sounds good

sounds good

Doesn't impact me

I oppose the removal of the Gulf Harbour ferry

Don't remove the Gulf Harbour ferry

I visit the Whangaparaoa Peninsula and

I use the ferry to visit my friends and will not use the bus as it takes too long and is unreliable. I want the ferry service to continue especially when Penlink is completed because the traffic will be more congested as there is only one lane each way for cars. If it's cancelled it will mean longer travel times for all the residents here and mean that if in the future or at any time we can't drive we'll have to catch the bus, wait in the cold and wet and change buses at least 2 times just to get to town let alone to the suburbs.

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!.

Thanks,



Don't use

I oppose the proposal to remove the Gulf Harbour ferry.

This proposal reduces the options available to residents to travel to the Auckland CBD and will result in more people using their cars.

The proposal to counter the removal of the ferry with more bus services fails to recognise that the ferry is the most convenient and productive method of travel to the Auckland CBD available.

Bus services are far less attractive than the ferry service. I can say that I will not use a bus instead of a ferry. Buses are not pleasant, and will take FAR longer than using a private motor vehicle due to the necessity of stopping at bus stops, and being constrained (and adding to) the already heavily congested Whangaparaoa Road. It is extremely unlikely that any ferry commuter will simply transfer on to a bus. Further, many customers may feel that bus stations (a necessity of this mode of travel) are not at all safe.

This proposal, if carried through, will add cost, stress, and negative mental health impacts for many people who commute in to the CBD on a regular basis. It will also further undermine an already woeful level of productivity for people in Auckland.

When run reliably (and this is the actual issue AT should be dealing with!) the Gulf Harbour ferry has been historically popular, attractive, well-patronised, and serves a distinct community of loyal passengers/customers. I know this is true as my partner, before maternity leave, was a daily user of the service operated by Discovery360. Almost every day, the queues at the pier were so long they snaked back along Customs Street. At this stage the cancellation rate for Gulf Harbour ferry services was approximately 5% (per AT data).

It is unfair to penalise taxpayers, ratepayers, and loyal ferry customers in the eastern part of the Whangaparaoa peninsula for an issue that sits squarely on the shoulders of Fullers and AT. Data shows that people WANT to use this service, and WILL DO SO if it is reliable. Any decline in passenger numbers is directionally proportional (by AT's own numbers) to the increase in cancellations on a daily basis of this service.

Decarbonising transport is another issue that is not solved at all by attempting to move ferry customers onto buses. More buses and cars on the road is surely less environmentally friendly than all those people on one ferry that can't be held up by traffic. Further, technology in electric batteries and fuel sources mean investment in cleaner ferry technologies that can service the GH route may not be far away.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

This will only hurt the community, traffic and congestion to the pen link will be horrendous, this will increase the amount of people driving as a bus does not constitute a ferry, an increased in ferry service was wanted, promised and now being scrapped entirely.

Please don't cancel the ferry. It will put a lot more pressure on Penlink, as well as drastically increase the travel time into town for people in Gulf Harbour

No. I oppose removal of the GH ferry service. It will isolate our community, doesn't align to vision and goals of the draft RPTP and is not duplication of service. All other routes are proposed to have increased services and weekend services. It is our harbour crossing and must be managed better, fully reinstated and enhanced with weekend services. My partner works at Auckland hospital - the ferry and bus for her is 1hr 15mins. If she drives 1.5-2hrs. If bussing; 2h25mins. The new routes when Penlink complete, her commute will take 1h50mins on a bus. Either way. We have a 4 year old and she needs to get home for him as I work Til 5pm.

I think that with out dedicated bus lanes on ACE Mahurangi and the northern motorway north of Albany, travel from the CBD to Gulf Harbour will still take 60+ minutes and involve at least one, if not two changes.

The ferry service involves no changes and is under 60 minutes.

No no no no no

Why would one if not the biggest marina's in the southern hemisphere not have a ferry to the city. Proposed residential development at Hobbs farm and the Country Club will only increase the population who will require more transport options not less.

Absolutely ridiculous to withdraw a service which gets congestion off the peninsula SINGLE road.

I believe this will ruin the hibiscus coast. It's part of living in the coast for us at gulf harbour using this service. It's why we bought our house here, you're affecting people's livelihoods removing it and their jobs.

Did you know the whole gulf course will eventually be houses too? That's a hell of a lot more people that will need transportation! We need another option, penlink will only cut the journey by so much and buses take too long.

I oppose the proposal to terminated the Gulf Harbour Ferry service in 2028.

Yes, its always canceled.

good

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa "Kiss and Ride"™ station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to "weather"™. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service and later evening services). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Oppose the Removal of the Gulf Harbour ferry service. We moved and bought in Gulf Harbour to use this service. The service should be expanded and weekends included. The service should be returned to reliability, and the weather should be blamed when historically it was reliable within normal bounds. There is substantial investment in infrastructure supporting the ferry service. Connectivity by sea is desired and is a matter of City and community identity in an international city. Buses will not be a good alternative for us. Respectfully, the analysis presented as grounds for the change is incorrect. There are much wider negative implications for the community here and for road transport if the change is made, and there are wider issues of impacts on peoples welfare, choice, and lifestyle. The ferry is by far the best way for us to go to work and to return. Running the service down is not grounds to remove it. Thank you.

I am a stroke survivor living in Newmarket. My sister lives at Tindalls Bay, Whangaparaoa. Currently to visit her I catch the train to Brittomart and then the Gulf Harbour ferry, a 50 minute ride to Gulf Harbour terminal. She drives 3 km to pick me up. If she came to collect me from home it would involve a three hour round trip and a repeat journey to take me home!

If I had to use other public transport I would need to train or bus to downtown, then the bus to Silverdale exchange then a bus to the stop on Whangaparaoa Road and walk down a steep hill then up another steep hill - definately not easy with a stroke - or have her come and pick me up from the bus stop. This journey takes three and a half hours each way! And with my health and safety an issue, climbing in and out of buses just makes the journey so much more difficult- let alone the time it takes.

The Gulf Harbour ferry service is vital for me and the excuse of the pending Penlink (with ONLY one lane each way) just does not help me in any way. Why not bring smaller electric ferries into service to operate more frequently and to help mitigate the ever present danger of Global Warming... Please ensure the Gulf Harbour ferry service continues despite Fullers wanting to phase out this route by 2028.

Thanks, ■■

This service has been operating for over 20 years and has provided many us with the most effective and convenient way to travel to the city daily. Myself family and friends use this service for pleasure , work and access to the airport. With work environments providing their employees with flexible working options myself as do many others use our ferry time to do work this is something that is simply not possible on a bus. It is also a much more relaxing way to commute with bathroom facilities available as well as the option to take in some fresh air during a busy work week . AT seem to have deliberately downgraded this service, made it hard to retain their staff who now need to commute to Auckland to work rather than starting work from here at Whangaparaoa and have been underhand in their communications resulting us finding out that it was proposed to stop this service and that somehow Penlink would solve all of us which it will not . You even state on your own website"that ferries are for all " and have been an integral part of Auckland Harbours fabric for years but this proposal will just result in more congestion, commuter stress and cars on the road which is what I will be using . Also I do not live in Gulf harbour , I live in Stanmore Bay , there is no parking at bus station and no bus stop in my street so there is no option . The entire community (not just Gukd Hrbour) use this service

I reject your proposal to remove the Gulf Harbour Ferry. Improve don't remove

I cannot believe that AT would think of removing this ferry service. We love it and it is an asset to this area which is cut off anyway . The ferry is our gateway to the city and a wonderful way to travel. The services could be cut as some are not utilised well and some weekend ones put in their place. The workers and students love using this transport. People are not going to use buses they will get in their cars and add to emissions. Not to mention the road to Penlink which is one way and already a nightmare with the congestion.. Imagine it with extra buses and cars. Please dont take the ferry away from us.

I oppose the removal of the Gulf Harbour ferry service, it is the only mode of transport to get to the CBD in under an hour and keep cars off the heavily congested roads. It has been one of the major positive arguments for living in Gulf Harbour for us and many other commuting parents out here. Please keep the ferry service!

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service. Page 104 draft Auckland Transport Regional Public Transport Plan 2023-2031.

Terrible idea, I DO NOT support this!

I do not support this!

Should be retained as an alternative route to Auckland and also continuing to Warkworth

Why would you remove the quickest form of public transport for people who work in the city. You need to rethink your priorities. Whomever is making the suggestions is clearly lacking in IQ. Clearly they must be fit because they can outrun wisdom.

A 50 minute ferry trip vs an up to 2 hour bus or car drive depending on traffic and time of day really doesnt seem logical to remove.

Perhaps if the ferry times were more appropriately dispersed it would make the ferry more viable as well.

this seems often cancelled currently so already a challenge?

What a joke!

This is the worst idea ever. Don't take my dad's ferry away so we have to move away, have more ferries so I can go to the city on weekends.

Oppose cancelling the Gulf Harbour ferry its a dumb idea your facts don't add up or reflect the situation. Invest in Ferries as promised don't throw away money already invested and extend to weekends.

No crazy idea, completely oppose this.

Please do not consider removal of the Gulf Harbour ferry transport. This is a highly in demand service, and with the new penlink, will provide more transport options for commuters with the growing residential housing planned.

I am totally opposed to the removal of the ferry service and I think it should be increased to include weekends.

At present the number of cancellations is ridiculous. I appreciate that there are some occasions when the weather does not allow the service to run but these are rare and yet there is barely a day goes by without I receive a notification the various services have been cancelled. I realise that at present the service is being under utilised but this is down to the fact that there are so many cancellations that people can not rely on it to get to work on time and to be providing taxi replacements must be extremely expensive. If the service was reliable like it used to be people would be using it. The new service proposed with buses and transferring at Stanmore bay using Penlink will add a considerable amount of travelling time for people whose journey starts from Gulf Harbour, Army bay, Matakatia, Tindalls for example. I am sure this would result in more people using their cars and adding to an already congested Whangaparaoa Road and defeating the object of getting vehicles off the road! There are facilities at the gulf harbour ferry terminal which provide parking and a new recently installed ticket machine and covered loading jetty. The proposal to remove the ferry is totally unacceptable when what used to be a reliable ferry provided a well used service and would be used in the future if it was reliable.

I reject the AT Proposal to remove the Gulf Harbour ferry services. Improve don't remove!

I strongly oppose the proposal to terminate the Gulf Harbour Ferry service.

AT's vision "To massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment" would be much better served by improved service reliability, increased frequency and addition of weekend services of the Gulf Harbour Ferry service.

Whangaparaoa is developing so rapidly the area will need more ferry services not less. Gulf Harbour to the pen link site is congested now and traffic will be even heavier as housing intensification continues. Penlink may relieve congestion in Silverdale but not around Manly, Matakatia, Tindalls Beach, Army Bay, Gulf Harbour and adjoining areas.

We love catching a bus to Gulf Harbour, ferry to Auckland (return). Busitirs to the area also love the trip across the harbour without traffic. Surely we want to reduce traffic not encourage it.

This is such an incredibly disappointing proposal, and seems to be biased given the substantial underperformance of the service that Fullers have provided (360 used to do an excellent job at running this service so it can be done). Please save this ferry service, fulfil the current timetable, add additional times and weekends, I would be a huge user working in the CBD

I am extremely opposed to the proposed removal of the Gulf Harbour ferry service.

This is a vital link for residents at the end of the Whangaparaoa area. The ferry service is a key feature of living in Gulf Harbour and the reason many people (including our family) decided to live here.

A bus to Penlink alternative will cause greater congestion on the already constrained road link from Gulf Harbour to Whangaparaoa township. If you do the math it will also increase carbon emissions over the ferry service (I have a model I can share with you)

It appears that AT has actively deprioritized the Gulf Harbour ferry service in recent times, causing greater cancellations and then using this as a reason to remove the service. This is more than simple incompetence and borders on something more sinister.

Cancellations are often blamed on weather, however when run by Discovery 360 (using smaller boats) the cancellations were significantly less. Even now if you compare the Tiri-Tiri ferry run on days that the Gulf Harbour ferry is cancelled because of "weather" you will see that the Tiri ferry makes it even though it is crossing even more exposed sea areas. So the "weather" argument does not stand. This is active mismanagement by AT staff.

Other cancellations are blamed on lack of staff. I am a licensed commercial skipper (NZ SRL) and I contacted AT employment offering to work for free on the



ferry service in any capacity, and I never heard back from AT. So citing crew shortages is obviously false if AT will not hire qualified staff when they are available (even as volunteers).

I have more to add. Feel free to contact me on [redacted]@gmail.com if you want to discuss this further.

This is a very bad idea! I am strongly opposed to this proposal.

The GH Ferry is a critical transportation route for GH residents. It used to be very popular when run by Discovery 360, but ever since it was taken over by AT the service has degraded. It is critical that the service gets restored to its previous reliable operating levels.

Weather systems have not changed significantly over the last few years so blaming cancellations on weather appears to be a transparent attempt by AT to find an excuse to cancel the route.

Absolutely ridiculous to REMOVE the ferry No No No. Whoever is proposing this, does NOT live here. Look at this again

Please dont. Will incapacitate a good friend of mine who can not walk rthe transition between ferry and bus

indifferent

I do not support cancelling the ferry route. If anything we need ferries on the weekend as well.

Ferry should stay

I don't agree with this.

This is short sighted as we should be providing several different ways to move around and are fortunate to have access to routes which do not rely on road transport such as ferries - the more these alternate routes are used the better to reduce road congestion. This is an obvious logic. People who take the ferry do know that there is an alternative (unlike for example the Waiheke route) in the form of bus transport, so reliability while desirable is more obviously linked with a ferry route and is acceptable because of the alternative bus route in place. We should be celebrating the fact that we are able to use the sea as a transport route.

None

Keep the ferry

I strongly oppose this as for those living at the Gulf Harbour - Manly end of the peninsula this is an essential mode of transport to the city. Many bought houses here because of it. Removal will result in more emissions from use of cars of unreliable buses. Even with Penlink there will be gridlock into the city as there aren't enough lanes. The ferry allows for people to choose a more environmentally friendly way of travelling, which also allows them to start work on the way, increasing efficiency and work life balance when commuting.

The community has long requested a weekend service for recreational purposes to go into the city, and this would also enable people from the city to enjoy the parks and beaches of the Whangaparaoa Peninsula without getting in their cars.

Another major aspect is that development continues in Gulf Harbour with permissions approved for many new home, for example at Hobbs Farm. This is not an area that transport links should be reduced to.

Please do not cancel this service, very essential for the people on the Hibiscus coasts & please extend the ferries to cover the w/end's especially in the summer months. Disgusting that anyone could think to remove this service!

Do not remove. Increase ferry to 7 days per week.

a Travesty that will mean AT will never be taken seriously by ferry providers or others that take your money then do not provide a reliable service

Please do not remove this ferry service! We need it!

NA

Don't remove the ferry!! So many people use this and it is a vital transport link for residents. Many retired people also use this service to get to the city. Don't take away something that isn't broken, it doesn't need fixing!

Keep this ferry

Objection to the cancellation of the Gulf Harbour ferries

I am a resident of Tindalls Bay and as a member of the community I strongly object to Auckland Transport proposing to cancel the ferries and in lieu provide buses as an alternate service.

The traffic flow review used to present AT's case did not adequately represent the current use or did not cover the future use to include the additional volume expected from the housing development at Gulf Harbour (GH), Stanmore Bay or other suburbs along the peninsula road. It is impossible and already stop/start in peak hour from GH to the dynamic lane and there is no width of road available to provide a bus lane. How will Penlink solve that problem? Prior to the dynamic lane it was totally stop/start and took me 40 to 45 minutes sometimes to reach Hibiscus Highway during peak hours. How long has AT estimated the bus to take from GH to the Penlink one lane only system. The entire route will be totally grid locked. The option presented a different/better time outcome for the bus but that is totally ludicrous especially when there is any road maintenance, (which is always on-going for such a busy route) and to account for any up-graded infrastructure for additional housing as outlined in the Auckland Council Unitary Plan. The bus option will be competing at peak hour with the only road, Whangaparaoa Road, with all the vehicle traffic. Not all people living in Gulf Harbour can use the bus due to their profession i.e. trade folks, cleaners and those travelling to other suburbs once they reach Auckland CBD.

The proposed outcome with the introduction of Penlink, which is supposedly our holy grail for our traffic woes, will be a total disaster. This is only a two-lane road. Where are the future proofing or are AT and Waka Kotahi hell bent on repeating the Harbour Bridge fiasco of the 1950s. Penlink will require 2 lanes each way even before the project is built to accommodate the existing volume of traffic. Traffic congestion from Gulf Harbour will be a nightmare.

One glaringly obvious fault of the proposal is the health and safety aspect with only one road in or out. If there is traffic incident anywhere along the route there is no way to provide for adequate egress from the peninsula, as was the case during recent and historical (2018- 2020) weather events with flooding to the entrance to the Auckland Harbour Bridge. The ferry was still able to run providing an alternate way allowing people to get to work. Combine any accident scenario with road works or utility maintenance and a life could hang in the balance. The designated first aid responders (paramedical staff) located at GH or anywhere along the route would be grid locked on the congested route.

What century are the AT staff and CEO living in? Please future-proof our city!!! The importance of alternative public transport is paramount. Ferries can be electric, smaller during off "peak to provide public transport. Bikes can go on the ferry, not buses. People who have mobility issues cannot negotiate multiple bus changes as proposed and the length of time is threefold not as presented in the AT plan. Everything has to run to clockwork on the road for the buses to connect. This doesn't happen.

Please put counters on the road and the planners will then have a realistic number of road users and time it takes even prior to meeting the Unitary Plan proposed increase in housing and development for the area.

At the moment there is a large section of Whangaparaoa Road that is 30kms/hr to allow safety for the contractors putting in pipes on behalf of Watercare. When the next utility provider digs up the road the slow trip will repeat itself. Cars and buses should not be the only way off a cul-de-sac.

NO Way. What a silly move. Sustainability. What a joke. No intention of any sustainability. Just the use of the current "in" word. I have already made a submission on this.

Support removal of ferry and replacement with bus services.

Absolutely not. One route on and off peninsular means one accident means a collapse in all transport. We need to increase the ferry service , not stop it!

Where is the option to comment on removal of the Northcote Point Ferry?

bad idea - keep ferry options open.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This proposal will negatively impact people's travel choices and their lives. The GH ferry service is a distinct travel that has served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. This proposal will add to the already constrained 10 kilometres of road network from Gulf Harbour /Army Bay through to the PENLINK intersection affecting both private vehicles and buses. The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC. Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in the proposal were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. The view in the community is that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run. Overall carbon emissions will increase with the proposed termination of the ferry service. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion on already congested routes on the Peninsula. Currently the traffic backs up to at least Little Manly beach each weekday. The proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes PENLINK improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given the inherent geographical constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The proposal runs contrary to the repeated assurances given by AT that have been backed up with considerable sunk investment - through the purchase of leasehold purchase of the Hammerhead for the ferry terminal and car parking, leases on the 3 ferry berths and additional infrastructure at both Gulf Harbour and in the city. As such, this is a breach of faith with this community who were not consulted in any shape or form as with their electoral representatives as well as it's CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network". The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thanks for giving us the chance to give feedback on the RPTP.

I completely disagree with the proposal to remove the Gulf Harbour ferry and must say I was shocked by this proposal. The ferry has been unreliable recently and I can understand that it is hard to find enough employees but this is something that should be invested in and focused on over the next few years so that this issue can be resolved and this vital service can be saved. I firmly believe that Tamaki Makaurau should have more ferry services rather

than fewer, and removing an existing route that is depended upon is short-sighted.

Please reconsider this proposal, retaining the current route and looking to expand it to weekends in the future as the Peninsula continues to grow.

These are some of the points I would like to raise:

- Additional bus services do not replace a ferry service - they are different.
- People with compromised immunity or anxiety over sickness (like me) choose the ferry because you are able to stay outside and not share space with others, staying safer from Covid and other winter ills. Please do not remove this vital service. The bus gives me panic attacks and I hate driving.
- The ferry is considerably more comfortable than the bus - lovely to be able to get a coffee on board. This is a big reason we bought in the area... it is a big consideration for homeowners.
- I currently work on the ferry as I travel - this is impossible on the bus, meaning two hours a day (or more) would be wasted on days I had to go to town.
- Removal of the ferry service is the exact opposite of what smart cities are investing in. Travel by ferry creates less congestion and is an effective way to move people in cities with harbours.
- Bus routes would require us to transfer to another bus to go over the Penlink. Transferring at a major station is becoming increasingly unsafe. Those with teenage daughters are more and more uncertain about the major bus stations. What we need is weekend ferries, not a removal of the ferry service.
- The new PenLink does not have enough lanes. It is not an alternative for the ferry.
- We can bike to the ferry, travel to the city, then bike to work. This would be impossible on the bus.
- The ferry can be relied on to arrive at the same time each day, regardless of traffic. The same cannot be said for bus/car trips.
- Removal of the ferry service devalues houses in the area - it is a significant reason we bought the house in the area. All previous indications were that AT was investing in ferries, so this is a massive shock and seems to unfairly disadvantage Whangaparaoa over other services which are getting increased service frequencies. Both Hobsonville and West Harbour have ferries and are more attractive places to live because of this. There are lots of additional houses going in around Whangaparaoa and these houses need good city connections.
- Road congestion is already quite bad and more cars and buses will make it more dangerous and hard to get around.
- There is only one road in and one out... it is safer to have other transport options to a place that could be cut off easily.
- More congestion would slow down emergency services as there is only one road in and out.

Speaking to other locals, I know there is a lot of shock about this proposal and I strongly urge you to reconsider and continue to invest in Auckland's future outside of roading.

Thank you

Please do not remove this option - unless you make it the same time to get to the city using the bus - which would involve increasing the frequency of buses, and installing bus lanes on whangaparaoa road

A long walk to this ferry so not a silly move.

I am strongly opposing the removal of the Gulf harbour Ferry because it will create inconvenience for my daily commute. I live in Cape Cod drive street, which is 10 kilometres from closest (future) Penlink connection bus stop. I do not drive and removing Gulf harbour ferry will make me to relocate from the area (and possibly from the country)

No bad idea strongly opposed

As noted throughout this response, the ferry is essential. Keep it going- for less congestion, fewer emissions (than multiple cars trying to reach a bus or trying to reach the central city or further south), for an alternative to road transport, for much quicker travel times than the slow times caused by sitting in traffic (even on buses, because there can be no bus lanes on the peninsula).

This is madness. Just like Penlink being two-lanes.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres near Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa "Kiss and Ride"™ station is 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to "weather"™. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain, or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractor's™ solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the date's™ alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1hr 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it, but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

■ Whangaparaoa Road

Needed. Waste of money. Way better served by NX2

Don't support

no comment

No comment.

Retain the ferry and make it electric

Retain the ferry and make it electric

I'm against any removal of any ferry services. They are a great option to get traffic off the road.

I strongly oppose the removal of the Gulf Harbour (GH) ferry after Penlink is completed.

I believe that the removal of the GH ferry will place unacceptable additional load, by both car and bus during peak hour and normal daytime traffic, on the already tenuous road link between Gulf Harbour and the Penlink - Whangaparaoa Road intersection, despite whatever improvements are made to local bus services. Those of us who live in the Gulf Harbour area will also be seriously disadvantaged by this direct link to central Auckland being cut. And those of us who are retired will be less likely to visit. A ferry ride is an event in its own right; a bus trip is merely transportation (albeit better than 'cattle class') from point A to point B. Our frequent outings will take us to Orewa, Warkworth or Albany - by private car. Central Auckland will lose out.

I suspect that the GH ferry service, which has over past years been deliberately degraded by the service provider, has been greatly undervalued in your survey and subsequent removal proposal. I also understand the potential attraction that the Gulf Harbour Hammerhead will have to swell the city coffers once the ferry service has been removed. However, as your schematic maps show, the Gulf Harbour area is literally out on a limb. And the Whangaparaoa population is expanding. The responsible approach would be not to kill, but to get the GH ferry service operating efficiently and then expand it. The sea is available to ever increasing services whereas tarmac roads are limited. The Whangaparaoa peninsula has wonderful beaches with limited parking and also one of Auckland's most visited parks at its eastern extremity. Weekend traffic into the area is considerable. Why not get some of this traffic off the road by making these features available to both Aucklanders and others by ferry and shuttle bus?

I oppose the proposal to withdraw and terminate the Gulf Harbour Ferry Service.

Terrible option denying the peninsula of access to all ports in a way that helps alleviate the desperate traffic congestion that is only going worsen. How can it possibly be thought that a road option warrants the removal of a vital and important link..it is preposterous

I oppose the proposal to terminate the Gulf Harbour Ferry service. This is short sighted and ill informed. This is a service which needs to be run properly, which it isn't at the moment. Services need to be increased, not taken away.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city.

This proposal will negatively impact people's travel choices and their lives.

I live Manly & use the ferry to travel to work 3- 5 return trips per week. Bus links through Penlink will mean I will have to take six buses a per return trip.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Efforts should be focused on increasing use of the current ferry service, especially to Shakespeare Park / Tiritiri for subsidised school groups from Auckland and for locals to get the ferry from Gulf Harbour to Tiritiri without paying \$95.00 for the experience.

My Submission above has content generated by GHF Ferry Group of which I 100% support.

Regards

■

I oppose cancellation of this service as it saves hours in travel each week for those like me living out on the Peninsula. Penlink will not change my preference and this is more carbon neutral than buses and congestion

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's vision to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment

Consider installing an EVTOL dock instead so that a 40-person EVTOL can land and go direct to the city or airport as EVTOL gets approval and a service provider.

I oppose the removal of the Gulf Harbour ferry service.

Removing the service will result in increased carbon emissions because everyone will either drive into the city or park near a bus station. People will not take feeder bus services - it's one road in and out and the journey time will be a disincentive to take public transport.

Fullers has run the service into the ground with all its cancellations which are largely due to staff shortages and breakdowns, not weather. If the service was more reliable, more people would use it and it wouldn't have to be subsidized as much.

Please reverse your decision.

We oppose the termination of the 50 minute Gulf Harbour ferry service. We support instead the improvement of the existing Gulf Harbour ferry service reliability, increased frequency and the addition of weekend services.

Please keep the ferry.

Why remove the ferry? surely it is fairly direct and not subject to congestion.

I agree that is good. The ferry will be slower and superfluous once these changes are made.

If you improve the reliability of the service so many people would return to using it. Please save the ferry!!

I reject RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove

Absolutely oppose this proposed action. Services should be increased NOT removed. Having ferries available reduces Auckland's carbon footprint substantially. If ferry services were increased - having the first ferry arrive in Auckland city by 7:00am and the last ferry back to Whangaparoa being 11:30 + regular weekend service - would bring more people into Auckland city and free up the motorway to actually function correctly. The plan to disband the service, once a 1 lane each way road is built, is absolutely ridiculous and extremely short sighted!! More services not less, are urgently required.

Spoke to a Gulf Harbour local total lack of consultation by AC or AT. What a disgrace ! 300 people attended the recent public meeting, not one had been contacted as part of the "consultation" process. You people should hang your heads in shame

This would be an absolute tragedy. People purchased their homes out at Gulf harbour with an expectation that their daily commute to work in Auckland could be on the ferry. More homes are being developed out at Gulf harbour so there is a likely hood that more people would or could use the service. Gulf harbour and all of that end of the Peninsula are cut off if there should be an accident on the Tindalls bay hill as there is no other access road. It was very apparent when the bus had an accident blocking both lanes of the road. All transport was blocked for hours. The ferry service is quick service in to Auckland. The service needs to be more not less and definitely not any. Slowly AT have run the services down that people turned their back on using it because it was not reliable. Some older residents found it a fantastic way to go to appointments in the city and when you get an appointment to a hospital etc you need to be able to rely on it running. It's not just about a commuter service it's about looking out for our community. The 10.30am service was one used for groups to travel to Auckland and discover what our city is all about. It's time AT took more notice of ferry commuters and made it a service to be proud of on the beautiful Hauraki Gulf. Please do not take our ferry service away we need to keep people off our roads and using PT.

Out of our area

I wish to express my strong opposition to the proposal to terminate the Gulf Harbour Ferry Service from 2028, following the completion of Penlink. The proposal is flawed on so many levels that in truth I struggle to know where to start and is a sad indictment on the people making "decisions" at Auckland Transport. Having moved to New Zealand in 2013 from the UK and used all forms of public transport in its largest city (London) there I know what works and what doesn't!

The road infrastructure has got gradually worse in the last 10 years since we relocated here with a combination of new housing (without investment in infrastructure) and more cars on the road (as a result of the abysmal public transport network) being the main contributors. A car journey in 2013 took an hour at worst and leaving at 7am had me at my desk in the CBD for 8am. Roll forward 10 years and the situation is very different. Leaving at 7am that same car journey routinely takes around 90 minutes, on a good day!

Pre COVID the ferry was my chosen method of transport daily to and from the CBD. The ferries were both busy and reliable, apart from those occasions where weather caused cancellations. What Auckland Transport are doing currently by cancelling over 50% of sailings due to "Industry Wide Covid related Staff shortages" (or whatever the catchphrase is this week, certainly better than "Operational Constraints" I will give you that is simply pathetic given we are several years on from the pandemic. This is a deliberate attempt for you to justify your plan to cancel this vital route by claiming there is no demand. There is no demand because you are creating that and forcing people like myself to either drive or bus to Silverdale to hope we get a car park and catch the NX1 to the city to justify your decision to some bureaucrats who are looking at profits ahead of public transport.

The clue is in the name "Public Transport" this is not about making profits for AT it is about providing people with adequate transport in to Auckland. Perhaps you should study this from Auckland University website: <https://www.auckland.ac.nz/en/news/2022/04/17/Public-transportation-is-good-for-everyone.html#:~:text=Public%20transportation%20isn't%20meant%20to%20be%20profitable.,and%20those%20who%20do%20not>.

"Public transportation isn't meant to be profitable. It's not even expected to break even, and that's okay. Unlike motorised private transport (the car),

public transport significantly benefits both people who use the mode and those who do not.™

AT™s misguided belief that Penlink is going to solve all the issues that systems like ~Dynamic Lanes™ have created may free things up at Silverdale. BUT, Guess what!? All you are doing is creating issues further down the line. Do you honestly not see that all Penlink is going to do is create another bottle neck on SH1? Look at the extensive works around Greville Road as an example, it is now a pleasure to drive through that bit of road, problem solved? NO! All this has done is push the bottle neck down to Upper Harbour and beyond.. really is it that difficult!?

Now on to my submission

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people™s travel choices and their lives.

This proposal will force myself and my wife in to our cars and drive separately (we juggle a young child™s schooling) in to the CBD instead of us both getting different ferries as we do currently. This will add cost (fuel and parking in the CBD), have environmental issues (more cars on the road), and also cost us both ~productive commuting time (on the ferry we are both able to work on our laptops as we commute). This in turn is going to either require us to work longer hours or work more at home thus depriving our daughter of quality time with her parents. (currently she is our 100% focus when we are home as we have been able to wrap up work on commute)

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

~ The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

~ The journey times and choice of sample journey advanced by AT are misleading. By AT™s own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

~ The rationale of ~duplication™ advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express

service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. So basically you have LIED to us! if I lie to clients in my industry (a) I have no clients, (b) I go to jail! And that's before you even get started on the issue of morality.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza - there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off - in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels - assurances that have been backed up with considerable sunk investment in the GH ferry service - through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole.

The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 - 5.79%, 2020 - 7.42%, 2021 - 8.91%, 2022 - 38.35%, 2023 - 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

- Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

- AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

- The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

-
- It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.
 - It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.
 - There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.
 - Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa "Kiss and Ride"™ station is actually 26 minutes at peak travel time.
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 - The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry

commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

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- There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

- Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa "Kiss and Ride"™ station is actually 26 minutes at peak travel time.

- AT rationale for withdrawal cites unreliability due to "weather"™. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

- Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

- It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

- Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

- Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

- The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

I am opposed to the removal of Gulf Harbour ferry services.

I assume the Whangaparaoa changes mentioned are the opening of Penlink.

I live at Army Bay. Penlink is 10kilometres along the peninsula and will offer no relief from heavy traffic which can only get worse as housing development continues.

If there is flooding or an accident on Whangaparaoa Road the ferry may be the only alternative.

It seems to be totally contradictory to remove ferry services when the use of public transport in Auckland is being encouraged.

The current service should be improved so it is reliable and a weekend service added. Usage would then increase.

We oppose the removal of this route for the reasons explained in detail earlier in this submission.

Keep the ferry

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

Ferry is the most-subsidised PT mode in the city, and the GH service one of the most vulnerable to the weather. The new bridge with more direct NX service make the GH ferry untenable given the cost. Remove it and put the money into more cost-effective PT elsewhere.

No impact on me, but looks good.

I oppose AT Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service.

I support IMPROVED existing Gulf Harbour Ferry Service reliability, increased frequency and addition of weekend services.

Gulf Harbour has a big community which is increasing all the time. The Ferry is the easiest and most convenient way to get to Auckland and back again.

The buses are inconsistent and in the event of a road accident we are totally cut off from the outside world!!!

This vital service as mentioned earlier should not be cancelled. It has not been well thought out given that it's only one way in and out of the peninsula. Other factors not taken into consideration is the amount of residential development in Gulf Harbour that will hugely affect the roads. With many from Manly through to Gulf Harbour catching the ferry this puts more off the roads. The proposed bus service isn't going to make a difference, with connector bus, or a drop off. This will add more congestion alongside with all the developments happening on this side of the peninsula. The bus currently takes 1.5+ hours to the city, the ferry only takes 50 minutes. Many connect on to other services. With the ferries cancelled, the bus journey's could take longer than 2+ hours especially with those that will connect on to other services. Most of the community with the 'new' proposed service would rather hop on their cars, adding more to carbon emissions if the ferry services are cancelled.

It is also to be noted that ferry cancelations due to weather is not a fair reason to say the service isn't reliable. Previously, 360 Discovery who ran the GH service who was the prior supplier, ran it at less than a 5% cancellation rate. Fullers however operating at a 50% cancellation rate. It is unfair to say that they are weather related, as it's more related to crew shortages. It's unfair to mislead ratepayers to say that it's due to weather when it's actually your contract supplier. Since Fullers have taken over, the service is not up to standard and people are having low experiences. With cancellations on a daily and notifications given 2 minutes before commute this is absolutely ridiculous. And when many of us have complained either on Fullers or AT site, the blame is passed on to each other leaving commuters stuck in the middle and communities abandoned. AT needs to look into Fullers contract and ensure that they are really providing a great standard of service and complying to their contract as clearly for those of us living out here it is not.

I oppose the proposal to terminate the gulf harbour ferry service.

Have the current uses of the ferry been polled? How many current users will be affected? Will it increase car use?

Neutral.

I oppose the removal of the GH ferry. It is appalling to undermine a successful public transport service as the climate crisis intensifies - especially to promote car use on Penlink. I doubt establishing a new bus station at the start of Penlink WILL prove feasible, but even if there is PT on Penlink, it will never replace the convenience of the ferry, especially for those of us at the eastern end of the Whangaparāoa peninsula. I am retired now but used the ferry daily for 5 years. It was a convenient and very pleasant way to commute to the city, and is part of the character of this, still -growing, place. The emissions argument is self-fulfilling - plan for the electrification of the gulf harbour ferry along with the rest of the fleet! I understand patronage has dropped through Covid, and perhaps some timetabling changes are required for now, but people are returning more to the office. Cancelling an entire, fantastic PT service, to increase the use of a ginned up road seems like the text book example of unsustainable transport planning. I seek the GH ferry service is retained as an integrated part of Tāmaki Makaurau/Auckland PT network, including through the planning for the use of electric ferries on the route. Ngā mihi

No - keep a ferry option - it takes pressure off the roads - but if the service is not used then it could be dropped

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

- It will increase traffic congestion on an already congested road. Pen Link will not solve the issue, there is no plans to park your car at Pen Link so no one will use the bus station.
- All bus stations in Auckland have car parks but are full so early - there have been times when I have arrived at a bus station and had to drive to the CBD because there was no parks left, makin me late.
- People do not have time to catch and wait for 3 buses in the morning and 3 buses home
- Due to an increase in congestion it will cause issues with the roads and also carbon emissions.
- This proposal will negatively impact the lives of people. Infact it has caused significant stress for a lot of people already due to how unreliable the service is.
- A lot of people purchased houses in Gulf Harbour and surrounding areas based on the fact that there will be a convenient, fast service to get to and from the CBD.
- The area is growing, many with little family's have recently moved to Gulf Harbour, there are more houses that are planning on getting built - how do you plan on these people getting to work?
- The past 20 months has caused a lot of stress. Due to how unreliable the ferry service has been recently I have had to request to work from home as I rely on the ferry to get to work. By the time I drop my children off at daycare/school I do not have the time to drive for nearly 2hours on a bus or car to get to work. By the time I get there it will be time to come home again!
- Had my work not of allowed me to work from home - I would need to resign which would mean I would have needed to go on a benefit.
- Working from home has caused significant implications with my work. It is at the point where they will request I return to work or I will need to resign.
- I have two children under 5. It has been very stressful when I need to get to them and I cannot get home in time because the ferry is cancelled or we are on a bus replacement. I am not the only person who has had to leave their kids at a daycare in the evening racking up over time late fee's, kids missing dinner and not seeing their parents because they are sitting on a bus replacement which is taking hours to get home or even worse stranded in the City with no bus replacement and no ferry!
- The Gulf Harbour ferry was a selling point to live in the area. We purchased a home based on a Gulf Harbour ferry service.
- If the ferry service does not improve or is removed, this will have serious implications for myself, the community and city.
- People will have no option but to resign from their jobs or move away from the area. The country currently has a huge labour shortage. This could cause an even bigger labour shortage.
- Are you aware that the peninsula already has queues backing. There are no plans to widen the road or add additional lanes

Ok

I strongly oppose removal of the Gulf Harbour- Auckland Ferry link. It is backward thinking, encouraging more cars on the road to Auckland. The PenLink route will not reduce fee number of vehicles crossing the harbour bridge to an Auckland and return. Cancelling the Ferry will increase traffic. We would also like to see at least 2 sailings a day in both directions on weekends aanf holidays.

The service would be used more if it was reliable. It is efficient to ferry people to the wharf down town a walk or short bus rides fanning out to where they work.

Dear Auckland Transport,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

(a) It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour, including myself, and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the

network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards,

■

Kia ora

I oppose the termination of the Gulf Harbour ferry service as it reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

This proposal also runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

Ngā manaakitanga

Hi AT

"It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

Removing this service will significantly add to traffic congestions, not just in that area but also for anyone using the motorway to the city so it will also affect you folks on the north shore ultimately.

■

Emailed feedback on Gulf Harbour ferry changes

Hi All

This is my reply with regards to the Gulf Harbour Ferry Terminate Proposal

I oppose the proposal to terminate the Gulf Harbour Ferry Service

Regards

■

■■■■ Gulf Harbour 0930

Mob ■■■■■■■■■■

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city.

This proposal will negatively impact people's travel choices and their lives.

I was considering moving to Gulf Harbour, but with no ferry I'm not prepared to drive to the city 5 times a week.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Efforts should be focused on increasing use of the current ferry service , especially to Shakespeare Park / Tiritiri for subsidised school groups from Auckland and for locals to get the ferry from Gulf Harbour to Tiritiri without paying \$95.00 for the experience.

My Submission above has content generated by GHF Ferry Group of which I 100% support.

I am writing to express my concerns about the plan to cease the Gulf harbour Ferry.

We need multiple options to tackle Auckland's congestion problems. The most direct and least congested highways are the water and we should have more ferries. Look at Sydney.

Ceasing this ferry would be a very silly move indeed. It will just take the situation on the roads from bad to worse.

Thanks you for considering my opinion.

Regards

■

Do not stop the ferry! Our community and overseas visitors love it

■

As a user of the Gulf Harbour Ferry I was distressed to hear about its planned cancellation. Please reconsider as this is surely the most effective and efficient way to remove cars from the roads. We need more ferries not less.

■

Please do not cancel the ferry

■

Sent from my iPhone

To whom it may concern

Please take a lot more thought on getting rid of the Gulf Harbour Ferry Service. This ferry service is a life line to residents of the Whangaparaoa peninsular if only it was regulated more and did not cancel its service so often, more residents would use it. To replace the ferry service with buses would be a traffic catastrophe, have you or anyone tried to get from gulf harbour to the city during peak hour traffic? On a single road on and off the peninsular it's ridiculous and takes longer than 45 mins to get to Silverdale aone let alone the city. penlink is not going to solve these problems for Gulf Harbour residents as in itself the road is single lane and when the end of Penlink stops at Stanmore bay there is still the single lane road to Gulf Harbour.

What is needed is a more reliable ferry vessel with a more regular timetable and affordable pricing for anyone considering going to the city to use, including services during the day for regular people to use as an alternative to the diabolical road network around here.

Come to Whangaparaoa and live a week in our shoes and experience the ridiculous traffic situation and make some real decisions based on a bit of personal experience.

Auckland should be moving forwards and not backwards there is the fear of more and more houses being built here which would equate to hundreds more cars wanting to use these roads.

From a worried resident.

■

little Manly
Whangaparaoa

It is most important to keep our ferry as it gets harder and harder to get off the peninsula as more and more houses are being built. Its not only very busy in the rush hours but also during the rest of the day as only one way in and one way out. We desperately need the ferry to reduce the traffic off the road and to get people to Auckland quickly and safely.

To whom it may concern,

I write this in support of keeping the Gulf Harbour Ferry service. Any perceived lack of use comes from the unreliability of the current service (47% cancellation apparently). The ferry to town is a big reason that many of us bought houses here and is very important to us.

Removing the ferry will put people back in cars and congestion will be a major factor. Penlink is not the answer to removing the ferry.

Please consider the wishes of the residents of Whangaparaoa and especially the rapidly growing population in Gulf Harbour that value our ferry service.

I oppose the proposal to terminate the Gulf Harbour Ferry service. I am a resident of Army Bay and I use the Gulf Harbour Ferry every day. I work full time in the Auckland CBD. To lose this ferry would be a travesty. AT's proposal that more buses will run and be more reliable is an absolute farce and AT is also giving out disinformation. What about the 10K between Army Bay and Beverley Road ... nothing is going to change there, only more and more traffic, and more and more time for commuters.

Please note my submission.

Thank you.

■- opposer of the termination of the Gulf Harbour Ferry service.

We cannot afford to lose the ferry service between Gulf Harbour & the city!

Hopefully the new Minister of Transport & Associate minister can look into this proposition more thoroughly re the consequences of such a move!!

Yours faithfully, ■ ■

■ iPad ♥

To whom it may concern

I wish to express my total opposition for any proposal to terminate the Gulf Harbour Ferry service.

I would also add my extreme disappointment at AT attempting to fudge the numbers as a blatant justification (very very poorly).

Secondly Panuku who have only just completed an utter farce of a deal costing ratepayers millions at Gulf Harbour and total lack the guts to resolve a historic mistake by using the Public Works Act correctly instead of falsely at Hobsonville.

Kind regards

■
■

SUBMISSION OPPOSING THE TERMINATION OF THE GULF HARBOUR FERRY SERVICE

Date: 22 July 2023

Submitted by: ■■

Residential Location: Gulf Harbour

Email: ■@gmail.com

Ph: ■■■

This submission expresses my total and absolute objection to the suggestion that the Gulf Harbour ferry service will be discontinued in 2028 following the completion of Penlink.

In considering such a decision it would seem Auckland Transport is not familiar with life on the eastern end of the Whangaparaoa Peninsula and has not considered:

1. Penlink is only part of the solution and will do nothing to relieve traffic congestion on the stretch of road from Stanmore Bay (Penlink) to Army Bay.

This stretch of road is one-lane in either direction, is already congested and impassable when an accident occurs.

2. Penlink has just one lane for travel in either direction; it will not cope with the current and increased volume of traffic to the city from the eastern regions of the Whangaparaoa Peninsula.

Similar to how the parking areas at the bus parks proved to be inadequate from the day they opened, Penlink will be no different and it doesn't bear thinking about the congestion that will be endured when there is an accident on Penlink!

3. Traffic on the Stanmore Bay to Army Bay stretch of road will continue to grow as further residential housing is developed and more people move into the region, particularly if the now closed Country Club is developed into residential housing or retirement living.

4. The impact the suggestion of the termination of the ferry services is having on people's lives and mental health who live every day with the uncertainty of how to get to and from work or whether they will be able to collect their children from school or daycare in time.

5. The increase in emissions resulting from an upsurge of buses and cars on the road. It is widely known that travel by ferry is close to being the most environmentally-friendly mode of transport because of the number of people that can be accommodated on any trip versus the numerous cars and buses that would be required otherwise.

Further, it seems Auckland Transport is dismissing:

1. The millions of dollars spent to secure the Hammerhead at Gulf Harbour for the ferry terminal and service.

2. Your previous statement that the ferry service is part of an integrated transport plan.

3. Your promise to "massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment."

4. The impact the current unreliability of the service is having on people's mental health, on a daily basis.

On a Positive Note – the suggestion to extend the Gulf Harbour ferry service to weekends is indeed exciting and something residents of the Peninsula, and their city-based family and friends, have been wanting for some years. BRING IT ON!

SUBMISSION OPPOSING THE TERMINATION OF THE GULF HARBOUR FERRY SERVICE

Submitted by: ■■ | Residential Location: Gulf Harbour

email: ■@gmail.com | Phone: ■■■

This submission expresses my vehement objection to the suggestion that the Gulf Harbour ferry service will be discontinued in 2028 following the completion of Penlink. Such a suggestion demonstrates just how unacquainted the decision makers at Auckland Transport are with life on the eastern end of the Whangaparaoa Peninsula and the extreme traffic congestion that currently exists, and stands to worsen, that Penlink won't fix.

I offer the following comments to support my objection including how the intended termination of the ferry service has, is and will continue to impact people's SAFETY and MENTAL HEALTH and the blatant disregard such a decision has for New Zealand's, and global, ENVIRONMENTAL targets and objectives.

My Story

- My husband and I owned property at Gulf Harbour from 2007 to 2016.
- During that time it was with excitement, and much relief, that the Gulf Harbour ferry service to the city was introduced.
- The introduction of the service ended my frustrating commutes to the city for work. I used the ferry service regularly.
- The ferry was always on time and therefore able to be relied upon by those who used it.
- The ferry was seldom cancelled.
- Many millions of dollars were invested at the Hammerhead to secure the area for the ferry

Service

- I enjoyed travelling on the ferry, it was a great way to start and end the day, scenic and stress-free.
- You could enjoy a drink or a snack en route and I often did.
- Peak hour trips were always well patronised; the ferry was full on the voyages I took.
- Friends, neighbours and passengers I spoke to at the terminals and on passage absolutely loved and appreciated the service and often commented on what a great thing it was for residents of the Whangaparaoa Peninsula.
- In 2022 we moved back to Gulf Harbour excited to be returning to a place we knew and loved.
- We quickly became aware that things had dramatically changed relative to the ferry service –very many cancellations; people left waiting at terminals; people stressed out not knowing if they would make it to work on time; social media inundated with disgruntled would-be passengers.
- Data available in the public arena states that 40% of trips were cancelled in 2022 blaming the weather which is not an acceptable excuse as cancellations in previous years were more around 5% and the stretch of water that the ferry travels across has not changed.

What are earth have you done to turn what was such a reliable, well patronised and positive service into such a debacle?

Penlink and Traffic Congestion

- Penlink is a much welcome but only partial solution to traffic congestion on the Whangaparaoa Peninsula and something we, and many others, have looked forward to for years.
- As a highway that will have just one lane for travel in either direction it will not cope well with the volume of traffic that currently exists and which will continue to grow exponentially.
- Penlink will not provide a solution to traffic congestion on Whangaparaoa Road east of what I understand is a new bus station to be established at Stanmore Bay opposite New World.
- I understand this new bus station will not provide parking facilities and the parking facilities at other bus stations in Silverdale and Albany have been inadequate since the day they were opened.
- With no parking facilities at the new bus station in Stanmore Bay people will need to be dropped off and collected meaning a 20km round trip, twice a day on the 10km stretch of road between Stanmore Bay and Army Bay. How is this reducing traffic congestion and emissions?
- The closure of the Gulf Harbour Country Club and suggestion that the land may be developed for residential housing or retirement living will exacerbate an already dire traffic situation on the Peninsula.

- The termination of the ferry service will add more cars and buses to this route versus the continuation of the ferry service which will play a significant part in reducing traffic, and emissions, on this stretch of road.

“Hopeless, gave up. Drove to Hibiscus bus station - carpark full. Drove to Albany bus station, carpark full, paid for Wilson parking. Got NX1 to city. Finally got to work in Albert street. Total commute time - 2 hours. Commuting agony thanks to @AT and @Fullers.”

- Source: Gulf Harbour Ferry

Facebook Page

Mental Health

- You need only stand at the ferry terminal with commuters expecting a ferry to take them to work, that doesn't turn up, to know the mental anguish and despair these people are suffering on a daily basis.
- This impact on people's mental health is also reflected on social media.
- People take this anguish home with them; they live with it every day.
- Replacement buses/taxis are often late so have become unreliable alternatives which further impacts a person's mental health.
- People stress about being able to collect children from school/daycare on time.

Are the decision makers at Auckland Transport ready to accept responsibility for impact the ferry debacle is having on people's mental health? Do they realise that taking away the ferry service is taking away a lifeline for people?

Safety

- The 10km stretch of road between Stanmore Bay and Army Bay is a one-lane road in either direction.
- Most of the remainder of Whangaparoa Road is also a one-lane road in either direction with the exception of the stretch that has the virtual median lane.
- There have been occasions when accidents have occurred preventing people moving in or out of the area for often lengthy periods and not able to access emergency services should the need arise.
- With the termination of the ferry service the traffic on Whangaparoa Road will worsen creating more congestion and more significant access issues.

Environmental

- The charts below, available in the public arena, say it all. They are a major contributor to the reason why many other countries in the world have well established, and reliable, ferry services for commuters and tourists.
- The Department for Business, Energy and Industrial Strategy in the UK (BEIS) has also put a figure on ferry transport - 18g of CO2 per passenger kilometre for a foot passenger, which is less than a coach, or 128g for a driver and car, which is more like a long-haul flight.
- Travelling by ferry is the second most environmentally effective means of transport, surpassed only by electric train travel which is not an option for those north of the Harbour Bridge.
- By terminating the Gulf Harbour ferry there will be more buses and cars on the road which have significantly higher carbon footprint than ferry transport. Further each bus and car will be transporting significantly less people than a ferry run.
- The volume of traffic and traffic congestion will be further exasperated by the on-going residential development in the area which will likely to escalate to new heights with the closure of the Gulf Harbour Country Club.

By terminating the Gulf Harbour ferry service Auckland Transport will be responsible for contributing to emissions when the entire world is making an extreme effort to reduce them?

Simply put, it is ridiculously impractical to be terminating a public transport option that is so much more environmentally effective than its alternatives

Proposal to Extend Gulf Harbour Ferry Services

- WHAT A FABULOUS IDEA!
- Weekend ferry services would be overwhelmingly positive for the region allowing:

- an enjoyable commute to and from the city.
- people from the city to travel to Gulf Harbour to enjoy the beaches, restaurants and bars which would greatly support the local businesses and create a positive vibe.
- The trip on the ferry forms part of an enjoyable outing that starts when you leave home as opposed to the frustration of travelling by car and arriving disgruntled or late due to traffic congestion.
- We have family, children, grand-children, elderly parents who reside south of the Auckland harbour bridge and who have often expressed how “cool” it would be to visit us by taking the ferry, particularly in the weekends, rather than having to negotiate the traffic.
- We would also welcome a weekend service to be able to travel into the city to lunches, dinners, events, visit family etc.

Conclusion

Have the decision makers at Auckland Transport forgotten about:

- The millions of dollars spent to secure the Hammerhead at Gulf Harbour for the ferry terminal and service.
- Your previous statement that the ferry service is part of an integrated transport plan.
- Your promise to “massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.”

“The time is always right to do the right thing.” – Martin Luther King Jr

“Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.”

Please find attached my Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service

We moved from Meadowbank to Gulf Harbour in 2015 and one of the considerations was the Gulf Harbour Ferry service.

At the same time Penlink was being discussed by central and local Governments and are so pleased that this project is underway and due for completion in 2028.

I cannot believe how AT have looked at all options and come up with the proposal to terminate the Ferry service in 2028. The information in the RPTP is not correct as Councillors Watson and Walker highlighted at the Public meeting held last week at Gulf Harbour Yacht Club. (Refer attached)

Can you please go back and prepare a RPTP that is factual and can be supported by resident which will confirm THE FERRY SERVICE CANNOT BE TERMINATED IN 2028.

Regards

■

■■■■

Ph ■■■■■■

Mobile: ████████

Email: ██████@██████.co.nz

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

I moved to Gulf Harbour to get away from the crime in West Auckland, I have a job in the Auckland city where I am a specialist in my field working with the most vulnerable child group child in the care system this is work that is difficult yet life changing for tamariki and their whānau. This is a highly stressful job and moving to Army Bay provides me a lifestyle that allows me to destress part of the destressing is sitting on a ferry on the way to and from work relaxing. This proposal will impact myself and the people I work with, if I have to be stressed out driving 1.5-2hrs to get to work everyday.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf Harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s

wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of

the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

I believe someone in a position of power has given a directive to run this ferry service to ground, this is not expectable practice in a public service.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf

Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

■■■, Rate Payer and Ferry User, Army bay

I am writing to urge you to reconsider stopping the ferry service from Gulf Harbour, Auckland.

My husband and I visit our daughter and family, whi live in Gulf Harbour,for about 5 weeks each year. We were really shocked to hear that the ferry service may be stopped.

Naturally, it is devastating to permanent residents, but the ferry provides visitors and tourists with such a pleasurable way to travel to downtown Auckland. In fact, all the visitors we know regard it a boat trip or tourist attraction!

With development of the Hibiscus peninsula, hence growing population, surely this will generate more family visits from the UK and elsewhere abroad. Therefore more looking forward to trips on the ferry. In fact, the ferry could be a great way to earn money for the company - trips , additional destinations from Gulf Harbour - real tourist attraction. Anyway, please do consider how devastating all round it will be for the Community and visitors if stopping the ferry service goes ahead.

Regards,

■■■ (from UK)

It's very important to retain this ferry service.

A bus service will take too long as the road along the peninsular is usually congested and always at peak times.

It makes a valuable contribution to the vibrancy of this community.

Regards

■■■■

Sent from my iPhone

■■■■

■■■■■■■■■■, Gulf Harbour, Whangaparaoa 0930

Ref GH Ferry Submission:

I oppose your submission to cancel the Gulf Harbour Ferry. As a resident I want the Ferry retained.

I strongly oppose the proposal of the termination of the Gulf Harbour ferry service in 2028.

It would reduce public transport options, increase congestion from Gulf Harbour to Penlink and will result in greater private vehicle use and greater

carbon emissions. The Gulf Harbour ferry currently plays an important role in servicing the needs of Gulf Harbour residents in particular. It is the fastest and most convenient public transport option for commuters, including students and people with medical and business appointments into the heart of the City.

This proposal will have a negative impact on people's and lives of people from Manly east. The eastern end of the peninsula is growing rapidly with new housing developments and the increase in population will only make the ferry service even more important. I understand that the developers at Fairway Bay marketed the ferry service as a positive reason to live in the area and at one point AT assisted the developers financially in promoting the area.

My husband and I have lived in the area for six years and the ferry service was one of the drawcards for choosing Gulf Harbour as a great place to live. We use the ferry a lot, my husband in particular to go to do voluntary work at the Maritime Museum one or twice a week. The ferry makes it easy to go straight into Downtown Auckland.

The lack of the ferry service can only result in more congestion on Whangaparaoa Road from Gulf Harbour to the new Penlink intersection.

Without the ferry I do not envisage that more people will transfer to buses to Penlink but will instead return to their cars resulting more emissions. With the ferry service people can work on the ferry to and from work giving them better quality time at home and arriving at work less stressed. It is simply not possible to work on the bus because of noise, you are not able to use laptops and constant stopping and going is not conducive to concentration.

Furthermore I understand that Penlink will only have one lane each way and that there will be a bus from Gulf Harbour to the start of Penlink in Stanmore Bay and then pick up another bus to the City.

The figures given are misleading as the example used by AT in their proposal as they are from Manly Shops not Gulf Harbour. I understand that AT has repeatedly given assurances that the ferry service would be increased and improve in the future. What happened to your statement that, quote, "We regard Gulf Harbour ferry service as a valuable and important part of the Auckland wider ferry network"

The proposal to terminate the Gulf Harbour ferry service should be rejected. Overall carbon emissions will increase with the proposed termination of the ferry service.

From an irate ratepayer and regular ferry user.

■
Gulf Harbour

I strongly oppose to the cancellation on the Gulf Harbour ferry as it appears no-one has considered how this will impact on some 3000 residents, who travel on the 10 kms section between Gulf Harbour and the new Penlink bridge. This road is one way in each direction and should a breakdown occur then there is no alternative route off the peninsular.

Over the years this service has been very well supported but in the last year or two commuters and those travelling for an enjoyable day in the city or

elsewhere have been unable to rely on the service, often finding the ferry cancelled (weather seems to be the main reason for this, which cannot be true when the Foveaux Strait ferry manages in much rougher weather) and having to travel by bus. The ferry service appears to have been run-down and become unreliable maybe this has been the planned strategy ?

Although I do not live in Gulf Harbour I do frequent Shakespear Regional Park which is a wonderful natural environment, which could be greatly enjoyed by many more, if such a service from the city were available - and the residents would greatly appreciate the reduced traffic congestion particularly during the weekends and reduced emissions which could be achieved.

Please consider that, as with many others, I object to this ferry service being cancelled.

Auckland Transport,

I do

not support and I'm strongly against the proposal to cancel the Gulf Harbour ferry as it is fundamentally flawed and will result in more cars on the road, more emissions, more delays and will be worse for both people and the environment. The best decision is to expand the existing service to include weekends.

Regards,

■

It is my understanding that you wish to discontinue ferry service from Gulf Harbour to Auckland in favour of buses. I totally disagree and discontinuing the ferry service would be a real inconvenience to those that use the ferry. In my mind it would change the connection with Gulf Harbour and the CBD, in Auckland. I am against closing down the ferry connection from Gulf Harbour to Auckland in favour of busses.

Regards,

■

■■■■■

Whangaparāoa

Sent from my iPhone

I oppose the proposal to terminate the Gulf Harbour Ferry Service.

This service is an extremely necessary mode of transportation to and from the Whangaparaoa Peninsula. A bus service is not going to be a satisfactory alternative for commuters from the Peninsula not only for those east of Manly but all people on the Peninsula. An increased bus service will not only add to more congestion on our roads and therefore more pollution and will incur more roading maintenance, increased maintenance of the Auckland Harbour Bridge, the purchase of more buses, employment of more drivers - the list goes on. A regular ferry service will negate much of the above and allows commuters a more comfortable trip with the ability to actually work while commuting, enjoy a refreshment and arrive at work in a more relaxed state of mind.

Apart from regular workers services the ferry has been an important and enjoyable commute into the city by Mothers with young children, Cyclists,

retirees attending appointments and tourists in general wishing to explore the attractions of the Peninsula ie Shakespear Park and the Bays. In fact the promised extension of ferry services on weekends would have been well utilised and increased support to businesses on the Peninsula.

I oppose the discontinuation of these services and am of the opinion as a rate payer of greater Auckland we are entitled to a choice of transportation akin to those in similar areas ie Hobsonville, Half Moon Bay, Birkenhead, West Harbour.

We look forward to the continuation and expansion of a ferry service to Gulf Harbour.

■

Stanmore Bay
Auckland

To Auckland Transport,

I do not support and I'm strongly against the proposal to cancel the Gulf Harbour ferry as it is fundamentally flawed and will result in more cars on the road, more emissions, more delays and will be worse for both people and the environment. The best decision is to expand the existing service to include weekends.

Regards,

■

The Gulf Harbour ferry service was one of the reasons we decided to purchase our property here. We find travelling on the ferry to be enjoyable and a much more relaxing way to travel to the city. We are only sorry that there was no weekend service, which we always considered would be well supported both from G.H to the city and v.v.

From all accounts one of the reasons for cancelling this service is weather ? Who makes that decision, the skippers or someone in head office, who has never been along this peninsula ?

What actual data have you used to see the number of cars currently using the stretch between Gulf Harbour and Stanmore Bay, particularly during rush hour ?

How much worse can this get when the current service is cancelled and people use their cars. One of the reasons people will not use buses is due to the lack of security (look what is happening at the Silverdale bus station). Do you know about the anticipated further future development of Gulf Harbour, which will make further traffic congestion.

Have you considered how residents can be reached in any emergency or when the bus breaks down if there is no ferry service. There is only one road each way from Gulf Harbour to the new Penlink bridge and this road cannot be made wider. You will isolate a huge number of residents which is totally unacceptable.

I therefore reiterate - DO NOT CANCEL THE GULF HARBOUR FERRY.

Hi

I understand you are considering dropping the ferry service between Gulf Harbour and the CBD after the Penlink road has been established.

I would consider this to be a poor decision for the following reasons:

The ferry service provides a quick and efficient way to transfer between the two locations. It provides an alternative transport solution, in addition to roading, providing better security of transport. Buses can be used as back up when adverse weather events occur.

In fact, I would think AT should be considering expanding the ferry service, to include other ferry options up the entire east coast bays area.

Regards

■

Hello

I want to support the continuing service of our Gulf Harbour Ferry to the CBD.

I chose to live in Red Beach recently for a number of reasons but the GH ferry to CBD was a big tick for me.

I need to take PT to the city and find the ferry preferable than buses. I have travelled on Fuller's for many years as a Waiheke resident. I hope this service from Gulf Harbour continues.

The increasing population brings traffic woes to the area. We need alternative transport to the city. The population on Whangaparaoa and surrounding areas have been using this ferry service for many years. Over the last few months this service has been irregular causing a lot of stress as commuters are unsure of when or if their ferry is operating.

Please keep ferry services running. Advertise ferry times well.

Thank you

■

■■■

Red Beach
0932

I OPPOSE THE PROPOSAL TO TERMINATE THE GULF HARBOUR FERRY SERVICE

Regards

■■■

■■■■

Gulf Harbour

I strongly object to the cancelling of the Gulf Harbour ferry, when Penlink is built. There is still a huge need for it, and not everyone should be driving down the Peninsula to link into Penlink. The infrastructure is stretched to the limit already. What is needed is a big restructuring of the ferries, to make them reliable, on-time and reasonably frequent, without constant cancellations, which is why people give up using them.

Please reconsider for the sake of our community.

Yours sincerely

■■ (Manly)

I reject your RPTP proposal to cancel the GulfHarbour ferry. Improve DONT remove!

■■■

Sent from my iPhone

I would like Auckland Transport to answer the following questions please:

1. Why has Auckland Transport reneged on its executive promise made to the Public during the meeting held at Gulf Harbour Yacht Club on the 6th October 2022? I was present at this very meeting where promises were made by an Auckland Transport senior executive to not only IMPROVE the Ferry service, but also to examine the feasibility of the ADDITION of a small weekend service.

Since October 2022 there has been no improvement, only an increase in cancellations. Now you plan to destroy the service altogether, after millions of taxpayer dollars have been spent on ferry-linked infrastructure.

2. Why is the action of removing the Gulf Harbour Ferry Service, which is in fact totally contradictory to ALL your Goals detailed in the RPTP, even being allowed to be suggested?

a. Goal 1 – Customer Experience:- there is NO bus service that can even come close to matching the customer experience of a ferry! Seating choices, seating spacing, tables, toilets, refreshments, journey time, helpful & passenger-monitoring crew.

b. Goal 2 – Emissions:-Removing the ferry will absolutely drive people back to their cars, to be stuck in even thicker congestion for the 10km to the Penlink. CO2 from marine diesel engines mostly goes into the water (good thing) & NOT the air. At the moment ferry users drive in the OPPOSITE DIRECTION to Peninsula peak traffic as they drive to and from Gulf Harbour to pick up the ferry.

c. Goal 3 – Safe/Accessible:- Larger passenger numbers on a ferry are much safer for the young, elderly & vulnerable. Ferries are far more accessible to disabled passengers with wheelchairs, or walking aids, bicycles, on the walkways & ramps & the availability of helpful crew. No extra bus shelters or seating is planned for the bus routes. Have you even considered how the emergency services will get rapid access down the Peninsula in the increased congestion? If there is a serious RTA? a serious weather event? landslip/flooding? on a single-access road?? The Ferry provides an effective alternative 'escape route' for Peninsula families.

d. Goal 4 – Integrating a Growing Auckland:- You are planning to remove an already integrated ferry/bus service from an area undergoing rapid development!

e. Goal 5 – Delivering Transparently: Not fully engaging with the residents of a region MOST affected by your plans (i.e the ONLY region that will have a service removed) makes your use of the word “transparency” laughable! After the 6th October 2022 public meeting, you cannot say that you were not aware of public opinion re the Gulf Harbour Ferry! There has been no transparency about this Plan nor its process with regard to the Gulf Harbour Ferry.

3. I am offended that you consider that we the Public cannot recognise that you have been blatantly allowing the running down of the Gulf Harbour Ferry service (49% cancellation rate) to reduce patronage, in order to justify your removal of this Service. Do you really believe that everyone currently using the Gulf Harbour Ferry will use buses?? Really?

I await your answers.

Yours sincerely

■

-----25/7 email

I would like Auckland Transport to explain to me why, as the ONLY region mentioned in your Draft RPTP in which you PROPOSE TO ERADICATE a public transport SERVICE CHOICE for residents and taxpayers, your list of venues for face-to-face feedback re this document, does NOT include the affected region?

Indeed the nearest location listed is Albany, which is over 30km away from Gulf Harbour.

One would suspect, as this action would be contradictory to your Goals listed in this document, this was a deliberate ploy to ensure the residents of the Whangaparaoa Peninsula, who will be the most affected by your Proposal to remove their Ferry, did not have the opportunity to meet with Auckland Transport face-to-face.

You were made aware many times in previous years, and specifically in the Public Meeting on 6th October 2022, of taxpayer/residents' feelings regarding the Gulf Harbour Ferry service. Why have you not planned a public meeting in Gulf Harbour or Whangaparaoa, as it is the area planned to lose a mode of public transport?

■

Gulf Harbour

I am against the cancellation of the gulf harbour ferry. We specifically moved to Army Bay as my husband works in the city and the ferry is such a convenient and much faster way for him to get to and from work. He can start his day as he hops on the ferry working all the way (which he cant do on the bus). This allows him to get his work done in a timely fashion and have more time for family and his mental health.

A bus (even with more available) will be much slower and we still have the bottleneck of traffic at manly/through to the mall every morning (i drive this way to school so am aware of traffic). Work (on a computer) cant be completed on the bus so makes the work day longer - with an even longer commute.

More and more houses are going up and with more cars and buses on the road this will make the traffic at this end of the peninsula even worse.

I believe this is so short sighted.

Hi,

It's absolutely ludicrous that they're thinking about stopping this service. The peninsula is growing with population and a service like this is needed more than ever before. Even with Penlink being constructed, the Ferry service is a must!

Regards,

■

I oppose the proposal to terminate the Gulf Harbour Ferry service 2028.

As it would majorly effect congestion on the road that is already badly congested in particular at peak times.

We live in the marina at Gulf Harbour and we use the ferry service frequently as do our extended family when staying with us it is a safe and convenient way to travel in particular if you are out dining and drinking.

Buses will not work and will cause more build up and congestion on the roads so is a very bad alternative.

The commute to the city is fast compared to car and bus travel with the beauty of being able to work on the ferry across to work.

The statistics provided by AT are incorrect and this is misleading the public.

The Gulf Harbour community bitterly oppose this and will not accept this as a way forward.

Regards

■■■■

Re Auckland Transport proposal to end ferry service to Gulf Harbour.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service.

Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

Regards,

■■■■■ ■■■■, Gulf Harbour.

I am most concerned that the Gulf Harbour ferry is absent from your latest transport plan. The stated aim is to enhance current public transport yet this one seems to have been cut. I am a super gold card user so the ferry company north AT make any money out of me but if I have to use my car instead, it will be bad for congestion and the planet. This is a retrograde step.

Regards,

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Kia ora,

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve, DON'T Remove!

People on Whangaparaoa peninsula NEED this option to get to Auckland. Poor urban planning not just on the peninsula with cramming more and more housing onto an already overloaded area has led to traffic jams that Penlink will NOT solve. Traffic backed up morning and evening for kilometers east of and around the Whangaparaoa town center is horrendous and Penlink branching off from Stanmore Bay won't change that.

Nga mihi,

■■■

Hi

I understand Auckland Transport wants to get rid of the Gulf Harbour Ferry Service. This is absolutely crazy – yet again Auckland Transport has no idea what goes on in the real world. Last time with the bus service instead of getting one bus to the city we now have to get two or three. Try living in Whangaparaoa and working in the city.

The Gulf Harbour Ferry also has its challenges with so many being cancelled due to mechanical and staffing issues but it only takes 50 minutes!!

I reject your RPTP proposal to remove the Gulf Harbour Ferry - Improve, DON'T Remove! "

Regards

■■

Legal Executive

I oppose the plans to discontinue the gulf harbour ferry service and in fact wish the service to be increased to cover the weekends as us being rolled out to other ferry services in the Auckland area.

Gulf harbour ferry has and still can be a lifeline for the residents and prior the AT taking over the service there were less then 10% cancelations for many years. I don't believe that the weather has changed so much as to affect the daily running of this service which due to the average 45% cancelations is the cause for the drop in patronage as clients have to find alternative methods to travel to work as the bus service provided is also very sketchy.

With kind regards

■

Gulf harbour resident.

Hi, we have been told that the Gulf Harbour ferry service will be discontinued once Penlink has been completed.

Penlink will not help the eastern end of the Whangaparoa Peninsula (Gulf Harbour to Stanmore Bay) where there's only one lane in and one lane out for a significant part of the journey. Thousands of new houses are planned for Gulf Harbour (possibly many more if Council removes the Covenant over Gulf Harbour Country Club and allows the developer to accomplish what appears to be his original objective of closing the golf course so he can make a fortune developing the land), which means the ferry will absolutely be needed to cope with the extra vehicles and to stop roads being gridlocked.

Penlink is only one lane in each direction so will only provide a small amount of relief and certainly not enough to allow for all the new homes that are planned for the area.

The ferry also brings visitors to Gulf Harbour, people who want a nice day trip, including ferry ride, lunch at cafe/restaurant, etc. These visitors help support local businesses.

Please ensure the Gulf Harbour ferry stays after Penlink has been completed.

Thanks,

■

To Whom it May Concern

My husband and I have just moved to Gulf Harbour from Wanaka. We are seniors. Presently we are both fit and well and both are able to drive, this could change in the future. One of the reasons we have relocated is because of the Auckland public transport system in particular the Gulf Harbour Ferry.

We cannot for the life of us understand why it is proposed to eliminate this service in 2028. People like ourselves will support this service along with the bus service if it's reliable and well maintained.

Please reconsider this proposal. Keep cars off the clogged roads and keep people moving.

■■■
Gulf Harbour NZ

■ 64■■■■■■■■■■

■ (64) ■■■■■■

Dear Sirs

I object to your proposal to discontinue the Gulf Harbour ferry service in the strongest possible terms.

I live in Gulf Harbour and this is an asset which should be improved and retained. This was a factor in our decision to move to Gulf Harbour and was strongly advocated by the agents we used.

Has anyone from Auckland Transport been from Gulf Harbour to Stanmore Bay in rush hour or at different times of the day to see the traffic flow/congestion. It can only get worse without the ferry in spite of the promise for additional buses because ferry passengers will revert to their cars, as they do now when the current schedule is so unreliable.

I would also like to see a weekend service.

Yours faithfully

■

I oppose the proposal to terminate the Gulf Harbour Ferry service

The current plan is crazy, you want people off the roads then retain the GH Ferry service. A Penlink bus service, with interchange is not the answer. Especially with the degraded Penlink solution being developed without bus lanes and single lane...

People (myself included) just want a reliable and affordable ferry service with sufficient frequency to get to the CBD and back.

So stop wasting ratepayers money on consultants. Listen to what the people are saying rather than going through the motions of consultation and implementing stupid plans. Stop degrading the existing service! Stop making excuses, and be the most liveable city you claim to be and provide what the people actually want!

Regards

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■■■■■■ Manly, Whangaparoa

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Our extended family live in Beachlands and it can take over two hours to travel by car in peak hours to look after grandchildren when required.

We have used the Gulf Harbour service many times as leaving at 7.00 we can connect to the Pine Harbour Ferry and be there in time to take children to

school and daycare.

Pine Harbour service has always been reliable in return journeys to the city at 5pm - but then we have been left with NO Ferry service back to Gulf Harbour every time we have travelled!

It is definitely not lack of patronage that is the issue as we, like many others on Hibiscus Coast, would use the service often if the service was reliable.

Our son is an environmental scientist and they specifically built in Pine Harbour to use the wonderful ferry service that Pine Harbour provides and we, being environmentally conscious also, would like to do the same and would support a reliable week day and extended weekend service.

It makes absolutely NO SENSE to add to the congestion on the road, and double our travelling time by travelling by bus or car.

■

Whangaparaoa.

I reject your RPTP proposal to remove the Gulf Harbor Ferry.
We want Electric Ferry boats, so get your Act together.

Go Berry Ferry !!

■

The big city being formed by, Milldale, Millwater, Silverdale, Orewa, Wairewa and Redbeach and Whangaparaoa will never be properly served by the motorway systems. In fact the traffic from the above areas will always cause congestion on the North Shore and any Harbour crossings. An answer is provided by rail. It should be reasonably easy to provide a line from the above area across to the northern line near kaukapakapa/helensville. Then in the future when a new harbour crossing is established provide a line down the side of the northern motorway to connect with the inner city rail link as was planned years ago. Auckland needs to look at the success of rail services in major cities overseas and stop relying on road transport if for nothing else to save the planet.

Good morning

I would like to oppose the proposal to terminate the Gulf Harbour ferry service.

I can't imagine what the traffic congestion on my way to work will be like from Gulf Harbour along Whangaparaoa Road to Penlink, especially now that more and more development is in the pipeline. We already face congestion most mornings.

If anything, you should be upgrading the current ferries and increasing the services.

Kind regards

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■■■■■
Gulf Harbour.

To whom it may concern

This is my submission against the proposal to terminate the Gulf Harbour Ferry service.

This proposal will adversely affect the lives of people not only in Gulf Harbour but also the whole Peninsula including Orewa.

As of late it has been a total underhanded push to discredit, discourage and run down our current service to try and stop people using it, so that then it can be said that the usage is down... This is totally unacceptable and borderline bullying from Fullers and AT with both parties blaming the other...

This proposal fails to recognise the needs of people living on the Peninsula. Many people have purchased their properties and chosen their work positions in Auckland CBD because of the ferry service in Gulf Harbour. This also will affect any future transport they will then have to use. It will add so many more cars and EMPTY buses on the already highly congested Coast well before where the Pen link turnoff is planned.

And this is not even mentioning the overall carbon emissions that will totally increase not decrease...

This has been a great service for 25 years so why on earth would anyone in their right mind want to stop it.. especially as the population is growing more & more every year..and with more future housing pending.

AT have always stated that the service would be increased and improved for the future?

Sheer logic tells us that not only should AT be keeping and improving the service but should also be including a weekend service...

This proposal should be totally rejected and be focused on increasing the service and making it a reliable and dependable mode of transport which it has been for so long.

Kind regards

■■■■■
I oppose the proposal to terminate the Gulf Harbour Ferry Service.

I am 66 years old, retired and live in Army Bay. I use the ferry as often as I can for leisure purposes with my husband, children and grandchildren.

I was under the impression the most forward thinking Councils whether they are in towns or Capital Cities would be moving towards making public transport as good as they possibly could. Public transport needs to be easily available and accessible, efficient and reliable, or it won't be used. This proposal does not address any of those criteria. In fact it would do the absolute opposite for this area. If this ferry is lost the hardworking people of this area will either travel by car, some may have to purchase a second car to be able to do this, or they will likely leave the area.

The bus options are not practical and will just result in more cars on the road, more carbon emissions and more frustration for the commuters.

I pay my rates and expect part of that to go towards the continuation of a ferry service into Auckland. Previously home developers in Gulf Harbour paid Fullers to put on extra ferries during the course of the construction, that was how valuable having a ferry with direct transport to the City was deemed to be to the Construction Company who were selling new properties and sections.

If you ever discuss the Gulf Harbour Ferry with friends or relatives they will ask "does it travel on weekends?" Alas, no! is my reply, though why on earth not beats me. So many people from the Peninsula and East Coast Bays would use it if it was available on weekends. Lunch in the city, go see a movie, a band, the theatre, spend the night in the City and then travel back the following day by Ferry, refreshed.

It is suggested that commuters will be able to travel by bus when Penlink is finished. There are 10kms of single lane road between the interchange for Penlink and Gulf Harbour. There are already traffic queues between Whangaparaoa and Little Manly at peak times, before you add in more buses or cars. Also, Penlink was deemed to be necessary when the Ferry was running efficiently, not as an either/or option. One thing which could be a bonus would be a bus from Silverdale to the Ferry for people further down the Peninsula, opening up an option for those working in the City who live in Silverdale or Orewa.

I feel extremely disheartened that our City Council has been underhand in how this proposal has been suggested. Our local Councillors knew nothing about it and no focus groups of people in this area and more importantly actual ferry users were approached for their opinions. If they had been asked they would have described the very real need for more reliable ferry sailings including weekends.

Auckland City to the Peninsula would be extremely good for tourism in both directions. Shakespeare Park and the numerous beaches here are very desirable places to visit and the Ferry is a wonderful way to travel here from the City. To say that Ferry usage has fallen over the last few years is due to Auckland Transports systematic reduction of our service, it is not weather related, it is simply forcing keen ferry users to find alternative transport to the City because they can no longer rely on our service.

■■■■■■■■■■, Army Bay

I strongly oppose the proposal by AT to terminate the Gulf Harbour Ferry service for all the reasons outlined in my husbands submission. I would only add in support of AT that their boss at least had the good grace and do the honorable thing and fall on her own sword and resign when AT performance was subject of criticism by the incoming mayor Wayne Brown. It is a great pity his predecessor, that Labour Party muppet who now enjoys his reward in London for ensuring in true party tradition his replacement was lumbered with a huge budget deficit . One as a result of which we are all having to pay back. Should his lords and masters loose the next election then the whole country will be left with a large deficit. No doubt Goff will soon become Sir Goff as a reward.

Do not terminate the ferry service.
Regards

■■

I strongly believe that the current ferry services out of Gulf Harbour Marina providing a regular service to and from the Auckland CBD are an important asset to the Whangaparaoa Peninsular.

Maintaining and improving the reliability of this service will contribute to the economic success of the whole region.

■■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

This service takes cars off the congested peninsular, provides a valuable alternative to road transport and should be promoted as a tourist attraction.

Penlink is, at 2 lanes, not going to be enough relief for the existing traffic congestion. We still need the Ferry. The population of the peninsula is increasing rapidly.

Removing the Ferry service is a short sighted backward option.

■

Manly

Whangaparaoa

Sent from my iPhone

This ferry is very useful for people with disabilities and injuries. Trying to step on and off the many busses needed to get into the cbd or elsewhere in the city is just too exhausting for elderly and disabled. Please keep our connection to the city open to us.

Thank you

I reject Auckland Transport's (AT) proposal to terminate the Gulf Harbour ferry that serves the Whangaparaoa community, replacing the service with additional buses.

I also reject AT'S claims the the RPTP process has been transparent.

This proposal only appears in the 2023 RPTP in the service table at the end of the report; no other mention or justification is given the RPTP Report or Summary Report.

This proposal is contrary to ALL the stated goals in the RPTP.

It is also contrary to the commitments AT and Fullers made 6th October 2022 at a meeting with Gulf Harbour Ferry User Group, local councillors and concerned ferry users, where the worsening service unreliability was discussed.

Over 350 people attended a meeting in Gulf Harbour 19th July 2023, called by local councillors and the Gulf Harbour Ferry User Group (GHFUG). Prior to the release of the RPTP, our local council and the GHFUG were unaware of any suggestion that the Gulf Harbour ferry service would be terminated. By show of hands, no one at the meeting was aware of any discussions to terminate the ferry service.

It appears that AT has not engaged with the GHFUG, local council or local residents regarding termination of the ferry service.

The manner in which the proposed termination of the ferry service, is reported is a serious concern and leads many people to believe that AT is deliberately allowing the existing ferry to decline to reduce its patronage, in order to justify its termination. There is no evidence that AT is improving ferry service from its current poor status, with 47% of services cancelled. Prior to Covid ferry cancellations, for all reasons were at 5% year on year.

I reject any possible future argument that the ferry service can't be profitable; 360 operated the ferry service for many years without issue.

I also object to Albany Library being our nearest location to voice our objections. It is unacceptable that we are expected to travel that far, when Whangaparaoa has its own library, and we are the only region to have a service cut of this magnitude.

Reviewing AT's Goals, against the consequences of terminating the Gulf Harbour ferry service:

Goal 1

"PT needs to provide a convenient and competitive travel option that meets Aucklanders' needs. Creating an excellent customer experience is essential to achieve this. This includes service frequency, reliability, and travel times ..."

Removing the Gulf Harbour Ferry substantially increases travel time from Gulf Harbour to the CBD. Off Peak it currently takes a bus 28 minutes to travel from Gulf Harbour to the proposed Penlink bus station location. The Gulf Harbour ferry would be more than halfway to the CBD in this time. In peak hours the first leg of the bus journey would likely take twice as long. The ferry would have arrived in the CBD before a passenger would have boarded their second bus at the Penlink.

The additional congestion impacts on ALL commuters along the peninsula, not just those trying to get to the CBD. Travel to school, Silverdale, Orewa and beyond are ALL to be adversely impacted.

"...this goal will require us to focus on ensuring our services are reliable, resilient to disruptions, and responsive to changes in demand. This will involve infrastructure upgrades".

The 9.6km road from Gulf Harbour to the start of the Penlink cannot be cost effectively widened to accommodate additional traffic. Morning rush hour currently lasts 3 hours; This is expected to get worse as more houses are being built on the Whangaparaoa peninsula. Diverting ferry users onto the road will add to this congestion.

Currently some commuters, forced off the ferry by unreliability, have to start their car journey at 5:40am, to get to the CBD, through the existing congestion. Getting on two buses in largely the same congestion is not a solution.

Peninsula ferry traffic, from outside Gulf Harbour, flows contrary to the congested traffic and is largely unaffected by the morning rush, this makes the ferry, with its park and ride, very attractive, when operated efficiently.

"AT will: ...implement ferry network improvements".

This does not mention terminating the Gulf Harbour ferry service; perhaps because it is contrary to the stated goals.

Goal 2

"AT's PT services (buses, on-demand services, ferries and trains) emissions are reduced...."

This goal appears to exclude the impact of putting more cars on to the roads and creating more congestion and more emissions. Moving ferry

passengers to buses and private cars will increase emissions for those travellers. It will also increase emissions from all other travellers due to the additional congestion.

“Transition to a low-emission ferry fleet with 50% of the fleet to be low emission by 2031”.

The Gulf Harbour ferry is a small part of the ferry fleet, retaining the Gulf Harbour ferry should not impact on this goal, even if existing vessels are used. At the meeting with AT and Fullers in October 2022, we were advised that electric hydrofoil ferries would eventually be available to Gulf Harbour. It was added that these ferries would cut the journey time and be able to travel in heavier seas than the existing ferries.

Goal 3

“Safe and accessible transport for everyone”

The Gulf Harbour ferry is accessible to multiple wheelchair users and cyclists. Buses have limited access for these users. The Hammer Head is a convenient Park and Ride for the ferry service.

Waiting at an isolated bus stop for an inevitably delayed bus, in the rain and dark, is not safer than waiting for an on-time ferry with a group of other people. Many current ferry commuters wait in their cars or are dropped off by a family member. Waiting at the Ferry Terminal in the CBD to return home in the dark is safer and more accessible than standing on the street for a bus.

Goal 4

“Integrating public transport into a growing Auckland Transport”

The Gulf Harbour ferry is currently faster than driving a car to the CBD outside of peak travel, it is unaffected by congestion, traffic incidents and road repairs. In peak travel times the ferry is about three times faster than driving. The proposed bus service requires two bus journeys that will be significantly longer and less comfortable than the ferry. During peak times the bus journey is unlikely to meet commuter requirements. Providing more and more buses can't fix peak time delays.

Without the ferry many commuters will have to find alternative jobs or move house as the journey times to and from work become intolerable. Many visitors to the CBD will simply stop going there; conversely, visitors from the CBD to Whangaparaoa will also decline. These outcomes are contrary to the stated goals.

Goal 5

“Funding and delivering public transport transparently”

AT is not being transparent:

At a large meeting in Gulf Harbour 6th October 2022, AT and Fullers explained at length the reasons for poor service with 47% of ferries cancelled compared to 5% year on year pre-Covid. Factors included, lack of staff, delays in spare parts and new ferries, Weather was a minor factor that had always been present. At that meeting both AT and Fullers pledged their commitment to improving the service with a long-term view to providing faster electric hydrofoil ferries and ideally weekend ferries. Since that meeting service cancellations have become worse. Now 8 months later, we find the proposal to terminate the ferry hidden in the Table of Services in the RPTP report. It is not mentioned in the Summary Report

“Respond to the needs and concerns of our partners, stakeholders and communities through collaboration”

AT has not responded to the needs of the Gulf Harbour ferry users, the ferry service reliability has continued to decline since October 2022.

AT has not collaborated with Gulf Harbour ferry users or the community in proposing to terminate the ferry service. If they had, we would have known about it sooner.

At a meeting 19 July 2023 attended by leaders of the Gulf Harbour Ferry Users Group, two local Councillors and 350 concerned people, no one had prior knowledge of the proposal to remove the Gulf Harbour ferry until the report was issued.

It appears that AT have acted in bad faith by changing their commitment to Gulf Harbour ferry service in the space of a few months, without informing vested interests.

Many people are concerned that AT may be deliberately running down the Gulf Harbour ferry service to reduce passenger numbers and using this to justify terminating the service. There is concern that a greater proportion of the current 47% cancellations may be misrepresented as weather related, whilst the total cancellations were previously 5%. This concern is underlined as the RPTP Reports only mentions terminating the Gulf Harbour ferry service in the Service Table at the end of report and terminating the Gulf Harbour ferry service is contrary to ALL the stated goals.

The RPTP report states 1,000 Aucklanders and 1,200 Aucklanders in April 2023 and five workshops were held in 2023.

Auckland's population exceeds 1.7million covering a wide area. 0.07% does not appear to be sufficiently representative of Auckland's diverse and widely spread population and is unlikely to capture the needs and opinions of a whole region.

Were any of the 1,200 made aware of the proposal to remove our ferry? Were any of the 1,200 from our region?

“Rapid Transit Network: Waitematā Harbour Connections: ...will look at how all modes need to cross the harbour in the future, what new infrastructure is needed to cater for these modes...”

The Gulf Harbour Ferry is an effective Harbour Bridge crossing that AT propose to remove. Adding more traffic unnecessary to the bridge, doesn't make sense.

The Gulf Harbour Ferry is an effective Harbour Bridge crossing that AT propose to remove. Adding more unnecessary traffic to the bridge doesn't make sense.

To conclude:

I strongly reject AT's unjustifiable proposal to terminate the Gulf Harbour Ferry Service.

■■■

I see from your full page advertisement in the 27th July 2023 Rodney Times that Auckland Transport is boasting lowering emissions with new low emission ferry's

This dishonestly ignores AT's proposal to terminate the Gulf Harbour Ferry.

Can you please inform us which ferry service in Rodney is to receive a lower emissions ferry service.

Can you also mention where anyone reading your advert may find the information stating the Gulf Harbour ferry is to be terminated.

AT is required to be transparent. This is dishonest.

Dear Sir/Madam

I write in haste as I fly to the USA soon. I attended the Meeting last Thursday to hear what is proposed for Gulf Harbour ferry.

The proposal to cease the Gulf Harbour to Auckland ferry is not well thought out. I for one will NOT travel by bus into Auckland, standing at bus stops in the wind and rain is something I won't do, I will take my car. I'm pretty certain most of the commuters from this end of the peninsular will do likewise. Thus more traffic on the Whangaparaoa road which is already congested in the mornings up to at least the Plaza. Not to mention more pollution!

The ferry is faster than the bus, certainly considerably faster if one had to take the car all the way to Silverdale - it is also much more comfortable.

The ferry service has been poorly run since the 360 Discovery ferry stopped. I would suggest better management and advertising of the ferry service is required.

Finally I have many friends and relations from abroad visit me here in Gulf Harbour, though since Covid they are only starting to return to NZ, and they always want to do a ferry trip into the CBD, not by bus! The ferry is a big attraction.

Please record my complete disapproval of this crazy idea!!

Yours

■■■

Gulf Harbour resident

Hi there,

I'm writing to confirm that I oppose the proposal to terminate the Gulf Harbour Ferry service.

The suggested bus replacement service in the proposal is not going to provide comparable commuting times.

Its also worrying that the service reliability has been blamed solely on weather when we have had acknowledgement by both AT and fullers that its mainly due to crew shortages and boat maintenance issues.

Prior to COVID the ferries were oversubscribed and commuters were being left behind due to the ferries being full. People have stopped using this service not through choice but because AT and Fullers have let us down and damaged the service.

Finally I find it disappointing that the environmental impact seems to compare the existing legacy fleet vs Electric ferries and no consideration has been given to newer cleaner petrol and diesel engines.

AT should be adding weekend ferries and providing a much more reliable service rather than cancel.

Thanks

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Submission to the RPTP (Proposal to terminate the Gulf Harbour ferry service)

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Ultimately, it reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions, even taking the proposed bus service into account. It fails to recognise the specific constraints of this section of the Whangaparāoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such, it runs entirely contrary to the notion of an integrated public transport network on the Whangaparāoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

My name is ■■■, I'm 28 and own a small townhouse with my partner in Gulf Harbour - and we both use the ferry to commute to our jobs in the city. We try to use it 5 days per week. Buying our first home was a big step for us, and a difficult and financially intimidating one - like many others in Auckland and Aotearoa as a whole. When exploring our options, we knew we would not be able to buy in the inner suburbs. We explored options such as Tuakau, Pokeno, Helensville. etc. and ultimately the Gulf Harbour ferry service is what sold this area to us. We were told by real estate folks, local community groups and neighbours that the ferry is a very viable commuter option and at one point, was assisted financially by the developer at Fairway Bay as they knew it had strong appeal, so in many minds, it only stood to improve.

Commuting is, let's be honest, quite an awful part of everyone's day. It's stressful, long and pollutive, particularly from the outer suburbs of Tamaki Makaurau such as Gulf Harbour and other such suburbs. The idea of a 50 minute journey over water versus 90 minutes in a motorway-caterpillar was

extremely appealing to us (especially me, as I don't have a driver's license.)

After moving in 2018, my family was impressed enough by my feedback they moved out this way, and my brother - who was a student at the time - also opted to use the ferry for commuting to University as he could work on the ferry and not worry about city parking.

As I understand, the proposal is to put electric buses at an increased frequency to a drop-off-bus-stop in Whangaparāoa, that will utilise the Penlink. The estimated travel time, as suggested by AT from Whangaparāoa bus station to Victoria Park is listed at 45 minutes. The journey time is currently closer to 90 minutes - often times longer - in a road vehicle. Even taking into account the small amount of Penlink that may be a bus lane and the 20 mins apx. that will be taken off the journey by that, 45 minutes seems unrealistic, particularly given that after Penlink connects to the peninsula there's around 10km of road that already struggles with the current capacity at peak times. Someone this morning took 45 minutes to get from Gulf Harbour to Silverdale, let alone Victoria Park.

Not to mention the news this past week as well, that the Country Club and Golf Course is shutting effective immediately - there's fear the land will potentially be rezoned. The greenspace was a factor when developing Gulf Harbour as a high-density suburb, and with more housing potentially on the horizon and only 2 roads in and out (if we count Penlink, which as it is will only be 2 extra lanes,) it's a genuine worry for many.

Most people I've spoken to have suggested that they won't use the proposed bus service. Not everyone is able to have someone drop them off, and a lot of people use the ferries to grab a coffee and get some work done at the beginning and end of the day - meaning it's a more viable option for working professionals and has been a key factor in being able to retain their jobs. Buses are fine for connecting inner suburbs for shorter journeys, but not this stretch.

Not to mention, on a far more personal level, I get so very motion sick in buses and cars. I'm lucky that I don't suffer sea-sickness even on the rougher runs, but the stop-start lurching motions of a vehicle make me a very disagreeable passenger that few would be keen to sit next to!

To sum up - the termination of the Gulf harbour Ferry will have significant personal impact on me and my family. I won't be able to make the drop-off-bus service work, from a logistics factor nor a physical-sickness standpoint. My options will be to get my license and put another personal vehicle onto the road (emissions I'd hoped to avoid,) or to look at relocating, potentially out of Auckland, wherein my family would also likely follow.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparāoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparāoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry

exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along

with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”)

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading and disingenuous.

Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a significant 43.13% in the last 18 months.

Average cancellation rates:

2018 - 5.25%
2019 – 5.79%
2020 – 7.42%
2021 – 8.91%
2022 – 38.35%
2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance, not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparāoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months, it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (even with only a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings.

Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparāoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you for your time and consideration,

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I have signed the petition but understand an email is required in order for Auckland Transport to consider keeping the ferry service from Gulf Harbour to Auckland City. This service is essential to keep cars off the Northern Motorway and to serve the people of the Hibiscus Coast.

■

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Because it reduces public transport options it increases congestion along the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. There is failure to acknowledge the specific constraints of this section of the Whangaparāoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to those travelling to the city. This is not an integrated public transport network on the Whangaparāoa Peninsula.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will negatively effect travel choices to the city. We bought our house in 2021 because we wanted to move out of the congestion of the city and be by the beach. The key selling point for me was that I could catch the ferry to work in the city. To take this direct service away doesn't make sense. Not all people will catch buses forcing them to use private vehicles. Penlink will not solve this problem especially with only 1 lane either way. The road congestion will only get worse.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparāoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparāoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. The commute is a fantastic

stress free way of travelling to and from the city. You can ask any users that catch the ferries and they would take this option above sitting in road traffic. Not sure who predicted the travel times by bus to and from the city but they are certainly not realistic. Why not send a person to travel these routes and you will get a good sense of timings.

Why are other routes eg, Half Moon Bay, West Harbour and Hobsonville Proposals having more investment in ferry frequency and continual investment on improved busway and express bus services?

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

The new Penlink has not considered all the users that are off the roads taking the ferry to the city. If you take away the ferry service you will then congest the 10-15km network leading up to the Whangaparaoa Plaza. Why would you want to congest these areas as well? This of course adds time to the travel time into the city.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

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(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa

Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

To whom it may concern

I was really sad to hear that there was a proposal put forward to discontinue the Gulf Harbour Ferry service. I have lived in Gulf Harbour for thirteen years and have worked in Auckland for the same length of time. One of the big advantages of living here is the convenient and very direct commute into the city! It takes me five minutes to drive to the ferry car park, or a 20 minute walk, where I then enjoy a 45 to 50 minute commute to work. I feel it necessary to point out that I also have allocated parking in the city, however I choose to continue to use the ferry service as it is far quicker and I am able to work during the journey.

The Penlink will be a vital addition to the Whangaparaoa Peninsula, however for those of us living and working in Gulf Harbour, it can not possibly be an equivalent comparison to the ferry.

There is only one road taking us out of Gulf Harbour, which means if there is an accident or event that closes the road, we can't even get to the start of the Penlink.

Similarly, most of the people commuting are also travelling at peak times, which therefore

means we are driving in rush hour traffic (which no doubt will be heavier with no ferry). Speaking as a commuter, it is extremely unlikely that I would ever get a public bus from Gulf Harbour to the start of the Penlink as that would add even more time onto my journey than driving my car! I would estimate that even getting to the Penlink would take between 15 and 30 minutes. Again, after that length of time, I would not be considering a park and ride option and battling with other commuters to find a space to park.

This leads onto another point that needs to be addressed; are we not trying to reduce carbon emissions? My journey using the ferry sees me driving 10 minutes in total (to the ferry terminal and home) and sometimes no driving at all if I decide to walk. This would be the same for all residents east of Manly. With the discontinuation of this service, each and every commuter's 10 minutes would be tripled, and that is only if they decide to park at the start of the Penlink! As a commuter of 13 years I have built up a sizable community of fellow commuters, and not one of them believe that Penlink should be considered a substitute for the ferry.

The weather has been used as an additional reason for shutting down the ferry service. Well, this week I did consider driving into the city to use my allocated parking spot when the weather was particularly bad. In the end, I decided to take the ferry and got to work at my usual time; unlike some of my fellow commuters. The Harbour Bridge was closed and then opened at a reduced speed due to high winds. This caused huge delays and traffic backed right the way up to Silverdale. The weather is always going to have an impact on journeys, but why not optimise

all available modes of travel? This time the westerly winds affected the Harbour Bridge but not the ferries, so having an alternative means of reducing traffic seems logical. Technology is improving all the time; battery electric and hydrogen technology is progressing rapidly, so the weather is likely to impact a ferry journey less and less.

I feel that discontinuing the Gulf Harbour ferry service is a very backward step. It does not fit in with the global responsibility we have to reduce carbon emissions, nor does it allow for improvement in technology to impact ferry services positively. Maybe by addressing carbon

Yours sincerely

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Dear Sir/Madam

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

We bought in Gulf Harbour partly because of the ferry service and cancelling it after the investment at the marina is a backward step. It just doesn't make any sense.

Thank you for your consideration.

Regards

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To the AT Board members .

The following is a submission on the proposal to terminate the Gulf Harbour ferry service in 2028.

The submission is made by:

■■■■■ (residents for 25 years)

■■■

Big Manly

Whangaparaoa

We strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

We believe that such a proposal reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole. We believe that if tested the proposal would be in breach of the RMA.

(b) This proposal will negatively impact people's travel choices and their lives.

We have lived in Big Manly for 25 years and have previously seen RDC try and ride rough shot over the interests of the community and sound and tested commercial and environmental common sense, and in this regard we refer to the proposal by RDC back in 2003 to put a sewer line along the Big Manly Esplanade and then again last year when without an acceptable level of consultation Council proposed to put bollards along a greater part of the Big Manly foreshore area .

Whenever we are considering travelling to the City we use the ferry option if its available .In the event that the ferry service is removed we will be left with only two options , private vehicle or bus , both of these will require us to get to the Stanmore Bay interchange causing a huge amount of congestion as a result of those travelling from Army Bay and anywhere north of Stanmore Bay to Stanmore bay. It is not reasonable to say that the public will use feeder buses to link up with the Stanmore bay interchange ... look at how many cars drive to and are parked at the Silverdale interchange!

This proposal will adversely affect the travel choices and lives of people east of Stanmore Bay . Significant numbers of people have bought houses in Gulf Harbour and the surrounds because of the presence of the ferry service. The ferry service has been marketed by developers for the last 20 years as a selling point to Gulf Harbour property buyers and we understand that at one point the service was partially underwritten by the developer of Fairway Bay.

(c) The GH ferry service is an extremely important travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. This level of service will not be able to be replaced or equalled by future changes to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be replaced by changes to the local bus services in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed by AT for nearly all other ferry services in the RPTP, where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g., at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection at Stanmore Bay, affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This could well be additionally and significantly impacted upon if the failed Gulf Harbour Golf Course ends becoming a housing development.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza - there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off - in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints, with the ferry service remaining the best travel option for travel to the city from the eastern half of the

peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form nor were their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

We would appreciate acknowledgement of the receipt of this submission .

Yours Faithfully ,

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Phone ■■■■■■

Email: ■■■■■■

Good morning,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

This proposal will negatively impact peoples travel choices and their lives.

I recently bought a property in Gulf Harbour when I moved to Auckland from the South Island in March 2022. A major consideration of buying property in Gulf Harbour was the access to the CBD, where I work, via the Gulf Harbour Ferry service.

Without the Ferry commuting to the Auckland CBD is prohibitive due to the one road off the Peninsula and the traffic congestion.

AT's proposal that the Penlink connection will alleviate this congestion is 100% false.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry

services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community!

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

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Kind regards

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Sirs,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

I outline my specific objections as follows:-

(a) It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. I live in Tindalls Bay and we have already witnessed a bus crash between Zita Avenue and Roberts Road, completely blocking the

Whangaparaoa Road and isolating all areas to the East. Gulf Harbour, Army Bay and Fishermans Cove were completely cut off for a number of hours with virtually no access to Emergency Services. This situation will only worsen with increased bus usage and possible massive development of the now closed Gulf Harbour Golf Club.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add

additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't.

Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland

Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%,

2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service).

This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards

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Hello to the Regional Public Transport Plan Team,

I oppose the proposal to terminate the Gulf Harbour Ferry service in 2028.

I attended a meeting at the Gulf Harbour Yacht Club on Wednesday 19th July, along with 350 other concerned residents to get more information with regard to this service. Being in Dairy Flat it is not a viable option for commuting but it is a viable option to use when time is not of the essence and I can utilise a very useful service, which I have done on several occasions.

The whole of the Hibiscus area requires more improved transport and options. Rail next? With the amount of housing that is being crammed into the area with no alternative routes to anywhere, transport by whatever means will be at a standstill.

Keeping this Ferry service not only benefits those on the Peninsular but all of the Hibiscus Coast by helping to free up the roads. Don't forget not everyone is heading to the City. Using Penlink will not get everyone to their destination. Having to change buses frequently to get to the final destination is disruptive and time consuming and relies on a super good bus linkage.

The current bus service to the Ferry is totally inadequate. I have watched the bus depart before the Ferry arrives when the Ferry is running late. For what reason? It only services the Ferry as it only goes to Whangaparaoa shops. If other patronage to there is affected, put on more buses.

This area has been "sold" to many people as having a "good" Ferry service.

That it has been going successfully for 25 years stands it in good stead.

The journey times have to be better as commuters are going against the flow of main traffic to get to the Ferry.

The proposal to terminate the Gulf Harbour Ferry service should be rejected and instead the focus in this RPTP should be put on increasing the weekly service including a weekend service. People travel from this area to Devonport to use the Ferry to get to the City. Put on a good service people use it. These were the plans for Gulf Harbour Ferries, as with other Ferry services in Auckland.. Removing this proposal would be more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Don't forget, we are all ratepayers of Auckland City and deserve to have the same facilities. Get over your mentality that Auckland stops at the bridge and if that is still your attitude give us back our local councils and our rates.

Regards,

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Hello Sir/Madam

I believe there are many inaccuracies in the proposal to terminate the GH ferry service but forward by AT.

The service is a valuable part of what makes GH a viable place to live as part of Auckland but remote from it.
Please reconsider your requirements

“I oppose the proposal to terminate the Gulf Harbour ferry service in 2028”

Regards ■■

Sent from my iPhone

Kia ora

I am opposed the proposal to terminate the Gulf Harbour ferry service (GULF) for the following reasons:

1. It fails to recognise the specific constraints of this eastern end of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city
2. It will impact my options for travel to work in the city (along with those of many others). We have recently bought in Gulf Harbour and I thought long and hard about the commute and made the decision based on the availability of the ferry service. Indeed, this was stated as a key benefit of purchasing in the location by the real estate agent. The ferry is a pleasant way to travel, is the fastest route into the city and enables me to work during the travel time. It also does not contribute to congestion on the already packed road.
3. The rationale of ‘duplication’ advanced for terminating the Gulf harbour ferry is entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).
4. This proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn’t. The proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars. Additional buses, whether they are electric or not, will also add to this congestion. The road is narrow and has no bus lane and in some cases, bus stops block lanes. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment in Penlink will be compromised on the eastern half of the peninsula as a result
5. This proposal is entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally

improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service. As such this proposal represents a breach of faith with this community.

6. Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 and increased dramatically to 43.13% in the last 18 months. The main issue with cancellations lies with operator performance and AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021. This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

7. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula as it reduces the need for commuters to use private cars and emissions will be further reduced with the planned upgrades to existing vessels in the fleet that will result in better performance. AT’s assertion that these ferries cannot be electrified is based on current technologies. Battery electric and hydrogen technology is progressing fast. In 5 years’ time there could well be improved options for longer runs such as the Gulf Harbour route.

8. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Ngā mihi

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■, Gulf Harbour (from 19 August 23)

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I oppose the proposal to terminate the Gulf Harbour Ferry service.

Please review your draft plan proposal for terminating the Gulf Harbour Ferry service once Penlink is completed around 2028.

As a resident at Gulf Harbour, this second option for accessing Auckland City events is critical to our participation and enjoyment of life. We moved to this area 7 years ago with this as a positive draw card to living in this community.

I fail to see how increased buses will reduce traffic from this single entry road area and mitigate the weight and volume of traffic on our ever fragile

Harbour Bridge which has recently had a spate of closures due to high winds. Not much help to commuters and business owners relying on their staff to arrive reliably for work either.

Regards

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Gulf Harbour, Auckland

I oppose the proposal to terminate the Gulf Harbour Ferry service. Please note the following:-

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

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The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

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Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

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As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf

Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

thanks

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I was really disappointed to learn of the proposed discontinuation of the Gulf Harbour ferry. One of the big pulls of living in Gulf Harbour was the fact that we had a convenient, comfortable and direct link into Auckland. Whilst the Penlink is hugely beneficial to Whangaparaoa as a whole, it won't make a significant impact on a daily basis for those commuting into Auckland from Gulf Harbour. There is also still the issue of only one road into Gulf Harbour. If anything occurs on the stretch of the Whangaparaoa Road between Gulf Harbour and Tindalls, whether it's traffic, roadworks, an accident, a road block... there is no means of getting out of Gulf Harbour.

Again, whilst the Penlink is a positive addition, for those travelling from Gulf Harbour there is still a drive of at least 15 minutes (often more at rush hour) to actually get there. Similarly, if the intention is to increase the use of public transport, the bus would take even longer! Potentially it could take half an hour to even get to the start of the Penlink; in contrast, there would only be 15 minutes left of a commuter's journey if they had been travelling on the ferry! Plus no issue of parking in an already congested city, or trying to find a parking space in a park and ride that is already filled up with commuters who live nearer!

Besides the undisputable inconvenience of losing the Gulf Harbour ferry, aren't we as a society making all the right noises about reducing our carbon footprint? Aren't we trying to persuade others to reduce the amount of car journeys we take i.e. by using public transport, walking, biking... By providing a reliable ferry service, many people who live east of Manly would either walk, bike, drive the 5 /10 minute drive to the ferry terminal as opposed to driving through traffic to a park and ride or into the city. However well intended, it is extremely unlikely that any commuter from Gulf Harbour would see using a public bus, from the bus stop closest to their home, as a comparable means of getting into the city.

It seems to me, that at a time when one of the global hot topics is to reduce carbon emissions and to provide investments into developing more sustainable living, that we are not focussing more on what new technology and our surrounding environment has to offer. Battery electric and hydrogen technology is progressing rapidly; in five years time these advancements could directly impact the nature of commuting by ferry in an increasingly positive way.

The weather is often used as an argument to support the discontinuation of this service, however an opposing story can be told... Today, as the rain pours, the thunder rolls and the westerly winds blow; the Harbour Bridge first closes, and then opens at reduced speeds, and the traffic builds up right the way past Silverdale... My husband, who uses the ferry from Gulf Harbour to the city most days, was sitting at his desk by 8am.

To sum up; will the discontinuation of the Gulf Harbour Ferry Service get Gulf Harbour commuters to use alternative public transport ? Highly unlikely.

Will its discontinuation significantly disadvantage residents living east of Manly? Absolutely! Will having no ferry mean more traffic, increased congestion and subsequently add to carbon emissions? Yes, and yes!

To whom it may concern,

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people (including us) have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The ferry allows people to be productive during their commute time. Many of us work while we are on the ferry (sitting at tables) and this will not be possible if driving or on a bus.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

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The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you for your consideration of this feedback.

Greetings.

Ref: Proposed Gulf Harbour - Auckland Ferry Service Termination - Consultation Response

Having been made aware of the draft proposal to terminate this valuable public transport service I am very alarmed at the prospect, and grateful for the opportunity to be consulted on the proposal.

In a nutshell, I object most strongly to any termination or even any reduction in the Gulf Harbour - Auckland City Ferry Service.

Indeed the service should be extended, consistent with services to other growing residential communities, such as proposals or current improvements in services to Hobsonville, West Harbour and Half Moon Bay.

Reasons for objection to curtailment of the Gulf Harbour - Auckland Ferry Services

1. The argument that the ferry service is suddenly impractical due to sea and weather conditions is totally unconvincing.

Like many others, I totally reject the arguments put forward for the current poor service on which the proposal for curtailment is based.

The unreliability of the current service in my view is almost entirely due to conscious decisions and chosen performance priorities of the current operator management. based on other business factors.

To blame the unacceptable level of ferry cancellation on the weather or sea conditions is surely disingenuous on the part of someone - either the operator or misinformation garnered by authors of the RPTP. There is no evidence that sea conditions have changed so radically in the past 5 years to justify this argument, yet cancellations have increased so markedly, even by the figures in the document. It is evident and well publicised that staff shortages, ageing fleet and management priorities have caused the exponential escalation in cancellations of this particular ferry over the past couple of years, whilst priority for other services have been protected. Further investigation of the real reasons for the phenomenal increase in cancellations will reveal the truth behind the figures...it is not the sea conditions!

2. The case for transport benefits via bus services are based on a misconception of road options for this area.

The RPTP refers to changing differentials in travel time between ferry and bus transport. Superficially reasonable plans are proposed for improvements in bus service frequency and routes. Although welcome in themselves, such proposals will not have the impact desired on any commuter travelling from Gulf Harbour and wider local neighbourhoods within which most ferry commuters live. With known increases in housing in these neighbourhoods, it might reasonably be assumed that potential numbers of public transport commuters will increase in the time period covered by the RPTP.

The issue here is the intractable limitations on road capacity out of these localities on which the putative argument for the termination of the ferry is based. Any improvement in the bus service will inevitably be snarled up in the 10km of single commuter road of the Whangaparaoa Peninsula before accessing Penlink - blowing a huge hole in the supposed journey differentials between ferry and bus transport options as contained in the proposal.

3. Termination of the ferry service will have a negative impact on ratepayer quality of life and overall carbon footprint.

The plan refers to supposed carbon footprint benefits which simply are aspirational at rest rather than practical or even likely. For example, there is no evidence that current and prospective ferry passengers will revert to buses, especially if there given the journey time issues highlighted in my second point. Indeed, it may reasonably be anticipated that the road traffic, especially from the Gulf Harbour areas to Penlink will get even worse ...and the buses will add to that traffic - adding to car congestion delays and the overall carbon footprint.

Similarly, termination of this service will detract from the quality of life for many in this area. Whether it be a work-life balance, impact of local businesses due to a fall in tourist or visitor customer footfall or simply the lessening of desirability of an area in which we have chosen to live and the impact on

house prices in the area, this proposal is causing great angst across the Whangaparaoa community, including my own family and friends.

4. Falling ferry user numbers are an inevitable consequence of cancellations, not a lack of demand.

The plan refer to falling user numbers and financial issues. The Gulf Harbour ferry service used to be very reliable and the number of users was much higher than at present - why has this changed? The answer is simply that sailings cannot be relied upon due to conscious and unjustified decisions to make the service so unreliable that ferry users have need to find alternative transport for their work or leisure transport arrangements. Commuters, tourists, visitors and casual users simply cannot rely on the ferry sailing at all, either to or from the city. There is plenty of anecdotal evidence for this across the Whangaparaoa community and my wife and I have certainly been a part of that when we have needed to to into the city.

There appears to have been a policy, deliberate or otherwise to run down this service over the past 2 years and now this is used as a case for termination of it altogether. However, the arguments for termination are clearly spurious as if the service was maintained reliably or preferably improved, such is the case with other developing residential and tourist communities served across Auckland, then those numbers and financial rewards would be radically different to the present position.

5. Termination of the ferry transport option is incompatible with the Auckland Integrated Transport Policy.

Finally, the issue of the Auckland Integrated Transport Policy. This This section of the RPTP is totally out of line with that. There is nothing integrated about removing an viable transport option and putting unacceptable strain on other services. The notion that Penlink will, in itself, resolve transport problems across the peninsula is totally false. To claim that a continued ferry service would in some way duplicate public transport is not based on simple facts for a whole swathe of the Whangaparaoa peninsula,. Penlink will mainly address the issues of the Silverdale bottleneck caused by the development of Millwater, Milldale and other residential developments in that area by taking some of the peninsula traffic away from there.

Please take this submission as on behalf on myself and family of resident ratepayers of five living here in Gulf Harbour. We are ferry users and value the service greatly.

Kind Regards

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I oppose the proposal to terminate the Gulf Harbour Ferry service. Please note the following:-

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but

simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards,

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(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in

Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

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The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

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The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

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(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up by AT - the average travel time attributed to the ferry exaggerated as a result). The rationale of 'duplication' advanced for terminating the Gulf Harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars. As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. I strongly recommend members of the AT Board experience the journey for themselves, as it stands today on one of the many ferry replacement buses, to appreciate how congested the peninsula is.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC. This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in

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(g) Overall carbon emissions will increase with the proposed termination of the ferry service The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Yours sincerely,

■

Kia Ora,

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Ultimately, it reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions, even taking the proposed bus service into account. It fails to recognise the specific constraints of this section of the Whangaparāoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such, it runs entirely contrary to the notion of an integrated public transport network on the Whangaparāoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

I know people who rely on this service to commute to and from work as well as for personal engagements. This proposal will adversely affect their travel choices and we are greatly concerned about the traffic congestion that would get worse !!!

Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Auckland needs to be increasing its Ferry services not decreasing them. They need to compliment the buses. Ferries are a clean, green, relaxing way to travel as it gets vehicles off the road. Takes many more passengers than a bus.

Give good reliable service and it will be used.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparāoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

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There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”)

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading and disingenuous.

Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a significant 43.13% in the last 18 months.

Average cancellation rates:

2018 - 5.25%

2019 – 5.79%

2020 – 7.42%

2021 – 8.91%

2022 – 38.35%

2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance, not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparāoa

Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months, it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (even with only a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings.

Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparāoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Ngā mihi,

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Submission to the RPTP (Proposal to terminate the Gulf Harbour ferry service)

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Ultimately, it reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions, even taking the proposed bus service into account. It fails to recognise the specific constraints of this section of the Whangaparāoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such, it runs entirely contrary to the notion of an integrated public transport network on the Whangaparāoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

I have colleagues that use the ferry service from Gulf Harbour to commute, who have expressed they'd be less inclined to use a bus service due to traffic delays and the inability to work while commuting.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparāoa Peninsula for the last 25 years. It will not

be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparāoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading and disingenuous.

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(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparāoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months, it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (even with only a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings.

Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparāoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

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P: +■■■■■■■■■■

A: ■■■■■■, Freeman's Bay, Auckland 1011

This is the year 2023 The world has already sent people to the Moon , we have all nations servicing ferry routes through Europe , hong kong , sydney USA ,etc etc ... We have a population in Gulf harbour that has relied upon Ferries to get to the city . People have bought up here with the Ferry definitely in mind .. It was run with only a small 5 % cancellation due to weather 360 ran this service ... Since AT has taken over the cancelation has risen to about 50 % as I understand it .

Now you want to withdraw the service altogether once the Penlink road is complete . Tell me if this is the case what happens to all the cars to get to Penlink ?

How on earth do you think this will work , so many increased cars on the Whangaparaoa road , where will they park when they get to get the Penlink bus

? what about the added pollution from all this as opposed to the ferry ? We have the car park at the ferry (this can be added to) We have the marina here ... What will happen to this ? You have electric ferries on the drawing board . I could go on and on however I am sure you will be inundated with mails .. The taking away of this ferry service is totally unacceptable to all that live here . I request that AT rethink this action and like all the world look forward as to how you can modify this service and to expand the deteriorating current service ...

■

Dear Sir/Madam,

I oppose in the strongest possible terms the proposal to terminate the Gulf Harbour ferry service.

Whilst I am unsurprised at the manner in which this proposal has come to notice, it is but one of a number of AT decisions that have been foisted upon the Hibiscus Community in recent years without an opportunity for community comment and without notice, I remain disgusted at it. Simply, had it not been brought to notice by an eagle eyed member of the public it would likely have gone unnoticed. Even Councillor Watson who has oversight on matters traffic was unaware of its existence.

Given the poorly researched document prepared by AT concerning this proposal and the manner of its dissemination it would appear there has been no managerial oversight by AT in this matter. Either that or it is a case of managerial ineptitude, or worse still disinterest. As one reads the tables of usage it is glaringly evident that Fuller's performance is wanting and statements from them excusing it bear little resemblance to the truth. Similarly, it is clear AT wish to terminate the service and statements in support of their case are flawed.

It is difficult to reconcile the comment in the AT document entitled 'Enhancing the environment and tackling climate change' with reality when a ferry can carry upwards of 200 passengers whereas a bus can only carry 60. The carbon footprint of a ferry travelling for 40 to 50 minutes on an open waterway would be far less I suggest than 3 or 4 bus trips on congested roads for an hour or more. Penlink will have no impact on the journey from Gulf Harbour to Penlink. This section of Whangaparaoa Road during peak periods is reduced to a crawl from Little Manly and beyond every working day. Perhaps AT could commission a scientific study to ascertain the truth.

I have lived on the Whangaparaoa peninsular since 1991 and at Gulf Harbour since 1999 and I know well the roading infrastructure and the traffic that uses it. For much of my working life prior to that I was a Superintendent of Police and during my early years I was tasked with patrolling a motorway and major roads in a part of the UK. During this period as a supervisor I was invited to attend seminars arranged by the British Road Research Laboratory on traffic control and management. I was an advanced Police driver and instructor providing in service training and training of instructors and examiners with the British School of Motoring and to other members of the public. In addition to driving cars I drove motor cycles, heavy goods vehicles, bus and coaches, and since arriving in New Zealand I operated travel lift cranes, forklifts and articulated loaders. Whilst much of this is now dated traffic volumes and problems at the time are little different to those currently being experienced locally with the exponential growth that we have witnessed over the last decade or so. I have kept my knowledge current and continue to take a keen interest in traffic matters.

So to specifics :- I purchased my home in Gulf Harbour as I needed to make frequent visits to the CBD and Gulf Harbour was well served by a reliable and frequent ferry service. I moved here from Stanmore Bay precisely for this reason and in so doing was obliged to pay a premium on the house purchase. Any suggestion that the ferry will be removed will have a negative impact upon house values. I spent much of my later working life at Gulf Harbour Marina during which I hauled or assisted in the hauling of 360 discovery and Fullers ferries that were in need of repair or maintenance. I was on friendly terms with several crew and engineers and also associated with two former masters of Fullers. Comment from a number was to the effect that shortages of staff were due to an inability on the part of Fullers to retain staff.

I have little doubt that the principal reason for the frequent cancellations in service is due to a shortage of staff both to operate and to maintain the

ferries, and has little to do with the weather.

I hold a skippers ticket and an engineers certificate both issued under the authority of The Maritime Shipping Act. I am a keen recreational fisher and have spent several hundred hours out on the waters of the inner gulf and know it well. I can also see the water from my home and know well that sea conditions very, very rarely are such that it would prevent the vessels used on the Gulf Harbour route from operating. Docking at both ends of this operation are conducted in sheltered water and thus are not an issue.

I have on several occasions been fishing on a boat that can only hold 3 people on a flat sea when ferries have been cancelled. I well know the timetable. I have even seen a replacement bus at the terminal when I have been leaving the marina to start fishing.

Whenever cancellations are reported in the media the reasons given for such by Fullers' management have always been reported as being due to shortage of crew or breakdown of a ferry. I cannot ever recall an occasion when other than these reasons were given.

Fullers' management have laid the blame for staff shortages on Government's restrictive immigration rules that prevent the recruitment of foreign crew. It would be interesting to view their staff retention records and whilst no doubt they would object it would at least signal to management that AT were interested and on to them.

As late as yesterday there was a media report that 2 inner harbour services were cancelled due to a lack of fuel. This clearly illustrates a lack of concern for ferry users and a shocking lapse in management by Fullers.

I consider that AT are abrogating their responsibility to control and monitor the operations of Fullers. Fullers appear to be being treated with kid gloves to the detriment of ratepayers and in so doing

AT are not fulfilling the roles they are being paid to carry out. It is the ratepayer whom is bearing the cost of the ferry operations.

The average cancellation rate for the Gulf Harbour ferry for the 4 years up to 2021 ran at less than 7% yet for the last 18 months that has increased to 43%. and for the year to date is running at almost 48%. What the hell is AT doing about it.

I still make almost daily use of the Whangaparaoa Road and know residents of Manly sick of traffic using Lawrence Street and Viponds Roads to avoid the lengthy jams on the Whangaparaoa Road made representations to council which resulted in Lawrence Street receiving a number of speed humps. There is a similar trail of vehicles heading in the opposite direction for much of the day. Penlink will have no impact whatsoever on this traffic.

Council in their wisdom have seen fit to approve the development of Hobbs Farm into 90 homes and construction is due to commence in October. There is ongoing development in and around Pinecrest Drive. Wentworth College and primary is expanding and as it is a private entity and thus not subject to zoning pupils currently travel from as far a field as Orewa. All of this will increase traffic congestion between Penlink and Gulf Harbour.

I was aware during my time in the employ of the Marina of some of the negotiations that took place between the holding company and Council and thus know there has been huge investment in both the facilities that now exist and in arriving at the final agreement with the proprietor of the Marina. Investment that would be wasted if the ferry were to be terminated.

I very much enjoy a ferry ride and it is often a highlight when visitors are present. Having turned up for a trip only to find it has been cancelled, and this has happened on more than one occasion, is annoying. The replacement bus service is no substitute and takes longer. On the return journey this bus uses the state highway not the bus lane and thus the time taken is even longer.

Whangaparaoa Road from the bottom of Matakatia Hill to the top is the only access to all points East, There are no alternative side roads one can use to bypass this point. There have been two crashes on this hill both only involving a single vehicle yet in both cases the road was completely blocked. In the

first a bus was involved and thus the road remained blocked for in excess of 4 hours. Residents living alongside the road kindly were giving beverages and even meals to motorists stuck in traffic. In the second crash a small car collided with a power pole and on this occasion I had the misfortune to be stuck in stationary traffic for over an hour some few hundred meters before the Penlink location. I turned around and travelled along Stanmore Bay Road only to find that traffic was stationary as I drove along Lawrence Street. The point I make in this regard is that it illustrates clearly the extent of traffic volumes that travel to Gulf Harbour and Army Bay areas. The majority of ferry users come from these areas and it is vital they continue to use the ferry rather than resort to using their cars.

As the met office retains records of climate conditions for several years it should be possible for them to be compared with claims made by Fullers of weather sufficiently adverse to prevent vessels weighing 70 tons or more from undertaking a run. Yes I had to be aware of tonnage prior to hauling a vessel. As Fullers' operations receive considerable financial support from the ratepayer and it is the job of AT to monitor and control these operations to ensure they represent value for money it is incumbent upon them to ensure that whenever a ferry run is cancelled the reasons for it are valid. It appears to me to be simply a case of accepting the word of Fullers management. It is pertinent to note that the ferry that is operated between Bluff and Stewart Island, a distance of 30k is smaller than those vessels used on the Gulf Harbour route. The sea conditions are often far worse than those experienced in the inner gulf and I am told that only in a howling gale are services in these smaller vessels cancelled. Perhaps AT can take the trouble to research this aspect.

The present ferry service is but a shadow of what it used to be when 360 discovery operated it. Not only has the schedule been reduced but it is unreliable forcing a number of residents into their own cars. Appointments need to be kept and arrangements need to be confirmed. Instead of considering a termination of the service it should be expanded. I.e as is happening to other ferry routes, including those in both the west and the east where roading improvements are in progress. This is something AT promised would happen.

Finally, whilst traffic counters placed on the road are able to identify vehicle numbers that is all they are able to provide and thus are almost useless in determining traffic patterns and useage.

I want the Gulf Harbour Ferry to remain and to be improved.

Sincerely

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I oppose the proposal to terminate the Gulf Harbour Ferry service in 2028.

- a. Public transport options should be increased, not decreased.
- b. Lack of a ferry service will put additional pressure on an already congested two lane road from the end of the peninsular to the Penlink entry point at Stanmore Bay. Also on the section of Whangaparaoa Rd from the Gulf Harbour Dr intersection to Matakatia Bay there is no alternate route.
- c. By 2028 hundreds more houses will have been built in the area with corresponding increased pressure on Whangaparaoa Rd.
- d. Surely the aim of the RPTP is to provide more options and increase the use of public transport. Common sense dictates that maximum use should be

made of 'The Blue Highway' (Auckland Harbour) where there is no congestion, no Road User Charges, no potholes, and no additional ongoing maintenance!

e. The ferry provides by far the fastest way to Auckland City Centre at 50 minutes as opposed to the bus which takes at least 90 minutes. One ferry is also capable of carrying about four plus busloads of passengers.

f. The ferry service has been established for 25 years. It is only recently that the cancellation rate has gone from a historic rate of under 9% to approaching 50%. The assertion by Auckland Transport that the current unreliability rate is due to weather conditions is quite frankly absurd when it is a well known fact that it is due to unreliable ferries and staff shortages. The Gulf Harbour service is regularly sacrificed in order to shore up shorter routes.

g. Many residents in the Eastern suburbs of Whangaparaoa Peninsular chose to buy a house and live in the area because of the ferry service. Also, Real Estate agents commonly use proximity to a ferry service in their advertising.

h. Fullers are contracted by AT to provide specified level of service. How can a near 50% cancellation rate be considered satisfactory. Perhaps another operator should be invited to tender for the service.

i. The proposal to terminate the Gulf Harbour ferry service should be rejected. A far better proposal would be to provide a reliable full daily service to include weekends along with more parking near the ferry berth and improved bus service to connect with the ferry.

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■■■■

Gulf Harbour
0930

■@■■.co.nz

+■■■■■■■■■■

I oppose the termination of the Gulf Harbour Ferry service.

I write from my parent's computer as I am at their home and have only just heard of this idiotic proposal.

My family live in Manly and my young son attends Gulf Harbour School. The only way I can be sure of reaching him in the event that Whangaparaoa Road is blocked is by ferry. This road at the Matakatia Hill section has twice been totally blocked for several hours. Traffic was on both occasions stuck as far as one could see from my home. This section of the road cannot be widened due to the nature of the hill and when blocked all points East are isolated.

I used to catch the ferry to the City and back but the reduction in services and lately the unreliability mean that I have no option but to use my car. Increased bus frequencies do nothing to deal with the Matakatia Hill problems. Each time I have to travel into the City to work I am worried but I know I could always leave my car there and catch a ferry home in an emergency. My aging parents could in an emergency collect my son but they are not

always at home.

So please improve the ferry service, it used to be excellent, and do NOT terminate it.

■

PLEASE save the Gulf Harbour ferry service. We are a city surrounded by water and we should be using water for as many transport options as possible.

To whom it may concern

Please use this email to register me as a resident of Whangaparaoa.

By no means should the Gulf Harbour Ferry service be cancelled. In fact a weekend service into town should be created.

Regards

■

We want to keep the ferry service that we have in our community, this provides an invaluable service.

I reject your rptp proposal to remove the gulf harbour ferry.

Improve dont remove.

Regards ■

Hi,

I wish to express my total rejection of the proposal to eventually cancel the Gulf Harbour Ferry Service.

The stopping of the service would increase the traffic on the 2 lane road from Gulf Harbour, and the Army Bay area to the city. The proposed PenLink would not help as it would still divert traffic to the already congested Harbour Bridge.

I believe that the future of those living on the Whangaparaoa Peninsula would be greatly enhanced by INCREASING the ferry service to include weekends and Public Holidays. This would make much greater use of the Shakespear Regional Park and access to Tiritiri Island reserve as well as helping those commuting to the city.

We bought our house in Gulf Harbour with the family 2 years ago. We work in the city and have family on the other side of the bridge. We bought in Gulf Harbour because of the ferry service which cuts out the big traffic delays on the bridge.

Finally, The retention of the ferry service should be accompanied by an increase in reliability.

Regards

■ (■) ■

■■■, Gulf Harbour

To whom it may concern,

The gulf harbour ferry is a vital form of transportation for this area and to stop it would cause insurmountable inconvenience for those who use it every day to get to their place of work. It is a major selling feature for the area and for it to be cancelled is just a crazy notion that has not been well thought out. Clearly if you consulted the local community, you would know this.

Please accept this as an official opposition to this idea.

Thank you

■

Hi there

I'm a user of the gulf harbour ferry and rely on it to get to and from work.

With the proposal to discontinue it when the pen link road opens, I wish to voice my strong opposition to this proposal.

The gulf harbour ferry is a lifeline for me as a commuter to the CBD, taking 1 hour door to door. I have young children and the ferry means I can get home to have dinner with them and spend time with them.

Contrasting this to taking the bus, from door to door is 1hr35mins. Whilst pen link will reduce this time, the expected time saving won't compare to the ferry commute time. If anything, if the ferry service is discontinued, I'll end up driving and leaving before the peak rush hour. So, the rationale for the proposal reducing carbon emissions and traffic congestion won't apply in my case.

Furthermore, the ferry service was a big part of why we moved to the area from Manly and we would seriously consider leaving the area if there's no ferry service.

I know there will be multiple other people in the same situation.

I vehemently oppose the proposal and want to see a solution to keep the ferry service into the future.

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I strongly disagree with the proposal to cease operation of the Gulf Harbour Ferry service. Our family depend on it.

Improve, do not remove.

■

“ I REJECT YOUR RPTP proposal to Remove the Gulf Harbour Ferry

IMPROVE, DO NOT REMOVE

■

■■

Gulf Harbour
Auckland 0930
Sent from my iPad

Hi,

Please do not cancel this service which is much needed in our community!

Kind regards

■■■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve,Do not remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry.Improve,dont remove.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve DON'T Remove.

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

■

My husband and myself reject your proposal to remove the Gulf harbour ferry.Improve service, don't remove.

This ferry service is a direct link between whangaparaoa and the CBD and saves multiple people driving the journey and should be the most effective transport between both areas however the present service delivery is well below par with multiple cancellations and uncertainty if a ferry is going to be available for our journeys I am unsure if this level of service supplied by fullers is a deliberate running down of what should be an viable service

If the service was more reliable then more people would use the ferry

So let's improve it and don't REMOVE IT

THANK YOU

Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

■

■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

Hi

I reject your RPTO proposal to remove the Gulf Harbour Ferry. Improve DON'T remove.

Removal will mean more cars on the road.

Regards

■

Absolutely ridiculous thinking of removing this service.

Improve, DONT Remove

■

Sent from my iPhone

I reject rptp proposal to remove the Gulf Harbour ferry...

Please it would be better to improve the service and adding weekends...please don't remove

Kind regards

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DONT Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!"

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve DON'T Remove

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I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY. IMPROVE, DON'T REMOVE!!!!

Hi

I would like to lodge my rejection of your proposal to remove the Gulf Harbour ferry, as a regular user the service needs to be improved rather than removed. All be it on a slightly more reduced time table until numbers have recovered / grow with certainty of service..... 6.30am , 7am ,7.30 am ,8 am and then 4.30PM , 5.30PM, 6 PM, 8 PM service would allow people to plan their commute and have a degree of flexibility in their work commute....

The repeated cancellation and bus service / taxi service with little or no notice has made it almost impossible to rely on the service....

Please dont cancel the route just streamline and make it a robust service... this is a core service that is required.

I reject your RPTP proposal to remove the Gulf Harbour Ferry

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M: ■■■

E: ■@hotmail.com

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve DON'T REMOVE.

D V Kinred

Dear Auckland Transport,

We would like to object to your plans to remove the ferry service to Gulf Harbour. We feel that this would have a detrimental affect on the residents in the area.

Thanks and kind regards,

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I REJECT your RPTP proposal to REMOVE the Gulf Harbour Ferry
IMPROVE. DON'T . REMOVE

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■■■

Gulf Harbour

Auckland 0930

Sent from my iPad

Please do not cancel the Gulf harbour Ferry Service, it is integral to the locals and surrounding areas to commute hassel free and quickly into the city both for work and lesiure. With the influx of new housing there needs to be more routes for travel not cancelling the existing.

Kind regards

■■■■

Sent from Mail for Windows

Please do not cancel this service, this is integral to the locals in Gulf Harbour and surrounding areas to travel into the city for both work and leisure. This service is one of the reasons why locals have bought in the area and is the quickest commute into the City. It keeps cars off the existing roads and to cancel it would be ludicrous.

I am writing to protest about the proposal to withdraw the Gulf Harbour ferry service from 2028. One of the reasons my wife and I moved to Army Bay was the easy access to the city via the ferry service. It is a quick and pleasant way to travel to and from Auckland without having to worry about delays due to heavy traffic on the roads. Traffic on the peninsula is becoming more heavily congested, with queues now stretching back from Whangaparaoa town centre morning and evening. With more houses to be built at the end of the peninsula, traffic on the outer end is only going to get worse, regardless of the building of Penlink. That alone makes any bus journey arduous.

The ferry is the fastest and most convenient way of travelling to and from the peninsula to Auckland and AT should be considering improving and extending it rather than dispensing with it. Run more ferry trips into the evenings and also run them on weekends.

Your proposal is very short-sighted because it removes an excellent public transport option for both those living on the peninsula as well as people visiting. And why would you want to add to the road congestion, instead of using the ferry to alleviate it? The sea is an ideal route for use around Auckland - it doesn't need constant and costly maintenance and is always there.

The argument that the ferry service is unreliable because of the weather doesn't hold water. If you put on a vessel that can negotiate heavy seas, such as a hydrofoil, it would be much more sea-kindly. And you can power such a vessel with a hybrid engine or use green hydrogen as a fuel source.

We have recently spent time in Toulon, on the south coast of France, and marvelled at how a city one-quarter the population size of Auckland can run an efficient and well-patronised integrated public transport service at a very reasonable cost. The city maintains a fleet of ferries to service communities around its huge harbour and outer islands, as well as a modern environmentally friendly bus fleet. We purchased a 7-day pass that provided unlimited use of ferries and buses for just Euro8.90 per adult. ferries and buses were always well patronised during our time there.

Auckland could learn a lot from cities like Toulon. I'm sure there would be an uprising if they were to lose one of their ferry services.

It would be criminal if our ferry service was lost. AT needs to look at the bigger picture.

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Army Bay
Whangaparaoa

■
■
Manly
WHANGAPARAOA 0930
26 July 2023
Dear Sir/Madam

Submission to the RPTP - proposal to terminate the Gulf Harbour ferry service.

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. I live in Manly and use the ferry for work in the city. When the ferry is not available, I use my car as the bus takes a minimum of 1 hour 10 minutes as compared to 50 minutes in the ferry.

My wife and I made the decision to move from Pakuranga to Manly 5 years ago and the ferry was a major contributing factor giving stress free access to the city. If the ferry is taken away I will definitely not use the bus instead of the ferry.

Our friends and acquaintances in the Eastern end of Whangaparaoa Peninsula say they will not use the bus either, as there won't be a bus lane from Gulf Harbour to Stanmore Bay or on Pen link, and also no-where for them to park if they wanted to take the bus from the proposed Stanmore Bay Station so they will take their cars to the city. Therefore, any benefit from Pen link will be lost due to the congestion of additional cars (and the additional buses proposed) on the only road from Gulf Harbour to Stanmore Bay.

We are all very upset that the value in our homes will go down as the ferry service was one of the important factors, and marketed to us in that way, in our decision to buy in Gulf Harbour.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained road network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf Harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location.

(e.g. at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Pen link connection which remains entirely unaffected by the Pen link project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Pen link does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza -there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars. (In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off- in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza). As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Pen link will improve travel times along all the

peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels - assurances that have been backed up with considerable sunk investment in the GH ferry service -

through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Pen link will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 - 5.79%, 2020- 7.42%, 2021- 8.91%, 2022 - 38.35%, 2023-47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As a home-owner and resident of Gulf Harbour I object to the proposal to terminate the Gulf Harbour ferry service because:

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

The proposal reduces public transport options within the area network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use a significant increase in carbon emissions.

It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option for commuters travelling south to the CBD. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects across that entire section of the network..

(b) (b) This proposal will negatively impact people's travel choices and their lives.

The availability of an efficient and reliable ferry service was a significant factor in the decision my family took early in 2019 when we chose to buy our home in Gulf Harbour

By removing the ferry and instead, providing additional bus services as proposed, congestion of the fragile road infrastructure between Gulf Harbour and Cedar Terrace will be greatly increased and whilst any busses might be electric, the vast majority of passenger vehicles will remain as high-pollution emitters. Already at peak times there are traffic backlogs between Manly Village and Coast Plaza and unless these pinch-points can be overcome, the situation will certainly become worse.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated through increased bus services from 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. This would DEFINITELY include me.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry is inflated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator. Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will

see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. Within the next 5 years there could well be improved options for longer runs such as the Gulf Harbour route and in addition to the planned efficiency gains from the upgrades to existing vessels, investment should be put into developing a more efficient and sustainable fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead, the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service) consistent with proposed changes enhancements to other ferry service across the region and as previously planned for the Gulf Harbour service.

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■■■@■■.com

Dear Auckland Transport,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

(a) It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour, including myself, and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former

ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

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As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards,

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I OPPOSE THE PROPOSAL TO TERMINATE THE GULF HARBOUR FERRY SERVICE

I am a resident of Gulf Harbour living in the general locality of where two-thirds of the other ferry HOP card users reside. Whilst an upgraded bus service is welcome, and the proposal may benefit those residing in the Whangaparaoa Plaza locality, it seriously disadvantages residents on the peninsula, east of the Manly shops.

(a) I oppose this proposal

There are some 10 kms of road between the proposed bus station and the eastern peninsula, where the population will continue to grow. The only thoroughfare is already congested, especially at peak travelling times, with little or no potential to widen the carriageway. As the proposed bus station has no long-term parking, traffic (including the extra buses) is likely to increase, and therefore so will emissions and travel time taken. It appears the dynamics of road transport in the eastern peninsula have not been understood or taken into account, and loss of the ferry service will negatively affect our travel choices and lives.

In short, the ferry provides the fastest, most direct service between Gulf Harbour and the CBD. Accordingly, the proposal fails to meet your expressed goals of:

- enhancing the environment and addressing the climate emergency
- excellent customer experience (for eastern peninsula residents)
- safe and accessible transport for everyone
- transport transparency (i.e. no consultation with the local community)

(b) Your (misleading) assumptions

1. Journey times plotted from Manly shops to the CBD are disingenuous given that the bulk of ferry users reside in the Gulf Harbour/Army Bay vicinity,

several kilometres away.

2. Reduced patronage arising from weather disruptions/cancellations. Prior to 2020 users often averaged 16-18,000 per month, with a 5-9% ferry cancellation rate. The weather has surely not deteriorated sufficiently for cancellations to soar to 48% this year (therefore reducing patronage to some 10,000).

3. All residents of Gulf Harbour do not have another person to “drop them off or pick them up at Whangaparaoa Station” in the absence of a ferry service.

Refer additional comments in section (d).

(c) Proposal negatively impacts travel choices and lives of those residing east of the Manly shops

- Refer congestion comments in section (a) above.
- Needing to catch two buses to reach the CBD is slower and a backward step.
- Continued population growth and with no parking at the Whangaparaoa bus station, residents will likely revert to private vehicle use.
- Increased housing in the area will reduce parking availability in many of the side streets. Further road congestion will most certainly occur without specific parking for commuters.
- Emergency vehicle access will have even greater difficulty accessing Gulf Harbour with increased buses and cars using our narrow stretch of road.
- Travellers with bikes will have no option with buses.
- Many residents have purchased in our locality on the strength of ferry availability, also promoted by real estate agents. Fewer transport options will likely impact negatively on house values in Gulf Harbour.
- No journey will be quicker (or more pleasurable) than the 50 minute ferry between Gulf Harbour and the CBD.

(d) Unfavourable weather assumptions

The extent of the rise in cancellation rate (from say 8% to 48%) has not arisen from increased inclement weather, but instead from the well-publicised staff shortages and perhaps breakdowns. It appears that whenever a problem arises in the network the first option is to cancel the Gulf Harbour service and divert the resources elsewhere. This is an issue with the operator’s performance, not the weather. It therefore appears that the operator is deliberately running the service down and thus reducing the reliability of the service to discourage local patronage

Why were these issues not apparent prior to 2020 and COVID?

(e) Carbon emissions

- It is noted that the Gulf Harbour service is not the highest emitter in the network.

- Other high emitters (e.g. West Harbour) will receive enhanced road and ferry services.
- If the service is improved by the operator, patronage will increase, with lower road emissions and improved per capita ferry emissions.
- In 5 years' time alternative technologies (e.g. electric or hydrogen) could be available to our service.

(f) A distinct option for the eastern peninsula for 25 years and unable to be duplicated by the bus services proposed

- The ferry is still the fastest and cleanest route to the CBD, and was previously very successful and well supported.
- All other ferry services are to be enhanced - why not Gulf Harbour?
- Many homes have been purchased with ferry access in mind.
- Given the assurances provided to us in the past (not to mention the multi-million dollar sunk investment in the Hammerhead) to improve the ferry services, this proposal is a clear breach of faith.
- OUR SERVICE NEEDS TO BE ENHANCED (INCLUDING AT WEEKENDS) - NOT WITHDRAWN
- Such a service fits your goal of "integrating into a growing Auckland".
- The ferry service needs to be part and parcel of an enhanced region-wide network, including buses.
- At a minimum (if money is indeed the issue) reduce the frequency of non-peak sailings rather than withdrawing the entire service.

Thank you for considering this submission.

■

Hi

I am a regular commuter from Gulf Harbour to CBD and I would like to oppose the draft proposal to withdraw the ferry. Instead, I would like to request an extension of services to include weekend sailing.

Currently the ferry service is incredibly unreliable and while it would be my journey of choice, I have had no choice but to resort to driving to silverdale and bussing which is not my preference.

Please help with saving our much needed service and reinstate it to be reliable again.

Thanks

■

Sent from my iPhone

"I reject your RPTP proposal to remove the Gulf Harbour Ferry. IMPROVE, DON'T REMOVE!"

I reject your rptp proposal to remove the gulf harbour ferry. Improve. Don't remove

I think it makes sense. I'm not sure what the people that use that service have to say about it, but from a budget and logistical standpoint, it makes sense to me.

I reject RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

Tindalls Beach, Hibiscus Coast

To: rptp@at.govt.nz Cc: ghferrygroup@gmail.com

Subject: Submission: Opposition to content within the draft 2023-2031 Regional Public Transport Plan

Date 07/08/2023

I ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposition reasoning(s) being:

- The consultation is not transparent. It has not been publicised to the impacted community.

The closest Face to face drop ins are in Albany.

- The proposal does not align with the RPTP Vision or Goals to increase options for PT across the

network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the 9Long term Auckland Council Plan.

- AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.
- There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.
- It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those services.
- Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Withdrawing Gulf Harbour is counterintuitive.
- No alignment to safety goals. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influenced driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is low.
- Whangaparaoa road between Penlink and the eastern end of the Peninsula does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey is unlikely to be favourable to installing bus lanes between Penlink and the eastern end of the Peninsula.
- There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them
- at significant risk due to an absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.
- There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.
- Timing calculated by AT for the new 99 route starts at Little Manly, excluding 10 km of Road from

the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

- Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.
- Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connecting buses that will add additional travel time.
- AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. . Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.
- Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.
- It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip. Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.
- The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.
- Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.
- A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilize around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.
- It is a breach of passenger health and safety to have excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.
- Community Polls show 65% of existing commuters are more likely to drive to the city as

preference over catching 2 buses and duration of travel exceeding 1h 40 mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

- Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.
- The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.
- The Gulf Harbour ferry acts as another bridge to Auckland City.
- The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.
- The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.
- This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.
- Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.
- Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalized on here. With the right investment in the community, following an assurance the Gulf Harbour service is preserved, means there is Business development opportunity within the Community.
- Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport from the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services to Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend

service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

■

Sent from Outlook for iOS

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry!
Improve, DON'T Remove!

■

Gulf Harbour resident

I reject your RPTP proposal to remove Gulf Harbour Ferry.

Improve, DON'T Remove!

Thanks

■

I Reject your RPTP proposal to remove the Gulf Harbour Ferry.
DON'T REMOVE !

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve,DON'T Remove!

To Auckland Transport,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10 km of road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12

minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city.. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

■, Army Bay

INTRODUCTION

Auckland Province of Federated Farmers (Federated Farmers) welcomes this opportunity to provide Feedback to Auckland Transport on the Regional Public Transport Plan. Federated Farmers supports all efforts by councils to improve their consultation process. We can see that Auckland Transport has put a lot of effort into making the consultation documents engaging and informative for ratepayers. We support the use of plain English, graphs, maps,

tables and diagrams to demonstrate the proposals and the inner workings of the Auckland Transports Regional Public Transport Plan.

Federated Farmers largely supports the Regional Public Transport Plan, recognising the significance of public transport in alleviating traffic congestion and reducing the number of cars on the road. Our stance is grounded in the belief that a well-implemented public transport system can play a pivotal role in achieving these objectives.

In line with this perspective, we offer our strong endorsement for the proposed new public transport routes, particularly those designed to connect and bolster rural communities and greenfield developments. As these communities grow, it is imperative to provide them with accessible and reliable transport services to facilitate the realisation of our collective goal of lower carbon emissions and reduced vehicular traffic. In particular, we wholeheartedly support the new Drury, Paerata, Clarks Beach, Helensville, Pukekohe AT Local, Ramarama Waiuku, Pine Harbour, Beachlands, Warkworth and Wellsford bus and train services, as they are vital for improving transport accessibility in rural areas and supporting the shift towards more sustainable travel options.

Federated Farmers advocate for the expansion of on-demand public transport services. Federated Farmers strongly backs this forward-thinking concept, provided that it can deliver on its promise of providing convenient, cost-effective, and reliable transportation solutions, while also addressing the issue of underutilised buses on rural roads, rural towns, and settlements. A well-designed on-demand system has the capacity to optimise resources, ensuring that public transport services are utilised efficiently and effectively. By reducing the presence of underutilised or empty buses, we not only make better use of available resources but also contribute to minimising carbon emissions and overall transportation-related environmental impact.

Federated Farmers strongly supports the implementation of incentives like on-demand public transport, expanded service frequency and coverage, and the development of essential infrastructure, such as the City Rail Link, Eastern Busway, and Rosedale Bus Station. Additionally, enhancing customer experience through initiatives like on-board contactless payment options and improved safety for all network users and providers is crucial.

However, we have raised some concerns regarding the attainment of these ambitious objectives, considering the funding challenges highlighted within the plan. It is essential for Auckland Transport to address these financial constraints to ensure the successful execution of their goals for public transport. By securing sustainable funding sources and prioritising strategic allocation, Auckland Transport can effectively move forward with these transformative initiatives, benefiting both the environment and the commuting public.

Federated Farmers fully comprehend the funding challenges that Auckland Transport is currently confronting, exacerbated by inflation and the decline in fares revenue caused by the COVID-19 pandemic. Despite these difficulties, I would like to emphasise our strong support for funding public transport through user pays sources or targeted rates from the council. This approach ensures a balanced and equitable distribution of costs. We recognise Auckland Transport's suggestion that congestion charging will be a key factor for mode shift from a private vehicle on to public transport, but this again raises the chicken and egg question of how the improvements necessary to cope with the expected increase in demand for public transport from the congestion charging will be funded.

It is important to consider that farmers, due to their remote locations and limited access to public transport services, are the least likely users of such services. In light of this, implementing a user-based targeted rate would offer a fairer and more just solution. By directing the funding burden towards those who benefit the most from public transport services, we promote a system that aligns with the council's objective of funding principles for public transport.

Moreover, funding public transport through targeted rates offers a transparent and accountable mechanism, enabling taxpayers to witness the direct correlation between their contributions and the services they support. This enhances public trust and encourages a sense of responsibility among all stakeholders. We feel that the RPTP does not adequately explain either current or future funding plans which is contradictory to its repeated message of "funding and delivering public transport transparently".

In conclusion, Federated Farmers fully supports Auckland Transport's efforts to improve consultation processes and the Regional Public Transport Plan. We endorse the proposed new transport routes for rural communities and greenfield developments, recognising their importance in reducing traffic congestion and carbon emissions. We advocate for expanding on-demand public transport services, aiming for improved accessibility and resource

optimisation. Regarding funding, we back user pays sources or targeted rates for public transport, promoting fairness and transparency. Additionally, we support the new bus and train services, including the Drury, Paerata, Clarks Beach, Helenville, Pukekohe AT Local, Ramarama Waiuku, Pine Harbour, Beachlands, Warkworth, Wellsford routes, which hold immense potential for enhancing transport connectivity and well-being in our rural communities.

Federated Farmers thanks Auckland Transport for considering our Feedback.

About Federated Farmers

Federated Farmers of New Zealand is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.

To whom it may concern, I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360

Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future. In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region. Thank you for considering my submission on this matter.

Kind Regards, ■■

I reject your rpta proposal to remove gulf harbour ferry

I reject your RPTP proposal to remove the gulf Harbour ferry. Improve, DON'T remove.

I reject your RPTP proposal to remove the gulf Harbour ferry. Improve, DON'T remove.

■■■■■ gulf harbour Submission to the RPTP – Proposal to Terminate the Gulf Harbour Ferry Service To whom it may concern, I am writing this letter to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area. (a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network. (b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses. (c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations. (d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula. (e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network. (f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavorable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently. (g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future. In conclusion, I urge Auckland Transport to reconsider this proposal and focus on

increasing the weekly services at Gulf Harbour, including the trial of a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region. Thank you for considering my submission on this matter. Sincerely, ■■ Sent from my iPhone

■■■■ Submission to the RPTP – Proposal to Terminate the Gulf Harbour Ferry Service To whom it may concern, I am writing this letter to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area. (a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network. (b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses. (c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations. (d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula. (e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network. (f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavorable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently. (g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future. In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including the trial of a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region. Thank you for considering my submission on this matter. Sincerely, ■■ Sent from my iPhone

I reject your RPTP Proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove. Please add more services especially at the weekend. Regards ■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

■

■

Whangaparaoa.

I strongly oppose the closure of the Gulf Harbour Ferry Service

Please see my submission below:

1. I oppose AT DRAFT RPTP proposal to terminate the Gulf Harbour Ferry service: page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.
2. I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Regards,

■

■

Gulf Harbour

■

Oppose the removal of the Gulf Harbour Ferry service.

I fully support an improved existing Gulf Harbour Ferry service.

Population increases in the Peninsula are already causes some major problems with transport in this area and to remove the above service is very short sighted. Yes the Penlink is coming on line however as this has been reduced to only 2 lanes, one coming and one going not sure that this will make a huge difference by the time it is up and running.

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■
■■■, Gulf Harbour, Whangaparaoa 0930, New Zealand

Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives

I commute daily from near Gulf Harbour to Red Beach. The road is narrow with solid traffic at peak hours and remains very busy throughout the day and through weekends. Gulf Harbour and Army Bay population doubled 3000ish to 7000ish between the last 2 census and I expect the 2023 census will show further increases in line with continued building. The demise of the country club will likely cause further building and population growth in the next few years. The road to Silverdale cannot expand to cope with further demand irrespective of the proposed penlink which does nothing to help the situation east of Stanmore Bay and the junction of penlink with WGP road likely to make existing levels of traffic worse. While I have used bus services in the past to commute it adds an effective 30 minutes at both ends of the day—you need to allow for time spent getting to and from bus stops and the need to arrive early to avoid missing the required bus.

Apart from the advantages of time held by a ferry, the lack of width restraint to roading lane size allows more flexible setups which can provide the ability to work effectively whilst on board and also contribute to the sense of community around Gulf Harbour due to the increased opportunities for social interaction during your travel.

I rarely go to the city during weekdays but would value a weekend ferry service for recreational purposes.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not

be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic

flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards

■

Auckland Transport has not been efficient in running an important ferry service for our area. People have bought housing around this area to be able to transit by the ferry service to keep cars off the road. Wake up guys. We are being hamstrung with an up coming inadequate Penlink road, only so called two lanes and tolled. You are calling this advancement. Sorry you're in the dark ages. Killing this service could make workers head out of Auckland and further overseas. KEEP IT RUNNING AND EFFICIENT. ■■■

I'm sending a submission in opposing the termination of the Gulf Harbour Ferry service. This affects me in regards to hospital appointments and personal reasons. Living in Gulf Harbour, that is exploding with houses, is impossible in mornings NOW driving. Forget about Penlink.....that doesn't start outside our door! Very poor management with Auckland Transport in soooo many ways. ■■■

Please don't go backwards and cancel ferries to Gulf Harbour show some initiative and fix the problem.

It's not only people on Whangaparaoa that use the ferry . ■■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve....Dont Remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve....Dont Remove!

I live in Tindalls Beach and oppose the AT proposal for cancellation of the gulf harbour ferry services. We love using this service and gives us easy access to town. We would even like to see weekend travel times to be able to have outings as a family. Thank you. Sent from my iPhone

I oppose the closure of the Gulf Harbour Ferry.

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DONT remove!!

--

Thanks,

■

Your proposal to remove the Gulf Harbour Ferries upon the completion of Penlink is completely unrealistic for those of us who live on the Peninsula and I wholeheartedly reject it!

■

■■■■@outlook.co.nz

■■■■■■.co.nz

■■■,

Manly,

Auckland 0930,

New Zealand.

Ph: ■■■■

■ ■■■■■■

Hi. I reject your RPTP proposal to remove the Gulf Harbour Ferry.
IMPROVE DON'T REMOVE.

i reject your proposal to remove the gulf harbour ferrie.

■■

NAME: ■■

ADDRESS: ■■■ Stanmore Bay

Ref GH Ferry Submission:

I oppose your submission to cancel the Gulf Harbour Ferry. As a resident I want the Ferry retained.

Sent from Outlook for Android

I reject your rptp proposal to remove the gulf harbour ferry. Improve, don't remove.

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Please save the ferry!!

■■

I oppose your proposal to remove the gulf harbour ferry from service. This service not only provides an important option in the public transport network. But also provides an import role in bringing visitors to the region for day trips and having access to coast beaches. It also provides an important mode of transport for your university students accessing the city daily. I strongly support improving this service not removing it from the public transport network.

■■

I reject your RPTP Proposal to remove The Gulf Harbour Ferry,Improve it DONT REMOVE..

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■■

■■■■■■■■■■

Sent from my iPhone

Kia ora,

I wanted to provide feedback on the potential removal of ferries from Gulf Harbour. A few thoughts from a daily commuter to the city for work who opposes the proposal to terminate the Gulf Harbour Ferry service.

The proposal to have additional electric buses from whangaparaoa to town via the NX bus route is a great idea and will help connect a lot of people on reliable bus services. However, this should be done in conjunction with reliable ferry services, because it is the right thing to do. The travel calculation for the bus journey is that the buses from the new whangaparaoa station will be 10 minutes slower than the current ferry service. How is this figure calculated given that Penlink isn't built yet, and by 2028 the population in Gulf Harbour will be at least doubled (perhaps quadrupled) due to housing

projects which are already underway.

Currently there is only one lane in and out of Gulf harbour, whangaparaoa road, as well as the future Penlink. Given this limited infrastructure, and the increased population of people who will need to commute, there will be huge bottlenecks of traffic caused by increased populations in this area, and without a specific bus lane, the busses will be much longer to catch than the ferry. By the time this new road is built, the new station is running, and when AT realise they have messed up, they wont be paying for additional ferry services, they will be paying for a new ferry terminal. Short-term gain will result in a long-term detrimental financial loss for AT and ratepayers.

AT have also calculated that the ferry is bad for the environment. What doesn't add up here, is that a lot of people find the convenience of one ferry, vs three buses to get to work. And those people will end up driving. This will increase traffic and be worse for the environment.

My final point is safety. Bus drivers on the coast are navigating narrow roads with cars parked either side. Should you remove the ferry services and increase the bus services, this will cause safety concerns. Whangaparaoa peninsula is not wide enough, or geared up to take a mass of busses every few minutes. I experience near misses daily as a passenger on the bus.

I would like to note that I personally do bus to work. However, it takes me 2-3 buses, and over an hour and a half to get to work via bus. If the ferry service was more reliable, this would be my preferred option. But seeing as the ferry replacement buses have been running since I moved to the coast two years ago, I did not have the option to use them. So your calculations that less people are using the ferries is not representative of the truth, and merely a result of AT cancelling the ferry services and having poor reliability, which has deterred existing and future customers.

Instead of seeing the ferries as a carbon emitting waste of money for AT, why don't you have more reliable, frequent, weekday and weekend services, promote the ferries better, and encourage less people to drive. Get Gulf Harbour locals to ferry to the city on the weekend, make places more accessible and help Auckland thrive. Less people on the roads means less traffic, less environmental impact, happier communities, better connected communities. Look towards the future of a very quickly growing suburb and see the consequences of removing a prime commuting service. Try having reliable ferry services for one month and see how many people use it. Ask for the communities feedback during their journeys. Bring back half price buses and ferries to see if they prefer this mode of travel instead of driving. Not only will you encourage the use of public transport for people who have previously only driven to work, but you will contribute to real change in New Zealand history and improve our environmental impact.

Becoming leaders of environmental change, does not include removing public transport options from a heavily growing suburb.

Ngā mihi,

■

Hi,

I reject your RPTP proposal to remove the Gulf Harbour Ferry Service. The service needs to be improved and enhanced to provide choice and comfort.

It needs to be made more reliable to encourage better patronage

This is from
■■@email.com

Hello!

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove!

Regards,
■■
Gulf Harbour

To remove the gulf harbour ferry would be a backward stepWe love it and need it. ■■■■ Gulf Harbour Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour ferry. Improve, DON'T remove!Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve DON'T REMOVE!!

Kind regards
■■
■■■■■■■■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Improve DO NOT REMOVE

Home owner
Gulf Harbour

We are absolutely against cancellation of gulf harbour ferries, improve the service do not delete it, ■■■■Sent from my iPhone

I reject your RPTP proposal to remove the Gulf Harbour Ferry.Regards■■■■Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry
Improve DONT Remove !

I reject your RPTP proposal to remove the Gulf Harbour Ferry
Improve DON'T Remove!

"I reject your RPTP proposal to remove the
Gulf Harbour Ferry.
Improve, DON"T Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Penlink will not solve the congestion on the Peninsula as its already being built too small with a single lane in each direction, plus with the tolls it won't be used that much.

Also with the Whangaparaoa Road being such a bottleneck all the time, you can easily take 30mins at peak time to get from Gulf Harbour to where the proposed Penlink entrance will be, and then its another 40+ to the CBD. The entire Gulf Harbour Ferry takes 45mins now.

And no doubt with the Gulf Harbour Country Club closing this will end up being sold for housing, causing even more traffic congestion.

Keep the Ferry! Improve, don't remove!

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve don't remove.

Put more services on for the ferry, especially on the weekends and when there are events in town. Stop wanting to clog our roads with cars and adding extra pollution.

■

Hi

I am writing in support of the Gulf Harbour ferry.

Please do not cancel it. It is a vital part of Gulf Harbour giving residents & visitors alike a 2nd Harbour crossing to the city.

To cancel it would be a huge loss to our community.

Kind regards

■

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove.

■

Auckland Transport,

I reject your RPTP proposal.

The Gulf Harbour Ferry is a much needed service that needs to remain open and could be improved.

We will never be able to understand what's wrong with your leadership.

You happily use the rates & taxes that people living in Whangaparāoa are paying but you refuse to improve our services.

Public Transport by BUS in Auckland is a nightmare. Your bus drivers are rude and drive like blind maniacs (how many fatalities caused by bus drivers?) , your services are expensive, unreliable and commuting from Whangaparāoa to anywhere else is a bloody Odyssey.

It takes 30 mins or more to driving to Silverdale, your proposal will increase traffic volume and make our lives even more difficult.

Leave the Gulf Harbour alone. You need funds? Go and fire all your leadership and half of your staff that do nothing anyway.
There , instant savinsg.

Kind regards,

Sick and tired of your bad services

■

---EM195a

I fully reject your idiotic proposal of closing the Gulf Harbour Ferry.

Stop making life for the people living in Whangaparāoa a bloody nightmare.

Get a grip and understanding: everyone hates how expensive, unreliable and bad are your bus services.

Just leave the Gulf Ferry alone and operating

Regards

Taxpayer, ratepayers

■

---- EM195b

Auckland Transport,

I reject your RPTP proposal.

The Gulf Harbour Ferry is a much needed service that needs to remain open and could be improved.

We will never be able to understand what's wrong with your leadership.

You happily use the rates & taxes that people living in Whangaparāoa are paying but you refuse to improve our services.

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It takes 30 mins or more to driving to Silverdale, your proposal will increase traffic volume and make our lives even more difficult.

Leave the Gulf Harbour alone. You need funds? Go and fire all your leadership and half of your staff that do nothing anyway. There , instant savings.

Kind regards,

Sick and tired of your bad services

■

The proposal to remove Gulf Harbour Ferries after the completion of Penlink has no logic attached to it and I completely reject it.

■

Mob: 00 ■■■■■■■■

E: ■@yahoo.co.nz

■■■■■

I, ■ (■■■, Gulf Harbour) rejected your RPTP proposal to remove the Gulf Harbour Ferry. Better make less trips a day, but more stable.

Regards,

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Best regards,

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. With Penlink arriving the Whangaparaoa Peninsular will grow exponentially and patronage will sky rocket.

Have some forethought.

Improve DON'T REMOVE

■

To whom it my concern
I reject your RPTP proposal to remove the Gulf Harbour Ferry
Improve, DON'T remove this service
regards ■

Hello

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

■

I reject your RPTP proposal to remove the gulf harbour Ferry.
I reject your RPTP Proposal to remove the Gulf Harbour Ferry.
What are you thinking ?
Improve, DON'T Remove.
Many thanks

■

I reject the proposed removal of the Gulf Harbour Ferry
This service needs increasing and made more reliable as it is cancelled at the drop of the hat
It's taken 30 years to get Penlink off the ground and traffic on the peninsula is compounding monthly with the new housing developments
It would be folly to remove any alternative way off the peninsula especially one that is an alternative direction to the main traffic
This would show a total lack of foresight and once again prove that instead of moving forward we are going backward
Any wish to improve the use of public transport would be negated.
This should be a great opportunity to make this service a better and more reliable one so people would have greater confidence in using this mode of public transport
More buses is not a good option and will just add to Road congestion
As per most roading options I'm sure penlink will prove to be too small by the time its finished and we will all be asking why there were too few lanes built for the cost

■

Stanmore Bay

Sent from my Galaxy

I reject your RPTP proposal to remove the Gulf Harbour Ferry, Improve, DON'T REMOVE!

■

■■■,
Army Bay,
Whangaparaoa

I reject your RPTP proposal to remove the Gulf Harbour ferry.

Regards

■■

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■■■net

■■■net

+■■■■■■■■■■

I reject your rptp proposal to remove the gulf Harbour ferry, improve DONT remove!

The reliability of the service and the fact it doesn't run in the weekends is ridiculous, - whenever I want to use it it is normally canceled, if you want to get people using it run weekends and regularly without cancelations. It is almost like you are trying to get use down enough to justify cancelation,- not acceptable!

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, don't remove.

Thanks

■■

To whom it may concern I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve DON'T REMOVE !!

I , ■■■, totally reject your proposal to remove the ferry from GULF HAROUR.DONT REMOVE Sent from my iPad

Hello RPTP. Please be advised that I, William Arnold DOVE of GULF Harbour, reject your RPTP proposal to remove the Gulf Harbour Ferry. Please IMPROVE IT, do not remove it. Signed, ■■■ Sent from my iPad

Hello,

Please save the Gulf harbour ferry and improve it rather than removing it. It is special to us here in gulf harbour and if it ran on weekends it would be so popular

■

Sent from Yahoo Mail on Android

I am seriously opposed to the cancellation of the Gulf Harbour ferry service. ■■■

Hello,

I am emailing to oppose the cancelling of the gulf harbour to city ferry service.

By cancelling the ferry, it will mean more cars on the road.

The community is here to support the use of the ferry service. You just need to supply a reliable service.

Keep more cars off the road and continue to provide the ferry service. It's really a no brainer.

Kind regards,

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove. Extra Ferries in the future not less. Sent from my iPhone

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Please dont remove

Regards

■

I oppose closing the Gulf Harbour Ferry.

Thanks in Advance,

■

I oppose closure of the Gulf Harbour ferry service. If anything, it should be expanded to include a weekend schedule. If weather is an issue, do the logical thing and provide a more seaworthy boat! ■ Gulf Harbour resident Sent from my iPhone

Reject you rRPTP proposal to remove the Gulf Harbour Ferry .

Improve DON'T Remove

■

■

Matakatia

0930

■■■■■■■■■■

I reject your ROTP Proposal to remove the Gulf Harbour Ferry.

Improve, DONT Remove

Sent from my Galaxy

Submission: Opposition to content within the draft 2023-2031 Regional Public Transport Plan

As a family we oppose the proposed cancellation of the Gulf Harbour ferry. There have been countless cancellations of the ferry service lately. The reasons stated seem to toggle between 'not enough commuters' and 'shortage in staff'. While the first excuse seem to be pointed to the public for not making use of the service, the second excuse surely is something Auckland Transport need to address and train more staff.

In every city and country we have travelled in the last 30 years, spending 3-4 months mainly in Europe and Australia every year, the use of ferries is well supported, because the service is good! There are ferries departing every 10-15 min, from various boating companies and to a range of local destinations. In view of increasing Aucklanders' choice of more and better public transport choices, why are we facing reduced services? We were also hoping there would be more ferry services from many more bays to the city and linking other bays as is the case in Europe with river, lake and sea connections. As there are already electric ferries operating in numerous countries (we constantly caught commuter, car and massive 12 storey passenger ships in Norway, Denmark, Sweden and Finland a few years ago - all 100% electric), the hope was that all Auckland's ferries would soon be electric, therefore cheaper to run, therefore more ferry services put into place and adding to the general joy of using public transport.

This illogical move of Auckland Transport will be questioned both here and internationally, as New Zealand is again lagging behind the rest of the world: Europe is leaping ahead and improving their already fast, efficient, cheap (or free), and reliable public transport, and electrifying them, while here we are reducing services. Ferries operating in the North Sea coast of Scandinavia with its vicious winds are not cancelled, so why is the weather being used as an excuse here?

Our plea is that Auckland will not take a few steps back and force people on diesel buses for an onerous and lengthy commute. Having much more space on a seat in the ferry, sometimes with a table, is far easier for people to work on their laptops than on a bus! My fear is, that if a commute is made hard, unreliable or uncomfortable for people, they will not make use of the prosed buses - and I know from experience that this will result in the cancellation of the bus service AT are now wanting to replace the ferry with.

The whole point of decarbonizing our city and keeping pace with world-wide efforts, is to increase options for public transport, not reduce them. I'm afraid people will NOT put up with an hour and a half bus ride (AT may as well save themselves the trouble of consulting to put this in place). The logic of human behaviour is without question that people will much more readily sit on a ferry for an hour because they can work on it, and for reasons of sheer enjoyment, than being crammed into a bus for a total of 3 h per day - people will just simply ditch public transport altogether and get back into their cars.

Please consider this submission,

■■■■

I oppose closing GH ferry service.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

■■

I reject your RPTP proposal to remove the gulf harbour ferry

■■

I oppose closing the Gulf Harbour Ferry

To whom it may concern,

I oppose closing the Gulf Harbour Ferry.

I feel it is vital for the Hibiscus Coast Community & future generations to keep the Gulf Harbour Ferry going.

Kind regards,

■

I reject your RPTP proposal to remove the Gulf harbour Ferry. Improve, DONT remove.A ferry in the morning at peak time and the evening at peak time is all that is needed. The service will be well supported if this is on time and regular !Yours sincerely■

Good morningI oppose closing the Gulf Harbour Ferry ■Sent from my iPad

" I reject RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON"T Remove "

Regards

■

■■■■■

■■ Gulf Harbour

Instead of the ludicrous Idea of terminating the ferry service to and from Gulf Harbour why don't you improve it. People have purchased houses in GH to allow easy and pleasant commuting and you decide to replace it with buses. I have never heard of anything so idiotic. Improve the service do not remove it.

■

To whom it may concern,

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Please improve DON'T remove. We would love to have trips to the city at weekends as well as reliable trips to work in the week. We don't understand why the service offered has been so limited given the continual housing development in the area.

■

Hello,

I am strongly against removing the Gulf Harbour Ferry.

It plays an important part in keeping Auckland on the move and getting commuters to work.

Also

It is an enjoyable way to travel.

I would like to see the service provided for the weekend as well.

I had family staying who wanted to take the ferry on Saturday night to go out to dinner. They took my car instead.

And tourists and other Aucklanders would love to have another destination to visit over the weekend and going by boat is a fun way to travel.

If the ferry is removed then there will be so many more cars on the road.

■
■

Hi there, I oppose closing the Gulf Harbour ferry. At this stage I don't catch the ferry. But I'd catch it 4 days a week if I could rely on the service. Ngā mihi

■ Sent from my Commodore 64

I reject any proposal to reduce or remove the Gulf Harbour ferry service. This is a vital link for the Whangaparaoa community. The service should be expanded and improved, including weekend services even if this requires higher fares. The service MUST not be reduced or removed.

I wish to be heard in relation to this matter if required.

Kind regards,

■
■■■,

Gulf harbour

A very short sighted proposal to cease operations of this ferry. Obviously driven by dollars without any consideration of social benefits and other intangible equally important considerations. I oppose closing the gulf Harbour ferry.

I oppose closing the Gulf Harbour ferry. ■

I oppose closing the gulf harbour ferry

I oppose closing the Gulf Harbour ferry. ■ Sent from my iPhone ■■■■■■■■

I oppose Closing the Gulf Harbour Ferry

■

■■

Gulf Harbour

I reject your RPTP proposal to remove the Gulf Harbour Ferry, DON'T Remove, supply a better service where ferries don't cancel so easily and run in the weekends, even if only through summer for people to be able to visit the areaRegards■■

Hi,

I oppose closing the Gulf Harbour ferry.

Kind regards,

■

I reject your rptp proposal to remove the Gulf Harbour Ferry.
Improve it DON'T remove

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove!

Best Regards

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve , DON'T Remove

■

I strongly oppose closing the Gulf Harbour ferry service.

■

I reject your RPTP proposal to remove the Gulf Harbour ferry. ■ Army BaySent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve. DONT remove.
Thank you.

■

Pinecrest Drive
GULF HARBOUR

To whom it may concern.

I reject your RPTP proposal to remove Gulf Harbour Ferry. Improve, DON'T remove!!!

Thanks,

■■■

Hi there,

I reject your RPTP proposal to remove the Gulf harbour Ferry. Improve, don't remove.

Thank you.

--

Regards,

■■■

Mobile | ■■■■■■■■■■

Address | ■■■■■■■■, Stanmore Bay, Auckland, 0932

Work email | ■■■■■■■■■■■■■■■■■■■■

To whom it may concern,

It is with with regret I hear you i tend to remove the Gulf Harbour Ferry. My family purchased in Gulf Harbour with the service being a significant benefit to get to and from the city for work. Please do not remove.

Regards ■■■

Gulf Harbour Resident

To whom it may concernWe reject your RPTP proposal to remove the Gulf Harbour ferry service. This is a much needed service for our communityImprove the service, not remove it!Regards ■■■■Sent from my iPad

Hello,

I reject your RPTP proposal to remove the gulf harbour ferry.

Improve don't remove.

■■■

■■■

I reject your rptp proposal to remove the gulf harbour ferry. Improve, don't remove.

I must advise of my utmost objection to the sneaky plan by AT to discontinue Gulf Harbour ferry services once the Penlink is finished. Whoever thought up this plan should not be part of AT which should be promoting ferry services not removing them.
Thank you ■■

As a Gulf Harbour resident I am in total dismay at Auckland Transports proposal to discontinue sailings of the Gulf Harbour ferry from 2027.

I seriously doubt if there is any at AT that has actually thought long and hard about the implications of this proposal.

The ferry is used by a large number of residents who work in the city .

Congestion on Whangaparaoa Rd is back to Manly as it is on most days with the traffic it has let alone the extra traffic with residents forced into cars and the proposed extra buses.

The northern Motorway is sometimes backed up to Silverdale. With all the traffic merging from the new Penlink connection onto the motorway, it's not going to get any better with housing developments at Milldale and Silverdale etc.

AT is supposed to be improving public transport with options not taking them away!

Congestion causes emissions ! Cars sitting idling in traffic are NOT efficient and only operate at their best when running at a constant speed. The idea is to get people out of their cars, not into them!

It stuns me that AT could come up with a proposal that totally the opposite to what its trying to achieve, makes me wonder if there is anyone there with a brain!!!.

I oppose the proposed closing of the Gulf Harbour service, as this is a alternative link for commuters and travellers to make to the Auckland City centre in a time efficient direct route.

When this service is provided with a regular and reliable timetable it is a popular mode of public transport that can be utilised and takes a load off the roading system, and is short sighted especially as housing development and population growth in this area continues to grow.

■■

I reject your RPTP proposal to remove the gulf harbour ferry. Improve DONT remove! Kind regards ■■. Mob - +64 ■■■■■■ Sent from my iPhone

I reject your RPTP proposal to remove the Gulf Harbour ferry. Please improve, don't remove. As someone who does not own a car, and am dependent on public transport I regularly take my bicycle to the city via the ferry. Without this service I am unable to get to downtown on a bus with my bike.

Yours

■■ (Army Bay, Whangaparaoa)

I would like to submit my opposition to the cancellation of the Gulf Harbour Ferry service.

This is a vital transport link between the Whangaparaoa Peninsula, especially the Eastern half.

The proposal to cancel seems to be motivated by several unfounded theories, plus blatant manipulation of the service, to dissuade the current use of the ferry. Both to be analysed shortly.

In the meantime I find myself asking WHY? Why cancel this exceptional commuter route?

Obviously money is always a motivating factor in all things, but there are non-monitory things to be considered too.

So why is AT aggressively angling to prune the Gulf Harbour Ferry?

After all.....

it is an extremely efficient method of moving large numbers of commuting workers to the city and back

Thus removing their cars from the road,

Reducing congestion and pollution and wear and tear to the already bad standard of road.

Reducing the costs of petrol and maintenance to peoples personal expenditure

Reducing the daily frustrations and stress of the commute for the passengers, allowing people to relax, and work on their computers, if they wish. Time well spent. Efficient and satisfying

So, to “unfounded theories”

We are being lead to believe, that the ferry service is un-economical. But so far I have not seen any figures to justify this. The ferry Boat, already exists and so the investment to buy it, cannot be included in the calculation. The berths at the hammerhead already exist as well. Millions of dollars have already been spent purchasing and developing the births, so they can't be included in the calculation either. The real costs would include fuel, staffing, maintenance of the births & boat, and any infrastructure requirements. The latter already exists, so in theory that could be discounted from the calculation too.

Obviously the “costs” which are being considered, should be offset by the “unintended” consequences and financial costs involved in the Auckland Transport plan to replace the ferry, wouldn't you say?

The commission of extra busses.

How much does one bus cost to run, service, maintain and staff etc?. Then times that by the number of extra busses needed to add to the already congested road at the eastern end of the Penlink

Add the extra staffing costs. I think the crew of the ferry is about 5? How many extra bus drivers would be needed as a ratio of staff to commuter?

The increased maintenance, fuelling and on costs for buses.

Road wear and tear

Pollution

Stress (mental health and all the costs associated with that)

The ferry ticket prices. Which are greater than the bus, but which are accepted because it is definitely economical to the commuter who has consider the personal cost savings of going by road. Both practical and financial

The theoretical building of the proposed Penlink “Kiss and ride” bus station. (implying that more land would have to be purchased, but not enough to allow the commuters to park for the day?) No, they would have to get someone else to drop them off. Who is this fictional person? It's anyone's guess.

The cost of their time, fuel and wear and tear for the round trip. Twice. Further congesting the roads morning and evening. What happens if there isn't the mythical person to do this? Would the commuter perhaps decide to drive into the city to avoid the inconvenience of public road travel? I know I would. Especially if I have already taken 20 minutes plus to actually get to the station, then my bus ride, which will have to take the same route as my car, will take a further 45 minutes minimum. (Perhaps the parking of my car will also be an additional cost if I could park it anyway?) I don't think so. Give me the ferry any day. No parking area defined/purchased or funded, so in effect it is theoretical.

Even the building of the Penlink perhaps? (Although it's is going ahead, so the cost is arguable) BUT, we already know that the congestion is going to be horrendous by then. (The Hobbs bay (88 dwellings) development, and goodness knows what's going to happen to the country club land at the Eastern end of the peninsula. Then there's infill building consents and housing intensification.) It seems that an introduced toll is not only going to increase costs to the commuter, but more importantly, is engineered in theory to reduce the demand and restrict its usage to the wealthier members of our community. That's a giveaway. The Penlink will have to be enlarged within a few years. There's a mistake in the making there. The Penlink isn't going to be the magical answer. We all live in the real world, but that's another subject.

The blatant manipulation of the current service.

The ferry commuters have been subjected to the injustice and callus sabotage of their journey to work, to justify why the ferry is apparently useless and uneconomical. The contention by AT that the Gulf Harbour Ferry is nearly 3 times more likely to be cancelled than other routes, is absolutely NOTHING to do with weather. After all it is the same model of ferry which crosses the Foveaux straits. And I don't hear any complaints from there. No, the ferry is cancelled so frequently BECAUSE of Auckland Transport and Fullers. They are the ones who have decided to make the commute untenable by actively making it unreliable and stressful. People can't guarantee they will get to work by boat, and worse, there's the stress of not knowing if they will get their connection home either. Obviously people have been finding alternative ways of getting to work in time. NOT professional, NOT good enough.

It is ridiculous to try and suggest that the weather is the cause of the cancellations, when poor people are standing at the bright sunny calm dock, waiting for their Ferry, and other ferries are in service. It would seem that we must have a "Bermuda triangle type phenomena" up here on the Peninsula. Also we know that the ferry captains don't make the decision to run the ferry that day, someone else does which is outrageous. These are the same people who have captained that exact same ferry and route for years with no issues with the weather. When challenged, we are fed the alternative excuse that there aren't enough staff. Funny that, when the staff have been forced to travel by road from this end of the world, to start the ferry service from Auckland, then drive home up to GH at the end of their shifts. "Let's make life very difficult for them shall we?". When previously, it was perfectly efficient to leave the ferry in Gulf Harbour birth, for the 1st and last sailing of the day.

As for the "current contract" for the Gulf Harbour ferry ending in in 2028, that is purely because it hasn't been extended by an additional 6 years (from memory) like all the other Ferry routes. Humm, someone must have a crystal ball.

As a foot note, I am also aware of a personal friend of mine who is trying to increase his hours on the water, free of charge, in order to get his Commercial Captaincy certificate, even if it was just making a coffee to free other staff up, he was not only refused, but not even considered. No request for more information and competency, just a refusal to even consider the possibility. Which is 40 years plus by the way, and in his mid-50's. Curious.

What could it be?

So, it seems that there must be some sort of other reasoning?. I think we might be coming back round to money again?, but not the “uneconomical Ferry”, or the weather or staffing. Could it be something to do with land grabbing of the Hammerhead? Or perhaps, god forbid, even corruption somewhere? Someone will benefit from the cancellation of the Ferry, but you can be assured that it wont be your humble decent and hardworking commuter and taxpayers. It seems they are completely irrelevant.

Oh, and I nearly forgot. It is obviously not important to realise that the withdrawal of the ferry service, will force people to relocate away from the area, and the property values will fall. Well done whoever is responsible for considering this ridiculous proposal. This will make peoples lives an expensive living nightmare.

Get that ferry back on the water and back to the lucrative service it used to be 18 Months ago, then add weekend sailings, which have always been needed.

Should you wish to contact me, to discuss, you can contact me at the above email, or ■■■■. I'd love to hear the response, preferably in person at a meeting of residents in Gulf Harbour and surrounds.

I reject your proposal to remove the Gulf Harbour Ferry.
Improve, DON'T REMOVE!!!

■■■

--

Sent from Gmail Mobile

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!

Dear Auckland Transport,

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

■■■

Tindalls Beach,
Whanaparaoa

"I oppose the closure of the Gulf Harbour ferry service."

■■■

I oppose closing the Gulf Harbour ferry.

The fact is, if the 988 wasn't so often ahead of schedule more passengers would use the bus and ferry with greater confidence which would improve the demand for service.

Regards,

■

General Manager

To whom it may concern,

I am writing as a concerned patron of Auckland ferry services. I am appalled that you are considering ending the ferry service to Gulf Harbour from 2028. This is short-sighted and backwards-thinking in a time of climate crisis. It will put more cars onto the roads and increase congestion resulting in more carbon emissions.

This proposal runs contrary to AT's statement that it will "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

Instead, AT should be looking at how to increase public transport services and use.

Ngā mihi nui

■

The AT submission to cancel the Gulf Harbour ferry is totally unacceptable to the residents of Gulf Harbour. Cancellation will impact not only residents but extending from that, there will be impact on quality of living and peoples mental health, increase traffic congestion, less time with our families, increased commute times, degradation of roading infrastructure that is already fragile, it will make our roads more unsafe for children and pedestrians near early learning centres and schools, reduce house and property values. It also means we are at risk of geographical isolation if a serious event or accident closes the road after Zita Ave, Matakatia Bay. Our Ferry is critical in ensuring we maintain an alternative, ethical, environmentally friendly and sustainable route to the CBD. It is our Harbour Crossing and we DO NOT accept a deviation from the proposal in the 2018 RPTP without consultation. The approach taken by Auckland Transport is not transparent and goes against the five key principles of AT's name in the 2023-2031 Draft RPTP. The proposal is an abhorrent oversight to the reality of our lives and how we live here on the Hibiscus Coast to fail direct consultation with this community is in contempt of the good faith relationship established in October 2022. Yours faithfully ■■■■■ ■■■ Gulf Harbour 0930

To whom it concerns

I OPPOSE CLOSING THE GULF HARBOUR FERRY SERVICE.

Thank you

■■■

Gulf Harbour Resident.

Hil am a student from Gulf Harbour and would like to be able to rely on the ferry to get into CBD. As such, I would like to oppose the draft proposal to withdraw the ferry. Currently the ferry service is incredibly unreliable and I have no choice but to bus to silverdale and then bus into town which is slow

and unsafe with all the students being problematic both on the busses and at the park and ride. I already feel so isolated being in gulf Harbour and withdrawing the service makes me feel even more isolated. Please help with saving our very important ferry service. Thanks ■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

The cancellation of the Gulf Harbour ferry service will negatively impact my family's travel choices and lives. We always use the Ferry for recreational visits to the City.

The Gulf Harbour ferry service will not be duplicated by future improvements to the local bus service. The journey by road is not quicker.

The cancellation of the Gulf Harbour ferry service will add to the already under-pressure 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection, and beyond. This will affect both private vehicles and buses

The cancellation of the Gulf Harbour ferry service runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future, and Auckland Transport's own assertion, as part of their rationale for eliminating the service. The claim that Gulf Harbour ferry service's unreliability is mainly attributable to unfavourable weather conditions is incorrect. I receive cancellation alerts, and listen to the local radio, and weather is not a regular reason that the ferry is cancelled.

■
Gulf Harbour

As a retired resident in Gulf Harbour I strongly oppose the AT submission to replace the current ferry with buses. My freedom to visit the city will be severely affected by removal of the ferry and will see me back in my car should I be going to the city. As a rate payer and resident I demand the ferry be retained for Gulf Harbour.

Yours Sincerely,

■■■■
■■■■,
Gulf Harbour, 0930

Kia Ora!

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

■- resident of Whangaparaoa!

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve.... Dont Remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve.... Dont Remove!

Please note, I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY.
IMPROVE, DON'T REMOVE.
Surely this makes sense in the long run.

■
Gulf Harbour Ferry. I reject your RPTP proposal to remove the Gulf Harbour Ferry.Improve DONT Remove.

Hello

The ferry is a service students and commuters use which is invaluable to the Hibiscus Coast and would be a disgrace to lose yet another service/business.

Please don't cancel this service, it was hard enough when the weekend ferry was cancelled

Regards

I reject your RPTA proposal to remove Gulf harbour ferry.

I reject your RPTP proposal to remove the Gulf Harbour FerryImprove DONT Remove Sent from my iPad

I appose closing GH ferry service

I appose the cancelation of the gulf harbour ferry service

I oppose closing Gulf Harbour ferry

Hi,

Please do not cancel the Gulf Harbour Ferry. I moved to Gulf Harbour to catch a direct Ferry into the city and they are canceled 40% of the time. AT & Fullers provide a poor level to of service with passengers stranded in the rain & cold on a daily basis waiting 20mins for a taxi to turn up. It's not good enough that AT has allowed this to happen continuously. Why? We pay our rates and expect a viable public transport option via ferry to get to work on time and are happy to pay higher fares to travel to work rather than catch a bus.

Please don't try and justify 'a shorter commute by bus' as an argument when the 4:45pm regularly cancelled service bus arrives at the same time as the 5:15pm ferry. Why isn't anyone at AT accountable for Fullers running this service into the ground and putting up with poor excuses for cancellations? With the growing population in Gulf Harbour and whangaparaoa & more cars on the road it makes no sense to cancel a Ferry service in the future. If we could actually rely on a daily ferry service without the number of cancellations, even more people would use it.

Kind regards,

■
To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

I would like to make a submission to oppose the closing of the Gulf Harbour Ferry. Some points below:

- this will greatly increase traffic congestion on our roads
- quicker degradation of roads and infrastructure
- Longer commute times - once Penlink is open the motorways will still be congested - also no capacity for bus lanes on Penlink and WGP Road
- If there is an accident or emergency no other way to get off the peninsula if no ferry

When the ferry was reliable - before Fullers took over - I used it twice a day, 5 times a week. I would also use the ferry if there were weekend services.

Regards

■

To whom it may concern,

I am so disappointed in this service recently and am saddened at the thought of this VITAL transport link being closed.

As a resident on Stanmore Bay - I frequently use this service & had hoped that it would begin weekend services also.

If it was more reliable you would have many more people using it.

Sunny regards,

■

I oppose closing the Gulf Harbour Ferry

I oppose closing the Gulf Harbour ferry. Don't put more traffic on the roads. The peninsula is busy enough without all these extra houses being built and now you want to add more pressure to our roads? Great idea 🙄♀ you need to improve the roads before you can take services away.

I oppose closing the Gulf Harbour ferry.

■

I oppose closing the Gulf Harbour Ferry!

Please consider other options.

Yours Sincerely

■

Gulf Harbour resident

I oppose closing the Gulf Harbour Ferry. Kind regards ■■

It was reported in the news this morning that Auckland is projected to be suffering gridlock in about 15 years, and you're planning to remove a method of transport that currently removes people from the roads but in the near future will add to the problem.
Incredible.

'I oppose the Gulf Harbour Ferry' closure!!

Sincerely,

■■■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

I live on Whangaparaoa Road and appreciate that the ferry takes cars off this busy, single access road off the peninsular. Replacing ferries with busses would only add to the current congestion on Whangaparaoa Road (and add to travel times).

Public transport such as the ferry is important in reducing our carbon emissions to reduce climate change. Gulf Harbour is an area of increased growth and needs an efficient public transport system. In fact there is a need to increase ferry services to include the weekends, rather than to reduce them.

Being retired I use the ferry at times other than during peak time so would hate to see ferries restricted to peak time only.

So, I oppose the proposal to terminate the Gulf Harbour Ferry service.

■

Hi,

Please do not cancel the Gulf Harbour Ferry! We all need it on the Coast! It is totally against all of Auckland Transport's goals and promises for more and better public transport! The Gulf Harbour ferry being cancelled will impact the daily lives of so many commuters, not only the commuters using the ferry, but an already congested Whangaparaoa road will be even more busy and stressed with extra cars on the road. It simply doesn't make any sense to cancel the ferry! We live in a first world country and our public transport is in shambles.

PLEASE DO NOT CANCEL THE GULFHOUR FERRY!

Regards

■■■

To whom it may concern,

This proposal will significantly increase congestion influencing the whole Auckland Transport network, and will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of

the ferry service. The ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

Not to mention increasing overall carbon emissions following elimination of the ferry service as undoubtedly people will move to personal cars as their mode of transport. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

IF AT thinks the rational for removing the service is unreliability due to unfavourable weather conditions, this is an incorrect assertion. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

This proposal should be rejected and instead focus in the RPTP on increasing weekly services at Gulf Harbour, which would be consistent with other ferry services across the region, and align with ATs vision and goals for the regional public transport plan.

Ngā mihi

■■■ | ■■■■■

phone +64 ■■■■■■■■

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-

covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

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Ph ■■■■■■■■■■■■

Ok

As more people move to the peninsular with the hope that Penlink gives there will be a further need for the option of ferry travel to the central city.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

Auckland needs to make the most of its sea routes remain "The City of Sails" and not become The City of Congested Roads

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.

Improve, DON'T remove!

I strongly oppose the proposal to terminate the Gulf Harbour Ferry service.

As a kiwi who spent 10 yrs overseas returning to live in Auckland in 2020 and seeing the growth in population was very noticeable. The only negative was to see how our public services and infrastructure hadn't developed or evolved to support our growing community.



Living and working in thriving cities supported by appropriate public transport is foreign to many kiwis who have only ever known to rely on personal vehicle transport. Myself included until I had the benefit of living in locations where transport to work, school and social activities was only via public transport - just like everyone else!

I decided not to be part of the problem. Instead choosing to live on the beautiful Hibiscus Coast so I could commute into work daily by public transport efficiently, leave the car at home, and where my kids can safely ride their bikes or walk to school.

Cancelling the Gulf Harbour is a shameful middle finger to everyone who is doing their bit to utilise public transport to lessen the impacts of road congestion and climate warming GHGs.

Maybe Wayne Wally Brown can save some money by challenging the monopoly that fullers have in Auckland's ferry network rather than just slashing services to keep the bills down. Maybe look at the scheduling and utilisation of the ferry services across days, seasons and weeks to improve ROI of the Gulf Harbour ferry service.

Please AT don't make a short term decision when there is no better plan.

Thanks,

■

M: +████████████████████

Hi, I can't believe the shortsighted views of AT regarding wanting to remove the Gulf Harbour ferry service! This is a very important service for Whangaparaoa as it's only one road in and one road out, traffic is already very congested in the mornings and evenings, have you checked what it's like?? Traffic backed up to little manly daily during the week! A very slow crawl to even get off the peninsula~approx 45 minutes. There's more housing and more people in the area than ever before! This is a very narrow view of a service that is integral to Whangaparaoa. I reject your RPTP proposal to remove the Gulf Harbour Ferry. Please improve this service not remove!! Regards ■ Sent from my iPhone

I believe the level of public transport would be greatly reduced if there was no ferry service to Gulf Harbour. In making the decision to move to this area 5 years ago, the ferry service was a key factor, and without it I'm not sure I would have moved here. Cancelling the ferry service could have a major impact on the makeup of this community, particularly the viability of it as a home location for city workers.

The proposal to replace the ferry service with a more regular, reliable and cheaper bus option only makes sense on the surface. The total travel time will be considerably longer and any indication that the opposite is true is either a lie or based on faulty data. Proposing a bus station in Whangaparaoa with no parking facilities makes the option considerably less desirable and again considerably more time consuming considering the need to walk to a local bus stop, wait for a bus and then transfer.

The current bus replacements for Gulf Harbour typically take 1 hour and 20 minutes vs a 50m ferry ride. This is a direct bus route from terminal to terminal with no stops and the journey time is much worse on rainy days.

I am also opposed to any proposal that will put more cars on the road, and favours driving over sailing. Our coastal location should be taken advantage of, and offers transport options within Auckland that are not feasible in many major cities.

On a personal note, a trip on the ferry is significantly more enjoyable than a bus trip. I can work with a laptop on a table, I can stand on the deck watching the ocean and getting fresh sea air, and there is a cafe available. People I know who commute by bus are often jealous of the experience I get on a ferry.

I think this proposal can also not be considered in isolation of the woeful performance of the current ferry service. The current user data will be completely skewed because of the unreliability. So any modelling you have done on how many people use the ferry is not valid. When I first moved here, the ferries would be cancelled on days with wild weather, but otherwise I could reasonably expect that they would run on any given day. Lately this is not the case as has been widely reported, and should be easy to validate with the data you are using to support your future plans. Because of this, I very often bypass the ferry and choose to drive to the hibiscus coast bus station instead. This is a worse option for me in every way, but is preferable to the ferry bus replacement service. If the ferry was operating regularly and reliably, the number of passengers would be much higher.

Before any decisions are made, there needs to be a proper consultation period, and you should release any data you have used for modelling and to support your proposal. Generalities and incorrect assumptions are not ok when you are proposing a change of this magnitude for a community.

Kind regards, ■■

Hello

I am appalled to discover Auckland Transport are firstly running a dysfunctional ferry service between Gulf Harbour to Auckland and return. And secondly wanting to bin the ferry service from 2028 onwards!!

Auckland Harbour deserves a great ferry service to the city and suburbs. It's a safe harbour. Takes people and cars off the already congested motorway. I agree the water between GH and the city can't be treacherous especially winter time. I'll never understand why money was never invested in a proper ferry. I was a regular ferry user but due to lack of service we are now on the road. And we hate it!

Don't take away our ferry service. The coast is forever growing and a reliable ferry service to the city and surrounds should be priority. Especially when many of us don't have faith in the grossly underrated two way Penlink!

Improve, don't remove..

■■

Manly

I reject the proposal to remove the gulfharbour ferry, it's madness to comprehend and should be improved, and expanded further afield

I reject your proposal to remove the gulf harbour ferry

I reject your RPTOP proposal to remove gulf Harbour Ferry. Improve DON'T Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry
Improve, DON'T remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Improve, DON'T remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Improve, DON'T remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Where did this short sighted logic to remove come from?

Improve DON'T remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Improve, DON'T remove!

Dear Auckland Transport,

Great cities have visionary leaders.

Extend the ferry service, make it more reliable and more residents will use it. Apart from poor weather days it should be operational 95%+ percent of the time. Currently the availability ratio is more like 70-80%

Build a nice terminal at Gulf Harbour with a cafe & views back to downtown Auckland. Operate it on weekends, 9am & 11am departure from GH and 4pm and 8pm from Auckland.

I used to use the ferry 3-4 days a week, improve the availability & service and I will use it again.

Thanks for your consideration

Gulf Harbour Resident

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!"

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove'

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT remove!

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove!

■

■■■, Gulf Harbour

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!"

Good Day,

I am a regular commuter on the Gulf harbour ferry and we as a community need this service as lots of us work in the CBD.

The new drop off bus zone in stanmore bay to connect in penlink is not the greatest idea, as most commuters are privileged enough to have a partner that can drop them and go!

The gulf harbour ferry is the best way to travel from the peninsula, it saves time, money and enables its occupants to work on board. Its the most economic public transport service for the commuters up here.

Recently there has been heaps of cancellations, and all other ferry services dont experience this, due to work shortages etc. but speaking with your own staff on board, advises us every other destination gets priority above us, which is discrimination and our right to public transport.

A lot of people have purchased properties, myself included, due to a ferry service to the CBD.

Please keep our ferry running. Perhaps reduce the variety of options.

I would highly suggest the 6:30am, 7:00am, 7:30am and 8:30am GH-AKL morning service - as most working people will board at these times, and keep the 2:45pm,4:45pm,5:15pm and perhaps the 6:45pm service AKL-GH running please.,

There are a lot of ferry users and will clog up and already clogged up Whangaparaoa road which runs from Shakespeare regional park to Silverdale. I would highly recommend one of the proposal leads to drive the Whangaparaoa road from Shakespeare regional park, to silverdale on a Monday, Tuesday, Wed, thursday morning. Depart at 7:30am and again at 8:30am and your mind will be blown by all the traffic and congestion.

Even with Penlink taking 20 minutes of commuters time that still will ensure a 1.5hour commute to the CBD buslanes included. There is no match for the ferry so please please please reconsider your proposal.

Many Thanks ■

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Kind Regards,

■■

I reject your Rptp Proposal to remove the Gulf Harbour ferry. Improve DONT REMOVE-

I strongly appose closing the Gulf Harbour Ferry

I support an improved service of the existing Gulf Harbour Ferry Service reliability, increased frequency and addition of weekend services (as proposed for other ferry routes).

When it was run by Discovery 365, I used the service twice a day, 5 times a week.

It has been substandard ever since Fullers took over.

If this is improved and was reliable, I would start using the ferry service regularly.

Regards

■

Good afternoon,

Please see below submission, its crazy that you would remove the service, it has been well used for years but with AT missmanagment the service is already terrible with so many replaced by bus its so unreliable that people no longer trust it. Sometimes there is no service at all. Do better AT, you are spending millions of dollars for worthless outcomes. Shame on you.

At a minimum there must be the commuter service in mornings and evenings.
We live locl and always use ferry to auckland you need to improve service not remove it

Hi,

I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY!!!

IMPROVE, DON'T REMOVE!

Regards,

■

Gulf Harbour

I reject your RPTP proposal to remove the Gulf Harbour ferry. improve, DON'T Remove.--

■

I am contesting the Ferry closure for Gulf Harbour to Auckland route and appalled to know that you are considering stopping this essential service for us.

Our family has used this ferry service for years for a number of reasons (work purposes has been the main one). It has been important for connecting us

from Army Bay Whangaparaoa to Auckland City & is untenable to consider this service is going to be stopped 2028. When we moved to this area one of the main reasons we knew we could live here (Army Bay) was ferry access for work for my husband to Auckland. This will be the situation for many in our area.

Our area (Gulf Harbour/Army Bay/Tindalls) has ONLY one single lane road heading out towards the proposed Penlink connection on the Whangaparaoa peninsula. We have already had major problems over the years when there has been traffic accidents & other events that block our ONLY road out. AT would clearly know about this. The future building & growth of our area here is going to have a huge impact on this road even further.

I strongly and Submissions contest ferry closure plans and want this plan to be stopped. In fact the present ferry schedule should be robustly supported by adding weekend Ferries also and the lack of present service supported back to what it has been in recent years.

Regards

■

Army Bay

To whom it concerns,

I wish to voice my opposition to the idiotic and shortsighted proposal to terminate the Gulf Harbour Ferry services.

Regular and reliable Gulf Harbour ferry services are an important transport option for those of us that live on the Whangaparaoa peninsula. This service needs proper investment and stewardship and not the joke of a service that is currently being offered under Fullers.

The current flagging passenger numbers for this service are a result of inconsistent ferry sailings which seem to all appearances to be due to a deliberate strategy on Fullers part to run this service into the ground(water). Obviously if ferries are constantly cancelled and passengers have no way of trusting the schedule then that will turn people off using the service. It is not however due to a lack of demand or support for the ferries on the peninsula.

The Gulf Harbour route was not all that long ago a popular and well used transport route and under proper management could be again even with the opening of Penlink.

I strongly urge you to reconsider the future termination of the Gulf Harbour to Auckland city ferry service.

Regards,

■

Gulf Harbour Resident

Morena

I object to the planned discontinuation of the Auckland - Gulf Harbour ferry service.

--
Ka kite anō

■

I strongly object to the proposal to terminate the Gulf Harbour Ferry Service.

Signed -- ■

To whom it may concern,

I am so disappointed in this service recently and am saddened at the thought of this VITAL transport link being closed.

As a resident on Stanmore Bay - I frequently use this service & had hoped that it would begin weekend services also.

If it was more reliable you would have many more people using it.

Because of needing to collect children from daycare I cannot currently use the ferry as it is so often cancelled and unreliable.

We often have visitors / family from overseas and they are always surprised at the lack of transport here and the ferry service not running over the weekends.

--

Kind regards,

■.

To whom it may concern,

I strongly oppose the AT Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service, page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I strongly support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa / Northcote).

It seems exceptionally short sighted to ditch this service & completely neglects the opportunity for Auckland to utilise our surrounding oceans & rely on more ferry services for public transport, rather than less.

The current proposal does not make sense for people living up here, nor for the desire to reduce road traffic & carbon emissions from cars. Please take a longer term view & consider how Auckland could benefit from & leverage the opportunity if more public transport services via ferries.

Kind regards,

■

Hello

I am writing to submit my strong opposition of the closing down of the gulf harbour ferry service. This service is excellent for the community and closing it down will increase traffic on an already heavily congested whangaparaoa road.

Regards

■

I oppose AT DRAFT RTPT proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

■

■■■■■, Gulf Harbour

As a resident of Gulf Harbour I oppose AT Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-31

For the following reasons:

- Increased traffic congestion (another 1500 cars)
- Poor Road and Pedestrian Safety: especially around Early Learning Centres, Shops and Schools
- Road and Infrastructure Degradation
- Longer commuter times over land, Penlink and Whangaparaoa road are only 2 lanes with no capacity for bus lanes
- Increased congestions to Stanmore Bay and compromised access to businesses east of the proposed Penlink station
- Inflexibility due to lack of transport options
- Isolation in the event of road closure east of Zita Ave
- Less comfort to travel, no food, beverages or toilets (This is a much longer journey than most Aucklanders would need to endure without these)
- Can't take my e-bike, bicycle or scooter on a bus
- Inability to work on my journey to and from the CBD
- Delays in rapid access for emergency services due to traffic congestion.
- I am very concerned the value of my house will plummet
- I would most likely need to move, causing significant disruption to my family and their mental health - the alternative would be 4 hours plus commuting which would cause further strain to my mental health.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes)

Date 07/08/2023

I, ■■■ of ■■■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasonings being:

To remove the ferry service is to remove the park and ride facilities in Gulf Harbour. My nearest bus stop is a 20 minute walk, there's not a chance I have the time to add 40

minutes to my commute, in order to use the proposed 99 bus service. I will just drive into the city instead.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability

and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving

agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond

Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals.

Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula.

Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf

Harbour; across the proposed #99

route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council

as would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff

supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to

the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and

Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019,

noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractor's solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14

minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic

Total Bus time: 1 hour 26 minutes.

Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Thank you,

■

04/08/2024

I ■ of ■, Gulf Harbour

oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposition reasoning is listed below:

The consultation is not transparent. It has not been publicised to the impacted community.

The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western buslane and station investments have been excessive; yet there is no plan to remove those services. Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour;

across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant

cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey

is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these

children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their

destination will rely on connector buses that will add additional travel time. AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated

data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over).

Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes.

There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic

Total Bus time: 1 hour 26 minutes.

Total Ferry time:

50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which

will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit,

be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing. Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars. Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda. The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City. The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula. The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels. This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives. Businesses will suffer from reduced foot traffic attending businesses on the Peninsula. Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean fewer people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network. The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service. Please consider the value to the community this ferry holds and how the loss of such a service would be a huge blow. Regards

■
to whom it may concern...
submission:

i OPPOSE the AT DRAFT RPTP proposal to withdraw and terminate the gulf harbour ferry service : page 104 Draft Auckland Transport Regional Public

Transport Plan 2023 - 2031

i live in ARMY BAY and my reasons for opposition include :

- removing the Gulf Harbour Ferry Service will increase road traffic between Shakespear Regional Park and the proposed PENLINK...this section of Whangaparaoa Road is already congested...and it will get worse if the ferry is removed

- removing the Gulf Harbour Ferry Service will mean that whangaparaoa road is the only travel option in and out of army bay / Shakespear Regional Park

- the Gulf Harbour Ferry Service allows me to work on my laptop during the journey to and from the city...a valued efficiency

- the Gulf Harbour Ferry Service provides a non road based transport option for tourists and commuters...reducing the load on already congested roads

- in a city dominated by roads and associated roading problems...including congestion / pollution / fatalities...i think it is shortsighted and irresponsible to remove the Gulf Harbour Ferry Service

...i hope you consider the points i have made above...

...i would be happy to be contacted to discuss the issue if that would be useful?...

...regards... ■

army bay resident

ferry using city worker

fan of shakespear regional park

ps...the existing service needs to be extended to include weekends...i work some weekends...and there is much that goes on in the city over the weekend...also tourists don't want to get on a bus for over an hour to get to Shakespear Regional Park...but they would love to take the ferry!...

■■

M: ■■■■■■■■■■

A: ■■■, Ponsonby, Auckland, New Zealand

Good day,

We oppose the AT Proposal to remove the Gulf Harbour Ferry.

We support improved existing Gulf Harbour Ferry service with addition weekend service.

Thank you

■■■■■



PLEASE DONT STOP OUR FERRY.

HI,

Please dont take away the gulf harbour ferry as i actually just bought a house 12 weeks ago because you have a ferry here.

I reject your rptp proposal to remove the gulf harbour ferry
improve, dont remove!

Thanks,

PLEASE DONT TAKE AWAY THE GULF HARBOUR FERRY AS I ACTUALLY JUST BOUGHT A HOUSE 12 WEEKS AGO BECAUSE YOU HAVE A FERRY HERE.

I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY
IMPROVE, DONT REMOVE!

PLEASE DONT TAKE AWAY THE GULF HARBOUR FERRY AS I ACTUALLY JUST BOUGHT A HOUSE 12 WEEKS AGO BECAUSE YOU HAVE A FERRY HERE.

I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY
IMPROVE, DONT REMOVE!

PLEASE DONT TAKE AWAY THE GULF HARBOUR FERRY AS I ACTUALLY JUST BOUGHT A HOUSE 12 WEEKS AGO BECAUSE YOU HAVE A FERRY HERE.

I REJECT YOUR RPTP PROPOSAL TO REMOVE THE GULF HARBOUR FERRY
IMPROVE, DONT REMOVE!

■

■■■■@hotmail.co.nz

I reject RPTP proposal to remove the Gulf Harbour Ferry. I want improvements, not removal.

Best Regards

■
To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint.

Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

To whom it may concern I wish to voice my opposition to the above proposal. The above service is paramount to the people of the Whangaparao peninsula, as can be seen by the number of vehicles parked on the Hammerhead during the week. Should the ferry be closed, it will cause absolute chaos on the road leading down the peninsula. As you will be aware the road from the ferry terminal is single lane until it reaches the New World supermarket. I believe that ratepayers should have the choice to choose which method they use to get them to the city. As I understand it this ferry is the only one to be cut from the council's budget. Why when it is so successful. Regards ■■ Sent from my iPad

We oppose the proposal to terminate the Gulf Harbour ferry service. The completion of the Penlink route is likely to create a dramatic increase in housing development in the Gulf Harbour and Army Bay areas which will in turn create an increased demand for passenger services. (The possibility of developing the existing Gulf Harbour golf course land is a real possibility if an application for a land-use change is successful) This higher demand could be met by the continuation of the ferry services. While cancellations of the ferry service are frequent (40% stated in the Powerpoint presentation) it is believed that many of the cancellations are due to a shortage in staffing levels to operate the ferries. A recruitment drive to attract staff for these services, similar to what has recently been undertaken by AT and the bus companies, could be initiated to ensure continuation of the service. A good and more frequent ferry service will provide a vital link between Auckland and the peninsula. Regards ■■■■

To Whom It may concern

After seeing the announcement on the possible GH to AKL ferry route cancellation, there are a number of concerns.

The rationale that it is the weather, wrong the weather hasn't changed, the decision on if to run the ferry has. It is no longer with the captains, who spend their whole life on that route, to someone who reads a report from an online source and has no understanding on how those boats handle. If you are now saying wait the weather is getting worse, great get a boat more suited to the route not blame the route.

Buses to Albany, where do we start with this madness,

the Whangaparaoa road has and will continue to increase in traffic and it is a single bottleneck.

There is no funding for a base depot at wherever is proposed at Whangaparaoa's side, plus its drop off, so no parking, no space and no funding, so I'm guessing people drive and get dropped off (you do know that's two journeys each time right?) or take a bus (along the same Whangaparaoa rd)

Then this bus magically joins the single lane in each direction down the penlink, as we know there is no bus lane, then joins and sits on the motorway as there is no bus lane there.

Infrastructure single point of failure in the event of a major event (most of us can remember (a BUS) crashing and blocking of Gulf Harbour.

No way to cycle or scooter anymore once in the city, so no access to eco travel then

Staffing issues is no an excuse to cancel a service, you as AT decided not to berth at GH overnight and made crew travel into the city, also is it coincidence that when a boat gets cancelled those staff are used on a different route that didn't have enough staff, or was it vice versa.

Capacity a bus can take lets say 50 people which compared to a small boat is at least 5 times less. SO 5 times more buses running on the roads and sat in the bottle neck on Whangaparaoa.

Eco friendly buses maybe what you are thinking with electric buses, which still pollute but less than diesel. 20% of elec is not green) plus noise pollution, brake dust, congestion

We as the people who did use and wanted to use the ferry regularly had to try and plan around the fact it wasn't reliable and often got canceled as you where stood there waiting for it and looking out over a glassy sea, watching recreational vessels depart.

It does take much of a leap to say you have either been running it down to drive a policy agenda on behalf of AT, if you can't make it work give the route back to Fullers who on their own ran it much better.

■
I object to the ferry cancelation. Please count my email as a objection to the proposed closure

Dear Auckland Transport.

I wholeheartedly disagree with and oppose the proposal to terminate the Gulf Harbour ferry service.

The removal of this service will adversely affect the transport options for everyone in Gulf Harbour and the surrounding suburbs, and I can only see more vehicles on the roads and more congestion as a result. The ferry provides a journey time of 50 minutes into the CBD and I do not see anyway that a proposed bus replacement can get anywhere near to matching that time.

I live in Gulf Harbour and use the ferry four to five times a week to commute to my office, and when the service is running properly it enables me to travel in comfort and with a certainty around timings. If need be, I also have the space and ability to work on my laptop. In contrast, when the ferries are cancelled or there are bus replacements the journey times are far from certain, albeit always longer than 50 minutes. Additionally, the buses are cramped and uncomfortable and trying to do any kind of work is impossible.

I am 1.88m tall and the buses are fine for short journeys (eg I use the Link bus to get to Ponsonby or Newmarket when I am in town), but completely impractical for long journeys and the proposed bus route from Gulf Harbour will be a long journey. I appreciate that the plans are subject to Penlink opening, but even then there are no bus lanes until Albany and the Penlink is only one lane each way so the buses are going to be stuck in the traffic along with all the cars. The only difference will be that in your own car you will have more comfort and amenities than the bus can offer.

The reality of the proposed new bus route is actually worse than the current bus replacements for the cancelled Gulf Harbour ferries as these buses run directly to the City with no stops. The new proposal has a another bus station at the start of Penlink, which is a drop-off only (ie no parking). So, there will be a feeder bus that will make stops before you get to the bus station to wait for the bus to the City. It is all so awkward that the option of simply getting into your car at Gulf Harbour and driving straight to the City looks the most attractive.

I also understand that one of the rationales for terminating the ferry service is the high cancellation rate, currently in excess of 40%, but this is a circular argument as these cancellations are caused by decisions made by Fullers not due to difficulties with the weather or sailing conditions. Yes, sometimes

the high winds can cause cancellations, but looking at historic figures the weather related issues have been circa 5%.

All in all the proposal looks ill-advised and is at odds with the push to have less vehicles on the road and the improved services being mooted for the other Auckland ferry routes. The conclusion should be that the whole idea should be consigned to the bin.

Regards

■

Please note that I strongly oppose the termination of the Gulf Harbour service.

The service is also a great way for the people to reduce their carbon emissions instead of using their vehicles to get to their work.

The Penlink flyover will only increase the amount of traffic merging onto State highway 1.

■

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Sent from my Android phone with mail.com Mail. Please excuse my brevity.

On 7/08/23, 9:18 AM [REDACTED] wrote:

Hi ■

My letter to the authorities re proposed ferry cancelation, can you please forward also, 😊.

Add your thoughts on the Penlink, ??

Many thanks,

■

----- Forwarded message -----

From: [REDACTED]

Date: Sat, Aug 5, 2023 at 11:13 AM

Subject: Submission to the RPTP: re Proposal to Terminate the Gulf Harbour Ferry Service.

To: [REDACTED]

Dear Sir/Madam,

I strongly oppose the proposal to terminate the Gulf Harbour Ferry Service to the Auckland CBD.

The service provides a fast, convenient, time-saving transport option to commuters travelling to Auckland city from Whangaparoa. Significant numbers of people, including city workers, have bought houses in Gulf Harbour and surrounds on the basis of a ferry service being available. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point.

The plan to abandon the service in 2028 can only be described as short-sighted dereliction of duty toward the residents and businesses of the area.

Already the traffic congestion for commuters on the peninsula is a nightmare, and withdrawal of ferries will only exacerbate this already severe problem, whether commuters change to buses or revert to their own private vehicle use. Worryingly, carbon emissions also will only increase as a direct result of

extra traffic heading west to join the already thousands of vehicles forced to drive at a snail's pace daily, idling their engines on the inadequate single highway.

The proposal to cease the ferry service to Gulf Harbour shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula.

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry seems irrelevant and runs entirely contrary to current proposals for nearly all other ferry services in the RPTP which are being extended, despite the simultaneous investment of major new bus infrastructure in the same locations.

For example, at West Harbour and Hobsonville, the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway currently being constructed.

Similarly at Half Moon Bay, the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway. Auckland Transport previously consistently signalled that the Gulf Harbour ferry service would also receive a similar extension in services over time.

Sunk investment in the GH ferry service has been considerable. The proposal that the ferries should cease, runs entirely contrary to the repeated assurances given by AT over the last 6 years that the Gulf Harbour ferry service will be incrementally improved with additional sailings and improved vessels – these assurances have been backed up with considerable investment, including the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT), as well as the multi-million dollar payment for long term leases on the 3 ferry berths at the marina, along with additional investment in ferry infrastructure at both Gulf Harbour, and in the city.

As part of their rationale for eliminating the service AT have asserted that ferry unreliability is mainly attributable to unfavourable weather conditions, but this is incorrect. Ferry cancellations were simply not a significant issue when the previous operator, 360 Discovery, ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues.

Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021!

i.e. 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%.

However, in 2022 cancellations reached 38.35%, and in 2023, an eye-watering 47.91%!

This is surely an issue that lies with the operator's performance, not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through supposed unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the Auckland ferry network as a whole.

How often has the Gulf Harbour ferry been cancelled because other routes have had staffing or ferry failures? If ferries are not well maintained or there are personal shortages, surely those issues must be addressed before the Whangaparaoa community's transport needs are seen as 'less important' in the grand scheme of things. The proposal to terminate the Gulf Harbour ferry service represents a breach of faith with this community who were not consulted by their elected representatives. We ask that the proposal be rejected.

Instead the focus in this RPTP should be on improving weekly services at Gulf Harbour, including the trial of a weekend service - consistent with what is happening with other ferry services across the region, and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Whangaparaoa will always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The role of the ferry service in

Fullers to put on extra ferries during the course of the construction, that was how valuable having a ferry with direct transport to the City was deemed to be to the Construction Company who were selling new properties and sections.

Myself and many of my friends would use the ferry if it were available on weekends too to venture into Auckland CBD to access the restaurants and clubs available there allowing us to get home at a reasonable cost and not rely on expensive Ubers.

My 15 year old daughter has used the ferry several times to go to town shopping during school holidays and would use it a lot more if available. Also due to the fact that she does not feel safe on the public buses due to increased violence and intimidation on them and at bus stations in the area.

It is suggested that commuters will be able to travel by bus when Penlink is finished. There are 10kms of single lane road between the interchange for Penlink and Gulf Harbour. There are already traffic queues between Whangaparaoa and Little Manly at peak times, before you add in more buses or cars. Also, Penlink was deemed to be necessary when the Ferry was running efficiently, not as an either/or option. One thing which could be a bonus would be a bus from Silverdale to the Ferry for people further down the Peninsula, opening up an option for those working in the City who live in Silverdale or Orewa.

Myself and many manly locals in this area are absolutely gutted this is even been considered. Our local Councillors knew nothing about it and no focus groups of people in this area and more importantly actual ferry users were approached for their opinions. If they had been asked they would have described the very real need for more reliable ferry sailings including weekends.

Auckland City to the Peninsula would be extremely good for tourism in both directions. Shakespeare Park and the numerous beaches here are very desirable places to visit and the Ferry is a wonderful way to travel here from the City.

To say that Ferry usage has fallen over the last few years is due to Auckland Transports systematic reduction of our service, it is not weather related, it is simply forcing keen ferryusers to find alternative transport to the City because they can no longer rely on our service.

■■■■■■, Army Bay

I reject your RPTP proposal to get rid of the Gulf Harbour ferry!Sent from my iPhone

"I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

Clogging up our roads with more trawffic. Air pollution. road degradation. More stressful commute."

To: Auckland Transport Consultants

Taking Auckland Transport at its word, I am 'having my say' here because the AT web site states that 'the views of people who live, work, and play in the Auckland region are important' and you want us to 'help you make better decisions by giving feedback'.

This is the question I am responding to, in a format that is more friendly for me to use than the online option provided:

How do you feel about the following proposed changes to public transport services/routes?

Removal of the Gulf Harbour ferry after the Whangaparāoa changes are made
(GULF ferry route)

I have read the information that Auckland Transport has offered to substantiate the proposal to remove the Gulf Harbour Ferry once the PenLink is finally in place.

In general, my opinion of the reasoning given is that it is short-sighted, and in some areas appears to show complete ignorance of the difficult Auckland City commute scenario that is already in place for residents living here at the end of the Peninsula, particularly around Gulf Harbour, where we have lived for the last 16 years.

I can only assume that no actual research has been done on the traffic backup situation in peak periods, certainly not on the around 10 kms of Whangaparaoa Road from Gulf Harbour to where the PenLink turn-off will be, especially with no road widening/improvements planned, or even possible as far as I know.

Traffic backs up all the way from Whangaparaoa to Manly circle already, and that is before planned and proposed and future housing projects continue to be pushed ahead in our area.

Once all the extra vehicles are on the road from the ongoing high-density development, whether we are in a bus or a car, by 2028 it is likely to take us at least half an hour just to travel that 10km.

Without a frequent and viable ferry option to reduce vehicle traffic, all commuters from this already densely populated and growing residential area will be stuck in the one lane scenario, whether wishing to turn onto the (one lane!) PenLink, or trying to get to school/work further down the Peninsula, or on to Silverdale, Orewa, bus stations, motorways, etc.

This will distress many hundreds more people than those living here at the very end of the peninsula, adversely affect the environment and be an unnecessary move backwards in the modern, responsible transport choices available in international cities comparable to Auckland.

The Gulf Harbour ferry used to be a very reliable service (including some weekend options), allowing for a commute to the City two or three times a week with practically no cancellations in the three years 2007 to 2009. Often the ferries were too small to cope with the amount of commuters using the service, and the ride could be bumpy because some of the boats were small. But it was still a preferred option, being a faster and more comfortable journey than by car or bus.

On calm days, one could work on board, a massive bonus. And stormy weather hardly ever resulted in the ferries not running, as is the case in

countless countries around the world.

How that situation has changed over the years! And why the undeniable degradation of service, we wonder? When I attempted working in the City for three months last year, the frequent cancellations made ferry commutes onerous in their uncertainty, though still quicker than a bus trip when they did run. But reliability is key, so I have had to focus my present job search on local options, which are few and far between and do not command City work salaries.

Clearly, the ferry reliability situation is even worse this year, judging from the feedback we are hearing from the frazzled people still valiantly trying to use the service.

We do not understand why the present Gulf Harbour ferry service is experiencing the abysmal cancellation situation that is ruining so many people's quality of life. Unreliable transport plays havoc, especially in family life with small children.

Staff shortage problems are a reality, of course, but it seems to us that in the Auckland ferry scene it is mainly the long-suffering Gulf Harbour commuters that pay the price. And the worse the service is, the less support the service gets, the less chance of getting user numbers up after the covid remote-working commute pattern changes.

So little time has been given for consideration and/or consultation around what for residents in our area is critical planning. One could be forgiven for considering the possibility of an orchestrated wind-down, but we are not conspiracy theorists, just deeply puzzled by a set of circumstances that seem to defy logic!

We also have a personal concern about the value of our property. As mid-life immigrants, we bought our home in Gulf Harbour sixteen years ago because that is where we could afford to buy in the expensive Auckland house market.

We need our home to retain its value, as this is the only asset we have, and we are now close to retirement, and perhaps will be forced to access our equity by selling up in this wonderful environment and going somewhere small and far away. A sad personal reality, and of course we are only one couple, but how many other folk who have also invested their life-savings here will have similar financial problems if house values in our area fall, exacerbated by completely unnecessary bad transport planning?

The long-promised PenLink will now finally materialise, but if it takes half an hour just to drive the short distance from here to that motorway, and there is no ferry alternative, even vaguely well-informed house-seekers who need to commute will choose not to buy here.

What if this was your Mom and Dad who were being served this problem at a time where few choices remain, Consultants?

Bright people with more knowledge than we have of the practical and carbon emission aspects of this proposal are investigating further, and no doubt putting together more details that will give credence to the rightness of rejecting the proposal to terminate the Gulf Harbour ferry service. We applaud

their community spirit and time-sacrifices and urge co-operation and consideration from Auckland Transport for the sake of our lovely Peninsula's future.

This is an incredibly beautiful part of Auckland, especially with Shakespear Reserve on our doorstep and seaside vistas everywhere you turn. The area is worthy of visits from locals and tourists alike, as is Tiritiri Matangi just across the way, and this side of town could become a thriving 'destination' in time.

We think that the increasing development in the area will ultimately lead to more sophisticated shopping and restaurant options, especially at the Marina, and also clever ways of accessing the wonderful walks in the Reserve. Could Auckland Transport and Auckland Council be forward-thinking and work towards that job-creating, local economy-boosting vision, worthy of a Super-City?

In principle, at this stage, we would like to put on record our agreement with the advice and information we have been provided by our local community interest group and councillors, summed up as follows:

(a) We oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

(b) This proposal will negatively impact people's travel choices and their lives.

(c) The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the PenLink intersection affecting both private vehicles and buses.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in the draft Regional Public Transport Plan.

We appreciate being heard and ask for your careful consideration of submissions.

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■■■

■■■■

Army Bay

NAME: ■■

ADDRESS: ■■■, Red Beach

Ref GH Ferry Submission:

I oppose your submission to cancel the Gulf Harbour Ferry. As a resident I want the Ferry retained.



This makes NO sense!!! At a time the nation desperately needs to get cars OFF the road, you're taking active steps to put them back on????? People aren't going to use buses to get to the CBD just because Penlink opens. I reject your RPTP proposal to remove the Gulf Harbour Ferry. IMPROVE the service, DON'T remove it!!!! And while you're at it, improve the cycle lanes along Whangaparaoa - or get the cycles off that route and through Vipond instead, by putting a really good cycle lane through there. Sincerely [REDACTED] Gulf Harbour.

I reject your RPTP proposal to remove the Gulf Harbor Ferry. Improve, Don't remove.

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

One of the significant reasons I purchased my home in Gulf Harbour was because of the ferry service into the CBD. Living at the far end of the peninsula is untenable if there is no ferry service

I would travel in to the city far more frequently if the ferry was reliable and ran on the weekends.

I would be looking for a career advancement in the city if the ferry was reliable.

I would not be stuck in as much peninsula traffic if the ferry was operating.

The ferry is fast, comfortable, pleasant. The complete opposite of travelling by bus.

Improve the ferry, don't remove it.

[REDACTED]
Morning

Please note I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!

I along with many others use this service and it is clearly needed.

Regards
[REDACTED]

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Kind regards
[REDACTED]

Sent from Proton Mail mobile

I OPPOSE the PROPOSAL TO TERMINATE THE GULF HARBOUR FERRY SERVICE

[REDACTED]

■■■
Gulf Harbour

I oppose the proposal to terminate the Gulf Harbour Ferry service.

There needs to be more than one transport option on the peninsula for safety and ease of congestion. If we cancel the ferry then more people will have to drive as the bus network to get to the station is dismal and the bus parking at Silverdale is already at capacity. So you are only adding more cars to a road that is very slow and has a stream of traffic backing up already. It takes much longer by road than ferry.

How are we to promote the area for tourists if they cannot access us? We have had overseas visitors take the airport bus to the city and then we pick them up at the Gulf Harbour Ferry Terminal – there is no public transport from the airport to Silverdale as the Airporter bus to Albany was stopped years ago. We use the reverse route ourselves to get to the airport. We recently sold a campervan to someone who flew from Napier into Auckland to pick it up. They had to take 3 buses & a train totally 3 hours to get from Auckland airport to Manly.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove!

Thanks.

Hi, RPTP.

My name is ■ and me and my family are living in the Gulf Harbour area.

And I'm rejecting your RPTP proposal to remove the Gulf Harbour Ferry.

It's a crucial transport link.

Improve, DON'T Remove!

Cheers!

Best Regards,

■■■
m.phone: ■■■■■■■■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will not only reduce public transport options in this area but also increase congestion on the eastern half of the Whangaparaoa Peninsula resulting in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and by far the most comfortable public transport option for commuters travelling to and from the city. It is highly likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula the Gulf Harbour ferry acts as another bridge to Auckland City.

Penlink with its two lanes will not ease commuter congestion and neither will the absurd suggestion of a kiss and ride drop off bus depot in Whangaparaoa. The closest bus stop to my house is a 20 minute walk come rain or shine. So given the option of walking 20 minutes for a bus to Whangaparaoa and then bussing with the commuter traffic on Penlink as there is no dedicated bus lane until you reach Albany, I will definitely be using my car.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal also represents a breach of faith with this community who were not consulted in any shape or form the same as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

■■■, Gulf Harbour.

Hello Team,

Good Morning

We, the residents of Gulf Harbour (Whangaparaoa) humbly request not to stop the Gulf Harbour Ferry service as it's the best way to reach the city.

"I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!"

Thank you

Regards

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Many of my neighbor's children rely on ferry to go the universality in city as well as the retired senior citizens around the peninsula. People even from Orewa also likes to take ferry to city from Gulf Harbour. So for god's sake. Please Don't remove it! Improve it!

As a resident of Gulf Harbour, Gulf harbour ferry is our pride. I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, Do Not remove!
Regards ■ iPhone■■■■■■■■■■

I Reject your RPTP proposal to remove the Gulf Harbour Ferry.
It is an asset to the peninsula, helping the only road in and out from being extra congested. Giving residents the best and quickest option of commute into the CBD.
This service needs to be Improved...Not Removed!!!

Regards ■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove.Sent from my iPhone

I reject your RPTP proposal to remove the gulf harbour ferry. Improve don't remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

It is unbelievable that consideration is being given to shutting it down. It has been cancelled more times than not in the last few months and it is very inconvenient. Outlined below are some of the reasons not to shut it down:

The ferry is one of the reasons that I moved to Gulf Harbour.

Buses are not safe any more as there is crime happening at bus stations and there is also no safety on the bus when this crime happens. It feels much safer on the ferry because of the larger crowds.

There is no alternative transport from Gulf Harbour except buses and these are very infrequent. More people are using their cars.

The roads are already congested because of one lane each way on most of Whangaparaoa Road.

It is such a slow trip into town from Gulf Harbour, trying to fit in with bus timetables and cancelled buses. A return journey can be up to 4 hours on a bad day. The ferry takes 50 minutes.

I believe that no other ferry service is to be cancelled and I fail to understand why the Gulf Harbour ferry has been targeted.

■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

Hi There

I as a resident living in Gulf Harbour strongly reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve ! Please don't Remove!

■■

As a resident of the area, I reject your RPTP proposal to remove the Gulf Harbour Ferry. Sincerely ■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

INCLUDED IN THIS EMAIL IS THE CONTENT OF MY OPPOSITION

“Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.”

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

The proposed cancellation of the Gulf Harbour Ferry reduces public transport options in this network. By not having the service, there will be an increase in congestion on the eastern half of the peninsula with the need for Gulf Harbour, Army Bay, Matikatia Bay, Tindals Bay and Manly residents needing to drive to the new proposed bus station.

The proposal fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city.

As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

Recent Government advice that any future development to the harbour bridge and access confirms that this is not planned for 10 years.

Increases in buses and vehicles from the peninsular will only add to the already congested access to the harbour bridge and the city.

Commuter travel times will be increasingly impacted

(b) This proposal will negatively impact people’s travel choices and their lives.

The most effective way for travel for residents from Stanmore Bay to Gulf Harbour is via the Ferry.

Bus travel does not suit all people’s needs. Buses do not provide for taking bikes on board, and many travellers from the Peninsular do not work in the city centre. “

Buses will need to be equipped with the ability to accommodate other forms of transport in the city.

Bus transport does not provide toilet facilities or effective access for people with mobility requirements.

This proposal is contrary to all information that has previously been provided by Auckland Transport. At a recent meeting with Gulf Harbour residents, Auckland Transport representative GUARANTEED that there was no plan for this service to be reduced. They advised that the plan was to IMPROVE and possibly INCREASE the service.

The ability to commute to the city via the ferry has been a reason for many residents purchasing in the area when their primary place of work in the City.

Many residents and developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

Increased traffic around Whangaparoa township will have significant adverse effects on land prices in the area.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters traveling to the city. This applies to anyone living east of Little Manly traveling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up by AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

At the recent Ferry meeting with Auckland Transport and Fullers, the Auckland transport representative agreed that adding footpaths to the access areas for the Ferries could be easily achieved.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as

development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

The increased congestion will adversely affect travel to local schools and the safety of children.

Many families in suburbs east of Coast Plaza have children at Whangaparaoa College, an increase of cars on the road commuting to Auckland Central will affect travel times for these families.

Access on and off Whangaparaoa Road is currently incredibly difficult with the volumes of traffic. Future increases in traffic will make the road more dangerous for both drivers and pedestrians.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the

network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

The cumulative effect of the poor service is outstanding.

As the service has deertiolated, less residents have confidence in utilising it, which has effectively reduced the amount of people using the Ferry.

When the service was effective, the number of people using the Ferry was much greater.

Ferries were continually full.

By ensuring that the service is ineffective, Auckland transport has been able to create reasons for cancelling the Ferry. It would appear that this was their agenda to enable them to substantiate their decision.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf

Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

Recent News Items have highlighted the introduction of Electric Ferries. Auckland Transport is promoting their proposed new services to inner harbour commuters while destroying other services.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

FUTURE POSSIBILITIES

Auckland Transport should be looking to the future and utilising the natural resources within its catchment area.

SHAPESPEAR REGIONAL PARK – could easily be promoted and made accessible to more Auckland ratepayers if Auckland Transport combined the ferry route with bus transfers to the beaches of the park, The current route could be promoted for weekend use of the park by families.

Weekdays this service could open up access to schools and other member of the public. The park should be used as a tourist destination – with conservation as part of their mandate.

Auckland Transport could be using the Ferry Service as a positive aspect to their current apparent need for environmental justification.

Increasing and improving the current service would provide business opportunities in the area increase employment opportunities increase awareness of local conservation projects.

Auckland transport should be using the ferry as a way to promote and increase awareness.

Auckland Transport could use upgrades in the Ferry service to show innovation. Their current proposal is a backward step

GENERAL

It is remarkable how other cities in the world are able to provide effective ferry transport for long distance commutes.

This proposal only goes to show the inefficiency but also ineffectiveness of Auckland Transport. It also shows their long term short sightedness.

I SUGGEST THAT AUCKLAND TRANSPORT AND FULLERS LOOK AT IMPROVING AND INCREASING THE GULF HARBOUR FERRY SERVICE

I OPPOSE THE PROPOSAL TO CANCEL THE GULF HARBOUR FERRY –

■
To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. I am a resident of Army Bay on the Whangaparaoa Peninsula and I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

As it stands we already have significant morning congestion along the single road the entire Peninsula.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily

attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

Kind Regards,

■

■

Army Bay
0930

One of the stated goals of the RPTP is to provide an excellent customer experience, and you will do that partly by "upgrading our ferry fleet and improving the frequency and connectivity of the ferry network". This is a laudable goal and ferries will need to be part of providing excellent service. Goal 2 seeks to upgrade to low emission ferries by 2031. The combination of these two goals will give low-emission, frequent, ferry services. You are also going to improve the ability of ferries to carry bicycles, which is something that is difficult to impossible to do on buses. The RPTP is sounding great until this point.

Yet, inexplicably, I see the following on page 103:

Gulf Harbour Connection

Withdrawn following completion of Ō (PenLink) (from 2028) and to local bus services and withdrawal of the Gulf Harbour ferry

This fineprint, slipped into the document as if you hoped people wouldn't discover it, is completely at odds with your stated goals. This is bordering on a sham consultation.

Recently, the Gulf Harbour ferry service has been very unreliable, probably due to the AT decision to change operators. Presumably this was done to save money, but at what cost?

The RPTP's stated goals and the decision to withdraw the GH ferry are completely at odds with each other. The ferry service should be improved instead of cancelled.

Kind regards,

■

Hi there

Thank you for the opportunity to submit on the draft RPTP. I wish to comment on one aspect of the proposal. I strongly submit against the proposal to terminate the Gulf Harbour Ferry service in 2028. This is an extremely odd and disappointing proposal which appears to have a short term focus on cost at the expense of longer term vision. Ferries are a mode of transport that AT should be actively supporting and investing in and this should be in priority to buses, which still use the roads contributing to congestion particularly on the peninsula which has no bus lanes. In reality, this short-sighted proposal will drive people back into their cars, not onto buses - exactly the opposite of what a responsible transport agency should be seeking to achieve in this day and age.

■

Date 05/08/2023

I, ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

The reasons for my proposal to the withdrawal of the Gulf Harbour Ferry are:

1: Roothing East of Penlink Intersection

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings. Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Coast shopping centre. There are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive to do so. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

In short if the ferry service is removed, \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

2: Ferry Reliability

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

If the cancellation rate was significantly reduced back to a reasonable level, and therefore the reliability of the service was high, then many more people, including myself, will return to catching the ferry as their primary transport mode to the CBD.

3: Transport Comfort and Enjoyment

The ferry is a much more comfortable and enjoyable mode of transport as many passengers relax, socialise, or do work on the ferry and also end up disembarking much more relaxed and happy, compared to taking the bus or driving. Taking the bus, or driving, does not allow the possibility of relaxing or being productive while commuting and restricts socialisation.

4: Additional Access to Gulf Harbour

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to goods and services along with emergency service access via the Hammerhead.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on improving the service reliability and increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Regards,

■

Date 5/8/2023

I, ■■■ of ■■■, Army Bay oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposition reasonings being:

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

We bought our house in this community with the ferry to the city being a key drawcard. Real estate agents use the GH ferry service as a selling point, we will be directly impacted if this service is disestablished and property values fall as a result. It removes an asset from this area that many people bought into specifically.

I take the ferry to work in the city and the space available, particularly on more modern vessels with tables, enables me to do almost a full hour of work on my laptop. This effectively reduces my unproductive commuting time to the 5 min each way to drive to and from the Gulf Harbour ferry terminal. It is impossible to do any work on a laptop on a bus, the seats are incredibly close together and jerky movements on bendy roads prevent me from using my precious time effectively to complete any work at all.

The ferries offer overwhelmingly more comfort to my commute. I can buy hot and cold drinks or snacks, walk around, use the toilet and often see dolphins or even orcas. My mental health is increasingly negatively impacted by being forced onto buses. A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry.

In summer, I often ride my bike to the ferry and to get to the office faster in the city. This is not possible on a bus. Other commuters can not take their E-Bikes, Scooters, E-scooters on a bus either. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time.

In 2015, my parents from Germany came to visit and got stuck on the drive to Gulf Harbour when a bus crashed on Whangaparaoa Road on Tindall's hill, blocking the entire road at peak evening traffic and taking a power pole down. After 40hrs of flights/transit, they were stuck in the traffic with no way out for 5 hours. I had taken the ferry from work and got home without any problems. They talk about this horrendous experience to this day. There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event occur; the entire eastern end of the peninsula beyond Zita Avenue is isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

The consultation is not transparent. It has not been publicised to the impacted community.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry. It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing but the proposal is to increase that ferry service. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goals. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influences driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a ferry is low.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored into this because it excludes 10km of Road from the Eastern end of the peninsula. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes. Therefore, the duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay. In addition, hundreds of cars on the road to 'drop off' people will cause even more congestion.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

It is a breach of passenger health and safety to have a excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel

exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Tourism opportunities are lost: With the Fairway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Regards,

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Date 5 August 2023

I ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasoning(s) being: [add or remove as you choose] personalise your own story here.

The consultation is not transparent. It has not been published to the impacted community.

The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end

of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

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AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

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Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

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Date 5 August 2023

I ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

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It is a breach of passenger health and safety to have a excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community. Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

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The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to

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There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

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It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa

Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Your Name: ■■

Your Address: ■■■, Stanmore Bay, Whangaparaoa

I, ■■ of Gulf Harbour oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

One of the main attractions for my move to Gulf Harbour (Careen Grove) over 10 years ago, was the commute to work on the ferry service. A much shorter commute and being able to work on my commute makes my day a lot easier. The alternative for me unfortunately will be having to drive into the city, adding more congestion to the road. The decrease in my work/life balance is also a concern for me and will add financial burden.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■■■

■■■■

Gulf Harbour

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For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

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■ & Family

Gulf Harbour Residents

Date 05/08/2023

I, ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

The reasons for my proposal to the withdrawal of the Gulf Harbour Ferry are:

1: Roothing East of Penlink Intersection

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings. Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Coast shopping centre. There are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive to do so. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

In short if the ferry service is removed, \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

2: Ferry Reliability

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

If the cancellation rate was significantly reduced back to a reasonable level, and therefore the reliability of the service was high, then many more people, including myself, will return to catching the ferry as their primary transport mode to the CBD.

3: Transport Comfort and Enjoyment

The ferry is a much more comfortable and enjoyable mode of transport as many passengers relax, socialise, or do work on the ferry and also end up disembarking much more relaxed and happy, compared to taking the bus or driving. Taking the bus, or driving, does not allow the possibility of relaxing or being productive while commuting and restricts socialisation.

4: Additional Access to Gulf Harbour

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to goods and services along with emergency service access via the Hammerhead.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on improving the service reliability and increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Regards,

■

I'm sending my submission again because I got no acknowledgement of receipt the first time which was a whole week ago on 1st August.

Submission to the RPTP proposal to terminate the Gulf Harbour ferry service

From

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■■■

Gulf Harbour

Whangaparaoa

1. I oppose the proposal to terminate the Gulf Harbour ferry service in 2028

The ferry service provides the fastest, most convenient and most comfortable transport option to the city for the thousands of people who live here. It

links this area directly to the city, getting thousands of cars off the road and reducing carbon emissions and traffic jams.

Very few people will use public transport to cover this vast distance by road. It is inconvenient, much slower, less comfortable, and a great deal more stressful. This puts thousands of cars back on the roads on the peninsula, causing increased traffic jams and carbon emissions.

2. The negative impact on peoples travel choices and their lives

One of the main reasons I bought my property here was because of the availability of this ferry service to the city. This peninsula has just one busy road in and out, heavily congested. The only time driving to the city is feasible is at night.

Not being able to go to the city by ferry greatly reduces the quality of life people chose by living at Gulf Harbour.

I, for one will never be using a bus as I have poor health and I'm not well enough to stand around waiting for buses, even in the rain, be crammed in that tight space with many people which is stressful and puts me at high risk of catching illnesses.

I fear this will also greatly reduce property prices here at the end of the peninsula, and that will be devastating for many homeowners.

Your proposed 99 bus will do a loop around the main road of Gulf Harbour leaving major parts of the settlement not reached by the bus. There are very very steep hills here and some people would have to walk about 15 minutes at least to get to any bus stop, and then return journeys would be uphill, so more than 15 minutes walking and many peoples health may not be up to walking up steep hills. Let alone in the pouring rain.

When people catch the ferry, they park their cars right next to the ferry with no issues. They can stay in their cars until the ferry starts boarding if it's raining. To take away the choice of going by ferry is ludicrous and cruel.

3. The ferry service has served the the peninsula extremely well for 25 years. No bus service could even begin to compare in travel time and most certainly not in quality of transport.

No improvement in bus service, especially not at commuting times, will come anywhere near close to the just 50 minutes it takes to travel comfortably on the ferry with no such thing as a traffic jam or hindered by RTA accidents.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters to the city.

I, for one, will certainly have to return to using my car. As will many others, causing increased congestion on the peninsulas one and only main road.

Most people using the ferry come from the Gulf Harbour area. Where as you have manipulated travel time data by using data from Manly which falsely increases the ferry journey time.

You claim that after 2028, the ferry would be duplicating services by bus. Well, duplication is a vital and necessary thing for choice, for flexibility and for

safety in situations of emergency. Many other areas of Auckland are having their roading and busways extended, yet these areas are also receiving increased frequency and timings of ferries.

Gulf Harbour, and the Whangaparaoa peninsula is part of Auckland, and it is entitled to the same choice, speed, and frequency of services as any other part of Auckland.

At a guess, I would say that everyone involved in the proposal to cancel our ferry in 2028, does not live out here on the peninsula. Why not try it?

4. Extra road traffic is just unacceptable on the single 10 km road from Gulf harbour to Penlink. Especially as if you cancel the ferry this will be the only way on and off the peninsula for emergencies such as fire or tsunami.

The 10 km road from Gulf Harbour to where the Penlink intersection will be is already at its limits for traffic congestion. It is a slow road and most of all there is no alternative. So if a major emergency happens, such as bushfire or tsunami there will no longer be any emergency evacuation route by ferry. This also goes for the fact that any traffic road block caused by an accident blocking the road will stop the access of fire engines or ambulances which could cost lives. Most people will use their cars to access the city if there is no ferry and extra traffic brings extra risk of accidents blocking the road.

This plan to cancel the ferry, makes it extremely obvious that none of the people who came up with this decision live on the peninsula. You obviously have no idea of the current road network and traffic situation here.

The ferry will always remain the fastest, most convenient and preferable mode of transport to the city centre for everyone at the eastern end of the peninsula.

5. Auckland transport previously always said the ferry service would be increased and improved in the future. It goes completely against your plan for integrated transport networks.

This plan to cancel the ferry, blindsided everyone other than the people who stupidly came up with it. For years, the ferry service had been increased and information always said that services would be further increased and with improved vessels in the future.

Integrated transport networks involve loops, giving options in two directions, both at normal times, and during any unforeseen circumstances such as emergencies. If they didn't, then why would we have Highway 16 and Highway one. Why would we have an innerlink bus. By removing the ferry you make the Whangaparaoa peninsulas transport no longer part of any network or integrated with anything. It is a dead-end. No choice and no alternative.

Your assurances of the future of the ferry were backed up by purchasing land and ferry berths at the Gulf Harbour Hammerhead. Why else would you have spent millions of dollars on this unless there is an ulterior motive ?

Someone came up with this plan without any consultation of council, councillors, or the residents of Gulf Harbour. Just crazy.

6. One of your claims is that the unreliability of the ferry recently is partly being caused by weather conditions. This is a complete lie as proven by the

previous operator 360 Discovery and any professional Mariners.

Average Cancellation rates in previous years :-

2018 5.25%

2019 5.79%

2020 7.42%

2021 8.91%

2022 38.35%

2023 47.91% so far

Cancellations relating to weather would be very consistent over the years. Seeing as the earlier figures are from the previous operator 360 Discovery, It's very likely that amount of sailings should expect to be cancelled in total for any operator for any reason. Anything above that is unacceptable, and without doubt some of it is pure lies.

There are ferries and catamarans operating all over the place, similar to yours and able to cope with very significant weather conditions. Look at the Bluff to Stewart Island ferry for a great example.

Many days when you say the ferries are cancelled due to weather, the sea has been almost calm with very light winds that wouldn't bother any vessel of any type. Your ferries will have operations manuals and set criteria to which they are allowed to operate. Ask your own skippers to tell us the criteria and the truth. The ferry is known by all of us in previous years to be able to cope with anything other than very bad weather conditions.

You also keep mentioning vessel breakdowns. Seeing as most of the time other ferry services aren't cancelled any time, how about you do the required maintenance and upgrades to the Gulf Harbour ferries that you do on all the other ferries. If they are as unreliable as you claim then maybe you should be purchasing newer vessels for the Gulf Harbour route. Why not try the hydrofoils that Red Funnel uses in Southampton UK successfully for over 40 years.

Your cancellation rates are totally unacceptable and they should also be unacceptable to yourselves. What happened to your pride and customer service. What ever the reasons are it is very clear that you need to address them quickly.

What are you doing to fix the shortage of crew ?. How many people are you currently training and bringing up through the system?

Have you planned extra maintenance or replacement of any unreliable ferries ?

Deliberately cancelling our ferry continuously, which is forcing people back to their cars and buses, is falsely reducing the number of patrons so that you

can then claim it's not viable.

Absolute rubbish.

Get those ferries and new crew back working on the Gulf Harbour route and get it back to the reliability it was operated by 360 Discovery. Have some pride in yourself as a company and your ability to deliver. Right now, you should be ashamed of yourselves.

Fullers were contracted to provide ferries, not buses

Why are both Auckland transport and Fullers happy to continue with the current diabolical lack of service. That in itself is extremely fishy. For two large businesses to be happy with failure and poor service whilst working together is obviously planned.

Without any doubt, the people who initiated this plan to cancel our ferries, do not live on the peninsula and have no understanding of the location.

Whoever came up with this crazy idea ? and why are Fullers going along with the obvious degrading and running down of the service to cover your plans.

Why are you not terminating Fullers contract on the Gulf Harbour route due to poor service and giving it to someone who can provide the service detailed in the contract. That is not normal behaviour by anyone and looks extremely complicit. You made a commitment to us to provide this service.

Carbon emissions will actually increase with the proposed termination of the Gulf Harbour ferry

Not only is the Gulf Harbour ferry much faster than any other type of transport to the city, when it was running reliably with the previous operator 360 Discovery, that took many hundreds of cars off the roads. Those cars will be back on the roads with your new plans, and with the traffic jams they will be producing, I'm sure, much higher carbon emissions than the ferry, especially if it can be calculated per person and per time. Hardly anyone will use a bus.

Most people will return to cars. Nobody finds the current situation acceptable where most of the bus replacements take approximately two hours which bears no relation to the just 50 minutes of the ferry. People do not have the time or are not able to deal with the mental and physical stress of waiting in the rain for buses, often having also had to walk a fair distance from their houses, changing buses, sitting in a traffic jam that they don't need to.

You have literally taken an extra hour each way out of peoples days. Two hours. How would any of you on the Auckland transport committee deal with that with your families and commitments.

With no park-and-ride at the proposed new bus station, nobody will use it. People in outer suburbs have not got the time to walk long distances to get to a bus stop or travel on that type of claustrophobic transport long distance. It's perfectly suitable for people in inner cities with many stops close together and short distances. It is not practical time wise, or nearly comfortable enough for an area as far away as Gulf Harbour. The ferry is the shortest, fastest, comfortable, most economical and climate friendly option there is.

With the future looking towards electric or hydrogen powered ferries, that, or hydrofoils, is what you should be looking at ASAP and making certain to keep all the people who commute from here on the ferry on, and not in private cars adding to the commuter time traffic jams.

If the ferry service is reliable more and more people will return to it, lessening car pollution and making it profitable. With more and more houses being built at the end of the peninsula, the need is increasing.

It is also greatly needed to have some sailings at the weekend, so people can take trips out to the city when they're not working. Not long ago you were talking about that being in your plans. How can you suddenly go from future plans that include weekends, to wanting to cancel it altogether ?

This plan to cancel the ferry in 2028 will be devastating in relation to the transport times and options of people living on the peninsula.

It goes against every previous assurance you have given us, and against all your stated aims of providing for the public.

■

1/8/23

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

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The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at

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Tindalls Beach

Whangaparāoa

Sent from my iPhone

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for the Gulf Harbour service.

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■■■■■, Gulf Harbour

I strongly oppose the proposal to terminate the Gulf Harbour Ferry Service in 2028. The proposal would greatly reduce public transport options in the area, severely increase congestion on the eastern half of the peninsula and will definitely increase the use of private vehicles and as a consequence the carbon emissions. The proposal grossly fails to recognise (or understand) the specific constraints of this section of the Whangaparaoa Peninsula and the important role that the Gulf Harbour Ferry service plays in providing the fastest, most efficient (to working commuters) and most convenient public transport option to commuters travelling south to the city. I can say this as I regularly use both the ferry and the bus service to get into the city. As such the proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

This proposal will negatively impact people's travel choices and their lives. Using the Gulf Harbour Ferry services for my commute to and from the city affords me an extra 1.5 - 2 hours of work each day as I can effectively work on the ferry. This means I can spend less time at the office (5 - 6 hours), and come home at a decent normal time to spend time with my whanau. I don't have to spend 3 hours commuting by bus, then do my 8 hours of work. The ferry allows my working day to be a normal 8-9 hours, as opposed to 11-12 hours. And yes, from my house with regional and express buses my commute is 3 hours to the city and back. And no, you cannot whip your laptop out and work on the bus, there is not enough space. Penlink will not help or improve this situation. The Penlink turn-off is another 10 km away from my house. That is 10 km on an already congested single lane road that will get more congested on the eastern end of the peninsula. Your proposed more frequent busses will end in the same stretch of road and will not get me to the Hibiscus Coast Bus Station faster. Have you witnessed what happens on Whangaparaoa Road when garbage gets collected, or when it is the morning school run? Your buses will line up like ants along with all the other cars behind garbage removal trucks and will not meet your planned frequency. Your claim of improved carbon efficiency is also a farce, as more cars and more buses will mean more congestion, more congestion (and more vehicles) mean more carbon emissions - yes congestion increases carbon emissions. More houses and infrastructure are planned on the eastern end of the peninsula, some of the housing plans in place are not your typical bus commuters, they will all revert to use of private vehicles, so more congestion. The value of houses will drop and people will end up selling and moving. We all work hard to and pay our dues, but this proposal will severely negatively impact the value of our assets that we work hard to firstly attain and maintain. While not necessarily a transport route to fully rely on in emergencies, the ferry is the only transport option off the eastern end of the peninsula, if the eastern end of the peninsula were to be cut off due to an emergency (such as severe car accident, or tsunami). The ferry affords inhabitants on the eastern end of the peninsula a means to get off or get to appointments if we are "stranded".

The Gulf Harbour Ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. As I've mentioned above, the improved bus service will be at the mercy of a single lane road that will become more congested - not less. The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up by AT - the average

travel time attributed to the ferry exaggerated as a result). The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Right up until this RPTP proposal went out , Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is totally incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates:

2018 - 5.25%
2019 – 5.79%
2020 – 7.42%
2021 – 8.91%
2022 – 38.35%
2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Kind regards,

■

I oppose the proposal to terminate the Gulf Harbour (GH) ferry service.

The draft Regional Public Transport Plan 2023-2031 ("the Plan") states on page 8 that

" 1. Public transport contributes significantly to the quality of the life of Aucklanders by increasing genuine and flexible travel choices and that a well

planned network supported by high-quality information provides a convenient travel option for a range of trips.

2. That Aucklanders tell us that they use public transport where it provides a faster travel time than cars, where it allows them to avoid the cost of parking, or because they do not have another option available to them (either by choice or necessity)"

The relevant words being "quality of life", "travel choices", "convenient travel option", and "faster travel time".

The termination of the GH ferry service will adversely impact on the quality of life of Aucklanders living the GH area and other parts of the Whangaparaoa Peninsula ("WP") in that it will:

- (i) limit their travel choices;
- (ii) terminate an existing convenient travel option (if run efficiently and properly as in the past);
- (iii) deprive the WP of an existing travel option that provides a faster travel time.

Although the Plan (page 12) states that it has been prepared in close collaboration with "our project partners, stakeholders, and customers", it is not clear whether AT consulted with any relevant elected board representatives, developers, or the residents of the WP, and given reasons why the GH ferry service is no longer a viable method of providing a choice of an alternative and fast method of travel to and from the city in conjunction with Penlink . The Plan states that AT held 3 workshops in December 2022 with 41 key interest groups asking for feedback on the visions and goals of the Plan. Did the 41 key interest groups especially include any relevant elected board representatives, developers, or the residents of the WP on an issue that would have a hugely detrimental impact on GH and other areas of the WP and, if so, were reasons given why the GH ferry service could not form part of an integrated transport service?

The Plan states that AT held a further 2 workshops in April 2023 inviting the same interest groups. My question is the same as in above paragraph.

Feedback on the consultations indicated that:

1. "Ferry transport is important and/or should be the priority" was third in a list of "Top themes" of the public feedback
2. "Nine local boards supported the inclusion of funding to start decarbonising the ferry fleet", and
3. "Four local boards would like to see an increased focus on the ferry networkto enable coastal communities to engage in off-road transport options"

There was no feedback suggesting/agreeing that the GH ferry service be terminated.

The negative impact of the termination of the ferry service would be contrary to the AT's Visions and Goals as applicable to GH and the rest of the WP. The Visions detailed in the Plan are (Page 24):

"MASSIVELY INCREASING PUBLIC TRANSPORT USE TO REDUCE CONGESTION, IMPROVE ACCESS FOR AUCKLANDERS, SUPPORT THE

ECONOMY",

and the Goals are:

a) Services providing an excellent customer experience (Page 25)

We have recently retired to GH and one of the reasons we did so was that it was far enough from, but close enough to, the city (because of the ferry). We had intended to make regular ferry trips to the city (and onto Devonport now and then) . For us, the use of the ferry service would:

- a) provide a peaceful, scenic, convenient, social, and speedy (with no traffic congestion) trip to the city;
- b) not have us use a car to get to the city and then have to find parking;
- c) result in us assisting local businesses by spending money in the city and/or Devonport on shopping, lunches etc;
- d) allow us to take our dog with us.

Friends living in the city have indicated that they would use the ferry service to visit us and, those brave enough to chance the presently unreliable service, have done so, and would like to continue doing so provided a reliable service was in place. They are reluctant to be stranded in GH and have to take a long return in a taxi or bus.

We have been reluctant to use the ferry service due to its unreliability. Other than travelling by car the only other means of transport is the bus. This would involve us catching two buses on a trip which could take up to 2 hours and not be overly comfortable. We have therefore not travelled to the city (or Devonport) as planned. I am sure that there are many people who find themselves in the same situation. To cancel the ferry service could possibly stop many people from travelling to the city as frequently as planned, or altogether.

Sitting in additional traffic to get to the Whangaparaoa Bus Station (WBS) from GH and then risking a bus trip in a single lane to the motorway (where one breakdown will cause chaos) will not be an excellent customer experience. It will be an experience we would rather avoid. The ferry service will provide a low stress travel option.

It is not clear whether the WBS is to be a "park and ride" or a "kiss and drop" facility. If it is to be a "park and ride", how many cars will be able to park there and if this is insufficient, people will have to park their cars wherever they can find a spot to park (and perhaps making use of the parking area at New World) ? There would be major traffic congestion when people either drop off someone at WBS or pick up their cars to go home after using Penlink. People shopping at New World or any of the other shops in the centre would have to find parking elsewhere. Will Penlink users be prohibited for parking in the New World parking area ? I foresee congestion in the WBS area being a major problem.

The ferry trip is certainly a fast, convenient and enjoyable experience and allows people to do work on the way to work and/or socialise with other members of the community. There is sufficient safe parking and other facilities for an extended ferry service at GH. The continuation of the ferry service would assist AT in achieving its Goals as detailed in the Plan.

b) Safe and accessible transport for everyone (page 27)

AT is of the opinion that Penlink will be the transport solution once the ferry service is terminated. I believe that this will make the situation even worse rather than encouraging people to use the proposed Penlink service. For GH residents this would still involve either:

- i) two bus trips, one from GH to the WBS; or
- ii) driving to the WBS to catch a bus (which creates more congestion and parking issues);

and then a 10km trip on a bus in a single lane to the motorway. This will be an absolute nightmare as a single breakdown/accident on Penlink would cause major time delays. There is no way that we would make use of this bus route.

The Plan lists Auckland transport challenges and states:

"outside of the central area, public transport attracts a lower share of commuting trips, even after an extensive re-organisation of the bus network to improve frequency, reliability and coverage" and that one of its plans to alleviate this is to "increase the speed of reliability of bus services by moving more of them into dedicated bus and transit lanes, separate from the general traffic." The New Zealand Upgrade Programme (Page 96) describes Penlink as "A new two lane toll road between SH1 and Whangaparaoa Peninsula.....will provide travel choice for those living in or visiting the peninsula". The termination of the GH ferry services is not mentioned at all and if terminated would provide no travel choice. This "plan" is obviously not being applied to Penlink as I understand that the Penlink was originally planned as a double lane and cannot understand how it was decided to change this to a single lane (other than cost saving). GH is still a growing area and saving money in the short term will result in a great expense in trying to widen this route in the future when the population has increased. AT will be aware of:

1. the intended 88 home residential development of the Hobbs Farm area of GH (which has already been notified) ; and
2. the recent closure of the Country Club in GH with the possibility of further residential development on parts of the golf course land.

Rather than cancel the ferry service AT (or some other entity) should be improving the GH ferry service and extending the number of ferry trips to cater for the growing population of the GH area. Statistics (provided by AT) show that when there were more ferries (including weekend ferries) under a different operator, the service was well utilised and making the GH ferry service a viable going concern.

Unfortunately travelling by bus at night and having to change buses to continue your journey is no longer safe and would be something we would avoid. AT must be aware that many of the GH residents are retired and elderly and require a simple,fast, and safe method of travel.

Whilst the proposed Penlink is an additional means of travelling to the city, it is by no means a duplication (as indicated by AT) of the GH ferry service

- c) Integrating public transport for everyone (Page 28)

It appears from the Plan that all other ferry services such as West Harbour, Hobsonville and Half Moon Bay, are to be improved (rather than cancelled) as part of the integrated transport system for those areas. Cancelling the GH ferry service is certainly not "integrating public transport for everyone", and is contrary to AT's proposed Goals.

Another reason why an efficient and extended ferry service is required is that should GH be cut off due to flooding or other reason, there would be no other access in or out of GH. Recent weather events have shown that this scenario is a real possibility. Has AT consulted with Civil Defence on this issue ?

d) Funding and delivering transport transparency (Page 29)

Adrienne Young-Cooper in her "Introduction from the Chair" stated that:

"The feedback we received during the draft RLTP public consultation found that Aucklanders support funding being allocated to providing more transport choices"

and the consultations indicated that AT should stop/do not invest in Penlink.

The Plan contains a range of projects that will improve the reliability, capacity and attractiveness of the bus and ferry networks, and provides that:

a) "Almost \$200 million will deliver the ongoing programme of small but important public transport improvements across the bus, train and ferry networks.

b) "AT's current funding for train, bus, and ferry services and asset maintenance is set at around \$7.5 billion"

c) AT has a strong desire to increase both the coverage and the frequency of bus, train and ferry services over the next 10 years by providing services to support new public transport infrastructure.

The Plan also states that the Auckland Council has provided an additional \$50 million to fund new bus and ferry services, and that AT is currently assessing how to direct this additional funding to services that achieve the best outcomes for the region. If AT takes note of public feedback, part of this additional funding should be allocated to new ferries for GH ferry service.

People have read of \$millions being spent on cycle lanes that are not being sufficiently utilised. The re-allocation of some of the above funds on new electric ferries for the GH ferry service, would be rewarded with full utilisation and a return on investment.

The main reason given by AT for the ferry service cancellations is mainly "the weather", even on calm days, or staff shortages. Cancellation rates for the years 2020 and 2021 averaged just over 8% whilst for the years 2022 and 2023 (todate) average around 43%. I accept that staff shortages have played a role (as they have done with the bus services) in the inefficiency of the public transport system , I note that the Plan (page 9) states that " AT expects ferry crew shortages to be resolved by late 2024". The implication is that all existing ferry services will no longer have staff shortages by late 2024, whilst AT's intention is to ensure that all existing ferry services (with the exception of the GH ferry service) will be fully staffed. The only reference to the termination of the GH ferry service is hidden away on page 104 of the Plan. Other than by reviewing the Plan in detail is it possible to ascertain that the GH ferry service is to be terminated. Surely such a major change that would impact on the lives of 1000's of Aucklanders living on a narrow peninsula deserves much more transparency, information, details, and explanation in the Plan.

AT is not being transparent.

It is apparent that staff and crews are being taken off the GH ferries and used for the other ferry services which are obviously preferred by AT. It appears that AT's intention is to allow the GH ferry service to slowly rundown.

The predicted travel times provided by AT to travel by bus from the WBS to Victoria are totally unrealistic and indicate that such time would be shorter than the ferry trip. This will never be the case.

The Plan states that "Aucklanders will be able to get where they want to go, more easily, safely and sustainably" by, inter alia, making "better use of existing transport networks". No major additional funding would be required to maintain (and extend) the existing GH ferry service as the Hammerhead facility is already, at great expense, in place and secured. This was done on the assurance by AT over the last 6 years that the GH ferry service would be incrementally improved. Additional funding would be required for the planned new electric ferries.

e) Enhancing the environment and tackling climate change emergency (Page 26)

Having extra buses and cars on the trip from GH to the WBS, and a single lane for both buses and cars from the WBS to the motorway will not enhance the environment and will not tackle the climate emergency but will have the opposite effect. What is needed is fewer vehicles on the road, not more. The GH ferry makes a huge contribution to the reduction of carbon emissions by having fewer cars on the road. A full ferry is better than additional buses and cars on a congested road.

The Plan (page 18) provides that, from 2024, AT will introduce new electric and low-emission ferries, with more capacity, thus making its services to run more reliably. For all the reasons provided in this submission, if new electric ferries are introduced for the GH ferry service it can no longer be argued that the GH ferry service costs too much in carbon emissions. Any funding for this service will be rewarded by customer use and make the ferry a viable going concern as it was in the past.

CONCLUSION

AT's proposal in relation to the termination of the GH ferry service:

a) will not result in residents deserting their cars in favour of using the Penlink service. Whilst there will be people who will use the Penlink service, it will not result in a "massive increase in the use" of buses.

b) will not reduce vehicle congestion. It will create more congestion if the WBS is used a "park and ride", and even more if it is used a "kiss and drop" facility ;

c) is contrary to its method of facing challenges for the GH ferry service and looking forward by " replace ageing ferries to deliver existing ferry service";

d) is not a well planned transport network for the GH and other parts of WP. A survey of the residents of these areas would make this quite clear; and

e) does not contribute to the quality of life of Aucklanders living in GH and other parts of the WP. A local survey by AT on this point would also make this quite clear.

Many people have purchased homes in GH relying on previous AT assurances that the GH ferry service would be continued, improved and extended. The termination of the GH ferry service will result in the devaluation of these homes.

The ferry service should be retained and be part of, and not excluded from, the public transport system for GH and the WP.

AT has indicated (Page 67) that it undertakes public transport monitoring for several reasons one of which is "to gain a thorough understanding of customer satisfaction" . It should be clear from the number of submissions that AT will be receiving in relation to the termination of the GH ferry service that there is no customer satisfaction.

The Plan can be varied at any time and it is suggested that it be varied to:

- a) exclude the termination of the GH ferry service; and
- b) provide for the extension and improvement of the GH ferry service.

Any significant consultation with all affected parties required before the confirmation of the variation will clearly confirm that the variation should be confirmed.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will negatively impact people's travel choices and their lives.

I live in Gulf Harbour and work in the city. I used to catch the ferry regularly, but find it super stressful to know if the ferries will run. If the ferries don't or can't, then I drive to Silverdale and catch the NX1. This adds one more car to the road to Silverdale and one more in the carpark. This increases my costs, and carbon footprint. It takes much longer, and means I have much less time with my family.

The GH ferry service is a distinct travel option that will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living

east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa

Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour. This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

This is a backwards step. I understand there must be difficulties running the service, and with all of the issues its simplest to just cancel the Gulf Harbour route, but the proposal seems not to be based on accurate facts or full knowledge. Please reconsider.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028, I live in Little Manly and have used the ferry for my commute since my move to Whangaparaoa in 2015 and it was one of the deciding factors for me to purchase my first home in Gulf Harbour, I have provided further reasons for my opposition below:

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed, the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay. Due the to time it will take to get into my place of work in the CBD I will not be using the proposed replacement bus service but will instead look to driving into the city either by car or motorbike.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data, the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g., at West Harbour and Hobsonville the proposal is for additional peak, mid-day, and evening ferry trips despite the fact an improved busway and express service from Westgate along the Northwestern Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15-kilometre-long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally

improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating, “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years, time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Kind regards

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I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Signed,

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I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

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The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Stanmore Bay

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry

commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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■■■■, Stanmore Bay, Auckland, 0932

To Whom it may concern,

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

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This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Sincerely

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■■■■, Gulf Harbour

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Stanmore Bay

I vehemently oppose the proposal to terminate the Gulf Harbour Ferry service. I have been using the service for 9 years now from when it was only a couple of ferries each way in commuter times, to where it has developed to where it is, and hope it will remain to continue to develop its potential for this community.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but instead use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

This service for me acts as the most efficient way to travel to work in the city, and I feel better using public transport than I probably wouldn't otherwise, as the buses just not offer the same level of comfort and workability that the ferry has.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives. Eliminating the service will inhibit my ability to work in the city and therefore a large portion of employers for me.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected. Instead, the focus in this RPTP is on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with another ferry service across the region and what was previously planned for the Gulf Harbour service.

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■■■. Amry Bay, Auckland

I oppose the proposal to terminate the Gulf Harbour Ferry service.

This proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and enhanced vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected. Instead, the focus in this RPTP should be on increasing the services at Gulf Harbour (including a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

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To: Auckland Transport Consultants

Taking Auckland Transport at its word, I am 'having my say' here because the AT web site states that 'the views of people who live, work, and play in the Auckland region are important' and you want us to 'help you make better decisions by giving feedback'.

This is the question I am responding to, in a format that is more friendly for me to use than the online option provided:

How do you feel about the following proposed changes to public transport services/routes?

Removal of the Gulf Harbour ferry after the Whangaparāoa changes are made
(GULF ferry route)

I have read the information that Auckland Transport has offered to substantiate the proposal to remove the Gulf Harbour Ferry once the PenLink is finally

in place.

In general, my opinion of the reasoning given is that it is short-sighted, and in some areas appears to show complete ignorance of the difficult Auckland City commute scenario that is already in place for residents living here at the end of the Peninsula, particularly around Gulf Harbour, where we have lived for the last 16 years.

I can only assume that no actual research has been done on the traffic backup situation in peak periods, certainly not on the around 10 kms of Whangaparaoa Road from Gulf Harbour to where the PenLink turn-off will be, especially with no road widening/improvements planned, or even possible as far as I know.

Traffic backs up all the way from Whangaparaoa to Manly circle already, and that is before planned and proposed and future housing projects continue to be pushed ahead in our area.

Once all the extra vehicles are on the road from the ongoing high-density development, whether we are in a bus or a car, by 2028 it is likely to take us at least half an hour just to travel that 10km.

Without a frequent and viable ferry option to reduce vehicle traffic, all commuters from this already densely populated and growing residential area will be stuck in the one lane scenario, whether wishing to turn onto the (one lane!) PenLink, or trying to get to school/work further down the Peninsula, or on to Silverdale, Orewa, bus stations, motorways, etc.

This will distress many hundreds more people than those living here at the very end of the peninsula, adversely affect the environment and be an unnecessary move backwards in the modern, responsible transport choices available in international cities comparable to Auckland.

The Gulf Harbour ferry used to be a very reliable service (including some weekend options), allowing for a commute to the City two or three times a week with practically no cancellations in the three years 2007 to 2009. Often the ferries were too small to cope with the amount of commuters using the service, and the ride could be bumpy because some of the boats were small. But it was still a preferred option, being a faster and more comfortable journey than by car or bus.

On calm days, one could work on board, a massive bonus. And stormy weather hardly ever resulted in the ferries not running, as is the case in countless countries around the world.

How that situation has changed over the years! And why the undeniable degradation of service, we wonder? When I attempted working in the City for three months last year, the frequent cancellations made ferry commutes onerous in their uncertainty, though still quicker than a bus trip when they did run. But reliability is key, so I have had to focus my present job search on local options, which are few and far between and do not command City work salaries.

Clearly, the ferry reliability situation is even worse this year, judging from the feedback we are hearing from the frazzled people still valiantly trying to use the service.

We do not understand why the present Gulf Harbour ferry service is experiencing the abysmal cancellation situation that is ruining so many people's quality of life. Unreliable transport plays havoc, especially in family life with small children.

Staff shortage problems are a reality, of course, but it seems to us that in the Auckland ferry scene it is mainly the long-suffering Gulf Harbour commuters that pay the price. And the worse the service is, the less support the service gets, the less chance of getting user numbers up after the covid remote-working commute pattern changes.

So little time has been given for consideration and/or consultation around what for residents in our area is critical planning. One could be forgiven for considering the possibility of an orchestrated wind-down, but we are not conspiracy theorists, just deeply puzzled by a set of circumstances that seem to defy logic!

We also have a personal concern about the value of our property. As mid-life immigrants, we bought our home in Gulf Harbour sixteen years ago because that is where we could afford to buy in the expensive Auckland house market.

We need our home to retain its value, as this is the only asset we have, and we are now close to retirement, and perhaps will be forced to access our equity by selling up in this wonderful environment and going somewhere small and far away. A sad personal reality, and of course we are only one couple, but how many other folk who have also invested their life-savings here will have similar financial problems if house values in our area fall, exacerbated by completely unnecessary bad transport planning?

The long-promised PenLink will now finally materialise, but if it takes half an hour just to drive the short distance from here to that motorway, and there is no ferry alternative, even vaguely well-informed house-seekers who need to commute will choose not to buy here.

What if this was your Mom and Dad who were being served this problem at a time where few choices remain, Consultants?

Bright people with more knowledge than we have of the practical and carbon emission aspects of this proposal are investigating further, and no doubt putting together more details that will give credence to the rightness of rejecting the proposal to terminate the Gulf Harbour ferry service. We applaud their community spirit and time-sacrifices and urge co-operation and consideration from Auckland Transport for the sake of our lovely Peninsula's future.

This is an incredibly beautiful part of Auckland, especially with Shakespear Reserve on our doorstep and seaside vistas everywhere you turn. The area is worthy of visits from locals and tourists alike, as is Tiritiri Matangi just across the way, and this side of town could become a thriving 'destination' in time.

We think that the increasing development in the area will ultimately lead to more sophisticated shopping and restaurant options, especially at the

Marina, and also clever ways of accessing the wonderful walks in the Reserve. Could Auckland Transport and Auckland Council be forward-thinking and work towards that job-creating, local economy-boosting vision, worthy of a Super-City?

In principle, at this stage, we would like to put on record our agreement with the advice and information we have been provided by our local community interest group and councillors, summed up as follows:

- (a) We oppose the proposal to terminate the Gulf Harbour ferry service in 2028.
- (b) This proposal will negatively impact people's travel choices and their lives.
- (c) The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.
- (d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the PenLink intersection affecting both private vehicles and buses.
- (e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.
- (f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.
- (g) Overall carbon emissions will increase with the proposed termination of the ferry service.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in the draft Regional Public Transport Plan.

We appreciate being heard and ask for your careful consideration of submissions.

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I oppose the proposal to terminate the Gulf Harbour Ferry service. I live in Matakatia. It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. The ferry service is the fastest, most

convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City. As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula. The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels. This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service. Regards ■■ Sent from my iPad

I oppose the proposal to terminate the Gulf Harbour Ferry service.

Having moved back to NZ 12 months ago, and have spent the last year in Gulf Harbour. I have an engineering and transport tunnelling background, so it both saddens and horrifies me to see such short-sighted views being taken by Auckland Transport to cancel a much needed ferry service to the end of a Peninsula, with one road in/out.

The infrastructure simply will not cope. The idea of a 'kiss and ride' bus station at Whangaparaoa is laughable. Removing the ferry service will push commuters and casual ferry users alike back into their cars, causing even more congestion on an already strained piece of road.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

I oppose the proposal to terminate the Gulf Harbour Ferry service.

Regards,
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I oppose the proposal to terminate the Gulf Harbour Ferry service.

The Gulf Harbour Ferry Service is vital service for the Gulf Harbour and Whangaparaoa communities, as well as the wider Rodney District.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

The assumption being made by AT that ferry users (in particular commuters) will simply transition to using the bus is incredibly mis-informed. Simply put, the proposed Whangaparaoa Bus Station has no park n ride facilities, the proposed PenLink has no bus lane, and the bus and associated stations in this area are not safe, as illustrated by the well-documented incidents of crime and violence on these services.

Regards,

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Subject: Submission to the RPTP – proposal to terminate the Gulf Harbour Ferry service

I am a Whangaparaoa resident and I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

This proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and enhanced vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected. Instead, the focus in this RPTP should be on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

■ from ■■■, Gulf Harbour.

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[e] ■■@gmail.com

[s] ■■

To whom it May Concern

I am a resident of Gulf Harbour. I have lived her for over 6 years, and bought my house with the knowledge that the ferry service would provide a direct route to the city.

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

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The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Gulf Harbour

Hi

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

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■■
■■■, Army Bay, Whangaparaoa

To whom it May Concern

I am a resident of Gulf Harbour. I have lived her for over 6 years, and bought my house with the knowledge that the ferry service would provide a direct route to the city.

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Gulf Harbour

Sent from my iPhone

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Matakatia

Sent from my iPad

I am writing in opposition to the proposal to cease the Gulf Harbour Ferry. It is literally our bridge to the city and everyone who bought homes here or invested in the area did so because we had a direct ferry link to the CBD.

There is one road in and out of Gulf Harbour including when Pen Link arrives. If our ferry goes more people will opt for private vehicles, leading to increased traffic congestion. This will result in longer travel times for everyone on the Whangaparaoa Peninsula, frustration for drivers, and negative impacts on air quality.

Ultimately, the decision-making process should prioritise the well-being of the community and the sustainable development of the transportation network.

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Hobbs Bay

Gulf Harbour

To whom it may concern

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Sincerely

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Army bay

Whangaparoa

Phone ■■■■■■

To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively

impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

Regards,

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■ ■ ■ ■, Albany, Auckland 0757

T: ■ ■ F: ■ ■ M: ■ ■

W: ■ ■ .co.nz

Good afternoon,

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

I specifically purchased my property on the basis there as a ferry in Gulf Harbour. I would not have purchased up there if there was any indication ferry services would be cancelled.

It would not be practical for me to catch a bus to the new station, this would result on an additional car on the road, increasing omissions
Bus travel times are heavily impacted by whether there is an accident, weather etc. We already live far away and have commitments we need to attend

to by certain times in the evening. Removing our ferry makes this near on impossible – people have childcare commitments, social events, pets/animals to attend to. When we catch the ferry, we know exactly what time we will get home and plan accordingly.

How can a supposed progressive city like Auckland even consider removing ferry options? Other cities would love to have the opportunity to increase ferry routes and reduce traffic and congestion on the roads.

All we want is a reliable service, AT have put on so many extra bus drivers. Surely they can assist Fullers with staffing levels to keep our ferry going and turn it back into a reliable service. I'm sure patronage would increase even further if we could actually rely on the contracted schedule.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the

part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages,

vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you

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■■.co.nz

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■■■■■■, Auckland

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

(b) This proposal will negatively impact people's travel choices and their lives.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

To whom it may concern

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028 because:

It reduces public transport options in this network

It increases congestion on the eastern half of the peninsula which will result in greater private vehicle use and carbon emissions

It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city

As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

Kind regards

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To whom it may concern I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. I live in Matakatia, Whangaparaoa and have used the ferry service for many years. This proposal fails to recognise the important role the Gulf Harbour ferry service plays in providing the fastest, most convenient and comfortable public transport option for commuters travelling to the city from the Whangaparaoa peninsula and will negatively impact on people's travel choices. I personally use the ferry for days out, shopping and dining with my friends and family. My grandchildren love to go on the ferry to Auckland City. It is such an adventure for them and having to catch a bus just does not compare. We would not use the bus. The ferry takes 50 minutes to the CBD a bus would take well over an hour especially if traffic congestion gets worse in the 10kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay. The Gulf Harbour ferry service is a distinct travel option that has successfully served the Whangaparaoa peninsula for the last 25 years. It should be getting improved and weekend services added and definitely NOT terminated. Auckland Transport has previously and consistently signalled to the community that the ferry service would be extended over time. Overall carbon emissions will increase with the proposed termination of the ferry service if significant numbers of commuters choose to return to using cars also resulting in increased congestion. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services, including a trial of weekend services. This would be consistent with what is happening with other ferry services across the region and with what has previously been

planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan. Regards ■ Sent from my iPad

To whom it may concern,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

I live in Gulf Harbour and have used the ferry service for many years.

This proposal fails to recognise the important role the Gulf Harbour ferry service plays in providing the fastest, most convenient and comfortable public transport option for commuters travelling to the city from the Whangaparaoa peninsular and will negatively impact on people's travel choices.

I personally use the ferry for days out, shopping and dining with my friends and family. My grandchildren love to go on the ferry to Auckland City. It is such an adventure for them and having to catch a bus just does not compare. We would not use the bus. The ferry takes 50 minutes to the CBD a bus would take well over an hour especially if traffic congestion gets worse in the 10kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay.

The Gulf Harbour ferry service is a distinct travel option that has successfully served the Whangaparaoa peninsular for the last 25 years. It should be getting improved and weekend services added and definitely NOT terminated.

Auckland Transport has previously and consistently signalled to the community that the ferry service would be extended over time.

Overall, carbon emissions will increase with the proposed termination of the ferry service if significant numbers of commuters choose to return to using cars also resulting in increased congestion.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services, including a trial of weekend services. This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Best regards,

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I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Gulf Harbour
0930

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

The removal of the Gulf Harbour Ferry service reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will negatively impact people's travel choices and their lives.

My partner and I purchased a house in Gulf Harbour on the basis that there is a ferry service from Gulf Harbour to the city. Had we known at the time that the ferry service would be cancelled we would not have chosen to live in this area and build our lives here.

The Gulf Harbour Ferry provides the only direct route between Gulf Harbour and the city. The proposed replacement bus service would require me to catch a bus from Gulf Harbour, then change to another bus at Stanmore Bay. This is not even close to an equivalent to the ferry service as it is no longer a direct route to the city.

Based on my experiences with the existing bus services from Gulf Harbour to Hibiscus Coast (which I have only used once because it took so long), the commute via bus will take considerably longer than the ferry. I (and many others) would not use the service and would instead drive to either the

Hibiscus Coast or Albany bus station, adding to the congestion on the road (and defeating the purpose of the new Penlink highway).

Further, those that choose to use the bus service will end up getting caught in the same traffic as everyone else on the road. The most traffic we have to deal with on the ferry is the occasional pod of dolphins!

It absolutely astounds me that Auckland Transport considers replacing the Gulf Harbour Ferry service with busses as a feasible option as it can only increase the amount of traffic on the roads and is completely contrary to Auckland Transport's supposed Vision and Mission statements. As one example, "Connected and accessible ways to travel: with more choices" - removing the ferry service forces us on to the road and leaves us with no other options.

I want to use public transport as much as I possibly can and leave my car at home (with a long term objective of ditching the car entirely). The draft RPTP makes using public transport to commute completely unfeasible and will force myself and many others to in fact increase our reliance on private vehicles.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. I will be one of those people who will start driving more frequently.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway, as well as having a train station available nearby at Panmure). Additionally, the bus service cannot be said to be a duplication of the ferry service, as it is not a direct service from Gulf Harbour and will involve having to transfer to another bus at Stanmore Bay.

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather

conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Kind regards,

■■■

Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.
(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact you travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparao Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection

affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

With regards,

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Mobile: +64■■■■■■■■■■

“Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.”

I do not want the Gulf Harbour Ferry to cease operation.

I would like the Gulf Harbour Ferry service to increase sailings as has been promised for years.

The service has already been effectively decreased in 2023 by 45% just by permanently cancelling 4 sailings and replacing 5 scheduled sailings by bus. Then there are the additional “weather related cancellations”

Other ferry routes which also have bus alternatives are being expanded at the expense of the GH Ferry. The overall theme of the RPTP is to expand ferry and bus services where ferries already exist. So why destroy Gulf Harbour Ferry service?

The infrastructure (park&ride, ferry berths, etc) are all paid for and operational. This cost the ratepayers hundreds of millions of dollars to secure and it would be extremely wasteful to abandon.

The ferry leaves on time and departs immediately into the “ferry lane” and has no traffic holdups. This ferry service had a high reliability rate until recently actively being run down by AT with cancellations and bus replacements.

This ferry service is invaluable for commuters, University Students, a very safe way for young teens to travel into the city during school holidays and all the others who would like a day out exploring the city, eating, shopping etc adding life and vibrancy to a city which is currently dying.

Gulf Harbour Ferry is a fully accessible easy access public transport option for mobility/disabled also bicycles and pushchairs can board easily and there no need to change to another service/bus to continue the journey into Auckland City.

The Gulf Harbour Ferry Service prevents Gulf Harbour end of the 15KM single road Whangaparaoa peninsula from being cut off and isolated and effectively turned into an island that would need a ferry service. Many people purchased houses here because there is a ferry service.

Travel times out of the Whangaparaoa peninsula have increased dramatically over the last 10 years.

From Army Bay to new Penlink location is 10km and at 8am currently takes 20 minutes. The traffic is already standing still at Little Manly and sometimes as far back as the Manly roundabout.

From Army Bay In 2013 no traffic - at 8am it took 20mins from Army Bay to Orewa Surf Club.

What will the traffic be like in 2028 and beyond? It gets slower every few months as more people take to their cars to get to work and other services that cannot be reached by public transport efficiently.

The ferry is not just for commuters there are other people who rely in this service.

Cancer patient Army Bay. Chemotherapy at Auckland City Hospital.

Not able to walk up the steep hills to bus stop from home.

Can drive car 10 mins to park at GH Ferry Terminal, Direct easy boarding onto Ferry. Relaxing 50min ferry ride into City. Walk short distance to catch bus to Hospital (many choices of bus to hospital 10-20mins). Same coming home (total time 1.5max hours each way)

No other attractive/practical public transport alternative. The alternative public transport option is to ask someone to drive them to Hibiscus Coast Bus Station (30-40mins) with no guarantee of car park If you can get a park. Then bus to Albany, get off at Albany (20mins) and change to the bus that goes to Auckland Hospital (40-50mins) This excludes wait times and of course missed connections because a connecting bus has left because the arriving bus is a few minutes late. (Total time 2hours each way with too much uncertainty)

Too tiring and no guarantee of getting to the appointment on time.

Driving all the way into Auckland Hospital in peak hour traffic is too challenging and needs another person to drive and there are big challenges with finding a car park. Driver would have to go away and come back and pick up after treatment.

Car to Ferry, Ferry trip and bus trip can be done alone reducing stress levels and maintaining independence and sense of control. Chemotherapy can go on for several years.

Not everyone has all day to battle with public transport and its delays that make many miss their once an hour connection and that takes 4 hours or more of your day to get to work, attend an appointment and get home again.

Traffic congestion is only going to get worse, Aucklands population is still growing and road space and car parks will get consumed leaving the best and most desirable direct option of the 50 minute Gulf Harbour Ferry Ride.

The proposed bus service replacing the Ferry is not fit for purpose.

The existing bus service starts at 05.25am and the ferry at 06.30am. So anyone who needs to get to work early will have to go by car as the new proposed bus service starts at 07.00am, and delivers the passengers to Whangaparaoa Bus Station.

Travel time won't be quick. Then transfer at WBS to NX2 that will stop at Victoria Park after 45minutes.

This is a deception of travel time to try and make the proposed bus service look like it is quicker /similar travel time as the GH Ferry which takes 50minutes. Why would anyone want to take a bus all the way to the new Whangaparaoa Bus Station then change to another bus that takes 45 minutes to deliver you to only to Victoria Park?

Then what another bus - please not another change.

The RPTP has plans for other bus routes coming into the CBD to be delivered closer/into to the CBD . So why dump Gulf Harbour passengers at

Victoria Park?

Public transport cannot have multiple complex connections - we are not parcels sent to a sorting stations to be despatched to the next sorting station towards our destinations.

We are people carrying laptops, lunches, walking up hills in the rain and the wind, standing at cold draughty bus stops waiting for that uncomfortable crowded bus to and from work.

Public transport needs to be simple and direct otherwise people cannot and will not use it.

■, ■■■■, Army Bay

■@gmail.com

To whom it may concern,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

The proposal to terminate the Gulf Harbour ferry service is largely based on incorrect information, and does not take into account or represent the wishes of the entire community in Gulf Harbour.

The proposal will negatively impact our lives, (my own, my immediate family and that of the community) by decreasing the travel options available to us, by increasing traffic on an already busy peninsula road, and also arguably by increasing harmful emissions.

Our own brief customer research and all anecdotal evidence is that most people will revert to travelling in their private vehicles if the proposal goes ahead, as buses are slow, statistically more unsafe and very uncomfortable methods of transport. This will mean that traffic will increase significantly on the peninsula, increasing both emissions and travel times.

The proposal goes against any previous statement relating to multi-modal, integrated transport systems and networks and shouldn't go ahead.

This will also hugely minimize employment opportunities available to me as I will not be seeking employment in the CBD without a ferry service.

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To whom it may concern,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

The proposal to terminate the Gulf harbour ferry service is largely based on incorrect information, and does not take into account or represent the wishes of the entire community in Gulf Harbour.

The proposal will negatively impact our lives, (my own, my immediate family and that of the community) by decreasing the travel options available to us, by increasing traffic on an already busy peninsula road, and also arguably by increasing harmful emissions.

Our own brief customer research and all anecdotal evidence is that most people will revert to travelling in their private vehicles if the proposal goes ahead, as buses are slow, statistically more unsafe and very uncomfortable methods of transport. This will mean that traffic will increase significantly on the peninsula, increasing both emissions and travel times.

The proposal goes against any previous statement relating to multi-modal, integrated transport systems and networks and shouldn't go ahead.

■

To whom it may concern,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028 for the following reasons;

(a) It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on the network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. I live in Stanmore Bay and work in the city, commuting two times a week. I previously considered the ferry my first choice of transport to my office (with a short drive to the Gulf Harbour car park). It was reliable, regular and a beautiful way to commute, literally the envy of commuters around the World. Recently it has not been reliable or regular (my suspicions are below on why) and as a result I have had to switch my mode of transport to private vehicles. I am one person driving in and out of the city as a result.

The proposal assumes the bus services are equivalent services to a ferry. They are simply not. I highly doubt the travel time estimates will be borne out. Currently driving is approx 1 hour whilst the bus is approx 2 hours one way (into Newmarket at peak). I don't see how the replacement service will be attractive enough for me to ever use and as a result, I will be a rate-payer wanting to reduce my carbon footprint, forced into private vehicles.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. It also applies to me personally when compared to other public transport options commuting into Newmarket. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry

exaggerated as a result). The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Gulf Harbour is no different, and there is a latent demand that is not being met by the service, due to my perception of the route's mis-management by Fullers & AT.

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

This has health implications to my family and I as our property fronts Whangaparaoa road in this section that will not have long queues of idling traffic at peak hours. There is good science in this field on the detrimental health implications of having congestion around homes. You are proposing to make this a reality for my family.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC . This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service –through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network." The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result. It is one step forward, and two

steps back.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. It is also clear that there is a prioritisation exercise regularly occurring, where Gulf Harbour services are disproportionately affected by these factors compared to other ferry services. It is not merely a headcount game to determine impact, it should also account for the resultant additional travel time and inconvenience of a service like GH compared to some of the more frequented services, but better alternative laden routes.

Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet an unbelievable 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

These hard statistics do not lie. There are factors at play here over and above the stated reasons for the impacted service.

As far as cancellations go, the main issue lies clearly with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This is conjecture but this might be for unfortunate but very real reasons (like a poorly written contract between the two parties that does not have the ratepayer and commuter at its heart). This is conjecture because neither Fullers or AT have provided the real reasons for this terrible recent slide in performance. This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service. It is dis-ingenious for Peter Moth to also suggest a contributing factor to the ferry decision is the fact it is the largest contributor to emissions in their fleet in subsequent communications. Shame on you Mr Moth. This is weaponising carbon emissions language which gives a veneer of sensibility but defies logic more broadly. A public transport service compared to multiple private vehicle alternatives (which we've indicated is the future state here, not the AT envisaged future) is clearly a net reduction in carbon emissions. The fact that the ferry service is the biggest contributor in the fleet currently is an operational matter, and instead provides the first opportunity for new technology to be implemented in the coming years. The Gulf Harbour ferry service currently makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula, and the tools AT has in this field are simply not able to confirm the counter-argument to the degree of detail necessary to make such sweeping changes.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings which is quite staggering.

If operator reliability is addressed, we would surely see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa

Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Do the right thing Auckland Transport. Provide us a service we can be proud of, and the envy of the World.

This is the end of my submission.

Regards,

■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

■■■, Manly, Hibiscus Coast

I oppose the proposal to withdraw the Gulf Harbour ferry service which is entirely contrary to the repeated assurances given by AT that the GH ferry service will be incrementally improved with additional sailings and improved vessels.

I have used the ferry regularly until the recent cancellations have made it impossible to reply on. I would walk to the ferry terminal (from Hobbs Road in Matakatia using the cut through path 'Pleasant Way' to Laurie Southwick Parade). Since the cancellations I now drive to the city and will continue to do so, unless a reliable ferry service is re-instated.

AT states that the bus will be more reliable than the ferry that is often cancelled because of the weather. This is not the main reason for the cancellations. The vast majority of the astonishing number of recent cancellations have been due to crew shortages, vessel breakdowns and other operator-related issues. Prior to Fullers the GH ferry was a reliable service run by 360 Discovery.

The proposal to withdraw the ferry shows a complete lack of awareness of the Whangaparaoa Peninsula, and especially the eastern part of the peninsula. Any bus service will still have to travel the 10 km of 'one road in - one road out' from the end of the peninsula to the Penlink turnoff/bus terminal in Stanmore Bay.

This section of road is already severely congested in the mornings, with queues from Little Manly. This will not change because of Penlink and will certainly worsen if the ferry service is withdrawn. For anybody living east of Manly the ferry (when not cancelled) is by far the easiest and quickest way to travel to the city.

Penlink and bus services should be in addition to the ferry not instead of it. AT should be increasing public transport options, not reducing them. AT should be finding ways to improve the ferry service and re-store it to the previous reliable service. It should be running at weekends allowing people from the city to travel to Gulf Harbour for the day and visit the beaches and Shakespear National park. People from Whangaparaoa would travel to the city at weekends for days in the city.

AT need to commit to improving the ferry service not withdrawing it.

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■■

Matakatia

Auckland 0930

Dear Sir/Madam

I attach my submission on the draft RPTP, in which I oppose the proposal to terminate the Gulf Harbour Ferry service.

Thank you for the opportunity to submit.

Ngā mihi

■

-----Dear ATRe: Proposed termination of Gulf Harbour ferry service under the RPTP. I wish to supplement my earlier submission on this proposal. As I was driving along Whangaparaoa Road in rush hour this morning, I joined a queue of traffic whose journey was impeded by a slow moving bus with compounding issues when it stopped to collect more passengers with cars crossing the centre line to try to get around it due to the narrow road. As my car crawled slowly along, I had ample time to reflect despondently on the prospect of more buses and cars attempting to get down the peninsula under your proposal to cancel the Gulf Harbour Ferry in 2028. Contrast this to earlier in the week when I had a pleasant journey home on the ferry. As we neared Gulf Harbour, the ferry slowed and diverted slightly due to a pod of dolphins to starboard. Imagine a relaxing commute where the only 'traffic' is dolphins. I recorded the attached video of this for you and trust this helps you to reflect on this when undertaking your options analysis. Once again, I wish to record my opposition to the proposal to terminate the Gulf Harbour ferry service and submit that you instead commit to improving and enhancing this essential service. Kind regards, ■ Sent from my iPhone

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact you travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally

improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of

the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

■■■■
Residents Gulf Harbour.

Dear Sir/Madam,

I strongly oppose the proposal to terminate the Gulf Harbour Ferry Service to the Auckland CBD.

The service provides a fast, convenient, time-saving transport option to commuters travelling to Auckland city from Whangaparaoa. Significant numbers of people, including city workers, have bought houses in Gulf Harbour and surrounds on the basis of a ferry service being available. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point.

The plan to abandon the service in 2028 can only be described as short-sighted dereliction of duty toward the residents and businesses of the area. Already the traffic congestion for commuters on the peninsula is a nightmare, and withdrawal of ferries will only exacerbate this already severe problem, whether commuters change to buses or revert to their own private vehicle use. Worryingly, carbon emissions also will only increase as a direct result of extra traffic heading west to join the already thousands of vehicles forced to drive at a snail's pace daily, idling their engines on the inadequate single highway.

The proposal to cease the ferry service to Gulf Harbour shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula.

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry seems irrelevant and runs entirely contrary to current proposals for nearly all other ferry services in the RPTP which are being extended, despite the simultaneous investment of major new bus infrastructure in the same locations.

For example, at West Harbour and Hobsonville, the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway currently being constructed.

Similarly at Half Moon Bay, the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway. Auckland Transport previously consistently signalled that the Gulf Harbour ferry service would also receive a similar extension in services over time.

Sunk investment in the GH ferry service has been considerable. The proposal that the ferries should cease, runs entirely contrary to the repeated assurances given by AT over the last 6 years that the Gulf Harbour ferry service will be incrementally improved with additional sailings and improved vessels – these assurances have been backed up with considerable investment, including the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT), as well as the multi-million dollar payment for long term leases on the 3 ferry berths at the marina, along with additional investment in ferry infrastructure at both Gulf Harbour, and in the city.



As part of their rationale for eliminating the service AT have asserted that ferry unreliability is mainly attributable to unfavourable weather conditions, but this is incorrect. Ferry cancellations were simply not a significant issue when the previous operator, 360 Discovery, ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues.

Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021!

i.e. 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%.

However, in 2022 cancellations reached 38.35%, and in 2023, an eye-watering 47.91%!

This is surely an issue that lies with the operator's performance, not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through supposed unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the Auckland ferry network as a whole.

How often has the Gulf Harbour ferry been cancelled because other routes have had staffing or ferry failures? If ferries are not well maintained or there are personal shortages, surely those issues must be addressed before the Whangaparaoa community's transport needs are seen as 'less important' in the grand scheme of things. The proposal to terminate the Gulf Harbour ferry service represents a breach of faith with this community who were not consulted by their elected representatives. We ask that the proposal be rejected.

Instead the focus in this RPTP should be on improving weekly services at Gulf Harbour, including the trial of a weekend service - consistent with what is happening with other ferry services across the region, and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Whangaparaoa will always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. The role of the ferry service in lessening the traffic woes to the west of the peninsula is a huge benefit to all, and if the ferry service was not already in existence, some bright spark would surely suggest it as a great idea!

Many thanks, your careful consideration of these points will be much appreciated.

Yours sincerely,

■

Mob: ■■■

Submission to RPTP to terminate the gulf harbour ferry service

Hi AT,

I am disappointed that the Gulf Harbour ferry is to be discontinued, however your reasoning is valid, following a determined effort by Fuller's to make the service so unreliable.

There must not be a gap in service between implementation of the dedicated bus to/from Gulf Harbour and the discontinuance of the ferry service.

Regards, ■

i reject your rptp proposal to remove the gulf harbor ferry

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

| |
|---|
| Reject removal of GH ferry. Agree with improve DON'T remove |
| ■ |
| "I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove" ■ Sent from my iPhone |
| Keep the Gulf Harbour ferry. |
| I oppose closing the Gulf Harbour ferry! |
| I oppose closing the Gulf Harbour ferry! |
| I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!" |
| I Reject your RPTP proposal to remove the Gulf Harbour Ferry. DON'T REMOVE ! |
| I am the resident of gulf harbor.. We reject your rptp proposal to remove the gulf harbor ferry. Improve, DON'T remove. |
| Thank you |
| " I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve ,DON'T Remove " |
| "I reject your proposal to remove the Gulf Harbour Ferry. Improve, DON,T remove". |
| I reject your RPTP proposal to remove the Gulf Harbour Ferry, Improve, DON'T Remove" |
| I oppose the proposal to terminate the Gulf Harbour Ferry service. |
| It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. |
| The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City. |
| As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula. |
| The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels. |
| This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives. |
| The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network. |

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Regards,

■

■■■

Red Beach

Hello,

I would just like to submit my feedback regarding the gulf harbour ferry. This is a vital form of transport and the number of ferry runs should be increased rather than ceased!

The roads on the hibiscus coast cannot handle the amount of traffic as is. Let alone the additional traffic that cancelling this ferry would cause. The reason it has not been as profitable is due to the lack of times it runs - we need more ferry time options. This will encourage more people to use it!

Kind regards,

■

The Gulf Harbour Ferry has been run down by the very Fullers themselves! 1. Three years ago the ferry patronage increased 125%. However, Fullers responded to this by increasing the fares. Hardly an encouragement for public to use it. 2. The much needed plan to start a weekend service was not fulfilled but postponed then never started. 3. Horrendous amount of ferry cancellations often late and people only know at the time they are already at the quayside. 4. Some cancellations have been because the Gulf Harbour Ferry is redirected to be used for the Waiheke route or whatever else. 5. AT have obviously not held Fullers accountable to a public service, and Fullers themselves, a monopoly having no competition, have no commitment to public service. They are a let down company! Kind regards ■ ■ Sent from my iPad

we oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service

We need the Ferry!

we oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service

Hi We do not want more buses along Gulf Harbour drive, they are so noisy.

Dear AT

It has been brought to our attention and the rest of the hibiscus coast that there are plans to cancel the ferry to and from Gulf Harbour permanently.

We strongly oppose this decision, we rely on the ferry to get to and from work, we need it and it cannot be cancelled. Our community is grieving the potential loss and being cut off from the rest of Auckland with the ferry becoming obsolete.

It is such a big part of our community and the potential loss of this is just devastating news which is causing a lot of angst in the community all the way along the coast. We will potentially not know how to get to and from work with kids attending school and living in Gulf harbour and surrounding areas. We bought our property because of the Gulf Harbour ferry. We cannot loose this.

With recent community meetings regarding this, with hundreds attending to see how we can save our ferry, we need more options, Gulf Harbour needs our Ferry and we need it on weekends too. This is such an enjoyable and efficient mode of transport with the ferry's often packed to capacity during peak hours.

Without the ferry more cars will be on the road, more busses and more emissions. There is not enough parking at bus stations and even with a possible bus station in Stanmore bay, that makes the travel time exceptionally long and just not viable.

It was also brought to our attention that there was a focus group who were asked about the Gulf harbour ferry and if it should be cancelled and apparently not one of those individuals even live in the area or have used the Gulf Harbour Ferry service. How can this be reliable and viable feedback.

I truly hope this Ferry service can be saved.

SAVE OUR GULF HARBOUR FERRY

Thank you for taking the time to read my email.

Kind regards,

■

Whangaparaoa Ferry

Keep it!

■

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Sent by ■

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf

Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

More cars and congestion will create more road rage, instead of bringing our community together. Also, it is very hard to exercise outside when the air pollution is so bad, sometimes I have to hold my breath when lots of cars are outside and try to get to an area for fresh oxygen. This is worse when the weather is cold and the pollution hangs low in the air.

Travelling by bus is not going to be an option via Penlink, and if it was an option, travelling by bus is depressing for me, it is uncomfortable, jolty and with poor connections, there is a lot of waiting which is a lot of lost time with whanau. I would have to drive but not take Penlink, because I would begrudge Penlink for stopping the ferry service, and I don't want to pay a toll for a road that has stopped the ferry and I think Penlink will bring more crime rings to the area, as they currently are deterred because there is only one way out of the Eastern side of the Peninsula or the ferry. I would also not take a job in town if there was no ferry, limiting my mahi opportunities. People will also be financially affected as they have to give up their mahi, causing a lot of strife in our community.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location.

(e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension

in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the

Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region

and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

h) Stopping the ferry also limits our mahi options here on the Coast, many of us have visions for tourism businesses and without a ferry, no tourist is going to travel here via such a long and arduous journey by bus. There are many opportunities for tourism around Gulf Harbour, and Shakespear Regional Park.

i) It will negatively affect who chooses to live here, people wanting to work in the city are likely to deem that it is too far away to live and too inconvenient to get to, especially with traffic getting so bad. Already with the talk of the ferry being discontinued I am feeling as if we are cut off from the rest of Auckland, but not in a retreatful way, simply but because of feeling trapped here because the traffic hasn't been accommodated for, commuters need to have the option of the ferry to help us to feel connected to the city that we live in, without feeling as if we need to battle with travelling there.

Kind regards/Nga mihi,

■

To whom it may concern,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards.

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No to more traffic congestion • No to reduction in property values • Yes to our Gulf Harbour Ferry • IMPROVE DON'T REMOVE The consultation for the Draft RPTP ends Thursday 17th August 2023

1. I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

2. I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Other reasons I oppose Gulf Harbour Ferry Withdrawal upon completion of O Mahurangi Penlink:

Increased traffic congestion on an already overloaded road

Isolation in the event of road closures east of Zita Ave

The road from Gulf Harbour to Stanmore Bay is already in an appalling condition

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Gulf Harbour

Ph: ■■■

Submission:

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes excluding Onewa/Northcote).

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Gulf Harbour

To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. I believe that this decision will have detrimental effects on our community, our wellbeing and the Whangaparaoa and Silverdale public transport network for many reasons.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those of us who live east of the Manly shops. Many residents, including myself, have chosen to live in this location because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Silverdale Park & Ride will further exacerbate travel issues for both private vehicles and buses. A Penlink bus is not a viable alternative as there will be no parking facilities.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. Although Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. I am aware the previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for ferry services in the future.

(h) This change will impact my personal goals to lessen carbon emissions as two vehicles becomes more essential rather than a short bike / electric scooter ride to the ferry.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

■■,

■■■

Tindalls Beach

Auckland

Ph: ■■■

Good morning,

I oppose the proposal to terminate the Gulf Harbour Ferry service.

The proposal to withdraw the Gulf Harbour ferry service is short-sighted and in the most simple terms, a dumb idea.

The removal of the ferry service will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and therefore, greater carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

The Penn link will be a slow congested nightmare, the design of which does not take into consideration of the increased volume of vehicles or their use. Adding additional busses to this road (and Whangaparaoa Rd) will do nothing but add to the traffic chaos.

Improve the ferry service and you will see increased use and decreased traffic congestion, it is really that simple.

■■■■■
>> >> Please see my submission below:>> >> 1. I oppose AT DRAFT RPTP proposal to terminate the Gulf Harbour Ferry service: page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031. >> >> 2. I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).Regards ■■■■■ Gulf Harbour■■■■■

To Auckland Transport I oppose the rproposal to terminate the Gulf Harbour service

To Auckland Transport I oppose the rproposal to terminate the Gulf Harbour service

I support running an enhanced service which includes weekend ferries

I reject Auckland Transports proposal to cancel the Gulf Harbour Ferry.

It is a retrograde step in the attempt to provide good public transport systems for communities.

Whoever made this proposal has not consulted or spoken to anyone who actually lives here on the Whangaparaoa Peninsula. The Whangaparaoa Peninsula is precisely what it says, a Peninsula, one road in and one road out, a single lane road in and a single lane road out.

But, it has a bridge. A bridge that links the people of the area with New Zealand's capital city. The Gulf Harbour ferry is the bridge. There may be tunnels under the Waitemata Harbour in the distant future but the ferry will always be our bridge. Getting cars off the road was the intention, ferries do that. The proposal puts more cars and busses onto an already struggling one lane road. If this scheme goes ahead Gulf Harbour is likely to become a backwater, many people here will not even consider a job in the city because the commute would be horrible. Gulf Harbour is not flat, not everyone lives within walking distance of a bus stop, the commuters will resort to cars so that they will at least be comfortable in the long hours spent on the roads. The kiss and ride Penlink bus exchange opposite New World in Stanmore Bay will be a white elephant. Who will want to catch a bus in Gulf Harbour to then get another bus at the Penlink station and then have to proceed down the Penlink, a one lane road without a bus lane. No one!!! They will all opt for cars. So, there will be more cars, more busses, congestion and misery and all the time there will be the beautiful memory of boarding Takahe and arriving in the heart of the city calm, refreshed and on time for work.

The millions of dollars of public money that has been invested in wharves, and berths will be seen as just another symbol of Auckland Transports

ineptitude.

Gulf Harbour ferry demand is high, for city commutes and for leisure and tourism purposes. If weekend ferries were available they would be welcomed by everyone, by the residents of East Coast Bays as well as the Hibiscus Coast. Apart from the obvious, travelling to the city for meals and theatre, having the ferry available for when large concerts or sporting fixtures take place in Auckland city could ease the demand for buses and taxis going in and over the Harbour Bridge, it could diversify public transport and ease congestion.

If a climatic event were to affect the Harbour Bridge having the ferry out to Gulf Harbour would also be a lifeline for people getting back home and likewise if the end of the Peninsula were to be cut off at any point, again the ferry would be able to maintain the connection with the city.

We need to keep our bridge, we do not need more traffic.

I strongly object to this proposal for all of the reasons I have stated.

■■, ■■■, Army Bay, Whangaparaoa, Auckland

I support running an enhanced service which includes weekend ferries

To whom it may concern

I oppose withdrawal of the gulf harbour ferry service as outlined on page 104 of the draft 2023-2031 regional public transport plan.

I do however support the reinstatement of full services extending to a weekend service.

This will align with other ferry services and multi modal transport across the Auckland region.

We do not need more cars on the road.

Thanks

■■ - ■■■ Gulf Harbour

Hello,

We recently purchased our first home in Gulf Harbour. One of the reasons that we chose to leave here is due to have the ferry option to CBD. My husband works in town and rely on the ferry.

Replacing with buses won't be the same.

We love our ferry. Please keep this option available.

Thank you.

Warm regards,

■■

■■■

I reject your RPTP proposal to remove the Gulf Harbour ferry. Improve, DON'T Remove!!!



To Whom It May Concern I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove Kind
 Regards
 Minori [REDACTED], Gulf Harbour, Auckland 0930, New Zealand

Good morning,

I oppose the proposal to terminate the Gulf Harbour Ferry service. Please note the following:-

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional

peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

I strongly oppose AT Draft RPTP proposal to withdraw and terminate Gulf Harbour Ferry service.

I am in support of improving the existing ferry service, increasing frequency and adding a weekend service.

Withdrawing the ferry service will affect all Whangaparaoa / Silverdale citizens as traffic congestion will increase.

This is not a Gulf harbour issue, it will affect the wider community.

Penlink is not the sole answer to easing traffic congestion; it requires a combined effort.

Less cars on the road also has a positive environmental impact.

As more sections open up at the end of the WGP peninsula the need for a reliable ferry service increases.

■

Thank you for the opportunity to provide feedback.

I refer to page 104 of the draft RPTP, and strongly reject the RPTP proposal to withdraw the Gulf Harbour Ferry. This is madness.

■

GH resident since 2008

To whom it may concern,

I reject the proposal to cancel the Gulf Harbour Ferry as outlined on page 104 of the draft Regional Public Transport Plan.

The proposal is ill conceived and an affront to rate payers on the Whangaparaoa peninsular, many of whom rely on this service for their livelihoods. The alternative suggested will not alleviate local traffic and will significantly increase the number of vehicles on SH1. AT needs to find an alternative ferry operator to Fullers if Fullers are unable to fulfil their contractual obligations. Cancelling the service is the wrong option and the consultation does not consider full or reduced reinstatement or replacing Fullers who seem incapable of providing a fleet that is fit for purpose or providing sufficient crew to run the service.

It is surely time to review the service provider and not the service.

Regards,

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I oppose Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry Service.

I support the improvement and increased frequency of the existing ferry service including weekend services

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I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

Submission from

■■■

■■■ Waimauku RD1

Waimauku

17.8.23

For more than 60 years I have travelled regularly to Rangitoto Island and Motutapu Island on a public ferry. For over 100 years, one of the delights of living in Auckland has been the ease of public transport access to the Inner Hauraki Gulf Islands. Now, for the first time in a century there is no regular, dependable public transport to Rangitoto, Motutapu or other small islands, at a time when such a service is in high demand, and high benefit for the health and well-being of Aucklanders, as well as for tourism and Island restoration and cultural programmes. The Gulf and Island experience is one of the things that sets Auckland apart from any other metropolitan cities in New Zealand and the world..

I request that this matter be investigated by AT in consultation with groups such as Ngai Tai Ki Tamaki, The Tupuna Maunga Authority, tourism operators, volunteer groups like Motutapu Restoration Trust, Rangitoto Bach Society, The Hauraki Gulf Forum and Department of Conservation; and in particular that AT agree to contract and subsidise a regular infrequent service to Rangitoto Wharf and to Home Bay Wharf on Motutapu, and that this be added to section 7.4 of the RPTP as an integral, exempt ferry service.

Island visitors are hardy and motivated, but the service needs to be secure and certain, more than frequent. It is possible that a secure service on one or two weekends a month, would be better patronised than uncertain weekly or daily services.

The service needs to be contracted (enforceable)

The service needs to allow visitors practical time on an Island , say leaving town at 8,30am and returning at say 5pm

The service should pick up and return passengers to down town Auckland and Devonport

The service should stop at Rangitoto Wharf, and Home Bay Wharf on Motutapu

It is important not to stop only at Rangitoto because that leads to unsightly, dangerous and costly parking of vehicles on the Rangitoto waterfront. Home Bay has secure and out-of sight vehicle and service capability. Two stops are desirable.

Contracting the service should be coupled with long term planning of passenger infrastructure at Home Bay and Rangitoto Wharf, by DOC, Iwi and Motutapu Restoration Trust, facilitated by AT.P.

I may be contacted at ■@gmail.com or on ■■■ ■■

Hi -I need to give feedback on ferries to Waiheke. We are part of Auckland. We need to get to the city for work, for appointments, to bring our kids clothes shopping. For me to do this, it costs \$88 just to get into the city. This is almost as much as a pair of trainers for my daughter. The prohibitive cost of travel also means that a large portion of Aucklanders don't have the ability to visit beaches or ngahere in their own city. Expensive transport means this is not public transport. It does not exist for all of the residents in this city, residents who pay taxes and work in Auckland, whose kids go to school in Auckland, etc.The cost of a Fullers ferry ticket helps turn Waiheke into a more elitist island where its residents can no longer afford to live. It means that



people who commute to the city don't have the disposable income to cover the rising cost of basic needs - food, clothing, housing. This is an issue of social equity. This needs to be rectified for those of us who live on the island, and for people in Tāmaki Makaurau. Best, ■ Sent from my iPhone

Removal of the Gulf Harbour ferry after the Whangaparāoa changes are made

Dear Sirs,

I am emailing to express my strong opposition to the proposal to terminate the Gulf Harbour Ferry Service from 2028, following the completion of Penlink. The proposal is flawed on so many levels that in truth I struggle to know where to start and is a sad indictment on the people making 'decisions' at Auckland Transport. Having moved to New Zealand in 2013 from the UK and used all forms of public transport in its largest city (London) I know what works and what doesn't and AT are a million miles behind where the UK was 10 years ago!

The road infrastructure has got gradually worse in the last 10 years since we relocated here with a combination of new housing (without investment in infrastructure) and more cars on the road (as a result of the abysmal public transport network) being the main contributors. A car journey in 2013 took an hour at worst and leaving at 7am had me at my desk in the CBD for 8am. Roll forward 10 years and the situation is very different. Leaving at 7am that same car journey routinely takes around 90 minutes, on a good day!

Pre COVID the ferry was my chosen method of transport daily to and from the CBD. The ferries were both busy and reliable, apart from those occasions where weather caused cancellations. What Auckland Transport are doing currently by cancelling over 50% of sailings due to 'Industry Wide Covid related Staff shortages' (or whatever the catchphrase is this week, certainly better than 'Operational Constraints' I will give you that, is simply pathetic given we are several years on from the pandemic. This is a deliberate attempt for you to justify your plan to cancel this vital route by claiming there is no demand'..... There is no demand because you are creating that and forcing people like myself to either drive or bus to Silverdale to hope we get a car park and catch the NX1 to the city to justify your decision to some bureaucrats who are looking at profits ahead of public transport. .

The clue is in the name 'Public Transport'..... this is not about making profits for AT it is about providing people with adequate transport in to Auckland. Perhaps you should study this from Auckland University website: <https://www.auckland.ac.nz/en/news/2022/04/17/Public-transportation-is-good-for-everyone.html#:~:text=Public%20transportation%20isn't%20meant%20to%20be%20profitable.,and%20those%20who%20do%20not>.

'Public transportation isn't meant to be profitable. It's not even expected to break even, and that's okay. Unlike motorised private transport (the car), public transport significantly benefits both people who use the mode and those who do not.'

AT's misguided belief that Penlink is going to solve all the issues that systems like 'Dynamic Lanes' have created may free things up at Silverdale..... BUT..... Guess what!? All you are doing is creating issues further down the line. Do you honestly not see that all Penlink is going to do is create another bottle neck on SH1? Look at the extensive works around Greville Road as an example, it is now a pleasure to drive through that bit of road..... problem solved? NO! All this has done is push the bottle neck down to Upper Harbour and beyond..... really is it that difficult!?

Now on to my submission

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will force myself and my wife in to our cars and drive separately (we juggle a young child's schooling) in to the CBD instead of us both getting different ferries as we do currently. This will add cost (fuel and parking in the CBD), have environmental issues (more cars on the road), and also cost us both 'productive commuting time (on the ferry we are both able to work on our laptops as we commute). This in turn is going to either require us to work longer hours or work more at home thus depriving our daughter of quality time with here parents. (currently she is our 100% focus when we are home as we have been able to wrap up work on commute)

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated/improved by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. So basically you have LIED to us..... if I lie to clients in my industry

(a) I have no clients, (b) I go to jail! And that's before you even get started on the issue of morality.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the

part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole.

The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Hi,

I have written detailed feedback on the draft RPTP in relation to the Beachlands and Maraetai area. This is my formal submission.

There was no option online to upload feedback, so can you please respond to this email acknowledging receipt of this document.

Kind regards,

■

I Strongly Oppose AT' proposal to Cancel the Gulf Harbour Ferry Service.

Having read through the proposal I can only state that the premises used to justify such a stupid decision are totally flawed and it is obvious that those making such proposal have no understanding of road access to Gulf Harbour.

Gulf Harbour is reliant on a single road (one lane each way) with a natural bottleneck as we leave the Gulf Harbour. In my time living in Gulf Harbour this bottleneck has been closed to all traffic due to traffic accident at least 4 times (twice involving buses)

At the morning peak traffic generally starts banking up from the Whangaparaoa intersection back to Manly from around 0630. It can already take 30 minutes to get from Gulf Harbour to Whangaparaoa without adding about 10-15 minutes to get from there to your proposed bus station. Therefore the times AT suggests for a bus are simply farcical – even taking a direct route – But of course many of the buses will be rerouted through Manly etc. I suspect with more buses and traffic another set of traffic lights will be required at the intersection of Little Barrier Road – allow say another 5 to 10 minutes on the trip. These times of course do not take into account any future housing developments in Gulf Harbour (I am aware of at least 3 that are being planned).

On current timings AT is proposing replacing Ferry trip that takes about 50 minutes to reach the city with a bus adventure which will take, at the very least, twice as long. This assumes the buses from Gulf Harbour will actually arrive at the “Kiss and ride” in timely fashion to match the departure of buses to the city – highly unlikely and anyway we would have to allow at the very least 5-10 minutes to offload from one bus and reload to another. Car methinks!!

The above timings assume a semi express service from Gulf Harbour – but of course these buses will stop every 0.5km to pick up passengers. With regards passengers AT are proposing that passengers will willingly forgo what is currently a convenient and safe “Park and Ride” at a Gulf Harbour, wait with other in a sheltered well lit area and instead wait at unlit, unsheltered bus stops, on their own, often in dark wet and cold conditions?? Just what planet do AT planners live on??

AT brings up the unreliability of the GH Ferry with the implication this is weather related. It is actually related to no-investment in the service by the operator Fuller. This of course is hardly unexpected given that AT only gave Fullers a short term contract last time round (6 years when every other service received 12). It is no wonder Fullers have not invested in new more suitable ferries!! In the last couple of years about 90% of cancellations are due to -vessel breakdown, crew shortage or (far more likely) the boat being used on a service Fullers have a vested interest in!

Over the 20 odd years I have used the GH Ferry service reliability due to weather has not been an issue. Sure, there have been times where extreme Easterly conditions have caused cancellation, but this type of cancellation has, in recent years, generally been less frequent than the number of times AT disrupted bus services by closing the Harbour Bridge. Most often the bridge is disrupted by Strong Westerlies – when GH Ferry service can safely operate!

AT brings up the issue that the GH Ferries are highly pollutant – well they are old. The operator has been given NO INCENTIVE to upgrade to newer vessels. Also looking at the development of propulsion technologies (including Methane and hydrogen Options) I suspect the next generation of Ferries for the Gulf Harbour service will probably be far less polluting than (and safer) than your bus operated by battery technology which over the life of the vehicle is probably far more polluting (and less safe – these batteries are considered hazardous cargo and may only be carried aboard ships with extreme safeguards)

AT states one of its main purposes is to offer flexible and usable Public Transport – something I totally applaud. But, the proposal to isolate the rapidly growing Gulf Harbour Community by removing the Ferry Service is counter-productive in the extreme. I for one will not use the bus service but will revert to car. This will probably mean changing my hours of work and travel times but I will not be enduring a long uncomfortable stop-start bus trip (probably having to stand at least part of the way) into the city

I therefore must insist that the Auckland Transport Board consign the nonsensical proposal to scrap the Gulf Harbours Ferry Service to the dustbin. Instead of wasting time arguing for a proposal that is so flawed I implore the Board to use common sense and instead look of ways to enhance on improve this service

■

■ Gulf Harbour

■

■@outlook.co.nz

I oppose the proposal to terminate the Gulf Harbour Ferry service.

Kind Regards,

■

E: ■@gmail.com

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Kind regards

■

Dear AT,

I hope this email finds you well. I am writing to express my concern about the potential discontinuation of the Gulf Harbour ferry services. As a regular commuter on this route, I strongly urge you to reconsider any decision that would lead to the cessation of this vital transportation link.

The Gulf Harbour ferry has become an integral part of the daily lives of many residents in the area, providing a convenient and efficient means of travel between Gulf Harbour and Auckland. It not only eases traffic congestion on the roads but also significantly reduces travel times, benefiting both commuters and the environment. Because if service will stop myself and my family will not use bus system but will then drive with our own cars to work. This will automatically add 3 more cars to the road to/ from Auckland.

I understand that there may be various factors contributing to the consideration of stopping the ferry service. However, I believe it's essential to weigh the inconvenience caused to the local community against any potential cost savings. The ferry service plays a crucial role in fostering connectivity, accessibility, and economic development in the region.

I kindly request that you explore alternative solutions to address any concerns that might lead to the discontinuation of the Gulf Harbour ferry service.

Collaborative discussions involving local stakeholders and the community could lead to innovative ideas to overcome the challenges faced by the service.

In conclusion, I implore you to prioritize the needs of the residents who depend on the Gulf Harbour ferry service and to find a way to ensure its continuity. By doing so, you will not only be preserving an essential mode of transportation but also demonstrating a commitment to the well-being of the local community.

Thank you for your time and consideration. I eagerly await your response on this matter.

Sincerely,

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry, as a tax payer and rate payer, improve the service , DONT remove it. ■

I live in Auckland and keep my boat at Gulf Harbour. The ferry is my commute and over the last year I have noticed the service and frequency of the cancellations increase dramatically. I would like the service to improve and be part of the alternative to clear the congestion that is growing on the roads around Whangaparaoa. If the present operators cannot run a service that is reliable and functional maybe it is time to replace them with a better and more reliable company. ■■

I oppose closing the gulf harbour ferry. Sent from my iPhone

I oppose closing the gulf harbour ferry service.

I oppose the proposal to terminate the gulf harbour ferry service ■

I oppose the withdrawal of the Gulf Harbour Ferry service as outlined on page 104 of the draft 2023 /2031 Regional Public Transport Plan

I support reinstating of full services extending to weekend services

This will align with other ferry services and multi model transport across the Auckland region.

A ferry service has been operating at Northcote Point for over 100 years westerly wind or not. A new repurposed wharf was built several years ago costing millions of dollars. supposedly to combat the wind problem. Rate payers need an explanation from AT as to why the design of the new wharf is not working. The current timetable does not allow for commuters to arrive in the city by 8.30am...revamp timetable. Why is money spent on the 928 bus which operates with mostly zero commuters and blocks Queen st at peak hours (smaller bus would be helpful) when there is not enough money to keep the ferry operating? AT need to provide workable answers to the community. Millions have been spent on speed cameras on Onewa Rd...get people off the roads AT and onto the water

Regards

■

I don't want to see the Ferry discontinued. AT made so many promises in the past and they just don't complete, another set of promises.

Get a life

■■

■■■



I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

Dear Sir

I understand AT is consulting on a proposal to cease operation of the Gulf Harbour Ferry.

I am a Gulf Harbour resident and sometime user of the Ferry service.

I would like to write in support of retaining the service and make some suggestions that will increase usage.

The ferry service is often replaced with a bus service. This is perfectly understandable when adverse weather prevents the Ferry running but the Gulf Harbour Ferry is often not run in favor of a bus for reasons other than weather. The reality is that ferry users want to travel by ferry not bus. The unreliability of the service has impacted patronage and I believe running the ferry more consistently and making a commitment to do so would increase patronage.

The service does not run on weekends or Public holidays, so in effect it caters only to office workers commuting daily to the CBD. There is a large market that is totally untapped of people living on Whangaparoa Peninsula and the wider Hibiscus coast that would use a service on the weekends to access the city if it were available, even if the number of passages was less on weekends than on weekdays

The lack of any form of terminal at Gulf Harbour. At present, there is only a tiny bus shelter to cater for passengers waiting for the ferry, a terminal building offering seating and somewhere to buy a coffee and perhaps connect to wifi would definitely increase patronage. I have understood that the lease issues with the hammerhead land at the end of Gulf Harbour marina have been resolved with Council now having the control of the land. This should enable a terminal to be planned and built that would significantly increase patronage.

Conclusion, rather than scrap a service that keeps cars from the road, instead, invest in it and expand it and you will see usage increase significantly.

If this investment were made, I would be one of many that would re select the option in favor of a vehicular commute.

Ngâ mihi

Mark Withers

Director

Dear All who are taking decisions on the future of the Gulf Harbour Ferry Service

I am opposed to the planned closure of the ferry service between Gulf Harbour and Auckland City. It provides a much needed and valued alternative for this route. Having easy access to the ferry was one of the main reasons I chose to live in Gulf Harbour.

Closure will add additional traffic on the already heavily congested Whangaparaoa Road. The ferry trip is by far the most time efficient and stress free

way to commute to and from the city. However, the current dismal level of service is unacceptable and could surely be improved if the determination exists within AT to address the reasons for the problems that keep arising on a daily basis.

Please do not remove this vital service with promises of offering more buses and/or taxis as the better option. It makes no sense at all and judging by the number of distressed commuters voicing their opposition, I hope that you will reconsider taking this drastic step.

The suburbs isolated at the end of the Peninsula are particularly vulnerable in the event of road closures due to bad weather, traffic accidents or seismic events, any one of which could result in us being completely cut off.

Trusting we can rely on AT for a positive outcome to improve and not remove the service.

Yours sincerely

■

■■

Gulf Harbour

■@gmail.com

I am writing on behalf of our Gulf Harbour Ferry page on Facebook to let you know what is happening in our wonderful community right now. Ever since Auckland Transport announced that they are planning on removing our ferry once Penlink is completed and replaced by electric buses both Fullers and AT are sabotaging any attempts we are making to save our service. Ferries on perfect weather conditions are being cancelled and replaced by taxis that are costing AT over \$250 per van per at least \$1000 a day and they are doing this to further their argument that the ferry is too expensive and not worth saving. We received over 5000 signatures for our petition on change.org but have been told that this will not count only submissions. We are doing our best to get people to submit but time is running out. It goes against AT's total vision that everyone deserves decent public transport. You have to look at the height of its use 2016 we asked for more sailings and we believe if the service was provided by someone like 360 again more people would go back to using it. Over 300 cars a day are saved from being used on an already clogged Whangaparaoa Road and any bus service from Stanmore Bay would have nowhere for people to park. Also the Gulf Harbour Country Club has been closed just like they did with Red Beach one and a greedy developer plans to put in around 1000 houses if you change it from protected green space and this alone will be reason to keep the ferry as many more cars people on the roads. It will also cause more flooding as not meant for that many houses and flood planes. Penlink is an example of no forward planning. We have waited 50 years for it only to have two lanes is crazy and it's a toll road so not everyone will use it. You a man of common sense and I really hope you will consider getting rid of all the executive at Auckland Transport who are lining their pockets with large salaries and making money off things like airport shares. I believe in everything your doing for our city. We believe AT in particular are using their PR department to put out press for their one sided argument. I have written to John Watson, Mark Mitchell and now you. The roads in Orewa are another example of how things are under Labour and I for one will be voting for change. Please talk to John Watson and our Admin on the Facebook page. Please get in touch and have a look at the full picture and help save our ferry Thanks and regards ■ Sent from my iPhone

Hello,

I oppose the proposal to terminate the Gulf Harbour ferry service.

It reduces options for travel in this area. What happens if the peninsula is blocked, or congested with cars for especially the last 10 kms? - the ferry is the only public way to leave the peninsula meaning a Civil Defence, safety issue at least.

No ferry means more car/bus congestion, longer commute times for all. This means High Carbon emissions.

The ferry is a pleasant, efficient non-congested transport route. One ferry reduces possibly hundreds of cars on this already road and motorway system.

More subdivisions, more bus, car congestion. No ferry means loss of home prices due to reduced public transport options and increased travel times for commuters.

I moved to Gulf Harbour in recent years, one reason for that choice was the Gulf Harbour ferry for the convenience and enjoyment of using the ferry service, as opposed to congested roads that will continue to worsen due to the lack of space to improve the one way in and out roads.

With regards, ■■

Gulf Harbour resident

This is a repeat email, as I have not received an acknowledgement letter that my original email was received.

We oppose the proposal to terminate the Gulf Harbour Ferry service.

This is because, the cancellation will reduce public transport options in this network, increase congestion, in particular on the eastern half of the peninsula, and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, very safe and comfortable public transport option for commuters traveling to the city. As such this proposal runs entirely contrary to the notion of an integrated public transport network for the outskirts of the Auckland City and will limit the public transport options.

The proposal to stop the ferry is contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings, even extended on the weekends, and utilise improved vessels.

If AT is to be consistent with the state of other ferry services across the Auckland region and what was previously planned for the Gulf Harbour service, hence the not so long ago, Gulf Harbour marina upgrades, instead of cancelling the service, the focus in this RPTP should be put on reliability, efficacy and increased weekly services between the Gulf Harbour and CBD, including the trial of a long overdue weekend services.

This proposal represents a breach of faith on behalf of Whangaparaoa Peninsula community which were not consulted in any shape or form by AT, nor by their elected Local Government representatives.

Given the current and future proposals, the Penlink Bridge will enhance the overall land transport network.

However,

there is shortsightedness from designers/planners for the bridge and road being only two lanes,
there are no dedicated bus lanes,
it is proposed to be tolled, so adds to the commuting cost,
it is not the most practical option as there is no provision for a carpark around the future Whangaparaoa bus station entry point,
and the expectation by AT for all commuters to walk, bike or be dropped-off to catch the bus, is unreasonable, impractical and quite frankly ridiculous.

If Gulf Harbour ferry is cancelled:

it will add traffic to the PenLink, which may become a chocking point for the buses (no provision for bus lanes),
it will minimise the public transportation options,
it will increase, in some cases double, the commuting time,
it will negatively impact everyone driving along Whangaparaoa Road and
it will be to the detriment of the traffic network efficacy.

If AT ignores the Whagaparaoa Peninsula community outcry to this proposal, and cancels the ferry, it is most likely majority of the ferry commuters will not transfer to buses, as intended, but rather use their own cars. This will worsen the already constrained main road on the Whangaparaoa Peninsula. The Gulf Harbour ferry is very essential for an efficient, fast, safe and sustainable transport and acts as another "bridge" to connect the peninsula with Auckland City CBD.

The Gulf Harbour ferry service is vital for a versatile, efficient, safe and integrated transport options for the Hibiscus Coast residents, comprised of private vehicles, buses and ferry transport network.

We ask Council to rejected the proposal to terminate the Gulf Harbour ferry service. Council's focus should be on its improvement, reliability, frequency instead and diversify/extend the service to include weekends.

We would like to be kept informed about the progress of this submission.

Signed: ■■ and ■■

Address: ■■■, Army Bay, Whangaparaoa

To whom it may concern;

I am writing to express my deep concerns over the slow deconstruction of our usually reliable ferry service, as a means to promote the potential removal

of the ferry service altogether.

This is a vital lifeline that has served the Gulf Harbour community faithfully for the past 30 years, it is hurting us, we are distressed, fearing for our jobs due to dependability issues resulting from poor service and paying the price back on the roads.

The ferry service is an essential part of our daily lives, connecting us to the city and providing crucial transportation options that extend far beyond mere convenience. Our concerns are multi-faceted and require immediate attention. The reasons cited for discontinuing the service, particularly the alleged lack of use, fail to capture the entire picture.

Allow me to outline the more pressing issues that emphasize the crucial nature of maintaining the ferry service:

Reliability and Accessibility: Over the years, the ferry has provided us with a reliable means of transportation, especially during emergencies such as floods or road closures. Removing the ferry would leave our community vulnerable and isolated in times of crisis. However in recent couple of years, this service has been slowly degraded, deconstructed and left to dwindle in favour of other more profitable routes, meaning regular commuters have had no choice but to get back on the roads. A gruelling 1.5-2hr commute. Worse if traffic incidents and congestion arise.

Economic Impact: The ferry service has been instrumental in supporting local businesses and visitors to the area. It has encouraged visitors to explore our cafes, markets and beaches, stimulating economic growth and providing much-needed revenue for local entrepreneurs. This has disappeared in recent times due to the lacking reliability of ferry services servicing the area.

Commuter Support: Many of our residents rely on the ferry to commute to work, a task made significantly more challenging by the lack of alternative transportation options. The proposed replacement services, often taxis which are inadequate and unreliable, fail to provide a feasible solution for these commuters. Buses are old and decrepit and offer no comfort on a long road commute, especially to our older residents.

Time and Stress: The ferry service offers a swift 50-minute journey, complete with amenities that contribute to a comfortable and productive commute. The replacements buses/taxis or connected bus routes, in contrast, demand a gruelling 2-3hour journey without any amenities. This has led to heightened stress levels, panic attacks, and distress diminishing the quality of commute life for our community members.

Community Well-being: The ferry service has been a binding thread in our community, enabling us to connect, engage, and thrive in connection with the city and family living over the bridge. It's ease for working commuters is apparent, and recent degrading of services it showing it's toll. Lost jobs, stress, mental distress, anger and frustration - just to name a few. However, its removal will have an even more profound negative impact on the social fabric that keeps our community resilient, so we ask for reestablishment of a reliable service - NOT a withdrawal.

Traffic Congestion: The impending Penlink construction raises concerns about increased traffic congestion from the Gulf Harbour area. Removing the ferry service without considering the potential traffic ramifications further exacerbates this issue significantly in an already congested route.

Lack of notice and Inadequate Alternatives: Constant misinformation about replacement and cancelled services has caused confusion and distress. Taxis replacing buses, or no show buses and inexperienced taxi drivers and other inadequate alternatives have disrupted the lives of our residents, creating a sense of uncertainty and dissatisfaction. This is the real reason for the reduced numbers of commuters in peak hour services, and leisure hour services.

Safety and Accessibility: The ferry provides stable, reliable and safe transport options, and is a crucial alternate route in case of other emergencies or incidents that block the road out of the peninsula. Ensuring our commuters' and community's safety and accessibility should be a top priority, over engaging them with taxi drivers who are erratic, lack safety and situational awareness, and buses that are overheated or in a state of disrepair - a lot to endure when facing a 2-3hr journey.

In light of all these concerns, it is obvious our community is united in its need to maintain the service, in fact work to add weekend ferry runs, and

believe it is imperative for our collective well-being, local economy, and overall quality of life.

I would encourage you to provide us with the cutesy opportunity to engage in open dialogues from our community members, local businesses, and relevant stakeholders to thoroughly assess the impact of discontinuing the ferry service.

Our shared goal is to ensure that the decisions made reflect the best interests of the entire community. We'd like MORE ferry services, not NO ferry service. And we'd urge for a return of a RELIABLE service, over the continued UNRELIABILITY that has seen our commuters give up and get back on the roads.

Thank you for your time and attention to this critical matter.

Sincerely,

■■| M + 64 (0) ■■■

Dear Sirs,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10 km of road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city.. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■■■, Army Bay

Dear Auckland Transport,

Please find attached my opposition to the AT DRAFT PRTP. I strongly oppose this proposal from AT. You have not done your research thoroughly before proposing the public with a reasonable proposal for public transport from Gulf Harbour..

If you have any questions, please feel free to contact me.

Kind regards

■■ (■■)

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■■

■■■,
Gulf Harbour,
0930.

Auckland Transport
24 Wellesley Street,
Auckland,
1010.

Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will negatively impact people's travel choices and their lives in the following ways.

1. Our Mental health due to the constant worry about getting a bus and having a commute of close to 1hour and 30mins on crowded busses. This means less time spent with our families.
2. Our mental health and our children's due to not being able to pick them up from school and aftercare in time due your ongoing cancellations and mismanagement of the service.
3. Our families only having dinner at absurd time due to having to take bus replacements instead of ferries like it always was and the additional travel

time of busses in the traffic congestion.

4. We cannot comfortably work on a bus like the ferries. This time working on ferry reduces the time needed in office and allows me more time with my family.

5. It is a serene trip every morning and afternoon on the ferries with a convenient kitchen and bar available.

6. There is only one road in and out of the Eastern peninsula past Whangaparaoa and with potential new housing developments. This loads the traffic even more everyday and add to the overall commute time.

7. Health and Safety. The risk of a collision/accident in a bus/taxi van is far more due to sheer number of vehicles on the road. By ferry, on the other hand, we encounter maybe 10 other boats, there is much more space, and if a collision happens the severity of the collision will be much less due to the sheer size of the ferries and the speed they travel.

8. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North-Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry

terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating, “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years’ time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Kind regards,

■

Dear Auckland Transport,

Please find attached my opposition to the AT DRAFT PRTP. I strongly oppose this proposal from AT. You have not done your research thoroughly before proposing the public with a reasonable proposal for public transport from Gulf Harbour..

If you have any questions, please feel free to contact me.

Kind regards

■

■■■

---- attachment:

Submission to the RPTP – proposal to terminate the Gulf Harbour ferry service.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

This proposal will negatively impact people's travel choices and their lives in the following ways.

1. Our Mental health due to the constant worry about getting a bus and having a commute of close to 1hour and 30mins on crowded busses. This means less time spent with our families.
2. Our mental health and our children's due to not being able to pick them up from school and aftercare in time due your ongoing cancellations and mismanagement of the service.
3. Our families only having dinner at absurd time due to having to take bus replacements instead of ferries like it always was and the additional travel time of busses in the traffic congestion.
4. We cannot comfortably work on a bus like the ferries. This time working on ferry reduces the time needed in office and allows me more time with my family.
5. It is a serene trip every morning and afternoon on the ferries with a convenient kitchen and bar available.
6. There is only one road in and out of the Eastern peninsula past Whangaparaoa and with potential new housing developments. This loads the traffic even more everyday and add to the overall commute time.
7. Health and Safety. The risk of a collision/accident in a bus/taxi van is far more due to sheer number of vehicles on the road. By ferry, on the other hand, we encounter maybe 10 other boats, there is much more space, and if a collision happens the severity of the collision will be much less due to the sheer size of the ferries and the speed they travel.
8. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses

in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North-Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating, "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years' time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Kind regards,

■

Opposition submission to cancelling of Gulf Harbour ferry attached

15 August 2023 Dear Mr Kimpton As you will be aware Auckland Transport is currently undertaking a consultation process with regard to the Regional Public Transport Plan 2023-2031 (RPTP). I am writing to you directly as I believe that the consultation process is fundamentally flawed and breaches the principles of the Local Government Act 2002 regarding the process that needs to be followed. I have detailed the breaches below. The following breaches of the Local Government Act 2002 relate to Auckland Transport's proposal to withdraw the Gulf Harbour Ferry as outlined in their Regional Public Transport Plan 2023-2031. 82 Principles of consultation (1) Consultation that a local authority undertakes in relation to any decision or other matter must be undertaken, subject to subsections (3) to (5), in accordance with the following principles: (a) that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons:

Auckland Transport have breached this principle.

This has been demonstrated as Auckland Transport have not provided the reasons behind the proposal, see Fig1., until after the consultation process

had started. The document “Why are you proposing to remove the Gulf Harbour Ferry”, <https://at.govt.nz/media/1992326/web-explainer-changes-to-gulf-harbour-ferry-outerlink-and-te-onewa-northcote-point-ferry.pdf> was provided well after the consultation process had commenced. This has resulted in the feedback from affected persons’ being unable to address the rationale for the proposal and therefore undermining the affected people’s right to be heard in a fair consultation process.

(b) that persons who will or may be affected by, or have an interest in, the decision or matter should be encouraged by the local authority to present their views to the local authority:

Auckland Transport have breached this principle.

At no time have Auckland Transport engaged and contacted the ferry users to request their views on the proposal. The ferry users Facebook group “Gulf Harbour Ferry” has confirmed that no member has been approached, or been consulted, regarding this proposal. The nearest drop in centre for feedback is at Constellation Drive, Rosedale, with no local access to providing in-person feedback on the Peninsula. (f) that persons who present views to the local authority should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

Auckland Transport have breached this principle.

In line with their breach of principle 82.1(a) Auckland Transport have restricted access to the information that has formed the basis for the proposal, see Fig 1.

The significant breaches that have occurred have resulted in a flawed process that significantly undermines the rights of the people directly affected by this proposal. I am therefore requesting that an additional consultation process should be conducted that addresses the above breaches to comply with the Act’s principles.

I look forward to hearing from you.

Yours sincerely

■

c.c. Mark Mitchell MP

c.c. Office of the Ombudsman

c.c. Wayne Brown

I oppose the removal of the Gulf Harbour ferry service for the following reasons:

The consultation has not been transparent, and has not been publicised to the impacted community – in fact, every attempt has been made to HIDE IT by Auckland transport (only publication has been at Albany station, where GH to City users are unlikely to alight)

AT rationale to date for this removal has been factually incorrect and intentionally misleading. AT’s cites unreliability of method of transport and cites nearly 50% ferry cancellations are due to “weather”. In fact, collated data proves 75% of the cancellation is due to the inability of the current contractor’s (Fullers) crew shortages and vessel maintenance, along with service breakdowns. Pre 2019, this service operated with only a 5% cancellation for all reasons: weather, breakdown, crew shortage etc.

The proposal does not align with the RTPT vision or Goals to INCREASE OPTIONS for public transport across the Auckland network. It is inconsistent with previous plans to enhance this service and increase reliability by adding weekday and weekend sailings.

AT has not scheduled in person times to present a proposal that will significantly isolate and place the community impacted at risk. This is demonstrative of a self serving agenda and is in breach of good faith relationships with ratepayers.

Lack of flexibility in transport options for Eastern Whangaparaoa residents

Longer commute times for ALL Whangaparaoa residents using Penlink, including the bus users, as there are NO BUS LANES planned.

Increased congestion to the east of the “Kiss and Ride” station at New World, Stanmore Bay (estimated another 1500 cars immediately after ferry removal).

Poor road and pedestrian safety due to the increased congestion – particularly around homes, schools and early childhood centres, as commuters find alternative, less congested routes around the peninsula.

Greater investment in road widening and infrastructure to cope with increased congestion – yet is largely unviable, due to the estimated cost which is higher than the whole of Penlink

Cant take your e-bike, bicycle or scooter on the bus, whereas you can on ferry

Loss of easy tourism opportunities to Gulf Harbour, due to the proximity to Shakespeare Regional Park and Tiritiri Matangi Island.

Complete isolation east of Zita Ave in the event of road closure (frequency to increase with increased traffic)

Delays for all emergency services to the east of Penlink due to increased traffic congestion.

Longer commutes.

Decreased property values to the Eastern end of Whangaparaoa peninsula as congestion increases and public transport options are diminished.

Regards,

■■■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the

eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■
■, Manly Whangaparoa

RE: 2023-2031 Draft Auckland Transport Regional Public Transport Plan

I oppose AT DRAFT RPT proposal to withdraw and terminate the Gulf Harbour Ferry service as per Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/ Northcote).

Other reasons I oppose Gulf Harbour Ferry Withdrawal upon completion of o Mahurangi Penlink are adverse impact to overall commute time. No other option provides a 50 minute link to the CBD from the Gulf Harbour area.

Increase to emissions due to higher vehicle traffic forced into the roads.

Increased traffic congestion due to lack of capacity on Penlink. Inadequate use of proposed bus services due to number of connections, wait times and lack of dedicated bus lanes along Penlink and Silverdale to Albany.

Regards,

■
■
Gulf Harbour 0930

To whomever this may concern.

As a Gulf Harbour resident for the past 20 years I strongly oppose the proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport regional Public Transport PPlan 2023-2031.

The ferry is the fastest, most efficient, comfortable mode of transport available to us at this stage to travel from the peninsula to the City.

Removing the ferry option will only drive more people back to their own vehicles and extend travel times to and from the city and even with the alleged promise of additional buses they will also be stuck in the same traffic for the 10kms between Gulf Harbour and the new bus terminal in Stanmore Bay that is also not catering for people to park and ride.

One road in one road out between Gulf Harbour and Manly with no other options has proven to be an issue when a school bus jackknifed a few years ago on the hill between Gulf Harbour and Matakatia which meant that nobody could get in or out of Gulf Harbour, if this was a natural disaster blocking this road the only options to leave would be by sea and as far as I can tell you are trying to take this option away from us.

With one road between Gulf Harbour and Manly, there is a clear contradiction of the proposed policy in denying us more than two means of access and exit. This is a clear non-compliance in hazard management.

I support an improved existing Gulf Harbour Ferry service reliability, increased frequency and additional weekend ferry services (as proposed for other ferry routes; excluding Inewa/Northcote).

Regards

■

Is the council trying to kill Gulf Harbour? Honestly, stopping the ferry is insanity ... to drive anywhere in Auckland is a nightmare any time of the day and the ferry takes a huge amount of cars off the road in the mornings and afternoons, not to mention a lot less pollution.

Get rid of the stupid mandates about injections so you can get staff easily and let those of us that chose to live in paradise get on with our lives without clogging up Auckland roads.

That is without the threat that we have from a developer who thinks he can overturn the covenant on the golf course - that is in favour of the council to keep our green spaces - the thought of the council letting that happen is out of this world

Please take these submissions seriously and let us get on with our peaceful lives in our little part of paradise

■

■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2013-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other ferry routes: excluding Onewa / Northcote).

My reasons are:

To travel to Auckland city you don't have to use your car

You don't have to struggle with the carparking shortage in the city

The bus service is unreliable and involves several bus changes

Why take what could be a reliable public transport service away to force everyone to use vehicles

To whom it may concern,

I oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023 - 2031.

For people travelling to the city this is currently and always will be the most comfortable way to travel. The issue is making it more reliable and more people will use it.

Dropping the ferry is going to increase congestion which is already bad enough out here, even with Penlink there are only 2 lanes and no capacity for buses which is not future proofing transport issues on the Hibiscus Coast.

Regards

■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

I OPPOSE AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service : Page 104 Draft Auckland Transport Regional Public Transport Plan 2023 - 2031.

I SUPPORT improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

More ferries and Ferry services = less cars on the road. Less road rage and accidents. Less ACC costs.

■

Living in GULF HARBOUR, NZ

Date 9 August 2023

I ■ of ■, Gulf Harbour oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasoning(s) being: [add or remove as you choose] personalise your own story here.

The consultation is not transparent. It has not been published to the impacted community.

The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry. There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connecting buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction. It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.
Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at

Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

I oppose the closing of the Gulf Harbour Ferry

Subject: RE: Removal of the Gulf Harbour Ferry

Dear Sir/Madam

I oppose the removal of the Gulf Harbour ferry service for the following reasons:

The consultation has not been transparent, and has not been publicised to the impacted community – in fact, every attempt has been made to HIDE IT by Auckland transport (only publication has been at Albany station, where GH to City users are unlikely to alight)
AT rationale to date for this removal has been factually incorrect and intentionally misleading. AT's cites unreliability of method of transport and cites nearly 50% ferry cancellations are due to "weather". In fact, collated data proves 75% of the cancellation is due to the inability of the current contractor's (Fullers) crew shortages and vessel maintenance, along with service breakdowns. Pre 2019, this service operated with only a 5% cancellation for all reasons: weather, breakdown, crew shortage etc.

The proposal does not align with the RTPT vision or Goals to INCREASE OPTIONS for public transport across the Auckland network. It is inconsistent with previous plans to enhance this service and increase reliability by adding weekday and weekend sailings.

AT has not scheduled in person times to present a proposal that will significantly isolate and place the community impacted at risk. This is demonstrative of a self serving agenda and is in breach of good faith relationships with ratepayers.

Lack of flexibility in transport options for Eastern Whangaparaoa residents

Longer commute times for ALL Whangaparaoa residents using Penlink, including the bus users, as there are NO BUS LANES planned.

Increased congestion to the east of the "Kiss and Ride" station at New World, Stanmore Bay (estimated another 1500 cars immediately after ferry removal).

Poor road and pedestrian safety due to the increased congestion – particularly around homes, schools and early childhood centres, as commuters find alternative, less congested routes around the peninsula.

Greater investment in road widening and infrastructure to cope with increased congestion – yet is largely unviable, due to the estimated cost which is higher than the whole of Penlink

Cant take your e-bike, bicycle or scooter on the bus, whereas you can on ferry

Loss of easy tourism opportunities to Gulf Harbour, due to the proximity to Shakespeare Regional Park and Tiritiri Matangi Island.

Complete isolation east of Zita Ave in the event of road closure (frequency to increase with increased traffic)

Delays for all emergency services to the east of Penlink due to increased traffic congestion.

Longer commutes.

Decreased property values to the Eastern end of Whangaparaoa peninsula as congestion increases and public transport options are diminished.

Kind regards,

[Your name]

[Your address]

Dear Sir/Madam

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Kind regards

■

■

Manly

Whangaparaoa

Auckland

Good evening

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

I specifically purchased my property on the basis there as a ferry in Gulf Harbour. I would not have purchased up there if there was any indication ferry services would be cancelled.

It would not be practical for me to catch a bus to the new station, this would result on an additional car on the road, increasing omissions. Bus travel times are heavily impacted by whether there is an accident, weather etc. We already live far away and have commitments we need to attend to by certain times in the evening. Removing our ferry makes this near on impossible – people have childcare commitments, social events, pets/animals to attend to. When we catch the ferry, we know exactly what time we will get home and plan accordingly.

How can a supposed progressive city like Auckland even consider removing ferry options? Other cities would love to have the opportunity to increase ferry routes and reduce traffic and congestion on the roads.

All we want is a reliable service, AT have put on so many extra bus drivers. Surely they can assist Fullers with staffing levels to keep our ferry going and turn it back into a reliable service. I'm sure patronage would increase even further if we could actually rely on the contracted schedule.

(b) This proposal will negatively impact people's travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional

peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data

below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 –38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you

"I oppose closing the Gulf Harbour ferry"

I oppose the proposal to terminate the Gulf Harbour Ferry service.

I live at Gulf Harbour and my first choice of transport to the city is the ferry. It provides a relaxing journey with opportunities to utilise the space and comfort..

The alternative of travelling by road, whether by bus or car, is subject to congestion and traffic accidents. The opening of the single lane Penlink will do little to alleviate the road trip from Gulf Harbour - in fact, the increased bus traffic will make this only a small improvement. Furthermore, new developments above Gulf Harbour of about 88 new homes and possible housing development on the golf course will exacerbate the road option. In the event of a road closure caused by a road slip above Matakatia (already known to be unstable), Gulf Harbour and the surroundings would be cut off.

What we need is an enhanced ferry route including evenings and weekends. What we have now is an extremely unreliable and disrupted service which

is wasting the excellent parking and berthing facilities.

■
■■■.

I strongly oppose the closure of the gulf harbour ferry.
Absolutely mind boggling and stupid proposal with complete lack foresight for a growing population. The addition of extra traffic to an already contesting motorway system is beyond comprehension.

I reject your RPTP proposal to remove the Gulf Harbour Ferry...Improve, DON'T REMOVE! It takes way too long on the bus!

■
■■■
Ph. ■■■

I object to the proposal of RPTP to remove the Gulf Harbour Ferry.

■
■■■

Hi,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

I feel like this decision was made on some very bad assumptions and only accounted for best case scenarios i.e. travel time of 1 hour to the city via bus and penlink is a terrible assumption that doesn't include traffic, additional stops, delays etc. The current ferry consistently takes 50 minutes so even at an absolute best case scenario this would be slower than what we have today, generally not how you want to progress into the future. there are many other assumptions that have been made that are just not correct or accurate such as emissions. Comparing current gen ferries to new gen buses and not comparing many buses to 1 ferry, not considering outside factors (added congestion to roads), etc.

All in all this is a terrible change that really would impact a lot of people, myself and my family included in a really negative way.

A final note is to say currently the Ferry is horribly managed under correct management the ferry will be a far superior means of transport for all of Tāmaki Makaurau.

Regards

■

To Whom It May Concern,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Penlink will create traffic bottlenecks. Plus developments in the North will affect the congestion in the motorway in the near future. To travel to GH and nearby areas is already a challenge at the current state. So please kindly consider not removing the Gulf Harbour ferry service.

Thank you very much 😊

Regards,
■ (Gulf Harbour Resident)

I am opposed to the closure of the Gulf Harbour Ferry Service (GHF) as proposed in the RPTP

Reasons:

The GHF provides a faster, more convenient, safer, more sustainable, lower carbon, future-proofed and more resilient alternative to a bus service as proposed.

The current ferry service has been run down due to crew and boat issues not from weather related issues.

Fully electric ferries are an appropriate option for the service especially as battery technology, fast charging and boat design enhancements improve; that can be customised to suit the run.

The option of a bus service as an alternative is less attractive, will face increasing road congestion especially along Whangaparaoa Road and will be less sustainable and low carbon; a full ferry is lower carbon per passenger than more mainly empty buses - even if they are electric. Better to have full ferries that meet travel demand than many empty buses at regular frequencies that do not.

The ferry service offers a resilient transport alternative in the event of any civil defence or issue that affects the roading network either on Whangaparaoa or any part of the roading network through to the CBD.

With increases in population on the Whangaparaoa and in particular the GHF catchment a ferry service will be in increasing demand into the future.

Enhancements in technology increasingly work in favour of a GHF service and relatively against road based alternatives.

The GHF service makes use of considerable sunk investment at Gulf Harbour and the terminal at the city.

■
I oppose closing the Gulf Harbour ferry ■ sent from my iPhone

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■

■■

Manly
Whangaporoa

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

I reject your RTPT proposal to remove the Gulf Harbour ferry. Improve, DON'T remove

■■

Stanmore Bay

I reject your RPTP proposal to remove the Gulf Harbor Ferry. Improve, DON'T remove! Sent from my iPhone

Dear Members,

"I reject the AT proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■■

Address : ■■■, Army Bay, Whangaparaoa.

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

I strongly oppose the proposal to terminate the Gulf Harbour Ferry service.

A properly run service including weekend service will reduce the number of vehicles on the Whangaparaoa Highway.

The penlink is just a repeat of the Auckland Harbour Bridge debacle of the 60"s which was obsolete by its completion.

■■

■■■
Manly
Whangaparaoa
0930

PH. ■■■

I oppose the closing of the Gulf Harbour Ferry Sent from my iPhone

Dear Sir/Madam

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

Thanks

■

To whom it may concern I reject your RPTP proposal to remove the Gulf Harbour Ferry Service . Focus on improving this service . DONT Remove The Removal will increase the cost of living for the many that use it , The removal. Will also severely restrict the tourism to Tiri Island and also increase the usage of vehicles for employees and owners using the Marina and marine services . Regard ■■■ Sent from my iPhone

I strongly oppose the ending of the Gulf Harbour ferry! This is my means of travel when I need to commute to the city for work. Please do not end the ferry - we need it! Regards, ■ Sent from my iPhone

To whom it may concern As a gulf harbour resident who uses the ferry I strongly oppose the cancellation of this service. There are many reasons and I'm sure other people will be able to articulate them better than me We need more ferries and a weekend service ■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, Don't Remove! 发自我的iPhone

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve, Don't Remove!!

Kia Ora I understand the pressures are huge in keeping a large public transport system going. The advantages of such a system is reducing private vehicle mileage and providing a Green alternative to many cars and vans. Reduced traffic is safer for pedestrians, cyclists, children and other more vulnerable people who share our roads. Only the Council and AT can help with this goal. Gulf Harbour and Whangaparaoa, have a large population for a suburb with literally one road in and out. Traffic is already too high for the roading system. While PenLink will help, it is some years off. The ferry provides a vital service for many commuters and travellers. Even after PenLink, reducing vehicle traffic is still a good strategy for the future of our great city. Please rethink the future of this service, which our family has used and enjoyed many times in the past. ■ Gulf harbour

"I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)"

I oppose closing the GULF HARBOUR FERRY

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

I oppose Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service including weekend services.

Greetings, I believe it would be horrendous to cancel the Ferry, because many people depend on it for their work in the city, many use it as a break from driving to the city, others use it to reduce vehicle use [and carbon emissions], many others use it because it is great for people to enjoy our beautiful Waitemata Harbour, tourists use it, it is essential to get to Tiritiri Matangi Island, and overall, it is wonderful for the mental health of SO MANY people....surely this valuable service could not be terminated because of Penlink ? PLEASE DO NOT CONSIDER STOPPING THE FERRY!

Regards, ■■■, Gulf Harbour.

Sent from Outlook

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve,DONT Remove!!!

■■■

To whom it may concern,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

This ferry service is the least that you could do considering we don't have a proper functioning bus station with sufficient parking nor the infrastructure to accommodate the growing housing you allow to be built so let the locals have the ferry to ease congestion and make it easy to get to work!

■■■

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

We've had 885 submissions to date - lets get over 1000!

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, Don't Remove.

Good afternoon,

I'm writing to submit my feedback about closing of the gulf harbor ferry. I would like to oppose the proposed closure of the line.

Best Regards,

■■■

I reject your RPTP proposal to remove the Gulf Harbour ferry. Improve, not remove.Kind regards■■■ Local resident

I oppose the closing of the Gulf Harbour FerrySent from my iPhone

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards

■

021 370 388

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, Don't remove. Sent from my iPhone

I oppose the closure/removal of the Gulf Harbour Ferry

■

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

Cheers,

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Thank you - IMPROVE NOT REMOVE !!

I oppose Auckland Transport's proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service including weekend services.

Please keep the gulf harbour ferry.

We're at the end of a long peninsula with only the one road in and out.

Traffic is horrendous during peak traffic times and the ferry (when running its normal times) is badly needed.

People are struggling to use the ferry atm, due to its irregular sailing times.

Please include us in the Auckland community, just as hobsonville pt, waiheke, devonport, Northcote etc, are.

Thank you

■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031 I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote). Absolutely can't believe that withdrawal of this public transport service that so many use is even being considered. Nga mihi ■ Ph ■ Email: ■@outlook.co.nz

please don't take our ferry away please just improve it Sent from my iPhone

To whom it may concern

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

We have been waiting and hoping for extended Ferry services, and are absolutely against removing the service, we are so far from Silverdale by bus, it is not practical. If the ferry is cancelled, we end up driving our car in.

Regards

■■■
Keep this Ferry operating!!!!So many people rely on this service out here. My parents enjoy this service because they aren't confident driving into the city. We use this mode of transportation into work everyday (when it's working)!One road in and out of the peninsula. It's way quicker than cars, buses or the taxis currently being put on. ■■■Resident Sent from my iPhone

I/we totally reject the proposal to remove the Gulf Harbour ferry. There needs to be more services, not less.

■■■
And
■■■
■■■
Manly
Whangaparaoa

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards

■■■
I oppose the closure of the gulf harbour ferry. ■■■.

Subject: Submission: Opposition to content within the draft 2023-2031 Regional Public Transport Plan

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be

incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■

■ ■

Gulf Harbour
Auckland
0932

To whom it may concern

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full service, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Kind regards

■

I oppose closing the Gulf Harbour Ferry.

I live in Army Bay and it would be disastrous to our community to cancel this ferry.

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full service, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

I oppose closing the Gulf Harbour Ferry.

I oppose the closing of the Gulf Harbour Ferry

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove.

I reject your RPTP proposal to remove the Gulf Harbour Ferry ! Improve , DONT Remove

I oppose closing the gulf harbour ferry.

■

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Hi there,

Please can you pass this on to relevant persons.

I'm just going to bullet point my reasons why eliminating a transport channel is a crazy idea. Please also consider the points about what is being proposed as a bus station and service in Whangaparaoa.

- Why is NX2 being suggested to link to Whangaparaoa bus station? It goes to the university. NX1 bus is better for city commuters, with links to Trains and Ferries in CBD.
- Is there going to be alot of parking at the new Whangaparaoa bus station? Feeder buses are not an option with kids drop offs/pickups etc before and after work. It will need alot of parking as the HBC bus station parking fills up not long after 7am! HBC bus station hasn't been built with enough parks, please learn from this.
- Bus lanes don't extend to Silverdale so we always sit in traffic. Unless they're extended, this is only going to get worst with Penlink bus plus the numerous residential areas being built.
- Hobbs farm + Gulf Harbour Country Club sales both mean more people moving to the area.

Thank you,

■

I oppose the closure of the gulf harbour ferry.

■

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Regards,

■

I oppose the RTPT proposal to remove the Gulf Harbour Ferry. I live in Gulf Harbour, work in the CBD and use it daily. This is a valuable service for commuters at the far end of the Whangaparaoa Peninsula. Improve, don't remove.

■

Dear Auckland Transport

I am an Auckland City Ratepayer, resident of Whangaparaoa and a user of the Gulf Harbour Ferry Service.

Please note that I support the retention of the Ferry Service between Auckland City and Gulf Harbour Marina.

I strongly oppose the proposal outlined in the Regional Public Transport plan to extinguish this ferry service to the Whangaparaoa Peninsula.

I have used this service over the last 10 years both as a daily commuter to work in the city and for other less regular trips. It is by far and away the best, most timely and efficient form of Public Transport available to residents of the Whangaparaoa Peninsula. Not only that, but it is comfortable, generally allows one to do some work while travelling and does not suffer delays from traffic jams.

The service has been much better in the past than it has been recently. I know from experience that the current apparent higher rate of cancellations appear to be bureaucratically made rather than genuinely necessary due to weather conditions.

New Zealand public transport including Auckland's is always going to be made difficult by geography and weather. Schemes devised in Europe do not automatically work here. Auckland City Council should be listening to their Transport Engineers and using common sense and practicality rather than rushing to join in with overseas influenced ideas. The Rate Payer comes first, after all.

We will not be well served by the the proposed bus/Penlink plans. We will need to keep the Ferry services running at times that make it feasible to get to work/university and beyond in the city and this includes retaining adequate car parking at the Gulf Harbour terminal -as already paid for by Council Rate Payers. The productivity of New Zealand must be facilitated, not retarded by travel choices which remove alternatives to the cumbersome and time consuming 2 and 3 changes of bus options proposed.

■■
■■■■@xtra.co.nz
WHANGAPARAOA

To Whom it May Concern,

I object to the proposed cancellation of the Gulf Harbour Ferry service. The ferry is better for the environment and safer for passengers than the proposed option to use penlink, or bus. The traffic is very heavy in Whangaparāoa, and will only increase with the consented building on the gulf course. Pushing more people into cars also has a negative impact on R&M budgets.

Nga Mihi

I oppose the draft RPTP and support improved existing ferry service. Have you consider the Tourist that will be missing out on a great coastal cruise up the Waitemata Harbour then the beautiful East coast to visit Gulf Harbour ,Orewa and more .Tourist income and great advertising for Auckland

■■
I oppose the proposal to terminate the Gulf Harbour Ferry service."
This service should be increased not terminated,
your plans for electric buses & electric ferrys, are a joke, & will not happen this century, the few cars (EVs) being used now are causing enough

problems to the electricity grid, I know as my job involves having to deal with some of the problems they are causing to our power, they have a great ferry service in Sydney & Liverpool x other locations worldwide, so why is it such a problem in Auckland, city of sails, becoming a joke.

■■
Tindalls Bay resident.

I strongly object to the proposed removal of the Gulf Harbour Ferry service at the completion of Penlink.

I don't support replacing the Ferry Service with bus alternatives.

■
To whom it may concern,

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

The systematic sabotaging of this service that ran 95-100% of the time in 2019 under the stewardship of 360, has been replaced by the shambolic Fullers. Ferry's have been replaced 75% of the time because Fullers site operational restraints - AT are saying the 47% fail rate is weather related, the reduced patronage is because AT are making this service unreliable and it is deliberately being engineered to fail so it looks worse. This is not dereliction of duty, it's Managed Decline, not just of a service but a whole community.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

Thank you - IMPROVE NOT REMOVE !!

Regards,

■■
Kia Ora, I oppose Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service including weekend services. Yours sincerely ■■■■■

I oppose the cancelling of the Gulf Harbour ferry service when the new Penlink road is in operation. Regards ■■■■■ Army Bay

I oppose closure of the Gulf Harbour Ferry Service. ■■■ Sent from my iPhone

Dear AT,

I TOTALLY oppose the AT draft RPTP proposal to withdraw the GH ferry service. Fullers have the community support they need. They appear to lack either the drive - or the business model - to make this service work. It feels like it is being deliberately run down in the knowledge that a poor service will make loyal customers give up with it and then Fullers can turn around and say "See, told you so, nobody wants to travel by ferry". Outrageous and SO untrue. Our community wants an improved and extended service.

My story (from 2003)

Kawau Kat

20 years ago I was hesitant to move from the North Shore to the Whangaparaoa peninsula. Like so many others, I worked in the City and driving to work was going to be long, tiresome, and stressful. I was persuaded by the fact that Kawau Kat ran a limited but very reliable ferry commuter service - at that time just 2 sailings a day. I met lots of new friends on the ferry. The crew made a 'family' of all of us. We had BBQs back on Fridays, there was a card school and lots of banter. At Christmas they put on a free cruise for commuters and their families as a 'thank you' for their custom. Great service and the ferry was honestly an integral part of cementing me into a fabulous, new community.

Commuters were paying more than we would on a bus but we arrived at work unstressed and ready to embrace the day. The Kawau Kat ran 95% of the time. In very high winds a 'Bayes' coach was put on for us instead.

Discovery 360

After a few years, the run was taken over Discovery 360. More services were put on and support grew even further. The whole community wanted it to work - and it did. Numbers were up, sailings were up and there was hopeful talk of weekend sailings - at least in the summer months. Cancellations were rare and the service was reliable.

I worked in marketing for a big insurance company. We used the ferry to sail brokers down to Gulf Harbour Country Club. A round of golf, a catered dinner and then the last afternoon ferry back to CBD. Very successful relationship and team building events.

... Then came Fullers

I won't pretend to know the full extent of the problems within Fullers nor the reason/s they have failed to maintain what was previously a great service and a boon to our community.

Weather? No. The weather hasn't changed since Kawau Kat and Discovery 360 were able to run efficient and presumably profitable services.

Staffing issues post COVID? OK but other industries got through, rebuilt their staff and maintained their service.

Mechanical failures? Then sort it out and run a properly funded, scheduled maintenance service

You have support from the community.

You had support from some CBD businesses.

You had support from GH developers with Fairway Bay.

You had support from visiting family, friends, and international students who stayed on the Whangaparao peninsula.

You had support from our own tertiary students who used the ferry to travel in to AUT/Media Design School before it got so bad they couldn't guarantee getting to classes.

It is ridiculous to think of cancelling it. It will be a huge loss to the Gulf Harbour/Amy Bay/Manly/Whangaparaoa communities who want to get their cars off the road and have viable, enjoyable transport options... and don't mind paying a bit extra for them.

The future looks like a bottle neck

Development continues in Gulf Harbour but our roading options do not. We are one-road in and one-road out and it is getting busier all the time. Penlink will be half way up the peninsula for us. In view of intensification, degrading and eventually cancelling the ferry service is a ridiculous notion. If the people who made these recommendations at AT actually did their homework properly and engaged our community they would know this.

PLEASE do the right thing. "Build and they will come". Our community has already proven that we respond to bigger and better. Extend the service, improve the reliability and let both our local community - and whoever holds the contract - flourish. If Fullers' business planning is so poor they can't make it work, put the contract out to tender and maybe somebody else can.

I hope there is somebody actually reading all the submissions and it is slowly dawning how important AND VIABLE the Gulf Harbour ferry service is.

Please take withdrawal of the service off the table. We need both Penlink AND a ferry service.

Yours sincerely,

■

Hi, I oppose Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service, including weekend services. Thank you, ■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

We fully support the provision and use of various modes of public transport and appreciate the option for travel that champions resilience in the event of blocked roads/busways. In addition, we love the journey by sea to and from the city, and we encourage our visitors to travel to the Hibiscus Coast by ferry; something they all love to do. Please don't remove this facility from us.

■

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■

Attached is my submission to RPTP consultation.

One road into the suburbs at the eastern end of the peninsula is insufficient to meet these suburbs' access and infrastructure security.

Thank you

■

"I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)"

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Thank you - IMPROVE NOT REMOVE !!

Hi I oppose the stoppage of the Gulf Harbour ferry service. This will add to further congestion on already congested roads resulting in further cost to the council via maintenance and repairs to roads as a result of heavier passenger usage. It contributes negatively to the carbon emissions of our country, whose current goal is to reduce our net emissions to 50% below our gross 2005 levels by 2030. It also poses risk of harm to life and injury but having more traffic on the roads and less capacity (particularly on the coast during peak hours) of emergency vehicles being able to critical incidents due to congestion. Please reconsider your decision. Thanks ■

"I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)"

It will devalue property in Gulf Harbour

Increase road traffic and commute times

Potentially isolate a vulnerable community

To Whom it may Concern

I strongly OPPOSE the proposed removal of the Gulf Harbour ferry service.

* The GH ferry is a vital lifeline to this community for those who work in the central part of Auckland, those who wish to connect with bikes and scooters to the cycle path network, for mothers with prams, those who wish to travel to the airport avoiding the possibility of Whangaparāoa Road/motorway delays.

* A local small bus feeder service in the area from east of Manly Village, such as is in other areas, would provide for much greater patronage of the GH ferry as would extending the service to run 7 days a week instead of 5.

Sincerely

■

■■■

Gulf Harbour

■■■

I reject the AT proposal to remove the Gulf Harbour ferry service. The ferry is an essential service for Gulf Harbour and should be improved not taken away. Regards, ■■

To whom it may concern,

I reject the RPTP proposal to remove the Gulf Harbour Ferry! Improve, DON'T remove!

Thank you kindly

■

I reject your rptp proposal to remove the gulf Harbour ferry. improve, don't remove.

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Thanks

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Thanks

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Don't take away our ferry, we need it!

■

To Auckland Transport,

I reject the AT proposal to withdraw the Gulf Harbour Ferry (“the Ferry”) service following completion of PenLink and improvements to local bus services. My reasons follow:

Penlink does not serve Gulf Harbour – it joins the Whangaparaoa Road nearly 10km away from Gulf Harbour, which is at the far end of the Whangaparaoa peninsula;

Gulf Harbour is served only by the Ferry and by a narrow, single carriageway road (“the Whangaparaoa Road”), which as far as I know is unable to be widened;

The Whangaparaoa Road is already extremely congested, especially between Gulf Harbour and the planned Penlink intersection, and especially at peak travel times;

There is still significant ongoing and planned residential development in Gulf Harbour, which will result in even more people needing to commute for work and other activities, and this will inevitably lead to further congestion on the Whangaparaoa Road;

The proposed removal of the Ferry depends on improvements to local bus services, but since there is no opportunity for separate bus lanes on the Whangaparaoa Road due to its constricted width, bus services will inevitably degrade rather than improve;

The Ferry provides the only alternative means of public transport from Gulf Harbour to Auckland CBD, and incidentally helps to remove some of the traffic and congestion from the Whangaparaoa Road as a result;

It is therefore essential that the Ferry service continues to operate, and that issues with its reliability and staffing are resolved.

Regards,

■

Gulf Harbour resident

I OBJECT TO ABOLISHING THE FERRY!

Hello AT,

Extremely disappointed with this proposal of yours. You are doing the opposite of what many people including myself want and need. We want to keep the ferry service and we want you to improve it.

- The ferry will still be a significantly faster commute to the city and back, even with Penlink.
- If you improve the ferry service more people will use it, and more often.
- A better and more frequent ferry service will mean less cars on the road and will be better for the environment and traffic.
- The ferry is much more enjoyable than taking multiple buses.

I will take the ferry over penlink any day. Even with penlink and without the ferry I won't be taking the bus.

Cheers

■

To whom it may concern,

I oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023 -2031.

It is madness to think that the penlink connection now so overdue it can barely make dent in the whangaparaoa population increase can compensate for the use of the Gulf Harbour Ferry.

Surely in this day and age it is irresponsible to be doing anything that is not increasing the use of public transport and getting cars off the road.

Our family have been regularly users off the Ferry for years both to commute to work and for leisure. We Hage long stated that we hoped the Ferry would expand it's services to include weekends and evenings to find out the opposite is being considered is very disappointing.

The views of all whangaparaoa residents seem very clear on this please take these views into consideration.

Thanks

■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)

I oppose closing the gulf harbour ferry!

I oppose closing Ferry Service

I oppose closing Gulf Harbour ferry service. Thanks !

Regards

■

I oppose closing GH ferry service.: mobile ::

I oppose closing Gulf Harbour ferry service

I oppose closing Gulf Harbour Ferry service! It's a real shame if this closes for the people who live in the coast and work in the city or just want to travel to the city. There's one road in and out! Regards

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region!!! Sent from my iPhone

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

■

■■■■,

Tindalls Bay
Whangaparāoa
Auckland

To Whom it may concern,

I oppose the withdrawal of the Gulf Harbour ferry service as outline on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards

■

Gulf Harbour

Hi there,

This is the dumbest thing I've ever heard. This must've been dreamt up by some overpaid bureaucrat who likely lives in a leafy suburb and never experienced a 2h commute.

Instead of cancellation, we should be investigating ways to improve the service, making it faster, more efficient, and ultimately more attractive for usage for residents of the entire Whangaparaoa peninsula. Perhaps the overpaid buffon who dreamt this up will next suggest that we reserve one of the lanes on Whhangaparaoa road as a cycle-way to make for a more healthy commute.

A service that has been plagued by cancellations in what appears to be deliberate sabotage of the service to justify its cancellation. The statistics published outlining it has run 100% of the times its been operational, certainly made me feel assured.

Absolutely ludicrous suggestion.

I, thus, vehemently oppose the cancellation of the Gulf harbour service.

Regards,

■

Hi AT

I oppose withdrawal of the Gulf Harbour ferry service, as outlined on page 104 of the draft 2023 to 2031 Regional Public Transport Plan. I support reinstatement of full services extending to weekend services. This will align with other ferry services and multi-model transport across the Auckland region.

Regards

■■, Gulf Harbour

I oppose closing the Gulf Harbour ferry.

Thanks,

■■■

I strongly disagree with the proposal to cease the Gulf Harbour Ferry upon the completion of Penlink.

When we moved to Gulf Harbour 9 years ago a major factor in our decision was the Ferry service to and from the CBD/Airport. We were regular users of the service to the City and Airport via Ferry and Skybus while it was running, as a trustworthy and reliable service under the previous operators. Our car stayed in the garage while we enjoyed stress free travel with the amenities on the Ferry. We have a number of South Island/Overseas visitors throughout the year and the easiest most comfortable way for them to arrive in Gulf Harbour was Skybus from the airport to Britomart then hop on the Ferry to Gulf Harbour and reverse on departing – could not have been easier. Once again, our cars stayed in the garage with the exception of a 2-minute drive to pick up/drop off from Hobbs Bay. “What a fabulous service and way to travel!” was the regular comment!

Since Fullers took over the service and the constant unreliability and last-minute cancellations became the norm we no longer use the ferry. We take a vehicle to the CBD and Airport as the logistics involved in second guessing how we and our visitors can get there and back is ridiculous.

The regular comment now is “Can we use the Airport bus and Ferry?” Answer NO – it might a Ferry (but may be cancelled at very short notice) - it might be a bus (but not from the Ferry terminal) – it might be a taxi – it might be an uber – they may or may not turn up on time so we will come and pick you up.

We realise that this adds to congestion and carbon emissions but is the only reliable alternative available.

After living in Christchurch throughout the Earthquakes and not having power/water/sanitation for 5-6 weeks we would have thought it is very apparent that the Peninsular needs alternative access for emergency services/provisions in the event of any Civil Emergencies. Any blockage on Whangaparaoa Road at certain points will paralyze any emergency/medical response or evacuation attempts that may need to happen.

The alternative proposed by RPTP is to replace with buses to and from a new bus station in Stanmore Bay. We will not be supporting this mode of

transport and will continue to use our vehicles unless a reliable and trustworthy Ferry service is there as an alternative.

Regards

■

I oppose closing the Gulf Harbour ferry

I oppose closing the gulf harbour ferry

Good Morning,

I oppose the withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services.

This will align with other ferry services and multi-modal transport across the Auckland Region

Thanks

Kind regards,

■

■

I oppose closing the gulf harbour ferry ■ Sent from my iPhone

Hi AT,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on page 104 of the Draft 2023-2031 Regional public transport plan.

Please keep in us our GH ferry.

Kind regards,

■

I oppose closing the Gulf Harbour Ferry

"I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; exclude Onewa/Northcote)"

add to more traffic on roads

a backwards step

To keep my opposition simple:

- i) Moving to Gulf Harbour was a more affordable option due to the reliable and stress free ferry service that was offered and beautifully delivered pre Covid.
- ii) Taking a bus as an alternative option takes more time, is less efficient, creates more traffic and creates the added problem of how to get to the main bus terminal - no parking?
- iii) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.
- iv) Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.
- v) Living in the city of sails, water transport is the obvious and more efficient way for people to travel - suggest you spend a week in sydney and discover how an efficient ferry system can run without disruption.

I look forward to continuing the most wonderful way to travel to and from work.

■

I oppose the cancellation of the Gulf harbour ferry.

Regards,

■

I oppose the cancellation of the Gulf harbour ferry.

Regards,

■

Living on the coast / peninsula is a lifestyle choice, as is catching the ferry

I catch the ferry as it's my preference. The bus is not

From GH Ferry to Newworld Stanmore Bay is 9.5km. As there are no bus lanes that's approx 20min sitting in traffic before getting to the new Whangaparaoa bus station.

If the ferry was cancelled, I would have to drive over 10kms to get to HCB station where there is parking. Although a quick trip into the city in the mornings. It takes me 1.5hrs to get home in the evening. It's 50min on the bus.

More cars on the roads.

The GH ferry service was going well up until a few years ago. Patronage was high

The peninsula is one way in one way out. Having a ferry service gives residence an alternative option other than road.

I oppose the cancellation of the Gulf Harbour Ferry Service.

■
Army Bay
Whangaparaoa

I oppose the cancellation of the Gulf harbour ferry.

Regards,

■

Hi, As a close resident of the Gulf Harbour ferry, I am dismayed at the proposal to discontinue the service. The service when operating. is an integral part of the network with an efficient bus services meeting the ferries for onward journeys to the beaches, restaurants and golf courses nearby. I am confident if the service was ramped up instead of down, within a few years it would become profitable. There are still new houses being built and the penlink will be full before it is even built. The ferry is an essential service to keep the peninsula flowing. Please reconsider this proposal before it is too late.
Regards ■. Matakatia. Whangaparaoa.

Kia ora,

My whanau and I live in the Gulf Harbour area and we both commute to AUckland CBD during the week. We have utilised the Gulf Harbour bus and the ferry the latter being far more time effective, when it is operating.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. As I have a small child it may be more time effective for me to use my car as opposed to utilising the bus as I will need to collect him from day care.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

Kind Regards,

■

I oppose the closing of the Gulf Harbour ferr

To whom it may concern,

I oppose the closing of the GH ferry due to all the implications that will come along with this, more cars on the road, longer public transport time into the city, the list goes on.

Do not close it please.

■

a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's vision to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

(b) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated with the future improvements to the local bus service.

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to cut the ferry service altogether. Why is this?

(b) This proposal fails to take account of the already constrained roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that affects both buses and cars.

(In short if the ferry service is removed a billion dollars will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times all along the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(c) The proposal to remove the ferry service runs entirely contrary to repeated assurances given by Auckland Transport, right up until the time this proposal was made public just a few weeks ago, that the service would be increased and improved in the future.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

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The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the one as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment in Penlink will be significantly compromised in the eastern half of the peninsula as a result.

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Really how will this affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparao Road to the Penlink turn off in Stanmore Bay?

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■
I oppose the cancellation of the Gulf Harbour Ferry service.

The government has just announced that in 15 years time, Auckland's roading infrastructure will be GRIDLOCKED.

Removing an already available, established and invested infrastructure from Aucklands commuting network will add to this forecast. Regardless of putting more buses on a compromised single land isthmus.

It is morally irresponsible and unethical to reduce residents and ratepayers available options to access the CBD and enforce the Hibiscus Coast community to use a sub standard alternative.

You will struggle to find a member of the community choosing to take a 2 bus 2 hour commute to the city vs a single 50 minute ferry ride. Compound that by the number of passengers which a ferry can transport by one bus and you have a problematic situation on your hand.

Either 35000 residents choose to take their own car adding more congestion and emissions to the road or - you provide an ethical, sustainable, resilient and scalable service to a growing community.

■
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It assumes Penlink improves travel times all along the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. (c) The proposal to remove the ferry service runs entirely contrary to repeated assurances given by Auckland Transport, right up until the time this proposal was made public just a few weeks ago, that the service would be increased and improved in the future. 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presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years and at one point financially assisted by the developer at Fairway Bay. Really how will this affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay? (f) The assertion that ferry reliability at Gulf Harbour is largely attributable to unfavourable weather conditions as suggested in this the proposal is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were as much the result of the well-publicised region wide crew shortages and vessel breakdowns as the weather. To suggest otherwise, as this proposal does, is again misleading.

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and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.” The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the one as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment in Penlink will be significantly compromised in the eastern half of the peninsula as a result. (e) This proposal will adversely impact people’s travel choices and their lives. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years and at one point financially assisted by the developer at Fairway Bay. Really how will this affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay? (f) The assertion that ferry reliability at Gulf Harbour is largely attributable to unfavourable weather conditions as suggested in this the proposal is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were as much the result of the well-publicised region wide crew shortages and vessel breakdowns as the weather. To suggest otherwise, as this proposal does, is again misleading. Kind regards ■■

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(b) This proposal fails to take account of the already constrained roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that affects both buses and cars.

(In short if the ferry service is removed a billion dollars will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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Hi there,

I'm disappointed to see the proposal to terminate this valuable service. Please consider cancellation of this proposal.

Regards ■

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■
a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT’s vision to “Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment”. (b) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated with the future improvements to the local bus service. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. The journey times and choice of sample journey advanced by AT are misleading. By AT’s own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops (as used in the sample journey) and the travel times attributed to the ferry have been exaggerated (e.g . It takes...) Finally the rationale of ‘duplication’ advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RTP where ferry services are actually being extended despite the simultaneous

investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway, already up and running and with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements but at GH the proposal is to cut the ferry service altogether. Why is this?(b) This proposal fails to take account of the already constrained roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that affects both buses and cars. (In short if the ferry service is removed a billion dollars will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza). As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times all along the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. (c) The proposal to remove the ferry service runs entirely contrary to repeated assurances given by Auckland Transport, right up until the time this proposal was made public just a few weeks ago, that the service would be increased and improved in the future. This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city. As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”) The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the one as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment in Penlink will be significantly compromised in the eastern half of the peninsula as a result. (e) This proposal will adversely impact people’s travel choices and their lives. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years and at one point financially assisted by the developer at Fairway Bay. Really how will this affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparaoa Road to the Penlink turn off in Stanmore Bay? (f) The assertion that ferry reliability at Gulf Harbour is largely attributable to unfavourable weather conditions as suggested in this proposal is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were as much the result of the well-publicised region wide crew shortages and vessel breakdowns as the weather. To suggest otherwise, as this proposal does, is again misleading.

I oppose the proposal to terminate the Gulf Harbour Ferry service in 2028

I'm disappointed to see the proposal to terminate this valuable service. Please consider cancellation of this proposal.

Regards ■

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

In fact, I propose there is a need to extend and expand the Gulf Harbour ferry service.

In summary, I believe that:

closing the Gulf Harbour ferry service is going to limit our options for public transport off the Whangaparaoa Peninsula

closing the Gulf Harbour ferry service is short sighted... we are trying to encourage people to use more public transport and any thought that considers limiting and closing a vital public transport route is not going to help!

closing the Gulf Harbour ferry service will put lives in danger. There is only one road in and one road out and in recent weather events, we were trapped at our end of the Peninsula with no way in or out when both Little Manly and Big Manly flooded, making the roads impassable

the Gulf Harbour ferry service is the fastest most convenient and comfortable public transport option for commuters traveling into the city. The journey times are far shorter than any bus

public transport such as the Gulf Harbour ferry service is vital for big events in Auckland City

the concept of replacing the Gulf Harbour ferry service with electric buses is not going to work on this end of the Whangaparaoa Peninsula because the road is already clogged at peak hour traffic times and there is no possibility of creating a bus lane or a T3 zone along Whangaparaoa Road

there is a case for extending and expanding the Gulf harbour ferry service

there is a case for the Gulf Harbour ferry service to run more crossings for big events, like All Black matches at Eden Park concert and concerts at Spark Arena

We need MORE sailings!

I propose that instead of limiting and closing the Gulf Harbour ferry service, AT needs to consider extending and expanding it.

If there were late night and weekend services, people on the Whangaparaoa Peninsula would spend their money in the CBD at places like Wynyard Quarter, Britomart, Commercial Bay and catch a link bus to Newmarket and Ponsonby.

Getting people to the city for concerts at Spark Arena makes complete sense. By using the Gulf Harbour ferry, it's a short walk from the ferry terminal down to Spark Arena. It will save traffic on the roads and car parking issues around Spark Arena.

Several times we have wanted as a big group of friends to go into the city for dinner, or to a show and the last ferry service leaves too early.

I think the opportunity for us to have big groups of people from the Whangaparaoa Peninsula come down to the city for concerts, sporting events, and dinner and a show would boost the CBD economy.

In AT's own words:

I believe that extending the Gulf Harbour ferry service would fit in with AT's goal of trying to get people off the roads and out of their cars.

In a recent Stuff article, there was an interview with Dean Kimpton. <https://www.stuff.co.nz/auckland/132619911/auckland-transport-boss-says-city-wont-even-get-halfway-to-2030-climate-targets-at-this-rate>

Dean Kimpton talks about not reaching Auckland's 2030 transport emission target. "Auckland may get less than halfway to its 2030 transport emission target according to the head of the city's Transport Agency."

He says Aucklanders would need to halve their driving and public transport use would need to rise sixfold from current levels.

I cannot see how the closure of the Gulf harbour ferry service, which is a public transport service, is going to help in any way with halving the number of cars on the road in Auckland.

I cannot understand how the limitation and eventual closure of the Gulf Harbour ferry service helps in any way with increasing public transport use.

A recent personal story of frustration:

On Thursday 27 July, a friend and I travelled into Auckland for the Auckland Food Show.

We had a wonderful ride on the 8:30am ferry. Within 50 minutes we were in town and buying our first coffee at Commercial Bay. From there, we caught an Uber because we couldn't find any public transport that was going to reliably get us to the show grounds for the food show.

We spent the day at the Food Show buying up large!

We took an Uber back to the ferry terminal to catch the 4:45pm ferry but the ladies at the front desk said it had been replaced by a bus. There was no way (with our trolleys full of food that we'd bought at the food show) that we were able to run all the way from the ferry terminal over to H&M where the buses leave in time to catch that bus.

So, we asked the ladies at the terminal about the 5:15pm sailing because we knew that was the next one on the schedule. She told us that sailing was also replaced by a bus and that we needed to make sure that we were over by H&M to get catch it.

While we were waiting, we popped into Botswana Butchery and had a glass of bubbles to celebrate our great day and walked over to the H&M bus stop in time to catch the 5:15pm bus.

When the 5:15pm bus did not come, we asked the kind ladies that were AT representatives directing people onto buses and they had no idea where the bus was and had no idea why the bus hadn't come.

I was shocked to see the representative from AT pull out a printed piece of paper with a bus timetable on it. Was this really meant to be the most up to date information she had?

Given the advances in technology and mobile communication we, and indeed she, should have better up to date information than that!

We ended up waiting until 5:45pm to get the replacement bus for the 5:45pm ferry.

When we got on, we spoke to other passengers who were just as disgruntled as us.

We were so angry to hear that the 5:15pm ferry service did leave from the ferry terminal, but at left from Pier 6 and even the ladies at the front desk at the ferry terminal did not know.

So even the people working for AT had no idea where the ferry was, whether it was being replaced by a bus and why there wasn't a 5:15pm bus. It just ruined our whole day.

I am happy to be contacted to make further comments supporting my thoughts.

■

Gulf Harbour

■■■

EMAIL 28.7

"Auckland Transport,

I do not support and I'm strongly against the proposal to cancel the Gulf Harbour ferry as it is fundamentally flawed and will result in more cars on the road, more emissions, more delays and will be worse for both people and the environment. The best decision is to expand the existing service to include weekends.

Regards,

----- EMAIL 17.8

Morēna korua

I am writing to add my voice to the many who have already expressed frustration and disappointment regarding both the abysmal ferry service provided to GH residents today and the completely under thought plan for it's future. As I sit here on my 730 ferry (thank goodness) trying to explain to my sister whom I influenced to move to Gulf Harbour the 15 different sources she needs to check to verify her route to and from work and which ferries are really buses I am embarrassed. As a professional who travels for work minimum 3 x per week with a young family who would love a weekend ferry service so we could also use it for leisure I do not understand your thinking. Based on the current plan I will purchase a second car and drive to the city rather than attempt the ludicrous no parking bus shelter in plan for whangaparaoa.

Please rethink this plan and address the service levels with your incumbent provider.

Another abandoned Gulf Harbour resident

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's vision to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

(b) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated with the future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops (as used in the sample journey) and the travel times attributed to the ferry have been exaggerated (e.g . It takes...)

Finally the rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway, already up and running and with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements but at GH the proposal is to cut the ferry service altogether. Why is this?

(b) This proposal fails to take account of the already constrained roading network from Gulf Harbour/Army Bay through to the Penlink intersection that

affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that affects both buses and cars.

(In short if the ferry service is removed a billion dollars will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times all along the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(c) The proposal to remove the ferry service runs entirely contrary to repeated assurances given by Auckland Transport, right up until the time this proposal was made public just a few weeks ago, that the service would be increased and improved in the future.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the one as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment in Penlink will be significantly compromised in the eastern half of the peninsula as a result.

(e) This proposal will adversely impact people’s travel choices and their lives.

This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years and at one point financially assisted by the developer at Fairway Bay.

Really how will this affect you? Will you use a bus instead? Will it impact you travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparao Road to the Penlink turn off in Stanmore Bay?

(f) The assertion that ferry reliability at Gulf Harbour is largely attributable to unfavourable weather conditions as suggested in this the proposal is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were as much the result of the well-publicised region wide crew shortages and vessel breakdowns as the weather. To suggest otherwise, as this proposal does, is again misleading.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.

Kind regards,

■

Hi

This is an email to oppose then withdrawal of the Gulf Harbour ferry

I support the improvement of the existing Gulf Harbour Ferry service reliability, increase frequency and addition of weekend services

Thank you in Advance

■

I oppose the proposed ceasing of the Gulf Harbour Ferry Service.

■

■

I strongly object to the proposed removal of the Gulf Harbour Ferry service at the completion of Penlink.

I don't support replacing the Ferry Service with bus alternatives.

■

To whom it may concern,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services.

This will align with other ferry services and multi-modal transport across the Auckland Region

■

I oppose the removal of the Gulf Harbour ferry service.

Removing the service will result in increased carbon emissions because everyone will either drive into the city or park near a bus station. People will not take feeder bus services - it's one road in and out with so many stops along the 15km journey to Penlink. The increased journey time will be a disincentive to take public transport.

Fullers has run the service into the ground with all its cancellations which are largely due to staff shortages and breakdowns, not weather. If the service was more reliable, more people would use it and it wouldn't have to be subsidized as much.

Please reverse your decision and reinstate the Gulf Harbour ferry service.

Kind regards,

■

I oppose the removal of the Gulf Harbour ferry

I strongly object to the proposed removal of the Gulf Harbour Ferry service at the completion of Penlink.

I don't support replacing the Ferry Service with bus alternatives.

Sent from my iPhone

Morning,"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region. Regards ■. Sent from my iPhone

Hi

I wish to voice my opposition to the proposed withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support the reinstatement of full services, extending to weekend services, which will align with other ferry services and multi-modal transport across the Auckland Region

Regards

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Regards,

■

I oppose the withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

■

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

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This will align with other ferry services and multi-modal transport across the Auckland Region"

PS Don't forget climate change when the tide floods between Tindalls Bay and Matakatia Bay will completely cut off the eastern end of the peninsula or other road blockage a ferry will offer the only means of exit!!!!

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Hi,

I'm sending this note in relation to the Regional Public Transport Plan 2023-2031 (RPTP) proposal that eliminates the Gulf Harbour Ferry service.

I live specifically in Gulf Harbour and enjoy the Ferry ride into the CBD every week, which allows me to get into my work in a reasonable time while enjoying the view and also while I do some work on the way.

Also, I oftenly bring my scooter which helps moving around the city and also from the ferry terminal into my home. I believe the Ferry adds a significant

component in terms of life quality which is one of the key reasons why we live in Auckland at the moment.

I have tried the bus several times, which adds an extra 30 minutes to my commute each way (on a good day) while also restricting me from bringing my scooter and/or doing some work on the way.

Please take this note into consideration as I believe you are not considering all the relevant factors in the proposal.

Sincerely,

■

How dare the ACC/AT desert a growing community so close to Auckland City.

More people will be relying on this green type of transport. Do we not pay rates like the other coastal residence ie Pine Harbour, who also enjoy a well used weekend service as Gulf Harbour would. But no such luck for us I'll treated rate payers of the greater Whangaparaoa !!

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

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I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!

Good afternoon,

I oppose AT DRAFT RPTP's proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with RPTP's Vision or intends to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see an increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if the increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions

of dollars they do not have to buy back road frontage from properties. There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to the distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

The timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts prove 75% of the unreliability is due to the current contractor's Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre-2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain, or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractor's solution, be that driven by AT, or their own agenda, is to prioritize servicing inner routes over Gulf Harbour. Only 20% of cancellations in 2021-2023 were related to Weather. Reviewing the weather on the date alerts were received: Suggestion decisions were not made due to weather or sailing conditions by experienced skippers but with an operational overview of the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time-saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes of travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as a preference over catching 2 buses and a duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula. The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicles, buses, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead, the focus in this RPTP should be put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Best Regards,

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Gulf Harbour 0930

Good morning,

I oppose AT DRAFT RPTP's proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with RPTP's Vision or intends to increase options for PT across the network.

This is not consistent with the previous plans to enhance service reliability and add weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see an increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if the increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from

properties. There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to the distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

The timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts prove 75% of the unreliability is due to the current contractor's Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre-2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain, or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractor's solution, be that driven by AT, or their own agenda, is to prioritize servicing inner routes over Gulf Harbour. Only 20% of cancellations in 2021-2023 were related to Weather. Reviewing the weather on the date alerts were received: Suggestion decisions were not made due to weather or sailing conditions by experienced skippers but with an operational overview of the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time-saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes of travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as a preference over catching 2 buses and a duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another

bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicles, bus, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead, the focus in this RPTP should be put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Best Regards,

■■■■■

■■■

Gulf Harbour 0930

Hello,

I reject the AT proposal to withdraw the Gulf Harbour Ferry ("the Ferry") service following completion of PenLink and improvements to local bus services. My reasons follow:

Penlink does not serve Gulf Harbour – it joins the Whangaparaoa Road nearly 10kM away from Gulf Harbour, which is at the far end of the Whangaparaoa peninsula;

Gulf Harbour is served only by the Ferry and by a narrow, single carriageway road ("the Whangaparaoa Road"), which as far as I know is unable to be widened;

The Whangaparaoa Road is already extremely congested, especially between Gulf Harbour and the planned Penlink intersection, and especially at peak travel times;

There is still significant ongoing and planned residential development in Gulf Harbour, which will result in even more people needing to commute for work and other activities, and this will inevitably lead to further congestion on the Whangaparaoa Road;

The proposed removal of the Ferry depends on improvements to local bus services, but since there is no opportunity for separate bus lanes on the Whangaparaoa Road due to its constricted width, bus services will inevitably degrade rather than improve;

The Ferry provides the only alternative means of public transport from Gulf Harbour to Auckland CBD, and incidentally helps to remove some of the traffic and congestion from the Whangaparaoa Road as a result;

It is therefore essential that the Ferry service continues to operate, and that issues with its reliability and staffing are resolved.

Regards,

■

Gulf Harbour resident

The poor people like me at the end of the coast have to compete with so much traffic to commute but those people going to the city can get the ferry which is so great. Better and faster than the busses too.

I reject your RPTP proposal to remove the Gulf Harbour Ferry Improve dont remove.

Kia Ora,I reject your RPTP proposal to remove the Gulf Harbour Ferry! Improve, please DON'T Remove!"From a very concerned resident.Nga mihi, ■■■

"I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove"

To whom it may concern,

As a concerned resident of Whangaparaoa, I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove!"

Regards

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■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve don't remove

I strongly reject the RPTP proposal to remove the Gulf Harbour Ferry.The ferry is an integral component of the Gulf Harbour community.It , (when not cancelled unnecessarily) provides an excellent means of transport to and from Auckland CBD , without adding to the congestion on our roads.Without the Ferry there is no doubt that most people who need to get to the city will Choose to drive, thus adding to traffic congestion.Buses are not a sensible alternative, there is 10 Kilometres of single lane road between Gulf Harbour and Stanmore Bay where the Penlink connection will be, that is 10 Kilometres of already congested road. In addition to that there is a significant amount of additional housing consented for the area which obviously will

further add to the problem and buses will have no alternative but to join the cue. Apart from the practical transportation issue, Gulf Harbour is a beautiful and unique part of Auckland City with its Harbour and beach attraction, as is the Auckland viaduct and waterfront, we should be making it easy and attractive for people to merge between and visit the two locations, support business at both ends and enjoy our city and not be limited or restricted by transport limitations. Rather than remove the ferry service it would make far greater sense to extend it to sail in the weekends, I have no doubt that it would be well patronised and all including Fullers and Auckland Transport would benefit. Take a sensible approach, realise that the ferry is a great asset and that all residents on the Whangaparāoa peninsula want it to remain— Withdraw the RPTP proposal to cancel the Gulf Harbour Ferry Gary ROBERTSHAW Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve. DON'T remove.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove
To whom it may concern,

I would hate to see the Gulf Harbour Ferry be removed and would instead prefer it to be improved.

It would be great to see weekend services be offered.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove

I say NO to ending Gulf Harbour ferry

I say NO to ending Gulf Harbour ferry

I say No to ending the ferry service in Gulf Harbour!!!!

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full service, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

I strongly oppose closing the gulf harbour ferry. This is a crazy idea and will drastically lower the quality of living in this suburb ensuring many more cars on the road each day. The area will become unappealing to live in and we will need to move, pushing further pressure on housing and infrastructure closer to the city.

Do not do this

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Don't take away our ferry, we need it!

■

I oppose the closing of the GH ferry.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. ■ Sent from my iPad

I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■

Improve don't remove. I reject the AT proposal to remove the GH Ferry.
Thanks

■

I oppose the withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

We live in gulf harbour and pay taxes to the council and the country.

Our 10c/liter gas regional gas tax DID NOT serve us and penlink is a toll road. Other roads in Auckland are free and benefit from the taxes we paid.

Now you want to limit our travel options and leave us stranded on the only road in/out of the area!

The ferry take cars off the road and stops climate change. Keep the ferry and show that you are doing your bit for the planet.

After all - it's coming out of our taxes.

Hi

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Regards

■

I wish to express my opposition to closing the valuable Gulf Harbour ferry service.

I also support improving the existing ferry service.

Without this service Whangaparaoa Rd from Gulf Harbour to the penlink will not be adequate to provide for the extra traffic - cars and busses. Closing this service will leave several thousand more commuters using Whangaparaoa Rd which is already congested at peak times. For those like myself who live on Whangaparaoa Rd turning in and out of our driveways will become increasingly dangerous.

The current service is unreliable yet many people rely on it each day. Running down the existing service will not prove that it is not required.

■

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

Hi

Please record that I oppose the AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: page 104 draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour ferry reliability, increased frequency and addition of weekend services.

Whilst the Penlink will improve the traffic from Stanmore Bay through Silverdale to the motorway (which we are paying for by way of a toll) it will not improve the traffic from Stanmore Bay to Gulf Harbour which has got so much heavier since we moved here 5 years ago. Our roads will be much more congested by the loss of the ferry and the common sense approach would be to run a reliable ferry service as this will also save the repair costs of our roads as well as making it safer. We are surrounded by water, why would you not use it?

With more and more housing developments increasing the population of our community we need options and to move forwards not backwards. Everyone has been hoping for a weekend ferry, we never imagined the much-needed commuter ferry would be taken away. As a final note the numbers on the ferry have only declined due to the lack of a reliable service not because it is not needed, what has happened over the last few years with cancellations to me is not far short of criminal!!

Regards

■

Gulf Harbour resident

To whom it may concern,

I strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) Residents have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further

exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. In battery electric and hydrogen technology offer promising possibilities for the future.

(h) The alternative public transport bus option requires use of the Hibiscus Coast Bus Depot. Frequent reports of disorderly behaviour reported to the Police do not make this a desirable option. No safety precautions are required at the Gulf Harbour Terminal making it a safer place to start and end your journey.

Please do not discount the affect on mental health and stress levels that a reliable ferry service gives to the commuting public. Watching the Gulf go by and the dolphins jumping only enhances the day.

Council want higher density housing to be available but continuously fail to deliver on infrastructure upgrades. The ferry service is a cost effective way to take cars off the road and ease congestion, how could any government organisation acting in the best interest of the people they serve want to take this option off the table.

Auckland Transport must reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Regards ■■

Hello...I live in gulf harbour and take the ferry to the city and home every day. The reliability is horrible, however when it is running nothing can beat it. If you cancel the ferry it will directly impact my job and personal life.

Thank you

■■

To whom it may concern,

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

The systematic sabotaging this service that ran 95-100% of the time in 2019 under the stewardship of 360, has been replaced by the shambolic Fullers. Ferry's have been replaced 75% of the time because Fullers site operational restraints - AT are saying the 47% fail rate is weather related, the reduced patronage is because AT are making this service unreliable and it is deliberately being engineered to fail so it looks worse. This is not dereliction of duty, it's Managed Decline, not just of a service but a whole community.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

Thank you - IMPROVE NOT REMOVE !!

Regards,

■■

We moved out here, with the bonus of a ferry commute in the morning in order for me to get to work!!!!

WE SAY NO!!!

No, I don't agree to end the Gulf Harbour Ferry.

I oppose the withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Traffic congestion, Value of property will decrease

Good day

We love our ferry We don't use it very often in the week because we don't work in the city, but we try to support it as much as we can,most Fridays we will take the ferry go have Macdonalds and come back.

School Holiday we love to take the ferry and go and explore.

It will be a great loss for Gulf harbour if we loses it.

#KEEPTHEFERRY

■

No to ending the Ferry

NO to ending the Gulf Harbour Ferry:

Don't take the Ferry away from Gulf Harbour. My family and I need the ferry, and I believe most of the other family too.

I am emailing so say that I appose the withdrawing of the Gulf Harbour ferry. This would really affect our way of life. One of the main reasons we moved here was because of the ferry link to the city and it would be terrible to see it ended.

Regards,

■

I oppose the position of Auckland transport to end the gulf harbour ferry service

■

■

DDI: ■

Please reconsider the voices of the concerned community that commute daily via ferry. This will also stop tourists from exploring our small town and houses prices will continue to fall in neighbouring areas due to distance of travel to the city via other means. The wind is part of nature the marina would need to shut down if it was deemed unsafe for boats to travel. The passengers that catch the ferry are increasingly significantly if anything we need more ferries not less.

Please don't remove this essential service from us.

Regards

■

Kia Ora,

My name is ■ and I'm writing to express my opposition to the Ferry cancellation.

The Ferry does not only provides a more sustainable form of transportation for us in the Whangaparāoa peninsula, also it represents a great part of our life and how we live here.

There is no point of comparison in between taking the Ferry to the CBD or taking a bus. It is about the sustainability, it is about the time of travel, it is about the time we can dedicate to our family before and after work and it is also about the dolphins beside the ship when navigating.

I trust you will really understand this reasons.

Thanks in advance!

Best regards,

■

This email is to say NO to the gulf harbour ferry closure. Please do not shut down our ferry. It's the easiest way to get to the Auckland CBD and the government keeps telling us to use public transport so keep the ferry going so we can use it when we don't need to use our cars. Thank you. ■■■■Gulf Harbour residents.

No to closure of the ferry. Absolutely ludicrous.

Dear SirsAs a resident of Northcote Point I am very disturbed and disappointed by the suggestion that the ferry service is under threat of closure. These are my reasons and questions:1. The use of the ferry has certainly suffered because of the long period of closure whilst the wharf was rebuilt, followed by the pandemic. There has not been enough time since those events for normal working and transport patterns to re-establish.2. No explanation has been given of why after the long period of closure and the large expenditure of money on the wharf the facility produced is now said to be not fit for purpose. The parties who carried out the work were well aware of the characteristic winds and tides.3. The argument that the facility is not fit for purpose is contradicted by the plan to keep it open for another 3 years.4. Traffic and congestion along Onewa Road, to join the motorway, is a major problem and is only going to get worse. The Northcote Point ferry provides a viable commuter option with plenty of parking.5. Northcote Point residents, commuters and cyclists want and need a frequent and reliable service at Northcote Point Wharf and will respond accordingly. Yours faithfully, ■

■■■■Northcote Point Sent from my iPhone

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

I oppose at Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Transport Plan 2023 - 2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes, excluding Onewa/Northcote)

I would like to add my comment that I feel there has been a complete disregard for the mental and physical safety of loyal commuters, as well as the fantastic local-living crew over this past year due to the constant disruption and excuses of an organisation that choked fair and free competition ruining what was once a thriving first and best choice transport option for those living on the Coast.

Signed

■

■■■

Gulf Harbour

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but

the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

■
I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031. IMPROVE DON'T REMOVE!

Having read your proposal to withdraw our Gulf Harbour Ferry Services and your plan to replace it with your "new Improved" bus services if find it arrogant of AT to make these proposals without communicating directly with the community that it affects, not forgetting your over inflated stats in order to work in your favour.

You have so far sabotaged our ferry service to the point of forcing commuters onto the roads by cancelling over 47% of trips so far this year, decisions for these cancellations also being made by some over paid pen pusher behind a desk, clearly not trusting and undermining the qualifications of the skippers who actually understand these waters.

The travel times in your proposal have been misleading as you have based them from Manly Shops, thus, reducing the bus travel in your favour & increasing the ferry travel times. However, the majority of ferry users are from GH so that takes 15mins off of your guestimations!

You have been anything but transparent & the bus is far from a pleasant experience. Lets not forget our safety concerns, the increase of crime and attacks at the Silverdale bus station with little or no means of providing adequate security for commuters. (Cameras are insufficient). As for no parking at the new Whangaparaoa bus station that is just an absolute travesty.

How dare you take our choices away, I don't care that the ferry costs more than a bus trip as I will chose comfort & experience over cost every time. I can use my time constructively on the ferry as I can work, enjoy beverages, use a bathroom, enjoy the views and, I would like the right to choose on a rougher day to travel by ferry or bus.

There are no traffic jams on the water. The ferry runs regularly (when AT is not trying to destroy operations)

The weather can cause just as much disruption on the roads. Let's take into consideration the flooding on the motorway earlier this year! The high winds that have closed off Auckland Bridge a few times also this year leading to even more jams, frustrations, extended travel times & increased CO2 emissions.

Whangaparaoa Rd will not be able to withstand such an increase of traffic, not to mention again the CO2 emissions with said increased congestion.

Safety concerns in regard to delays for the emergency services trying to fight their way through traffic build up .

With one road between Gulf Harbour and the rest of the peninsula there is a clear contradiction of the proposed policy in denying us more than two means of access & exit. This is a clear non-compliance in hazard management. We need more than one way in & out of Gulf Harbour in case of any civil emergency.

Did AT even communicate with Auckland council regarding the 8 million (approx) it spent with OUR money securing the hammerhead for the purpose of improving our ferry services. Only to have AT decide without consultation to scrap our service & waste our money. You are Civil Servants and attention needs to be paid by AT to the last word.....Servants. You work for us, we the people pay you and you clearly seem to have forgotten that.

There are so many reasons why we not only need to keep our ferry service but improve on it. A weekend ferry has been denied to us for too long. It is in fact easier for us to travel into the city by ferry than it is to travel locally. Mainly due to the fact I don't feel comfortable or particularly safe on the bus. There are no reliable taxi or Uber facilities for GH & these modes of transport are incredibly expensive in comparison to the ferry.

With all of the above in mind, these are the reasons that I strongly oppose AT's proposal the withdraw the Gulf Harbour Ferry Services prior to or, when the Penlink becomes functional.

Sincerely

■■■

To AT

We strongly oppose AT's proposal to withdraw/terminate Gulf Harbour Ferry at any time in the future.

We live in Tindalls Bay, 1082 Whangaparaoa Road.



My main oppositions to the closure, are the facts that there is no quicker way to get directly into the city and reduces a lot of traffic off the road as the Ferry's capacity is 240 passengers per trip.

Auckland Transports alternative for the gulf harbour ferry users are not thought out properly, more busses travelling along the GH area to get people to the proposed bus drop off area at the beginning of Penlink, is not going to work. This is going to add into an already congested morning run off the Peninsula, by adding more busses and cars to this small stretch of road. The GH X ferry users are already saying that the proposed busses are not going to work for them and they will drive to an existing park n ride.

The Ferry service is so unreliable atm, and as a result a lot of GH ferry users have taken to the roads already and this has actually increased my morning run of 4 kms to Plaza by 5 minutes in the past few months. I have had to allow 20 minutes to get to work for 8.45am from where I live at 49a De Luen Avenue/ 1082 Whangaparaoa Road, Tindalls Bay to the Coast Plaza (this trip outside of the morning rush takes 7 minutes) and I now join the queue at Little Manly Roundabout. I am thinking I will have to add yet more times my drive, perhaps another 10 minutes, so I'll be queuing from Tindalls.....this is unacceptable. The road will be in gridlock.

There are multiple new housing developments at Gulf Harbour, Army Bay and the closure of Gulf Harbour Country Club is concerning, due to the fact that the covenant can be overturned if the council sees fit to allow new housing developments on the land, Adding yet more traffic and heavy trucks whilst building.

In the 6 years we have lived on the alongside the road the traffic has increased hugely. We have had several crashes on this little stretch of road....no safety measures put in place, due to no money being in the pot!

I would think with all the new developments in the area AT should be thinking of increasing the GH Ferry timetable and extending to weekends, like all other ferry services in the Auckland area.

Thank you

I oppose closing the Gulf Harbour Ferry

Add weekend services plus more reliable services and you will see a lot more people using it !! Flats going in near four square will increase demand also

To whom it may concern, I oppose the Gulf Harbour Ferry closing. Thank you for your consideration. ■■

Hi there,

This email is to say I oppose Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service including weekend services.

Thanks

■

I oppose the proposal to withdraw and terminate the Gulf Harbour Ferry Service for the following reasons:

1) I have been catching the ferry into the CBD from Gulf Harbour to get to work for the last 18 years and when it was operated by 360 Discovery it was

the most reliable and enjoyable way to get to work. I would not choose to work in the CBD (or live in Manly, Whangaparaoa) if the ferry service wasn't available to commute into town. The traffic is horrendous on Whangaparaoa Road and will certainly only get worse if the ferry service is terminated.

2) The bus trip is so long and parking is a huge issue at Silverdale Park n ride, making it extremely hard to use this form of public transport. With no parking issues (at present) down at the Gulf Harbour Marina, this is another huge positive and makes catching the ferry into the CBD a very viable option.

For residents on the peninsula, especially those located from Manly to Gulf Harbour, the termination of this service would have a massive negative impact on peoples lives.

Kind regards,

■

Hi I am emailing as I do not agree with the proposed closure of the Gulf Harbour ferry service. Without the ferry there will be so many more cars clogging up our roads. It already takes longer than it should to travel off the peninsula. We do not have a bus lane between Gulf Harbour and Silverdale so it will take considerably longer to drive into town compared to taking the ferry. I do not believe it is okay to be encouraging people to drive over taking public transport and due to the location taking the ferry is the greenest way and quickest way to travel.

I hope you will take into consideration what the public want and continue the service. I know others like our family who moved into this area because of the ferry. Ideally adding in a weekend service so more people can take advantage of what our city has to offer.

■

Hi,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region

Regards,

■

To Auckland Transport – RPTP Consultation,

Please take note of and make formal record of the following:

I oppose the AT DRAFT RPTP to withdraw the Gulf Harbour Ferry service, (Pg 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031).

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote), which will:

Decrease traffic congestion through Silverdale, Red Beach, Stanmore Bay and out to Army Bay

Less cars/vehicles on the road will improve safety, especially around schools/childcare facilities
Provide shorter commute times (half the time at least from land routes as there are no bus lanes on Whangaparaoa Road or Penlink)
Provide flexibility re transport options, especially in the event of road closures on Whangaparaoa Road.
Provide more comfortable options re travel to Auckland (food, beverages, toilets).
Enable ability to take bicycles on board, lessening the need for cars on the road to the ferry terminal
Relax and/or work while travelling
Lessen delays for emergency services on roads (with less traffic congestion).

Thank you,

■
I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

■
Gulf Harbour resident

Dear All who are taking decisions on the future of the Gulf Harbour Ferry Service

I am opposed to the planned closure of the ferry service between Gulf Harbour and Auckland City. It provides a much needed and valued alternative for this route. Having easy access to the ferry was one of the main reasons I chose to live in Gulf Harbour.

Closure will add additional traffic on the already heavily congested Whangaparaoa Road. The ferry trip is by far the most time efficient and stress free way to commute to and from the city. However, the current dismal level of service is unacceptable and could surely be improved if the determination exists within AT to address the reasons for the problems that keep arising on a daily basis.

Please do not remove this vital service with promises of offering more buses and/or taxis as the better option. It makes no sense at all and judging by the number of distressed commuters voicing their opposition, I hope that you will reconsider taking this drastic step.

The suburbs isolated at the end of the Peninsula are particularly vulnerable in the event of road closures due to bad weather, traffic accidents or seismic events, any one of which could result in us being completely cut off.

Trusting we can rely on AT for a positive outcome to improve and not remove the service.

Yours sincerely

To whom it may concern,

I am writing to oppose the proposed closing of the Gulf Harbour Ferry service. There are a multitude of reasons that I've heard from others about what the ferry service means for them but here are some thoughts of my own:

Our community is growing and there are more homes set to be built in the area meaning more cars on the road.

While you have proposed a bus service via Penlink we know from personal experience that even a bus service to Millwater can take over an hour due to the need to change buses and an unreliable network.

The ferry has allowed me to foster my wellbeing as I suffer from anxiety on car or bus journeys into the city for work - the ferry has been vital to my ability to work and also part of why we bought our first home near it. I am sure for many the ferry provides a better work journey for their wellbeing too.

Lastly, there are many families who live out here due to housing prices whilst still needing to work centrally. This ferry provides us with a way to continue to have a reliable commute time so we can spend time with our families.

I ask you to reconsider taking away this needed service for the community here on the Hibiscus Coast - the workers, elderly, families and tourists alike. Listen to your people.

Kind Regards,

■

I oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour ferry service:

Page 104 draft AT RPTP 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other ferry routes).

I moved to Gulf Harbour happy in the knowledge that I would be able to commute to my job in Newmarket with relative ease. The decimation of our once reliable service has made this impossible and has caused undue stress and economic hardship to hundreds of people.

Do not desert our community Auckland Transport!

■■■

■■■■

Gulf Harbour

To whom it may concern,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour ferry service and

I support improved existing Gulf Harbour ferry service reliability, increased frequency and addition to weekend services.

■

■■■

Gulf Harbour

0930

Hi Auckland Transport,

Please find my signed submission in opposition to your proposed 2023 - 2031 draft Auckland Transport Regional Public Transport Plan in relation to the Gulf Harbour ferry.

I am strongly against removing this mode of public transport and do support additional services being added to include weekends to benefit the local economy by bringing tourists from the city into the area and giving families the opportunity to travel into the city.
If you have any questions, please feel free to reach out directly to me.

Kind Regards,

■■ | +■■■■

I oppose the DRAFT RPT PROPOSAL to terminate the gulf harbour ferry service
Page 104 Draft Auckland Transport Regional public Transport Plan 2023-2031

I support improved existing Gulf Harbour ferry service reliability, increased frequency & weekend services

■■

Submission

We wish to oppose the AT DRAFT RPT proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

Our decision to live in Gulf Harbour was, in part, made on the basis of the attraction of easy access to Auckland City via a regular ferry service. Having formerly lived in Beachlands where the Pine Harbour Ferry Service started in 2005 with 7 ferry trips per day (weekdays only) and now boasts 22 return sailings per weekday and 6 return sailings at weekends, we had experienced all the benefits that a regular, reliable ferry service brings. We note that the AT DRAFT RPT proposal advocates for a further increase in services from and to Pine Harbour, while terminating the Gulf Harbour Service. Instead of terminating the Gulf Harbour Ferry Service AT could well look at the reasons Pine Harbour Ferry Service is so successful and apply these to the Gulf Harbour Service : being regular, reliable, time and cost effective for passengers ... and using small ferries ... ensured that the community support grew and grew. Let's have such a service in Gulf Harbour!

The Ferry also offers:
Less congestion on the roads
Less carbon emissions
Shorter commuting time
Ability to work during one's commute

Thank you for considering this submission.

■■■■

■■■■ Gulf Harbour

Sent from my iPad

To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

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Tel: ■■■■

Mob: ■■■■

I OPPOSE Auckland Transport DRAFT TPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104. Draft Auckland Transport Regional Public transport plan 2023-2031.

There are multiple reasons against this proposal:

Public transport should be encouraged and not made more difficult or terminate.

Intensification and more Housing is still being built on the Gulf Harbour Whangaparaoa area.

Ferry access was one of the main reasons for us moving here.

Feeder buses to main Northern Expressway are not feasible to slow and to unfrequent

No enough parking provided at Silverdale Hibiscus Coast Bus Station

Penlink once finished will still not solve the issue on getting to the city and only move the heavy traffic to a different location. It won't remove traffic congestion from Greville to Harbour Bridge.

Rather than terminating this service and more frequent and reliable service is required for Gulf Harbour to service the residents.

Thanks

■

■■■■, Gulf Harbour, 0930, New Zealand

Hi team,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of a weekend service (as proposed for other Ferry routes; excluding Onewa/Northcote).

Other reasons I oppose Gulf harbour Ferry Withdrawal up-on completion of O Mahurangi Penlink

Increased traffic congestion on already overcrowded roads

Penlink does not offer a dedicated bus lane

Unable to take a bike, e-bike or scooter on the bus

Less comfort on bus jammed in like sardines

Increased time it would take compared to ferry trip to Auckland currently ferry 50 mins on bus more likely to be up to 2 hours from start to finish

Delays due to traffic accidents or road or bridge closures

Inflexibility due to lack of transport options

Dear Sir/Madam

I am completely opposed to the AT Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improving the existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

The Gulf Harbour Ferry is a great service that gets me to town in a timely and safe manner while at the same time keeps me off our already congested roads.

The two lane Penlink service will be inadequate by the time it is completed. Why would you invest the kind of money that you are - and not future proof this by making it 4 lanes (2 each way) - unbelievably bad planning.

Because Penlink is to be 2 lanes only - the Gulf Harbour Ferry crossing will continue to be a critical part of commuting to and from Whangaparaoa to the City.

Regards

■

■

Manly

Whangaparaoa 0930

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Other reasons I oppose Gulf Harbour Ferry Withdrawal upon completion of O Mahurangi Penlink:

Increased traffic congestion (another 1500 cars)

Poor road and pedestrian safety: especially around Early Learning Centres, shops and schools

Road and infrastructure degradation

Longer commute times over land. Penlink and Whangaparaoa Road are only 2 lanes with no capacity for bus lanes

Increased congestion to Stanmore Bay and compromised access to businesses east of the proposed Penlink Station

Inflexibility due to lack of transport options

Isolation in the event of road closure east of Zita Avenue

Less comfort to travel, no food, beverages or toilets

Can't take your e-bike, bicycle or scooter on a bus

Inability to relax/work on your journey to and from CBD

Delays to rapid access for emergency services due to traffic congestion

■

■, Army Bay

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

■

■■■, Manly, Whangaparaoa 0930, New Zealand

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other ferry routes; excluding Onewa/Northcote).

■

■■■

Gulf Harbour

Kia ora,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other ferry routes; including Onewa/Northcote).

Name: ■■

Signed: ■■

Address: ■■■, Gulf Harbour 0930

I oppose the AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

Kind regards

■■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

■■

■■■

Gulf Harbour
Whangaparaoa 0930

Hi there,

I am disappointed to read that Auckland Transport wish to withdraw the vital Gulf Harbour Ferry. I think this is a misguided suggestion based on misinformation around improvements to journeys that would replace the withdrawn service.

- no actual park and ride in Stanmore Bay will ad congestion
- no bus lanes means there is no advantage to driving vs public transport . Infact, factoring in the offset connections/feeder buses, the trip is often double that of a private car.
- stress levels are higher on a bus/private car option.
- being able to work and continue working in the city would become more difficult and result in less reason to use Auckland services in the city or public transport at all.
- ferry's are generally more reliable when operated well, and consistent and stress free travel option.
- figures around declining numbers of ferry commuters is not factual given the service has recently been driven into the ground with constant cancellations and unreliability that weren't present with the previous operator for many prior years. Commuters would use it but need to ensure they get to work on time.

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland

Region.

Kind Regards,

■■■
Manly Resident, Whangaparāoa

Kia ora

I oppose the proposal to terminate the Gulf Harbour ferry service.

I purchased a section in Matakatia a number of years ago, the area being very attractive because of the ease of access to the centre of Auckland by ferry. I would never have considered buying a property here if the only way to reach the CBD was by taking two buses.

I feel that recently, the current ferry service has been deliberately made to appear unreliable and unprofitable. Before covid struck, there were far fewer cancellations than there are now. There is no legitimate reason why there should continue to be so many cancellations.

I would not consider using a bus service because I would take a lot longer to reach the centre of Auckland, and I have no desire to change buses at the Hibiscus Coast Station after I heard from several people that groups of youths are causing it to be an unsafe place.

I therefore disagree strongly with the proposal to discontinue the Gulf Harbour ferry service, and instead hope that the services will be continued and improved, as was originally planned. I would wholeheartedly support extending the services to include more evening and also weekend trips.

Regards

■■■
Dear Sir/Madam

I oppose the proposal to terminate the Gulf Harbour ferry service.

Replacing the ferry with buses is the least sensible option to address increasing traffic resulting from an ever-increasing population. The single carriageway sections of Whangaparaoa Road cannot be widened, meaning that the traffic jams in the mornings and evenings will only become worse. Residents will not be prepared to undertake a journey that is more than one and a half times of that which they currently undertake.

I also believe that it is necessary to have sea access to the Gulf Harbour end of the peninsula in the event that Whangaparaoa Road is blocked or damaged, for example by slips or seismic activity, and all residents need to be evacuated promptly.

Regards

■■■

Dear Sir/Madam I oppose the proposal to terminate the Gulf Harbour ferry service. I purchased my house because of the convenience of the ferry to the city. I am a pensioner and can't make long trips, so being able to get to the city from Matakatia within one hour is very important to me. I would never have considered this location otherwise and do not wish to move because of this. Regards ■■■ Sent from my iPhone

Dear Sir/Madam I oppose the proposal to terminate the Gulf Harbour Ferry. I require convenient access to legal and medical services in central Auckland, which are not available on the Whangaparaoa peninsula. If I had to take the bus, the time required to reach my destination would be doubled. This would be unacceptable. Regards ■■■ Sent from my iPhone

Kia Ora,

I oppose the proposal to terminate the Gulf Harbour Ferry Service.

From my residence in Matakatia I am able to use the ferry to reach the centre of Auckland within one hour. I have never felt unsafe using the ferry service, even in the evenings. I would require at least one and a half hours to reach the centre of Auckland by bus. I also have felt unsafe multiple times using the bus service, particularly when changing at Hibiscus Coast Bus station at any time of day (not just after dark). Therefore if the ferry ceased to operate, I would not consider using the bus service. Rather, I would have to drive to my destination in my own car in order to remain safe. Friends of mine can also very easily visit me using the ferry service, without feeling unsafe or harassed and without needing to search for the correct connection. I fear a loss of social contact if the ferry service is terminated.

Kind regards,

■■■

Dear AT

"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

The reasoning given in the RPTP misses quite a few important points.

It does not mention the costs associated with the ferry service at the moment, vs the usage it is getting. This is critical information in order to make a decision on funding.

It assumes that people will prefer to take the bus once Penlink opens, rather than just drive which would add to congestion on an already congested route.

It does not take into account population growth on the Peninsula between now and 2028, and beyond. Penlink will likely result in a lot more people living on the coast, so maintaining a ferry, as well as improving buss routes, is likely to be needed.

It does not take into account the enjoyment factor of a ferry vs the bus. For a lot of people this is like chalk and cheese.

If the financials show that the ferry is costing Auckland tax payers a considerable amount of money, and the patronage is small, then I support a review of the service once Penlink is completed and the new bus service is up and running. E.g. 10 people using the Northcote point ferry stop does not warrant ratepayer funding to continue. In the meantime, the ferry provides a considerably benefit to ease congestion on a very busy road, and provides an timely/pleasant alternative to driving and public transport to residents.

Kind Regards

■

Submission on the RPRTP 2023-2031

Proposal to terminate the Gulf Harbour ferry service

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This would reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and higher carbon emissions.

The main points I will cover in my submission are as follows:

- (a) Introduction – my experience as a Gulf Harbour ferry user
- (b) Constrained internal roading network on Whangaparaoa and SH 1
- (c) Journey times and travel choices
- (d) Ferry unreliability and cancellations
- (e) Breach of faith with the community
- (f) Carbon emissions and future options
- (g) Civil defence and resilience
- (h) Current situation – the way forward
- (i) Conclusion

(a) Introduction

My name is Mrs ■. Since I moved my family here in 2006 we have enjoyed an extremely reliable ferry service until around 2018/2019 when it was taken over and merged into the inner city provider.

In short it was a first-class public transport service which I appreciated, used on a daily basis and was keen to see grow, the slightly higher cost, a price I was more than willing to pay in respect of the other positives outlined above and which do not apply to either buses or private vehicles. For me I kept my vehicle parked here and free of any charges.

When I did have to use the bus I always drove to the park and rides, either at Silverdale or at Albany. But this has to be done very early to secure a parking spot at the 'too-small-carpark' This is almost always restricted due to the constrained roading network from Army Bay along which any bus had to drive along and which significantly lengthened the overall commuting time – either to the HBC Station in Silverdale or to the proposed Whangaparaoa Station in Stanmore Bay as is being advanced by this proposal (though with no park and ride) and which for the eastern 10 kilometres of Whangaparaoa Peninsula will continue to be unaffected by the Penlink project.

(b) Constrained roading network on Whangaparaoa Peninsula

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses. There is simply no other road option as the road is a single carriage-way all the way.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – The issues around driving are now also compounded by recent developments at the traffic intersection outside Bunnings that have NOT improved the free-flow of traffic in any way. The main Whangaparaoa road cannot be widened or additional lanes added as per previous transport studies by the legacy Rodney District Council showing this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars. In previous years the ferry would see over 150 per commuter run at 06:30, 07:00, and 07:30 that would be approximately 500 vehicles off the road daily.

In short if the ferry service is removed \$835 million will have been spent on Penlink improving the travel times getting off the peninsula, once at Stanmore Bay, but simultaneously increasing the travel time and congestion actually getting to that turn-off from the eastern half of the peninsula – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. Furthermore the proposal and travel times have failed to take account of increased congestion on the Northern Motorway (SH 1) between Silverdale and Oteha Valley Road.

Increasing congestion on the Northern Motorway from Silverdale to Albany (Oteha valley Road).

In addition to the constraints on this 10 kilometres of Whangaparaoa Road east of the Penlink intersection there will be added pressure on SH 1 from Silverdale to Oteha Valley Road

There is going to be pressure on SH 1 where the new Penlink route connects with the Northern Motorway (SH1) at Redvale and through which all vehicles travelling south, including buses, will have to travel. The Supporting Growth Alliance North have stated on their website that any future improvements for SH1 on this section (including interim bus lanes) are yet to be prioritised for funding with construction expected around the next 10 to 30+ years. That inevitably raises questions over the travel times for both private vehicles and buses from the Hibiscus Coast that will all converge at this point on this section of the Northern Motorway (and for which there is no funding or construction timetable signalled conceivably for the next 3 decades and beyond).

(c) Journey times and travel choices

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops (as used in the sample journey) and the travel times getting to the ferry have been exaggerated.

Finally the rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed (the WX 1 is due to start in late 2023). Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway serving the same catchment, it already being up and running with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements in their catchments but at Gulf Harbour the proposal is to cut the ferry service altogether. Why the difference?

Moreover the future constraints for bus operations on the Whangaparaoa Peninsula and on the section of SH 1 from Silverdale to Oteha Valley Road for which there is no funding in the next decade and beyond actually enhance the case for retaining and improving the Gulf Harbour ferry service and have been discussed in more detail in the previous section. These factors should have been identified in the comparison between bus and ferry services for this part of the peninsula but were not.

(d) Ferry unreliability and cancellations

Auckland Transport's attribution of ferry reliability issues at Gulf Harbour to mainly unfavourable weather conditions is misleading and has been incorrectly stated with eschewed data that has been countered in its entirety.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue then is with basic operational issues going to staffing and fleet reliability not the weather. This has led to a view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than addressing the operational shortcomings on this particular run and indeed across the ferry network as a whole. Incidentally the latest update is that the cancellation rate is now over 50%. While the weather has obviously been unseasonably poor this year it is not the weather that is the main contributor to the unreliability of this service. AT knows this and it is disingenuous to suggest otherwise. You only need to look at the travel alerts on the Gulf Harbour Ferry Group page to get a sense of the real reasons – “Industry wide shortage of ferry crew,” “issue with the vessel in service,” “ongoing crew shortage,” “unexpected vessel breakdown.”

(e) Breach of faith with the community

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service's sailings would be incrementally increased and facilities improved in the future. It also runs contrary to the emerging integrated transport network on the Hibiscus Coast .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through the implementation of additional sailings since 2016, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well as its CEO is on the public record as saying they knew nothing about the proposal beforehand, adding “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of that network as a whole. The large investment of Penlink will be significantly compromised on the eastern half of the peninsula as a result.

This proposal will significantly and negatively impact people's travel choices and their lives.

This proposal will therefore adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a major drawcard for people to live in the area and at one point the service was financially assisted by the developer at Fairway Bay in order to put on additional services. That same developer also financed extensive market research for the area east of the Whangaparaoa Plaza that revealed a high level of support in the community for the introduction of a weekend service.

(f) Carbon emissions and future options

Overall carbon emissions will increase with the proposed termination of the ferry service but reduce if it is retained and extended.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use as predicted.

Moreover battery electric and hydrogen technology is progressing fast. In 5 years time there will undoubtedly be improved options for longer runs such as the Gulf Harbour route. In this respect after the recent public meeting at which over 350 people attended, the Gulf Harbour Ferry Users Group and our elected representatives have engaged directly with three separate companies involved in the production of full electric or hydrogen powered ferries. In the case of two of these companies they are either already operating a fully electric ferry or have manufactured one and are going through an approval process. All three have expressed a keen interest in operating the Gulf Harbour run and are confident that a full electric or hydrogen model are viable options that would not just provide zero emissions but would additionally produce vessels that were far more resilient to adverse weather conditions than is currently the case. Such technology which is being advanced for other ferry runs but not Gulf Harbour would further lift the quality of the service and its patronage (a 40 minute commute on a zero emission electric ferry would blow out of the water any of the comparisons to the bus alternative that Auckland transport is attempting to advance as an alternative to the ferry service).

These three companies have said battery electric and hydrogen technology is progressing fast. In 5 years time they have absolutely no doubt there will be improved options for longer runs such as the Gulf Harbour route over and above what is even being contemplated elsewhere in the network in 2023. That is a reality that is irrefutable and once again reveals this proposal's disappointing attempt to present the Gulf Harbour ferry run in the worst possible light. It is further evidence, if needs be, of the apparent desire to simultaneously run the Gulf Harbour service down as is currently happening and to paint its future prospects in terms of the game changing nature of evolving technology in the worst possible light. That is the exact opposite of what is happening in all the other ferry services in Auckland and has become very clear to our community on the Whangaparaoa Peninsula.

(g) The current situation - how it can and should be improved

AT currently owns 4 ferries (Wanderer, Starflyte, D5 and Tirikat). These vessels were purchased during the AT Ferry contract negotiations and are being upgraded or have been upgraded to new IMO emission standards for marine diesel engines. These vessels meet or will meet emission standards now and into the future. Furthermore, AT is currently involved in the funding of new ferries and while these new ferries are not designed for the Gulf Harbour service, this new capacity frees up other vessels to be upgraded to meet IMO standards as per the four vessels above.

The journey from Gulf Harbour to the CBD is approximately 29 kilometres. The current older vessels and smaller vessels take 50 plus minutes to transit this journey due to slower speed and greater weather impact whereas three of the larger vessels AT now owns would comfortably complete the transit in under 45 minutes (actually closer to 40mins), cruising at 23plus knots carrying upwards of 200 passengers per trip. These vessels can and do handle the weather conditions better.

Cancellations over the past many months have been caused by many reasons, mostly the well documented operational constraints referenced earlier in this submission (vessels re-tasked / breakdowns / crewing issues) not the weather. By using these three AT vessels combined with vessels such as Takahe and D6 would result in operations continuing in worse weather currently limiting the smaller vessels.

Once again this service should be growing, not retracting. The Hobsonville service, which is also in the Albany Ward, is an example of what can be achieved. While Hobsonville is an inner harbour with different conditions, the concept remains the same, proper infrastructure, increased scheduling and better timetables have grown this service, meeting the needs of its community while working alongside roading and bus network improvements.

Or are we just to continue as per the last 18 months and accept that with the Gulf Harbour ferry service Auckland Transport will continue to allow the Gulf Harbour run to be the first to be cancelled when there are problems elsewhere in the network, be served by the slowest and oldest vessels and excluded from any improvements in service frequency or in the provision of better and more emissions efficient craft? In other words for this ferry service to be systematically run down on all fronts well in advance of 2028.

(h) Resilience and civil defence preparedness

Events earlier this year with the January 27 floods and Cyclone Gabrielle have highlighted the need for far greater resilience across the Auckland region. This is especially the case on the Whangaparaoa Peninsula where there was extensive flooding in a number of flood-prone locations. The eastern end of the peninsula remains particularly vulnerable to being cut off in the event of a civil defence disaster.

From the bottom of the Tindalls Hill to the Gulf Harbour roundabout there is only one road in and one road out. If anything happens on this stretch of road the entire eastern end of the peninsula is cut off as indeed has happened in the past (a crash on the Tindalls Hill a number of years ago involving a bus going off the road had the effect of blocking off the entire eastern end of Whangaparaoa Peninsula. All residents east of Matakatia were trapped on one side or other of the crash without being able to get in or out. Traffic coming on to the peninsula was backed up 12 kilometres right back to the motorway).

The 2018 census (which is obviously 5 years out of date now) shows 15,045 people live east of the Whangaparaoa shops (Stanmore Bay Road). In Gulf Harbour and Army Bay alone there were 7164 and from Manly East back 12,696. These are not insignificant population centres and will have increased in the intervening years with ongoing development, more of which continues to roll out with the development cap for Gulf Harbour removed in the Unitary Plan and uncertainty over the further intensification enabled by Plan Change 78 and further plan change applications.

In the past the ferry service into Gulf Harbour has always been viewed as an important option in the light of an emergency and indeed was an integral part of the civil defence planning at the legacy Rodney District Council. In the future that reach of the service would extend well beyond the eastern end but to other parts of the peninsula as it goes to the movement of both people and supplies. While perhaps not strictly a matter for the RPTP to consider, in the changed world since 27th January it should nonetheless be a consideration in terms of not just transport resilience but the overall safety and resilience of the wider community as a whole.

(i) Conclusion

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As such it is disappointing this proposal has lacked balance and appears to have been advanced with a predetermined outcome in mind, an outcome that is entirely at odds with the reality on the ground and the wishes of the affected community. As such it should be dismissed and instead Auckland Transport hold to its previous commitment to investigate the potential for weekend services, potentially starting with a trial as per the Pine Harbour service and to incrementally improve the existing peak and inter-peak services over time. That would have the effect of further simultaneously increasing the patronage and further reducing emissions for this half of the peninsula. It would be in keeping with what is happening elsewhere on the ferry network across Auckland and it would be consistent with the goal of improving public transport choices not reducing them as would be the consequence of this proposal if it were to be adopted. This proposal should therefore be rejected and the Gulf Harbour ferry service not only retained but improved in the same manner it is on all the other ferry runs in Auckland.

Kind Regards

Mrs ■■

Gulf Harbour resident and Ferry User

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services.

Other reasons I oppose Gulf Harbour Ferry Withdrawal on completion of Penlink

Terminating the Gulf Harbour Ferry service will make traffic even worse than it already is. The ferry is used by thousands of people, so just keep the service running. This keeps hundreds of cars off the roads.

■■

■■

■■■, Manly

To whom it may concern

I am writing to state my opposition to the proposed termination of the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

Residents of Gulf Harbour (of which I am one) and the wider Whangaparaoa community have made it very well known to AT over the past few years that we want to increase the frequency of GH ferry services and, crucially, add weekend crossings. It is a well used weekly commute service for those working in the city and, regardless of the O Mahunrangi Penlink, will continue to be a much needed transport option into Auckland city (and vice versa). By 2028 there will be many many more residents living on the Peninsula who would make use of this option and also allow those in the city to come to the coast and visit.

Yours sincerely

■

Hi There,

I oppose the AT DRAFT RPTP proposal to withdraw the Gulf Harbour Ferry Service: page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I propose rather that the existing Hulf Harbour Ferry service be improved by making the service more reliable, increasing service frequency and adding in weekend services.

Regards,

■

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region. Regards, ■

To whom it may concern,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support the improvement of the existing Gulf Harbour Ferry service reliability, increase in frequency and the addition of weekend services (as proposed for other ferry routes; excluding Onewa/Northcote).

This would help keep the roads East of the Penlink less congested and safer for the pedestrians, Early Learning Centres and Schools. It would also boost the property market East of the Penlink as well as help the environment and general quality of life.

Best Regards,

■■
■■■, Gulf Harbour 0930

To whom it may concern,

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

The Gulf Harbour Ferry service provides a very valuable transport alternative to Gulf Harbour and Whangaparaoa peninsula residents who work in Auckland city. I support improvements to the existing Gulf Harbour Ferry service to improve reliability and increase in frequency / addition of weekend services (as proposed for other ferry routes; excluding Onewa/Northcote).

This would help keep the roads East of the Penlink less congested and safer for the pedestrians, Early Learning Centres and Schools. It would also boost the property market East of the Penlink as well as help the environment and general quality of life.

Best Regards,

■■
■■■, Gulf Harbour 0930

To whom it may concern,

I understand that Auckland Transport is proposing in its 2023 - 2031 draft regional public transport plan (RPTP) to terminate the Gulf Harbour ferry service once the O Mahurangi Penlink is completed.

I hereby oppose the AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service (page 104 of the draft AT RPTP 2023 - 2031).

I hereby support the improvement of the existing Gulf Harbour Ferry service including the addition of weekend services (as proposed on other ferry routes).

This ferry service provides a valuable link to the CBD for many of the people who live on the Whangaparaoa Peninsula, myself included. It was one of the reasons why I purchased a property in Gulf Harbour in the first place as it allowed me easy access to the city during the week while also allowing me to enjoy a relaxing life after work. Should the ferry be discontinued then I will have to consider selling my property to move nearer to the CBD as travelling by bus each day is not a viable option (currently it can take me just under two hours door to door each way per day) as opposed to the 50 minutes on the ferry.

Having lived in Central Europe for many years, many cities have worked together with all of their political parties and put their political differences aside to develop modern transport systems. Sadly this has not been the case in Auckland which has one of the worst public transport networks I have experienced. There has been a lack of drive by AT to modernise and move forward. The reliance on buses shows that there is little or no appetite to move forward to other means such as tram, light rail or even an underground system. Furthermore, the North Shore which houses a large amount of the Auckland population has virtually no public transport system apart from unreliable buses which are frequently cancelled and run at infrequent intervals.

Surely, the improvement of ferry services and perhaps the inclusion of additional routes should be encouraged to ensure that the city has a variety of public transport options to serve its population.

I am not convinced that the construction of Penlink will alleviate any of the congestion problems that commuters face on a daily basis when travelling south into the CBD.

Regards

■

Dear Sir/Madam

I oppose the removal of the Gulf Harbour ferry service for the following reasons:

The consultation has not been transparent, and has not been publicised to the impacted community – in fact, every attempt has been made to HIDE IT by Auckland transport (only publication has been at Albany station, where GH to City users are unlikely to alight)

AT rationale to date for this removal has been factually incorrect and intentionally misleading. AT's cites unreliability of method of transport and cites nearly 50% ferry cancellations are due to "weather". In fact, collated data proves 75% of the cancellation is due to the inability of the current contractor's (Fullers) crew shortages and vessel maintenance, along with service breakdowns. Pre 2019, this service operated with only a 5% cancellation for all reasons: weather, breakdown, crew shortage etc.

The proposal does not align with the RTPT vision or Goals to INCREASE OPTIONS for public transport across the Auckland network. It is inconsistent with previous plans to enhance this service and increase reliability by adding weekday and weekend sailings.

AT has not scheduled in person times to present a proposal that will significantly isolate and place the community impacted at risk. This is demonstrative of a self serving agenda and is in breach of good faith relationships with ratepayers.

Lack of flexibility in transport options for Eastern Whangaparaoa residents

Longer commute times for ALL Whangaparaoa residents using Penlink, including the bus users, as there are NO BUS LANES planned.

Increased congestion to the east of the "Kiss and Ride" station at New World, Stanmore Bay (estimated another 1500 cars immediately after ferry removal).

Poor road and pedestrian safety due to the increased congestion – particularly around homes, schools and early childhood centres, as commuters find alternative, less congested routes around the peninsula.

Greater investment in road widening and infrastructure to cope with increased congestion – yet is largely unviable, due to the estimated cost which is higher than the whole of Penlink

Cant take your e-bike, bicycle or scooter on the bus, whereas you can on ferry

Loss of easy tourism opportunities to Gulf Harbour, due to the proximity to Shakespeare Regional Park and Tiritiri Matangi Island.

Complete isolation east of Zita Ave in the event of road closure (frequency to increase with increased traffic)

Delays for all emergency services to the east of Penlink due to increased traffic congestion.

Longer commutes.

Decreased property values to the Eastern end of Whangaparaoa peninsula as congestion increases and public transport options are diminished.

regards, ■■

■■■ waitoki. 0871. AKL

I oppose the Draft RPTP proposal to withdraw and terminate the Gulf Harbour ferry service (refer p104 of draft RPTP 2023-2031).

Regards

■■

■■■

Gulf Harbour

I do not support the closing of the Gulf Harbour ferry. I oppose the closing of the gulf harbour ferry.

In this time of need to reduce emissions to protect our environment, I am shocked at the idea of cancelling the Gulf Harbour Ferry service. Commuters will turn to cars, causing more congestion and emissions.

Bus capacity is far lower than a ferry, it takes longer and it contributes to congestion on the roads.

The Ferry cannot be cancelled, people rely on this for their livelihoods. Suggesting a bus / car, that takes twice the time instead, is also just not viable for people with commitments at home. Who wants to be stuck travelling over 3 hours everyday and missing time with their loved ones?

Please do not cancel the Ferry, this would be a step backwards, not progress.

Thank you,

■■

(Gulf Harbour Resident)

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest, safest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. An express route to the city is required. Both myself and my husband work in the CBD we have children at the local school in Gulf Harbour, in order for us to have a family life, be able to collect our children from school and generally live in this part of Auckland, we need direct and safe routes to and from work in the CBD. The Gulf Harbour Ferry crossing is the best way to do this. Getting several connections home and in the dark and having to walk further distances to get home is not safe.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

There are an increasing number of residential houses being built in this area. More direct public transport options are needed.

Kind regards,

■

To whom it may concern,

I wish to add my voice to the combined and escalating group of concerned locals who live on the Whangaparâoa Peninsula about the proposed cancellation of the Gulf Harbour ferry service.

I wish to strongly oppose this decision by AT.

We have only recently moved to Tindalls Bay, which is at the Gulf Harbour end of the peninsula, with a view to using the ferry when we need to go to the city and beyond (we travel by ferry to the CBD and then to Mt Albert or Waiheke to see family). We will not be happy to see the Gulf Harbour ferry service cancelled. Please do not cancel it!

Why would you decide to cancel the service when AT spends so much of its advertising campaign trying to get people out of cars and onto public transport? This current service is efficient and removes extra cars and buses off the peninsula. I just wish it also ran in the weekends as well! Whangaparâoa road is already very congested, and in my view you are making a backward environment decision, that will impact negatively on this whole Community.

I would like to have a response to my email please.

Regards Gay

Sent from my iPhone

■

■■■ Matakatia

To Whom it may concern ,

I oppose the proposal to terminate the Gulf Harbour Ferry Service. The decision is short sighted . The Ferry provides a pleasant ,efficient journey to the City and Devonport for people living in Whangaparaoa.

It keeps cars off Whangaparaoa Rd ,which is often congested and will be more so ,when more and more houses are built.

It used to be very reliable and needs to be again or people will just use their cars and create more traffic issues getting into the City.

Yours sincerely

■■■

To whom it may concern

I am a resident of Gulf Harbour, a New Zealand Tax Payer and an Auckland Council Ratepayer, and was a regular and happy user of the Gulf Harbour Ferry Services to get to work in Auckland CBD. I have to say, I find it wholly unacceptable, in fact outrageous, that the only way I got to hear about the proposed cancellation of the Gulf Harbour Ferry Service was via makeshift signs put up in the area by the local community, confirming that a meeting was being held about it at the Gulf Harbour Yacht Club.

I absolutely detest the bureaucracy and chicanery of government and local government bodies like Auckland Council and Auckland Transport, who has over 80% funding from MY hard earned money via rates and tax. And Auckland Council have had the brass neck to INCREASE our rates!!!

I will be carrying out some further research and contesting this proposed cancellation all the way, but in the meantime, the leaflet (again, which was posted by the local community and NOT Auckland Transport) included the following information, which I am more inclined to agree with than the drivel on Auckland Transport's literature.

The proposal to cancel the Gulf Harbour Ferry Service totally contradicts Auckland Transport's own stated Public Transport Goals and Strategies within the Regional Public Transport Plan, which describes 'Enhancing the public transport routes that currently exist, ensuring passenger comfort, choice, safety and accessibility for all. And offering multi-modal services.'

The reality is that the cancellation of the service will most certainly lead to increased traffic congestion (especially with the greedy, tax dodging oaf that is Greg Oliver, wanting to cover the Gulf Harbour Country Club Golf Course with more houses – the community will also be damned to let this happen!), significant increased travel times to the CBD, LESS comfort for passengers (a lot of passengers start and end their working day on the ferry, with a cup of coffee from the ferry bar/café and a good 45 mins of work time each way using the available tables), REDUCED choice of public travel mode leading to increasing personal car use (I would be one of those who would opt to use the car instead of the bus), and REDUCED passenger and public safety with more cramped conditions on buses and reduced rapid-access for the Emergency Services due to increased congestion.

I invite you to challenge the above and convince me (us) otherwise.

I genuinely believe that Auckland Transport are not only willingly, but purposely running down the Gulf Harbour Ferry Service in a bid to make it less attractive for passengers, so the entire removal of the service will pass unchallenged. It makes me want to vomit. And by the grace of God, the community will challenge you all the way.

Auckland Transport miserably failed to ensure that a consistent satisfactory standard of service was provided by the previous operators.

Having no ferry service will make Gulf Harbour less attractive and no doubt impact OUR property values.

For the record, I completely and wholly REJECT your Regional Public Transport Plan proposal to remove the Gulf Harbour Ferry Service and I will not rest until your proposal is in the bin, you bunch of scoundrels. In fact, I am eager to join the campaign to not only increase and improve the service but add some weekend ferries as well.

Good Day

■ – New Zealand Tax Payer and Auckland Council Ratepayer (for the time being)

Kia ora koutou katoa PT team

Thank you for the opportunity to provide feedback. As a frequent PT user, I have the below comments for consideration within your feedback analysis.

The bus network is working really well from North Shore to City, and I have no problem with duration of any of the bus trips. They are frequent, get users to their destinations in a timely manner and the drivers are incredibly courteous.

More frequent services from CBD back to North Shore, particularly the Windy Ridge route would be appreciated before the 3.35pm start time in Symonds Street.

I used to be a ferry user five days a week. This service has become so erratic that I and the majority of people who used to use this service, barely use it now.

There is absolutely no guarantee ferries will run on any given day. The 'alert' within the app is not used well by staff and therefore information is not provided in a timely way.

When ferries are cancelled on the morning commutes, users are having to initiate a call to AT and then chase follow-up for taxis. The excuses for cancelling services are sometimes not real, as one of the ferries this week that was 'cancelled due to a maintenance issue' was sitting in the Bay. As soon as the CBD side terminal staff realized there were more people waiting to board than there were taxis in the taxi rank, suddenly the ferry that we had all been watching, became available again. All in a matter of a minute.

We are a city surrounded by water and water transport could and should, be a vibrant connector service.

Many thanks and all the best with next steps.

Hi There,

I wish to sign the petition to save the Gulf Harbour Ferry service.

We are rate payers living in Manly Auckland.

Gulf Harbour is a special place in Auckland and should be invested in, not having services stripped from it.

Thank you.

■

We absolutely reject the closing of the GH Ferry.
We are regular users .

■and ■.
Manly

I oopose the closing of the Gulf Harbour ferry

Add weekend services plus more reliable services and you will see a lot more people using it !! Flats going in near four square will increase demand also

To whom it may concern,

I oppose the proposal to terminate the Gulf harbour Ferry Service .

The Ferry provides a pleasant ,efficient way to travel to the City . Commuters can work while travelling and it is a great trip to take grandchildren to and from the City, often seeing dolphins on the way.

People have often bought houses at Gulf Harbour ,because of the Ferry Service to the City .

Whangaparaoa Rd is already too busy and Penlink won't help the people living East of it . The Ferry Service is essential .

Yours Sincerely ,

■

> On 09/08/2023, at 14:19, ■ <■■@hotmail.com> wrote:> > Hello,> > I'm opposed to the cancellation of the ferry service from Gulf Harbour to Auckland CBD.> > No Ferry means:> > 1. A 2 hour , 2 bus commute to AKL> 2. Longer commute times for ALL> 3. More Traffic Congestion on Peninsula & Motorway> 4. High Carbon emissions> 5. Decrease in House Prices> 6. 1 Ferry = 249 Cars off the road vs 1 Bus = 50 cars off the road.> > Penlink is a non relevant excuse in cancelling the ferry service. > > Keeping the ferry service is thinking ahead in the longterm - 10 years + ! > > Kind regards> > ■

Submission to Retain the Gulf Harbour Ferry Service

To Auckland Transport,

I am writing on behalf of myself and our community members to express our profound concern regarding the potential discontinuation of our local ferry service, which serves as a critical transport link for residents living on the peninsula.

Our region, although beautiful and unique in its geography, faces infrastructural challenges. With the singular, primarily single-lane road in and out of our area, the transportation options remain limited. Recent and projected housing developments only amplify these challenges, placing a strain on our

existing infrastructure.

In recent years, Auckland Transport's approach to our ferry service has been disconcerting. Continuous reductions and disruptions—attributed to various reasons like COVID-19, weather conditions, staffing shortages, and financial constraints—have rendered the service unreliable. This unpredictability has made it increasingly challenging for residents to depend on the ferry for their daily commutes. Furthermore, the practice of charging full ferry prices for replacement bus services feels unjust.

Despite these setbacks, the community remains resolute in its need for the ferry service. While we understand the complexities of operating such a service, we believe that even a reduced, yet consistent, timetable would serve our needs adequately.

The alternatives, such as driving or bussing along the predominantly single-lane road, are neither sustainable nor environmentally friendly. With the push for greener transportation and reduced carbon footprints, it seems counterintuitive to force our community to rely solely on road transport. Moreover, it's concerning to envision a future where housing developments continue to burgeon without the necessary transportation infrastructure in place.

In conclusion, we urge the AT to consider our plea seriously. We are not asking for an expansion but merely the retention of a service that's vital to our community. We believe that with proper management and a commitment to reliability, the ferry can continue to serve our community effectively and reduce the strain on our roads.

Thank you for your attention to this matter. We trust in your commitment to serving the best interests of our community.

Yours sincerely,

■

To Whom it may concern,

Please do not remove the Ferry Service from Gulf Harbour. Having a car in the Auckland CBD is a burden and the Ferry Service is a vital part of the population's transport options here on the WHANGAPARAOA Peninsular. Keeping the cars off the roads is beneficial for everyone.

I REJECT YOUR RPRT PROPOSAL TO REMOVE THE GULF HARBOUR FERRY.

IMPROVE - DO NOT REMOVE.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove

reject your RPTP proposal to remove the Gulf Harbour Ferry (Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031)

I live in Whangaparaoa and work in Morningside. My commute is currently 96 mins and consists of:

7 min drive to ferry terminal

50-55 min ferry ride to CBD

6 min walk to Britomart

22min train ride to Morningside station

6 min walk to the office

I use the ferry because:

My travel time doesn't vary depending on time of day, traffic flows or weather.

The ferry terminal is conveniently located near my home.

It is the quickest and most reliable travel option to the CBD.

I can work on the ferry as tables are available and seats have sufficient leg room to accommodate a laptop. This allows me to make productive use of commuting time which would otherwise be "dead" time.

Toilet and refreshment facilities are.

The proposal to terminate the Gulf Harbour ferry and replace with buses would increase my travel time by an estimated 64 mins, assuming moderate traffic flows and fair weather. This commute, twice a day, is untenable.

6 minute walk to bus stop

Est 30 min bus ride to Stanmore Bay bus station

60-90 hr bus ride to CBD, depending on traffic and weather conditions this could take 2 hours

6 min walk to Britomart

22min train ride to Morningside station

6 min walk to the office

The RPTP proposal reduces the public transport options available to commuters, which dis-incentivises commuters from using public transport and increases the reliance on commuting by private motor vehicles. This runs in direct contradiction to the goal of reducing carbon emissions and increasing public transport patronage. It also contradicts AT's own Public Transport Goals & Strategies to enhance the public transport routes that currently exist,

ensure passenger comfort, choice, safety, assessibility-for-all and multi-modal services.

The RPTP proposal to increase the reliance on roading for transport has several flaws:

Chronic under-investment in the roading network has resulted in roads that are inadequate for current (or increased) traffic levels.

The Harbour Bridge is a known point of failure in the roading network.

The current bus fleet is poorly maintained and not capable of reliably servicing the Gulf Harbour route.

Lack of infrastructure in Whangaparaoa to support additional buses and motor vehicles.

The proposal goes against AT's values and guiding principles.

These factors will result in an increase in commuters driving to the CBD, instead of taking the slower bus option. Ultimately this will result in increased traffic congestion, increased emissions, and decreased customer satisfaction with AT.

Chronic under-investment in the roading network

Chronic under-investment in the roading network has left roads throughout Auckland in a poor condition.

Lack of maintenance in roading has resulted in potholes.

Extreme weather events have compounded the problem and caused subsidence, slips and sinkholes. Extreme weather events are expected to increase in frequency due to global warming.

These problems will be exacerbated by the proposed increased buses and private motor vehicles relying on roading for transport.

Harbour Bridge – point of failure:

The Harbour Bridge is an unreliable method of transport and a known point of failure in the commute from Whangaparaoa to the CBD. This leads to increased travel times and reduced security and reliability of road transport:

There is significant congestion on the harbour bridge throughout the day under current vehicle levels. Increasing the number of buses and private motor vehicles using the Harbour Bridge will lead to increased congestion.

Within the next 10-15 years, congestion on the Harbour Bridge is expected to be at such levels that traffic will “grind to a halt”
(<https://www.nzherald.co.nz/nz/politics/second-auckland-harbour-crossing-governments-mega-plans-revealed/TB3WTGHGR5BYFH6S4XXKWWZNM/>)

The Harbour Bridge clip-on cannot be stabilised again and have a shelf-life of 20-40 years.

https://en.wikipedia.org/wiki/Auckland_Harbour_Bridge#:~:text=NZTA%20noted%20that%20the%20clip,on%20the%20northbound%20clip%20Don

The Harbour bridge is frequently closed during strong winds

The speed limit is reduced during strong winds

Unreliable bus fleet:

The AT bus fleet is NOT up to the standard required for the 1h-1.5h bus trip between Britomart and Gulf Harbour. Among the problems experienced on buses running as replacements to the Gulf Harbour ferry:

Lack of accessibility buses for commuters in wheel-chairs or other mobility difficulties. This has resulted in mobility challenged passengers using cars to commute to the city.

On two separate occasions, buses have broken down at Hibiscus coast bus station, standing passengers.

Buses have leaked during heavy rain, creating puddles of water on seats and on the floor. This is an OSH hazard.

Buses are not capable of transporting bicycles, used by commuters who have multi-staged commutes. Bicycles are limited to fold-up bikes which are cost prohibitive for most commuters. (<https://at.govt.nz/bus-train-ferry/luggage-bikes-animals/bikes-public-transport/>)

Insufficient capacity, leaving commuters to stand for the entire duration of the 1h-1.5hr bus trip, or wait for the next available transport option.

No toilet facilities available on the bus.

No tables, meaning commuters cannot work during the commute.

Lack of infrastructure in Whangaparaoa to support additional buses and motor vehicles

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

AT Vision and Guiding Principles

According to the AT company mission: <https://at.govt.nz/about-us/our-role-organisation/our-vision-and-mission/>



AT exists to provide Easy Journeys
AT serves its Customers
AT's value is to Connect:
We genuinely listen and engage with our communities, partners and each other.
We invite open conversation and feedback seeking understanding to move forward together.
Your principles are to put people first
If the Gulf Harbour ferry is eliminated, AT is clearly not living by its vision and mission.

Hi
I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove.
We are an isthmus with more development coming so many more houses expected in the next few years.
Trains planes and more automobiles including buses are not an answer for the peninsula east of manly out to Shakespeare due to geographical reasons. We need choices.
Employment opportunities are limited gulf harbour side of the peninsular so travel is going to be a must for most people.

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■■■■■

Gulf Harbour

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

Yours sincerely,

■

Sent from my iPhone

Please be advised that we totally REJECT the proposal to discontinue the Gulf Harbour Ferry Service.

An improved service including weekends should also be considered and implemented.

Regards

■

■

Hi there,

Submitting my objection to the proposal to remove the Gulf Harbour ferry. This is an essential service for residents of Whangaparaoa, and will have a big

impact on quality of life for those who commute if removed, not to mention impact on traffic volumes.

Please consider retaining this service, and improving service levels- If improved, a reliable service will thrive.

Thank you,

■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve DON'T Remove!

Regards

■

■■■■

Gulf Harbour

I moved to Gulf Harbour 8 months ago purely as it had a ferry service and was one of the suburbs I could afford to buy in with such good access to the city. I work for a government agency in Britomart and rely on the ferry. I can get work done to and from work, with spacious seating, tables and charging points. It is not only a beautiful way to travel but I feel amazing that I'm not causing further congestion on the roads. We use it to go in to city for events too and in all honesty it should have some running times on a weekend. While I understand it may have cancellations due up weather, larger cat's than can handle this would be ideal and I don't think there is the need to run so many on a morning - 6.30, 7.30 and 8.30 would be perfect. One midday.

Three more for end of day workers and a later one. Less to cancel. Buses are uncomfortable, people are on top of you in cramped spaces, no fresh air and often bumpy and induce travel sickness,not smooth for travelling to and from work , with no way to work at all. Congestion on the peninsula and Auckland motorway and city centre is already ridiculous so I don't know why we would want to add to it. The gulf harbour ferry is a huge attraction as to why people chose to live here. Why ruin that and ruin a great ferry journey connecting the peninsula to the city. We are a city of coastline and should have more ferry services and less buses altogether. Gulf harbour marina and Shakespeare park could be real destinations for city dwellers on a weekend. Please do not cancel the ferry, I realign the amount we need, larger ferries for busy times and the weather, and make Gulf harbour the attraction it should be - and the cleanest and best for the environment. The least subsidised transport also. In a world conscious of the climate, let's not have more traffic on the road and add to an already lengthy journey. Sent from my iPhone

Folks, I think the proposal to remove the Gulf Harbour ferry is a seriously retrograde step and request that the proposal is dropped. Best regards ■■M: ■■

■Sent from my iPhone

Dear Sir,

I reject the AT Proposal to remove the Gulf Harbour Ferry for the following reasons:

Personal

The main worker in our family used to use the GH ferry and had a set schedule and we could rely on him being home to do things with us and do things with kids etc. Now we can't, as he turns up at all hours of the night by taking bus or car, and has income to make up – see below.

Bus is unreliable and the trip takes longer than the car, from home to work, so he now takes car and times his entry/exit depending on traffic times. Car and ferry is 1 hour. Bus is 2 hours. Can't use Park and Ride as they are full.

Billable time on the ferry as they had tables and now he can't – the personal cost of that lost time/income and tax is enormous – 10hrs/wk x 46weeks = 460 hours per year (11.5weeks of lost income!)

Our son and daughter are planning to go to Auckland University, using the ferry and link bus. Again, they will have usable time for study on the ferry, so it's not wasted time – not usable time on Buses.

The increase in road traffic to the east of Penlink, expected by cutting out the ferry will increase the traffic immediately around our home (Moreton Drive) on a tiny skinny unsuitable roadway, as commuters use it already to bypass the plaza which is already gridlocked at peak times. But cutting the ferry and the planned increase in homes in Gulf Harbour will make this unbearable and will result in a necessary rebuild of roads and implementation of traffic slowing measures from Manly village, down Brixton or Beach Rds, through Lawrence st, Glengarry/Ardlui, Moreton/Monyash, and Stanmore Bay Roads. When we first moved here, my husband didn't catch the ferry as there was only 2 in the morning and 2 in the afternoon (latest was 5.30pm). When AT increased the number of sailings, the number of people who used it increased exponentially, as it became a more practical service. Increases in numbers of ferries, increase the number of people using it... decreases in number of ferries (as evidenced by your running down of the service over the last 2-3years) puts commuters into CARS, not BUSES.

Future:

Your publicised bus times are unbelievable and do not take into account the increased congestion... estimated bus time by us to be 1h20m to 1h40m – not 50min as you are claiming.

There are no bus lanes on Penlink and it's a TWO LANE ROAD. How you don't think this will become gridlocked very quickly is incomprehensible.

Will make all the roads and businesses around Whangaparaoa road very busy and it will need remedial roadworks to rectify this. Already it is nearly impossible to turn right anywhere onto Whangaparaoa Road – particularly Brightside Road, Stanmore Bay Road, Karapiro Drive, Beverly Place, Ladies Mile, Homestead Place etc etc etc. You haven't taken into account any increased traffic along here, which there will be!

Completely financially unfeasible to widen the road from the Penlink station to Gulf Harbour. You are committing generations to increased congestion with no way to fix the problem.

Complete shutdown of the entire peninsula in the case of an accident. No other way through Tindalls Bay hill – we've experienced this in the past, and increased traffic means we'll experience it more in the future.

Shutting down the ferry reduces the property values in Gulf Harbour. With a 90min minimum commute at peak times, this becomes an unattractive place to live. The residents bought their homes BECAUSE of the availability of a ferry service. This is grossly unfair to them.

Auckland Transport/Auckland Council have committed millions to the longterm lease of land for the facilities of a ferry service at Gulf Harbour... you are just pouring Aucklanders' money down the drain.

Most cities in the world built on a harbour, have fabulous ferry services. This takes foresight and planning – not shutting down a service that works well and has increased house building planned in future. Add ferries all up and down the East Coast Bays and relieve pressure on the roads.

So, IMPROVE NOT REMOVE THE SERVICE. Your current cancellation schedule of nearly 50% and claiming it's due to weather is a LIE. In 2018 and 2019 we had cancellations fo 5% for all reasons collectively – weather, staff, broken ferries etc. Get our ferry service back up and running NOW and stop trying to run it into the ground to justify cutting it altogether.

Regards,

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■■■

Manly 0930

WHANGAPARAOA

■■■■■

Dear Sir/Madam

I oppose the removal of the Gulf Harbour ferry service for the following reasons:

The consultation has not been transparent, and has not been publicised to the impacted community – in fact, every attempt has been made to HIDE IT by Auckland transport (only publication has been at Albany station, where GH to City users are unlikely to alight)

AT rationale to date for this removal has been factually incorrect and intentionally misleading. AT's cites unreliability of method of transport and cites nearly 50% ferry cancellations are due to "weather". In fact, collated data proves 75% of the cancellation is due to the inability of the current contractor's (Fullers) crew shortages and vessel maintenance, along with service breakdowns. Pre 2019, this service operated with only a 5% cancellation for all reasons: weather, breakdown, crew shortage etc.

The proposal does not align with the RTPT vision or Goals to INCREASE OPTIONS for public transport across the Auckland network. It is inconsistent with previous plans to enhance this service and increase reliability by adding weekday and weekend sailings.

AT has not scheduled in person times to present a proposal that will significantly isolate and place the community impacted at risk. This is demonstrative of a self serving agenda and is in breach of good faith relationships with ratepayers.

Lack of flexibility in transport options for Eastern Whangaparaoa residents

Longer commute times for ALL Whangaparaoa residents using Penlink, including the bus users, as there are NO BUS LANES planned.

Increased congestion to the east of the "Kiss and Ride" station at New World, Stanmore Bay (estimated another 1500 cars immediately after ferry removal).

Poor road and pedestrian safety due to the increased congestion – particularly around homes, schools and early childhood centres, as commuters find alternative, less congested routes around the peninsula.

Greater investment in road widening and infrastructure to cope with increased congestion – yet is largely unviable, due to the estimated cost which is higher than the whole of Penlink

Cant take your e-bike, bicycle or scooter on the bus, whereas you can on ferry

Loss of easy tourism opportunities to Gulf Harbour, due to the proximity to Shakespeare Regional Park and Tiritiri Matangi Island.

Complete isolation east of Zita Ave in the event of road closure (frequency to increase with increased traffic)

Delays for all emergency services to the east of Penlink due to increased traffic congestion.

Longer commutes.

Decreased property values to the Eastern end of Whangaparoa peninsula as congestion increases and public transport options are diminished.

Kind regards,

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Wainui

0932

Dear Sir/Madam

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Delays for all emergency services to the east of Penlink due to increased traffic congestion.

Longer commutes.

Decreased property values to the Eastern end of Whangaparaoa peninsula as congestion increases and public transport options are diminished.

Kind regards,

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Manly Whangaparaoa

Auckland

0930

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Delays for all emergency services to the east of Penlink due to increased traffic congestion.
Longer commutes.
Decreased property values to the Eastern end of Whangaparaoa peninsula as congestion increases and public transport options are diminished.

Kind regards,

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Waitoki

Dear Sir/Madam

I oppose the removal of the Gulf Harbour ferry service for the following reasons:

The entire Gulf Harbour development and local economy relies on the Gulf Harbour Ferry being active. This is what the community has been built on.

The economic activity in Gulf Harbour generates more activity for the rest of the Hibiscus Coast.

Local property prices will fall due to the closure.

The ferry is culturally significant. I grew up with it, and there are so many memories I wouldn't have gotten to make if the ferry didn't exist. It's how I got my job at TheMarket.com at 14.

The consultation has not been transparent, and has not been publicised to the impacted community – in fact, every attempt has been made to HIDE IT by Auckland transport (only publication has been at Albany station, where GH to City users are unlikely to alight)

AT rationale to date for this removal has been factually incorrect and intentionally misleading. AT's cites unreliability of method of transport and cites nearly 50% ferry cancellations are due to "weather". In fact, collated data proves 75% of the cancellation is due to the inability of the current contractor's (Fullers) crew shortages and vessel maintenance, along with service breakdowns. Pre 2019, this service operated with only a 5% cancellation for all reasons: weather, breakdown, crew shortage etc.

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Delays for all emergency services to the east of Penlink due to increased traffic congestion.
Longer commutes.
Decreased property values to the Eastern end of Whangaparoa peninsula as congestion increases and public transport options are diminished.
Kind regards,

■■■
■■■, Stanmore Bay, Auckland 0932

Dear AT,

I hope this email finds you well. I am writing to express my concern about the potential discontinuation of the Gulf Harbour ferry services. As a regular commuter on this route, I strongly urge you to reconsider any decision that would lead to the cessation of this vital transportation link.

The Gulf Harbour ferry has become an integral part of the daily lives of many residents in the area, providing a convenient and efficient means of travel between Gulf Harbour and Auckland. It not only eases traffic congestion on the roads but also significantly reduces travel times, benefiting both commuters and the environment. Because if service will stop myself and my family will not use bus system but will then drive with our own cars to work. This will automatically add 3 more cars to the road to/ from Auckland.

I understand that there may be various factors contributing to the consideration of stopping the ferry service. However, I believe it's essential to weigh the inconvenience caused to the local community against any potential cost savings. The ferry service plays a crucial role in fostering connectivity, accessibility, and economic development in the region.

I kindly request that you explore alternative solutions to address any concerns that might lead to the discontinuation of the Gulf Harbour ferry service. Collaborative discussions involving local stakeholders and the community could lead to innovative ideas to overcome the challenges faced by the service.

In conclusion, I implore you to prioritize the needs of the residents who depend on the Gulf Harbour ferry service and to find a way to ensure its continuity. By doing so, you will not only be preserving an essential mode of transportation but also demonstrating a commitment to the well-being of the local community.

Thank you for your time and consideration. I eagerly await your response on this matter.

Sincerely,

■■■
I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region and make Auckland much more resilient than it would be if just relying on roads.

No other 'super' city in the world would neglect a 50minute scenic ferry from the CBD to a stunning coastline with beautiful beaches (and an immaculate golf course) to the extent they can't imagine, let alone realise, the incredible benefits to tourism, the environment, congestion, the physical and mental health of it's users this service brings when thriving.

No other advancing cities are removing public transport options and designing a future MORE reliant on already overcrowded roads. No other world-leading cities are making themselves LESS resilient and less able to cope with the demands of a growing commuting and traveling population.

There are even plans to increase density of housing on the coast – just one HGV needing to deliver a load of building materials on Whangaparaoa Road causes SIGNIFICANT delays to ALL traffic – yes, busses included. Eho is co-ordinating all this?

Seriously, the ferry to Gulf Harbour is a jewel in the crown of Auckland, a get-out-of-jail-free card that bypasses vehicular insanity that is even worse if there is an accident or other hold up. In an emergency in the city the roads turn instantly to gridlock – again, ferries are like a super-power and can get people out of the CBD without using roads!

We need levelling up, not tearing down, just ask yourself, what would a truly amazing 'super' city do? Look around the world, get us up there with the best cities, do not erode what we have to seriously harm the amazing assets gifted to us.

Many thanks!

This is my email signature

I am making a submission regarding content proposed in the 2023-2031 Draft Auckland Transport Regional Public Transport Plan.

I oppose AT Draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service (page 104 Draft AT RPTP)

I support improving existing Gulf Harbour Ferry services. Reliability is currently terrible, it needs to be a reliable service.

I support the addition of weekend services.

I do not agree that the new O Mahurangi Penlink road will change demand. Anything that gets people off the roads and on to Public Transport should be encouraged!

■

■■

Red Beach

Hi

I am writing to express my deep concerns about one item in the draft release of the Auckland Regional Land Transport Plan (RPTP). As a resident of

Gulf Harbour, Whangaparaoa and a transportation planner with more than 15 years of experience in public transportation planning, design, and transportation network analysis, I believe that the issue I am going to raise needs to be revised.

Removal of Gulf Harbour Ferry Service after Penlink construction.

Firstly, I would like to thank Auckland Transport for its intention to expand the public transport network. This spirit can be seen throughout the plan. However, on page 104 of the plan, it is suggested that the Gulf Harbour Ferry Service to the City Centre be removed after the construction of Penlink and improvements to local bus services. I believe this is a mistake for the following reasons:

1. Increased travel time: Removing the ferry service will increase travel time for people traveling to the CBD. While Penlink will decrease travel time to the City Centre, the bus service, even with Penlink improvements, cannot match the service levels of the Ferry service specially during PM peak. This will result in a modal shift to private cars to one of NX stations, which will impose more loads on Whangaparaoa Road and Park and Ride facilities around NX services.
2. Removing travel options: Removing the ferry service means removing the most reliable service to the City Centre in the area, leaving residents with an unreliable bus service (long waiting times and long travel times) and private cars. This goes against the spirit of the RPTP, which aims to give people more choices rather than removing them.
3. Harmful message: Removing the ferry service sends a harmful message to the public regarding the reliability of PT services. When people choose their area of residence, they rely on rail services as they require costly infrastructure and can be assured that it is something that came to remain. The next in line would be ferry services. People believe that these services can connect them to the City Centre when the infrastructure and service is already there. Removing this service would send this message that people should not rely on ferry services since they can be removed like a local bus service if decided.
4. Equity: The RPTP shows that most locations in Auckland are getting an improvement in public transport services, but removing the ferry service from Gulf Harbour would question equity measures in Auckland.

In conclusion, I suggest revising this part of the plan and keeping the ferry service. The only reason I can think of for AT wanting to remove this service is economic aspects, but I believe that this service, especially during peak periods, has enough passengers to make it similar to services in many other locations in Auckland and removing it at once would be a harmful decision.

Thanks and Regards

■

Hi

I do not agree with the RPTP proposal to withdraw the Gulf Harbour Ferry. If anything you should be improving and extending the service.

Regards

■

Hi AT,

My name is ■. I don't want you to stop the Gulf Harbour Ferry. I like going on the ferry with my mum to the city and back. I like it that we see dolphins and killer whales. We can't see them in the car and it takes forever in the car or on a bus.

My mum is home more when she gets the ferry to work. I miss my mum when she drives because she goes before I wake up and only gets home just before my bed time.

I like visiting my family in town and want to go on the ferry to see Santa at Smith and Caugheys and the Santa parade.

Thank you, from ■.
Okoromai Bay.

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT remove■■■■■Gulf Harbour0930New Zealand☞■■■■■

Submission on the RPRTP 2023-2031 – ■■■ of ■■■■■, Gulf Harbour

Proposal to terminate the Gulf Harbour ferry service

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This would reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and higher carbon emissions.

The main points I will cover in my submission are as follows:

- (a) Introduction – my experience as a Gulf Harbour ferry user
- (b) Constrained internal roading network on Whangaparaoa and SH 1
- (c) Journey times and travel choices
- (d) Ferry unreliability and cancellations
- (e) Breach of faith with the community
- (f) Carbon emissions and future options
- (g) Civil defence and resilience

(h) Current situation – the way forward

(i) Conclusion

(a) Introduction

My name is ■■■. I have been a ferry commuter since 2006. And in those years prior to 2018/2019 have enjoyed a very robust and reliable service with very few cancellations finding the ferry service entirely reliable for my work purposes and around my home and family life. In fact the ferry has been the anchor and sole provider of transportation to the CBD and back.

In short it was a first-class public transport service which I appreciated, used on a daily basis and was keen to see grow, the slightly higher cost, a price I was more than willing to pay in respect of the other positives outlined above and which do not apply to either buses or private vehicles. For me I kept my vehicle parked here and free of any charges.

When I did have to use the bus I always drove to the park and rides, either at Silverdale or at Albany. But this has to be done very early to secure a parking spot at the 'too-small-carpark' This is almost always restricted due to the constrained roading network from Army Bay along which any bus had to drive along and which significantly lengthened the overall commuting time – either to the HBC Station in Silverdale or to the proposed Whangaparaoa Station in Stanmore Bay as is being advanced by this proposal (though with no park and ride) and which for the eastern 10 kilometres of Whangaparaoa Peninsula will continue to be unaffected by the Penlink project.

(b) Constrained roading network on Whangaparaoa Peninsula

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses. There is simply no other road option as the road is a single carriage-way all the way.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – The issues around driving are now also compounded by recent developments at the traffic intersection outside Bunnings that have NOT improved the free-flow of traffic in any way. The main Whangaparaoa road cannot be widened or additional lanes added as per previous transport studies by the legacy Rodney District Council showing this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars. In previous years the ferry would see over 150 per commuter run at 06:30, 07:00, and 07:30 that would be approximately 500 vehicles off the road daily.

In short if the ferry service is removed \$835 million will have been spent on Penlink improving the travel times getting off the peninsula, once at

Stanmore Bay, but simultaneously increasing the travel time and congestion actually getting to that turn-off from the eastern half of the peninsula – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. Furthermore the proposal and travel times have failed to take account of increased congestion on the Northern Motorway (SH 1) between Silverdale and Oteha Valley Road.

Increasing congestion on the Northern Motorway from Silverdale to Albany (Oteha valley Road).

In addition to the constraints on this 10 kilometres of Whangaparaoa Road east of the Penlink intersection there will be added pressure on SH 1 from Silverdale to Oteha Valley Road

There is going to be pressure on SH 1 where the new Penlink route connects with the Northern Motorway (SH1) at Redvale and through which all vehicles travelling south, including buses, will have to travel. The Supporting Growth Alliance North have stated on their website that any future improvements for SH1 on this section (including interim bus lanes) are yet to be prioritised for funding with construction expected around the next 10 to 30+ years. That inevitably raises questions over the travel times for both private vehicles and buses from the Hibiscus Coast that will all converge at this point on this section of the Northern Motorway (and for which there is no funding or construction timetable signalled conceivably for the next 3 decades and beyond).

(c) Journey times and travel choices

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops (as used in the sample journey) and the travel times getting to the ferry have been exaggerated.

Finally the rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed (the WX 1 is due to start in late 2023).

Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway serving the same catchment, it already being up and running with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements in their catchments but at Gulf Harbour the proposal is to cut the ferry service altogether. Why the difference?

Moreover the future constraints for bus operations on the Whangaparaoa Peninsula and on the section of SH 1 from Silverdale to Oteha Valley Road for which there is no funding in the next decade and beyond actually enhance the case for retaining and improving the Gulf Harbour ferry service and have been discussed in more detail in the previous section. These factors should have been identified in the comparison between bus and ferry services for this part of the peninsula but were not.

(d) Ferry unreliability and cancellations

Auckland Transport's attribution of ferry reliability issues at Gulf Harbour to mainly unfavourable weather conditions is misleading and has been incorrectly stated with eschewed data that has been countered in its entirety.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue then is with basic operational issues going to staffing and fleet reliability not the weather. This has led to a view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than addressing the operational shortcomings on this particular run and indeed across the ferry network as a whole. Incidentally the latest update is that the cancellation rate is now over 50%. While the weather has obviously been unseasonably poor this year it is not the weather that is the main contributor to the unreliability of this service. AT knows this and it is disingenuous to suggest otherwise. You only need to look at the travel alerts on the Gulf Harbour Ferry Group page to get a sense of the real reasons – “Industry wide shortage of ferry crew,” “issue with the vessel in service,” “ongoing crew shortage,” “unexpected vessel breakdown.”

(e) Breach of faith with the community

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service's sailings would be incrementally increased and facilities improved in the future. It also runs contrary to the emerging integrated transport network on the Hibiscus Coast .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through the implementation of additional sailings since 2016, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well as its CEO is on the public record as saying they knew nothing about the proposal beforehand, adding “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of that network as a whole. The large investment of Penlink will be significantly compromised on the eastern half of the peninsula as a result.

This proposal will significantly and negatively impact people’s travel choices and their lives.

This proposal will therefore adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a major drawcard for people to live in the area and at one point the service was financially assisted by the developer at Fairway Bay in order to put on additional services. That same developer also financed extensive market research for the area east of the Whangaparaoa Plaza that revealed a high level of support in the community for the introduction of a weekend service.

(f) Carbon emissions and future options

Overall carbon emissions will increase with the proposed termination of the ferry service but reduce if it is retained and extended.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use as predicted.

Moreover battery electric and hydrogen technology is progressing fast. In 5 years time there will undoubtedly be improved options for longer runs such as the Gulf Harbour route. In this respect after the recent public meeting at which over 350 people attended, the Gulf Harbour Ferry Users Group and our elected representatives have engaged directly with three separate companies involved in the production of full electric or hydrogen powered ferries. In the case of two of these companies they are either already operating a fully electric ferry or have manufactured one and are going through an approval process. All three have expressed a keen interest in operating the Gulf Harbour run and are confident that a full electric or hydrogen model are viable options that would not just provide zero emissions but would additionally produce vessels that were far more resilient to adverse weather conditions than is currently the case. Such technology which is being advanced for other ferry runs but not Gulf Harbour would further lift the quality of the service and its patronage (a 40 minute commute on a zero emission electric ferry would blow out of the water any of the comparisons to the bus alternative that Auckland transport is attempting to advance as an alternative to the ferry service).

These three companies have said battery electric and hydrogen technology is progressing fast. In 5 years time they have absolutely no doubt there will be improved options for longer runs such as the Gulf Harbour route over and above what is even being contemplated elsewhere in the network in 2023. That is a reality that is irrefutable and once again reveals this proposal's disappointing attempt to present the Gulf Harbour ferry run in the worst possible light. It is further evidence, if needs be, of the apparent desire to simultaneously run the Gulf Harbour service down as is currently happening and to paint its future prospects in terms of the game changing nature of evolving technology in the worst possible light. That is the exact opposite of what is happening in all the other ferry services in Auckland and has become very clear to our community on the Whangaparaoa Peninsula.

(g) The current situation - how it can and should be improved

AT currently owns 4 ferries (Wanderer, Starflyte, D5 and Tirikat). These vessels were purchased during the AT Ferry contract negotiations and are being upgraded or have been upgraded to new IMO emission standards for marine diesel engines. These vessels meet or will meet emission standards now and into the future. Furthermore, AT is currently involved in the funding of new ferries and while these new ferries are not designed for the Gulf Harbour service, this new capacity frees up other vessels to be upgraded to meet IMO standards as per the four vessels above.

The journey from Gulf Harbour to the CBD is approximately 29 kilometres. The current older vessels and smaller vessels take 50 plus minutes to transit this journey due to slower speed and greater weather impact whereas three of the larger vessels AT now owns would comfortably complete the transit in under 45 minutes (actually closer to 40mins), cruising at 23plus knots carrying upwards of 200 passengers per trip. These vessels can and do handle the weather conditions better.

Cancellations over the past many months have been caused by many reasons, mostly the well documented operational constraints referenced earlier in this submission (vessels re-tasked / breakdowns / crewing issues) not the weather. By using these three AT vessels combined with vessels such as Takahe and D6 would result in operations continuing in worse weather currently limiting the smaller vessels.

Once again this service should be growing, not retracting. The Hobsonville service, which is also in the Albany Ward, is an example of what can be achieved. While Hobsonville is an inner harbour with different conditions, the concept remains the same, proper infrastructure, increased scheduling and better timetables have grown this service, meeting the needs of its community while working alongside roading and bus network improvements.

Or are we just to continue as per the last 18 months and accept that with the Gulf Harbour ferry service Auckland Transport will continue to allow the Gulf Harbour run to be the first to be cancelled when there are problems elsewhere in the network, be served by the slowest and oldest vessels and excluded from any improvements in service frequency or in the provision of better and more emissions efficient craft? In other words for this ferry service to be systematically run down on all fronts well in advance of 2028.

(h) Resilience and civil defence preparedness

Events earlier this year with the January 27 floods and Cyclone Gabrielle have highlighted the need for far greater resilience across the Auckland region. This is especially the case on the Whangaparaoa Peninsula where there was extensive flooding in a number of flood-prone locations. The eastern end of the peninsula remains particularly vulnerable to being cut off in the event of a civil defence disaster.

From the bottom of the Tindalls Hill to the Gulf Harbour roundabout there is only one road in and one road out. If anything happens on this stretch of road the entire eastern end of the peninsula is cut off as indeed has happened in the past (a crash on the Tindalls Hill a number of years ago involving a bus going off the road had the effect of blocking off the entire eastern end of Whangaparaoa Peninsula. All residents east of Matakatia were trapped on one side or other of the crash without being able to get in or out. Traffic coming on to the peninsula was backed up 12 kilometres right back to the motorway).

The 2018 census (which is obviously 5 years out of date now) shows 15,045 people live east of the Whangaparaoa shops (Stanmore Bay Road). In Gulf Harbour and Army Bay alone there were 7164 and from Manly East back 12,696. These are not insignificant population centres and will have increased in the intervening years with ongoing development, more of which continues to roll out with the development cap for Gulf Harbour removed in the Unitary Plan and uncertainty over the further intensification enabled by Plan Change 78 and further plan change applications.

In the past the ferry service into Gulf Harbour has always been viewed as an important option in the light of an emergency and indeed was an integral part of the civil defence planning at the legacy Rodney District Council. In the future that reach of the service would extend well beyond the eastern end but to other parts of the peninsula as it goes to the movement of both people and supplies. While perhaps not strictly a matter for the RPTP to consider, in the changed world since 27th January it should nonetheless be a consideration in terms of not just transport resilience but the overall safety and resilience of the wider community as a whole.

(i) Conclusion

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As such it is disappointing this proposal has lacked balance and appears to have been advanced with a predetermined outcome in mind, an outcome that is entirely at odds with the reality on the ground and the wishes of the affected community. As such it should be dismissed and instead Auckland Transport hold to its previous commitment to investigate the potential for weekend services, potentially starting with a trial as per the Pine Harbour service and to incrementally improve the existing peak and inter-peak services over time. That would have the effect of further simultaneously increasing the patronage and further reducing emissions for this half of the peninsula. It would be in keeping with what is happening elsewhere on the ferry network across Auckland and it would be consistent with the goal of improving public transport choices not reducing them as would be the consequence of this proposal if it were to be adopted. This proposal should therefore be rejected and the Gulf Harbour ferry service not only retained but improved in the same manner it is on all the other ferry runs in Auckland.

Regards

■

Gulf Harbour resident and Ferry User

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.

■
Stanmore Bay.

Submission to the RPTP – Objection to proposal to terminate the Gulf Harbour Ferry Service.

We oppose the proposal to terminate the Gulf Harbour ferry service in 2028, based on the assumption that the route is not possible to electrify. SSC Marine was part of the design team of Ike Rere, Wellington's Electric Ferry and are qualified to make this statement based on our experience.

CURRENT SITUATION

The Gulf Harbour ferry route, provides a vital link from the Western Part of the Whangapora Peninsula, without directing additional traffic towards the congestion at the Eastern Edge of the Peninsula.

The current vessel has a capacity of over 200 passengers with four peak commuter ferry runs over two hours, to provide the same level of capacity would require 18 single level buses with a frequency of 6-7 minutes, and those buses full to capacity for the duration of the trip.⁸

The current ferry transit is 50 – 55 minutes to the CBD, the current bus route is 1 hour 40 minutes – 1 hour 50 minutes. The Penlink route would reduce that to about 1hour 30mins from the Plaza, but not the Gulf Harbour terminal.

The current ferry terminal is walking distance to many Gulf Harbour homes and has parking conveniently nearby.

Patronage of the current route has been adversely affected by reliability. Cancellations have been reportedly caused by crew shortages, vessel reliability and weather. Previously the route had been operating with much greater reliability, suggesting that the reliability is more due to crew and vessel reliability than to the weather.

Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet 43.13% in the last 18 months. Average cancellation rates were as follows:

2018 - 5.25%
2019 – 5.79%
2020 – 7.42%
2021 – 8.91%
2022 – 38.35%
2023 – 47.91%

NEW VESSEL REQUIREMENTS

A new composite electric vessel would have improved reliability, and being designed specifically for the route, would have sufficient sea keeping so as to minimise weather related disruption.

Wellington's Ike Rere ferry operates in a harbour famous for its wild weather and has operated without problem in 2m seas and 50knots of true wind speed. Carbon fibre construction provides long structural reliability and has better fatigue and corrosion resistance than a comparable aluminium structure. Electrical installations have proven very reliable with reduced maintenance required.

The statement has been made that it is not possible to decarbonise the ferry link, and that electric buses would be required. This statement, in our experience is not correct.

Electrification of this ferry route is possible now with current E-ferry technology. Below we have outlined the current proven technology which could be applied to this route and provide a zero-emission ferry service.

EXISTING ELECTRIC FERRY

East by West Ferries of Wellington have been operating commuter ferries in the capital city for 20 years.

For the last 18 months they have been successfully operating Ike Rere is a 19m, 99 passenger ferry that runs at 20knots. This vessel is fully electric (not hybrid) with a lithium energy storage system (ESS).

This vessel was custom designed and built in NZ by Wellington Electric Boat Builders and engineered specifically for the route by Auckland-based SSC Marine, Gurit Composite Engineering, and Electrical Integrator McKay and has been internationally recognized for its success as a high-speed commuter ferry. The vessel completes a 12 nautical mile return journey, with single sided charging only at Wellington CBD, and has the capability to complete a 20nm trip on a single charge. This range is set to be further extended with the current generation of ESS that has come on the market since this vessel's launch. The vessel's energy cost is only \$28/run in electricity for 99 pax at 20knots.

Note: The vessel was designed to accept up to 1MW of charge rates, but is currently operating on a 300kW shore-side charging unit.

DESIGN PHILOSOPHY - EFFICIENCY

The philosophy behind this vessel has been the pursuit of energy efficiency, to reduce energy consumption, but also to minimise the size requirements of the ESS. This has taken the form of:

- light weight carbon fibre construction to reduce displacement and compensate for ESS weight. Carbon fibre construction is around 65% the

weight of a comparable aluminium structure

- efficient hull form with very narrow waterline beam to reduce hull resistance. This hull form also performs well in a seaway, as this vessel operates on exposed stretches of Wellington Harbour
- deeply immersed propellers on straight drives to minimise propulsive losses

It is this efficiency combined with 18months of real-world data from this platform that makes us confident of being capable of delivering an electric ferry for the Gulf Harbour Route. The current Ike Rere vessel could go on service now, given charging infrastructure in place at each end of the run.

Ike Rere – 19m 99pax Wellington 100% Electric Ferry

NEW ELECTRIC FERRY FOR GULF HARBOUR

As a group, WEBBCo, SSC Marine, McKay and Gurit have proposed a 24m 200pax 23kn foil assisted ferry that is based on the same technology platform that has been proven in operation by East By West. Recent advances in ESS technology have increased the power storage capacity by approximately 20%, and ESS technology continues to improve.

We have estimated that this vessel would require at least a 1MW charger at both the Gulf Harbour and CBD ends of the routes. McKay electrical have conducted an initial review and confirm that at least this level of power is available in both locations based on the Vector's assessment of the site.

FUTURE BENEFITS

With reduced energy costs, it may prove possible to move to 7 day service for local residents, or similar to the Wellington ferry, to offer alternative sails to tourist destinations such as Tiri Tiri Matangi, or to provide a better access from Auckland CBD to Shakespeare National Park and Whangaparaoa Beaches, boosting local economy.

It would provide valuable resilience to transport connections to Whangaparaoa, and provide mass transport options to the community who choose to live there but either work in the city or travel for recreation or social reasons.

Ferry travel is known to be more relaxing and enjoyable than buses or trains. The view is impressive, and electric ferries are quiet – sound levels have been recorded at under 70db at service speed – conversation level, or office background noise, as opposed to the current diesel ferries at over 90db, which is equivalent to a lawnmower and makes conversation or phone calls nearimpossible. And being quiet and pleasant, would become again the transport of choice for a large number of travellers ff the peninsular.

NEXT STEPS

■
I reject your RPTP proposal to remove the Gilf Harbour Ferry. Improve DON'T Remove.

Regards

■
I am a GulfHarbour resident who has lived in GulfHarbour for almost 6 years. One of the reasons we moved to GulfHarbour was the ferry service to Downtown Auckland City. The ferry was well used by people living on the Coast, especially those who work in the city area. Since Covid the service has had regular cancelations daily, with all dorts of excuses. This has impacted on people using the ferry gor fair of being stuck in the city .

Removing the ferry service to and from GulfHarbour is absolutely ridiculous!
Penlink will not make a difference, with just one lane.

The PENINSULA is already congested and no infrastructure in place.
Carbon emissions.
House prices would reduce.
Motorway would also be heavily congested too.

To go by bus would take so much longer, and you would need to catch two buses to get into the city.
If you decided to drive, there would be parking costs and where to park?
I could go on...

Do the right thing and KEEP the GULFHARBOUR ferry service please.
Yours sincerely

■
Ph ■■■■

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■
Whangaparaoa

I reject your ptp proposal to remove the gulf harbour ferry. Improve dont remove . I / we have used this service on many occasions and find it a very useful service getting us i to town in a very scenic and pleasurable way.keeping traffic and parking out of the equation. If any changes were to be made it would be to add even more trips to the schedule as later in the evening would suit those returning from town clubs pubs and restuarants etc .same with the bus schedules need a later timetable for those returning home from a big night without tge huge ecpence of taxis. In sydney they have transport pass that works very well including buses ferrys and trains for a one day fee.auckland should do the same

I reject your RPTP proposal to remove the Gulf Harbor Ferry. Improve, DON'T Remove

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove.

Gulf Harbour ferry service needs to stay !!! Too many households rely on it ! The roads are congested, you can't expect gulf harbour residents to drive to town !!!

Save the gulf harbour ferry !!

I reject your proposal to remove the Gulf Harbour Ferry. Improve, Don't Remove

■■
■■■■@gmail.com

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T remove. ■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry.Improve, DON'T Remove Sincerely ■■■

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove

■■
■■■, 0932, New Zealand

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove.

■■
■■■

I reject your proposal to remove the Gulf Harbour Ferry. Improve, DON'T Remove.Sent from my iPhone

I reject your RPTP proposal to remove the Gulf Harbor Ferry.Improve!!!!DON'T Remove. ■■■■■ ■■@gmail.com

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve!!!

DON'T Remove.

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Regards,

■■■
■■■@gmail.com
(+64) ■■■

I oppose the proposal to remove the Gulf Harbour Ferry.

■■

I oppose closing the Gulf Harbour ferry ■■Sent from my iPad

I reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve, Don't Remove.

I absolutely reject your RPTP proposal to remove the Gulf Harbour Ferry.
Improve the service dont remove it.

■■

To Whom It May Concern,

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T Remove!

Regards,

■■

Hi,

I reject your RPTP proposal to remove the Gulf Harbour Ferry.

Improve, DON'T remove.

Regards,

■■

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■■

■■■

I reject your RPTP proposal to remove Gulf Harbour Ferry. Improve, DON'T !!!

Thank you!

SOS. Save Our Sailings.Please reconsider. We need the ferry to continue. Thank you. ■■■■■@gmail.com

Date 10/08/2023

I ■■of ■■■Manly 0930, strongly oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasoning(s) being:

The consultation is not transparent. It has not been publicised to the impacted community.
The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry. There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western buslane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing

conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare menas there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Regards ■■

15 August 2023

Submission re proposed Regional Public Transport Plan
Auckland Transport

We oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

My husband and I live in Army Bay and one of the factors that led to our purchase was the ability to use the Gulf Harbour ferry to commute to our jobs in Auckland's central business district and by ferry/bus to Auckland Airport for domestic business trips. We live five minutes by car from the Gulf Harbour ferry terminal.

The proposal relies on the O Mahurangi Penlink toll road from Stanmore Bay to the Northern motorway. However, the new link is 10 km away from Army Bay where we live – on a road already congested at peak times and which cannot be widened to add a bus lane.

We value the ferry as the fastest direct route, and most efficient and pleasant way to get into the city. The Council has also invested ratepayers' funds, running into the multi-millions, into securing control over the Hammerhead land, where the ferry terminal is located, to provide a transport hub. It simply does not make sense to effectively throw away this investment.

The proposal to have a new bus route from Gulf Harbour to the kiss and ride bus station does not help our situation. I would not have anyone to drop me at the bus station when my husband is away on business trips out of Auckland. Due to the lack of a plan to build a park and ride at Whangaparaoa I would take the car – and this would add to road congestion and greenhouse gas emissions.

Due to the physical constraints of the road east of Manly, the need to change buses at the proposed Whangaparaoa bus station, the lack of a bus lane on the O Mahurangi Penlink bridge, the lack of a bus lane between Stillwater and Albany, the overall trip would take a lot longer than the current 50-minute trip from Gulf Harbour.

The proposal is also flawed in terms of AT's claims about carbon emissions. AT's predications are based on no hybrid vessels being available for the Gulf Harbour route in future, all buses going electric and current ferry users all catching the bus.

Auckland Transport and Fullers have degraded the quality of the service to the point that current passenger numbers are not indicative of the support for the ferry service. There has been a cancellation rate of more than 43 percent in the last 18 months. Prior to that the average annual cancellation rate was 6.8 percent (2018-2021) and the ferry could average 16,000 to 18,000 boardings a month.

This means that addressing operator reliability will see that number quickly climb again, making it a substantial carbon saver. AT should be recovering and enhancing the service to provide a robust service to ratepayers and to benefit the environment.

We have personally experienced the degradation of the ferry service to and from Gulf Harbour. Crossings are cancelled when sea conditions are calm. They are also made at short notice which makes it difficult to make other arrangements. Services that are replaced by taxi vans are often late and has meant I am late to work. Alerts are sometimes sent after the service was scheduled to depart. This poor service has led to a loss of confidence which has directly impacted our use of the service. When I have important meetings in the city, I have to drive to Silverdale or Albany to get the bus. In addition, the restricted size of the Silverdale park and ride means that it can be difficult to get parking at the facility.

We are also worried about the impact on house values of increased road congestion which would make the area less attractive to live. It has been estimated that another 1500 cars would use the roads east of Penlink and this would cause degradation of the roads which are already in a poor shape. Increased traffic would increase the risk to pedestrians, particularly around shopping areas, kindergartens, early childhood centres and schools. The increased traffic would also delay access for emergency services. If the road is closed east of Zita Avenue, this would mean Army Bay and Gulf Harbour would be isolated. We find this prospect very disturbing.

■■and ■■

■■■

Army Bay
Whangaparaoa 0930

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport regional Public Transport Plan 2023-2031.

The overall detrimental effect would be immense. One aspect is increased traffic congestion on the single-lane, only-access Whangaparaoa Rd. from Gulf Harbour and surrounding area. Apart from the frustration caused, loss of productive time and comfort, the resulting pollution from additional cars and buses will be immense.

I support improved existing Gulf Harbour ferry service reliability, increased frequency and addition of weekend services as proposed for many other routes.

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Gulf Harbour

Auckland 0930

Attached is the signed submission opposing the AT DRAFT RPTOP proposal to withdraw and terminate the Gulf Harbour Ferry service.

Regards

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I oppose Auckland Transport's proposal to withdraw and terminate the Gulf Harbour Ferry Service. I support the improvement and increased frequency of the existing ferry service including weekend services.

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I oppose AT Draft RPTP Proposal to withdraw and terminate the Gulf Harbour Ferry service: Pages 104 Draft Auckland Transport Regional Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding One/Northcote
Penlink will make no difference

Submission:

Opposition to content proposed in the 2023-2031 Draft Auckland Transport Regional Public Transport Plan

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour ferry service:
Page 104 Draft Auckland Transport Regional Public Transport plan 2023-2031.

I support improved existing Gulf Harbour ferry service reliability, increased frequency and addition of weekend service (as proposed for other ferry routes; excluding Onewa/Northcote).

Signed

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■■■

Gulf Harbour

Hello there

I absolutely 500% oppose the axeing of the Ferry Service from Gulf Harbour to the City. I will protest with all other like minded residents as much as I can

There is already a huge amount of congestion on the Whangaparoa Road, there are NO bus lanes (there is no room for bus lanes) and now you want to

take away this wonderful service

The harbour is out there to use as much as we can. If anything there needs to also be a weekend service. I for one would use it alot, along with many of my neighbours.

I COMPLETELY APOSE THE AXEING OF THE GULF HARBOUR FERRY AND YOU WILL HAVE A FIGHT ON YOUR HANDS IF YOU THINK YOU CAN DO THIS.

Regards

■

Gulf Harbour Resident

I oppose the proposal to terminate the Gulf Harbour Ferry service.

This service is fundamental to the Coast and our transport options. People move to this area, purchase property due to the available ferry services.

This would be a huge retraction from property values in the area. Not to mention the added stress on our already busy roads with extra commuters on the road.

If you increase the services and they're an availability especially on the weekends more people would use them.

Regards

■

I live in Army Bay at the end of the Whangaparaoa Peninsula. My submission is to OPPOSE THE WITHDRAWAL OF THE GULF HARBOUR FERRY SERVICE when Penlink is completed (2028 or thereafter). In addition I wish to comment on other aspects of the plan.

My full submission is attached, together with supporting documents .

SUMMARY OF MY SUBMISSION

The stated role of Auckland's public transport is: Public Transport (PT) contributes significantly to the quality of life of Aucklanders by increasing genuine and flexible travel choice. The decision to withdraw the Gulf Harbour Ferry Service is in total contradiction of this statement.

Justification for the withdrawal of the GH Ferry service has been presented using statistics from the last three years, when Auckland spent considerable periods in total pandemic lockdown.

In 2018, according to Auckland Transport/Panuku, the Gulf Harbour Ferry Service was the second fastest growing ferry service in Auckland with 33% growth over 3 years. (see detailed submission)

The RPTP should look at pre-pandemic trends to decide the future of services, including the GH ferry

The GH ferry is currently not well patronised because of its total unreliability. The RPTP identifies this as the biggest problem to resolve Auckland wide. Return the GH ferry to its former level of service and assess the patronage over the next 2-3 years, and then decide if it should be retained or replaced by buses.

The plan to replace the GH ferry with buses is totally against the RPTP's objective of minimising congestion and reducing the environmental impact of PT, even with electric buses. The outcome will affect everyone who lives on the Whangaparaoa Peninsula where the roading network is already very fragile.

Hello,

I oppose the proposal to terminate the Gulf Harbour ferry service.

It reduces options for travel in this area. What happens if the peninsular is blocked, or congested with cars for especially the last 10 kms?- the ferry is the only public way to leave the peninsular meaning a Civil Defence, safety issue at least.

No ferry means more car/bus congestion, longer commute times for all. This means High Carbon emissions.

The ferry is a pleasant, efficient non-congested transport route. One ferry reduces possibly hundreds of cars on this already road and motorway system.

More subdivisions, more bus, car congestion. No ferry means loss of home prices due to reduced public transport options and increased travel times for commuters.

I moved to Gulf Harbour in recent years, one reason for that choice was the Gulf Harbour ferry for the convenience and enjoyment of using the ferry service, as opposed to congested roads that will continue to worsen due to the lack of space to improve the one way in and out roads.

With regards, ■■

Gulf Harbour resident

To Auckland Transport

From ■■

A: ■■■, Gulf Harbour, Whangaparaoa 0930

E: ■■■@gmail.com

M: ■■■

Date 13 August 2023

Dear Auckland Transport

Submission on Proposal to Remove the Gulf Harbour Ferry service from 2028

I write this submission to say that I do NOT support the proposal to remove the Gulf Harbour Ferry service from 2028.

I believe the direct Gulf Harbour-City ferry service is an essential and important component of an effective broader public transport (PT) solution for the eastern half of the Whangaparaoa Peninsula. Ferries are not the ONLY transport solution for the greater Gulf Harbour area, but rather will work most effectively (as a PT solution) alongside bus services.

In my view the proposed switch from ferries to buses will NOT deliver the best and most effective PT solution. AT should consider reconfiguring the PT services to deliver a more regular, reliable and cost-effective PT service to this part of Auckland NOW, rather than waiting until 2028. This can be achieved using the higher capacity ferries at times of the day that work best by avoiding the long congested commutes into the city, complemented with regular, lower cost buses at other times of the day.

I have been a regular Gulf Harbour Ferry passenger since my wife and I moved to Gulf Harbour in late 2021. I rely on the ferry (and the regular ferry replacement services) to get me to and from my job in the city. My wife and I have one car which she uses to get to and from her work at a retirement village closer to Red Beach. Having the ferry has meant we haven't need to buy a second car, and I don't contribute to traffic congestion along the Whangaparaoa Road, Northern Motorway, Bridge and City. It's a win-win for everyone I think.

I occasionally take the 6:30 am ferry from Gulf Harbour if I have early meetings at work, but more often I take the 7:30 am or 8:30 am ferry, I generally return in the evening on the 4:45pm or 5:15 ferry, or 5:45pm ferry replacement. I prefer the earlier ferries (even though it means leaving work early) to the regular bus replacements at 5:45 and 6:45, and value being able to work on board the ferry on the way into and home from work.

I do use the 5:45 and 6:46 pm bus replacement services if necessary, and the 8:45 pm ferry if I have late meetings or an evening event. The problem, for me and probably others is that there is no night-time service from the City to Gulf Harbour, e.g. a 10:30 or 11:00 pm bus, which means I have to drive our car into the city on those days, contributing to the congestion and emissions.

Reasons given for ceasing ferry services

One of the justifications for ceasing the ferry from 2028 is due to weather disruptions. In my experience, over the past 18 months or so, the vast majority of ferry disruptions are NOT weather-related, but because of crew shortages e.g. through illness, or ferry breakdowns. I and fellow passengers fully understand that the GH service can sometimes be affected by storms, particularly strong easterly winds and swells, but weather is not the reason the 5:45 pm and 6:45 pm services have been permanently replaced by buses over the past 6 months or more.

I expect that the most significant real reason for the proposal to cease the service is financial ... due to reduced passenger numbers, and relatively high cost of running a 50-minute each way ferry service, including crew and fuel costs.

As AT is aware, as with other PT providers around the world, passenger numbers have been impacted by the new opportunity and inclination to work from home. In my case I generally WFH 2 days a week, sometimes 3 days. Added to that, the 40% or so of ferries cancelled and replaced by taxi vans or bus services, does mean fewer people can rely in the efficient ferry service (50 mins terminal to terminal), and are less likely to use it. I know for myself and seeing fellow passengers, that if there is a ferry running 30 mins to an hour either side of a bus replacement, most of us adjust our work day to take the ferry. And if the ferry I need to get to work by a particular time is cancelled, and I can't get to town for that meeting, then I'll often resort to WFH at short notice, and dialling in by Zoom or Teams for the meeting.

One rationale given by AT for removing the ferry and moving to bus-only service from GH to the City from 2028 appears to be that the bus service will a) be faster through using the Pen Link highway), and b) can be offered more frequently, presumably because of the lower cost of running a bus (with one driver) vs a ferry (with a crew of 5).

I believe the faster assumption is wrong in respect of high-volume commuting hours. During commuting time I do not believe that a bus using Pen Link will be faster and more regular than the existing ferry. During the morning commute there is already significant congestion on the Gulf Harbour end of Whangaparaoa Road, where the main bottleneck is getting through Whangaparaoa town (one lane each way). The tail-back of congestion from Whangaparaoa Town can stretch several km back to Little Manly. There are several traffic lights spaced closely together at Whangaparaoa, and a lot of commuter cars feeding into the main road from Tindall's Bay, Manly, Little Manly, Arkles Bay and the eastern end of Stanmore Bay, before the

commuting traffic from GH and other suburbs will be even able to get to the beginning of the future Pen Link entrance.

On the way home from the city I know for sure that the bus is slower, usually 10-15 mins and sometimes up to 30 mins or more. I've taken replacement bus and taxi-van services many times! Even if Pen Link saves 10 minutes, congestion in the city and along the Northern Motorway, then connecting from the future Pen Link round-about at Stanmore Bay into the one lane Whangaparaoa Road will eat up all that saving and more.

To give an example ... one week I chose to take the ferry which left the city 30 minutes after the preceding service which had been switched to an alternative. On each occasion, the bus or taxi van (which left the city 30 minutes earlier), arrived as we were getting off the later ferry in GH. It took both the bus and taxi van exactly 30 minutes longer, so saving 10-15 mins on the future Pen Link would mean that a future bus service would still be 15-20 minutes longer than the ferry.

Suggested complementary ferry and bus public transport solution

I am not one of those who believes that ONLY the ferry service can deliver the best PT solution to the eastern half of the Whangaparaoa Peninsula.

Rather, I believe that a combined and complementary ferry and bus service can offer a more reliable and frequent service than we currently have, serve more people, with and offer a limited number of more getting on/off stops than the current non-stop ferry or direct non-stop replacement bus service.

My suggested solutions for AT to implement as a trial BEFORE 2028 is to:

1. Retain a smaller number of return ferry services focussed on high-volume peak commuting times. Reducing frequency will reduce costs and focus PT resources on ferries delivering the best level of service during commuting peak times, including on-time arrivals that buses cannot deliver - due to the reasons outlined above.
2. Complement the fewer number of ferry services with an integrated bus service running more frequently outside peak times when the buses can avoid congestion and match the ferry travel times.
3. Design the bus service to provide for a limited number of stops rather than the current non-stop point-to-point replacement bus service, thus providing a more direct service to the City and North Shore to a wider group of Whangaparaoa passengers not currently served by the non-stop ferry or replacement bus services.
4. Expand the ferry service from 5 days a week to offer a limited weekend service for residents and day visitors; e.g. minimum of three services on Saturday and Sunday;
City to GH GH to City
09:30 10:30
12:30 13:30
15:30 16:30
5. Expand the service to offer a late night bus option so passengers can travel into the city by ferry or bus late afternoon or early evening, and return to GH and other parts of Whangaparaoa later at night, after dinner, shows or sporting events.

Signed

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Good morning AT

I went online to make a quick submission about ATs planned closure of the Northcote ferry service, which I'm appalled about, and was confronted with a huge document containing lots of areas/questions, hence this quick email.

I think it's very sneaky of AT to try to remove the Northcote Ferry Service without speaking to the locals about it first. Although it's possible that AT's mind is already made up, no matter what the locals think!

The Northcote Point ferry service must be retained. Money has already been spent upgrading the wharf, although more money should be spent, in time, to make it an all-weather wharf. We should be using Auckland's waterway a lot more, including the inner harbour, for public transport.

The current system works well where ferries are waved down to call in and pick up passengers or drop them off at Northcote Point. There is already a large parking area provided which could be promoted more.

If this wharf is permanently closed it will be near impossible to open it up again. It is such a backward move in our current times of needing to get Aucklanders out of their cars.

I think it's a lie that Northcote Point ferry has fewer than 10 regular passengers per day using the stop. I watched the buses recently heading down Queen Street towards Onewa Road, around 4/4.30pm. They were picking up ferry passengers and taking them to other suburbs after their day at work and school. I was pleasantly surprised to see 10 - 30 passengers on each bus, including senior school students in uniform.

This shouldn't be about speeding up the Birkenhead ferry service. You need to allow for the Northcote Point stop and if it is closed due to strong westerly or SW winds (hopefully the driver shortages are at an end), well the ferry will have a longer wait at either Birkenhead or in the city to stick to its timetable.

Congestion where Queen Street meets Onewa Road gets worse and worse by the week. The queue of traffic is often still sitting outside our front gate at 9.30am. This issue needs to be looked at as well with folk from Birkenhead driving through to avoid Onewa Road congestion. They then merge onto Queen Street from 2 side streets in an effort to get there quicker. The side roads of Faulkner Road and Belle Vue Ave should be shut off so cars can't enter Queen Street. If we had one long queue on Queen Street waiting to access the lights onto Onewa it would make it fairer for everyone and would potentially stop the queue jumpers coming from Birkenhead as their time in traffic would be similar to sitting on Onewa Road. This would make it fairer for locals living in Northcote Point. It might also push a few more people onto the Northcote ferry service!

I hope that you take my submission into account.

Kind regards

■
■

Northcote Point
Auckland
021 524 490

Proposal to withdraw the Gulf Harbour ferry service

(a) I oppose the proposal to withdraw the Gulf Harbour ferry service in 2028. This would reduce public transport options in this network, increase congestion on the eastern half of the peninsula for bus and car alike and will result in greater private vehicle use and higher carbon emissions.

The main points I will cover in my submission are as follows:

- (a) My experience as a Gulf Harbour ferry user
- (b) Acknowledging the constrained network on Whangaparaoa Road and SH 1
- (c) Ferry journey times and travel choices are superior
- (d) Facing up to the real drivers of unreliability and cancellations
- (e) Honouring longstanding commitments to the community
- (f) Reducing carbon emissions and allowing for future technology
- (g) Incorporating transport resilience and civil defence awareness
- (h) Taking responsibility for the current substandard service
- (i) Conclusion

(a) Introduction – my use of the Gulf Harbour ferry

My name is ■■.

I live in Army Bay and work locally. When I have a course in the city or some such commitment, however, I always prefer to catch the Gulf Harbour ferry. That is primarily because it is the best option for avoiding the congestion along Whangaparaoa Road and on the Northern motorway. If you have to be at a certain location in the city at a set time the ferry has always been the best bet as far as I am concerned. I find it a relaxing and productive commute travelling south. I would not use the bus service from out the end of the peninsula because even when Penlink comes on board the buses will be caught up on the 10 kilometres of travel to the turn-off in Stanmore Bay and then on the SH1 on ramp at Redvale which has no separated bus lanes down to Albany. In any instance there is a world of difference between bus and ferry offerings in terms of comfort and travel time

(b) Whangaparaoa Road – Gulf Harbour to Stanmore Bay constraints

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as per previous transport studies by the legacy Rodney District Council showing this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

In short if the ferry service is removed \$835 million will have been spent on Penlink improving the travel times getting off the peninsula, once at Stanmore Bay, but simultaneously increasing the travel time and congestion actually getting to that turn-off from the eastern half of the peninsula – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. Furthermore the proposal and travel times have failed to take account of increased congestion on the Northern Motorway (SH 1) between Silverdale and Oteha Valley Road.

Increasing congestion on the Northern Motorway from Silverdale to Albany (Oteha Valley Road).

In addition to the constraints on this 10 kilometres of Whangaparaoa Road east of the Penlink intersection there will be added pressure on SH 1 from Silverdale to Oteha Valley Road.

There is going to be pressure on SH 1 where the new Penlink route connects with the Northern Motorway (SH1) at Redvale and through which all vehicles travelling south, including buses, will have to travel. The Supporting Growth Alliance North have stated on their website that any future improvements for SH1 on this section (including interim bus lanes) are yet to be prioritised for funding with construction expected around the next 10 to 30+ years. That inevitably raises questions over the travel times for both private vehicles and buses from the Hibiscus Coast that will all converge at this point on this section of the Northern Motorway (and for which there is no funding or construction timetable signalled conceivably for the next 3 decades and beyond).

(c) Ferry journey times and travel choices are superior

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained road network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops (as used in the sample journey) and the travel times getting to the ferry have been exaggerated.

Finally the rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed (the WX 1 is due to start in late 2023).

Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway serving the same catchment, it already being up and running with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements in their catchments but at Gulf Harbour the proposal is to cut the ferry service altogether. Why the difference?

Moreover the future constraints for bus operations on the Whangaparaoa Peninsula and on the section of SH 1 from Silverdale to Oteha Valley Road for which there is no funding in the next decade and beyond actually enhance the case for retaining and improving the Gulf Harbour ferry service and have been discussed in more detail in the previous section. These factors should have been identified in the comparison between bus and ferry services for this part of the peninsula but were not.

(d) AT should be addressing ferry unreliability and cancellations not blaming the weather

Auckland Transport's attribution of ferry reliability issues at Gulf Harbour to mainly unfavourable weather conditions is laughable if it were not so destructive to the service.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue then is with basic operational issues going to staffing and fleet reliability not the weather. This has led to a view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than addressing the operational shortcomings on this particular run and indeed across the ferry network as a whole. Incidentally the latest update is that cancellation rate is now over 50%. While the weather has obviously been unseasonably poor this year it is not the weather that is the main contributor to the unreliability of this service. AT knows this and it is disingenuous to suggest otherwise. You only need to look at the travel alerts on the Gulf Harbour Ferry Group page to get a sense of the real reasons – “Industry wide shortage of ferry crew,” “issue with the vessel in service,” “ongoing crew shortage,” “unexpected vessel breakdown.”

(e) AT have always promised incremental improvements – why the sudden change?

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service's sailings would be incrementally increased and facilities improved in the future. It also runs contrary to the emerging integrated transport network on the Hibiscus Coast .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through the implementation of additional sailings since 2016, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives (and it would seem the operator as well as its CEO is on the public record as saying they knew nothing about the proposal beforehand, adding “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of that network as a whole. The large investment of Penlink will be significantly compromised on the eastern half of the peninsula as a result.

This proposal will negatively impact people's travel choices and their lives.

This proposal will therefore adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a major drawcard for people to live in the area and at one point the service was financially assisted by the developer at Fairway Bay in order to put on additional services. That same developer also financed extensive market research for the area east of the Whangaparaoa Plaza that revealed a high level of support in the community for the introduction of a weekend service.

(f) An enhanced ferry timetable and upgraded vessels are the best ways of improving carbon emissions

Overall carbon emissions will increase with the proposed termination of the ferry service but reduce if it is retained and extended.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use as predicted.

Moreover battery electric and hydrogen technology is progressing fast. In 5 years time there will undoubtedly be improved options for longer runs such as the Gulf Harbour route. In this respect after the recent public meeting at which over 350 people attended, the Gulf Harbour Ferry Users Group and our elected representatives have engaged directly with three separate companies involved in the production of full electric or hydrogen powered ferries. In the case of two of these companies they are either already operating a fully electric ferry or have manufactured one and are going through an approval process. All three have expressed a keen interest in operating the Gulf Harbour run and are confident that a full electric or hydrogen model are viable options that would not just provide zero emissions but would additionally produce vessels that were far more resilient to adverse weather conditions than is currently the case. Such technology which is being advanced for other ferry runs but not Gulf Harbour would further lift the quality of the service and its patronage (a 40 minute commute on a zero emission electric ferry would blow out of the water any of the comparisons to the bus alternative that Auckland transport is attempting to advance as an alternative to the ferry service).

These three companies have said battery electric and hydrogen technology is progressing fast. In 5 years time they have absolutely no doubt there will be improved options for longer runs such as the Gulf Harbour route over and above what is even being contemplated elsewhere in the network in 2023. That is a reality that is irrefutable and once again reveals this proposal's disappointing attempt to present the Gulf Harbour ferry run in the worst possible light. It is further evidence, if needs be, of the apparent desire to simultaneously run the Gulf Harbour service down as is currently happening and to paint its future prospects in terms of the game changing nature of evolving technology in the worst possible light. That is the exact opposite of what is happening in all the other ferry services in Auckland and has become very clear to our community on the Whangaparaoa Peninsula.

(g)The RTP should be focussed on improving the unacceptable level of service that has existed for the last 18 months

AT currently owns 4 ferries (Wanderer, Starflyte, D5 and Tirikat). These vessels were purchased during the AT Ferry contract negotiations and are being upgraded or have been upgraded to new IMO emission standards for marine diesel engines. These vessels meet or will meet emission standards now and into the future. Furthermore, AT is currently involved in the funding of new ferries and while these new ferries are not designed for the Gulf Harbour service, this new capacity frees up other vessels to be upgraded to meet IMO standards as per the four vessels above.

The journey from Gulf Harbour to the CBD is approximately 29 kilometres. The current older vessels and smaller vessels take 50 plus minutes to transit this journey due to slower speed and greater weather impact whereas three of the larger vessels AT now owns would comfortably complete the transit in under 45 minutes (actually closer to 40mins), cruising at 23plus knots carrying upwards of 200 passengers per trip. These vessels can and do handle the weather conditions better.

Cancellations over the past many months have been caused by many reasons, mostly the well documented operational constraints referenced earlier in this submission (vessels re-tasked / breakdowns / crewing issues) not the weather. By using these three AT vessels combined with vessels such as Takahe and D6 would result in operations continuing in worse weather currently limiting the smaller vessels.

Once again this service should be growing not retracting. The Hobsonville service which is also in the Albany Ward, is an example of what can be achieved. While Hobsonville is an inner harbour with different conditions, the concept remains the same, proper infrastructure, increased scheduling and better timetables have grown this service, meeting the needs of its community while working alongside roading and bus network improvements.

Or are we just to continue as per the last 18 months and accept that with the Gulf Harbour ferry service Auckland Transport will continue to allow the

Gulf Harbour run to be the first to be cancelled when there are problems elsewhere in the network, be served by the slowest and oldest vessels and excluded from any improvements in service frequency or in the provision of better and more emissions efficient craft? In other words for this ferry service to be systematically run down on all fronts well in advance of 2028.

(h) This proposal lacks transport resilience and civil defence awareness

Events earlier this year with the January 27 floods and Cyclone Gabrielle have highlighted the need for far greater resilience across the Auckland region. This is especially the case on the Whangaparaoa Peninsula where there was extensive flooding in a number of flood-prone locations. The eastern end of the peninsula remains particularly vulnerable to being cut off in the event of a civil defence disaster.

From the bottom of the Tindalls Hill to the Gulf Harbour roundabout there is only one road in and one road out. If anything happens on this stretch of road the entire eastern end of the peninsula is cut off as indeed has happened in the past (a crash on the Tindalls Hill a number of years ago involving a bus going off the road had the effect of blocking off the entire eastern end of Whangaparaoa Peninsula. All residents east of Matakatia were trapped on one side or other of the crash without being able to get in or out. Traffic coming on to the peninsula was backed up 12 kilometres right back to the motorway).

The 2018 census (which is obviously 5 years out of date now) shows 15,045 people live east of the Whangaparaoa shops (Stanmore Bay Road). In Gulf Harbour and Army Bay alone there were 7164 and from Manly East back 12,696. These are not insignificant population centres and will have increased in the intervening years with ongoing development, more of which continues to roll out with the development cap for Gulf Harbour removed in the Unitary Plan and uncertainty over the further intensification enabled by Plan Change 78 and further private plan change applications for some of the significant tracts of undeveloped land available in this general area.

In the past the ferry service into Gulf Harbour has always been viewed as an important option in the light of an emergency and indeed was an integral part of the civil defence planning at the legacy Rodney District Council. In the future that reach of the service would extend well beyond the eastern end but to other parts of the peninsula as it goes to the movement of both people and supplies. While perhaps not strictly a matter for the RPTP to consider, in the changed world since 27th January it should nonetheless be a consideration in terms of not just transport resilience but the overall safety and resilience of the wider community as a whole.

(i) Conclusion – this proposal lacks consistency and does not address the location specific transport needs and opportunities for this community

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As such it is disappointing this proposal has lacked balance and appears to have been advanced with a predetermined outcome in mind, an outcome that is entirely at odds with the reality on the ground and the wishes of the affected community. As such it should be dismissed and instead Auckland Transport hold to its previous commitment to investigate the potential for weekend services, potentially starting with a trial as per the Pine Harbour service and to incrementally improve the existing peak and inter-peak services over time. That would have the effect of further simultaneously increasing the patronage and further reducing emissions for this half of the peninsula. It would be in keeping with what is happening elsewhere on the ferry network across Auckland and it would be consistent with the goal of improving public transport choices not reducing them as would be the consequence of this proposal if it were to be adopted. This proposal should therefore be rejected and the Gulf Harbour ferry service not only retained but improved in the same manner it is on all the other ferry runs in Auckland.

Opposition to content proposed in the 2023-2031 Draft Auckland Transport Regional Public Transport Plan:

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

■
Gulf Harbour Resident

Kia ora,

I am writing to oppose the AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service; Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa / Northcote.

The reasons I oppose Gulf Harbour Ferry Withdrawal upon completion of Penlink include but are not limited to the following.

Increased traffic congestion (another 1500 cars

Poor Road and Pedestrian Safety: especially around Early Learning Centres, Shops and Schools

Road and Infrastructure Degradation.

Longer commute times over land, Penlink and Whangaparaoa road are only 2 lanes with no capacity for Bus lanes.

Increased congestion to Stanmore Bay and compromised access to businesses east of the proposed Penlink Station.

Inflexibility due to lack of transport options.

Isolation in the event of road closure east of Zita Ave.

Less comfort to travel, no food or beverages or toilets.

Can't take your e-bike, bicycle or scooter on a bus.

Inability to relax/work on your journey to and from CBD

Delays to rapid access for emergency services due to traffic congestion.

On a personal note as a regular city commuter the proposed withdrawal and termination of the Gulf Harbour Ferry Service introduces unnecessary stress and pressure to people's lives. I am committed to seeing clients from 8am each weekday morning and no matter the increase in the number of busses proposed, no bus is going to be able to get me from Gulf Harbour to the CBD in the 50mins it takes a ferry to do so. Taking a bus "on a good traffic day" would increase my travel time by a minimum of 40 mins each way and give me no confidence in arriving on time for scheduled appointments.

Few people will be thrilled to spend a minimum of 3 hrs every day just trying to get to and from work. This proposal threatens to make many people's jobs unsustainable, which then takes people out of the city we are trying to repopulate post covid, potentially results in loss of income and obviously negatively impacts on an individuals ability to make ends meet and maintain any work life balance. The alternative is to leave the coast which again necessitates a massive transition and impacts on every area of life and results in amplified stress, grief, fatigue and levels of frustration.

As a professional working in the well-being sector which is already under immense strain, I ask you to compassionately consider the impact of such proposals on people's livelihoods, family life and mental health.

We have a wonderful natural resource, free of traffic constraints and as such there should be an intentional focus on how we can respectfully use this resource to its potential, rather than have it underutilised. To neglect the enhancement of the ferry service or worse, to consider eliminating it all together is poor stewardship of our natural resources and quite simply a massive step backwards.

I understand there are some days when adverse weather affects the ferry operation, but these are typically few and far between, just as there are days where the weather closes the harbour bridge. While the weather is outside one's control, there are plenty of other choices within our circle of control, and constraints that can be overcome with creative and intelligent problem solving. Pre-covid it was very efficient and popular ferry service and there is no reason why we cannot get back to that level of functioning and in fact dream bigger of what could be.

By making this submission, myself along with many others are doing what we can within our circle of control to see common sense prevail. I sincerely hope these submissions make a difference and the Gulf Harbour Ferry Service remains with a commitment to ongoing improvement and development of the service.

I leave you with this well known whakatauki – He tangata, he tangata, he tangata. What is the most important thing? It is people, it is people. It is people!

Ngā Manaakitanga,

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Submission opposing the discontinuation of the Northcote ferry service in 2026

Current situation

Patronage has sunk to a very low level on account of a number of factors.

The disruption caused by the wharf rebuild. This took two and a half years during which time former patrons were forced to make alternative travel arrangements. In doing so many have modified their life styles, which may have included leaving the neighbourhood or changing their jobs.

The current timetable provides a reduced number of services during peak hours, which reduces the convenience of traveling by ferry.

Before the ferry service was stopped for the wharf rebuild, regular ferry patrons enjoyed each others company and there was a sense of community, which had built up over a long time period. This has been lost and not replaced.

The reliability of services operating and the competence of the ferry crews has diminished noticeably.

Following completion of the wharf rebuild, the transport operators have made no efforts to promote the ferry service, and the associated new, much improved wharf facility.

There are 77 car parking spaces provided on Queen Street for ferry patrons, almost all of which were formerly taken up daily by Northcote commuters. No more than one or two of these are now being used.

Some Birkenhead ferry patrons are annoyed that their travel times are necessarily extended to cater for a minimal number of pick ups and drop offs at the Northcote wharf.

Proposed course of action

What now needs to happen now is the establishment of a comprehensive campaign to attract the local commuting public to return to use of the ferry service. This should include the establishment of a committee of all affected parties to manage and direct the following:

A record of patronage of all the ferry services and of all those services that have been cancelled and the reasons for the cancellation.

Investigation of how the ferry services can be made more efficient by staff training, ferry operations and possible ferry replacement. This is to include a record of berthing times and the possibility of berthing ferries from Birkenhead at Northcote on line without them having to make a 360 degree turn. Surely this is a practical alternative to the current practice, (even if it can only be achieved on an incoming tide).

Revision of the timetable to provide more frequent services for commuters.

A promotional campaign to attract Northcote Point commuters back to use ferry services.

Coordination of the Northcote Point bus service to connect with the ferry services at the wharf.

A promotional campaign to attract residents from the Northcote Centre redevelopment to take the bus and ferry to their workplace.

A promotional campaign to attract cyclists to use the recently completed Northcote cycle path from Taharoto Road and Smales Farm to the ferry wharf. In this respect it should be noted that the downtown ferry terminal is very conveniently located close to the Britomart train station, from which trains depart every few minutes for the southern, eastern and western lines.

It is further recommended that the above committee will meet every 3 months for the next 3 years to determine the future of the Northcote ferry service.

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■■■.

Northcote Point

E Mail. ■■■@ gmail.com

Submission: Opposition to content proposed in the 2023-2031 Draft Auckland Transport Regional Public Transport Plan

I strongly oppose Auckland Transport's proposal to withdraw and terminate the Gulf Harbour Ferry service,

Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improving existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend service.

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Gulf Harbour

Date 10/08/2023

I ■■ of ■■■, Matakatia, Whangaparaoa Peninsula, Auckland, oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasonings being: .

The consultation is not transparent. It has not been publicised to the impacted community.

The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry. There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western buslane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf

Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties.

Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have a excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare menas there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

I, ■■■ of Gulf Harbour oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses

to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community. It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

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AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

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The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

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Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have a excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare menas there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community. Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

To AT-RPTP Consultation I oppose AT draft RPTP proposal to withdraw and terminate the Gulf Harbour Ferry Service [page 104]I support improving existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services [as proposed for other ferry routes; excluding Onewa/Northcote]The Penlink will take traffic to an already congested motorway, an improved ferry service will take more cars off the road, than the proposed new bus services. ■■■■Gulf HarbourSent from my iPad

I attach my submission in support of the continuation of the Gulf Harbour Ferry service.

I hope this is still in time to be considered.

■■
■■■■

Tindalls Beach

Auckland 0930

Mobile: +64 ■■■

To whom this may concern.

This is my submission in opposition to content proposed in the 2023- 2031Draft Auckland Transport Regional Public Transport Plan.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Ww have recently purchased a property in the Gulf Harbour marina as a holiday home/investment for our family and guests. One of the reasons we decided on this location was the easy transport systems from the airport to Gulf Harbour via the ferry, avoiding the congestion and time delays on the overloaded motorways.

With this proposed closure of the Ferry Service there will be

- . Increased traffic congestion with an estimated 1500 car
- . Poor road and pedestrian safety
- . Road and infrastructure degradation
- . Longer commute times over land. Penlink and Whangapararua roads are only w lanes with no capacity for bus lanes
- . Increased congestion to Stanmore Bay and compromised access to businesses east of the proposed Penlink Station
- . Inflexibility due to lack of transport options
- . Isolation in the event of road closure east of Zita Ave
- . Less comfort of travel, no food, beverages or toilets
- . Can not take your e-bike, bicycle or scooter on a bus
- . Inability to relax / work on your journey to and from the CBD
- . Delays to rapid access for the emergency services due to traffic congestion

Thank you

Kind Regards



I oppose the proposal to terminate the Gulf Harbour Ferry service.

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■■■■

Mt Albert
Auckland

I oppose the proposal to terminate the Gulf Harbour Ferry service

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■■■■

Pukekohe

To whom this may concern.

This is my submission in opposition to content proposed in the 2023- 2031Draft Auckland Transport Regional Public Transport Plan.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

We have recently purchased a property in the Gulf Harbour marina as a holiday home/investment for our family and guests. One of the reasons we decided on this location was the easy transport systems from the airport to Gulf Harbour via the ferry, avoiding the congestion and time delays on the overloaded motorways.

With this proposed closure of the Ferry Service there will be

- . Increased traffic congestion with an estimated 1500 car
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- . Inability to relax / work on your journey to and from the CBD
- . Delays to rapid access for the emergency services due to traffic congestion

Thank you

Kind Regards

■

Opposition to content proposed in the 2023 - 2031 Draft Auckland Transport Regional Public Transport Plan.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Kind regards

■■■■

Hello Auckland Transport,

Submission to the Regional Public Transport Plan 2023-2031

Proposal to withdraw the Gulf Harbour ferry service page 104

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This would reduce public transport options in this network, and increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and higher carbon emissions. The main points I will cover in my submission are as follows: My experience as a Gulf Harbour ferry user, ferry

v bus - journey times and convenience, the chronic cancellation rate, Whangaparaoa Road and SH 1 congestion, carbon emissions and future options, how over the last 18 months the GH service has been systematically run-down, failure to account for transportation resilience or civil defence preparedness, the sudden change of direction from AT and a summary of my main points.

(1)- My experience as a Gulf Harbour ferry user.

My name is ■■■. I live at Army Bay and as a University student attending Auckland University the Gulf Harbour ferry was my main mode of transportation as it was for other tertiary students. It was the fastest, most convenient and at that time, most reliable mode of transport down to the city. It was a relaxing and enjoyable commute and allowed me the opportunity to work on coursework on the journey (as did many other people). In short it was a first-class public transport service which I appreciated, used regularly and was keen to see grow, the slightly higher cost a price I was more than willing to pay in respect of the other positives outlined above and which do not apply to either buses or private vehicles.

When I did use the bus I always drove to the park and rides, either at Silverdale or at Albany. This was due to the constrained roading network from Army Bay along which any bus had to drive along and which significantly lengthened the overall commuting time – either to the HBC Station in Silverdale or to the proposed Whangaparaoa Station in Stanmore Bay as is being advanced by this proposal (though I notice with no park and ride facility provided, just a drop-off zone in the plans with the assumption that commuters will somehow park on surrounding streets around the busy Penlink intersection and in competition with residents in an area with a large number of rental properties where vehicles are already parked outside on the road).

Instead of shutting the service down in 2028 Auckland Transport should be extending the number of weekly sailings and introducing a weekend service as has happened with other ferry runs around Auckland. I've seen the powerpoint presentation from AT at the public meeting at the Gulf Harbour Yacht Club last month in which AT's rationale for this proposal was outlined. In my view it is a misleading and inaccurate attempt to present the ferry service in a poorer light while simultaneously advancing a longer bus commute as an alternative.

(2)- Ferry v bus - journey times and convenience

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data most ferry patrons come from the Gulf Harbour catchment not Manly shops

(as used in the sample journey) and the travel times getting to the ferry have been exaggerated.

Finally, the rationale of 'duplication' advanced for terminating the Gulf Harbour ferry runs entirely contrary to what is being proposed for other ferry services in the RPTP where ferry services are actually being extended despite the simultaneous investment of major new bus infrastructure in the same location. For instance, at West Harbour and Hobsonville, the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed (the WX 1 is due to start in late 2023). Similarly, at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the new Eastern Busway serving the same catchment, it already being up and running with ongoing enhancements. These ferry services and others are being extended at the same time there are major new bus improvements in their catchments but at Gulf Harbour the proposal is to cut the ferry service altogether. Why the difference?

Moreover, the future constraints for bus operations on the Whangaparaoa Peninsula and on the section of SH 1 from Silverdale to Oteha Valley Road for which there is no funding in the next decade and beyond actually enhance the case for retaining and improving the Gulf Harbour ferry service and have been discussed in more detail in the previous section. These factors should have been identified in the comparison between bus and ferry services for this part of the peninsula but were not.

(3)- Chronic cancellation rate

In AT's PowerPoint attempting to justify this proposal, it was stated that the Gulf Harbour ferry service had a 40% cancellation rate "...mostly due to weather/sea conditions". This is simply incorrect and can only be seen as an unconvincing attempt to link the current high cancellation rate to some intrinsic weather constraint that exists on this particular run. That assertion is not borne out by AT's own data over the last 5 years.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator issues (which has been stated multiple times by the operator and by Auckland Transport). To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue then is with basic operational issues going to staffing and fleet reliability not the weather. This has led to a view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than addressing the operational shortcomings on this particular run and indeed across the ferry network as a whole. Incidentally, the latest update is that cancellation rate is now over 50%. While the weather has obviously been unseasonably poor this year it is not the weather that is the main contributor to the unreliability of this service. AT knows this and it is disingenuous to

suggest otherwise. You only need to look at the travel alerts on the Gulf Harbour Ferry Group page to get a sense of the real reasons – “Industry wide shortage of ferry crew,” “issue with the vessel in service,” “ongoing crew shortage,” “unexpected vessel breakdown.” These ‘excuses’ have become a standard joke for ferry patrons from our area as vessel tracking data often shows Gulf Harbour services transferred to serve another route. In other words the Gulf Harbour ferry is often the first service cancelled in order to cover operational shortcomings elsewhere in the network.

(4)- Whangaparaoa Road and SH 1 congestion omitted from proposal

This proposal takes no account of the congestion on Whangaparaoa Road and SH 1. It will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection that affects both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – it cannot be widened or additional lanes added as per previous transport studies by the legacy Rodney District Council showing this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

In short if the ferry service is removed \$835 million will have been spent on Penlink improving the travel times getting off the peninsula, once at Stanmore Bay, but simultaneously increasing the travel time and congestion actually getting to that turn-off from the eastern half of the peninsula – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community. Furthermore the proposal and travel times have failed to take account of increased congestion on the Northern Motorway (SH 1) between Silverdale and Oteha Valley Road.

Increasing congestion on the Northern Motorway from Silverdale to Albany (Oteha valley Road).

In addition to the constraints on this 10 kilometres of Whangaparaoa Road east of the Penlink intersection there will be added pressure on SH 1 from Silverdale to Oteha Valley Road. There is going to be pressure on SH 1 where the new Penlink route connects with the Northern Motorway (SH1) at Redvale and through which all

vehicles travelling south, including buses, will have to travel. The Supporting Growth Alliance North have stated on their website that any future improvements for SH1 on this section (including interim bus lanes) are yet to be prioritised for funding with construction expected around the next 10 to 30+ years. That inevitably raises questions over the travel times for both private vehicles and buses from the Hibiscus Coast that will all converge at this point on this section of the Northern Motorway (and for which there is no funding or construction timetable signalled conceivably for the next 3 decades and beyond).

(5)- Carbon emissions and future options

Overall carbon emissions will increase with the proposed termination of the ferry service but reduce if it is retained and extended.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use as predicted.

Moreover battery electric and hydrogen technology is progressing fast. In 5 years time there will undoubtedly be improved options for longer runs such as the Gulf Harbour route. In this respect after the recent public meeting at which over 350 people attended, the Gulf Harbour Ferry Users Group and our elected representatives have engaged directly with three separate companies involved in the production of full electric or hydrogen powered ferries. In the case of two of these companies they are either already operating a fully electric ferry or have manufactured one and are going through an approval process. All three have expressed a keen interest in operating the Gulf Harbour run and are confident that a full electric or hydrogen model are viable options that would not just provide zero emissions but would additionally produce vessels that were far more resilient to adverse weather conditions than is currently the case. Such technology which is being advanced for other ferry runs but not Gulf Harbour would further lift the quality of the service and its patronage (a 40 minute commute on a zero emission electric ferry would blow out of the water any of the comparisons to the bus alternative that Auckland transport is attempting to advance as an alternative to the ferry service).

These three companies have said battery electric and hydrogen technology is progressing fast. In 5 years time they have absolutely no doubt there will be improved options for longer runs such as the Gulf Harbour route over and above what is even being contemplated elsewhere in the network in 2023. That is a reality that is irrefutable and once again reveals this proposal's disappointing attempt to present the Gulf Harbour ferry run in the worst possible light. It is further evidence, if needs be, of the apparent desire to simultaneously run the Gulf Harbour service down as is currently happening and to paint its future prospects in terms of the game changing nature of evolving technology in the worst possible light. That is the exact opposite of what is happening in all the other ferry services in Auckland and has become very clear to our

community on the Whangaparaoa Peninsula.

(6)- The last 18 months has seen the GH service systematically run down

AT currently owns 4 ferries (Wanderer, Starflyte, D5 and Tirikat). These vessels were purchased during the AT Ferry contract negotiations and are being upgraded or have been upgraded to new IMO emission standards for marine diesel engines. These vessels meet or will meet emission standards now and into the future. Furthermore, AT is currently involved in the funding of new ferries and while these new ferries are not designed for the Gulf Harbour service, this new capacity frees up other vessels to be upgraded to meet IMO standards as per the four vessels above.

The journey from Gulf Harbour to the CBD is approximately 29 kilometres. The current older vessels and smaller vessels take 50 plus minutes to transit this journey due to slower speed and greater weather impact whereas three of the larger vessels AT now owns would comfortably complete the transit in under 45 minutes (actually closer to 40mins), cruising at 23plus knots carrying upwards of 200 passengers per trip. These vessels can and do handle the weather conditions better.

Cancellations over the past many months have been caused by many reasons, mostly the well documented operational constraints referenced earlier in this submission (vessels re-tasked / breakdowns / crewing issues) not the weather. By using these three AT vessels combined with vessels such as Takahe and D6 would result in operations continuing in worse weather currently limiting the smaller vessels.

Once again this service should be growing not retracting. The Hobsonville service which is also in the Albany Ward, is an example of what can be achieved. While Hobsonville is an inner harbour with different conditions, the concept remains the same, proper infrastructure, increased scheduling and better timetables have grown this service, meeting the needs of its community while working alongside roading and bus network improvements.

Or are we just to continue as per the last 18 months and accept that with the Gulf Harbour ferry service Auckland Transport will continue to allow the Gulf Harbour run to be the first to be cancelled when there are problems elsewhere in the network, be served by the slowest and oldest vessels and excluded from any improvements in service frequency or in the provision of better and more emissions efficient craft? In other words for this ferry service to be systematically run down on all fronts well in advance of 2028.

(7)- No account of transportation resilience or civil defence preparedness

Events earlier this year with the January 27 floods and Cyclone Gabrielle have highlighted the need for far greater resilience across the Auckland region. This is especially the case on the Whangaparaoa Peninsula where there was extensive flooding in a number of flood-prone locations. The eastern end of the peninsula remains particularly vulnerable to being cut off in the event of a civil defence disaster.

From the bottom of the Tindalls Hill to the Gulf Harbour roundabout there is only one road in and one road out. If anything happens on this stretch of road the entire eastern end of the peninsula is cut off as indeed has happened in the past (a crash on the Tindalls Hill a number of years ago involving a bus going off the road had the effect of blocking off the entire eastern end of Whangaparaoa Peninsula. All residents east of Matakatia were trapped on one side or other of the crash without being able to get in or out. Traffic coming on to the peninsula was backed up 12 kilometres right back to the motorway).

The 2018 census (which is obviously 5 years out of date now) shows 15,045 people live east of the Whangaparaoa shops (Stanmore Bay Road). In Gulf Harbour and Army Bay alone there were 7164 and from Manly East back 12,696. These are not insignificant population centres and will have increased in the intervening years with ongoing development, more of which continues to roll out with the development cap for Gulf Harbour removed in the Unitary Plan and uncertainty over the further intensification enabled by Plan Change 78 and further private plan change applications for some of the significant tracts of undeveloped land available in this general area.

In the past the ferry service into Gulf Harbour has always been viewed as an important option in the light of an emergency and indeed was an integral part of the civil defence planning at the legacy Rodney District Council. In the future that reach of the service would extend well beyond the eastern end but to other parts of the peninsula as it goes to the movement of both people and supplies. While perhaps not strictly a matter for the RPTP to consider, in the changed world since 27 th January it should nonetheless be a consideration in terms of not just transport resilience but the overall safety and resilience of the wider community as a whole.

(8)- The sudden change of direction. Why?

The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service's sailings would be incrementally increased and facilities improved in the future. It also runs contrary to the emerging integrated transport network on the Hibiscus Coast.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through the implementation of additional sailings since 2016, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well as its CEO is on the public record as saying they knew nothing about the proposal beforehand, adding "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network".

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry

travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of that network as a whole. The large investment of Penlink will be significantly compromised on the eastern half of the peninsula as a result.

This proposal will negatively impact people's travel choices and their lives.

This proposal will therefore adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a major drawcard for people to live in the area and at one point the service was financially assisted by the developer at Fairway Bay in order to put on additional services. That same developer also financed extensive market research for the area east of the Whangaparaoa Plaza that revealed a high level of support in the community for the introduction of a weekend service.

(9)- Summary

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

As such it is disappointing this proposal has lacked balance and appears to have been advanced with a predetermined outcome in mind, an outcome that is entirely at odds with the reality on the ground and the wishes of the affected community. As such it should be dismissed and instead Auckland Transport hold to its previous commitment to investigate the potential for weekend services, potentially starting with a trial as per the Pine Harbour service and to incrementally improve the existing peak and inter-peak services over time. That would have the effect of further simultaneously increasing the patronage and further reducing emissions for this half of the peninsula. It would be in keeping with what is happening elsewhere on the ferry network across Auckland and it would be consistent with the goal of improving public transport choices not reducing them as would be the consequence of this proposal if it were to be adopted. This proposal should therefore be rejected and the Gulf Harbour ferry service retained and improved in line with other ferry runs in Auckland.

Thank you for reading and considering my submission,

Best Regards,

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Kia ora,

I oppose the proposal to terminate the Gulf Harbour Ferry service.

I live in Matakatia, and have been catching the ferry regularly for over 8 years. I first caught the ferry while I was attending university, and now I use it to travel to work. I oppose the proposed removal of the ferry services due to the following points:

As a young female, I feel safer on the ferry than on buses: In the past year, I have occasionally tried to use the bus when the ferry was cancelled. However, I have had many experiences where I have felt very unsafe while waiting at the Hibiscus Coast Bus Station, or while being a passenger on buses. This is due to experiencing physically and verbally violent altercations, stemming from members of the public who were trying to catch buses or loitering at the bus station. For example, there have been several times when I experienced large groups of youths shouting at bus drivers and other members of the public. Another example was when I saw an adult man swearing at the bus driver when he was unable to pay the bus fare, and this escalated to the man kicking the bus door several times when the bus driver shut the door after the man got off. These experiences have made me very wary of taking the bus; instead, I usually drive all the way to work, or drive to Albany bus station to use their park and ride instead. I have never felt unsafe while using the ferry. This is one reason I would not want to use the Penlink (proposed Whangaparaoa) bus station. Another reason I would not want to use this bus station is because it is not planned to be a park-and-ride, and catching the connecting bus from my home is not feasible for me due to the location of bus stops and the time it takes for the connecting bus to drive along the peninsula.

Removing the ferry service will increase traffic for the eastern end of Whangaparaoa peninsula: The majority of people using the ferry are not likely to convert to being bus-users (for example, due to the ferry being a more comfortable travel option where users such as myself can work while commuting). I know that I, as well as many other users of the ferry, frequently switch to using our cars (i.e., private vehicles) instead of the bus, when the ferry has been cancelled. This will increase carbon emissions. Further, this proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection, which will ultimately further affect both private vehicles and buses.

Travel times will become longer for most users of the ferry: The majority of ferry users live to the east of Manly. We are the same users who will be disadvantaged by increased traffic on Whangaparaoa Peninsula. In regard to timing, removing the ferry will in no sense benefit this group of users with “a quicker overall travel time” as stated in your proposal. The best example of this is the replacement buses that have been running instead of some of the ferries. I caught the 5:15pm bus replacement a few days ago. This bus drives directly from Auckland central to the Gulf Harbour ferry station, without any stops. It also uses the existing bus lanes on the motorway. The bus arrived 90 minutes after it left, at the exact same time as the ferry, which left at 5:45pm (i.e., 30 minutes later than the bus), arrived at the same ferry station. It is completely untrue to suggest that removing the ferry will reduce travel time for the majority of users.

Stating that the ferry is often cancelled due to the weather is false, and the “data” used to prove that the Gulf Harbour ferry is no longer well attended is due to Auckland Transport’s failure to provide a consistent service: Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91% As far as cancellations go, the main issue lies with the operator’s performance, not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than

adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula, especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP should be put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards,

■

I oppose the proposal to terminate the Gulf Harbour Ferry service.

■

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g. at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(c) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(d) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(e) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(f) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years’ time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and

with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards,

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■

The attached file shows a list of Wentworth College students who oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Hello,

I oppose the proposal to terminate the Gulf Harbour Ferry service.

It will reduce public transport options in this network, increase congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Kind Regards,

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■■■

Ph: ■■■■

Email: ■■■■■■

<https://www.■■■■■■.co.nz/>

I deeply object to the proposed discontinuation of the Gulf Harbour Ferry Service. I am a resident in Gulf Harbour and use the service periodically rather than sitting in traffic to commute to the city. ■■■■■■

Dear Auckland Transport,

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

(a) It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour, including myself, and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

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The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry

services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles, bicycle and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

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(and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service.

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that’s for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft

Regional Public Transport Plan.

Regards,

■■
Gulf Harbour resident

■■■■■■
Gulf Harbour
Auckland

To whom it may concern

I am writing this letter to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively

impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavorable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including the trial of a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

Sincerely,

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Sent from my iPhone

To Whom it May Concern

I strongly oppose the proposal to terminate the Gulf Harbour ferry service.

I have lived in Gulf Harbour for almost 21 years and until recently have embraced the option to travel to Auckland City on the ferry, as opposed to travelling by bus. Under the operation by 360 Discovery the ferry ran regularly, and with very minimal, if any, disruption to the service.

The excuses that weather is a major contributing factor to the excessive number of cancellations is ridiculous. It is widely known that staff and ferries are removed from the Gulf Harbour run to supplement other routes, particularly on the North Shore. Weather was never an issue when the ferry service was operated by 360 Discovery. The ferries then ran regularly, and on time, despite weather conditions. The constant cancellations seem to be a sabotage plan to stop commuters from using the ferry, due to their unreliability, so that Fullers/AT can say that the termination of the service is due to there not being enough people using it.

The suggestion that travelling to Auckland CBD will be quicker by bus is misguided and obviously not made by persons who live in Gulf Harbour or are familiar with travel along the Whangaparaoa Peninsula in particular. The stretch of road between Army Bay and where the proposed new bus station planned for Whangaparaoa will be situated, is already congested in peak travel times. Putting on extra buses will only add to this problem, and it will take several buses to accommodate the passengers who use the service and those who would return to using the ferry, if it was a reliable service.

Congestion would also be compounded by those people who would opt to drive themselves, myself included, into the city rather than take the bus, particularly as there is no plan for a Park and Ride option. Then, add to that fact the proposed Penlink is only going to be a 2-lane road will also add to the congestion. This will certainly not be a faster travel option than the ferry, by a long way. It should also be noted that not all people live just a short walk away from a bus stop in Gulf Harbour. Those people would choose then to drive into the CBD rather than walk, particularly in cold, wet and windy conditions.

The suggestion that carbon emissions will be less by terminating the ferry is misguided. It will be far higher due to the increased vehicular traffic that will ensue, raised in point 2. The population of the area between Army Bay and Manly shops has grown exponentially over the last decade and the number of people, from this particular area alone, who travel to the CBD for work or for other reasons is very high. A regular and reliable ferry service would provide a far speedier and a more welcome travel option for these inhabitants. Many of whom are able to work while on the ferry and would prefer to pay a fare higher than that of the bus.

There is a fantastic purpose-built ferry terminal and car park already in place in Gulf Harbour, on which millions of dollars have been spent to put in place. It would be a gross waste of taxpayer money to let this facility go to waste or to consider pouring even more ratepayers money into it to make it suitable for another purpose.

The Whangaparaoa Peninsula Road is not going to stand up in the long term to all the extra traffic that will be travelling along it, there is already a major problem with road disrepair and potholes. Removing the ferry will only add to this problem.

It has been proposed to increase nearly all other ferry services in the RTPT, despite the investment of a simultaneous major new bus infrastructure. The carbon emissions do not seem to be an issue in this development so why is Gulf Harbour being treated differently?

As a ratepayer, I would like my choice of travel to be considered as opposed to being decided for me

Kind Regards

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I vehemently oppose the proposal to terminate the Gulf Harbour ferry service in 2028!

What a ridiculous and retrograde step this would be as we desperately need to preserve every feasible mode of public transport in this day and age of climate change where the reduction of CO2 pollution and road traffic congestion is essential.

The GH ferry service has been run down and become unreliable due to operator inefficiency, but this can be addressed with serious intervention by AT and putting the necessary manpower and equipment resources in place so that the public and commuters return to this much preferred mode of travel to the CBD.

To suggest that Penlink will offer commuters a better or sufficient alternative to the ferry service is a complete fallacy. Penlink is planned to open without a bus lane! So the bus is stuck on a single lane backlog of traffic that is inevitable with this foresightless road planning. It's just crazy and defies logic.

The ferry service is an integral public good for the residents on the Whangaparaoa peninsula. The focus from our council should be on improving the ferry service, returning it to its former reliable schedule and retaining the sea travel option for the benefit of all people on this beautiful peninsula.

Don't dare shut down the Gulf Harbour Ferry service!

■■
Manly

I reject your RPTP proposal to remove the Gulf Harbour Ferry. Improve, DONT Remove

Dear Sir

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028

I rely on the ferry service to get to work everyday – it is far more convenient and efficient than the bus service – however for some reason this year you have been cancelling the service on a regular basis to annoy us regular users.

I not only want the service returned to a dependable service, but believe that if a weekend service was available it would be well patronised.

Kind Regards

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To Whom it May Concern,

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

(a chance to briefly say if you live in the area and how it will affect you? Will you use a bus instead? Will it impact your travel choices and life more generally? How will this impact your travel if traffic congestion gets worse in the 10 kms of Whangaparao Road to the Penlink turn off in Stanmore Bay?)

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

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(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

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Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates 2018 - 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, 2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-

covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Regards

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+64 ■■■
■■■@gmail.com

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028. This proposal will negatively impact people's travel choices and their lives. Having Penlink available as an option for commuters is irrelevant as cancelling the ferry will put mega amount of cars back onto our roads driving into the already congested city. You should be trying to reduce the number of cars entering the city, not increasing the number by 16,000-18,000 per month! Overall carbon emissions will increase with the proposed termination of the ferry service. By 2028 that number will likely be much bigger as more and more homes are built at the eastern end of the peninsula. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula....don't forget it is a one way in/one way out 10 kilometre slow commute just to get to the Penlink onramp. Efforts should be made to improve the service with less cancellations due to staff shortages or broken down vessels. It is my opinion the majority of the time it is not cancelled due to the weather.....from my office window I watch the ferry depart GH in sometimes atrocious weather, so cancelled 'due to weather' is just an excuse, not the true reason which is most commonly staff shortages! Improve, don't remove!

Kind regards,

■

■■■. Matakatia

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Please find attached my submission under the RPTP. The word document has been supported by data provided by Auckland Transport under LGOIMA requests.

I ask the full document be given consideration but I reproduce the first page including a summary below.

I OPPOSE the proposal to terminate the Gulf Harbour ferry service.

I have provided details of my objections to the proposal below.

· A proposal such as this which affects so many lives should be evidence based and the current proposal is severely lacking in this regard. I have provided a list of recommendations for data Auckland Transport should collect and analyse before making any further proposals. I also suggest that transparency around the Fullers360 July 2022 contract should be provided.

I PROPOSE the Gulf Harbour ferry service is restored to the reliability levels pre Fuller360 operation and a weekend service be trialled.

SUMMARY

It is clear this proposal is poorly considered and has no reliable data to support assumptions. A high-level summary of my objections is shown below. Please read the full document for more detail.

Key Objections

Conclusions

The proposal relies on providing an alternative public transport option without sufficient evidence to ensure this is viable.

Given the lack of data, any estimates by Auckland Transport of a 60-minute trip to the CBD is highly unreliable and just guesswork. The impact on people is too great to rely on guesswork.

The proposal relies in part on framing the Gulf Harbour ferry service as 'unreliable' for predominantly weather reasons. This is not supported by any valid data. The data shows this is the consequence of deliberate decisions to redeploy vessels to alternate routes.

The statement by Auckland Transport that the route reliability is low is correct but is far more likely to be caused by the operator prioritising other routes, not weather.

The proposal assumes that Gulf Harbour ferry is the most carbon intensive and expensive and relies on emission savings as a further justification, but this is unsupported by data.

The current Gulf Harbour ferry service is not the most carbon intensive and when adjusted for the total passenger kilometres travelled, is second best out of the seven ferry routes which had data provided.

Auckland Transport has not provided any estimated calculation of CO2 kgs per passenger kilometre based on the three options passengers might take to compensate for the loss of the ferry service. Any assumption based on improving carbon emissions overall is unsupported by data.

The proposal ignores key factors that should be incorporated into any future decision making:

- Mental health aspects of ferry travel.
- Taking a bike to widen commute options.
- Access to green space and recreation facilities from the CBD for city dwellers and tourists.
- Weekend service trial.

A proposal without considering or addressing a wide range of related factors is deeply flawed.

Regards

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“I oppose the RPTP plan to cancel the Gulf Harbour ferry“. Then you can literally just say that you enjoy it for a day out to the city when you visit your sister on the peninsula and that it will be a sad loss of convenient fast transport for people living on the peninsula.

Submission to the RPTP (Proposal to terminate the Gulf Harbour ferry service)

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

Ultimately, it reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions, even taking the proposed bus service into account. It fails to recognise the specific constraints of this section of the Whangaparâoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such, it runs entirely contrary to the notion of an integrated public transport network on the Whangaparâoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal is totally unsuitable for the Whangaparâoa Peninsular, particularly as we only have one road in and one road out, which are already

highly congested at almost any time of the day now. My partner and I totally agree with all the submissions made by everyone in favour of keeping the Gulf Harbour Ferry.

Together with my then husband (who was suffering from Alzheimer's) I moved back to New Zealand in 2014 and in particular to Gulf Harbour because of the Ferry Service to and from Gulf Harbour to the City. We needed easy access to friends, hospitals and specialists in Auckland. We found that the easy connection from Ferry to train for Specialists in Remuera etc a boon. We used the ferry service at least twice a week and it was a stress free, relaxing way to get to the City without traffic and parking to consider. Buses meant sometimes standing in the rain or wind in uncovered shelters and windy, long, boring trips around the suburbs. We also did day trips to New Lynn and others on connecting trains from the Auckland Wharf, Britomart.

Since my husband died, my new partner and I have enjoyed the Ferry trips into the City and connecting trains to Swanson, New Lynn, Remuera etc., meeting innumerable people for lunch in the City, as again traffic has become more appalling. We often arrive so late for medical appointments in the City.

As housing subdivisions continue to be on the increase in this area, traffic will only get worse and even trying to get to Penlink will be an impossible nightmare.

We bought this house on the premise of a Ferry Service and which we really enjoyed up until a couple of years ago with all the cancellations and running hither and thither from the wharf in Auckland, H&M or the taxi stand, sometimes not knowing what was happening, and quite often in the rain.

We were looking forward to an improved service, more sailings during the day and especially in the evening to be able to have a meal in the City, and weekend sailings.

The argument for weekend sailings has been that there aren't enough people using the weekend service. The Gulf Harbour Ferry should be promoted so much more and people given encouragement to take the trip. Tourists arriving from Auckland have nowhere to go when arriving at the Wharf at Gulf Harbour. A great coffee shop and connecting buses to say Army Bay or the like would be a great idea.

As a community, we need the Ferry service, which cannot be replaced by buses, which are already struggling. There's no reliability there now with all sorts of problems.

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(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparâoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparâoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry exaggerated as a result).

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn't. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally

improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”)

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019.

Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading and disingenuous.

Auckland Transport’s own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a significant 43.13% in the last 18 months.

Average cancellation rates:

2018 - 5.25%
2019 – 5.79%
2020 – 7.42%
2021 – 8.91%
2022 – 38.35%
2023 – 47.91%

As far as cancellations go, the main issue lies with the operator’s performance, not the weather (and indeed AT’s ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator’s shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparāoa Peninsula.

When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months, it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (even with only a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings.

Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparāoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Thank you for your time and consideration,

■■■■

Tuesday 15 August 2023

I, ■■■, of ■■■■ Gulf Harbour, Auckland 0930 write to you with feedback on the Draft Auckland Transport Regional Public Transport Plan 2023-2031 (RPTP).

Primarily, I declare objection to Auckland Transports proposal to withdraw and terminate the Gulf Harbour Ferry service, as noted on Page 104.

This feedback will provide you context as to why it this is important to me and every other Aucklander. It encompasses what matters to me, our whanau, our community and our Auckland - as a rate payer and active contributor to society.

1. We know in 15 years time, Auckland City main arterials and communities will be experience peak gridlock. Now is not the time to be investing rate and tax payer dollars into road options for public transport. There needs to be a broad range of travel options availed to every commuter across the isthmus and these options should be capitalised on as part of a regional strategy to reduce congestion, enhance commuter experience and afford more sustainable travel options that will not be at the cost of one community.

2. I grew up in Central Auckland and have lived in suburbs East, West and South. Since 2013, I have lived between Mount Eden and Red Beach part time In 2020, I purchased our family home here in Gulf Harbour - a decision I did not make likely. What pushed me to sign the dotted line: finding a

property that provided my family a large home and safe haven with many opportunities. For the same price in the city, I we would have squeezed into a 2 bedroom flat, with no outdoor space. The significant influencer on this purchase being the ability to commute to my Maunga and māhi first by ferry, then bus directly to the hospital and in much less time than a car. I am a healthcare worker and serve the Central Auckland Community at Te Toka Tumai Auckland in our Facilities Infrastructure Remediation Programme.

3. I am familiar with Auckland Council Unitary Plan, Auckland 2050 Plan, prior Regional Public Transport Plans, The Regional Land Transport Plan and National Land Transport programme. I understand the intent and importance of having an RPTP that dovetails into all of these.

4. With developments already in progress and potential for future developments within Gulf Harbour / Army Bay, to withdraw the ferry service would directly result in reduced property values for existing homes, increased commute times and significant cost to Auckland Council due to degradation of roads.

5. In reading this RPTP, I note the pre-consultation workshops held with 2000+ Aucklanders and interest groups. In the community we live, we do not know of anyone who has participated in these and would like to know the residential geographic location, of those involved, and who these 'interest' groups were formed by. The RPTP glosses over this at a high level. I do not believe any member of the community east of Stanmore Bay were involved in any of these workshops.

6. The consultation process has not been transparent and overtly misleading to people reading it that do not have an intimate understanding of commuter experience from all communities. AT has made a proposal to withdraw the Gulf Harbour Ferry Service, yet the closest 'drop in' location was Rosedale - a 45 minute drive by car. The online sessions were not publicised initially and were offered at times where people who have young families are able to join. This blatant exclusion of a community significantly impacted is negligent.

7. Information presented by Auckland Transport is intended to influence readers to believe content is factual, truthful and reliable. This is blatantly misleading and does not result in a fair and equitable consultation. So much so, I am considering raising this with the Ombudsman. Reputationally, AT should be ashamed at your conduct in this consultation. To publish dates as 17 July - 14 August and then change those dates mid-consultation to 17 July - 17 August after noting breach in legislation proves AT are intent on driving the proposal as a 'done deal'. These actions suggest the publication of the Draft RPTP was premature and the entire process a sham intended to enable AT to force changes without adequate consultation.

8. To also learn of AT personnel involved in this RPTP draft, being overheard mocking the efforts of this community to preserve a service 'when it's a done deal' is absolutely appallign. This conduct of your personnel is unprofessional and a disgrace. We rate payers pay your salaries, you are employed by us and you have no right to mock a community that you will effectively be cutting off from the rest of our motu.

9. I refute the data presented by Auckland Transport that the unreliability of the ferry service is related to weather. This is a blatant lie and has misled any person reading the RPTP and providing feedback. From AT travel alerts and Fullers notifications, we have tracked 75% of cancellations / replacement transport options are due to Crew shortages and Operational Constraints. Only 20% of cancellations/replacements are weather related. Of that 20%, 90% of those trips could have safely sailed according to Skippers employed by Fullers and other Maritime experts, we have reviewed weather and sailing conditions with.

10. I agree there needs to be more investment into Public Transport infrastructure and service delivery. This should not come at the cost of an entire

community and their reliance on flexible options for public transport.

11. For health and disability reasons, the proposed withdrawal of the Gulf Harbour Ferry service means I will have no choice but to drive my car to work. I can not travel by bus for long periods of time, following major surgery. Accessibility, comfort and the ability to stand and more around means less pain and discomfort. Being able to use a restroom in transit is also an advantage. From personal experience, the degradation of the service has resulted in increased anxiety I will not be back home in time to collect my son from Daycare. He starts school in February. Anxiety invoked, due to service unreliability at the hand of AT's intentional service delivery sabotage started upon signing the 6yr vs. 12yr ferry contracts across the network and has had a detrimental effect on my health and wellbeing. It may be seen by AT as "good" that you supply buses and taxis / ubers: this is not good enough.

12. AT has failed to hold the current contractor to account for the failure to support the contracted routes. AT should never have allowed Fullers to extend services at Devonport, Summer Waiheke and Pine Harbour routes to weekends at the cost of the Gulf Harbour Ferry service. Especially when Fullers frequently quote International Maritime crew shortages and operational constraints for their reasons for being unable to deliver the contracted services. It is provocative to propose withdrawal of the Gulf Harbour service route at the same time as promoting increased inner harbour services extending to weekends. No carbon emissions saved there in your net zero plan.

13. AT has failed to hold Fullers to account for the failed service delivery. It begs the question, who at AT has instructed Fullers to focus on inner routes and scrap GH to preserve inner ones? It is no coincidence the failure rate for service during Discovery360 operations was 2-5% yet since Fullers have taken over it's risen rapidly to 47% failure.

14. What is the agenda here? the contract for Ferry services was signed for 6 years for Gulf Harbour, 12 for the rest. This was ahead of meeting with our community and promises of shelter at the Hammerhead, rest rooms, enhanced lighting in addition to the \$865m already spent on developing the facilities and lease of the berths. The proposal has eroded any good faith held with our community. Darek Koper blatantly lied to our community and continued to do so until he left AT in July. Why has Peter Moth failed to front our community? I expect it is because it doesn't serve his agenda.

15. The consultation is not transparent. It was not been publicised to the very community who will suffer without it until the Gulf Harbour Ferry Group launched a campaign in effort to save it.

16. The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

17. AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

18. There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

19. It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and

buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western bus lane and station investments have been excessive; yet there is no plan to remove those ferry services.

20. Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula. Same as the Pineharbour crossing. Why with the Gulf Harbour route? this is counter intuitive.

21. No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

22. Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

23. Degradation of existing road infrastructure will increase rapidly with increased frequency of vehicles on the road, should the ferry service be withdrawn.

24. There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

25. There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

26. Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 12km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time. Given the dynamic of our family, I don't have someone who can 'drop' me off at the proposed Penlink station. My partner would have to do so, then return to take our son to daycare, then drive to his place of work in silverdale. Thus contributing two fold to traffic congestion and carbon emissions. There will also be resultant congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay. Thus defeating the claim of reduced travel time.

27. You can not compare a 50min Ferry journey to a 4 bus trip to work that will take 1hour 40mins-2hours depending on commuter congestion. Penlink is one lane either way. The congestion where it will intersect at SH1 will also create feeder disruption. Buses will not have priority until the last 50-100m of the passage. This will result in further congestion from Stanmore Bay to the eastern end of the peninsula.

28. I had intended to buy an e-bike or scooter so I could Ferry to town then bike/scooter to the hospital. I am not able to take a bike, scooter or ebike on a bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time. Noone wants to spend 2hours commuting to work.

29. Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractor's solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

30. Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

31. It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

32. A 50min Ferry trip means I can spend more time with my family in the morning and am home in time to support my son after daycare/school. 90 minutes of travel to and from work means we have more quality time together. This is my preference Vs. 3h 20 on a bus or 4hours by car. This is hugely significant.

33. Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable. Improve it don't remove it!

34. A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

35. It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

36. Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

37. Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda. It is widely published that a Ferry emits less carbon emissions per passenger than a bus/ private vehicle. Even factoring hybrid / electric buses.

38. What are you going to charge the electric buses on? The power grid is already requiring Coal fire to preserve current power supply across Auckland as the network can't cope with the number of Electric Vehicles drawing current to charge. Coal firing defeats the purpose of having an electric fleet of busses.

39. The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. If the ferry is withdrawn, I will not bus. I will drive.

40. The Gulf Harbour ferry acts as a bridge to Auckland City. >\$865m of tax and ratepayer dollars has been invested into this service, the Hammerhead and our community to preserve this. Instead of removing it - improve it. Consider focusing on delivery of Commuter services and weekend services. Middle of the day services dont have the patronage. Remove those and focus on keeping our community of commuters afloat.

41. The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

42. The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

43. This proposal represents a breach of faith with our community who were not consulted in any shape or form as with their elected representatives.

44. Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

45. Tourism opportunities are lost: With the Fairway Bay development of 88 residential properties at Hobbs Farm development for the Homestead, preservation of the Urupa at Shakespeare means there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there are huge Business development opportunities that may well be missed.

46. Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use flexible public transport options in the city to access the beaches without the stress of vehicles competing with holiday goers.

47. This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

48. The proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “We regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.”

49. The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

50. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months.

Average cancellation rates

2018 - 5.25%,

2019 – 5.79%,

2020 – 7.42%,

2021 – 8.91%,

2022 – 38.35%,

2023 – 47.91%

As far as cancellations go, the main issue lies with the contracted operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings

on this particular run and indeed across the ferry network as a whole

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the entire network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on in the interim, focusing on commuter services morning and evening; then increasing the weekly services at Gulf Harbour and extend to a weekend trial service as done in Pine Harbour. This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

RPTP Targeted Section feedback:

1.1.1

- Removing the Gulf Harbour ferry service will negatively impact the quality of life of aucklanders. It decreases genuine and flexible travel choices and promotes commutes to return to their vehicles.
- Ferry commute time is 50mins - people will use it if it is reliable. With technology advances and development of Hydro-electric ferries set to advance between now and 2028; it is likely a hydro-electric ferry or Glider such as what Oceanflyer offers; would be available.

1.1.2

- Decisions to withdraw the ferry service from Gulf Harbour based on fare box recovery is misleading. In 2018 2-5% failure rate and boardings exceeded 13000k/month. In 2023 following intentional degradation of service due to failed contract management with current provider has resulted in reduced farebox recovery.

1.1.3

- The proposed RPTP 2023-2031 does not align to previous plans or the Auckland 2050 plan.
- To state 'commencing the replacement and decarbonisation of the ferry fleet' and cancelling the Gulf Harbour Ferry route when Penlink is complete, without considering technology and engineering advances between now and 2028 is premature.
- Post covid there was a temporary increase in people working from home. Internationally and regionally in Auckland, employers are now requiring people to return to the office as the hybrid working model has resulted in decreased productivity and increased cost to businesses. Working from home getting more chores done suggests these people are not working at home at all.
- RPTP focus to develop a PT network that is useful for a wider range of trips is contradictory if withdrawing the Gulf Harbour Ferry service as this eliminates flexible travel options.
- What are the per passenger Carbon emissions for Bus, Ferry, Electric Bus, Hydroelectric ferry, hybrid buses?
- East of Penlink does not have poor access to the Ferry Service as a public transport option. The facilities are already there and can be used. The

service needs to be restored to reliable and it should be considered to run the ferry during commuter services 3 in the morning and 3 in the afternoon. IF that is provided reliably, you will see increased patronage and farebox recovery.

1.2

- AT states over 1000 Aucklanders were canvassed as part of working groups and key interest groups. This changes to >2000 people: what's the truth here? 1000 or 2000? There are 1.6million people living in Auckland. This is not a population representative sample to influence the first draft for the RPTP. Especially when not one of those people resides east of Penlink.
- 1200 Surveyed Aucklanders - where did these Aucklanders reside - again, not representative sample of the population for our region.

1.3.2

- It appears the intent of AT is to drive people back to their cars by removing the ferry service thus providing opportunity to gain revenue from congestion charges. It is completely ludicrous to not take advantage of the blue highway and consider installation of additional ports along the eastern coast - Browns Bay, Long Bay etc.

1.3.3

- If AT would like to see more competition; prove it. Since the consultation period commenced, our community has liaised with 3 alternative providers and are meeting a 4th this Thursday. There are other competitors willing to take up the Gulf Harbour route who have attempted to work with AT; yet get turned away. Fullers have a monopoly.

2.1

- New and improved services and frequency of buses is great provided it is done in parallel to the existing commuter ferry services in contract. To withdraw Gulf Harbour and preserve other routes that have bus services is directly isolating and ostracising our community. We are no different to Pine Harbour, Western routes and Half moon bay.
- Removing the Gulf Harbour ferry service will not in any way shape or form make a bus journey across 3-4 buses at all attractive.
- Infrastructure: the single carriage way from Cedar Terrace in Stanmore Bay to Gulf Harbour / Army Bay does not have the geotechnical stability nor width to support introduction of new bus lanes. To do so would require significant investment from Auckland Council to initiate buy back of road frontage of properties. Given the unique topography of the peninsula and geology surrounding; to do so could result in significant damage or catastrophic event due to the flood plains and overland water flows. This would likely result in complete isolation East of Big Manly and Little Manly.
- Degradation of Infrastructure poses significant Civil Defence risk and may result in complete isolation for those east of Manly. Of more significant concern is the complete lack of consideration to how this proposed RPTP does not dovetail into existing Emergency Management plans and has not factored the closures of SH1 during recent floods in January-February 2023 along with cyclonic activity.

- Short term: Delivering reliability and increasing patronage can be achieved by reinstating full ferry service and publicising this to those in our community who have lost faith in AT and Fullers through sabotage and purposeful degradation of service.

- Long Term: removal of the Gulf Harbour ferry service serves to disintegrate not integrate the local PT network to the Hibiscus Coast.

2.2

- Refer to Infrastructure comment re: Buslanes in 2.1.

- Resolution of Global ferry crew shortages is expected to resolve in 2024. With that in mind; why would you eliminate the GH Ferry if it is only to service the RPTP Plans for inner routes.

2.3

- Removal of the Gulf Harbour Ferry service does not improve the perception of people in our community towards Public Transport. To do this, only erodes confidence and will result in reduced boardings.

- Ferry Network improvements and infrastructure installation of Charging for E-ferries does not reference the Gulf Harbour Ferry. It appears the intent of AT is to eliminate the existing ferry fleet to achieve carbon neutral; by adding in more buses and charging from coal fired supply defeats that purpose.

- We understand feasibility studies for Whangaparaoa station are likely already complete - it appears this proposal is a fait accompli and the Consultation process is merely a box ticking exercise; even if it is completely flawed and in breach of legislation. It is concerning the plans to construct a bus station without parking in a flood prone area is a bit like the foolish man building his house upon the sand.

2.4

- If AT wants to make PT attractive, removing the ferry service does not achieve this. This means there will not be a wider range of options for frequency and reliability of services by sea. It appears to focus on getting buses on the road.

- From recent community polls, the demand is not present to increase bus services in Gulf Harbour. It would be welcomed to improve the connector services, but every 30mins should be sufficient instead of every 15.

- A bus takes 50 passengers. It will take 4 buses to take 200 passengers. 1 ferry transports 250 passengers.

3.1

- AT vision indicates 'inter-modal' infrastructure. Ferries and buses are intermodal. Buses alone are unimodal.
- Service planning and network design should involve people in the community that are going to be impacted. There is no value seeking feedback from Central Auckland on the Whangaparaoa Peninsula. I imagine Central Aucklanders wouldn't be too happy if we chopped their travel options.
- Low emission PT vision is great - we are all for that. AT needs to be calculating the per passenger CO2 emission rates and presenting that information as part of the consultation instead of engineering information to persuade and influence people who are ignorant to the needs of every community across our isthmus.

3.2

- Para 2.: At states "Customers tell us they want a PT system that is fast, frequent, reliable and convenient." it is completely counter intuitive to withdraw the ferry service when it was once reliable, convenient, fast and frequent. The failure in recent years has been at the hand of AT's contract mismanagement and allowance of a monopoly of operational service.
- Increase patronage will occur if the ferry service is reliable. If there are more travel options across the PT network, people will be more inclined to utilise the service.
- To state increasing the frequency on existing services, upgrading the ferry fleet and improving frequency and connectivity of the network; then propose withdrawal of the Gulf Harbour Ferry is contradictory.

3.3

- If the ferry service is retained, you will see increased patronage IF the contracted supplier can fix their recruitment, retention and training development programme. If not; then AT needs to force majeure the contract and put it out to tender so other suppliers can present tender.

3.4 and 3.5

- Withdrawal of the GH Ferry route excludes gulf harbour mana whenua and Ngati Manuhiri along with the wider community from equitable access to reliable public transport with flexible options to travel to and from the CBD.
- Adding new services as areas develop (currently there are 3 large developments in progress east of Penlink); why suggest adding services then propose to withdraw the GH Ferry run.
- This does not align with the Unitary plan.

3.6

- To achieve funding and delivery of public transport transparently requires AT to work at building effective partnerships with community groups and

social service providers to identify opportunities to better serve communities and customers public transport access needs. AT has FAILED at doing this during the consultation period. There has been ample opportunity to do this with rate payers east of Penlink and AT has made no attempt to do so.

- Make the service reliable, expand the service: the revenue will follow.

3.7

- AT and in turn Auckland Council are missing a huge opportunity to partner with Ngati Manuhiri to develop access to our Urupa, Shakespeare, National Park, Okoromai and Army Bays, Fairway Bay and various other coastal beaches.
- Noting liaison with Ngati Whatua O Orakei, what liaison has taken place wi

To close the Gulf Harbour Ferry route is fundamentally flawed. You are taking away an effective public transport and forcing us back into cars.

Whangaparaoa Road is already congested, there is no bus lane, there is no ability to widen the road, it is narrow and dangerous in places due to lack of median strip.

The Penlink is also flawed as a two-lane highway. With the intensification taking place in Stanmore Bay then travel times are set to increase.

Historically a bus would take 50minutes from Manly to the city but when the HBC Bus Station opened the bus ride increased to 90 minutes - hardly progress.

Whangaparaoa is a Peninsula- a finger of land surrounded by water therefore restricted by geography. Nowhere else in the world would they allow housing intensification to take place in what should be a "special zone". Let alone without the supporting infrastructure.

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Save the Gulf Harbour Ferry!!!

SUBMISSION TO THE REGIONAL PUBLIC TRANSPORT PLAN (RPTP) - YOUR PROPOSAL TO TERMINATE THE GULF HARBOUR FERRY SERVICE

1. The purpose of this Submission is to formally oppose the proposal within the RPTP to terminate the Gulf Harbour Ferry Service in 2028.
2. I will provide you and your staff with some considered and evidence-based facts that negate your proposal to terminate the current Gulf Harbour Ferry (GHF) 'service', and coherently support the public and community need for a fit-for-purpose ferry system that is reliable and sustainable and appropriate for contributing to the wider system of public transport systems that shall be available to the people of Auckland, who live in the Whangaparaoa Peninsula community and the wider suburbs connected therewith. I OPPOSE THE PROPOSAL TO TERMINATE THE GULF HARBOUR FERRY SERVICE IN 2028.
3. Termination of the GHF service reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It (termination) fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters traveling south to the city. As such, it (termination) runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on this network. The failing (current) GHF service is already inducing perverse and negative effects on the existing transport network through the failed operationalisation of the GHF. All shortcomings within the current failing system are within the control and influence of Auckland Transport and any and all sub-contracted authorities. This proposal will negatively impact people's travel choices and their lives.
4. This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service, or the promised presence of a reliable and lifestyle connected ferry service. Indeed, the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.
5. I live in Gulf Harbour; I work in the CBD and the southern end of the North Shore. I was a regular User of the GHF service, until the matters of unreliability truly became realized issues with all the associated risks and impacts being negatively felt by the community.
6. Your attention is drawn to the negative dialogue from within and around the Whangaparaoa community across social media and public media that references the negative impact to our peoples' wellbeing and livelihoods. Routines are disrupted, employers and employees are placed in awkward positions, because people are late or absent from their place of work or duty; children, yes, children are left stranded at School or Day Care Centres because of a lack of interest, a lack of commitment, and, a lack adherence to duty as a public servant in the course of stepping up and ensuring that the existing and offered GHF is delivering as contracted.
7. I no longer take the GHF service, as it is unreliable and no longer fit for purpose, and we will discuss Capability in terms of meeting the needs of the User and therefore being 'fit for purpose' as we progress through this paper. Your failure to lead, failure to stand up as a steward of Auckland leadership, failure to think with a systems approach, failure to be accountable and responsible and accept that you, Auckland Transport, have caused people like myself to contribute to the congestion of the existing, current and recently amended but not enhanced roading system from the Silverdale area to Albany and the southern North Shore motorway and connected roadways therewith.
- 8.

Auckland Transport: I encourage you to take a professional and personal inventory, ask yourselves, 'Am I, are we doing our jobs, are we serving the communities for whom we are charged with the stewardship of doing so'?

9.

The evidence supports an answer of 'no' to this question. You are being challenged by a community-led effort and you will have no course of action, except to Accept, Decide and Act, in the interests of the Community.

The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

10.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028. The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. This situation applies to anyone living east of Little Manly traveling to the city. As such it is extremely unlikely that ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

11.

The journey times and choice of sample journey advanced by AT are misleading and factually incorrect. By AT's own 'Hop data'; most ferry patrons come from the general Gulf Harbour catchment, and not the Manly shops (as used in the sample representative journey put up by AT - the average travel time attributed to the ferry exaggerated as a result).

A Suggestion for You

12.

Come and experience the disheartening situation, when your scheduled GHF service is cancelled at the shortest of notice (10 minutes of warning is not uncommon), your planned professional or personal engagement at the CBD end is now embarrassingly missed, your entire day is now disrupted, and however, you do manage to partially regain the day; only to have the end of the day also disrupted by meek excuses that amount to poor planning, poor system and asset management, poor people management and very poor leadership and communication. When you do find the courage and humility to experience the above disruption to your day; perhaps you will start to understand Acceptance, and Decision Making and stepping up as a Leader and Acting through your actions.13.

The GHF was once a most pleasant and effective mode of traveling to the CBD - bring this quality of service back, bring back the system of transport that safely, effectively and efficiently delivers people from their home to their place of work and returns them home, safely. Bring back and improve, enhance, and sustain the best Gulf Harbour Ferry service that you can provide.

14.

The rationale of 'duplication' advanced for terminating the Gulf Harbour Ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the Northwestern Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

15.

Right up until this RPTP proposal went out recently, Auckland Transport has previously and consistently signalled to the community that the Gulf Harbour Ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

16.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project - the Penlink Project brings zero net benefit to the roading system east of the Penlink connection at New World (Stanmore Bay). this eastern roading portion is the part of the peninsula served by the Gulf Harbour Ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

17.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza – there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the Gulf Harbour Ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section, thus exacerbating the congestion that already affects both buses and cars.

Fact: If the ferry service is removed, \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion getting to that turn-off – in essence one step forwards and two steps back for any bus or private vehicle travelling from east of the Plaza.

18.

As such this proposal shows inadequate awareness of the internal network dynamics of the 15-kilometre-long Whangaparaoa Peninsula. This RPTP assumes Penlink improves travel times along the peninsula; clearly, this assumption is flawed. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent

geographic constraints with the ferry service remaining the best travel opti

on for travel to the city from the eastern half of the peninsula for this coastal community.

The proposal runs contrary to repeated assurances given by Auckland Transport that the Gulf Harbour Ferry (GHF) service would be increased and improved in the future. The current Proposal (RPTP) also runs contrary to the emerging integrated transport network on the Hibiscus Coast.

19.

This proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the three ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

20.

Auckland Transport; as the guardians of our community charged with the stewardship of our public transport systems, you have failed to take a systems approach towards planning and procedurally preparing for the 'now' and the 'future' in our transport systems. This is 'town planning', at its worst, a degree-level skill set that is being dragged through professional embarrassment.

21.

The community have no confidence; and worse still, we find ourselves in a position of subordinate ground where we must do the thinking, the writing, the constructive arguing - all the while, we are waiting for our Gulf Harbour Ferry service.

22.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form; and neither were their elected representatives (and it would seem that this situation includes the Operator as well, through its CEO publicly stating, "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network." It is time for you to have breakfast together and get on the same page; outsource the breakfast - it will be a reliable system and service.

23.

The Gulf Harbour Ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network, but to remove the ferry component as proposed will negatively impact the other systems within the system, to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

24.

Ferry cancellations were simply not a significant issue when the previous operator (360 Discovery) operated the Gulf Harbour Ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region-wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021, and yet a phenomenal 43.13% in the last 18 months.

25.

Average cancellation rates 2018 – 5.25%, 2019 – 5.79%, 2020 – 7.42%, 2021 – 8.91%, 2022 – 38.35%, and 2023 – 47.91%

26.

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this service and indeed across the ferry network.

Overall carbon emissions will increase with the proposed termination of the ferry service.

27.

The Gulf Harbour Ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour Ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

28.

Battery electric and hydrogen technology is progressing fast. In 5 years' time there could well be improved options for longer Ferry Services such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance.

29.

The proposal to terminate the Gulf Harbour Ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This action would be consistent with what is happening with other ferry services across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent and aligned with the vision and goals articulated in this draft Regional Public Transport Plan.

Understanding Capability Procurement and Being Fit for Purpose through Taking a Total Integrated Approach towards Capability

30.

Whilst the data shows that up until 2019, the GHF service was a popular and reasonably effective Ferry Service, the current state of the current GHF service should not be considered or accepted as the desired future state of the GHF service.

31.

The Gulf Harbour Ferry Service needs a Total Integrated Capability approach taken. Fit for purpose vessels that can handle the variety of sea and weather conditions that do occur 24/7/365 in the waterways between Gulf Harbour Marina and Auckland Ferry Terminal. Fit for Purpose means: right size, right design (might have foils to rise above the wind waves and ENE swell that can prevail), right passenger capacity, right speed, right draft, right LOA and appropriately trained people who are paid a respectable wage or salary for the specialised skills that are needed to safely, effectively and efficiently operate these vessels (there will be several) and this service. The Training needs must be identified, the right Equipment (a very quick precis is provided), the right People - people who know and understand the total operating environment, the right Infrastructure - loading and offloading with minimised times through efficient and safe loading and offloading systems, tagging on and off via a credit card or SMART Card, Doctrine and Policy exists - #Maritime NZ and #Auckland Harbour Bylaws and #Auckland Transport, Organisational structures must be reviewed and implemented that enable an informed and sustainable service to the Users, Information (Systems) must exist to drive and enable the efficiency and effectiveness of the Service and Logistics chain must enable a persistent service, a service that the people in the direct and indirect Community locations will use as their first choice. Come on #Auckland Transport, none of the above is difficult or different to what other beautiful seaboard cities offer their people, let's Accept, Decide and take Action; stop admiring the problem and take Action with a Total Integrated Approach towards this Capability and other needed Capabilities to support our wider communities.

32.

Step up, Auckland Transport. Accept, Decide and Act, in the interests of the Auckland and Whangaparaoa communities.

33.

Forwarded for your consideration.

Yours sincerely

■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans

to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Sincerely,

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Red Beach 0932

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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■, Army Bay, Whangaparaoa 0930, New Zealand

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

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indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

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Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

Sincerely,

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Red Beach 0932

Date 16/08/2023

I ■ of ■ oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasoning(s) being it is an essential service for those on the Hibiscus Coast who work in the city. It was the factor which convinced us that buying a house in Whangaparaoa was worth while as the ferry service is a faster, more pleasant and convenient option for working in the CBD/city but being able to afford a home in the Auckland Super City. Whilst it may be more convenient for those in Red Beach and Stanmore Bay to access the Hibiscus Coast Bus Station (aka Silverdale Park and Ride) it is not as useful for those residing on the Eastern part of the Whangaparaoa peninsula (Manly - Gulf Harbour) in my opinion. It is an 8 min drive from our house to the ferry terminal at peak time as opposed to an 20min car journey (as long as there are no road works, accidents or additional traffic) or 30-35minute bus ride to the Hibiscus Coast Station. This saving in time may not seem like much but is cherished by those families on the coast being able to have their loved one's home to spend time with their family especially our kids who grow up fast and always enjoy a bedtime story from mum or dad retuning home in time.

The consultation is not transparent. It has not been publicised to the impacted community.

The closest Face to face drop ins are in Albany.

The last online drop in is 14 August 2023, the last day of the consultation.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western buslane and station investments have been excessive; yet there is no plan to remove those services.

No alignment to safety goal. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; across the proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure is implemented. Resulting in more congestion and negatively influence driver behaviour with impatience and risk taking. Buses have poor visibility for small children and people of any height and size. This is a significant safety concern and would be a matter of time before loss of life or serious harm. The likelihood of that happening on a Ferry is Low.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council as would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely on connector buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors

solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic Total Bus time: 1 hour 26 minutes. Total Ferry time: 50 minutes.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing.

It is a breach of passenger health and safety to have an excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fullers hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be

incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare menas there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Yours Faithfully

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I, ■, of ■■ oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

My opposal reasoning(s) being:

The consultation is not transparent. It has not been publicised to the impacted community.

The closest Face to face drop ins are in Albany.

The proposal does not align with the RPTP Vision or Goals to increase options for PT across the network. This is inconsistent with previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP, The National Land Transport Plan or the Long term Auckland Council Plan.

AT has not scheduled time in person to present a proposal that will significantly isolate and place a community significantly impacted at risk. This is demonstrative of a self-serving agenda and is in breach of good faith relationship established with the community during previous meetings on the ferry.

There is one road in and out of the Peninsula past Zita Ave, Matakatia. This means if an accident or weather event were to occur; the entire eastern end of the peninsula beyond Zita Avenue would be isolated. Retaining the Ferry Service means people will have access to access goods and services along with emergency service access via the Hammerhead.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals.

Yet Gulf Harbour route is detailed as duplication of PT Services to our community. Eastern and Western buslane and station investments have been excessive; yet there is no plan to remove those services.

Bus travel distance from Pine Harbour is the same as for Gulf Harbour to the Downtown Ferry Terminal. The Gulf Harbour ferry route provides a harbour crossing for the Peninsula.

Same as the Pineharbour crossing. Why withdrawing Gulf Harbour is counterintuitive.

Whangaparaoa road between Penlink and the eastern end of the Peninsula, does not have the ability to be widened to accommodate bus lanes without significant cost Auckland Council

as would require hundreds of millions of dollars to buy back road frontage from privately owned properties. Geotechnical survey is unlikely favourable to install bus lanes between Penlink and the eastern end of the Peninsula.

There are many Schools and Early Learning Centres between Penlink and Gulf Harbour and Army Bay. Additional bus frequency significantly places these children and the staff

supporting them, at significant risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings, illuminated signs and adequate lighting at bus stops throughout the eastern peninsula.

Timing calculated by AT for the new 99 route starts at Little Manly. Excluding 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to

the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time. Even today, the travel time to the city via Ferry is considerably faster than bus and is not affected by congestion.

Not everyone has someone who can 'drop' them off at the proposed Penlink station. This will result in congestion and parking in surrounding streets to the detriment of residents of Stanmore Bay.

Commuters can not take their E-Bikes, Scooters, E-scooters on a Bus. This means their options to get from the Downtown Ferry / Bus end station to their destination will rely

on connector buses that will add additional travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and

Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over) was significantly lower. Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

Despite the significant rise in cancellations, the ferry remains my preferred transport into the city as much more relaxing, can take a larger number of passengers and is not affected by congestion on the roads.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); add a further 12 minutes makes 26 minutes travel time before making the Penlink 60 minute trip.

Real time calculated at Peak traffic

Total Bus time: 1 hour 26 minutes.

Total Ferry time: 50 minutes.

Continued housing development which is planned in Milldale and beyond will only look to increase congestion on the main roads into the CBD. Which the buses will have to compete with. For me the ferry avoids all the congestion and, when not cancelled, I can guarantee a 1h10 minute door-to-door commute.

The 50min Ferry trip means people can have more quality time with their families. 1.5 hr total commute time on Ferry Vs. 3h 20 in a day is a significant difference. I also typically work on my laptop on the ferry - balancing my work-life better for me. This is not possible on the busses due to the more cramped conditions and the movement of the bus.

Continuation of the Gulf Harbour Ferry service has the potential to remove upwards of 1600 vehicles a day off Whangaparaoa Road, Penlink and SH1 which will significantly reduce congestion and lower carbon emissions per population head. People will use the service if it's reliable.

A nominal difference in price is irrelevant - people are willing to pay more for the comfort of a ferry, the ability to negotiate flexible work in transit, be able to mobilise around the vessel, use a toilet, consume beverages / food and preserve good mental health and wellbeing. I certainly have been comfortable to pay the current prices these past 7 years for the commute via ferry.

It is a breach of passenger health and safety to have excessive public transport travel times. People need to have the ability to stretch and move, use toilet facilities and have access to food and fluid for rehydration. Travel by bus is always less pleasant and lengthy - and I expect only will get longer as more housing development increases.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40mins one way (even with the Penlink quoted journey time taking 62 minutes (+26 to get from Penlink to Gulf Harbour/Army Bay) - this means any carbon emission savings are lost as people return to their cars.

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The ferry service is the fastest, most convenient, and comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula.

The Gulf Harbour ferry acts as another bridge to Auckland City.

The proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

Businesses will suffer from reduced foot traffic attending businesses on the Peninsula.

Tourism opportunities are lost: With the FAirway Bay development of 88 residential properties, Hobbs Farm development for the Homestead and preservation of the Urupa at Shakespeare menas there are historical and wildlife experiences that can be capitalised on here. With the right investment in the community, following assurance the

Gulf harbour service is preserved, means there is Business development opportunity within the Community.

Fullers run the loop bus service on Waiheke, there is opportunity to offer a similar service using proposed 99 route during peak summer season (October through to March); for tourists to access the beaches, eateries and Shakespear Regional Park. This will mean less people will be congesting SH1 as they can use public transport in the city to access the beaches without the stress of vehicles competing with holiday goers.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component, as proposed, will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service must be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Regards,

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I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

We moved to Army Bay after much research of the whole Auckland area as we have a child with Autism, ADHD and anxiety that needed access to the city Universities, but find public transport very difficult. After much work with their medical supports we were able to establish the following issues.

When waiting at a bus stop, many different buses may come past. Having to remember the number of the bus they need, then read each number and be sure enough to flag the bus down is too stressful for many with a slower way of thinking.

Once you are on the bus, you need to remain aware of where the bus is in relation to where you need to get off. To someone who struggles with memory and is prone to distraction, this is stressful and increases anxiety.

When you add in the two changes of bus required to get to their destination, these experiences are multiplied. It simply would not be workable. We made a decision to move to this area so that they could get the ferry. As the ferry has only two stops, the problems listed above were not applicable.

We also have a child with Spina Bifida. While changing buses might be an easy task to someone who can just jump on and off, to a wheelchair user it is a nightmare. She will have no option but to drive to the city each day when she is at University.

While I do not expect my family to be specifically catered to, they are surely just examples of people with medical issues that live in our community. It is another example of the short-sighted views of this proposal. Everything I have read in this document is best case scenario and I cannot see where disabled people have been catered to at all. It's not as easy as putting a ramp on a few buses. In order to encourage use of public transport, a real understanding of the needs of the user should be taken into account. This did not happen with this proposal. The AT website speaks of the benefits of a ferry service, yet ours is being taken away without any thought at all.

The reasons below are some more of my reasons to oppose this proposal:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is

an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City. As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.

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Army Bay
Auckland 0930

I oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service noted on Page 104 of the Draft Auckland Transport Regional Public Transport Plan 2023-2031.

People living on the Whangaparaoa Peninsula have been in the back of the queue for decades when it comes to transport options. The cheapest option for Penlink has been chosen and yet it is being asked to fix all of the area's transport issues. We are seeing constant development in the region and the

road infrastructure to the east of Penlink already exceeds capacity in peak hours. The ferry service was reliable, well used and a vital part of our community. It would be again if it was run competently.

The ferry users in our community have been so patient with AT. When service started to degrade, it had many impacts on us all. We were reassured time and again that it was due to temporary issues and so we acted in good faith and remained patient. We have had to use alternative transport at times because we have work and study commitments but were doing so in the understanding that it was a short-term problem. This proposal was dropped into the plan without even an announcement to the service users even though there has been frequent communication between AT and the ferry users before this. This has undermined good faith and appears to me to have been an underhand move.

From the Auckland Transport website. (<https://at.govt.nz/bus-train-ferry/ferry-services/>)

Auckland is a harbour city and ferries have been a part of its fabric for over 150 years. From the ever-popular Devonport and Waiheke Island ferries, to the more recent addition of Hobsonville Point ferries play a key role in connection communities.

Ferries offer a direct and less stressful way to travel for thousands of commuters each day. They also provide a harbour experience for locals and visitors alike to get out and explore Auckland - providing an opportunity to admire views of the city, and an up-close view of the Harbour Bridge and coastline.

So, whether you are looking for a quicker and less stressful way to travel to the city, want to sit back and enjoy the beauty of the harbour, or are heading out to explore Auckland's seaside spots around Auckland, ferries are for you.

Our ferry service is part of our fabric and plays a key role in connecting communities. Direct and less stressful. How succinct.

Some further reasons that I oppose the proposal of the termination of this service:

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters traveling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to degrade that network as a whole.

Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. The ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

The Gulf Harbour ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service. It is the fastest, most convenient and comfortable public transport option for commuters traveling to the city. This applies to anyone living east of Little Manly traveling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network. There is no way that I will be using buses to get to and from the city every day.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own HOP data, the majority of ferry patrons come from the general Gulf Harbour catchment, not Manly shops (as used in the sample representative journey put up by AT - the average travel time attributed to the

ferry exaggerated as a result). If AT are confident that this is a superior method, why is it using misleading data?

The rationale of 'duplication' advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g., at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway). Is the modelling for these decisions available for the public to review?

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community. There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues. This section of the peninsula already queues back to Little Manly in the mornings. Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza. There are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10-kilometre section exacerbating the congestion that already affects both buses and cars. If the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion getting to that turn-off – in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have been backed up with considerable sunk investment in the GH ferry service – through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith as there was no consultation with this community, their elected representatives and it would seem the operator. Its CEO publicly stating "We regard the Gulf Harbour ferry service as a valuable and important part of Auckland's wider ferry network."

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

Auckland Transport's assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions, is incorrect. Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Once again, if AT are confident that this is a superior method, why is it using misleading data?

Average cancellation rates

2018 - 5.25%

2019 – 5.79%

2020 – 7.42%

2021 – 8.91%

2022 – 38.35%

2023 – 47.91%

As far as cancellations go, the main issue lies with the operator's performance, not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

Overall carbon emissions will increase with the proposed termination of the ferry service. The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion.

Battery electric and hydrogen technology is progressing fast. In 5 years' time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan. Terminating this service will be a mistake that thousands of us on the Whangaparaoa peninsula will ultimately have to pay for. It is short-sighted and I have seen no evidence from AT that it has even been thoroughly or accurately modelled.

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Army Bay
Auckland 0930

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add weekend services as outlined in the 2018-2023 RPTP.

It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see an increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if the increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to the distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa 'Kiss and Ride' station is actually 26 minutes at peak travel time.

AT rationale for withdrawal cites unreliability due to 'weather'. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors' Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre-2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors' solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations in 2021-2023 were related to Weather. Reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers but with an operational overview of the entire network.

Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

It will result in significantly longer travel times. AT published time-saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes of travel time.

Community Polls show 65% of existing commuters are more likely to drive to the city as a preference over catching 2 buses and a duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

The ferry service is the fastest, most convenient, and most comfortable public transport option for commuters travelling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the

Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City.

As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community which was not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but removing the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead, the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry services across the region and what was previously planned for the Gulf Harbour service.

Thanks,

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Red Beach 0932

I vehemently object to the proposed withdrawal of the Gulf Harbour ferry route on completion of Penlink Road project. I am not going to bombard you with facts and figures that show the folly of this proposal as I know that many of our Ferry Group will have done this already. I want to highlight most of all that the new proposed bus station at Stanmore Bay and connecting bus services to and from Gulf Harbour are doomed to failure. 1. Auckland Transport will be unavailable to provide the promised number of buses. AT proves every single day that they cannot provide a reliable service throughout the Auckland region and unless they have a complete change of senior leadership, things are not going to be any different in a few years time. 2. Even if they do manage to provide the promised bus services (every 15 minutes, don't make me laugh) the cost per passenger will be prohibitive and may well exceed the current cost per passenger of our current ferry route. 3. The proposed bus routes will not be convenient for our many commuters who would have lengthy walks to first get to the bus stop to get their connecting bus to Stanmore Bay. Walking time plus bus time to Stanmore Bay will be 30- 45 minutes minimum and this is just not going to happen - people will resort to their cars in droves. 4. The increased cars on the road will mean a huge rise in carbon emissions which must surely be of concern to Auckland Council Climate Change Committee- are they even consulted in or aware of AT's proposal? This decision by AT and the deteriorating service that they currently provide will be the death knell of this community. It is utter madness that a steadily growing area would be treated with such disdain and contempt by the executives of AT (and therefore Auckland Council) who show such a lack of vision and who seem determined to drag Auckland down to 3rd world level. Prove to us that this isn't already a done deal by listening to the residents of Whangaparāoa Peninsula and reverse this decision! Prove that this "consultation period" is not a farce and reverse this decision! ■■■■■■Gulf Harbour 0930 Sent from my iPad

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Tindalls Beach
AUCKLAND 0930

17 08 2023

AT Proposed Regional Public Transport Plan

SUBMISSION

To whom it may concern,

I am writing this email to strongly oppose the proposal to terminate the Gulf Harbour ferry service in 2028. As a resident of the Whangaparaoa Peninsula, I believe that this decision will have detrimental effects on our community and the entire public transport network in the area.

(a) The termination of the Gulf Harbour ferry service will lead to a reduction in public transport options in the region. It will cause an increase in congestion on the eastern half of the peninsula and result in higher private vehicle usage and carbon emissions. The ferry service plays a crucial role in providing the fastest and most convenient public transport option for commuters traveling south to the city. Its termination would contradict the idea of an integrated public transport network on the Whangaparaoa Peninsula and could have adverse effects on the overall network.

(b) This proposal will significantly impact people's travel choices and their lives, especially those living east of the Manly shops. Many residents, including myself, have chosen to live in Gulf Harbour and its surroundings because of the presence of the ferry service. Its removal will disrupt our travel choices and lives. Increased traffic congestion along the 10-kilometer stretch from Gulf Harbour/Army Bay to the Penlink intersection will further exacerbate travel issues for both private vehicles and buses.

(c) The Gulf Harbour ferry service serves a unique catchment on the Whangaparaoa Peninsula, and it cannot be effectively duplicated by improvements to the local bus service in 2028. The ferry offers the fastest, most convenient, and comfortable public transport option for commuters traveling to the city from the eastern half of the peninsula. Claims of 'duplication' as a reason for terminating the ferry service contradict proposals to extend other ferry services in the RPTP, which are accompanied by significant bus infrastructure investments in the same locations.

(d) Removing the Gulf Harbour ferry service will add to the existing constraints on the 10-kilometer road network from Gulf Harbour/Army Bay to the Penlink intersection, causing further congestion for both private vehicles and buses. While Penlink may improve travel times off the peninsula towards Albany and Auckland, it does not address the traffic flow constraints east of the Whangaparaoa Plaza. This proposal risks undoing the benefits of the \$835 million invested in improving travel times getting off the peninsula.

A related concern is that the effect of traffic moving towards the Penlink and bus services from both directions will create a road blockage affecting those who want to access the New World supermarket, and those who wish to travel past that point to Red Beach, Silverdale and Orewa in one direction, and Manly and point east in the other..

(e) Auckland Transport's proposal contradicts the repeated assurances given to the community that the Gulf Harbour ferry service would see

improvements and expansions in the future. This breach of faith undermines the emerging integrated transport network on the Hibiscus Coast, affecting private vehicles, buses, and ferries alike. Removing the ferry service would compromise the significant investment made in Penlink and negatively impact the overall network.

(f) Auckland Transport's assertion that ferry unreliability is mainly due to unfavourable weather conditions is incorrect. The previous operator, 360 Discovery, ran the Gulf Harbour ferry service until 2019 with significantly lower cancellation rates. The high cancellations in recent times are primarily attributed to operator-related issues and AT's failure to ensure a satisfactory standard of service consistently.

(g) The Gulf Harbour ferry service significantly contributes to reducing carbon emissions from the eastern half of the Whangaparaoa Peninsula. Addressing operator reliability can further increase its monthly boarding numbers, making it a vital part of our efforts to reduce our carbon footprint. Advancements in battery electric and hydrogen technology offer promising possibilities for the future.

In conclusion, I urge Auckland Transport to reconsider this proposal and focus on increasing the weekly services at Gulf Harbour, including a weekend service. Such an approach aligns with the vision and goals outlined in the draft Regional Public Transport Plan and would be more consistent with the direction taken for other ferry services across the region.

Thank you for considering my submission on this matter.

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Submission by ■

Good afternoon.

Having read the RPTP I am deeply concerned regarding ferry proposals that me and my family rely on for public transport to Auckland. As such, I oppose withdrawal of the Gulf Harbour ferry service as outlined in your Draft 2023-2031 Plan.

Beyond this objection, I strongly favour extending to weekend services, in line with other ferry services across the Auckland Region.

Alongside this, I strongly object to the current position taken by the authorities and contactors in their emerging default position of cancelling the Gulf Harbour services whenever possible. This action (and maybe even cynical policy?) will of course lead me and others to cease use of the ferry as I will not be able to rely on the published timetable. No doubt if this continues through to 2028, hardly anyone will use the ferry...a situation created by your actions now...not in any way relating to a lack of demand.

We want this ferry service maintained please; Penlink is no answer to the public transport needs of Gulf Harbour, due to the single lane road, snarling up traffic for 10k or so even before the access point to the new road which will completely negate the argument made about the viability of buses as being quickly and more efficient.

Regards

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I oppose closing gulf harbour ferry

To whom it may concern, I strongly oppose closing the Gulf Harbour ferry this is an imperative life line for our community.

Kind regards

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Ph: ■■■■

Hi there,

I'm disappointed to see the proposal to terminate this valuable service. Please consider cancellation of this proposal.

Regards ■

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service" Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improve existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as poposed for other Ferry routes; excluding Onewa/Northcote)

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service" Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031

I support improve existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as poposed for other Ferry routes; excluding Onewa/Northcote)

I oppose closing the GHS Ferry Service

I reject your RPTP proposal to remove the Gulf Harbour Ferry

Don't cancel the guild harbour ferry please

ear Members,

"I reject the AT proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

■■■

I reject your your RPTP proposal to remove the Gulf Harbour Ferry. Improve don't remove.

I oppose the removal of the Gulf Harbour Ferry Service . Thank you. Sincerely yours ■■■■■■, Gulf Harbour.

"I reject the AT Proposal to remove the Gulf Harbour Ferry. Improve don't remove!"

Why so the ratepayers on the whangaparoa penninsula get a second class service from other rate paying communities.

We need a regular and reliable week day and weekend service to the city serviced by ferries that meet environmental standards.

Busses are not an equivalent replacement option and not acceptable.

Please re think and re direct your strategy to the use of our oceans and take traffic off the roads.

Kind regards

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"I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region"

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Regards

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Sent from my iPhone

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I oppose the withdrawal of the Gulf Harbour ferry service as outlined on pg 104 of the Draft 2023-2031 Regional Public Transport Plan.

I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland region.

Regards

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Hi there,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Thank you

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Thanks

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I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region ■■ Gulf Harbour Resident

Hi there,

I oppose withdrawal of the Gulf Harbour ferry service as outlined on Page 104 of the Draft 2023-2031 Regional Public Transport Plan. I support reinstatement of full services, extending to weekend services. This will align with other ferry services and multi-modal transport across the Auckland Region.

Thank you

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Gulf Harbour ferry comments in survey responses on other topics

General comments on the Regional Public Transport Plan

In regards to the Gulf Harbour ferry being withdrawn, wouldn't it be better to reduce services and have a reliable commuter ferry, 2 in the morning, 1230 and 2 in the evening. I understand that the ferry isn't profitable however it's an easy way to get to work, we can work on the ferry and quicker than traffic off the peninsula.

Opposition to withdrawal of Northcote and Gulf Harbour ferry services. To achieve a connected city and hit the targets set out in the transport emissions reduction plan we need to make use of all transport modes available. We already have ferry infrastructure at Northcote point and should not be closing the service. We should not be basing decisions on post-covid patronage levels either, particularly with the service disruptions/closures and unreliability.

I am totally opposed to the shutting down of the Gulf Harbour Ferry service . The stretch of road between the eastern end of the peninsular is already congested without several thousand more cars using it every day . The ferry is a vital part of the transport infrastructure on the Whangaparaoa Peninsular and should be enhanced not closed .

I oppose the removal of the Gulf Harbour ferry service. People need options to travel for work and leisure, and by taking away this option, you force people into cars. Our roads simply do not have the capacity for this, and our climate doesn't need the extra emissions.

Proposal to terminate the Gulf Harbour ferry service.â€

(a) I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. It fails to recognise the specific constraints of this section of the Whangaparaoa Peninsula and the important role the Gulf Harbour ferry service plays in providing the fastest and most convenient public transport option to commuters travelling south to the city. As such it runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula and has the potential to produce perverse effects on that network as a whole.

(b) This proposal will negatively impact people's travel choices and their lives.

Family of 4 (2 adults and 2 children's), with different schedules, without the ferry we will need to drive to be able to drop-off and pick-up the kids on-time. Gulf Harbour only has one lane in and one lane out creating a big lane of cars on peak hours (10km). The new Penlink is not an option as is out of the budget for us. I will not be able to use the buses as I carry a scooter or bicycle to go to the city and I will not be able to do that in a bus.

e.g This proposal will adversely affect the travel choices and lives of people east of the Manly shops. Significant numbers of people have bought houses in Gulf Harbour and surrounds because of the presence of the ferry service. Indeed the ferry service has been marketed by developers for the last 20 years as a selling point and at one point assisted financially by the developer at Fairway Bay.

(c) The GH ferry service is a distinct travel option that has successfully served this part of the Whangaparaoa Peninsula for the last 25 years. It will not be duplicated by future improvements to the local bus service.

The GH ferry serves a distinct catchment on the Whangaparaoa Peninsula that will not be duplicated by improvements to the bus service in 2028.

The ferry service is the fastest, most convenient and comfortable public transport option for commuters travelling to the city. This applies to anyone living east of Little Manly travelling to the city. As such it is extremely unlikely ferry commuters will simply transfer to buses, indeed it is far more likely former ferry commuters will in fact return to their cars thereby exacerbating the already constrained roading network.

The journey times and choice of sample journey advanced by AT are misleading. By AT's own Hop data the majority of ferry patrons come from the general Gulf Harbour catchment not Manly shops (as used in the sample representative journey put up AT - the average travel time attributed to the ferry

exaggerated as a result).

The rationale of “duplication”™ advanced for terminating the Gulf harbour ferry runs entirely contrary to what is being proposed for nearly all other ferry services in the RPTP where they are being extended despite the simultaneous investment of major new bus infrastructure in the same location. (e.g at West Harbour and Hobsonville the proposal is for additional peak, mid-day and evening ferry trips despite the fact an improved busway and express service from Westgate along the North Western Motorway is currently being constructed. Similarly at Half Moon Bay the proposal is to add additional peak and weekend trips despite the massive investment in the nearby Eastern Busway).

Right up until this RPTP proposal went out last week, Auckland Transport has previously consistently signalled to the community that the Gulf Harbour ferry service would also receive a similar extension in services over time. As such this proposal represents a breach of faith with the community.

(d) This proposal will add to the already constrained 10 kilometres of roading network from Gulf Harbour/Army Bay through to the Penlink intersection affecting both private vehicles and buses.

There is approximately 10 kilometres of roading east of the Penlink connection which remains entirely unaffected by the Penlink project. It is also the part of the peninsula served by the Gulf Harbour ferry service and which will become increasingly congested for private vehicles and buses alike as development continues.

This section of the peninsula already queues back to Little Manly in the mornings - Penlink does not do anything about this fundamental roading constraint east of the Whangaparaoa Plaza “ there are no plans to widen or add lanes and previous studies through the legacy council have shown this to be prohibitively expensive. Removal of the ferry service will inevitably put more private vehicles back on the road for this 10 kilometre section exacerbating the congestion that already affects both buses and cars.

(In short if the ferry service is removed \$835 million will have been spent improving the travel times getting off the peninsula once at Stanmore Bay but simultaneously increasing the travel time and congestion actually getting to that turn-off “ in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza).

As such this proposal shows inadequate awareness of the internal network dynamics of the 15 kilometre long Whangaparaoa Peninsula. It assumes Penlink improves travel times along all the peninsula. It doesn’t. Whangaparaoa will therefore always remain a delicate balancing act in terms of traffic flows given its inherent geographic constraints with the ferry service remaining the best travel option for travel to the city from the eastern half of the peninsula for this coastal community.

(e) The proposal runs contrary to repeated assurances given by Auckland Transport that the ferry service would be increased and improved in the future. It also runs contrary to the emerging integrated transport network on the HBC .

This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels “ assurances that have been backed up with considerable sunk investment in the GH ferry service “ through implementation of additional sailings, the multi-million dollar purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional investment in ferry infrastructure at both Gulf Harbour and in the city.

As such this proposal represents a breach of faith with this community who were not consulted in any shape of form as with their elected representatives (and it would seem the operator as well its CEO publicly stating “œWe regard the Gulf Harbour ferry service as a valuable and important part of Auckland’s wider ferry network.â€

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network as a whole. The significant investment of Penlink will be compromised on the eastern half of the peninsula as a result.

(f) Auckland Transport’s™ assertion, as part of their rationale for eliminating the service, that ferry unreliability is mainly attributable to unfavourable weather conditions is incorrect.

Ferry cancellations were simply not a significant issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations in the period referred to in this proposal (41.3% figure quoted) were largely the result of the well-publicised region wide crew shortages, vessel breakdowns and other operator-related issues. To suggest otherwise, as this proposal does, is misleading. Auckland Transport's own travel data below, shows average annual cancellation rates averaged only 6.8% in the four years 2018-2021 yet a phenomenal 43.13% in the last 18 months. Average cancellation rates 2018 - 5.25%, 2019 " 5.79%, 2020 " 7.42%, 2021 " 8.91%, 2022 " 38.35%, 2023 " 47.91%

As far as cancellations go, the main issue lies with the operator's performance not the weather (and indeed AT's ongoing failure to ensure that a satisfactory standard of service is consistently being provided as was the case pre-2021). This has led to the view in the community that AT is allowing the service to be run down through chronic unreliability and a high cancellation rate rather than adequately addressing the operator's shortcomings on this particular run and indeed across the ferry network as a whole.

(g) Overall carbon emissions will increase with the proposed termination of the ferry service

The Gulf Harbour ferry service makes a significant contribution to the reduction of carbon emissions from the eastern half of the Whangaparaoa Peninsula. When the Gulf Harbour ferry was not beset with the chronic unreliability of the last 18 months it could average 16,000 to 18,000 boardings a month pre-covid with the previous operator (and that's for just a 5 day a week timetable). Even with a 37.1% cancellation rate in March 2023 it still had over 10,000 boardings. Addressing operator reliability will see that number quickly climb back up again and increase even further with ongoing development in this area. The Gulf Harbour ferry can therefore make a significant contribution to an overall reduced carbon footprint for this part of the Whangaparaoa Peninsula especially if termination of the service results in the return of significant numbers of patrons to private vehicle use and increased congestion. Battery electric and hydrogen technology is progressing fast. In 5 years time there could well be improved options for longer runs such as the Gulf Harbour route in addition to the funded efficiency gains from the ongoing upgrades to existing vessels in the fleet that will result in better performance. The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RPTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and with what has previously been planned for the Gulf Harbour service. It would also be far more consistent with the vision and goals articulated in this draft Regional Public Transport Plan.

Stop playing games with us with loaded questions.

And then say you got public approval.

Auckland is suppose to be a super city, not just East Auckland and CBD.

Ferry service from the outer regions ie Gulf Harbour, No tolls for the regions.

Accept that you have you are playing games with the region.

If the rumoured closure of the Gulf Harbour ferry is correct, then I am convinced that Auckland Transport is run by a pack of teenage wombles with no world experience or common sense. Auckland Transport's role is not to make a profit, it is to provide a service to the citizens of Auckland and surrounds.



RPTP Vision

How can you say you are for enhancing and protecting the environment when you are planning on withdrawing a service from Gulf Harbour that currently takes over 300 (each way) cars off the road each day and it was 500 when it was run by 360 and we were requesting more boats and sailings for the growing population of Gulf harbour. My husband has been using the boats since we moved here from Melbourne ten years ago. It is a fantastic way to get to work and the buses and roads are too far and too unreliable as the ferry only takes 50 mins. If you upgrade like you mentioned in the news 3 months ago and the service has been so much better the last 3 months (up until last week and now you have announced it Fullers will cancel and send buses as they no longer think Gulf harbour is important. It caters to business people, University students and families and also tourists. We moved to Gulf Harbour because of the ferry and our daughter was planning to start taking it to the city next year for University. Granted the amount has dropped off because of the bad service due to the pandemic and the 40 percent cancellations last year but all that needs to happen is for do what they have been doing sit down in a room get back to the table and discuss the problems and think up logical solutions. Any improvement made by the one way Penlink will be taken away instantly by adding these cars. Penlink needs to be two lanes each way and then maybe a bus lane as well. We need to start thinking of the future when we build these products. You also haven't taken into account what it will do to the already damaged harbour bridge. The strain of a further 300 cars (possibly even more as some families will need to take two a day as they come back to get kids for school pick up. Please rethink this decision and do what you mentioned earlier this year. New ferries and if you want electric or low emissions that's fine but please don't take away our community and lifestyle. We are just as important as Waiheke and our community has continued to grow with my daughters school Wentworth College going from 250 five years ago to now over 450. Keeping cars off the road is still the best option.

Removing Gulf harbour ferry service is a retrograde step. Alternative means of transport to connect the northern part of the city to the rest is vital. The harbour should be better utilised from various. The excuse of weather dependency is weak, vessels worldwide handle conditions equal to or worse than those of the Gulf. For those wishing to cycle between terminals can be catered for on ferries unlike busses.

Again the North shore seems to be an afterthought.

Take a look at the public transport in every other developed country and you will soon see New Zealand is at least 30 years behind. Time for a real shake up and re think.

Ferry from gulf harbour to auckland need keep going, specially need open it on weekends aswell. I m object cancel this ferry in future

RPTP Goals

| | |
|--|--|
| Goal 1: <i>Services providing an excellent customer experience</i> | It's great in theory but reliability and service for everyone should include gulf harbour ferry and buses from here take too long when they are not provided by the ferry as replacements as they would have to stop too often and express buses no longer exist for here or never turn up. Also did anyone think about putting an extra lane for buses on Penlink. We realise public transport is bad everywhere but the eastern bus service had millions spent to upgrade and Silverdale park and ride is already full with no places to park so how would you provide parking for another potential 300 people. |
| | Gulf Harbour ferry needs to stay as it is the best way to get to the City from GH. Service needs more crossings so you can go to Auckland for the evening or over the weekend. There needs to be a full rail service from Silverdale to the City. |
| | I have been move to gulf harbour just because this ferry service is very helpful, I can go to work at Auckland without driving car |
| Goal 2: <i>Enhancing</i> | I like go to auckland by gulf harbour ferry, or my family like visiting me on weekends, but weekends don't have ferry! |

the environment and tackling the climate emergency

General comments on how to improve Auckland's public transport system

Use the Harbour and Gulf as other cities around the world have the vision to do so.

Do not remove the Gulf Harbour Whangaparāoa ferry, this is out peninsula's only mode of transport that is not subjected to major traffic and a much more shorter commute to the CBD.

Keep the Gulf Harbour ferry. Do not cancel this service when Penlink is completed in 2027.

Ferry commuters do not want to drive on the roads to work. Penlink will not fix congestion on the Northern Motorway but at least the ferry commuters won't add to it.

The proposed RPTP Policies

Again the policies put climate change over above fixing the immediate problems like driver shortages on both ferries and buses and all the money seems to be put aside for things like light rail to the airport when we have waited 50 years for Penlink and when it finally approved it's a toll road one lane each way. There is no actual forward planning for a replacement harbour bridge and the selected so called bus replacements for Gulf harbour are no going to be an express service meaning it would take up to 1.5 hours -2 in peak hour traffic requiring either park and ride from silverdale which is already full to capacity. The issue again becomes Whangaparaoa Road which both during and after Penlink is open will not recover when another 300 cars each way (this does not include the new people moving into what is currently a very affordable suburb). You will be cutting off almost completely public transport which you say you want all people to take. Please reconsider this ridiculous idea and be fair to the residents of the Hibiscus Coast who pay their rates and deserve to be able to take the fastest and safest route to Auckland City

I strongly disagree with the council proposal to remove the Gulf Harbour Ferry service and replace this with a bus service. This is a popular service when it is being operated correctly (it has been unreliable since covid and as a result the popularity may have diminished). We need alternatives to road transport from the peninsula.

Proposing to close Gulf Harbour ferry is economic and social madness, how does running empty busses every 15 minutes represent value for money to the Auckland ratepayers? The economic and social cost to the residents of Gulf Harbour and surrounding areas appears to have been completely discarded in this misguided and poorly thought out proposal

Please don't cancel the gulf harbour ferry service in 2028. We desperately need easy travel to and from the CBD.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport regional Public Transport Plan 2023-2031.

I support improved existing Gulf Harbour Ferry service reliability, increased frequency and addition of weekend services (as proposed for other Ferry routes; excluding Onewa/Northcote).

Fixing the current problems with public transport

Driver shortages are being used to cancel service in Gulf Harbour now as Fullers have basically now decided because of your announcement to kill the service that they will cancel any given service and replace with buses with no notice and redirect our ferry to Waiheke and Hobsonville which is a new service only started two years ago. Why should we have to be less important when we pay the most money for a monthly pass and use the ferry the most often and have the largest amount of people living locally. Under 360 we were asking for bigger safer boats and more frequent sailing. Please don't take away our service

Also ferry services from Gulf Harbour to the city need to be increased and improved upon, the service also needs to include weekends so that residents have a regular, reliable way of getting to the city both for work and play.

Gulf Harbour Ferry cancellation is a ridiculous idea.

The GH Ferry is the only direct link into the city - the service used to be very reliable (5% cancellations).

Proposing a bus replacement is not an option for the following reasons:

- If bus 983/982 are replaced by one bus, that bus will need to service all current stations, meaning it will need to loop around GH, Manly, Army Bay and Stanmore Bay before getting to the new Penlink station, so it will take at least 20min to even get there.
- Penlink Station won't have Park and Ride spaces, where are commuters supposed to park? GH Ferry has Park and Ride.
- GH Bus stops are far and few, people have to walk 15-20 to even get to one.
- A bus will always be relying on traffic.
- Current commute (with ferry) is 5 min to ferry terminal (then 50 min ferry) - with the proposed changes this will increase by at least 30 min as I need to walk to a bus stop (10 min), then take a tikki tour around the peninsula to get to the new Penlink Station, bus from there to the city will be at least 45min (rush hour back at least 1h).

Replacing direct bus (982) from GH to Silverdale is just as bad an idea, how can you justify the idea as more convenient or quicker?

There are several developments planned for GH, who actually advertise as having a direct ferry link to the city?

Cancelling the ferry will increase the amount of cars on the road, which is already stretched to the limit.

I oppose the proposal to terminate the Gulf Harbour ferry service in 2028.

It reduces public transport options in this network, increases congestion on the eastern half of the peninsula and will result in greater private vehicle use and carbon emissions. This proposal therefore runs contrary to AT's statement to "Massively increase public transport use, to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment".

You must keep the Gulf Harbour ferry going efficiently!

There is already horrendous congestion on the roads up there and increasing residential development

Cancelling the gulf harbour ferry adds so much more congestion to an extremely overpopulated and unresourced peninsula. Those living on the coast have no alternative other than driving and adding a significant (30 mins +) to their journey with parking fees or lack of parking with buses. We aren't a little suburb .we have 40,000 people and growing yet totally under resourced. Absolutely disgusting

The gulf harbour ferry should be improved not removed. The hibiscus coast residents would happily take the ferry if it had a reliable schedule. It is cancelled so frequently that the current passengers is not a true reflection of its popularity. I would happily use it into the city at the weekend too, rather than driving or getting the bus.

Please seek further feedback on how desirable the ferry service is, before cancelling a very broken service, forcing more people onto the already congested roads. Let's consider climate change and find better mass transit options.

We need our Gulf Harbour Whangaparaoa ferries to be fit for purpose(open water boats) with regular sailings. Penlink over 30 years in the making and still counting will not ease congestion for the bulk of people who live past New World on ramp to Penlink, which will be tolled and built in obsolete because of short sighted lane reduction. We do NOT want to lose our service to town

Current frequency of Gulf Harbour Ferry cancellations & proposal to cancel completely is currently & in the future will significantly impact peoples lives.

My immediate concern is about your intention to cease the Gulf Harbour ferry service once Penlink has been opened. Why has this decision been made without any prior consultation with your customer base? It appears you have assumed all ferry users can use Penlink and that there will be plenty of room for more traffic and increased road usage with the addition of commuters displaced by the closing of the ferry service. Penlink is a very small 7km piece of road that is only two way and tolled. It still has to merge with the peak hour traffic on SH1 before even reaching Albany where commuters have to then catch another bus to the city. For Gulf Harbour/Army Bay residents this seems to leave commuters with a much longer travel time to get to the city. Your plan states various proposals to improve connectivity, ease of transport, safety and other general statements about customer enjoyment of using your service. I don't know how removing the ferry service is providing a better service and definitely won't be a more easy or enjoyable experience for commuters. What due diligence was undertaken to ensure this was a good long term plan? Also how is this a sustainable option? Given issues of road congestion, terrible road conditions with so many maintenance issues that are likely to be ongoing with the increasing climate change events, why is an alternative, congestion free route to the city for Whangaparaoa residents being removed? We bought in Gulf Harbour because of the ferry service and at the time the messaging was that a weekend service was imminent. Many others moved here for the same reasons. A weekend service would have been fantastic for an easy weekend shopping trip into the city - which is now desperate for more foot traffic. It would also be good for tourism to Whangaparaoa too and make a nice way for people to come to visit Shakespear Regional park and the local beaches. Currently traffic at weekends is very heavy and on good weather weekends, especially in summer the traffic queues too and from the beaches here is becoming a problem. A ferry option at weekends could alleviate this congestion and also provide an option for local residents to get to the city without having to sit in heavy traffic on the roads (either on a bus or by car- bus users from out here still have to use the same roads as cars as there's no dedicated bus lane until Albany).

It is a terrible and very short sighted plan. In fact it appears no forward planning has been seriously thought through and it's such a bad plan that it must have been made by an inexperienced clerk. It will only add to the growing number of woes that everyday Aucklanders already experience.

Providing more frequent better-connected bus, train, and ferry services

Removing Gulf Harbour Ferries will double travel times and cause significant congestion on the already fragile Whangaparaoa Road. Penlink does not solve any problems for the Gulf Harbour/Army Bay area as the proposed peninsula end starts more than halfway down the peninsula leaving the Gulf Harbour/Army Bay residents dependant on a single road to Penlink with no alternate route available.

We live in Gulf Harbour and have seen our express Service taken away. Now it is 42 stops just to Silverdale. And I have heard they want to take away the ferry too. Gulf Harbour will be isolated.

I was confused why the ferry to Gulf Harbor will be canceled but once reading the proposal it makes sense.

Could you not put on special ferry's from Gulf Harbor a few times a month as i entertainment trip to and from the city?

Keep the ferry service from gulf harbour

The proposed cancellation of the Gulf Harbour ferry is ludicrous

Re the proposal to stop Gulf Harbour ferries and to use more buses to compensate, Penlink was designed as a 4 lane road (no bus lane) joining the 2 lane motorway to Auckland (no bus lane) average time to the City at peak commute as of 2023 can be 1 to 2 hours weather dependent.

Gulf Harbour ferry 52 minutes when running.

Why not build bigger ferries and call at say Long Bay and Milford, would take a bit longer to get to Auckland but more people off the road.

The motorway from Silverdale to Auckland (no bus lane) can't cope at the moment with Millwater, Milldale, and thousands of yet to be built homes inland from Milldale will add a large volume of vehicles to the not fit for purpose roading network.

One way on and off the coast.

Your proposal for the Gulf Harbour ferry service is absolutely ridiculous. The bust takes twice as long as the ferry and will make my daily commute untenable meaning I will likely need to change jobs.

The current slow death of the Gulf Harbour Ferry service is due solely to its unreliability, which is largely caused not by weather events, but by significant staffing issues within AT/Fullers. A more reliable and dependable ferry service would by its very nature attract more users who would then rightly see it as a viable commuting option to downtown. Additionally, a reliable transport option at either end of the Whangaparaoa peninsula would moderate the traffic flow which would otherwise only flow in one direction. The current traffic management plan and the dynamic lane change, coupled with the influx of traffic from the new suburban housing boom in Silverdale and Milldale are barely able to cope now. An alternative to roading transport provided by a ferry remains vital. In order to accurately determine the viability of a ferry service, the service should be run reliably for a period of at least 12 months before any decision is made. Current data provides an unclear picture, and should not be relied upon as the basis of any decision.

Changes to Gulf Harbour Ferry: government need to invest more in ferry service than cut it. the unreliability and week management by fuller is main reason for reducing number of people using ferry and all of them including me came back and used car which produce more CO2. replace fuller with other party that actually can manage and think and run business and problem will be solved

Need to continue to offer ferry service to Gulf Harbour beyond 2028

We need keep ferry from gulf harbour to auckland

Support all actions to increase coverage and frequency. Unless there is sufficient coverage and frequency people are still dependent on other forms of transport.

Also, while the target and uptake is commuters, the elderly and young are dependent on public transport and prefer coverage. So it's understanding what these different needs are when routes are rationalised. Parents and the elderly will put up with longer journeys provided they have less distance to walk.

I oppose the proposal to withdraw the Gulf Harbour ferry service (p104). I support an improved Gulf Harbour service with larger ferries and increased services

Road congestion is a major issue.

I travel regularly to Gulf Harbour.

The road travel time currently may vary from 50 minutes (best) to 120 minutes (worst).

Given the extraordinary growth of residential building on the peninsula the proposed two lane Penlink will be woefully inadequate. It should already be

planned as 4 lanes just to keep pace with growth. Similarly the Gulf Harbour Ferry service should be sustained as a viable alternative route from the peninsula.

Whoever believes that additional busses and the Penlink will help with the difficulties Gulf Harbour residents are dealing with for transport and access roads, they are delusional. I live in Gulf Harbour, on a normal day it takes me 50 minutes on a ferry, but by car currently it takes over an hour and by bus an hour and a half with two buses. The Penlink might alleviate the traffic from NewWorld Whangaparaoa but the travel up to there is the problem, with the number of new houses built (and more proposed to be built) but no new infrastructure added (i.e. only one road in and out of Gulf Harbour and one main road through Whangaparaoa) traffic backs up from Army Bay. One time I was stuck in a non-moving traffic line for 3 hours as a power line closed the access road to Gulf Harbour. On top of that GH doesn't have a reliable amount of buses and the ones that we do have stop in so many places that the journey is way longer, even before we get to the motorway. Even with the new single-lane penlink, you are underestimating the number of people that will travel by car if this proposal will go through as the bus is just too unreliable and inconvenient. Travelling by car is another issue, as there are not enough parking spots at the bus terminal in Silverdale. And lastly, the little conveniences that come from the ferry, from the reliability that I won't be stuck in traffic and will be on time to pick up my daughter from daycare and make dinner, the ability to work or study on the ferry, the knowledge that I don't need to worry about parking and the fact that I am doing better by commuting by a better transport solution for the environment reduces stress and improves our lifestyle. At the end of the day time spent on traffic is time taken away from us being with our children. Overall, the cancellation of the ferry in GH will increase traffic and make the existing issue in the northern motorway even worse.

I oppose the proposal to withdraw and terminate the Gulf Harbour Ferry service (p104)

My feedback is about the Gulf Harbour Ferry service being marked as to be removed entirely when Penlink opens. What is the logic behind this? Penlink is only a two lane, tolled road and only stretches 7km with on-ramps. Then everyone has to merge into SH1 before even reaching Albany so the bottleneck is only being shifted, not removed.

Was there a consultation process/survey done to justify this decision? None of the ferry users I know were aware of this decision until it appeared in your plans so it appears you haven't consulted ferry users or Whangaparaoa residents generally many of whom, including us, moved here because of the ferry option and not so long ago even a promise of a weekend service. Now that is all being taken away and we are left with a slow, congested Whangaparaoa Road. Have you tried commuting in peak traffic from Army Bay to test out what is like in reality?

If you brought back the NX peak service that used to go from Army Bay through to Auckland city then it would provide a reasonable alternative to the ferry. But no, you are forcing commuters to get in and off several busses each day with added waiting time at bus stops/interchanges in between. Most bus stops in Whangaparaoa aren't even sheltered so in the regular bad weather we're getting you're only adding to the misery of your customers. Usually that term indicates we have an alternative but there is only one public bus service, so we aren't your customers and you are a monopoly service. And grossly inadequate and inefficient at that. Effective businesses with customers normally consult with their customer base first before making dramatic changes.

Your plan plainly stated providing your customers with a pleasant, easy, safe etc experience but removing the ferry service will potentially remove all three at least, including the safety aspect especially for young women and girls wanting to commute into the city. We will need to change the bus several times at unmanned, isolated bus interchanges that have already been places of assault (the girl attacked at Albany bus station) and mugging (the adult men mugged by thieves at the Hibiscus Coast interchange). So you are forcing commuters/your customers to having the choice of either risking this or driving their cars. As well as the safety risk, the travel time will be extended from an uninterrupted 45 minute ferry ride to a much longer bus journey on roads prone to traffic accidents and having to take at least 3 busses with waits in between. Unless they drive to one of the undersupplied park and rides. Have you determined the best/worst case timings of traveling to the city from Gulf Harbour/Army Bay through to Queen Street? There is no

mention of the inconvenience to your customers of this change.

If the ferry service was a bit cheaper, especially for regular users, and if even at least a minimal weekend service was added it would provide an alternative to using the roads for getting into the city and also weekenders wanting to visit the beaches here. Whangaparaoa Road is very busy at weekends and very congested during holidays throughout summer. Parking is impossible at Army Bay and Shakespear Park. Providing a weekend ferry for residents wanting to get to the city would help reduce that congestion and also would be good for city businesses who are crying out for more customers. Your intention to make public transport less desirable goes against all the messaging from the Auckland businesses, to commuter wishes, to climate change targets. Residents here will resort more to their cars and your busses will be as empty and unprofitable as ever.

Park and ride facilities are also woefully inadequate. Traffic here starts at 5am just so people can get a parking spot and avoid road congestion. With no ferry option you are pushing even more cars onto the roads. This adds to the grossly inadequate state of the roads with already a backlog of road maintenance problems as well as adding to emissions not just by fuel usage but wear and tear of the roads and vehicles.

Also on park and rides- are non bus users able to park there? Is that another reason why they are always full? Parking there should be tied in with using the bus, at least during the regular work day when they are in high demand. Other countries have a system of park and ride users having their cars registered and only the registered vehicle can park there. You could tie it in with the hop card being linked to the car rego. I know you are doing away with hop cards but you could retain a pass for park and ride users - the convenience of using the parking should override the minor inconvenience of having to use a vehicle registered and linked with the actual bus use on that day. There should also be clear and easy drop off/pick up zones at these carparks but I haven't seen any clear area for this at either the Albany or Silverdale bus interchanges. I regularly pick up my daughter at Silverdale because of the poor busses out here that either don't always go through to Army Bay - the 982 bus ends at Manly every other time so it's either a long walk to Army Bay or a long wait at the (risky) bus interchange for the next bus the does go to Army Bay. Or my daughter can take the ferry for now which is the much preferred option.

So please keep the ferry going.

Other comments on the RPTP actions

Save the Gulf Harbour Ferry

The proposal to end the Gulf Harbour Ferry Service in 2028, does not make for a Better Auckland. We need to use the harbour more for our transport needs. Not less! People in Whangaparaoa need this service now and in the future.

The Ferry Service must remain.

I object to the cancellation of Gulf Harbour ferry. I feel it is a step backwards in getting people out of cars. I regularly use the ferry which is a lot more preferable than sitting in traffic on a bus and the ferry means more people off the road.

PLEASE DO NOT TAKE AWAY GULF HARBOUR FERRY

Whangaparāoa Peninsula future public transport options study

Version 1.0, September 2023

1. Project

Auckland Transport (AT) would like to commission a study to identify and assess future public transport options for the Whangaparāoa Peninsula.

The objective of the study is to:

- determine the optimal way to serve the peninsula with public transport
- provide a report by end of March 2024 with findings

AT requires a consultant with skills in strategic thinking, transport assessments, public transport planning, infrastructure and ferry operations.

2. Background

A range of transport options currently exist for accessing Whangaparāoa peninsula and there are plans to change these upon opening of the O Mahurangi Penlink connection around 2027.

Current Bus network

The current bus network for the Hibiscus Coast, including the Whangaparāoa Peninsula was introduced in October 2015. This network was based largely on the principle of operating local routes on the Hibiscus Coast to Northern Express services at Hibiscus Coast Station¹. The exception was two peak-only express routes from Waiwera and Gulf Harbour, these were retained because at that stage there was no integrated zone-based fare system and passengers travelling from these areas beyond Hibiscus Coast Station would have been financially disadvantaged. These routes were removed in September 2018 with the introduction of the North New Network and new PTOM contracts. The 987 Arkles Bay service was discontinued in 2019 following a period of low usage.



Figure 1: Current Hibiscus Coast Bus Network

¹ At this stage the station was a continuous kerbside stop on Painton Road, the full station did not open until January 2021

Local bus services on the Hibiscus Coast are generally reliable, even during the recent bus driver shortage. For January to July 2023, reliability was at an average of 99.5% for routes 982, 983 and 988 serving the Whangaparāoa Peninsula.

Generally the most complained about issue with buses in this area is unreliable connections. The timetables for local buses at Hibiscus Coast Station are designed for connections between the local services and the Northern Express 1 (NX1). Connection times try and find a balance between allowing for a reliable transfer but without having to wait too long between services. This causes an issue when buses run behind schedule, for both local and NX1 services.

To try and improve reliability AT is investigating special vehicle lanes on the Hibiscus Coast Highway for local services and working with Waka Kotahi with a view to installing bus shoulder lanes on State Highway 1.

Table 1: Bus patronage on Whangaparāoa routes throughout 2023

| | 982 | 983 | 988 | Grand Total |
|-------------|---------|--------|-------|-------------|
| Jan | 19,793 | 8,979 | 635 | 29,407 |
| Feb | 23,372 | 9,867 | 740 | 33,979 |
| Mar | 32,908 | 13,905 | 1,389 | 48,202 |
| Apr | 25,380 | 10,986 | 832 | 37,198 |
| May | 29,583 | 12,133 | 921 | 42,637 |
| Jun | 27,449 | 11,804 | 1,128 | 40,381 |
| Jul | 25,527 | 11,409 | 1,090 | 38,026 |
| Aug | 29,937 | 13,080 | 1,264 | 44,281 |
| Grand Total | 213,949 | 92,163 | 7,999 | 314,111 |

Together, the bus routes on Whangaparāoa cost AT around \$4.8m per annum and generate around 365,000 passenger boardings per year. These services all run 7 days a week.

Current Ferry service

There is currently a ferry operating between the Gulf Harbour Marina and the Downtown Ferry Terminal. This runs every 30-60 minutes at peak, approximately every 120 minutes interpeak, Monday to Friday only with a journey time of 50 minutes. There is no weekend service.

Due to various reasons, including ongoing crew shortage and poor weather, some trips have been covered by bus replacements since the beginning of 2022.

From 1 October 2023 ferry services will be reduced further to two round trips each in the morning and afternoon peak. The reduced timetable will be in place for approximately 14-18 months due to the operator, Fullers, undertaking an Accelerated Ferry Training Programme². AT will be reducing the timetable for the Gulf Harbour ferry until more crew are trained. Once

² Auckland Transport, Fullers360 and the New Zealand Government are working together to rectify a shortage of qualified maritime crew and improve the reliability issues experienced by people using Auckland's ferry network. Fullers360 are currently designing a ferry accelerated training programme to upskill their existing staff and train new local and international crew for our ferries and to get them out on the water as soon as possible.

this programme is complete it should remove the need for bus replacements and improve reliability across the ferry network.

Boardings on the Gulf Harbour ferry have fallen substantially since 2019; around 180,000 boardings per year were observed in 18/19, falling to around 60,000 trips in 22/23.

The ferry service costs AT around \$6.5m per annum to operate, as depicted below.

Table 2: Current operating costs and patronage

| Route | Current cost to operate | Current patronage (2022) | Cost per passenger (2022) |
|------------------------|-------------------------|--------------------------|---------------------------|
| 982 | \$2.8M | 252,000 | \$11.11 |
| 983 | \$1.7M | 104,000 | \$16.34 |
| 988 | \$0.3M | 8,000 | \$37.50 |
| 99 | n/a | n/a | n/a |
| Local bus total | \$4.8M | 364,000 | n/a |
| NX2 extension | n/a | n/a | n/a |
| Ferry (2019) | \$6.5M | 182,000 | \$36.00 |
| Ferry (2022) | \$6.5M | 56,000 | \$116.00 |
| Grand total | \$11.3M | | |

AT has undertaken an assessment of where registered HOP card users currently come from to access the ferry (for the month of May 2021). This is shown below; the bigger the circle the more registered HOP cards.

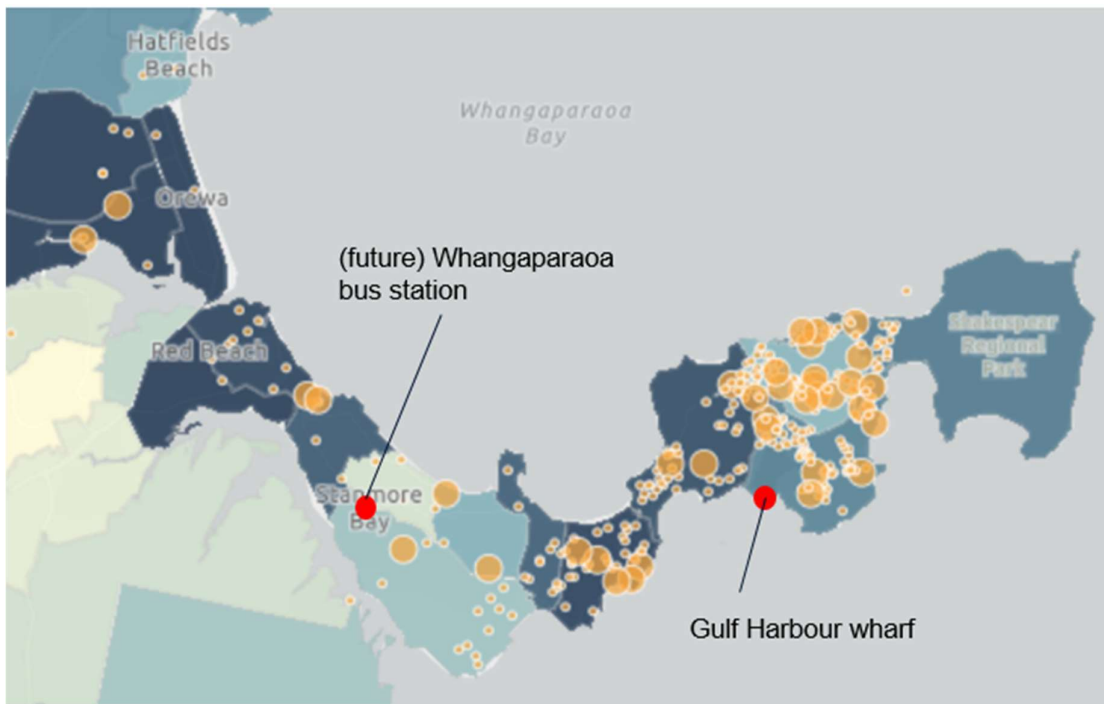


Figure 2: Registered addresses of Gulf Harbour ferry passengers (total = 476 HOP cards)

The current diesel fleet of three vessels are all due to be life expired by early 2030s. If AT were to retain the ferry service, we would need to replace the fleet with zero emission vessels. This has an associated CAPEX implication - we would need to invest approximately \$60m, broken down as follows:

- 3x new e-ferries at \$15m each = \$45m
- Landside charging infrastructure at GH marina = \$15m

In addition to this, there are challenges associated with operating such long routes as the Gulf Harbour ferry with electric vessels.

This study should investigate whether a reliable solution with fully electric vessels can meet the current timetable and route frequency, performing back-to-back trips without significant time off the run to recharge after both one-way and return trips. The study should also investigate the number of vessels required.

O Mahurangi Penlink Proposal

O Mahurangi Penlink is currently under construction and is expected to be complete by 2026. This provides the opportunity for high frequency bus connections to Whangaparāoa, bypassing Hibiscus Coast. A bus station is proposed (subject to funding availability), to sit at the eastern extent of the O Mahurangi Penlink project.

Regional Public Transport Plan

The draft Regional Public Transport Plan (RPTP), released for consultation in July 2023, proposed a revision to the public transport system for the area by 2031. It proposed:

- NX2 routed to a (proposed) Whangaparāoa bus station - every 7.5 mins peak, every 15 mins to 11pm,
- New frequent route 99 (Gulf Harbour to Whangaparāoa station) – every 15 mins 7am-10pm, 7 days a week. Every 7.5 mins at peak
- Potential increased frequency on other local services (982, 983),
- Removal of the Gulf Harbour ferry (subject to all of the above being in place)
- Removal of current local route 988 (ferry feeder service)

The indicative proposed network is shown in the figure below.



Figure 3: Indicative future bus network (bus station location is indicative)

O Mahurangi AT have assessed the journey time impacts of this proposal at a high level. Further work is needed as part of this work to validate and expand on this table.

Table 3: Journey time impacts of RPTP proposal

| Location example | Current network travel times (all via ferry) | Proposed network travel times (via NX2) |
|--|--|--|
| Cnr Glenelg Rd and Whangaparaoa Rd to City Centre | <ul style="list-style-type: none"> • To ferry: • by car: 1h36m • by bicycle: 1h57m • by bus: 2h10 to 2h27m | <ul style="list-style-type: none"> • To NX2: • by car: 1h02m • by bicycle: 1h07m • by bus: 1h09m |
| Cnr Stanmore Bay Rd and Whangaparaoa Rd to City Centre | <ul style="list-style-type: none"> • To ferry: • by car: 1h28m • by bicycle: 1h36m • by bus: 1h57m | <ul style="list-style-type: none"> • To NX2: • by car: 1h • by bicycle: 59m • by bus: 1h07m |
| Cnr Gulf Harbour Dr and Whangaparaoa Rd to City Centre | <ul style="list-style-type: none"> • To ferry: • by car: 1h20m • by bicycle: 1h21m • by bus: 1h42m | <ul style="list-style-type: none"> • To NX2: • by car: 1h19m • by bicycle: 1h21m • by bus: 1h26m |

Around 3,200 responses were received on the RPTP proposals, of which 1,200 related to the Gulf Harbour ferry. The overwhelming majority were opposed to the removal of the ferry.

3. Scope

AT needs the consultant to explore the public transport options for serving the peninsula, identifying and assessing options across modes and identifying all outcomes, including: access, journey time, service level, costs (opex and capex) – including subsidy and value for money and longevity. The study also needs to investigate ferry vessel and landside infrastructure requirements associated with a zero emission fleet.

The work needs to incorporate voices of the customer / customer experience and include input from engagement with key stakeholders. It needs to consider current and future land use and look ahead to 2031. It also needs to look at the broader transport system – such as improvements needed to local roads (including bus priority) to enable better and more reliable outcomes for customers.

AT requires four scenarios to be assessed for 2030:

1. The baseline service – no changes to current operation, extrapolated to 2031
2. The RPTP proposed services (Figure 3)
3. A modified RPTP service proposal without the NX2 and with the ferry retained
4. Other options including:
 - retaining ferries at peak time only
 - introducing ferries at weekends
 - changes to the proposed bus network

AT requires a recommended option to be identified, including phasing (with triggers) over time to 2031, and proposed next steps.

Exclusions

- This is NOT a business case
- No additional transport modelling will be undertaken
- Study is desktop based, no site visits needed
- No surveys are needed

Tools available

- Whangaparāoa bus station DBC & modelling,
- All AT data relating to patronage, HOP card data, cancellations, CX, Remix,
- Existing survey data,
- Feedback provided as part of the draft RPTP consultation,
- Presentations and material given to Elected Members.
- Earlier studies on zero emission ferries

Assumptions

- Current ferry fleet become life expired in early 2030s,
- Any ferry service beyond 2030 must be operated by electric vessels,
- Current ferry contract expires in 2028,
- O Mahurangi Penlink is delivered by 26/27,
- Whangaparāoa bus station is in place by 2030,

- Cost assumptions for OPEX and CAPEX can be provided by AT.
- All engagement with stakeholders will be undertaken by AT. Consultant will need to liaise with AT's comms & engagement team to use this information.

Deliverables

AT requires the following deliverables, assuming a start date in mid-October 2023

- A draft report by end of November 2023,
- Final report by end of March 2024,
- Presentation to client team that can be used to brief elected members.



Summarised RPTP feedback on proposal to discontinue Gulf Harbour Ferry



RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

All feedback has been read and assigned to appropriate categories

| 10 most common responses | # of respondents |
|---|------------------|
| Retain the ferry service | 1,111 |
| Improve reliability of the service | 636 |
| Will increase congestion/emissions | 447 |
| Expand/trial weekend service | 341 |
| Bus is not a good or equal replacement | 330 |
| Community relies on the ferry | 304 |
| Would reduce public transport options; Not aligned with RPTP vision | 298 |
| Penlink would not reduce congestion/ Penlink has too few lanes | 275 |
| Operator has failed to provide service | 260 |
| Increase frequency | 213 |

35 respondents generally supported the proposal

Each response could be assigned to more than one category.

RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

Across the feedback categories there are some common themes.

| The ferry service should be retained and improved | # of respondents |
|--|------------------|
| Retain the ferry service | 1,111 |
| Increase reliability of the service | 636 |
| Expand/trial weekend service | 341 |
| Operator has failed to provide service | 260 |
| Increase frequency | 213 |
| Electric ferry | 81 |
| [Short term] Reduce frequency of off-peak to serviceable level | 4 |
| Extend the ferry services to evening and late night | 3 |
| Total | 2,649 |

Each response could be assigned to more than one category.

RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

Across the feedback categories there are some common themes.

| The bus isn't a good substitute for the ferry | # of respondents |
|---|------------------|
| Bus is not a good or equal replacement | 330 |
| Concern about access to proposed bus station (congestion, no parking, additional buses) | 44 |
| Cannot work on bus | 34 |
| Cannot bring bikes/scooters on buses | 32 |
| Bus not accessible option | 24 |
| Not enough bus shelters along Whangaparaoa Rd | 22 |
| Buses already full | 6 |
| Buses are not as safe as the ferry | 3 |
| Total | 495 |

Each response could be assigned to more than one category.

RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

Across the feedback categories there are some common themes.

| Concern for the future, resilience and safety | # of respondents |
|--|------------------|
| Would reduce public transport options; not aligned with RPTP vision | 298 |
| Contrary to supporting housing intensification | 94 |
| Not resilient (emergencies, accidents), overdependence on one route | 87 |
| Negative economic impacts (house prices / tourism / business) | 71 |
| Concerned about safety on Whangaparaoa Rd due to increased traffic / buses | 46 |
| Fails to account for peninsula constraints: one road in, one road out | 24 |
| Total | 620 |

Each response could be assigned to more than one category.



RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

Across the feedback categories there are some common themes.

| Penlink will not have a significant impact on bus journey times | # of respondents |
|---|------------------|
| Penlink will not reduce congestion / too few lanes | 275 |
| No bus lanes proposed on Penlink, not possible on Whangaparaoa | 10 |
| No change until 12 months after Penlink is completed to check viability | 2 |
| Total | 287 |

Each response could be assigned to more than one category.



RPTP consultation feedback

1,269 responses to proposal to discontinue Gulf Harbour ferry service from 2028

Key qualitative information

More would drive

“People are not going to use buses they will get in their cars and add to emissions.”

Removal of the ferry service would lead to a changes in the community

“This is what the community has been built on.”

“I will need to sell my house and leave Gulf Harbour if this happens.”

“Make the area less attractive for young professionals and families with commuters: these people stimulate the local economy and provide value to the local community”

Respondents do not feel consulted

“Nobody has spoken to the resident of HBC. None of us want buses and they will not get used.”

“I estimate more than 98% of the residents of Whangaparaoa had never even heard about the draft RPTP nor its proposal...”

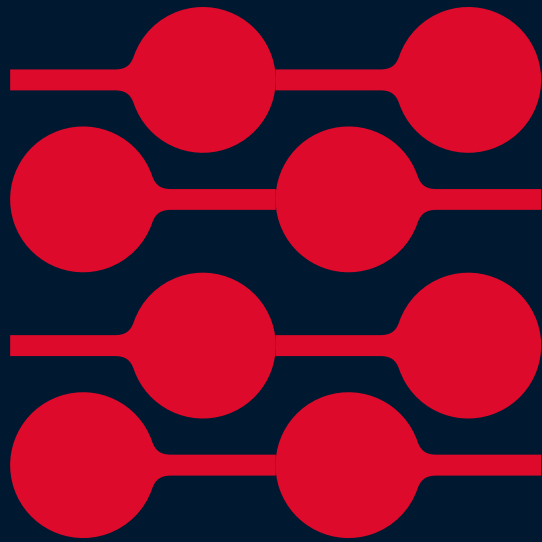
“This proposal runs entirely contrary to the repeated assurances given by AT over the last 6 years that the GH ferry service will be incrementally improved with additional sailings and improved vessels and assurances that have actually been backed up with considerable sunk investment...”

Appendix Summarised RPTP feedback on proposal to discontinue Gulf Harbour ferry from 2028

| Top comments | | |
|--------------|---|----------|
| Type | Comment | Mentions |
| Suggestion | Retain the ferry service | 1111 |
| Suggestion | Increase reliability of the service | 636 |
| Concern | Will increase congestion/emissions | 447 |
| Suggestion | Expand/trial weekend service | 341 |
| Concern | Bus is not a good or equal replacement | 330 |
| Concern | Community relies on the ferry | 304 |
| Concern | Would reduce public transport options ; Not aligned with RPTP Vision | 298 |
| Concern | Penlink will not reduce congestion / too few lanes | 275 |
| Concern | Operator has failed to provide service | 260 |
| Suggestion | Increase frequency | 213 |
| Concern | Increased travel times | 178 |
| Concern | Poorly communicated / low engagement | 174 |
| Concern | People will use PV instead | 172 |
| Concern | Rationale does not make sense | 170 |
| Concern | Insufficient service to eastern peninsula | 142 |
| Concern | Contrary to supporting housing intensification | 94 |
| Concern | Not resilient (emergencies, accidents), overdependence on 1 route | 87 |
| Suggestion | Electric ferry | 81 |
| Concern | Negative economic impacts (house prices/tourism/business) | 71 |
| Concern | Concern about safety on Whangaparaoa Rd due to increased traffic/buses | 46 |
| Concern | General concern/disagreement | 45 |
| Concern | Concern about access to proposed bus station (congestion, no parking, additional buses) | 44 |
| Concern | Cannot work on bus | 37 |
| Support | General support | 35 |
| Concern | Cannot bring bikes/scooters on buses | 32 |
| Concern | Bus not accessible option | 24 |
| Concern | Fails to account for peninsula constraints: one road in, one road out | 24 |
| Concern | Not enough bus shelters along Whangaparaoa Rd | 22 |
| Concern | No bus lanes proposed on Penlink, not possible on Whangaparaoa | 10 |
| Concern | Buses already full | 6 |
| Suggestion | [Short term] Reduce frequency of off-peak to serviceable level | 4 |
| Concern | Buses are not as safe as the ferry | 3 |
| Suggestion | Invest in rail out to Whangaparaoa | 3 |
| Suggestion | Extend the ferry services to evening and late night | 3 |
| Suggestion | Extend NX2 | 2 |
| Suggestion | No change until 12 mos after penlink is completed to check viability | 2 |

| One-off concerns | |
|--|----------|
| Comment | Mentions |
| Concern that because Penlink is tolled it'll be less accessible to everyone | 1 |
| Concern that the [Hibiscus Coast?] park and ride is being targeted by thieves, ferry terminal is safer | 1 |

| One-off suggestions | |
|--|----------|
| Comment | Mentions |
| Fullers should be penalised for their poor service | 1 |
| Service should be cancelled if it is not self-funding | 1 |
| If the bus is a better service, it can replace the ferry | 1 |
| Retain the commuter services only | 1 |
| Higher fares on weekend services would be fine | 1 |
| Invest in a better ferry boat if the weather is impacting its services | 1 |
| Use smaller boats at off-peak times to reduce greenhouse gases/costs | 1 |
| Ensure there's no gap between bus services beginning and ferry services ending | 1 |
| Build a passenger terminal out of the weather at the ferry dock | 1 |
| Investigate a hydrogen ferry option | 1 |
| Improve cycle lanes | 1 |
| Create a small feeder bus service east of Manly to increase patronage | 1 |
| Create a direct bus service to replace the cancelled ferries | 1 |



Parks Accessibility and Inclusivity Checklist

July 2023, Version 1.0





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Introduction

Parks are fundamental spaces for every neighbourhood, providing a focus for social, cultural and recreational activities, and improving the mental and physical health and resilience of communities. Auckland Council has a responsibility to provide facilities and public open spaces which are inclusive and welcoming to all visitors, regardless of age or ability.

Context

Checklist development

Auckland Council Parks & Places Specialists and the Universal Design Team collaborated to create the comprehensive Parks Accessibility and Inclusivity Checklist for parks and open spaces. The objective was to evaluate all aspects of a park visit, encompassing activities from online research to the actual on-site experience.

Initially designed to evaluate existing parks and open spaces, the checklist provided recommendations categorised as short term, medium term, and long-term improvements. However, it has become apparent that the checklist can also serve a valuable purpose during the initial design phase of open space development. By incorporating a universal design approach from the outset, it ensures inclusivity and accessibility for all users has been considered.



How to use the checklist

Site assessments

To utilise the Parks Accessibility and Inclusivity Checklist effectively, you will require a tape measure and level (inclinometer) to conduct your assessment. Consider the weather conditions at the time of your assessment. It may be beneficial to undertake the assessment in both winter and summer as different seasons present unique challenges, such as drainage issues, or leaf litter, which may impact accessibility and inclusivity of the park.

Recommendations

The Parks Accessibility and Inclusivity Checklist is a tool for assessing and recording your observations in the field. These observations will prompt you to identify recommendations for improvements. An example of how the onsite checklist can be modified to include recommendations is shown below in Table 1.

Recommendations can be categorised by short term, medium term and long term. Recommendation timeframes could be influenced by a range of factors, including by not limited to, the asset renewals programmes, local board priorities or funding availability.

| Item | Yes | No | N/A | Comment | Recommendations | | |
|---|-----|----|-----|---------|-----------------|-------------|-----------|
| | | | | | Short Term | Medium Term | Long Term |
| Online content | | | | | | | |
| Is there an Auckland Council webpage for this park? <i>Provide link in comments</i> | | | | | | | |
| Are there any photos of assets? <i>A range of photos provide users with valuable information about the park (Key photos include: car park, toilets and the accessible route) Remember photos for the AC website need to be landscape orientation</i> | | | | | | | |
| Do photos have captions and Alt text descriptions? <i>Alternative text must explain photos in more detail, it should not just replicate the photo caption</i> | | | | | | | |
| Is there any information on accessibility? <i>Does it list accessible park assets and how to access the park?</i> | | | | | | | |
| Are there any interactive maps with audio input for vision impaired ? | | | | | | | |
| Are there any downloadable maps or brochures? | | | | | | | |

Image 1 – An example of the Parks Accessibility and Inclusivity Checklist to include recommendation columns.

Reporting

The checklist serves as a comprehensive tool in the field, but it is equally crucial to create a complete yet simple report that effectively communicates the findings and recommendations of the site assessment. These reports should be easily understood by a diverse audience, including elected members and council contractors.

When preparing the report, make sure to celebrate the aspects of the park that are already catering well for user with access needs. Additionally, identify all improvement recommendations within the report. To support the text, consider providing an annotated map and an appendix of photos, which will be helpful to support the reader.

Below is a sample report structure for reference:

1. Introduction
 - Assessment information
 - Park context
2. What are we doing well?
3. Priority recommendations
4. All recommendations
 - Online content
 - Arriving at your destination
 - Within the park
 - Recommendation summary
5. Site assessment photos
 - Photo location map

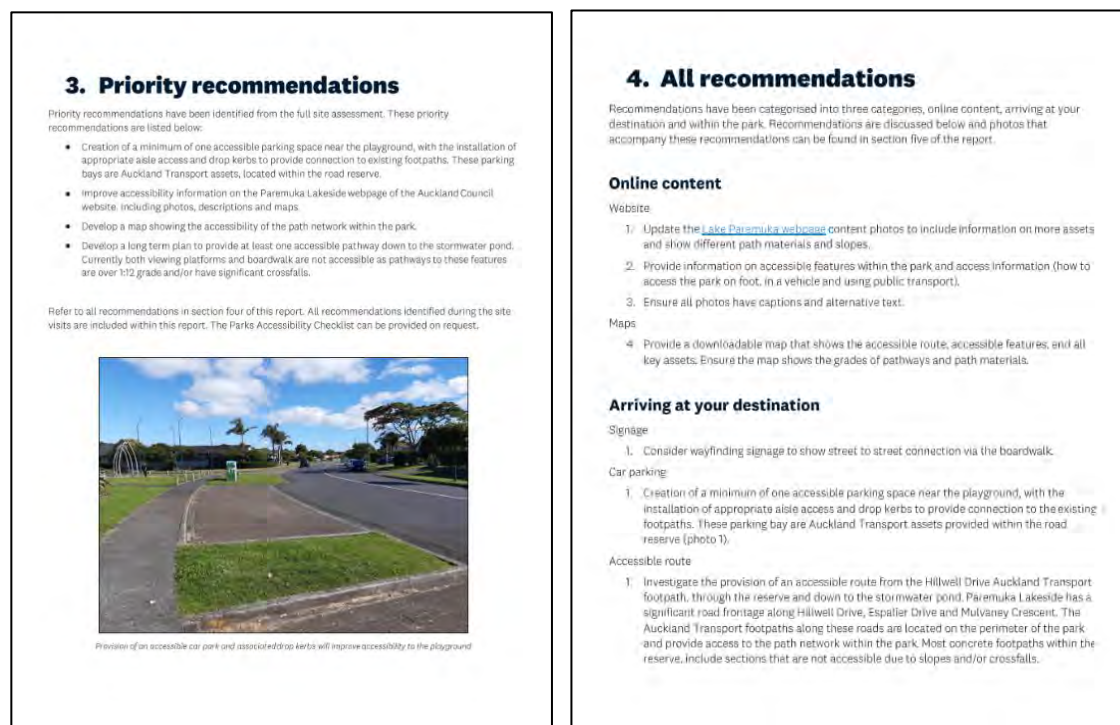


Image 2 - Example page excerpts from a report

Parks Accessibility and Inclusivity Checklist - Version 1.0

Park Name:

Date of assessment:

Assessment start time:

Assessment finish time:

Weather conditions:

Checklist undertaken by:

Peer reviewed (optional):

| Item | Yes | No | N/A | Comment |
|--|-----|----|-----|---------|
| Online content | | | | |
| Is there an Auckland Council webpage for this park? <i>Provide link in comments</i> | | | | |
| Are there any photos of assets? <i>A range of photos provide users with valuable information about the park (Key photos include car park, toilets and the accessible route) Remember photos for the AC website need to be landscape orientation</i> | | | | |
| Do photos have captions and Alt text descriptions? <i>Alternative text must explain photos in more detail, it should not just replicate the photo caption</i> | | | | |
| Is there any information on accessibility? <i>Does it list accessible park assets and how to access the park?</i> | | | | |
| Are there any interactive maps with audio input for vision impaired? | | | | |
| Are there any downloadable maps or brochures? | | | | |

| Arriving at the Park | | | | |
|--|--|--|--|--|
| <p>Is there public transport available within 200m of the park? <i>How far to the nearest bus or train stop (ideal max of 200m)? Is public transport on an accessible route (4121)?</i></p> | | | | |
| <p>Is the bus/train stop of a good accessible design? <i>Is there a shelter? Accessible seat? Signage? Is the footpath in good condition? If not, raise a request with Auckland Transport https://contact.at.govt.nz/?cid=8b0a75d0-19e4-eb11-bacb-00224814efd9</i></p> | | | | |
| <p>Is there a car park at this park? <i>If more than one car park, list them out with references to help with comments at each one. E.g. CP1 - by the club room, CP2 - near the toilet block</i></p> | | | | |
| <p>Are accessible car parks provided? <i>How many? Is it within the park or on street? Is the yellow accessible symbol on the ground legible? Accessible car parks should be provided at the rate of 1:20 car parks or less, 2:21-50 car parks, then one accessible park for every additional 50 car parks</i></p> | | | | |
| <p>Do perpendicular accessible spaces meet requirements? <i>Minimum size of 2400 x 4800mm with additional 1200mm wide access aisles on both sides and at the end</i></p> | | | | |
| <p>Do parallel parking spaces meet requirements? <i>Minimum size of 3600mm x 7000mm long. No obstructions on pavement side</i></p> | | | | |
| <p>Are the accessible car parks located near the main entry? <i>Are they located near main attractions or assets? Are they clearly visible?</i></p> | | | | |
| <p>Is there accessible car park signage? <i>Signage should be provided on poles to be easily seen. Pole signage should be positioned to ensure it does not block rear entry hoist vehicles.</i></p> | | | | |
| <p>Are there appropriate kerb cuts near the accessible car park?</p> | | | | |

| | | | | |
|---|--|--|--|--|
| <p>Are surfaces of the car park and surrounding transfer area level, firm and slip resistant? <i>Crossfalls of the car park and access aisle should not exceed 1:50 in any direction. If you notice a slope it will likely exceed 1:50</i></p> | | | | |
| <p>Are there kerb cuts provided within the car park for all users? <i>Maximum grade of kerb cuts is 1:8 but 1:12 preferred</i></p> | | | | |
| <p>Are wheels stops used correctly within the car park to prevent vehicle overhangs on pathways <i>(Note - wheel stops can also prevent rear loading hoists from reaching footpaths if used on accessible car parks)</i></p> | | | | |
| <p>Are larger parking bays provided? <i>E.g. for special needs or parents</i></p> | | | | |
| <p>Is the car park or accessible car park covered? <i>Or is there a public parking building within 200m of the park that has covered accessible car parking?</i></p> | | | | |
| <p>Are drop off bays provided? <i>Is it accessible and meets accessible car parking provisions above? The preferred length of 7m will generally accommodate vans with rear loading hoists</i></p> | | | | |
| <p>Are paths around the car park barrier free? <i>Free from hoops/pram stops, bins, bollards too close together, trees, tree pits, signposts, seats, items that are placed to prevent vehicle access to parks</i></p> | | | | |
| <p>Are there bicycle parking/bike racks? Is it accessible? <i>Are these located in areas with good passive surveillance and clear sightlines?</i></p> | | | | |
| <p>Is adequate lighting provided in the car park?</p> | | | | |
| <p>Has the design considered CPTED? Is there good passive surveillance from nearby homes or businesses?</p> | | | | |
| <p>Is there any active surveillance provided? <i>E.g. CCTV may be located on club buildings or other buildings in the vicinity</i></p> | | | | |

| | | | | |
|---|--|--|--|--|
| Are multiple entry and exit points provided? <i>To enhance accessibility and to provide opportunities for users to leave an area easily and quickly if they feel threatened or unsafe.</i> | | | | |
| Is there emergency service access to park? <i>How would they gain access? Are there gates or padlocks?</i> | | | | |
| Other comments | | | | |
| Toilets | | | | |
| Location | | | | |
| Are there public toilets at this park? <i>If not, how far to the nearest available accessible public toilets?</i> | | | | |
| Is the toilet located for CPTED? | | | | |
| Is there an accessible route to the toilet? <i>To be accessible it must be 1.2m wide, max 1:12, max 2 degrees crossfall, on a firm level surface with no steps.</i> | | | | |
| Is an accessible toilet provided? <i>Minimum internal dimensions of: Side door - 1800mm wide x 2500mm long Outward swing door - 1800mm wide x 2500mm long Must accommodate a 1500mm minimum wheelchair turning circle within the cubicle Access of 1.2m wide Doors must either slide or open outwards, no step entry</i> | | | | |
| Is there an unobstructed turning area at least 1.5m in front of the cubicle door? | | | | |
| Is there toilet signage? <i>Door signage, times, grab rail symbols, way finding, council contact details for complaints. Are there after-hours contact details provided within the toilet?</i> | | | | |
| Are toilets gender neutral? <i>If not, are there accessible toilets provided in both men's and women's sides?</i> | | | | |
| Toilet fitout | | | | |

| | | | | |
|---|--|--|--|--|
| Are door automatic or do they swing outwards? <i>Required for NZS 4121</i> | | | | |
| Is the weight of the door appropriate to be easily open and closed? <i>Can you open and close the toilet door using two fingers? Heavy doors are difficult for users with access issues and young children</i> | | | | |
| Is the door of a contrasting colour to the exterior and interior walls? <i>Contrasting colours will assist people with low vision</i> | | | | |
| Is the toilet door lock easy to use? <i>Is an accessible lock or automatic door provided? Can you operate the lock with a closed fist?</i> | | | | |
| Can doors be opened from the outside in case of an emergency? (NZS 4121) <i>Small slits in locking mechanisms can be opened using a thin object</i> | | | | |
| Is the floor surface non slip and a contrasting colour to vertical surfaces such as walls and doors? <i>Best practise UD to provide contrasting colours</i> | | | | |
| Toilet Fixtures and Fittings | | | | |
| Are there appropriate grab rails? <i>E.g. L shaped design, secured to wall next to pan. UD recommends a grab rail on the inside of the door to assist users with opening and closing. Building Code G1</i> | | | | |
| Is there an appropriate toilet seat? <i>E.g. sturdy plastic seat with secure fastenings</i> | | | | |
| Is a back rest provided? | | | | |
| Are toilet fixtures easy to access? <i>Protruding flush buttons, lever taps, sensor taps, automatic soap dispensers and door handles.</i> | | | | |
| Is a hand drier or paper towels provided? <i>Best UD practice is to provide both</i> | | | | |

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| Are sanitary bins provided as required? | | | | |
| Is a baby change table provided? <i>Is this in a gender neutral cubicle or both men and women cubicles?</i> | | | | |
| Are any shelves or coat hooks provided? <i>Useful for users with personal hygiene supplies as toilet floors are often wet and unhygienic</i> | | | | |
| Are there any additional universal design features? <i>Accessible shower/change room? Adult change facilities? Safe needle disposal?</i> | | | | |
| Is there sufficient lighting within the toilet cubical? <i>Minimum of 100 lux, even, non-glare and nonshading</i> | | | | |
| Other comments | | | | |
| <i>Refer to Resources - Toilet worksheet for helpful images and links</i> | | | | |
| Paths, Tracks and Walkways | | | | |
| Are paths outside of the park boundary (within Auckland Transport responsibility) accessible? E.g. width, grades, crossfalls, lack of barriers. These AT paths provide pedestrian access to parks. Raise an AT service request if required. | | | | |
| Are path widths accessible? These routes must be a minimum 1200mm wide <i>(1800mm recommended as best practice) What are the path width/s?</i> | | | | |
| Are path grades accessible? <i>Maximum grade of 1:12. UD recommendation of 1:14 UD best practice to provide ramps as an alternative to stairs wherever possible</i> | | | | |
| Are path crossfalls accessible? Maximum of 2% (1:50) as per NZS 4121? | | | | |

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|--|--|--|--|--|
| <p>Are tracks and paths stable, firm, even, slip resistant and obstacle free? <i>What material are the paths? Gravel, concrete, hoggin, timber planks, concrete pavers (with gaps or interlocking). Gaps between pavers or timber planks to not exceed 10-13mm.</i></p> | | | | |
| <p>Is there an accessible route within the park? <i>This route must meet width, grade, crossfall and surfacing requirements. Where does this route go? What assets does it connect to?</i></p> | | | | |
| <p>Can key features of the park be accessed from the accessible route? <i>Outline what assets are on the accessible route? E.g. toilets, playground, viewing platform. Identify any key assets that are not on the accessible route.</i></p> | | | | |
| <p>Are paths free from obstacles within the path? E.g. trees or shrubs, rubbish bins or seats that narrow the width of the path</p> | | | | |
| <p>Are paths wide enough to allow wheelchair manoeuvring space? <i>Maintaining minimum of 1500mm x 1500mm, with four-wheeled scooters requiring larger right angles turns. Areas outside toilets, or near assets where users may need to manoeuvre. Best practice recommended 1800mm x 1800mm</i></p> | | | | |
| <p>Are paths free from overhanging objects? <i>E.g. low hanging branches and signs. Minimum 2.1m clearance from the ground with a best practice clearance of 2.4m</i></p> | | | | |
| <p>Have oxides been used to avoid glare? <i>E.g. black oxides or colours?</i></p> | | | | |
| <p>Are drop kerbs well located? <i>Maximum gradients of 1:8, best practice is 1:12</i></p> | | | | |
| <p>Are tactile indicators used in appropriate places? <i>E.g. changes in surface levels, or when paths lead to roads with flush transitions.</i></p> | | | | |

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| Vertical changes in level to not exceed 5mm <i>AT standard to not exceed 5mm to minimise trip hazards. If you come across a significant change in level raise a service request to remedy.</i> | | | | |
| Are bollards along the accessible route highlighted (yellow and black) or demarcated? <i>Bollards either side of pathways can have a reflective or contrasting strip on them to highlight entry/exit points</i> | | | | |
| Other comments | | | | |
| Ramps | | | | |
| Are any ramps provided in the park? <i>The building code covers ramps leading up to buildings.</i> | | | | |
| Do ramps have a maximum gradient of 1:14? <i>A maximum grade of 1:20 is preferred (NZS 4121)</i> | | | | |
| Do ramps have maximum crossfall of 2% (1:50). <i>The crossfall should levels out at bottom of ramp to provide an even transition and to avoid trip hazards or ponding. Crossfall should not exceed 1:50 (NZS 4121)</i> | | | | |
| Is the ramp at least 1500 mm wide? <i>Width of at least 1800mm is preferred (NZS 4121)</i> | | | | |
| Does the ramp have a consistent incline? Or if the ramp is longer than 9m, does it have consistent pause points? <i>Where are the pause points located? Within the ramp? To the side?</i> | | | | |
| Are pause points/landings at least 1200mm x 1200mm? <i>Preferred 1800mmx1800mm (NZS 4121)</i> | | | | |
| Does the ramp have clear approaches? | | | | |
| Does the ramp have a slip resistant surface? <i>Explain surfacing</i> | | | | |
| Are Tactile Ground Surface Indicators full width at top and bottom of the ramp? | | | | |

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|--|--|--|--|--|
| <p>Does the ramp have handrails? <i>Are they provided on both sides? Do they continue 300mm beyond the top and bottom of the ramp? Are they a contrasting colour? Height of handrails: 850-950mm for adults 450-600mm for children *Best practice is to provide dual height handrails, especially near playgrounds</i></p> | | | | |
| Are handrails of contrasting colour to the background? | | | | |
| Other comments | | | | |
| Steps/Stairs | | | | |
| Does this park contain steps/stairs? | | | | |
| Are there single steps or 1-2 steps present in this park? <i>Ramps are preferred over 1-2 steps</i> | | | | |
| Do stairs have a maximum rise of 1.8m or 12 steps between level landing areas? | | | | |
| Are there an equal number of steps in each sections/between landings? | | | | |
| Are step dimensions and profiles consistent? <i>Steps should be between 310-450mm deep and 150-180mm high (NZS 4121/CEUD)</i> | | | | |
| Are stair landings at least 1200mm deep and clear of doors? | | | | |
| Is the stairway a minimum width of 1200mm? <i>Wide enough to accommodate users comfortably and safely (CEUD)</i> | | | | |
| Is a strong colour contrast of step edges/nosing's provided? <i>Tip - Take a photo in black and white to see the contrast, if you can clearly see the contrast, it is likely to be sufficient</i> | | | | |
| Are handrails provided on both sides of stairs? <i>A central handrail with splitter is required if stairs are more than 2000m wide.</i> | | | | |

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| Is the height of the handrail appropriate? <i>Height of handrails: 850-950mm for adults 450-600mm for children *Best practice is to provide dual height handrails, especially near playgrounds</i> | | | | |
| Does the handrail continue 300mm beyond the top and bottom of the stairs? | | | | |
| Does the handrail colour contrast to surrounding environment? | | | | |
| Are the stairs slip resistant in all weather conditions? <i>Pour some water onto the surface and slide your sports shoe, if it slides this will indicate if it is likely to be slippery in wet conditions</i> | | | | |
| Are tactile hazard warning surfaces full width at the top and bottom of stairs? | | | | |
| Is appropriate lighting provided? | | | | |
| Refer to Resources - Stair and ramps worksheet for helpful images and links | | | | |
| Other comments | | | | |
| Park Furniture | | | | |
| Is there a variety of seating, connected via an accessible path with sufficient hard surface space around? <i>Surrounding hard surface is required for wheelchairs, prams, walkers etc</i> | | | | |
| Is a variety of tables, connected via an accessible path? <i>Is there space and surrounding hard surface for a wheelchair/pram in and around seating and tables?</i> | | | | |
| Do some seats provide arm rests and backs? | | | | |
| Is the height of the seating between 450mm and 520mm? | | | | |
| Are rubbish bin/s on the accessible route? <i>Ensure there is a connection from the path to the bin and the bin does not create an obstacle within the accessible path</i> | | | | |

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| <p>Is the drinking fountain accessible and of an inclusive design?</p> <p><i>Located on the accessible route</i> <i>Height to cater for children and adults</i> <i>Has a clear hard surface space around the unit to allow access from more than one direction.</i> <i>Is the control easy to push/operate with a closed fist?</i> <i>Is a bottle filler or tap?</i> <i>Is it located near the playground or sports field?</i> <i>* Consider dog bowls on a site by site basis, feedback from the disability community is mixed with some people concerned regarding contamination of dog bowls</i></p> | | | | |
| <p>Are high colour contrasts used appropriately?</p> <p><i>E.g. bollards, light poles, entrances, furniture</i></p> | | | | |
| <p>Is the space dog friendly? Are dog tie up areas provided?</p> | | | | |
| <p>Is the BBQ accessible?</p> <p><i>Access to the BBQ and the design</i> <i>Is there sufficient space around the BBQ?</i> <i>Are there associated seating areas?</i></p> | | | | |
| <p>Is the shade shelter on the accessible route and does it provide accessible seating options?</p> | | | | |
| <p>Other comments</p> | | | | |
| <p>Playgrounds</p> | | | | |
| <p>Access</p> | | | | |
| <p>Is there a playground at this park?</p> | | | | |
| <p>Is the path connection to the playground accessible?<i>E.g. with acceptable width, slope and crossfall dimensions? Firm, even and non-slip? Has no obstructions within paths e.g. drainage grates?</i></p> | | | | |
| <p>Are drop kerbs well located to provide access to the playground?</p> | | | | |
| <p>Is there an accessible car park located close to the playground?</p> <p><i>How far away is it? Is the route between the two accessible?</i></p> | | | | |

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| Is there an accessible path connecting the playground to the toilet? | | | | |
| Surfacing | | | | |
| Is there any accessible safety surfacing? <i>E.g. flush rubber/artificial grass</i> | | | | |
| Is there a gradual transition from surrounding paths/levels into any sand areas? <i>Does this transition allow accessible access? e.g. no steep drops into sand play areas, or walls to overcome</i> | | | | |
| Is there a gradual transition or flush access to lose safety surfacing areas? <i>How is the transition from the path to lose safety surface e.g. woodchip? Does the playground have a raised timber edge? Is a ramp provided? Provide a comment if there is a sudden drop from the footpath to lose safety surface areas.</i> | | | | |
| Does accessible surfacing provide access to any play items? <i>E.g. rubber surfacing to swings, monkey bars or tunnels. List all play items that are accessible via flush safety surface</i> | | | | |
| Play Items | | | | |
| Are inclusive play items provided? <i>What items are provided? E.g. basket swing, flush carousel, wide slide, sensory, music, activity tables.</i> | | | | |

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| <p>Do the inclusive play items have accessible safety surfacing provided underneath? <i>An inclusive item would not be accessible without flush safety surfacing. E.g. a basket swing positioned in woodchip is not considered accessible. List inclusive items that are accessible.</i> <i>Best practice guidance:</i></p> <ul style="list-style-type: none"> • Aim to provide at least 50% accessible equipment for new/refurbished playgrounds • Provide accessible playground equipment in all parts of a new/refurbished playground (i.e. junior and senior) • Provide accessible playground equipment that works for a range of abilities – physical, sensory, cognitive, neurodiverse | | | | |
| <p>Are there appropriate handrails on ramps and stairs?</p> | | | | |
| <p>Are there play tables? <i>E.g. raised sand tables or water tables, minimum height of 0.61m</i> <i>Ensure there is space for those with mobility equipment such as wheelchairs, to be able to access and play</i></p> | | | | |
| <p>Are vestibular play experiences provided? <i>Spinning, sliding, rocking, swinging, climbing. List items. Is there equipment where children of different needs can play together? E.g. Basket swing, caregiver and child swing, wide slides.</i></p> | | | | |
| <p>Are backs and arms provided on any vestibular play experiences? <i>E.g. backs on swings and rocker, full seat swings or seated flying foxes. List items</i></p> | | | | |
| <p>Are visual play experiences provided? <i>E.g. Coloured lights, mirrors, black and white. List items</i></p> | | | | |
| <p>Are olfactory play experiences provided? <i>E.g. plants/herbs to stimulate smell. List items</i></p> | | | | |
| <p>Are tactile play experiences provided? <i>E.g. rocks, sand, dirt, water, grass, loose parts. List items</i> <i>Can they be reached from the accessible route?</i></p> | | | | |
| <p>Are auditory play experiences provided? <i>E.g. echoes, chimes, talking tubes, drums, rain makers, music. List items</i></p> | | | | |

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| Are braille or communication boards (including NZSL) used within the play space? <i>Explain how they are used and where they are located</i> | | | | |
| Are colours used to define areas or provide visual cues for blind/low vision? <i>E.g. bright wet pour as a pathway, or around a certain items fall zone. Path colours different from play area? Explain how they are used</i> | | | | |
| Have colours been considered for neurodiverse users? <i>Some bright colours can be overwhelming for people who are neurodiverse</i> | | | | |
| Is the play space fenced? <i>Partial fencing? Fully fenced? Is the gate/s functional? If fully fenced, two gates should be provided for safety to prevent entrapment. Fencing playspaces can be useful for neurodiverse children or caregivers with disabilities</i> | | | | |
| Are there quiet or peaceful areas for people to relax or be less stimulated within the play area or located nearby? | | | | |
| Supporting infrastructure | | | | |
| Is there accessible seating near/within the play space? <i>Some seats to have back rests and arm rest/s, located to facilitate caregiver supervision</i> | | | | |
| Is there a good sightline from the caregiver seating area to provide effective supervision of the play area? | | | | |
| Is there good passive surveillance of the playground from the wider park/road? <i>Describe the level of surveillance and where it is from</i> | | | | |
| Is there an accessible location for parking prams or wheelchairs which does not impede on the pathways? <i>Is this next to seating or in a different area? Explain location</i> | | | | |
| Is shade provided for playground users/caregivers? <i>Shade structures, shade sails over targeted areas, shade provided by equipment, tree shade, nearby shade</i> | | | | |
| Other comments | | | | |

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| Planting | | | | |
| <p>Has there been careful consideration in the choice of plants planted near the footpath? <i>Ensure mature plants do not overhang paths and reduce accessible clear width or do not interfere with park lighting</i></p> | | | | |
| <p>Are the footpaths free to leaf litter? <i>E.g. Leaf litter drops within the fall zone and not onto the footpath. Leaf litter is very dangerous when wet, especially for mobility equipment such as crutches.</i></p> | | | | |
| <p>Are plants near footpaths appropriate? <i>Do the plants near the footpath have sharp leaves? plants with sharp leaves are to be avoided; They are cross-referenced to the advice on the Urban Ngahere Strategy (2018) and further specialist advice for better choice in species of plants.</i></p> | | | | |
| <p>Are the branches of the trees less kept above 2.1m, if located adjacent to the accessible route? <i>Maintain clear pathways along the accessible route</i></p> | | | | |
| <p>Are low ground cover plantings maintained to a maximum height of 600mm? <i>Ensure that they do not exceed to maintain sightlines</i></p> | | | | |
| Other comments | | | | |
| Lighting | | | | |
| <p>Is lighting provided in this park? <i>Note - it is not practical or desirable to illuminate all of our parks in their entirety. However, it is possible to selectively light gates, paths, sports fields, focal points, artwork or edges, so that our major open spaces remain a positive part of Auckland's night character (ADM)</i></p> | | | | |
| Is lighting even and free from glare or shadows? | | | | |
| Is lighting sufficient to identify another person at a distance of 15m? | | | | |

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| Are public activity areas well lit? | | | | |
| Are stairs and ramps are lit to 200 lux? | | | | |
| Are toilets internally lit to 100 lux? | | | | |
| Are directional signage, maps and displays lit to 200 lux.? | | | | |
| Are pathways within the park well lit? <i>Note - it is not desirable to light all paths. Key commuter routes can be candidates for lighting. If paths are lit, does it meet CPTED criteria.</i> | | | | |
| Other comments | | | | |
| Signage and Wayfinding | | | | |
| Are the signs illuminated to be visible at night and from a distance? | | | | |
| Are the content such as symbols, text and directional arrows clearly contrast against the background? | | | | |
| Is the information pictorial with universally acknowledged symbols as well as words? <i>Is the font large and legible for night time reading?</i> | | | | |
| Is there way-finding information provided showing accessible routes and accessible public amenities? | | | | |
| Does the information reveal travel distances to nearby taxi stands? bus stops? landmarks? | | | | |
| Does the signage accurately depict the information instead of being exclusionary? <i>Are there alternate accessible routes marked on the map with travel time and distances? (in case of repairs or closures on the main path)</i> | | | | |
| Has there been consideration of providing signage in different languages? Bilingual? Braille? | | | | |
| Is there any emergency number included? Is there a number provided for maintenance? | | | | |

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| Is the signage easily visible? <i>Height of signage at optimum levels suited for both able bodied and wheelchair users? Is foliage growth well maintained and clear of signages?</i> | | | | |
| Are there any universal design signage elements such as a communication board? | | | | |
| Is there any digital information available for the park? Is it audio accompanied? | | | | |
| Other comments | | | | |

The Parks Accessibility and Inclusivity Checklist is a non -statutory document which pulls together best practice design. Auckland Council is not responsible for any actions taken or not taken on the basis of such information and Auckland Council expressly excludes any liability for any such inaccuracies or errors to the fullest extent permitted by law.

This document will be updated and refined as new best practice is adopted by Auckland Council.

References

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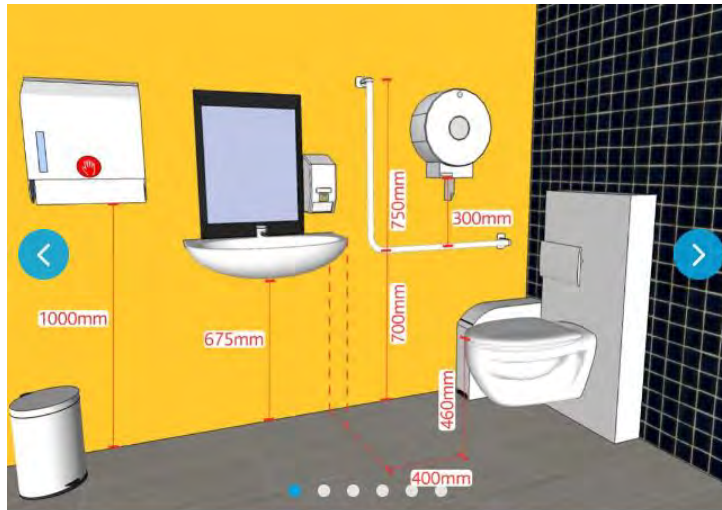
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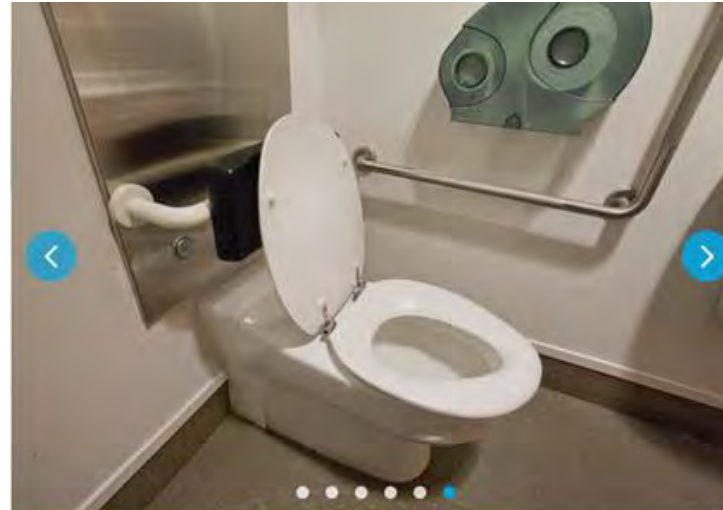
<https://www.standards.govt.nz/assets/Publication-files/NZS4121-2001.pdf>

Checklist Quick Resources

Toilets



This diagram demonstrates the location of fixtures including the location of an L-shaped grab rail. Grab rails provide people support when moving on and off the toilet. It is important that fixtures such as the toilet roll holder do not impede grasp of the grab rail. Accessible toilets and family rooms need to have enough space for the user, an assistant, plus mobility equipment, whether that is a wheelchair, four wheeled stroller or pram. The minimum room size of accessible toilets should be 2300 mm wide x 2500 mm long. Ensure there is at least 830 mm of clear space without fixtures or bins beside the toilet as this space is needed for wheelchairs.

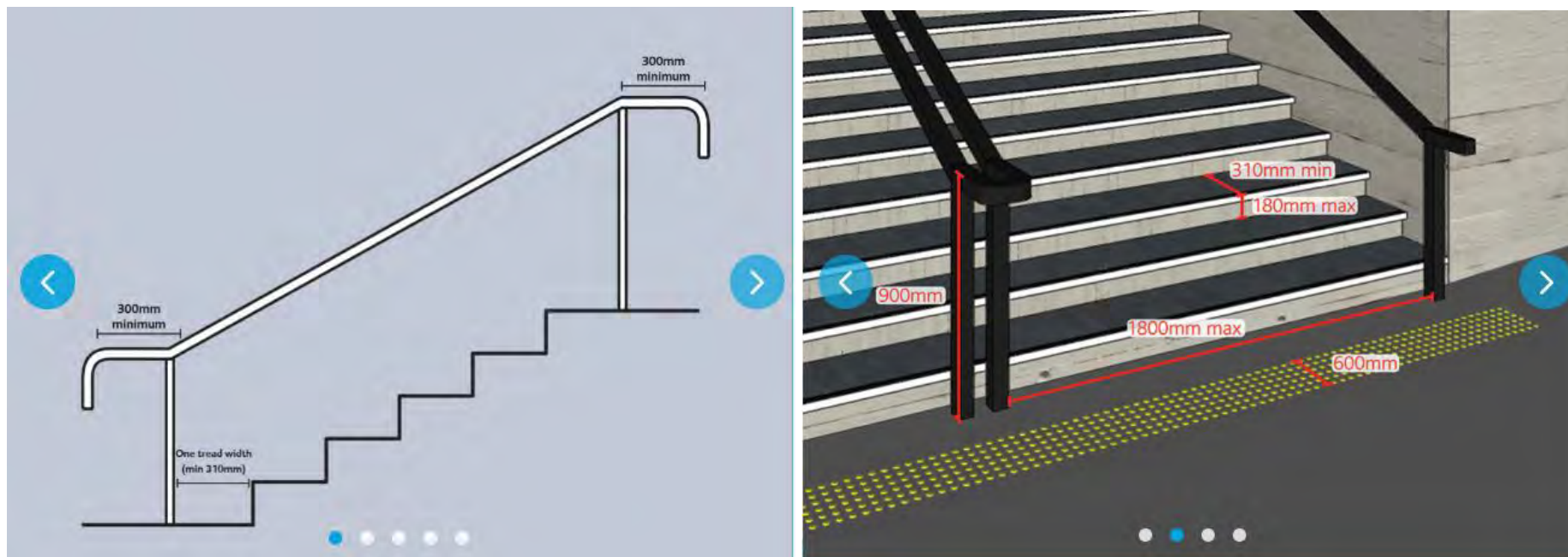


Accessible toilets should have back rests to provide additional support for users to maintain their sitting balance.

<http://universaldesigntool.co.nz/inside-the-building/toilets-and-showers/measurements-and-specs/accessible-toilets-diagrams-for-best-practise-design-2/>

<http://universaldesigntool.co.nz/outside-and-surrounds/level-changes/ramps-and-stairs/handrails-handrails-should-be-easy-to-grasp-and-provide-maximum-support/>

Stairs



<http://universaldesigntool.co.nz/outside-and-surrounds/level-changes/ramps-and-stairs/1561-2/>

Car parking

Accessible Parking Design

- Perpendicular (90°) accessible parking spaces should have a minimum dimension of 2400mm x 4800mm, with additional 1200mm wide access aisles on both sides and at the end of the parking space (CEUD).²
- Parallel parking spaces should have a minimum dimension of 3600mm wide x 7000mm long. Ensure street furniture, lamp posts etc. do not obstruct the pavement side of car parks (CEUD).
- Wherever possible, accessible parking spaces should be covered to provide protection from the weather (NZS 4121).³
- Provide a minimum vertical clearance of 2600mm to accessible parking spaces (accessible vehicles such as vans require higher clearance). Provide signage to indicate any height restricted routes to parking and direct users to an alternative 2600mm accessible route (CEUD).
- Surfaces of car parks and surrounding transfer spaces should be level, firm and slip resistant (MBIE).

Other Design Considerations

- Integrate the principles of CPTED into the design of any car parks and related accessways.
- Make sure ticket dispensers and prepay machines are accessible.
- Ticket machines should be conveniently located, highly visible, and easy for all users to understand and use.
- Include an assistance intercom and visual display for all ticket machines (CEUD).
- Apply the principles of passive surveillance and utilise CCTV coverage to provide for users' safety.
- Lighting above car parks and simple sensors are an effective way to indicate availability. Blue indicates an accessible carpark, green indicates an available carpark and red indicates that a carpark is occupied.

Accessible Parking Provision

- Supply the following minimum number of accessibility car parks (NZS 4121):
 - 1 accessible car park for 20 car parks or less.
 - 2 accessible car parks for 21-50 car parks.
 - 1 accessible car park for every additional 50 car parks.
- Locate accessible parking spaces close to building/facility entrances and provide an accessible route from parking spaces to entrances (CEUD).

https://content.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists/details/guidance/parking/sections/checklist/Documents/UD%20Parking%20Design%20Checklist.pdf

Slope – Degree - Gradient

The following table covers common slopes by gradient (degrees and percentages are calculated):

| GRADIENT | DEGREES | PERCENT |
|----------|---------|---------|
| 1 : 12 | 4.76° | 8.33% |
| 1 : 20 | 2.86° | 5% |
| 1 : 48 | 1.19° | 2.08% |
| 1 : 50 | 1.15° | 2% |

Next, we have some common slopes by degrees (gradient and percentage are calculated):

| DEGREES | GRADIENT | PERCENT |
|---------|-----------|---------|
| 1° | 1 : 57.29 | 1.75% |
| 5° | 1 : 11.43 | 8.75% |
| 10° | 1 : 5.67 | 17.63% |
| 15° | 1 : 3.73 | 26.79% |
| 30° | 1 : 1.73 | 57.74% |
| 45° | 1 : 1 | 100% |
| 60° | 1 : 0.58 | 173.21% |
| 90° | 1 : 0 | inf. |

Finally, here is a list of some common slopes by percentage (gradient and degrees are calculated):

| PERCENT | GRADIENT | DEGREES |
|---------|----------|---------|
| 1% | 1 : 100 | 0.57° |
| 2% | 1 : 50 | 1.15° |
| 5% | 1 : 20 | 2.86° |
| 25% | 1 : 4 | 14.04° |
| 50% | 1 : 2 | 26.57° |
| 100% | 1 : 1 | 45° |

<https://www.archtoolbox.com/calculating-slope/>

https://www.engineeringtoolbox.com/slope-degrees-gradient-grade-d_1562.html

| Angle (degrees) | Slope Gradient | | Grade (%) |
|-----------------|----------------|-------|-----------|
| | Y | X | |
| 0.1 | 1 | 573.0 | 0.17 |
| 0.2 | 1 | 286.5 | 0.35 |
| 0.3 | 1 | 191.0 | 0.52 |
| 0.4 | 1 | 143.2 | 0.70 |
| 0.5 | 1 | 114.6 | 0.87 |
| 0.57 | 1 | 100 | 1 |
| 0.6 | 1 | 95.49 | 1.05 |
| 0.7 | 1 | 81.85 | 1.22 |
| 0.8 | 1 | 71.62 | 1.40 |
| 0.9 | 1 | 63.66 | 1.57 |
| 1 | 1 | 57.29 | 1.75 |
| 2 | 1 | 28.64 | 3.49 |
| 3 | 1 | 19.08 | 5.24 |
| 4 | 1 | 14.30 | 6.99 |
| 5 | 1 | 11.43 | 8.75 |
| 5.71 | 1 | 10 | 10 |
| 6 | 1 | 9.514 | 10.5 |
| 7 | 1 | 8.144 | 12.3 |
| 8 | 1 | 7.115 | 14.1 |
| 9 | 1 | 6.314 | 15.8 |
| 10 | 1 | 5.671 | 17.6 |
| 11 | 1 | 5.145 | 19.4 |
| 12 | 1 | 4.705 | 21.3 |
| 13 | 1 | 4.331 | 23.1 |
| 14 | 1 | 4.011 | 24.9 |
| 15 | 1 | 3.732 | 26.8 |
| 16 | 1 | 3.487 | 28.7 |
| 17 | 1 | 3.271 | 30.6 |
| 18 | 1 | 3.078 | 32.5 |
| 19 | 1 | 2.904 | 34.4 |
| 20 | 1 | 2.747 | 36.4 |
| 21 | 1 | 2.605 | 38.4 |
| 22 | 1 | 2.475 | 40.4 |
| 23 | 1 | 2.356 | 42.4 |
| 24 | 1 | 2.246 | 44.5 |
| 25 | 1 | 2.145 | 46.6 |
| 26 | 1 | 2.050 | 48.8 |
| 27 | 1 | 1.963 | 51.0 |
| 28 | 1 | 1.881 | 53.2 |
| 29 | 1 | 1.804 | 55.4 |
| 30 | 1 | 1.732 | 57.7 |
| 31 | 1 | 1.664 | 60.1 |
| 32 | 1 | 1.600 | 62.5 |
| 33 | 1 | 1.540 | 64.9 |
| 34 | 1 | 1.483 | 67.5 |
| 35 | 1 | 1.428 | 70.0 |
| 36 | 1 | 1.376 | 72.7 |
| 37 | 1 | 1.327 | 75.4 |
| 38 | 1 | 1.280 | 78.1 |

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26/10/2023

Memorandum

To: Te Poari ā-Rohe o Hibiscus and Bays / Hibiscus and Bays Local Board

Subject: Hibiscus and Bays Accessibility Assessments

From: Anneke Morgan - Parks Project Specialist

Contact information: anneke.morgan@aucklandcouncil.govt.nz

Purpose

1. To seek endorsement to complete accessibility assessments on four parks in the Te Poari ā-Rohe o Hibiscus and Bays / Hibiscus and Bays Local Board area and receive feedback on the shortlist of proposed parks to assess.

Summary

2. Accessibility is a growing concern in Auckland. Our population of citizens with access needs is increasing rapidly. Auckland Council has a responsibility to provide open spaces and facilities that are accessible to all.
3. There are gaps in our understanding of the network of accessible parks and places in Auckland. Investigation is required to better understand these gaps and identify opportunities for improvement.
4. Parks Advisory is seeking endorsement to undertake accessibility assessments in four parks in Hibiscus and Bays as part of a wider investigation across the region involving three local boards.
5. We are looking to receive feedback on the selection of parks to assess in Hibiscus and Bays. Priority has been given to parks that are well used, have the capacity to realise identified actions and have not had a similar assessment. The shortlist of recommended parks for assessment is:
 - A. Awaruku Reserve
 - B. Victor Eaves Park
 - C. Red Beach Park
 - D. Orewa Beach Reserve
6. Reports for each park accessibility assessment will be produced. These will include all recommendations to make the park more accessible, photos, maps and priority recommendations. Recommendations will also be split into short, medium and long-term actions.
7. Findings will be workshopped with the local board in quarter three. Final reports will be presented to the Hibiscus and Bays Local Board in a business meeting for adoption in quarter four.

Context

8. Parks are fundamental spaces for every neighborhood, providing a focus for social, cultural and recreational activities, and improving the mental and physical health of communities. Auckland Council has a responsibility to provide public open spaces and facilities which are inclusive and welcoming to everyone, regardless of their age or ability, including those with specific access needs.
9. One in five (19%) people in Auckland currently will have difficulty accessing parks unless they have been designed for the 'access citizen'. An access citizen is defined as someone who:
 - Has difficulty reading small print or is blind
 - Uses a wheelchair or is unable to walk easily
 - Has trouble hearing in noisy places or is deaf
 - Is from a different country or speaks a different language
 - Is out and about with family or young children
 - Finds it difficult to read and understand things unless provided in plain English

The number of people in Auckland who are access citizens is expected to grow as the population continues to age. By 2050 it is estimated that 25% of residents will be over 65, and 50% of them will have access needs.

10. Auckland needs to develop a stronger network of parks with accessible features and designs to accommodate our growing number of access citizens. Currently, we lack a comprehensive overview of our accessible parks network, and opportunities for improvements within key parks. To rectify this, a thorough investigation is needed.

Checklist development

11. Auckland Council Parks & Places Specialists and the Universal Design Team collaborated to create a comprehensive Parks Accessibility and Inclusivity Checklist for parks and open spaces. This checklist considers all aspects of a visit to a park, from looking for information online, to arriving and experiencing the park on site. This toolkit has been trailed successfully on several parks in Henderson-Massey Local Board.
12. The checklist was presented to the Universal Design Forum twice during the development phase to get firsthand user feedback. The forum has over 30 members of the accessibility community who provide advice to the Auckland Council Universal Design team. The forum was extremely supportive of the work staff are undertaking in this space and provided valuable input into aspects of the checklist.

Discussion

13. The Parks Advisory team is looking to assess parks using the Parks Accessibility and Inclusivity Checklist to further our knowledge of the accessible parks network across the region.
14. This checklist is designed to assess parks from the point of view of an access citizen, this will allow us to identify improvements that can be made that will directly help this community better use and enjoy these spaces. A copy of the toolkit can be viewed in the attachments.
15. The initial investigation will focus on three Local Boards: Hibiscus and Bays, Waitemata and Howick. Four parks from each board will be assessed.
16. There will be no cost to the local board for the initial assessments. It is proposed that possible alterations highlighted by this assessment could be addressed via operational budgets or within future local board work programmes.

Locations

17. The Parks Advisory Team worked with the Parks and Places Specialist for Hibiscus and Bays to identify parks for an online and on-site assessment. Parks were prioritised if they were well used, had not had any accessibility surveys done in the past and had greater capacity to realise any improvements identified.

After applying this prioritisation, the four parks in Hibiscus and Bays believed to benefit most from an assessment are:

- A. Awaruku Reserve
 - B. Victor Eaves Park
 - C. Red Beach Park
 - D. Orewa Beach Reserve
18. A full report for each park accessibility assessment will be prepared. Reports will be park specific, highlighting what we are doing well in terms of accessibility and identifying recommended improvements. Reports will include photos and maps. From each report, lists of short, medium and long-term actions to improve accessibility will be compiled. Recommendation timeframes will be influenced by a range of factors, including the asset renewals programme, local board priorities and funding availability. An example of a short-term action is to add accessibility information to the Park's webpage whereas a long-term action could be to reconfigure a footpath to meet slope and crossfall standards.
19. Recommendations for each park will also be prioritised within the report to provide clarity on possible next steps for the local board to consider.

Strategic alignment

20. Hibiscus and Bays Local Board Plan

This project aligns to outcome four in the local board plan.

Outcome 4: Open spaces to enjoy

Key initiative: Improve parks, facilities and amenities so they are adaptable and accessible for a range of activities, abilities and age groups.

Wider strategic context

21. Auckland Plan 2050

The Auckland Plan provides the following two outcomes that relate to this project:

- Belonging and Participation

Focus area 2 of this outcome includes the provision of accessible services and social and cultural infrastructure that is responsive in meeting people's evolving needs.

- Homes and Places

Direction 4 states to provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living.

22. Disability Operational Action Plan

Auckland Council's Disability Operational Action Plan outlines high level goals for creating accessible buildings, places and spaces. This includes our parks and open spaces. Actions

to achieve this goal include funding accessibility audits on parks and facilities, inclusion of accessibility needs in design.

Auckland Design Manual

23. Universal design, also referred to as ‘accessibility for all’, means that citizens receive the same experience regardless of age, culture or ability. In the context of parks, universal design promotes safe, accessible, barrier-free play and recreation opportunities for people of all ages and abilities. Several universal design outcomes are included in the Auckland Design Manual, which is used to guide development within Auckland.

Next steps

24. Following this workshop, Parks Advisory will undertake assessments of the parks agreed upon by Hibiscus and Bays Local Board with the support of the Parks Places Specialists and Area Operations.
25. A report will be written for each park assessed. The reports will include recommended changes, photos, maps and a summary for each park. A list of short-, medium- and long-term actions to improve accessibility will be compiled.
26. Findings will be presented to Hibiscus and Bays Local Board at a workshop in quarter three.
27. A final summary report will be presented to the local board for adoption at a business meeting in quarter four.
28. Findings from the assessments will help to guide the development of future work programmes to improve accessibility within these key parks.

Attachments

Parks Accessibility and Inclusivity Checklist - July 2023



HIBISCUS & BAYS

Local Board Report – October 2023

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Rope barrier installed at Browns Bay Beach Reserve

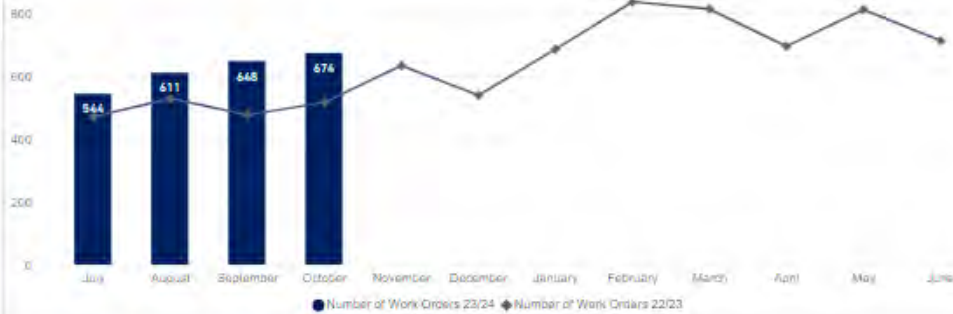


PERFORMANCE REPORTING

Audit Results and Request for Service

Request for Service Received

Hibiscus and Bays RFS Breakdown



*Only includes RFS that have resulted in a Work Order for action.

Breakdown of Top 5 Request for Service for October

| Service Name | #Received |
|--------------------------------------|-----------|
| Loose Litter Collection | 29 |
| Non Sports Turf Maintenance & Repair | 13 |
| Plumbing Maintenance Service | 76 |
| Structure Maintenance and Repairs | 136 |
| Tree Maintenance - General | 79 |

Breakdown of Top 5 Request for Service FY23/24 YTD

| Service Name | #Received |
|-----------------------------------|-----------|
| Electrical Maintenance Service | 316 |
| Loose Litter Collection | 141 |
| Plumbing Maintenance Service | 274 |
| Structure Maintenance and Repairs | 447 |
| Tree Maintenance - General | 250 |

COMMENTARY

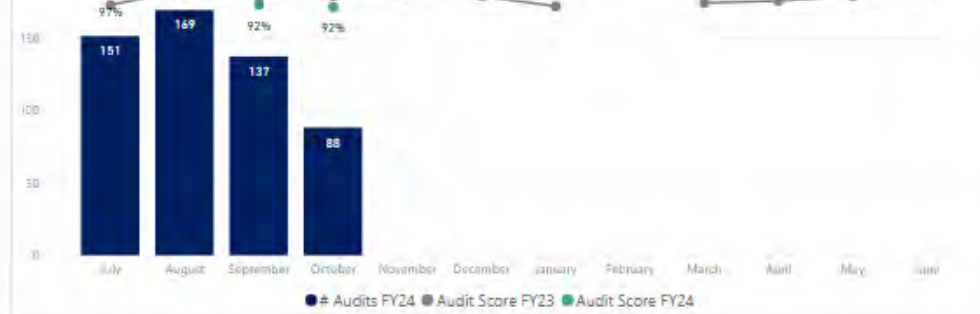
Last month has seen a slight increase in RFS numbers that can be attributed to more people being able to get out and about due to slightly better weather.

A frustrating entry of non sports turf maintenance and repair has made its way onto the list with a few instances of vehicle vandalism and damage to our assets across the area.

As we move toward the busy summer period, we will be monitoring the loose litter and litter collection services.

Audit Results

Hibiscus and Bays Full Facilities Audits



The highlights and lowlights of audits undertaken FY23/24 YTD are:

Highlights YTD

- Water Feature
- Turf
- Litter
- Furniture, Playgrounds & Recreational Equipment
- Building Cleaning

Lowlights YTD

- Tracks (incl. Structures)
- Street Garden
- Sportsfields
- Response WO
- Hard Surfaces & Paths

COMMENTARY

Lower numbers in the audits completed graph than we would have liked, however the scoring average for Ventia remained the same at 92% from last month. We have made note of this result with the aim to have this increased to levels similar to August.

A large focus is also on bringing areas unable to be serviced during the winter months, back into specification.



MAINTENANCE DELIVERY UPDATE

Corrective, preventive, risk-based and condition-based maintenance

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Coastal Works

Murrays Bay Beach

Work on the Murrays Bay sea wall has been completed with a new, well bolstered masonry wall to match the existing wall to the north and south of it. There were some challenges along the way, but the new wall has been put in place just before the summer season with an added built-in seat, renewed hoggin path along the top, tapered ramp area beside the boat ramp, and refreshed turning circle area. The boat ramp is next on the list for renewal.



Damage post January storm



Repairs completed



MAINTENANCE DELIVERY UPDATE

Corrective, preventive, risk-based and condition-based maintenance

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Coastal Works

Browns Bay Beach

Browns Bay Beach suffered in the latest weather event particularly the southern end, where tidal surge and swell eroded large amounts of the sea wall. Some photos of the recent damage below show the extent. Just weeks prior, a post and rope barrier was installed to offer protection from the fall height hazard, just surviving for the most part.

There are urgent works proposed to commence in the coming weeks to repair and bolster damaged areas (blue lines), renew access ways (red arrows), and naturalise roughly a 70m area (yellow line) just slightly north of the southern toilet block.





PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

Boat Ramp Updates

Browns Bay boat ramp: The resource consent has been lodged. Mana whenua are meeting onsite in early November as part of the resource consent process. The cultural impact assessment should follow in the next few weeks. We would expect to obtain the resource consent for the new structure in January/ February. Once consent has been obtained the procurement process for the construction works will take place. The combination of these two processes plus contractor availability will push construction works to mid/ end summer. Due to the frequent use by many stakeholders we anticipate to push the works to the end of the summer season and will advise exact start date once contractor has been confirmed.

Murrays Bay boat ramp: In early November, a notification of works was sent out in anticipation of works commencing on the Murrays Bay boat ramp renewal. Unfortunately providing access to the onsite sailing club during construction has been more difficult as initially assumed and the construction works running parallel to providing access for their boats has become an impossible task. Providing a temporary ramp would be very costly and take further time away from the construction works which are already on a tight schedule within a tidal window. Furthermore, to avoid disappointment and have the ramp closed and under construction during the festive season the work has been postponed. Together with the stakeholders and contractors we have agreed to push the works out to the end of the summer season – after the April school holiday programme has been completed. Anticipated new start date is 29th April 2024.



PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

Orewa Beach Sand Transfer

As a result of the remnants of Cyclone Lola, further sand replenishment along Orewa Beach and minor storm remediation works were required.

The following work is required:

- Debris removal/ Asbestos Removal
- Boat ramp repairs
- Localised sand push up along Norther End of the beach to Arundel Reserve
- Sand transfer along Southern beach and Orewa Reserve



Photos showing work completed to date

ARBORICULTURE UPDATE

The cultivation of trees and shrubs

Arboriculture maintenance – Reactive work



Double leader
removed

Treescape attended to a coastal Norfolk Island Pine at Montrose Terrace, Mairangi Bay, Auckland. The tree needed a general prune, there was a large amount of dead wood removed, and a double leader removed for safe future growth. Please see above photos.



ARBORICULTURE UPDATE

The cultivation of trees and shrubs

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Arboriculture maintenance – Reactive work



Treescape attended a reactive critical at Bayside Drive, Browns Bay, Auckland where they had to remove a split limb on an Alder tree and while onsite, carried out a general prune to tackle any dead wood and crossing branches and other health and safety issues.

ARBORICULTURE UPDATE

The cultivation of trees and shrubs

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Arboriculture maintenance – Reactive work



Treescape had to attend to a reactive safety issue at Marama Street, Torbay. A job was logged for a large dead pine tree that was within a fall distance/zone of a resident property.

Treescape were able to climb and dismantle the tree and mitigate the health and safety risk.



ECOLOGICAL UPDATE

Plants, animals and their environment

Awaruku Reserve, Torbay

Torbay is incredibly fortunate to have so many beautiful backyard reserves. Awaruku is one of these with its massive kahikatea, extensive rambling pathways and occasional art installation. Nearly 3.5 ha in size, there are numerous entry points into the Reserve and lots of properties backing onto Awaruku. This proximity is a convenience not only for recreation but for directing, slowing down and absorbing stormwater. However, numerous neighbours can also mean increased seed source from invasives and greater weed infestation within the reserve boundaries (as mentioned in the September report). Our pest control contractors must remain ever vigilant when carrying out their scheduled maintenance in these reserves.



SPORTS FIELDS AND FACILITIES

A field or piece of ground on which agricultural labour is carried out enclosed areas of sports pavilions, stadiums etc

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Silverdale War Memorial Park

We have been working with the contractors on problematic sports surfaces over the winter. Silverdale Park was identified as one of these parks. We decided to remove 20mm from surface, removing the top layer of organic matter and freshen up the surface with new healthy grass coverage once fully grown in.

Once the field has had the top taken off, we apply the same amount of sand back onto the field, the stolons will run and provide a new sward that we will nurture in until 100% coverage.





REGIONAL AQUATICS FACILITIES TEAM

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Stanmore Bay Pool & Leisure Centre - SPLC

- Stanmore Bay Pool & Leisure Centre was shut for scheduled repairs, maintenance & renewals from the 2nd October to the 29th of October 2023.
- Major renewal of pool plant was undertaken.
- The main pool was relined and remarked.





NOTIFICATIONS

Community leasing and land-owner approvals

Community Leasing

Community lease movements

- New lease to the Hibiscus Coast Boating Club at Stanmore Bay Park resolved.
- Report regarding the proposed agreement to lease to Whangaparaoa Tennis for 2 additional courts at Edith Hopper Park being reviewed. Staff plan to submit this report towards November/ December for resolution at a business meeting.
- Proposed new lease for the Northern Auckland Free Kindergarten Association- Browns Bay Taiaotea Kindergarten and advice from Healthy Waters under further review.
- Application for temporary licence to occupy for Yachting NZ at Aickin Reserve under assessment.
- Memo regarding lease renewal for Orewa Sea Scouts at Arundel Reserve being prepared.
- Site visit planned for Torbay Tennis at Watea Road Reserve and Metropark Community Sports Trust at Metro Park.
- Awaiting lease renewal information from the North Shore Playcentre at Silverdale Reserve.

Land Advisory

Land-owner applications received are assessed by Land Use Advisory and reviewed by Community Facilities staff. The board will be contacted for feedback in due course.

There were two landowner approval application **received** in the Hibiscus and Bays Local Board area during October 2023:

- An application from the property owners at 41 The Esplanade, Manly for temporary access through Manly Park to facilitate vehicle access for building works on the property.
- An application by The Little Market to operate a mobile coffee and small baked good trailer at Millwater Parkway (Metro Park).

There was one landowner approval application **approved** in the Hibiscus and Bays Local Board area during October 2023

- An application by Mairangi Bay Playcentre to undertake repairs to an existing path at Centennial Park, Campbell's Bay.



PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

Centennial Park, Campbells Bay – Road Renewal – Notification of Works

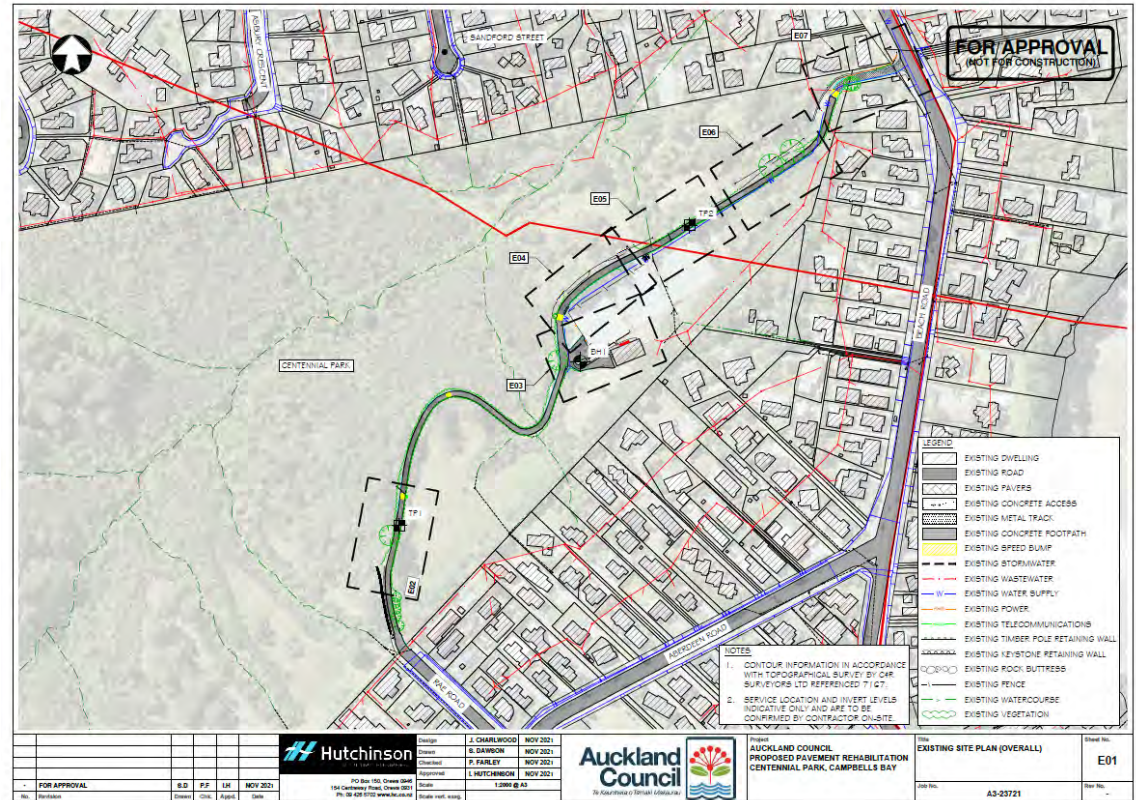
Construction is scheduled to start on Monday 7th November 2023 and will be completed by late February 2024 (weather depending).

The road renewal will be completed in two stages. The renewal includes resurfacing the reserve road, removing of pavers at Beach Road entrance and replacement with new pavement, improved culverts and tree protection measures. A tree consent has been obtained to be working within proximity of notifiable trees and pruning the required trees. Along the reserve road several damaged or missing post and rail will be replaced with bollards.

The construction works will be undertaken in two stages:

- Stage 1: Beach Road to Tennis Club
- Stage 2: Rae Road to Tennis Club
- Access to the tennis club will remain possible throughout the construction period.

There will be no works over the Christmas period from 22.12.2023 to 14.01.2024. Stage 2 works will continue after 14th January 2024.





PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

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Hibiscus and Bays – Sherwood Beautification

In continuation to the beautification of the Sherwood Reserve.

We have worked with the shop owner who agrees with the new proposed mural to the shop wall adjacent Sherwood Reserve. This will be funded through the Beautification Programme. **Does the local board have any feedback on the proposed design?**



Current Wall



Proposed artwork



PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

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Hibiscus and Bays – Red Beach Toilet Facility Beautification

In collaboration with Recreational Services, we are proposing new artwork on the public toilet at Red Beach facility. The sketch below has been provided by Artist Eduardo Tan. **Does the local board have any feedback on the proposed design?**



Toilet walls only



Toilet walls, door and posts

PROJECT DELIVERY UPDATE

Assets being built, renewed or maintained

Community Ranger Update

Rose Crooks was the Community Park Ranger for the Rodney and Hibiscus and Bays Local Board Areas. With Rose having taken on a new role in Australia. Dan Marrow put his hand up to move into this area starting 9 October. Dan is based in Warkworth and knows this area well. Dan is a high-calibre replacement and an exceptionally suitable candidate. With four years' experience as a Community Park Ranger in the lower North Shore Local Board areas, Dan has a background in biosecurity, volunteer management, native restoration and ecology. Dan holds a Bachelor of Science in Environmental Management and a Graduate Diploma in Primary School Teaching.

Julia Watson moved back to her homeland recently and has been replaced by Annette Richards however this role has also been changed to Manager.

Annette has over 25 years of local and central government experience in New Zealand, working in both urban and rural settings, and in both field based operational, and strategic roles.

Annette holds a Graduate Diploma in Business with a major in Management from Massey University and multiple certifications and trainings in horticulture, asset management, engineering, project management, procurement, contract management and Maori responsiveness. She is also a strategic parks and public places specialist, with expertise in scoping and feasibility, reviewing project proposals, developing strategic assessments, providing professional and technical advice, defining and developing park services, and considering community needs.



Dan Marrow



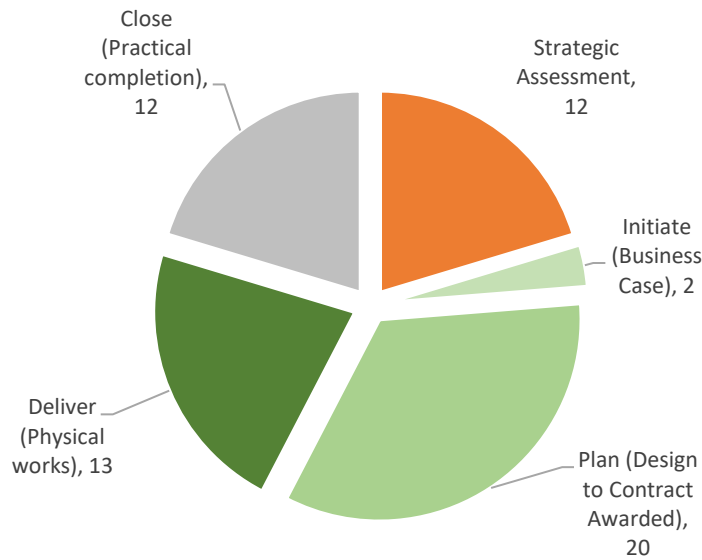
Annette Richards

NOTIFICATIONS PROJECT DELIVERY STATUS

Project Delivery

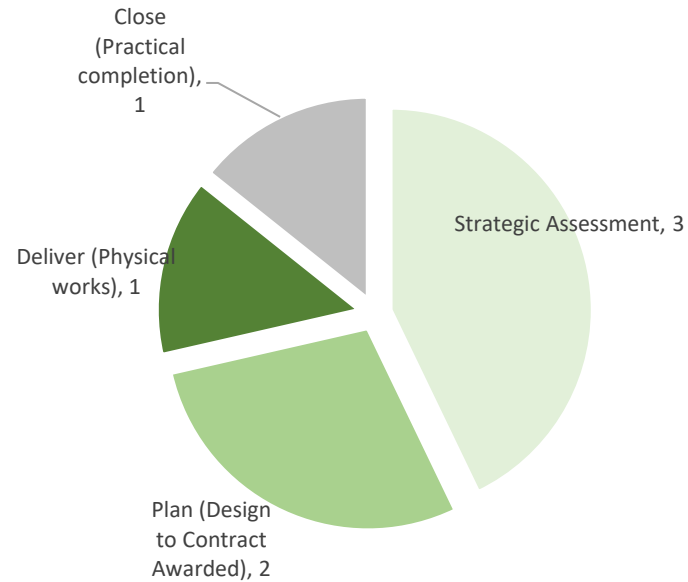
Hibiscus and Bays Local Board - Project Status

Total Number of Projects - 59



Hibiscus and Bays Local Board - Project Status

Total Number of LDI Projects - 7



Notifications - Next Month

- Resource consent has been lodged for the renewal of Browns Bay boat ramp. Expected construction time frame February/ March 2024.

PROJECT DELIVERY

Status and summary updates

| | | | | Initiate | Preliminary design | Detailed Design | Tender Process | Construction | Defects |
|---|------------------|--|-----------------|--------------------------|--------------------|-----------------|----------------|--------------|---------|
| | | | | 2023/2024 - Current year | | | | | |
| Activity Name | RAG | Local Board Commentary | Timeline | Q1 | Q2 | Q3 | Q4 | | |
| (OL) Kohu Street to Marine View, Orewa Beach - renew northern seawall | Green - On Track | Current status: A Request for Expressions of Interest (REOI) to construction contractors is being finalised. Work on developing the 95% design detail is progressing. Next steps: The REOI will be released in early November and will close in late November. Evaluation of tenders is planned for December and a short list of suppliers identified. A second tendering phase for the works is planned for January/February 2024. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| 86 Harvest Avenue, Ōrewa - develop new neighbourhood park | Green - On Track | Current status: The final concept design has been approved in August 2023. Resolution number HB/2023/121. Detail design and play equipment procurement complete. Next steps: Closed tender process for construction of playground works. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Aickin Reserve - install walkway lighting | Green - On Track | Current status: The Montrose box and the eight 6-meter light poles have been installed along the pathway. Next steps: The last light pole for the carpark is 7-meter high and has to be specially made. We aim to install it in October 2023 and complete this project. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Bushglen Reserve - implement concept plan | Green - On Track | Current status: Updating of ecology report. Processing Section 92 response to obtain resource consent. Next steps: Awaiting resource consent outcome. Communication with Friends of Bushglen in relation to volunteer involvement. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Centennial Park, Campbells Bay - renew road | Green - On Track | Current status: Construction works commencing early November 2023. Next steps: Delivery of road renewal in to stages. Estimated finish by February 2024. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Centreway Reserve - renew bridge | Green - On Track | Project completed March 2023. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Churchill Reserve - renew walkways and gardens | Green - On Track | Current status: Preparation of technical drawings for review. Next steps: Planning assessment and input from geotechnical experts. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Cranston Street Reserve - renew play space | Green - On Track | Current status: Review Have Your Say Feedback. Next step: Develop concept design based on feedback received. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| D'Oyly/Stanmore Bay Weir Reserve - renew play space | Green - On Track | Project completed August 2023. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Dacre Historic and Esplanade Reserve - improve coastal walkway | Green - On Track | Current status: Finalising tender documentation. Next steps: Tender process for minor track works. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| East Coast Bays Community Centre - refurbish buildings | Green - On Track | Current status: Developed design is underway. Next steps: Review and approve the developed design. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |

PROJECT DELIVERY

Status and summary updates

| | | | | Initiate | Preliminary design | Detailed Design | Tender Process | Construction | Defects |
|--|------------------|---|-----------------|--------------------------|--------------------|-----------------|----------------|--------------|---------|
| | | | | 2023/2024 - Current year | | | | | |
| Activity Name | RAG | Local Board Commentary | Timeline | Q1 | Q2 | Q3 | Q4 | | |
| Hibiscus and Bays - develop dog parks | Green - On Track | Current status: Staff attended a local board workshop on 28 October 2021 to present the development plan for a dog park at Western Reserve, Ōrewa. Next steps: Consultation with residents adjacent to the reserve will take place in FY2023/2024. Investigation of East Coast Bays subdivision site to be carried out in future years. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - Ngahere urban forest strategy - implement Planting Plans | Green - On Track | Current status: Trees were planted at Everard Reserve and Whenua-roa - D'Oyly Reserve in June/July 2023. Next steps: Confirm locations and tree species with the Arboriculture team for next round of planting in FY2023/2024. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - remediate storm and cyclone affected assets | Green - On Track | Current status: The project is being phased out into various stags depending on site priority. Next steps: Initial remediation sites with scopes confirmed are Cooper Lea Reserve, Te Ara Tahuna Cycleway, Glenelg Reserve, Brookvale Reserve, Mairangi Bay Park, Okoromai Walkway, Swann Beach Road. Engagement of technical services for required design works underway. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew furniture and fixtures 2023/2024+ | Green - On Track | Current status: Strategic assessment underway and prioritisation of renewal sites are being identified. Next steps: Site visits of identified sites. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew park buildings 2021/2022+ | Green - On Track | Project completed July 2023. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew park buildings 2024/2025+ | Green - On Track | Current status: Strategic assessment to identify the scope of works and location that require renewal. Next steps: Review strategic assessment prior to identifying prioritisation of sites. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew park play spaces 2023/2024+ | Green - On Track | This project will be scoped for works to commence in future years. Initial sites for design to be identified at the end of FY24. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew park structures | Green - On Track | Current status: Work completed at Browns Bay Beach Reserve, Amorino Reserve, Metro Park cricket nets and Centennial Park. New bollards and boulders installed at Mairangi Park. Structures replacement at Orewa Beach, Kinloch Reserve and Arundel Reserve. Next steps: Metro Park West swale works commencing in November 2023. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew playground components and drainage 2021/2022+ | Green - On Track | Current status: Component renewal complete at Mairangi Bay Village playground, Ōrewa Beach Reserve, Cranston Reserve, and Huntly Reserve. Next steps: Procurement of contract works underway for edge and drainage renewal at Rotheresay Bay beach playground, Gulf Harbour Reserve and renewal of Victor Eaves volley wall. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |

PROJECT DELIVERY

Status and summary updates

| | | | | Initiate | Preliminary design | Detailed Design | Tender Process | Construction | Defects |
|--|------------------|---|-----------------------------|--------------------------|--------------------|-----------------|----------------|--------------|---------|
| | | | | 2023/2024 - Current year | | | | | |
| Activity Name | RAG | Local Board Commentary | Timeline | Q1 | Q2 | Q3 | Q4 | | |
| Hibiscus and Bays - renew playground components and drainage 2024/2025+ | Green - On Track | Current status: Strategic assessment to identify the scope of works and location that require renewal. Next steps: Review strategic assessment prior to identifying prioritisation of sites. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew signage | Green - On Track | Current status: Signs are being scoped at various locations around the local board area and signage contractors have been engaged. Next steps: Arrange for the first round of signs to be created and installed in FY2023/2024. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew sports field assets | Green - On Track | Current status: Strategic assessment under way to identify renewal requirements. Next steps: Renewal of basketball hoops at East Coast Leisure Centre. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew tracks and footpaths 2024/2025+ | Green - On Track | Current status: Realignment of path along Te Ara Tahuna cycleway Orewa underway in September 2023. Next steps: Identifying the scope of works and location that require renewal. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays - renew walkways and paths 2021/2022+ | Green - On Track | Project completed September 2023. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays - Water Feature - renew minor assets | Green - On Track | Current steps: On-site inspection with Contractor completed. Next steps: Contractor to provide plan to remedy the defects. | Baseline Forecast/Actual | | | | | | |
| Hibiscus and Bays- Investigate and implement recreation facilities in partnership with the community | Green - On Track | Current status: Our internal landscape architecture team is preparing the design and drainage options for a basketball court at Stanmore Bay Park. Next steps: Engage an Engineer and Geotec to investigate the subbase and ascertain the requirements for the foundations of the basketball court in this location. | Baseline Forecast/Actual | | | | | | |
| Hibiscus Coast Community House - renew roof and spouting | Green - On Track | Project completed August 2023. | Baseline Forecast/Actual | | | | | | |
| Mairangi Bay Beach Reserve - renew bridge across creek by Surf Club | Green - On Track | Current status: Investigation details are underway. Next steps: Commence design works upon completion of the full investigation details. | Baseline Forecast/Actual | | | | | | |
| Mairangi Bay Reserve - implement development plan | Green - On Track | Project to be scoped in future years. | Baseline Forecast/Actual | | | | | | |
| Minor Capital works - Hibiscus and Bays | Green - On Track | Current status: Next steps: | Baseline Forecast/Actual | | | | | | |
| Murrays Bay and Crow's Nest Rise Walkway - renew pathways | Green - On Track | Current status: Preparation of technical drawings for review. Next steps: Site walkover with arborists and finalising design documentation. | Baseline Forecast/Actual | | | | | | |

PROJECT DELIVERY

Status and summary updates

| | | | | Initiate | Preliminary design | Detailed Design | Tender Process | Construction | Defects |
|--|------------------|---|-----------------------------|--------------------------|--------------------|-----------------|----------------|--------------|---------|
| | | | | 2023/2024 - Current year | | | | | |
| Activity Name | RAG | Local Board Commentary | Timeline | Q1 | Q2 | Q3 | Q4 | | |
| Murrays Bay Wharf – renewal of handrails | Green - On Track | Project scoping will be done in FY25. | Baseline Forecast/Actual | | | | | | |
| Okura Hall - refurbish building | Green - On Track | This project will be scoped for works to commence in future years. | Baseline Forecast/Actual | | | | | | |
| Orewa Community Centre - renew roof | Green - On Track | Current status: Physical work tender negotiation is underway. Next steps: Appoint a physical work contractor. | Baseline Forecast/Actual | | | | | | |
| Orewa Library - comprehensive renewal incl. roof | Green - On Track | Current status: Detailed design for the approved developed design is underway. Next steps: Lodge the consent application. | Baseline Forecast/Actual | | | | | | |
| Rosario Reserve - renew play space | Green - On Track | Current status: Investigating the site and other play space facilities in the local area. Next steps: Engage with Mana Whenua and the local community. | Baseline Forecast/Actual | | | | | | |
| Shadon/Springtime Reserve - renew playspace | Green - On Track | Project completed August 2023. | Baseline Forecast/Actual | | | | | | |
| Stanmore Bay Park - renew park bridges | Green - On Track | Current status: Investigation works are underway. Next steps: Commence the preliminary design work based on investigation details. | Baseline Forecast/Actual | | | | | | |
| Stanmore Bay Park - renew sports field #4 and Raiders Club sports field lights | Green - On Track | Project complete in October 2023. | Baseline Forecast/Actual | | | | | | |
| Stanmore Bay Pool & Leisure Centre - renew minor assets | Green - On Track | Current status: Major pool plant pipe configuration planned. Next steps: Physical delivery planned in forthcoming shutdown. | Baseline Forecast/Actual | | | | | | |
| Stredwick Reserve - renew walkways | Green - On Track | Current status: Track renewal construction commenced in September 2023. Next steps: Estimated completion of work in December 2023. | Baseline Forecast/Actual | | | | | | |
| Torbay Heights - renew walkways and stairs | Amber - At Risk | Current status: Site walkover completed. Areas of work have been identified. Minor path realignments to be confirmed. Next steps: Developing design and working schedule to standard specifications for track renewals. Two stages of construction proposed. | Baseline Forecast/Actual | | | | | | |
| Victor Eaves Park - renew baseball diamond | Green - On Track | Current status: Contract award completed. Pre-start meeting undertaken with stakeholders present. Next steps: Construction works underway and scheduled to be completed by October. | Baseline Forecast/Actual | | | | | | |
| Victor Eaves Park - renew premium cricket ground | Green - On Track | Current status: Design documentation has been completed. Next steps: Commence procurement work for physical work in FY 2024. | Baseline Forecast/Actual | | | | | | |

PROJECT DELIVERY

Status and summary updates

| | | | | Initiate | Preliminary design | Detailed Design | Tender Process | Construction | Defects |
|---|------------------|--|-----------------|--------------------------|--------------------|-----------------|----------------|--------------|---------|
| | | | | 2023/2024 - Current year | | | | | |
| Activity Name | RAG | Local Board Commentary | Timeline | Q1 | Q2 | Q3 | Q4 | | |
| Waiake Beach Reserve – remediate boardwalk and storage shed | Green - On Track | Current status: Preliminary concept design were presented to the local board in a workshop for input and direction in July 2023. Our consultants are now working on the detailed design. Next steps: Refine the detailed design and prepare documentation for the necessary consents. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Western Reserve - renew skatepark half-pipes | Green - On Track | Current status: Construction of the new half-pipe skate ramp was completed on 16 December 2022. Next steps: Engage an artist to paint a mural around the outside of the new skate ramp and present artwork to local board before implementation. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |
| Whangaparaoa Library - comprehensive renewal | Green - On Track | Current status: Lighting project is nearing completion. Next steps: Close project activities including all files. | Baseline | | | | | | |
| | | | Forecast/Actual | | | | | | |

Hibiscus and Bays – Park Building Renewal Orewa Reserve – Public Toilet

5 December 2023

Sandra May, Programme Manager
Parks and Community Facilities



Purpose

To provide an update on the current status and plan for renewal of the public toilet at Orewa Reserve





Project background

#40039 Hibiscus and Bays - renew park buildings 2024/2025+

The project includes the renewal of public toilet facilities, changing rooms and park buildings in poor condition across various reserves.

The public toilet at the northern end of the Orewa Reserve, near the playground is over 25 years old.

Over the past several years, the toilet has had various renewals and repainting done.

Unfortunately, the toilet has also been vandalised several times over the years.





Current status

The public toilet is in very poor condition:

- the building exterior has been repainted twice
- the roofs are leaking
- the overall electrical fittings have suffered from vandalism, fire and water ingress
- the toilet has been closed multiple times due to failure and vandalism over the last few years.

The facility has been assessed and has been identified beyond economical repair.





Orewa Reserve, Public Toilet





Approved Budget Allocation

Risk Adjusted Programme (RAP)

Resolution Number FY24-HB/2023/100

| Project ID | Activity Name | Financial Year 2024/2025 | Financial Year 2025/2026 | Financial Year 2026/2027 | Total Budget Allocation |
|------------|--|--------------------------|--------------------------|--------------------------|-------------------------|
| #40039 | Hibiscus and Bays - renew park buildings 2024/25+ Renewal of toilet blocks at various location | \$20,000 | \$380,000 | \$600,000 | \$1,000,000 |





Condition Assessment

The building is considered beyond economical repair for reasonable future use and has reached “end of life” status.



Option A: Do Nothing

Option B: Renewal of existing

Option C: Demolish and replace





Options and recommendations

A. Do Nothing – not recommended.

Orewa Reserve is a busy destination for the community and adequate amenities are required.

B. Renew existing facility – not a recommended option.

A renewal of the existing facility is no longer a viable option.

C. Demolish and Replace: recommended option.

Replace the existing toilet with adequate new facility.



Options Analysis

| Options | Criteria | | | Finance | | Advantages / disadvantages |
|-----------------------------------|---|----------------|--|-----------------------------------|---------------------------------------|--|
| | Local board outcome alignment | Risk | Implementation | CAPEX (preliminary estimate only) | OPEX (preliminary estimate only) | |
| A – do nothing | N/A | Highest | No action | \$0 | Ongoing cost for temporary facilities | <p>This option is not recommended as the facility is currently closed and two temporary units are in place.</p> <p>Temporary facilities are costing approximately \$200 per week.</p> |
| B – Renewal/ Refurbish | N/A | Medium to High | Scope extend not identified. Electrical compartments beyond repair. Watertightness not guaranteed. | \$TBC | Ongoing cost for temporary facilities | <p>This option does not provide long term solution .</p> <p>This option is not recommended by staff as the facility is beyond economical repair.</p> |
| C – Demolish & Replace | Ensure our libraries, leisure centres, pool, halls, playgrounds, toilets, and other public assets are maintained and renewed by balancing of value for money, good design for all, and amenity value. | Low | Confirm costs to progress to procurement for delivery | \$330,000 | \$0 | <p>This option is recommended by staff as it provides the most suitable long-term option.</p> |



Design features of proposed toilet:

Proposed layout and inclusions:

1x unisex toilet

1x unisex all accessible toilet with baby change

1x changing room

1x external shower

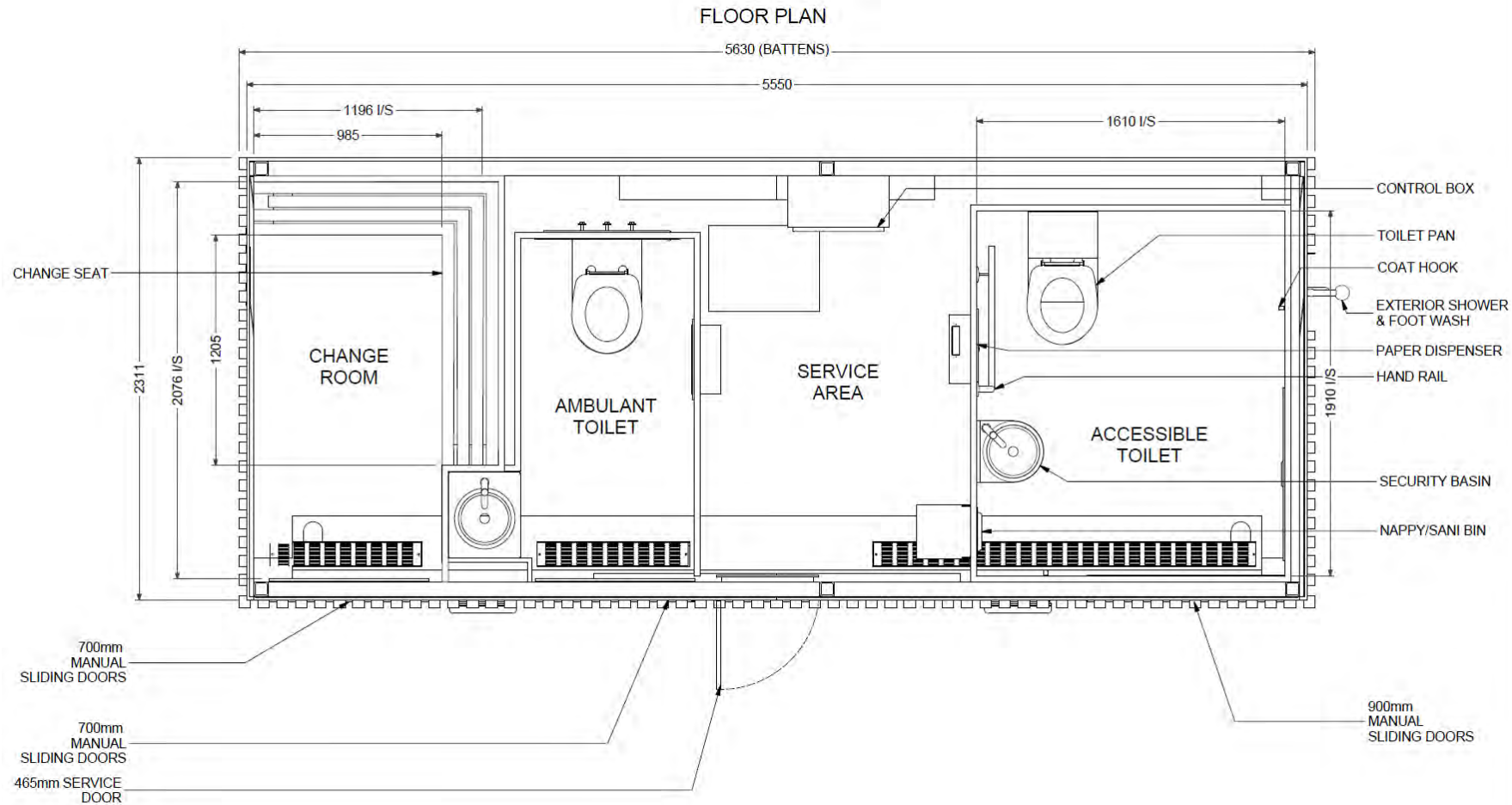
1x external drinking fountain (accessible) with dog bowl

3x automatic sliding doors

External cladding: Futurewood battens vertical



Proposed layout





Proposed concept design



Image is showing
concept design only
(different location)





Risks and mitigations

- The proposed toilet block is planned to be installed in the same location as the current facility.
- The same location is marked for an amenity in the high-level designs of the Orewa Reserve future redevelopment.
- Should there be a major change to the overall design of the proposed redevelopment in future years – there is an option to relocate this toilet facility as it is a prefabricated facility bolted onto the foundation.





Risks and mitigations

- Constructing the replacement toilet block in the existing location minimises disruption to the public.
- Keeping the same location reduces the overall costs of earthworks, renewal of concrete foundation and pathways and makes use of the existing underground services and connections.
- A tree asset owner approval and arborists supervision will be required a part of the process of the replacement.



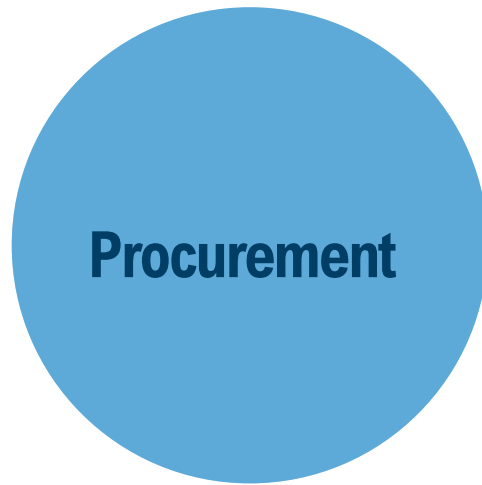


Next Steps



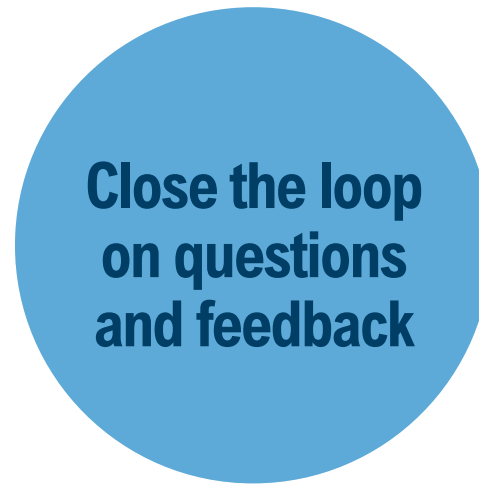
Finalise design

December 2023



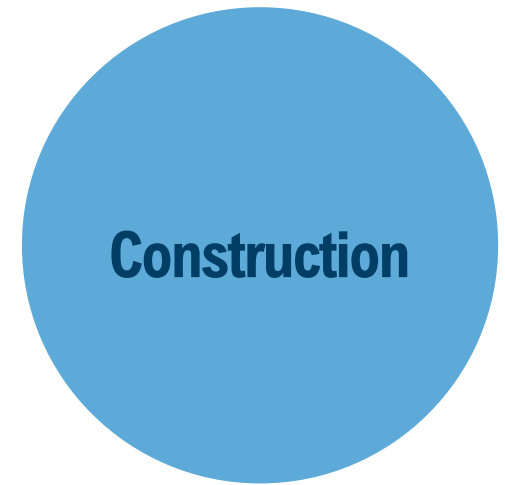
Procurement

December/January
2023/2024



**Close the loop
on questions
and feedback**

Monthly report



Construction

April/May 2024



Thank you

Ngā mihi