

Paremoremo Public Transport Targeted Rate – Frequently Asked Questions

Q. What are the times of the buses in the morning and in the evening?

A. The proposed service will operate at peak hours (7am to 9am then 4pm to 7pm) on weekdays providing three round trips in the morning and four in the afternoon. Exact times will be determined once a decision is made.

Q. Where is the route and where are the stops?

A. The route will be finalised following the feedback from submissions. The service will use all existing bus stops (including current school bus stops) including those between Albany and The Avenue. AT will look at suitable sites for additional stops along the route.

A map showing the proposed route and bus stops can be found on [section 7.15 of the 10-year budget 2021-2031 supporting information document](#).

Q. How much will it cost to go from Pare to Albany. Adult, Student and Child fares?

Q. How much will it cost to go from Pare then to Takapuna or Auckland CBD?

A. Fares will be fully integrated with the AT Hop fare zones.

Paremoremo is in the same fare zone as Albany therefore the fare from Paremoremo to Albany is included in the total paid when travelling on to Takapuna or Auckland CBD.

	Adult	Child & Secondary Student	Tertiary Student
1 Zone	\$2.20	\$1.15	\$1.70
2 Zones	\$3.90	\$2.25	\$2.97
3 Zones	\$5.40	\$3.10	\$4.16

- Travel to Albany would be a one zone trip
- Travel to Takapuna would be two zones
- Travel to the CBD would be three zones

For example: The fare for a bus from Paremoremo to Albany and then onwards to Auckland CBD would be the same as the fare from Albany to Auckland CBD.

For full information on fares, go to the AT website - [Fares & discounts \(at.govt.nz\)](https://www.at.govt.nz/fares-and-discounts)

Where is the zone boundary?

A. The potential route falls within the Upper North Shore zone:

Northern boundaries include:

- Dairy Flat Highway – intersection at Bawden Road

Eastern boundaries include:

- Southern coastline of the North Shore from Long Bay to Mairangi Bay

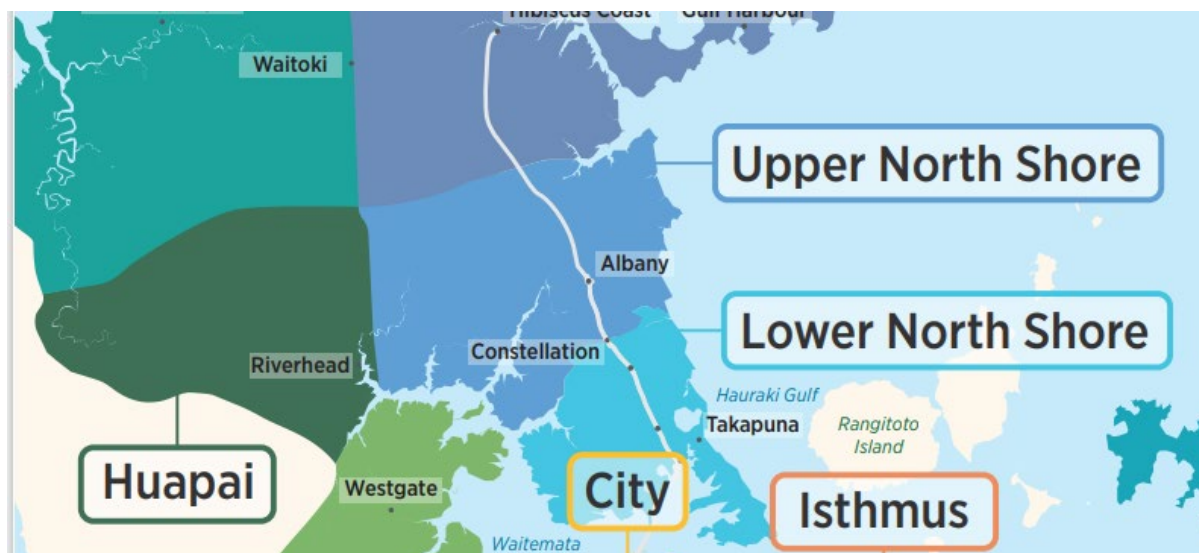
Southern boundaries include:

- Sidmouth Street, Ramsgate Terrace, Maxwelton Drive, Constellation Drive and Constellation Busway Station
- Sunset Road between Constellation Station and Albany Highway
- Albany Highway between Sunset road and Upper Harbour Drive

Western boundaries include:

- Greenhithe
- Upper Harbour Bridge
- Southern shoreline of Lucas Creek

See map for outline



Q. At what point would AT give consideration to funding the service?

A. AT will consider funding the service if it meets a service target. A service of this type would likely have a target of 7-17 passengers per service hour after three years.

If council decides to adopt the targeted rate through the 2021-2031 Long-term Plan and implement the service, AT will agree with the Local Board a patronage target before the service launches. This will then be reviewed after three years. Interim targets may also be set for years 1, 2 and 3. If the targets are met, AT may give consideration to funding the service through the Waka Kotahi Continuous Programme for Public Transport.

If the service doesn't meet this target the local board can still decide to retain the service funded by a targeted rate.

Q. Why do we have to pay when other areas don't pay targeted rates?

A. General rates are a tax on the value of property and used by council to fund the costs of running the city to meet the service levels set out in various council policies and plans. For council to provide improved services in addition to those funded by general rates, then new funding sources are required. In this case a new targeted rate is being proposed to fund the new bus service.

AT is not able to provide public transport to all parts of Auckland. Services have to be prioritised and be able to be delivered within the available budget. The Regional Public Transport Plan (RPTP) describes the public transport network that Auckland Transport (AT) proposes for the region and identifies the services that are integral to that network over a 10-year period. Paremoremo has not been identified in the RPTP as a priority area at this stage. The RPTP is periodically updated and there will be an opportunity for elected members and the public to make submissions when AT next consults on the RPTP in early 2022.

As has been demonstrated in Rodney, just because a service is not listed in the RPTP doesn't mean to say it will not go ahead. But initial funding for such a service needs to come from alternative means until it is included in the RPTP.

Q. Why can't we have a system like Devonport had for years?

If we could subsidise the trial in Devonport why not subsidise the trial here?

A. The on-demand rideshare service in Devonport, AT Local, was trialled there from November 2018 until February 2021 when it was discontinued on the Devonport Peninsula. AT is now looking at implementing similar services in other parts of Auckland. For further details see AT's [On-demand and shared mobility roadmap \(at.govt.nz\)](https://at.govt.nz)

Consideration was given to providing peak-only bus and on-demand rideshare services in both the Paremoremo and Albany Heights areas. On-demand rideshare services were discarded as the service does not provide enough

capacity to meet potential high demand. The service would be provided by a single van which may at times result in long wait times for users. AT has identified two further areas for developing the on-demand model; Papakura and Pukekohe. At this stage Paremoremo has not been identified as a priority area for on-demand services.

Further information and documents can be found at the following locations:

- Maps of each proposed option can be found on [pages 559 and 560 of the 10-year budget 2021-2031 supporting information document](#)
- Full details on the Paremoremo Public Transport Targeted Rate can be found on [section 7.15 of the 10-year budget 2021-2031 supporting information document](#)
- [Have Your Say: online or in person](#)