

9 December 2020

OC200972

Hon Michael Wood
Minister of Transport**Action required by:**
Friday, 11 December 2020

TRANSPORT INFRASTRUCTURE FOR DRURY – IMPACTS OF DELAYING RAIL STATIONS

Purpose

Work to date on providing transport infrastructure to support development at Drury recommended that three rail stations are provided. Recently there has been discussion as to whether Drury West station is required in the 2021-2031 period. This briefing provides advice on the connectivity and funding impacts of not building Drury West station.

Key points

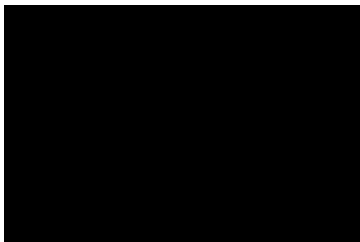
- The Drury Transport Investment Programme (DTIP) concluded that three rail stations are needed to support growth at Drury (at Drury Central, Drury West and Paerata). These stations also require supporting public transport facilities and road upgrades to deliver people to the stations. These would need to be funded by Auckland Council as they are local transport projects.
- \$247 million for Drury Central and Drury West stations was provided by the Crown through the New Zealand Upgrade Programme (NZUP), and Paerata station was subsequently added to this allocation. The estimated costs of these stations have increased and it is now estimated to cost \$268 million to build the stations only. These stations also need connector roads, which connect the stations to the wider network, some of which were signalled to be covered by NZUP. Including these takes the total estimated cost to \$344 million.
- A private plan change, currently in process, would build around 900 dwellings and provide 600 jobs adjacent to Drury West station, in addition to the 2650 houses already approved in the wider Drury West area.
- The developers of Drury West are advocating strongly for a station at their development area, to support a transit oriented development.
- If Drury West station was not built, then existing and future residents in the existing urban area at Drury West will not have access to rail services and will have to use the already at capacity road network.
- Not building Drury West station would mean that the supporting infrastructure that connects the station to the wider network would not be required. This would save around \$300 million of local transport funding plus the NZUP component for Drury West station.

- There is no local transport funding for Drury in the draft ATAP 2021-2031 package. Not providing local funding for Drury works against transport oriented development and results in car-dominated development.

Recommendations

We recommend you:

- 1 **Note** the contents of this briefing and discuss with officials if necessary Yes / No
- 2 **Note** that the ATAP 2021-31 recommended package will include advice on investment at Drury. Yes / No



Protect privacy of individuals

Karen Lyons
Director, Auckland

9 /12 /2020

Hon Michael Wood
Minister of Transport

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- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

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Introduction

- 1 The Drury area has been identified for significant urban development over the next two decades. Auckland Council had initially identified through a structure planning process that land would be live-zoned for development in 2018 -2028 (decade one) and a larger amount in 2028 - 2038 (decade two).
- 2 Landowners at Drury Central and Drury West have been advocating to bring their land forward for development into decade one. Private plan changes for both Drury Central and Drury West have been lodged and accepted for consideration by Auckland Council.
- 3 A joint piece of work known as the Drury Transport Infrastructure Programme (DTIP) identified the optimal investment in transport infrastructure to support Drury would be \$1.8 billion over the period 2020 - 2038. As part of DTIP, Drury Central, Drury West and Paerata stations were identified as necessary in the first part of this period.
- 4 Investment in Drury transport infrastructure is being considered as part of the ATAP 2021 - 2031 package development.

Work to date has identified three stations at Drury

- 5 Three stations have been identified for the Drury area:
 - 5.1 Drury Central. This station supports the town centre development (mixed residential and commercial) to the east of State Highway One and will have a bus interchange and a park and ride. Construction is scheduled to begin in 2023, and is expected to be completed in 2025.
 - 5.2 Drury West. This station supports development at Drury West, also known as Auranga. Development is underway for a section of this area, with the remainder subject to a private plan change. Construction is scheduled to begin in 2023, and is expected to be completed in 2025.
 - 5.3 Paerata Station. This station supports existing and planned development at Paerata. It is intended that this station will have a park and ride and bus connectivity. Planning and construction is scheduled to begin in 2026 and be complete by 2030.

Additional work has revised station cost estimates

- 6 You discussed KiwiRail's advice on options around building two stations. New work by KiwiRail has indicated cost scope increases since the NZUP announcement, and they are considering the following options:
 - 6.1 \$196 million – Build Drury Central, Drury West and their connector roads.

- 6.2 \$241 million – Build Drury Central, Paerata Station and their connector roads.
 - 6.3 \$268 million – Build all three stations only.
 - 6.4 \$344 million – Build all three stations and connector roads.
- 7 Not building the connector roads to the stations means that they are stranded. This would mean that station users would not be able to access the stations. The Ministry and KiwiRail agree that building stations that are not connected to the wider network would not be a good use of the NZUP funding.

Drury West station could be delayed, or not built, but this undermines transport oriented development

- 8 The Auranga A and B1 development, to the north of the station location is currently underway. It provides around 2,650 dwellings and around 502 jobs. This is the red area in Figure 1. Residents of this area are likely to use Drury West station.
- 9 In addition, a private plan change, if approved, would provide for the around 900 houses, and 600 jobs and a town centre, immediately adjacent to the proposed location for Drury West station. This is the orange area in Figure 1. The private plan change would bring this development forward to this decade. Without any public transport infrastructure, the residents will need to use State Highway 1 which is already at capacity.
- 10 In total, if the private plan change was approved, then there would be approximately 3,600 dwellings and 1100 jobs in close proximity to the Drury West station.
- 11 The DTIP work found that this amount of growth was sufficient to require a station at Drury West. Under the DTIP approach, the station would be built one year before development started in the Drury West plan change area, to support the town centre and be ready to attract residential development.

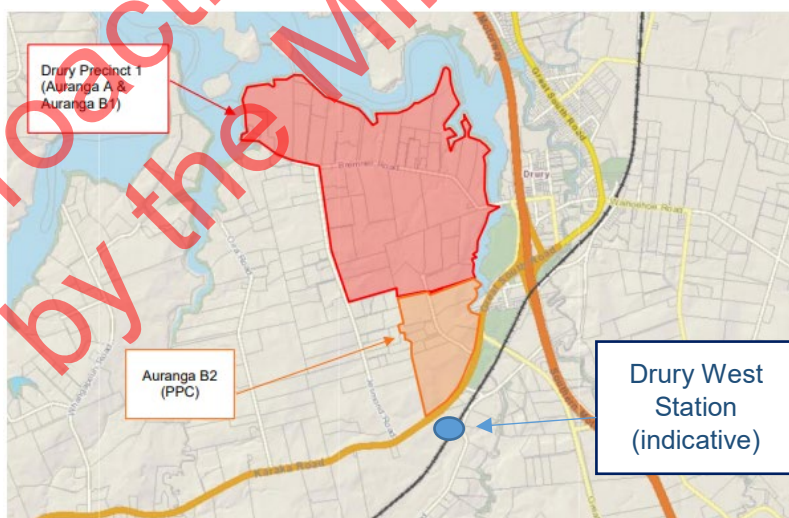


Figure 1 Drury West

- 12 Drury West Station will also provide connectivity for residents of the southern section of Auranga A and B1.

Integrating the three stations into the network is important

- 13 The major consideration for Drury is to provide public transport first. Drury West station needs to be supported by upgrades to the wider network, providing upgrades to arterial roads, frequent public transport connections and walking and cycling connections.
- 14 These are designed to move people to Drury West efficiently, but also provide upgrades to what are effectively two-lane country roads with limited capacity.
- 15 If Drury West station is not built, then residents will need to drive to either Drury Central, or in future, Paerata station to access public transport. This would mean additional trips on the road network which is at capacity, and additional pressure on the park and rides at these stations.
- 16 Each of the stations are supported by new significant road upgrades, which address capacity issues on existing roads and they provide rapid transit and walking and cycling connections to the stations. This provides residents with options for how they access the stations.
- 17 To support Drury Central, the major investment required is an upgrade of Waihoehoe Road West (\$80 million). This provides bus priority and walking and cycling connections. The remainder of the required connections are provided by the Mill Road corridor project and State Highway One upgrade (both funded by NZUP).
- 18 To support Drury West, \$348 million is needed to provide road and public transport connections to the station, through a major upgrade and extension of Jesmond Road, an upgrade of Bremner Road. These upgrades provide significant public transport connections to the station. Additionally, there are safety improvements on State Highway 22 and an intersection upgrade to provide public transport connections to the station. Some of these projects support both Drury West and Drury Central, so not building Drury West would save around \$300 million in local transport funding and the NZUP allocation for Drury West Station.

ATAP Proposed investment in Drury

- 19 Given the limited discretionary funds in the ATAP 2021-2031 package, the ATAP partners developed a reduced option for Drury of around \$500 million (\$250 million from Auckland Council and \$250 million from the NLTF). Under this option, the minimum investment is made to support the NZUP investments at Drury. This option is already a significant scaling back from the \$1.8 billion needed over time.
- 20 The draft recommended package to be discussed between you and the Mayor of Auckland on Friday 11 November does not allocate investment to Drury (over and above NZUP). This goes against the goal for Drury, risks a major new area of Auckland, close to the existing railway line being car-dependent, rather than achieving the aim of a transport oriented development.