

# Half Moon Bay Ferry Pier Newsletter

October 2017

## Brief history and background

Since 2003, the former Manukau City Council, Auckland Regional Transport Authority and from 2010, Auckland Transport (AT) have carried out a number of investigations to find the best possible public transport solutions for the Half Moon Bay area. Several options were considered and these were refined to the single preferred design – the concept plan.

The concept plan was adopted in 2012 following an extended period of consultation with various local stakeholders including the Howick Local Board. As part of the concept plan and partnering with mana whenua, a decision to construct a new pier was made.

In April 2017, AT, in partnership with the Howick Local Board and the NZ Transport Agency, opened the new ferry pontoon and pier at the southern side of the vehicle ferry terminal at Half Moon Bay. The overall project budget was \$5.9m, with funding contributions from Auckland Council, NZTA, and the Howick Local Board.



The AT project team has worked closely with mana whenua for the design of the ferry pier. This collaboration has produced a number of outcomes in line with the Te Aranga Principles including storm water management, sightlines, connection to local landscape and features, and art integration.



For more information visit: [at.govt.nz/halfmoonbaypier](http://at.govt.nz/halfmoonbaypier) or email: [Greg.Horne@at.govt.nz](mailto:Greg.Horne@at.govt.nz) mobile: 027 606 8948



[New Zealand Government](http://www.govt.nz)

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## Answers to frequently asked questions about the project

### Why was the new ferry pier constructed? Wasn't the old pier good enough?

- The older pier was leased from the Bucklands Beach Yacht Club to Auckland Transport
- The lease was due for renewal in 2018 and AT took the opportunity to provide a new facility with increased services and future-proofed for anticipated growth in patronage.

### Why was the ferry pier constructed at the end of Ara-Tai?

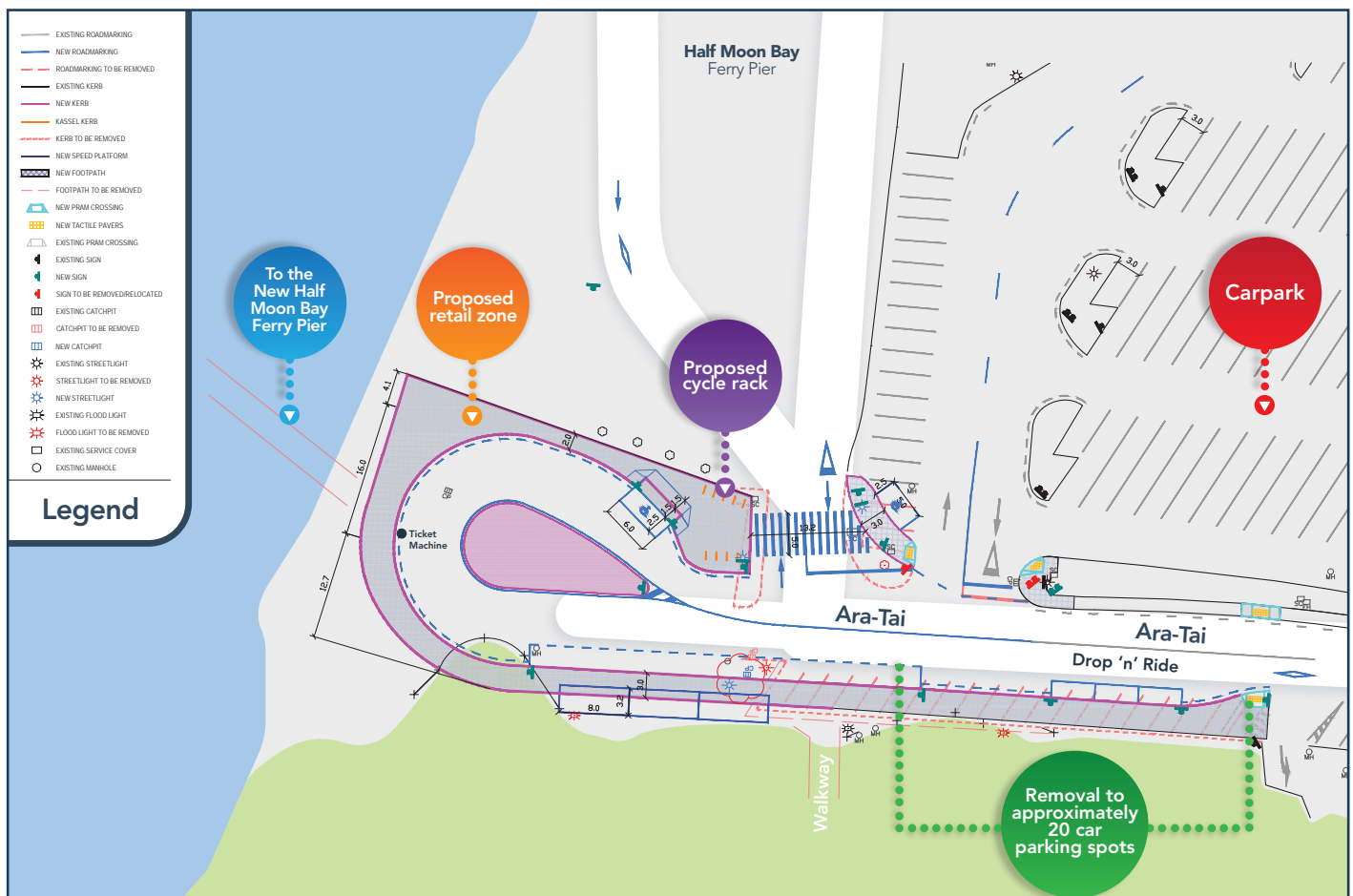
- Relocating the ferry services to the end of Ara-Tai provides suitable safety and segregation between the existing passenger ferry services, vehicular ferry services and leisure boating activities
- Specialist technical advisors were commissioned to review the concept plan's proposed location and orientation for the new ferry pontoon, gangway placement and wharf structure
- The location was also refined following input provided by a maritime engineering specialist and the Harbourmaster
- The advice also confirmed the position of the pontoon is best suited to deal with the effects of tidal flows.

### Why is the walkway wharf/pier so long?

- The walkway wharf/pier length is approximately 96 metres, which is similar to the length of the old pier
- The length of the pier allows the pontoon to be placed (the floating section) in the river where there is sufficient depth for the ferries at all times
- Unfortunately, at some times of the year the extreme low tides prevent the operation of the boats, however this is due to insufficient depth at the mouth of the estuary, not the pontoon.

### How was the pontoon secured?

- The pontoon has been constructed to international marine standards and follows the same principles for similar locations across Auckland Harbour
- The floating pontoon is fixed to vertical piles which project out of the water
- The pontoon floats up and down with the tide and is secured with moving runners
- This allows the pontoon to absorb forces of the waves and creates a stable floating structure
- This has the added benefit where the boats have a fixed height relative to the pontoon every time it is used and this makes the boats accessible almost all year round.



### Why is the ferry pier not fully enclosed?

- The orientation of the ferry canopy has been designed to mitigate westerly winds and location conditions
- The design of the pier provides shelter from the prevailing wind and rain while maintaining the connection to the sea and the vista, without obstructing the views to the sea and Rangitoto Island
- The design allows for the wind to blow through the structure, which is subjected to high wind
- If it was fully enclosed, it would create a wind tunnel effect, which would cause it to be windier and uncomfortable for passengers at the pier
- Additionally, in summer the semi-open design will help keep the pier cool and allow summer breezes to flow through easily
- Fully enclosing the facility would have also created echo with the public announcement systems.

### Will there be more development in the future?

- The proposal for the Half Moon Bay ferry pier is Stage 1 of a wider redevelopment plan for the marina area
- Stage 1 was aimed at making immediate progress on a modern and safe ferry pier within the available funding
- A number of investigations into the most appropriate solution for issues in the Half Moon Bay marina area have been carried out
- A wider developed concept plan that includes reclaiming land, creating a new ferry terminal building for Auckland Transport passenger services, redesigning the car

parking area and future-proofing for a potential multi-storey carpark has been suggested, with a cost estimate between \$35 million to \$45 million

- This amount did not include the multi-storey carpark
- Unfortunately, the estimated \$35-45 million cost (excluding a multi-storey car park) made it difficult to proceed with the wider concept plan.

### Why was construction of the bus interchange area not completed at the same time as the ferry pier?

- The required acquisition of land had not been fully completed
- The design of the bus interchange area is being fine-tuned by AT to comply with requirements for East Auckland new bus network, due to go live in December 2017.

### Where will the bus interchange be constructed?

- To support better integration of ferry and bus services, AT will build a new bus interchange area and bus stop facilities on Ara-Tai, within a short walking distance (less than 100m) of the new ferry pier

### When will construction of the bus interchange start and how long will it take to complete?

- Consent has been submitted with Auckland Council and once approved, the work will start
- Work will be phased to maintain pedestrian access
- It is expected to open in early 2018.



*Proposed bus shelter at the Half Moon Bay ferry pier*

## Exciting new changes to the Eastern network – Coming soon!

On 10 December 2017, AT will launch a new bus network for East Auckland with changes to bus routes, route numbers and timetables.

The new East Auckland bus network is part of a simpler, more integrated public transport network for Auckland, including three new services to Half Moon Bay, connecting with different parts of East Auckland.

A new trial service, the 714 travels through to Bucklands Beach via Bucklands Beach Road, providing residents with more flexibility and travel choice as this service will meet every ferry.

The 734 service will travel to Botany, via Highland Park and Botany Road. During the week this service will meet every peak ferry sailing, with additional services every half hour inbetween for local journeys.

A new service, the 735 will travel from Half Moon Bay to Botany via Macleans Road, Howick, Cockle Bay and Millhouse Drive. This service is also designed to meet every peak ferry sailing with additional services throughout the day.

All routes will meet every ferry sailing except the last sailing from the City on Friday and Saturday nights. These last sailings are only met by the 714 bus.

Connections to other locations in East Auckland can be made at Howick, Highland Park and Botany. With the New Network providing three new frequent routes, this will create simpler connections and reduced waiting times for transfers.

For additional information on these services and the New Network in East Auckland, head to [at.govt.nz/newnetworkeast](http://at.govt.nz/newnetworkeast)

**FROM  
Sunday  
10 December  
2017**



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