

Transport for Future Urban Growth Consultation

Final report: South, North and North West

Prepared for



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Prepared by Buzz Channel

W: <http://www.buzzchannel.co.nz>

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Executive Summary

Background

Auckland Transport, Auckland Council and the NZ Transport Agency are working together on a transport network to support Auckland's new housing and business areas. The Transport for Future Urban Growth project focuses on:

- Ensuring transport for new areas is well-connected to the big picture and how these communities can best benefit from it.
- Ensuring plans for these new areas enhance the investment already underway.

As part of this project, Auckland Transport has consulted with residents in three key growth areas, regarding the potential transport network improvements. The objective of the consultation was to understand current and future transport movements and resident views on the potential network improvements for their area. Auckland Transport designed and managed the consultation and feedback process and feedback forms. Buzz Channel processed and analysed the feedback. The consultation included a series of Information Days in the key areas (the South, North and North West) and an online feedback form.

Findings

The South (Takanini, Opaheke-Drury, Drury West, Paerata and Pukekohe)

- Improvements to public transport services in the area were considered highly desirable. In particular there was a call for improvements to rail services, including introduction of express services, extension of the rail network beyond Pukekohe, additional stations along the existing route (eg. at Paerata), further electrification of the network through to Pukekohe and beyond and more park and ride facilities. There was a clear preference to spend and invest on public transport in the area and rail, rather than bus services, was seen as the key focus.
- Support for improvements to public transport services came both from residents and businesses.
- There was also support for improved road connections to reduce congestion on the Southern Motorway, such as by providing an alternative north-south route (eg. to the airport and the west via Weymouth and/or extension of the Mill Road corridor), or widening of the existing Southern Motorway. Reducing travel times was considered the highest priority and an alternative route was preferred as the best way to improve roads to achieve this. Others suggested that increasing rail freight services in the area would reduce the number of trucks needed to move freight by road in the area, therefore helping to address congestion.

- While most comments and feedback focussed on public transport and road networks, there was a small number of comments regarding improvements to walking and cycling facilities in the area, including pedestrian and cycle access and connections to railway stations.
- Many participants were sceptical that only 20% of morning work trips would be further north than Manukau and the airport; trip data collected as part of the consultation suggested the Auckland CBD is a key destination for those living in the south.

The North (Silverdale, Wainui, Dairy Flat)

- There was a call for improvements to public transport services in the area, particularly to bus services. Many people living in the area would prefer to travel by bus and wanted to see bus services that were efficient, affordable and well-connected. Specific improvements included more frequent and express services, separate busways and bus lanes, extension of the Northern Busway and local bus feeder services. Increasing capacity at park and ride facilities was identified as a key issue. There was also a desire to see heavy or light rail in the area and increased ferry services.
- There was a sense that many participants felt transport networks and infrastructure were lagging behind housing growth and development in the area, further contributing to existing traffic issues. Improvements to public transport were seen as key to alleviating some of the current congestion.
- Recommendations for improvements to road networks focussed on improvements to north-south routes (eg. widening State Highway 1, additional on/off-ramps), as well as east-west routes such as Penlink. Safety was also highlighted as an issue on some roads in the Dairy Flat area. Strong links to through roads and motorways was considered a key focus for business areas.
- The Auckland CBD and Albany were key destinations for people living in the Silverdale, Wainui and Dairy Flat areas.
- There was also notable support for improvements to walking and cycling facilities in the area, such as separate cycle lanes and widening of roads to make them safer for cyclists and footpaths in places where people are currently forced to walk along main highways.

The North (Warkworth)

- For this part of the north, improvements to roads in the area was considered the highest priority. In particular, participants wanted to see improvements to the Hill Street intersection and reduced congestion generally, particularly in Warkworth itself and on Matakana Road. Addressing the issues with congestion, particularly around the Hill Street intersection, was considered a matter of urgency and one of the main ways to

make the area a great place to live. This was considered a priority by both residents and businesses. East-west connections were considered a lower priority.

- Recommendations to address congestion in the area included the Western Collector bypass, the Matakana Link project, changes to access to Elizabeth Street, changes to traffic light phasing and/or making the intersection a roundabout instead. A Matakana Link Road extension in particular had a high level of support from locals in this part of the north.
- Public transport improvements were also considered a priority, but secondary to improvements to road networks. Primarily, residents called for improvements to bus services (such as regular bus services, new bus stations and bus service connections to the Northern Busway) and adequate park and ride facilities.
- Good walking and cycling connections were also desired by participants. This included provision of footpaths in areas not currently served by them, wider and better quality footpaths and cycle paths.
- The Auckland CBD is a key destination for those living in the Warkworth area, followed by local trips within Warkworth and Albany. There was a preference for making journeys by car or bus.

The North West (Whenuapai, Redhills, Kumeu-Huapai and Riverhead)

- Public transport improvements are considered the key priority in the north west. In particular, participants called for re-introduction of a commuter train service from Kumeu/Huapai (and potentially as far as Waimauku and Helensville) to the CBD. Participants wanted to see a train service that was frequent, reliable and fast, with a timetable that met resident needs (eg. operated at convenient times for commuters to the CBD). There was also considerable support for improved bus services, including express bus services and shorter journey times, separate busways and bus lanes, extension of the Northwestern busway to Kumeu/Huapai and bus services to locations such as Riverhead. Re-introduction of rail and improvement to public transport generally received support from both residents and businesses.
- Alongside public transport improvements, participants wanted to see accompanying park and ride facilities with sufficient capacity.
- Secondary to public transport improvements, improvements to road networks in the area was considered a priority to reduce congestion and improve traffic flow. Recommendations included extending the North Western Motorway, widening the motorway and/or State Highway 16, bypassing Kumeu/Huapai, a direct connection between State Highway 16 and State Highway 18 and improvements to intersections (eg. at the Coatesville-Riverhead Highway) to reduce congestion and improve safety.

- Many participants mentioned that improvements to transport in the area needed to happen urgently, given that the existing infrastructure is already struggling to cope and the population in the area is due to grow substantially.
- Improvements to walking and cycling facilities in the area was also identified as an area of need, particularly in the Whenuapai area.
- The Auckland CBD was the key destination for those living in the area, followed by Albany and Westgate/North West Mall. There was a preference for wanting to make journeys by train or bus.

Background

Auckland Transport, Auckland Council and the NZ Transport Agency are working together on a transport network to support Auckland's new housing and business areas. This transport network will include a mix of new or upgraded roads, upgraded state highways, optimising existing networks and new public transport and cycling infrastructure.

Auckland's population is expected to grow substantially by more than 1 million people in the next 30 years. While most of this growth will take place within the existing urban area, 11,000 hectares of greenfields land has also been identified for growth in the proposed Auckland Unitary Plan. Significant new infrastructure will be required to support approximately 50,000 new jobs and at least 110,000 new houses in these areas. Auckland Transport is focussing on ensuring these future communities are well connected and great places to live.

The Transport for Future Urban Growth project focuses on:

- Ensuring transport for new areas is well-connected to the big picture and how these communities can best benefit from it.
- Ensuring plans for these new areas enhance the investment already underway.

As part of this project, Auckland Transport has consulted with residents in three key growth areas, regarding the potential transport network improvements. The objective of the consultation was to understand current and future transport movements and resident views on the potential network improvements for their area. The three key growth areas included in the consultation were:

- The South: Takanini, Opaheke-Drury, Drury West, Paerata and Pukekohe
- The North: Warkworth, Wainui and Silverdale-Dairy Flat
- The North West: Whenuapai, Redhills, Kumeu-Huapai and Riverhead.

Methodology

Auckland Transport designed and managed the consultation and feedback process and feedback forms. Buzz Channel processed and analysed the feedback.

The consultation included a series of Information Days in each area. The Information Days offered local residents and other interested parties an opportunity to learn more about the proposed plans and have their say about future transport network improvements in the area. Attendees were invited to complete a paper or online feedback form. Regional stakeholders also had an opportunity to submit their feedback directly to Auckland Transport by post or email. There was also an online feedback form available, with links to this on the Auckland Transport website. Those who were visually impaired or had difficulty completing the form due to a disability were invited to call Auckland Transport, where the call centre staff could complete the form on their behalf.

The online feedback form contained several yes/no questions and open-ended questions. Comments received as part of the open-ended feedback have been coded and ‘counted’ to present the results shown in the tables in this report. Those filling in the online feedback form were able to answer as many or as few questions as they wished. Base sizes for each question may therefore vary. Note that some base sizes are low (ie less than 50) and results for these questions should therefore be considered indicative only.

Those completing the online form generally did so using a desktop computer, although some forms were completed on tablets or mobile:

- Desktop – around 80%
- Tablet – around 13%
- Mobile – around 7%

Summary

Over the total consultation period, over 770 people attended information sessions and over 620 feedback forms were completed.

Figure 1: Number of feedback forms received by area

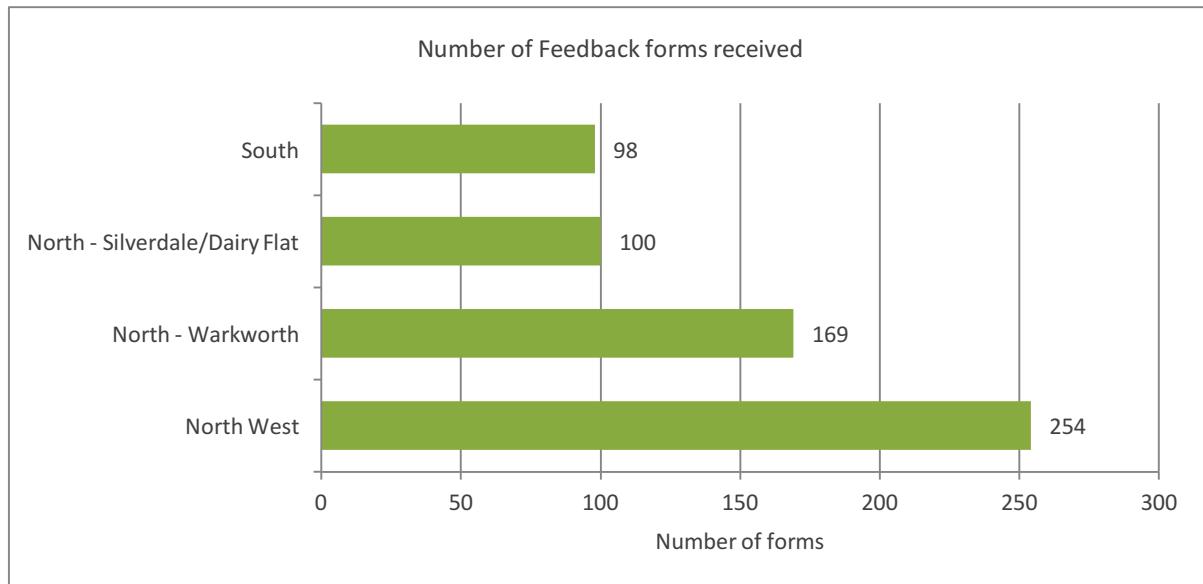
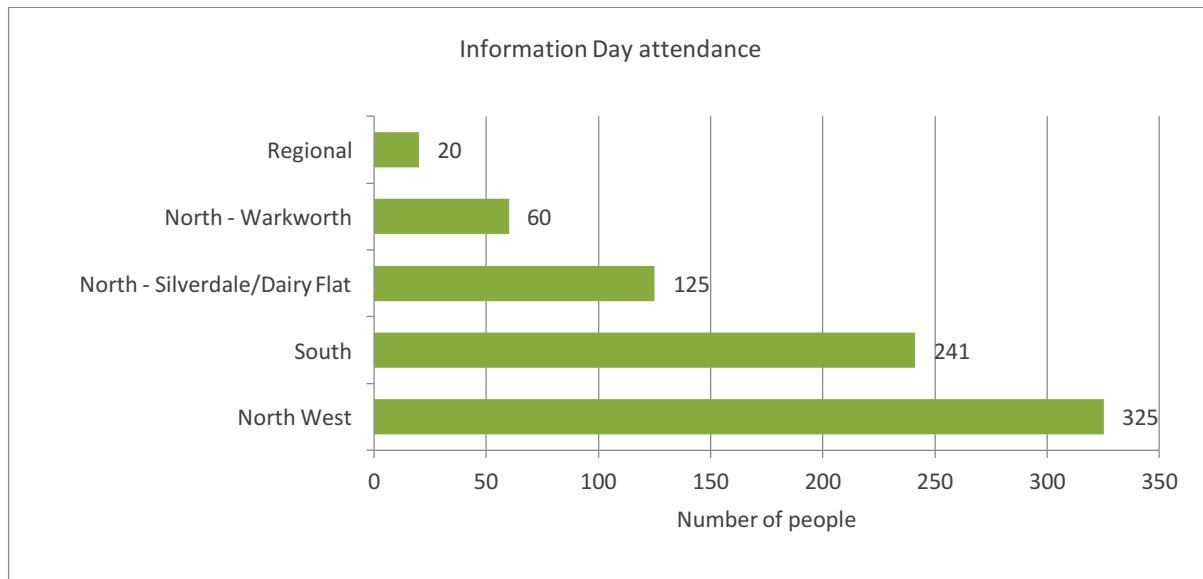


Figure 2: Information Day attendance by area



South

The consultation period for the South was Thursday 18 February to Thursday 03 March 2016. This report includes feedback based on notes from the Pukekohe, Takanini and Drury Information Days, stakeholder letters, comments on the Transport Blog and 98 responses to the feedback form (online and hard copy).

Pukekohe Information Day

The Pukekohe Information Day was held over a weekend (20-21 February) at the Pukekohe A&P Show, sharing a stand with the Franklin Local Board. Over the course of the two days there was a steady amount of interest in the project. Approximately 110 people attended the information day across the weekend.

Takanini Information Day

The Takanini Information Day was held on a weeknight (25 February) at the Takanini Hall. Approximately 50 people attended the information day.

Drury Information Day

The Drury Information Day was held on a weekend (27 February) at the Drury Hall. Approximately 81 people attended the information day.

North

The consultation period for the North was Thursday 25 February to Thursday 10 March 2016. This report includes feedback based on notes from the Silverdale and Dairy Flat Information Days, stakeholder letters, comments on the Transport Blog and 100 responses to the feedback form (online and hard copy). A separate section contains findings from the consultation for the Warkworth area, based on notes from the Warkworth Information Day, stakeholder letters, comments on the Transport Blog and 169 responses to the feedback form.

Silverdale Information Day

The Silverdale Information Day was held on a weeknight (3 March) at the Silverdale Rugby Club (see image below). Approximately 40 people attended the information day.

Figure 3: Silverdale Information Day



Warkworth Information Day

The Warkworth Information Day was held on a weeknight (1 March) at the Warkworth Masonic Hall. Approximately 60 people attended the information day.

Dairy Flat Information Day

The Dairy Flat Information Day was held on a Saturday (5 March) from 10:00am until 2:00pm at the Dairy Flat School Hall (see images below). Approximately 85 people attended the information day.

Figure 4: Dairy Flat Information Day, Image 1

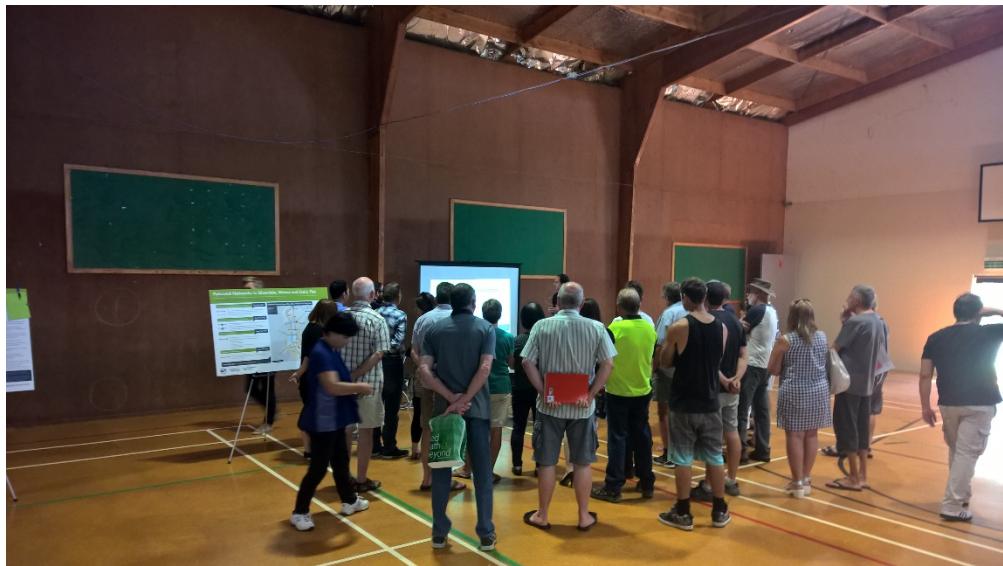


Figure 5: Dairy Flat Information Day, Image 2



North West

The consultation period for the North West was Thursday 03 March to Thursday 17 March 2016. This report includes feedback based on notes from the Kumeu and Whenuapai Information Days, stakeholder letters, comments on the Transport Blog and 254 responses to the feedback form.

Kumeu Information Day

The Kumeu Information Day was held on a weeknight (10 March) at the Kumeu Masonic Hall (see image below). There was a huge amount of interest in the project with approximately 250 attendees over the course of the evening.

Figure 6: Kumeu Information Day, Image 1



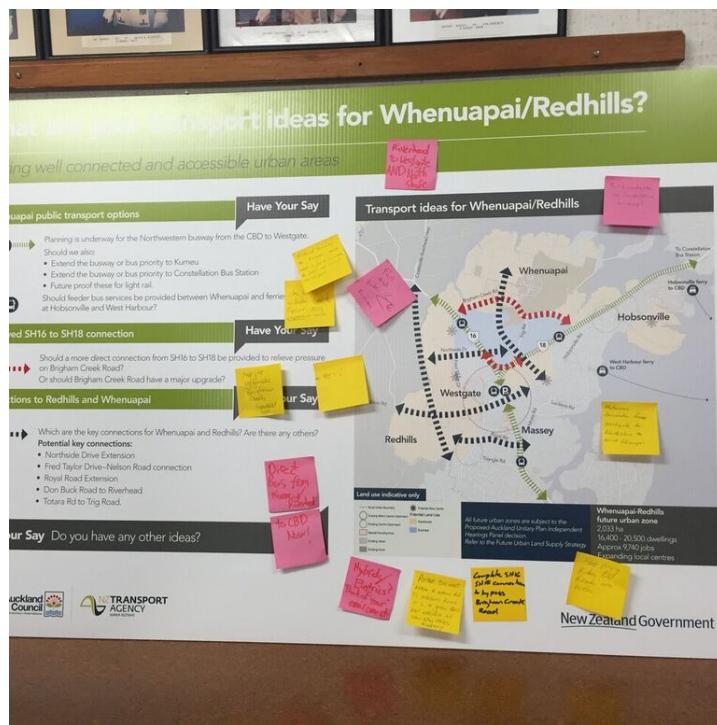
Whenuapai Information Day

The Whenuapai Information Day was held on a Saturday (12 March) from 10:00am until 2:00pm at the Whenuapai Village Hall (see image below). Approximately 75 people attended the information day.

Figure 7: Whenuapai Information Day, Image 1



Figure 8: Whenuapai Information Day, Image 2



Regional Information Day

The Regional Information Day was held on a weekday afternoon / early evening (14 March) from 3:00pm to 7:00pm at the Aotea Centre. Attendee turnout was somewhat low, with only 20 people in attendance.

Findings: The South

Key Findings

- Improvements to public transport services in the area were considered highly desirable. In particular there was a call for improvements to rail services, including introduction of express services, extension of the rail network beyond Pukekohe, additional stations along the existing route (eg. at Paerata), further electrification of the network through to Pukekohe and beyond and more park and ride facilities. There was a clear preference to spend and invest on public transport in the area and rail, rather than bus services, was seen as the key focus.
- Support for improvements to public transport services came both from residents and businesses.
- There was also support for improved road connections to reduce congestion on the Southern Motorway, such as by providing an alternative north-south route (eg. to the airport and the west via Weymouth and/or extension of the Mill Road corridor), or widening of the existing Southern Motorway. Reducing travel times was considered the highest priority and an alternative route was preferred as the best way to improve roads to achieve this. Others suggested that increasing rail freight services in the area would reduce the number of trucks needed to move freight by road in the area, therefore helping to address congestion.
- While most comments and feedback focussed on public transport and road networks, there was a small number of comments regarding improvements to walking and cycling facilities in the area, including pedestrian and cycle access and connections to railway stations.
- Many participants were sceptical that only 20% of morning work trips would be further north than Manukau and the airport; trip data collected as part of the consultation suggested the Auckland CBD is a key destination for those living in the south.

Creating Liveable Communities

Q1. What transport features do you think will help make this area a great place to live?

The most frequently mentioned improvements were extending road connections and better train services in general. Other common recommendations for improvement were better connected public transport services, rapid transit and better bus services in general.

Comments focussed on key issues such as the need to provide public transport services that meet the needs of those living in the south. Rail, in particular, was considered an area of focus, given the rail line already in existence in the south. Specifically, participants mentioned the following rail features that they felt would help create more liveable communities in the south:

- Shorter journey times (e.g. through introduction of express services)
- Extension of passenger rail to other locations e.g. Pokeno, the airport
- Electrification of the passenger rail network between Papakura and Pukekohe, and further south to new destinations (eg. Pokeno).
- Additional lines/tracks along the existing route to accommodate more frequent services and express services.

There was also a call for better connected public transport services and integrated transport to allow for quicker and more direct journeys e.g. to connect areas such as Howick, Manukau and Botany, bus feeder services to train stations etc, as well as additional park and ride services at transport hubs.

Many comments focussed on the need to make improvements to the road network. These included increasing capacity along State Highway 1, providing an alternative north-south route parallel to State Highway 1, road widening along key arterial routes to reduce traffic congestion and better east-west connections, as shown overleaf.

The table below shows the key themes, sorted by category and frequency.

Table 1: Key transport features that will make the south a great place to live

| Theme | Category | Number of mentions |
|--|----------------------|--------------------|
| Public transport | | |
| Better train services in general - accessible, reliable, frequent | Rail | 33 |
| Better connected public transport in general | Public transport | 24 |
| Rapid transit - electric trains, light rail, underground | Rail | 21 |
| Better bus services in general - accessible, reliable | Bus | 19 |
| Extending train services | Rail | 14 |
| Rail/ cycle integration/ cycleways | Rail/walking/cycling | 14 |
| New railway stations/hubs - new freight terminal, upgrading current stations | Rail | 13 |
| Park and ride facilities | Public transport | 12 |
| Dedicated bus lanes | Bus | 2 |
| Road | | |
| Extending road connections - improved traffic flow, alternative route to city, extend SH1 capacity | Road | 41 |
| Addressing roundabouts, lights, pedestrian crossings | Road | 8 |
| Change speed limits | Road | 5 |
| Grade separation at level crossings | Road | 2 |
| Other | | |
| Transport infrastructure needs to happen prior to development | Planning | 8 |
| Accessible stations - walking, cycling | Walking/cycling | 7 |
| Other | Other | 9 |

Some example comments included:

"Early provision of Rapid Transit services so that development is shaped by this rather than just driving as we usually do. Therefore, electrification of the rail line to Pukekohe, additional stations centred on areas of future growth in advance of the arrival of that development. Also good access to these stations by walking and cycling, or at least the reservation of Active right of ways for future addition. Similar consideration of future bus routes; the best time to plan these is before they are needed. We don't want to make the mistakes of earlier developments like Pakuranga where no Transit right of way were reserved because of an assumption that the car would work for everyone and forever. Make no exclusive assumptions about the future, but choose to shape development on timeless principles of proximity and walkability: proper compact centres focussed on Transit stations. If stations on the existing rail line are put in early there is the chance that a village pattern will work. Without stations and service, it is certain that it won't. We'll just get 'leap-frog sprawl' like in Pokeno. Keeping development compact will enable more of the current countryside to remain and be the amenity that attracts residents there. Firm allocation of reserve areas must be identified and maintained."

"Focus on Public Transport, and a realisation that more motorways and extra lanes will not cope with the huge planned growth in the South. The South is lucky in that there is an existing rail line and this needs to be an urgent key focus to be upgraded as soon as possible - mainly with electrification, new stations and 3rd & 4th lines for an express service. And to be a great place to live there has to be an awareness by AT that this goes beyond going to work, so late trains during the week and after special events is also important. This makes living in the area great and will reduce people who are forced to use roads when going out in the City or to concerts and sporting events."

"More thorough use of rail. Significant station upgrades, especially Takanini and Te Mahia, if they are to be retained or integration with the motorway and Mahia Rd/Rangi Rd connections. Grade separation of the four Southern level crossings is a MUST. Strong lateral connections by bus as per New Network. Electrification to Pukekohe via Drury/karaka/paerata. These intermediate stations are a MUST as transport must pre-empt housing growth, not lag until it's too late. Light rail through Manukau/Botany region is becoming as urgent as it is in the isthmus. Airport/SW/Manukau heavy rail is already decades late."

"Better bus and train services (more accessible and reliable) than they are currently."

"We build a network around wide 4 - lane boulevards to mitigate future congestion. E.g. Mill Road needs to be built as a 4-lane road from the outside. Minimise conflicts with traffic like Te Irirangi Dr in East Auckland. A new limited access/motorway corridor should be built between the southern motorway and Pukekohe"

"Good public transport for the morning commute; out of peak hours large-scale public transport doesn't make much sense given the population densities of the area. Self-driving cars on demand might make sense."

"Improved traffic flow, at the moment it can take 30 minutes just to get from Papakura central to Takanini motorway off ramp. Widening great south road through Takanini (2 lanes all the way) would go a long way!"

"Fast efficient rail services to Auckland and Hamilton. Alternative road options to SH1. Feeder bus services to railway. Sensibly planned developments that do not channel traffic to pinch points."

"Focus on Manukau as a significant metro, residential and employment centre. Great transport and public connections around the south to Manukau e.g. Drury to Manukau Rail from Manukau to the airport. Make Manukau and the south a much better centre for walking and cycling. Ensure southern people can get directly to Manukau by rail and that people can go south by rail."

Comments on the Transport Blog also focussed on the need for better train services:

"How can the key options for Pukekohe not include Electrification? This is the number one activity which will absorb a fair number of the transport users from all this growth. Also an express service is really important. Imagine 30 to 35 minutes from Pukekohe to the city with stops at key stops like Otahuhu & Newmarket – this service at peak times would be so popular and really reduce the numbers of cars on the road. I used to take a train from Hatfield into London, and the express service of 30 minutes was so popular compared to the 55 minute every stop service. Also there are a large number of people who take the train into the city currently, the 80% figure is rubbish. Can't they access the current AT HOP data to see the number of users? There are a number of quick inexpensive wins for the South because of the rail line that don't involve expensive roads."

Improvements to rail services were also supported by a local body in the health sector:

"We support the intent to optimise the current network, and recommend that this is strengthened, particularly around the rail network in Southern Auckland. We particularly support the intent to extend the electric rail network throughout the Southern region. We support the planning underway to extend the electric rail network to Pukekohe, and beyond, as demand increases."

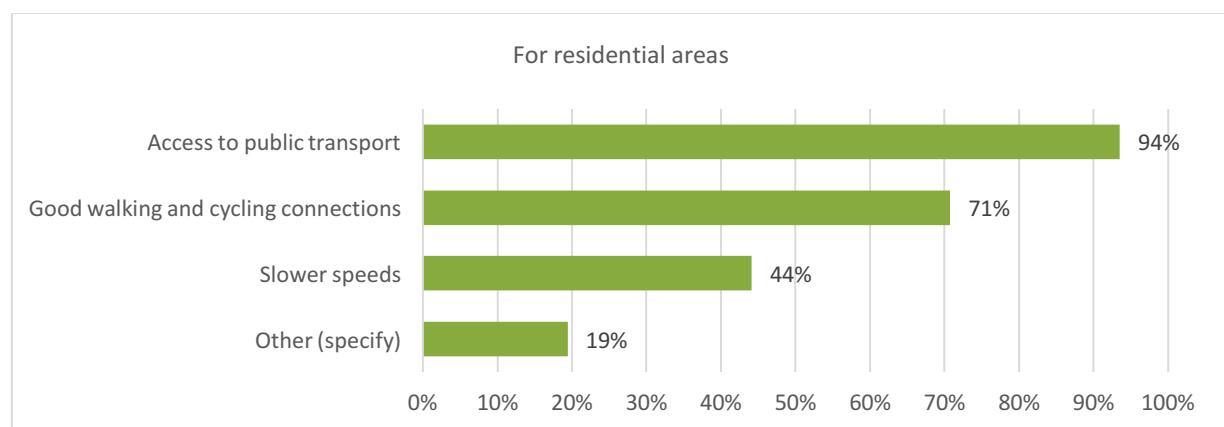
Q2. How is this different for residential and business areas?

For residential areas people felt the main focus should be on public transport, followed by good walking and cycling connections.

Other suggestions included:

- Shared spaces
- Building roads wide enough for on street parking
- Safer trains and stations
- Park and ride facilities
- Speed limits that are reasonable/appropriate for the type of road

Figure 9: Key transport features needed for residential areas in the south



Base: n=92 participants

The need for access to public transport services was reiterated on the Transport Blog:

"100% agree with this. None of these new areas should proceed without say 80% of the new dwellings having nearby access to frequent public transport services. AT really needs to step up here, not just widen roads and force two more Hamilton's worth of vehicles onto Auckland's road network. It's cheap and simple to design public transport into new housing areas at this early planning stage, and it should really be a mandatory part of the approval process for all of them."

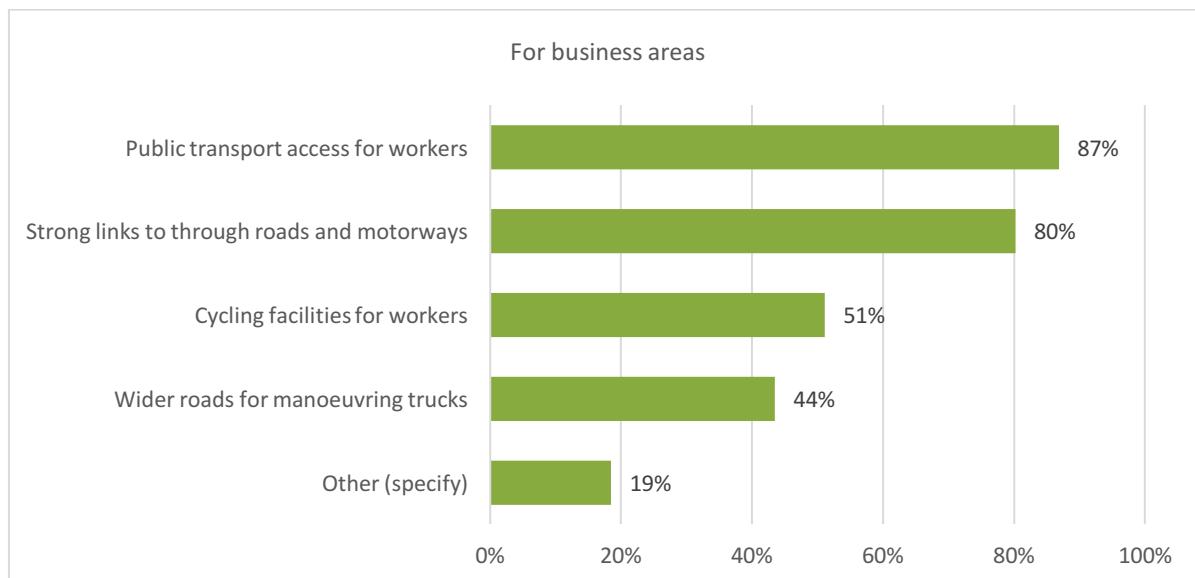
"The key thing is of course to do what we didn't in South East AKL, and still aren't in Ham and Tau, and that's plan full Rapid Transit Networks, and reserve the Right of Ways now, while they're free and clear and cheap. There is no risk in this, if for whatever fanciful reason Rapid Transit isn't required in the future, no matter, the RoWs will have other uses. But it's a hugely expensive disaster to not reserve them now, we didn't in Pakuranga because the future was certain to only ever be the car, said those in charge, and now it's jammed, unpleasant, and inefficient. And super expensive to retro-fit. This highlights a curious feature of auto-dependant sprawl which is that access to new areas always starts easy then declines as they fill. Unlike denser urban areas which get better and better and more and more travel options as they densify [or should, all being equal], not to mention more and more proximate amenity, as a function of intensity."

For business areas participants felt the main focus should be on public transport access for workers, followed by strong links to through roads and motorways.

Other suggestions included:

- Local rail freight services
- Sufficient car parking options
- Reduce truck and commercial traffic through residential neighbourhoods

Figure 10: Key transport features needed for business areas in the south



Base: n=91 participants

Issues and aspirations in the South

Participants were told:

New urban areas totalling about the size of Hamilton will be built in South Auckland during the next 30 years

- Approximately 50,000 new houses
- Approximately 13,000 new jobs
- Approximately 120,000 more people

Aspirations for the south

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Improve north - south movements
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

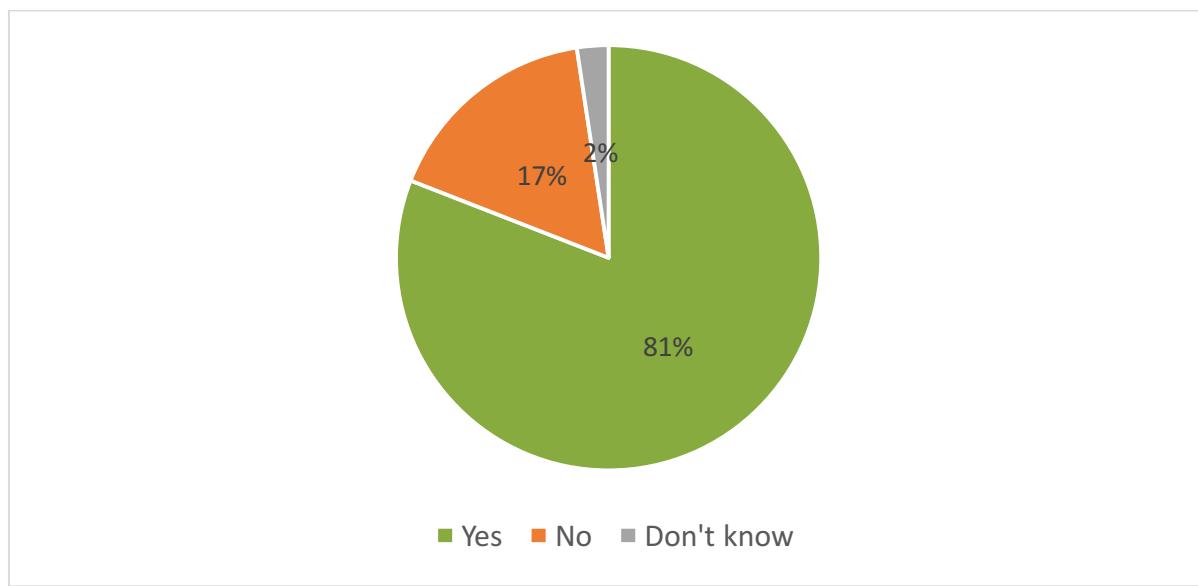
Transport issues

- It is predicted that 80% of morning work trip destinations will be no further north than Manukau and the Airport
- The scale of growth will mean there is a need for stronger north-south connections
- Lack of east-west connections in the Takanini and Drury areas.

Q3. Do you agree with these aspirations and issues for transport in this area?

Most participants (81%) agreed with the aspirations and issues for transport in the south as described above.

Figure 11: Agreement with aspirations and issues for transport in the south



Base: n=88 participants

Q4. What have we missed?

When asked what was missing from these aspirations and issues, people were most likely to mention scepticism regarding the quoted figure of 80% of morning work trips being no further north than Manukau and the airport, increased train services, a need to extend road connections and improve traffic flow and rapid transit.

Many of those who questioned the 80% figure for morning trips suggested that it was overly optimistic and that a figure of 50% may be more accurate. This was due to a perception that there were not enough local jobs available to support this and that many people work or study in areas such as the Auckland CBD where many businesses and educational facilities are based.

Comments about rail service and public transport focussed on key issues such as the need to provide public transport services that meet the needs of those living in the south. This included extending rail passenger services to other locations / new destinations, express services to Britomart, electrification, the potential for light rail, more park and ride facilities and connecting services.

Many comments also focussed on the need to make improvements to the road network, including a western link connecting the areas of Karaka and Drury to State Highway 20 through Weymouth, and upgrades to the motorway network to cope with increasing numbers of commuters as a result of housing and population growth in the south.

The table below shows the key themes, sorted by category and frequency.

Table 2: Other factors that will make the south a great place to live

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Would like increased train services in general | Rail | 14 |
| Rapid transit - electric trains, light rail | Rail | 8 |
| Focus on PT - focus away from cars, focus on alternative strategies | Public transport | 6 |
| Park and ride needed - Takanini, Paerata, Pukekohe, Pokeno, Drury | Public transport | 5 |
| More bus ways needed | Bus | 5 |
| Airport rail link | Rail | 3 |
| Rail freight terminal - Drury | Rail | 2 |
| Drury station closer to motorway | Rail | 2 |
| Road | | |
| Question 80% ratio – likely to be less than 80% of trips | Road | 20 |
| Extending road connections/ improved traffic flow | Road | 12 |
| Western link - Karaka, Weymouth | Road | 6 |
| Connection roads - between Papakura/Drury, Taka Street/Station Road | Road | 3 |
| Increase motorway capacity | Road | 3 |
| Lack of East/ West connections | Road | 2 |
| Other | | |
| Increase infrastructure first, then develop - act now, more long term planning | Planning | 7 |
| Comments about housing / density / zoning / land availability | Housing | 3 |
| Increased employment | Employment | 2 |
| Walking and cycling infrastructure - provision for open space and recreation | Walking/ cycling | 2 |
| Other | Other | 14 |

Some example comments included:

"History says that if you increase motorway connections, then a high proportion of the new houses will be used to commute into Auckland. I strongly question whether 80% of trips will really be no further than Manukau/airport. More likely it will be 50:50. Thus, my preference would be to focus on increasing the density of housing within Auckland isthmus. I fully understand that this is controversial. My preference is still that the isthmus should be 100% upzoned to THAB (8 story apartments) and not create more greenfield sites."

"80% predicted to commute no further than Manukau and the Airport? Can Auckland Transport provide the methodology into how that number was come to please. Work I have done shows 50% would go no further north than Manukau now and into the future and that was based on both Ministry of Transport figures and Council evidence to the Unitary Plan on the Business Zones."

"I think more than 20% (i.e. 100% - 80%) will be going further than Manukau or Airport, but accept 50% of traffic will be to these areas. Most people in Franklin want better train services. There is great parking at Pukekohe but the service is bad and unreliable. Changing trains at Papakura simply means that people now drive to Papakura instead which only adds to the roading congestion and makes it seem that Pukekohe doesn't have the demand for trains when it does. So many people you talk to say they would train rather than drive if the service was direct (no changeover at Papakura), more reliable, and if there was a fast train (one in morning and one at night would suffice) you would remove an incredible amount of traffic off motorway."

"Over optimistic with assumption that 80% won't head further north for work. Attraction of higher paying jobs further north, but also people change jobs more often than residence so even if this is their intention it is unlikely to hold."

"Unsure of what is meant as east-west connections. Would the expense of the Mill rd extension into Drury and the Drury South project be better spent on rail, future possibility of light rail and up grading the existing motorway?"

"Increase car pooling using car pool lanes and apps like chariot, increase fuel prices in highly dense areas, subsidise electric cars, increase trains, try to keep trucks out of the city, put cargo on trains, make them go around if driving through the city, build a Manukau harbour bridge from Awhitu to Waitakere. Get more people to work from home, get more people to live closer to where they work, more apartments. Set a minimum speed limit."

One submission received via email stated that Auckland was at risk given that there was only a single corridor for exiting Auckland to the south and suggested a new bridge across the upper Manukau harbour would help relieve congestion on State Highway 1 and provide alternative access:

"Auckland City to the south, is at risk in a natural disaster by the fact that the only corridor for both the rail and motorway are side by side, which means the population will be restricted when they have to evacuate. We were all taken by surprise at the speed of the Christchurch events where there was no warning. This could be remedied by building the LONG proposed bridge across the upper Manukau harbour to connect with Urquhart Road Karaka with that road to continue to loop around Pukekohe hill and meet the motorway junction at Pokeno. It would also have the effect of diverting a lot traffic directly to the south western motorway so as to relieve the southern motorway from Drury to Manukau City. I believe that this should be given a high priority."

Another submission from a stakeholder in the southern Auckland area highlighted several key matters they felt should be considered in relation to the future transport network for southern Auckland. These matters were:

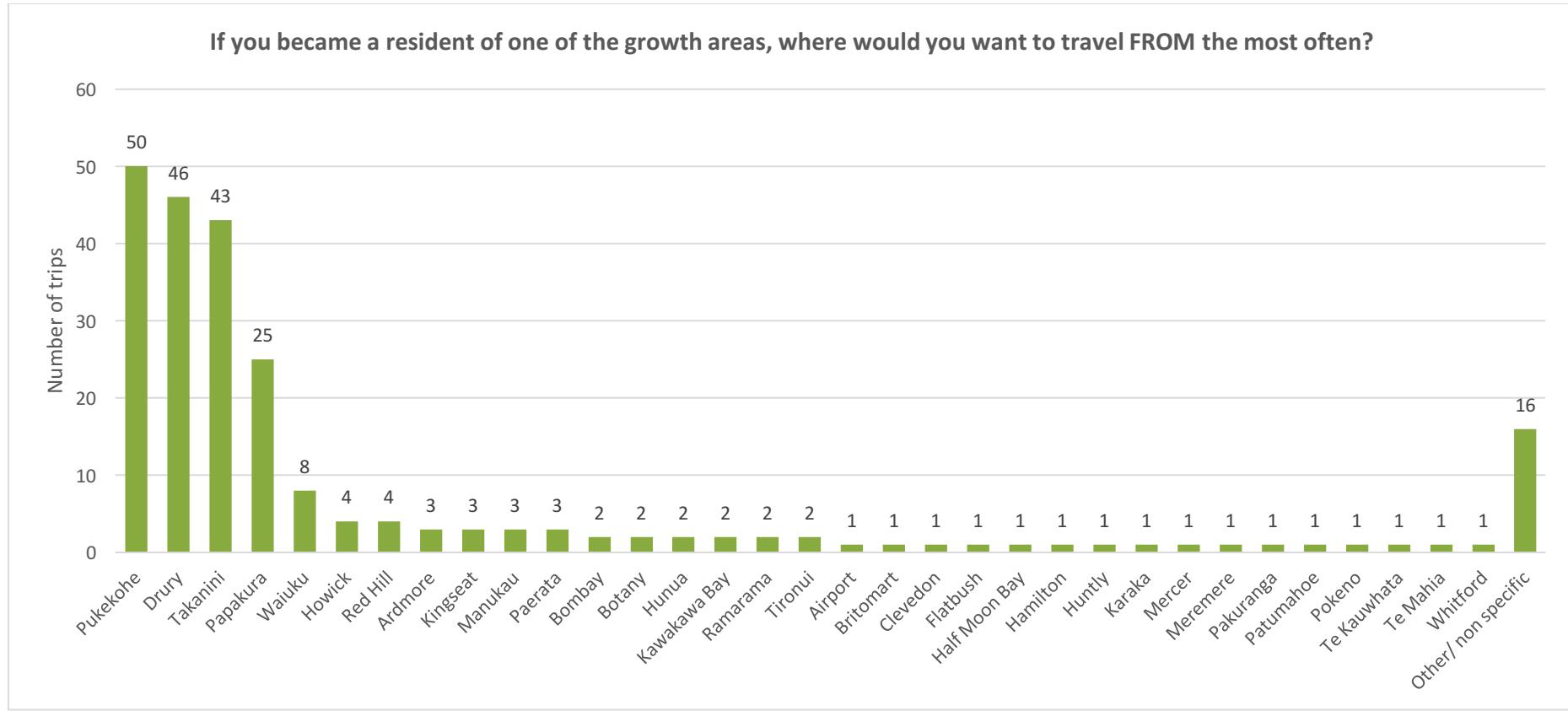
"(a) Recognise the strategic planning basis for giving priority for urbanisation to occur in areas such as Hingaia and Kingseat. (b) Acknowledge and respond to issues surrounding the lack of transport infrastructure that is delaying development in areas identified as being suitable for immediate development (i.e. in the first half of decade one under the Strategy). Similarly, there are opportunities to identify potential areas in which further investment in public transport infrastructure can build on existing networks and improve development outcomes. (c) Planning for a future roading connection bridging the Manukau Harbour at Weymouth and connecting that bridge to the existing Hingaia and Drury urban areas. (d) Provide greater flexibility with respect to the areas of land that are identified for urban development and the transport infrastructure servicing of such land."

Movements and connections

Q5. If you became a resident of one of the growth areas, where would you want to travel the most often and how would you want to get there? Would you want to take the bus, train, car, ferry, walk or cycle?

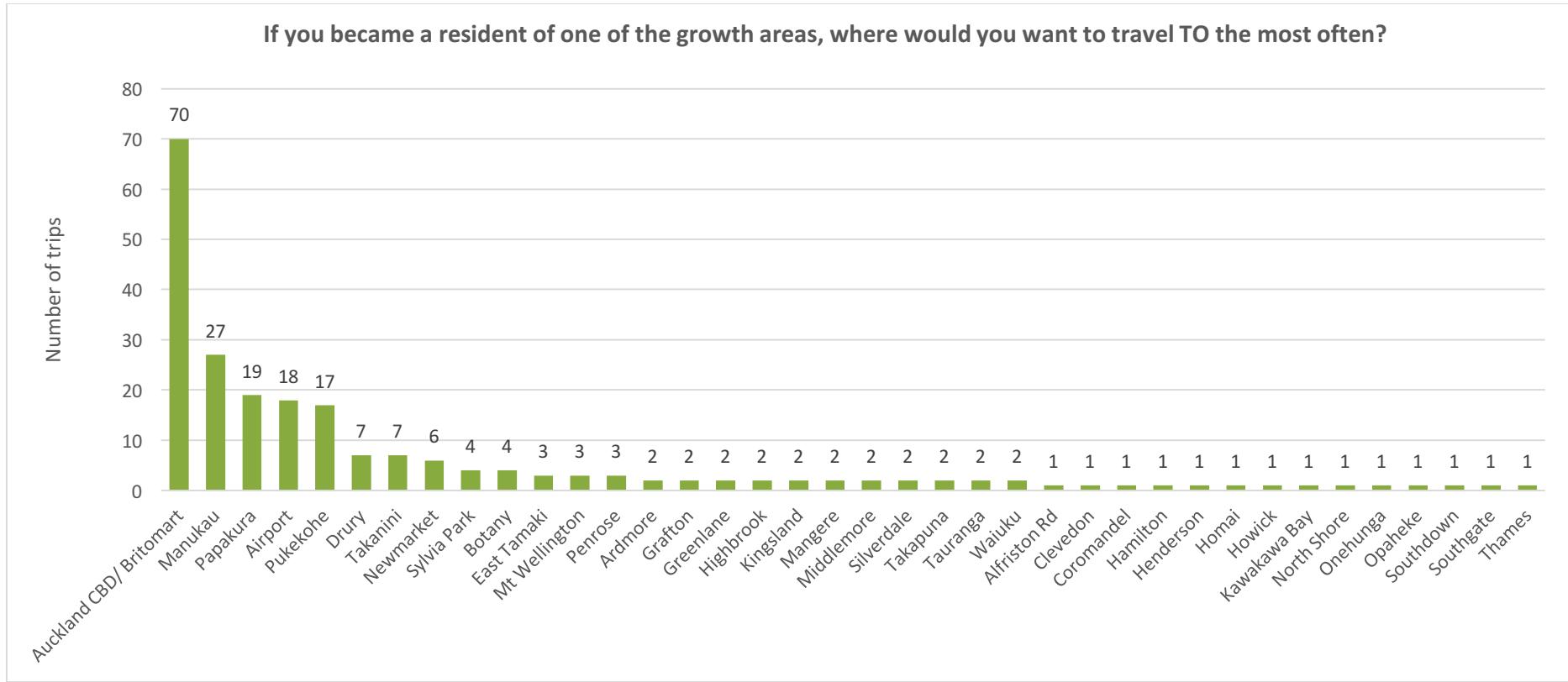
The most frequently mentioned places people want to travel from were Pukekohe, Drury, Takanini and Papakura, while common destinations included the Auckland CBD/Britomart, Manukau, Papakura, Pukekohe and the airport. There was an extremely strong preference for wanting to make journeys by train. This was followed by a desire to travel by car. There was little desire to use buses to make these journeys.

Figure 12: Key places people in the south want to travel from



Base: n=236 trips

Figure 13: Key places people in the south want to travel to



Base: n=236 trips

The following map shows most frequent trips from each of the top three locations in the south, with different types of lines based on frequency of mention.

Figure 14: Most frequent trips from the key locations in the south

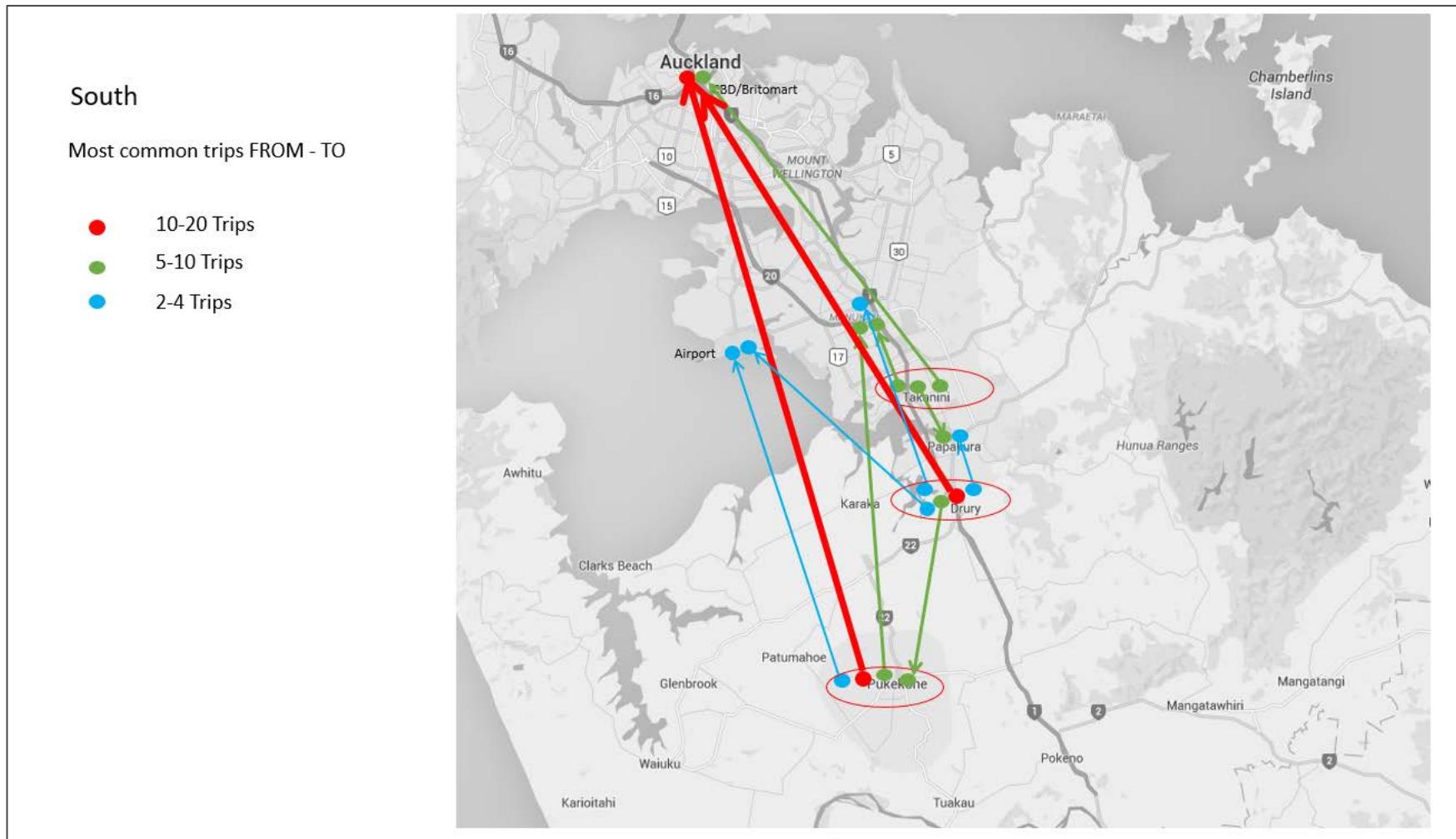
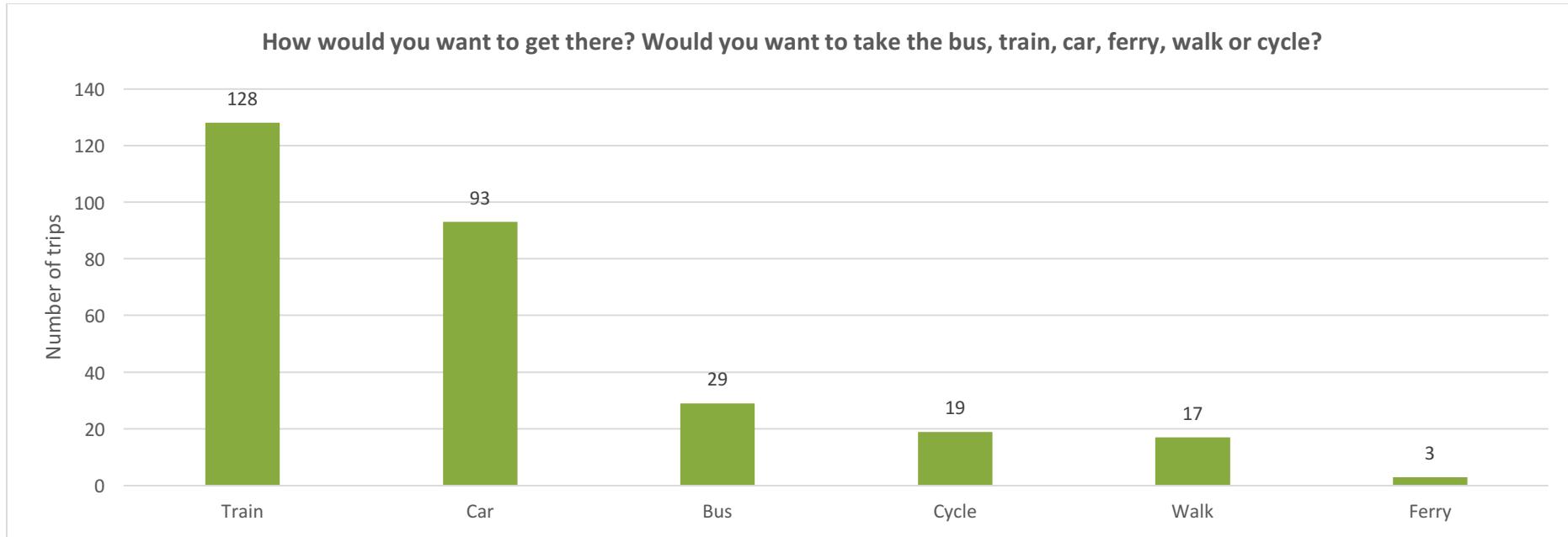


Figure 15: Most preferred travel mode for journeys from the south



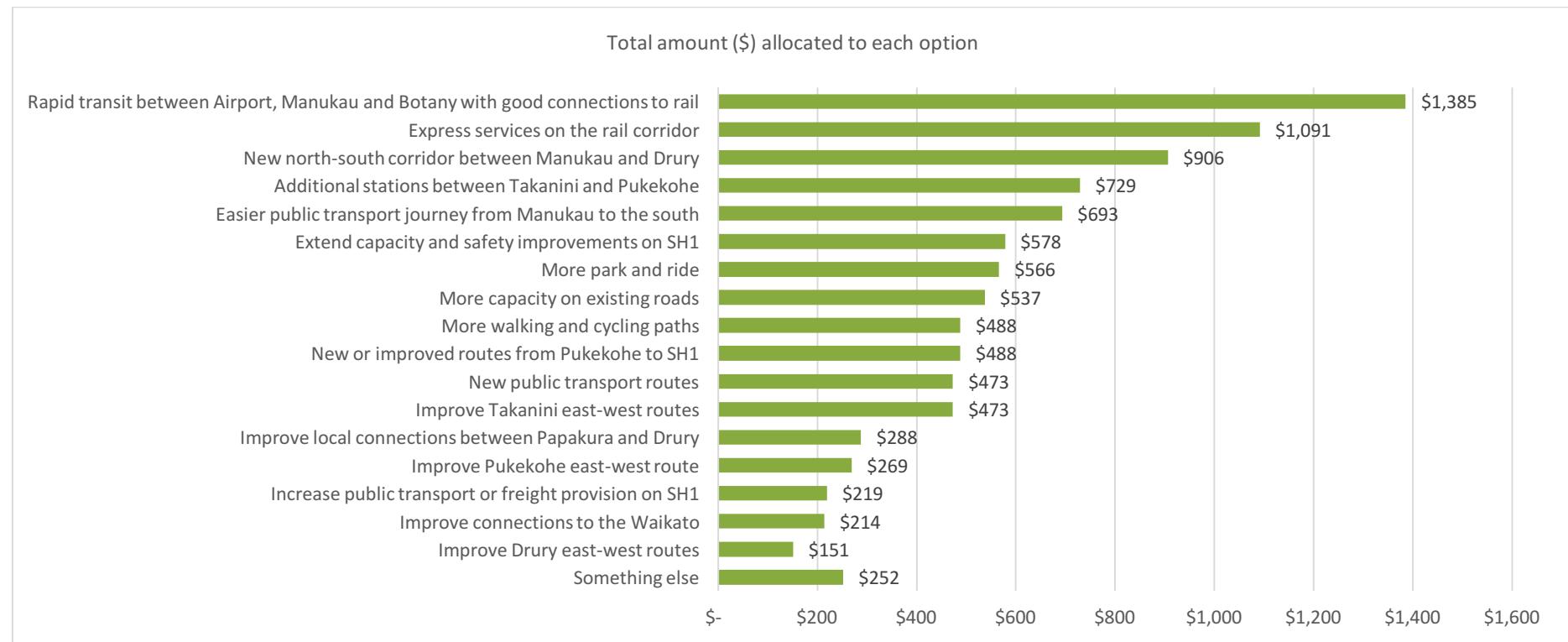
Base: n=289 trips (multiple modes selected by some participants)

Prioritising how we spend money on transport

Q6. If you had \$100 to develop the strategic transport network in the south, how would you spend it? (allocate money in \$10 lots)

There was a clear preference for public transport options, specifically allocating the money towards rapid transit between Auckland Airport, Manukau and Botany with good connections to rail and express services on the rail corridor and express services on the rail corridor.

Figure 16: Transport spend priorities for the network in the south



Base: n=98 participants

There was also support for an airport rail link on the Transport Blog:

"Secure a rail corridor to the airport. Always been my view that this should have south facing connections only that eventually allows a service pattern south to city via airport, and/or Hamilton to Airport. Of course that becomes a lost cause if AT abandon the northern Mangere rail line for LRT."

At the Information Days, people were given 10 tokens each to allocate towards the different options. The 18 choices from the online feedback form were consolidated down to 6 plus an 'other' to make it easier for people to manage. Feedback from the information days is therefore reported separately to that from the online feedback forms. The six choices were:

- Improvements to Public Transport
- Improved east-west routes
- Better connections from Pukekohe to SH1
- More walking and cycling paths
- Increased safety and capacity on the motorway
- A new north-south corridor between Manukau and Drury

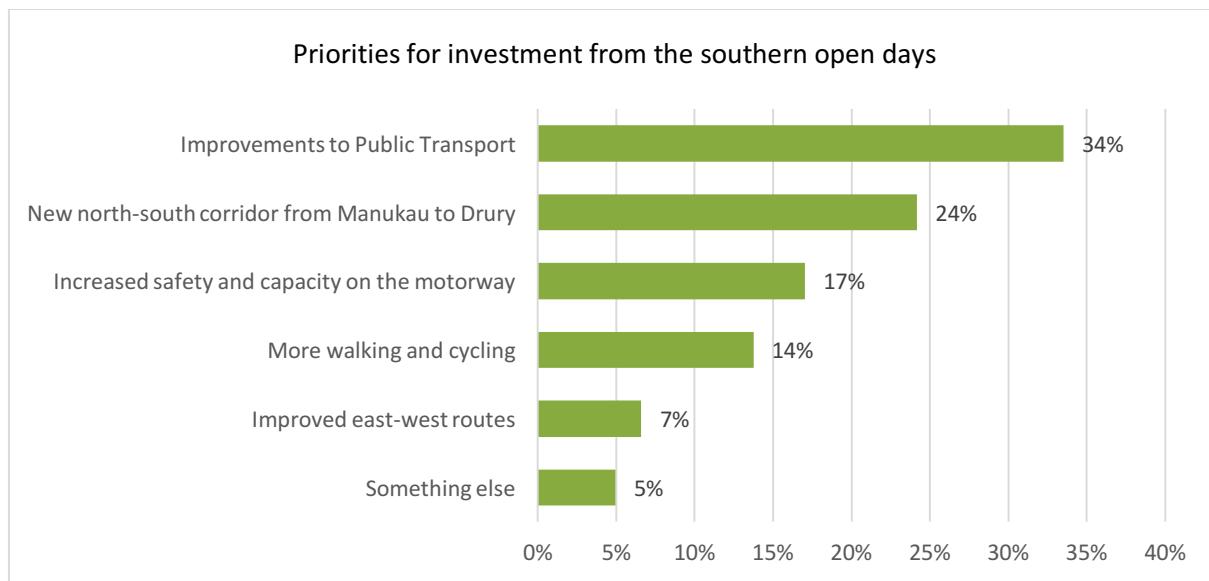
The image below was taken at the Pukekohe Information Day, clearly showing a preference for investment in improvements to public transport.

Figure 17: Pukekohe Information Day



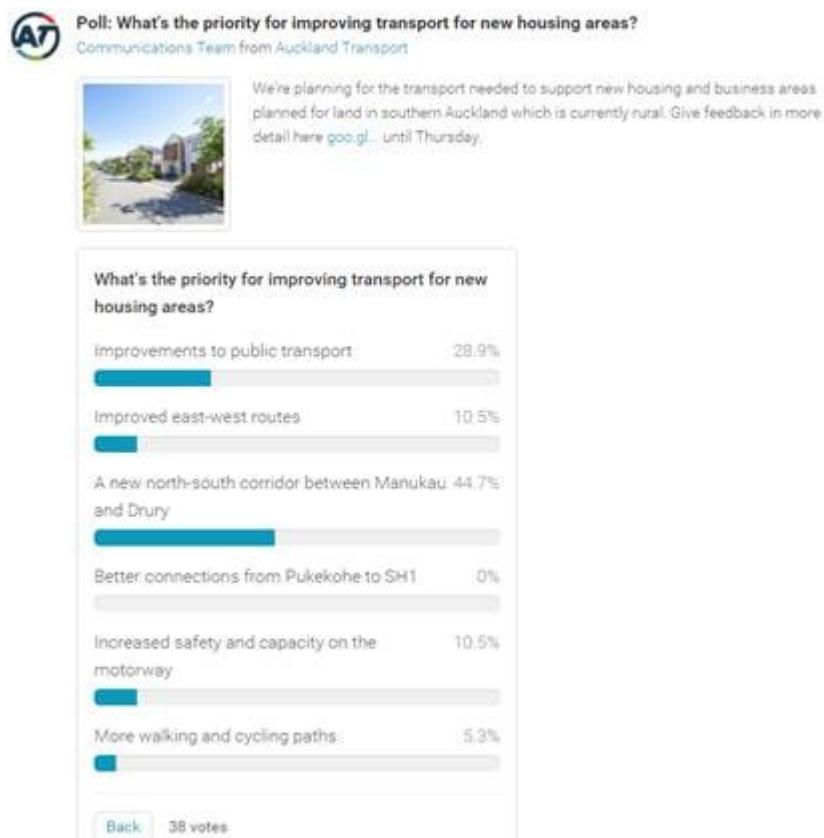
The following chart shows the proportion of tokens allocated to each choice across the south, which shows the overall preference was for improvements to public transport and a new north-south corridor from Manukau to Drury.

Figure 18: Priorities for investment from the southern open days



A poll was also put up on the Neighbourly website to encourage people to provide feedback (rather than being a data collection tool per se). The image below shows the poll results from Neighbourly for the priorities in the south. In total, 38 people ‘voted’. A new north-south corridor came out as the preferred option, followed by improvements to public transport. Despite only 38 responses, results were somewhat in line with results from the online feedback forms and token voting system used at the information days, with two options receiving most of the votes.

Figure 19: Neighbourly poll results for transport priorities in the south



Takanini

Participants were told:

Further development around Takanini is sequenced for about 2027-31. Planning now will help us fund and build a quality transport network.

Aspirations for Takanini

- Enable a well-connected new centre to develop adjacent to Takanini East industrial area
- Strong freight connections from Takanini industrial/commercial area to State Highway 1 and the Waikato
- Transport choices with good walking and cycling, frequent and reliable public transport
- Safer transport options.

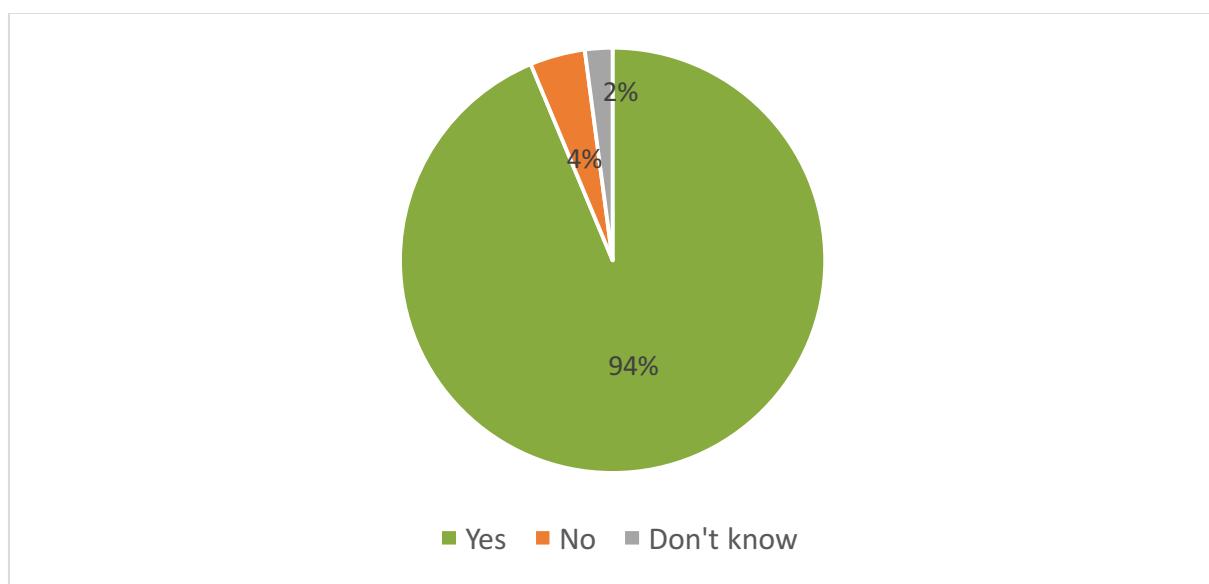
Issues for Takanini

- Safety of rail crossings
- Connectivity to rail and State Highway 1
- Providing north-south and east-west connections
- Issues with ground stability a challenge to providing integrated transport and storm water solutions.

Q7. Do you agree with these aspirations and issues for transport in Takanini?

Almost all participants (94%) agreed with the aspirations and issues for transport in Takanini, as described above.

Figure 20: Agreement with aspirations and issues for transport in Takanini



Base: n=53 participants

Q8. What else should we consider?

A wide variety of themes were mentioned, including improving arterial road connections, improvements to rail, increasing capacity on the Southern Motorway, solutions to reduce congestion and gridlock at intersections and interchanges and improved safety in general, particularly at rail crossings and for pedestrians and cyclists.

The table below shows the key themes, sorted by category and frequency.

Table 3: Other factors that should be considered for Takanini

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Improvements to rail - capacity, network, speed | Rail | 5 |
| Different location for Tironui station/ new station | Rail | 3 |
| Takanini Station - improvements, park and ride facilities | Rail | 3 |
| More public transport capacity | Public transport | 3 |
| Te Mahia station - close once Tironui opens | Rail | 3 |
| Increase bus routes | Bus | 3 |
| Papakura station - multi story carpark, ticketing gates | Rail | 2 |
| More parking at stations in general/ park and rides | Public transport | 2 |
| Road | | |
| Improve arterial road connections | Road | 5 |
| Southern motorway - 4 lanes, more capacity in general/ improve traffic flow | Road | 4 |
| Solutions to avoid gridlock at intersections / interchanges | Road | 4 |
| Change speed limit (lower) | Road | 2 |
| Other | | |
| Safety in general - at rail crossings, pedestrians, cyclists | Safety | 5 |
| Improved cycle way - Papakura to Wiri north/south | Walking/cycling | 2 |
| Increase employment opportunities - integrated design so people can live locally, more shops etc | Employment | 2 |
| More footpaths | Walking/cycling | 2 |
| Planning - infrastructure before housing / better design | Planning | 2 |
| Other | Other | 8 |

Some example comments included:

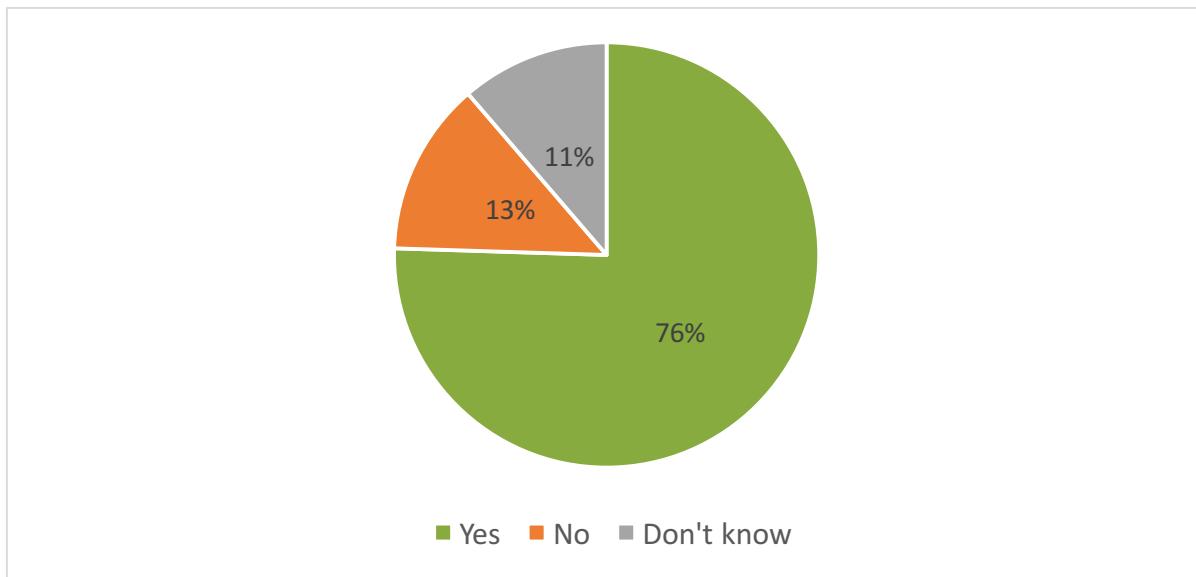
"Investigation into the development potential of land along the east-west Takanini connections which would help residents in the South to work in the South instead of needing to travel to the North into the CBD and creating huge congestion."

"More footpaths. More capacity on the roads. More public transport available"

Q9. Should the Mill Road corridor be extended further south to better connect the growth areas at Drury and Opaheke and provide an additional north-south route?

The majority of participants (76%) agreed that the Mill Road corridor should be extended further south.

Figure 21: Agreement with extension of the Mill Road corridor further south (Takanini feedback)



Base: n=53 participants

However, there were some comments on the Transport Blog that suggested others disagree:

"Mill Rd looks like it will creep up to being a second SH1. I can't see this as a good thing; the barrier effects of two parallel highways through these communities would be twice as bad. Better to maximise SH1 and concentrate on east west distributors of it."

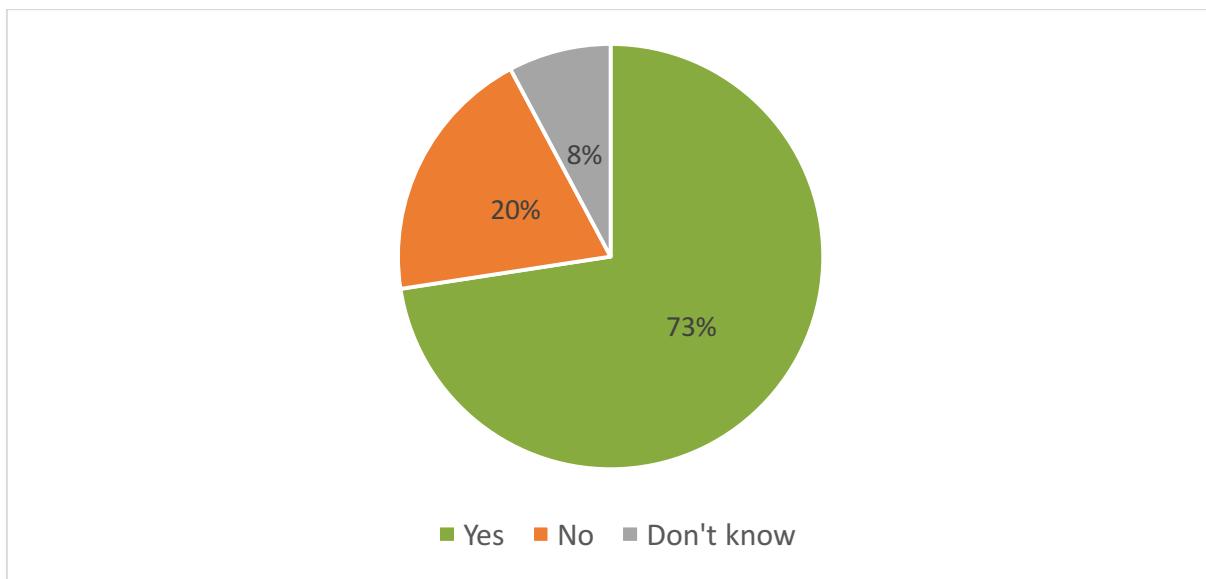
Q10. There are three potential east-west connections between Mill Road and State Highway

- 1. Rangi Road – Mahia Road connection.**
- 2. Walters Road connection**
- 3. Taka St connection**

Do you agree that three east-west connections between Mill Road and State Highway 1 could serve the future of Takanini growth?

Around three-quarters of participants (73%) agreed that the three east-west connections between Mill and State Highway 1 could serve the future of Takanini growth.

Figure 22: Agreement with east-west connections in Takanini

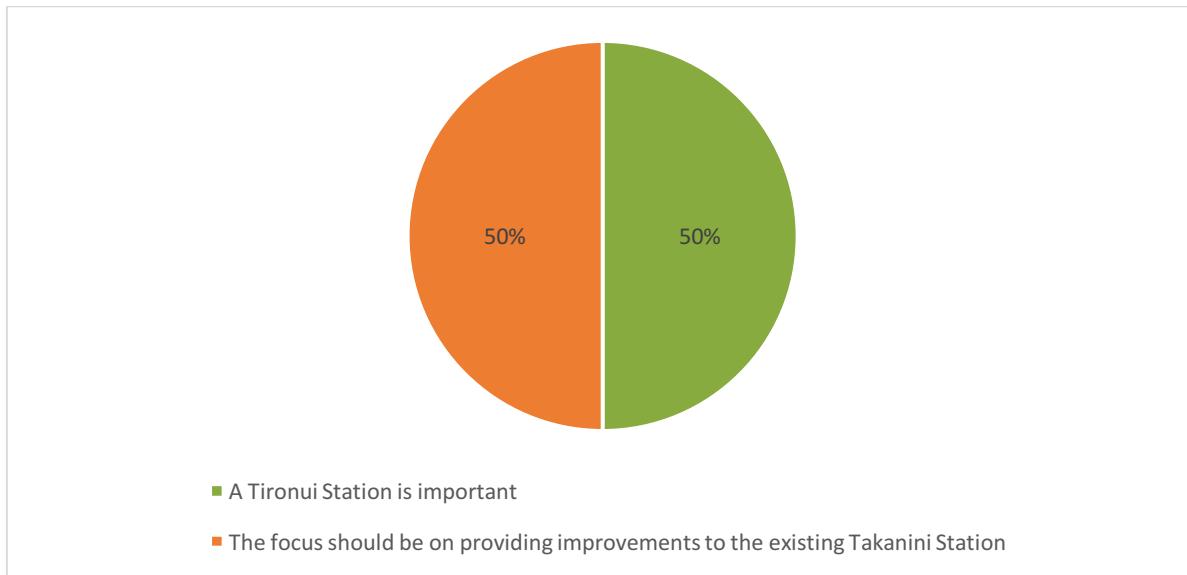


Base: n=51 participants

Q11. A potential rail station at Tironui has been identified. Is this station important to the growth area or should the focus be on providing improvements to the existing Takanini Station (including potential park and ride)?

There was no clear preference as to whether the priority should be to build a new station at Tironui or to improve the existing Takanini Station, with half selecting each option.

Figure 23: Level of support for a Tironui station



Base: n=48 participants

Q12. Do you have any other ideas?

A variety of themes were mentioned, as shown on the table overleaf, including comments regarding the proposed Tironui Station, free parking / park and ride facilities at rail stations and improvements to Takanini Station. There were also concerns about safety at rail crossings in the area.

There were calls for a new Tironui Station to be located near the shopping areas and services along Walters Road as this was considered to be a more convenient and safe location than the proposed location. Park and ride facilities were also considered desirable for rail stations in the area. Participants also raised concern about safety and accessibility of the current station at Takanini and therefore some hoped to see improvements to the station that would alleviate these concerns (e.g. improved lighting, security, better parking facilities). Safety at rail crossings was also a concern, with some people calling for grade separation at a number of locations in the local area e.g. Walters Road, Taka Street etc.

The table below shows the key themes, sorted by category and frequency.

Table 4: Other ideas for improvements to transport in Takanini

| Theme | Category | Number of mentions |
|--|---------------|--------------------|
| Public transport | | |
| Tironui - new station, change location by Takanini Village shops | Rail | 12 |
| Free parking at rail stations/ Takanini park and ride | Rail | 9 |
| Takanini station improvements | Rail | 7 |
| Te Mahia station - close once Tironui opens | Rail | 5 |
| Upgrade railway corridor | Rail | 4 |
| Improve security at stations/ safety | Rail / safety | 3 |
| Increase bus routes | Bus | 2 |
| Road | | |
| Mill Road - need another way to access Botany, bottleneck | Road | 5 |
| Comments on the proposed east-west connections | Road | 3 |
| Improve arterial road connections | Road | 3 |
| Taka Street connection - extend to Airfield Rd | Road | 2 |
| Solutions to avoid gridlock at intersections | Road | 2 |
| Other | | |
| Safety at rail crossings/ safe access | Safety | 6 |
| Other | Other | 6 |

Some example comments included:

"A new station at Tironui is very much needed, but needs to be next to the Takanini Village shopping centre on the north side of Walters Road where it will be in a safe and visible location. A station here would be safer and more attractive to use than the current station (in its present form) at Takanini station. The Te Mahia station should be closed at the same time as the new station is opened at Tironui (poorly located, obscured, unsafe station, where most people who use it do not pay)."

"Tironui is a key location to access local amenities - medical, shopping etc, as well as housing. We recommend increasing points of access to train, i.e. retaining Takanini (and upgrading) as well as a new station at Tironui. Ensuring that as major roading corridors are opening up that access to pedestrians is also improved, i.e. safe road crossing points, safe pavements, separate cycle ways (not shared paths). Potential for bus lanes?"

"Traffic at the moment is bottlenecking, extending Mill road will just push more traffic into an already congested area."

"Neither option is ideal for a rail station. It should be where the shops are - Countdown on one side of the line, Warehouse etc on the other side. So many services are setting up there too including Drs, Dentists etc & these are things a person might want to do before or after their journey. It is also a safer area which ordinary law abiding people are more likely to feel safe in & this will result in fewer cars on the roads - mine for one! If the level crossing location is a problem, get rid of it!! It is ridiculous that we queue back to Walters/Gt Sth Rds roundabout

on a Sunday afternoon or any other time when a train goes through, not to mention dangerous for the last few cars on a fast corner."

"Close Manuroa Rd Crossing. Grade Separate Taka St. Grade separate Walters Rd and integrate with a new train station there to replace Takanini (and Tironui). Grade separate Spartan Rd and integrate with a new station to replace Te Mahia and new Mahia/Rangi connection and the new motorway interchange. Connect all the way to Papakura with a shared path alongside the rail corridor."

"Mill Road is a nightmare!!! There needs to be another way to access Botany other than only this road."

What did people say at the Takanini Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. The main themes from the post-its focussed on building new roads and new connecting roads, or widening existing roads (including the motorway). Other themes included funding and spend on transport projects, road safety/quality, and the need for new or amended bus connections and routes.

Specifically, some suggested that State Highway 1 and Great South Road needed widening in places (e.g. alongside Sylvia Park) where there are current bottlenecks. There was also support for a connection between Weymouth and Karaka to provide an alternative north-south route.

In terms of public transport, there were calls for lower fares, a train line to the airport and more localised bus services that feed into main railway stations in place of long bus routes into the city.

Some example comments included:

"Fix the Great South Road – needs to be 4 lanes (two each side). Put the cycles on the footpath. Currently workers heading to Takanini from Papakura take 20 – 40 mins from Papakura Residential South to get down the Great South Road."

"Remodelling the Great South Road / Walters Road intersection to facilitate access to Longford Park and improve safety for pedestrians crossing to Southgate s/c."

"Continue to phase out buses that run from Papakura through to Britomart and bring in more regular bus routes that feed into the main railway stations e.g. Papakura, Manurewa, Papatoetoe."

"No way! [to Weymouth / Karaka bridge] – destroy Manurewa / Weymouth (you bought in Karaka)!"

"Make Redoubt, Mill Road to Drury: Urgent road – motorway and toll it, so it can be PPP and get it done now."

“Safety issues at the intersection of Oakland Road and Hingaia Road – it’s already a really busy area and more growth is planned.”

Drury and Opaheke

Participants were told:

Further development around Drury-Opaheke is sequenced for about 2032-36. Planning now will help us fund and build a quality transport network.

Aspirations for Drury and Opaheke

- Successful town centres and the area connected with public transport
- Transport choices with good walking and cycling facilities and frequent and reliable public transport
- Safer transport options
- Provide improved freight connections to State Highway 1.

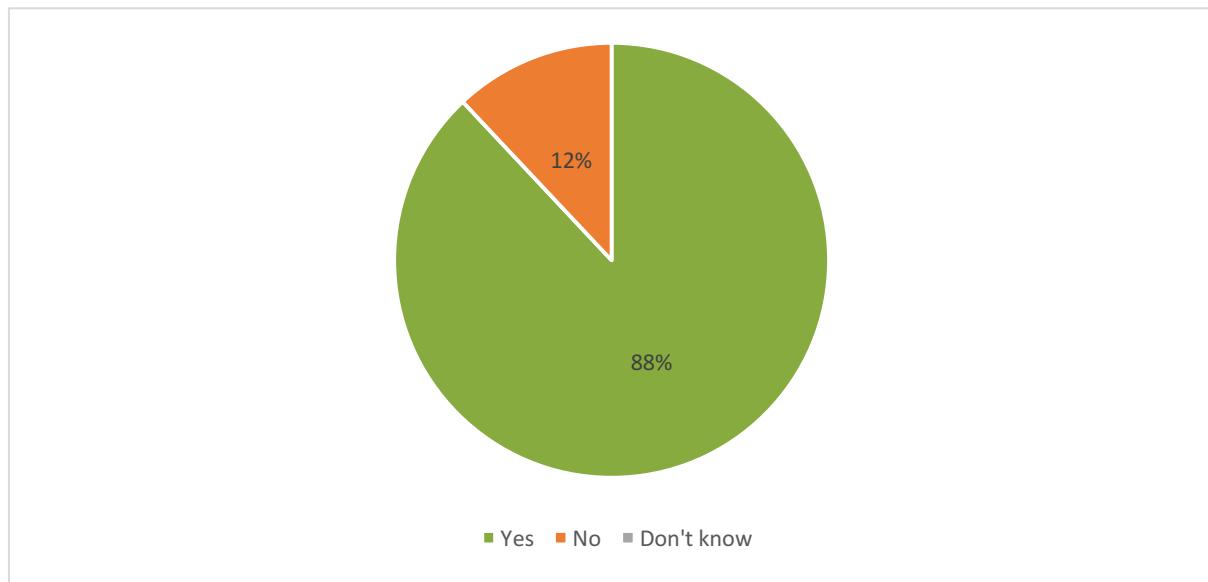
Issues for Drury and Opaheke

- Developing a resilient transport network with alternative routes
- Improve access to these areas without making long distance travel between Auckland to Waikato worse.

Q13. Do you agree with these aspirations and issues for transport in the Drury and Opaheke area?

Most participants (88%) agreed with the aspirations and issues for transport in the Drury and Opaheke area, as described above.

Figure 24: Agreement with aspirations and issues for transport in Drury and Opaheke



Base: n=48 participants

Development of successful town centres was also supported by a stakeholder in the property sector:

"<We> support the concept of concentrating growth around an expanded Drury Town Centre. This is the logical place to concentrate growth given that it is a confluence point of State Highway 1 and Great South Road and is located close to the railway line. It would also build upon the existing Town Centre at this location. Planned transport improvements should

therefore support the growth of the Drury Town Centre as the focal point of development in the wider area."

Q14. What else should we consider?

A wide variety of themes were mentioned, including the recommendation for a Drury station and rail freight terminal at Drury, extension of the Southern Motorway and increased passenger rail services, as well as an alternative to Great South Road between Papakura and Drury. The table below shows the key themes, sorted by category and frequency.

Table 5: Other factors that should be considered for Drury and Opaheke

| Theme | Category | Number of mentions |
|---|-----------------|--------------------|
| Public transport | | |
| Drury Station - closer to motorway, park and ride/ new station | Rail | 9 |
| Increase train services/ electric trains | Rail | 6 |
| Road | | |
| Extend motorway - third lane Drury to Papakura | Road | 5 |
| Build alternative to Great South Road Papakura to Drury | Road | 4 |
| Build the planned Mill Road corridor arterial route | Road | 2 |
| Avoid new connections to SH1, make existing more effective | Road | 2 |
| Modify/eliminate level crossing - Boundary/Ponga Rd | Road | 2 |
| Other | | |
| Build rail freight terminal Drury/ move freight by train, not truck | Freight | 5 |
| Increase cycle lanes in general/ safe walking and cycling | Walking/cycling | 2 |
| Increase infrastructure first, then develop - keep public informed | Planning | 2 |
| Other | Other | 6 |

Some example comments included:

"Drury is supposed to be a major industrial area, and will have huge freight demands. That means that access to rail is equally important as access to highways. There needs to be planning for a rail hub, plus sidings to industrial sites."

"In terms of wanting the Pukekohe electrification, it's important to grow Drury with homes, business, industrial and town centres with buses to feed it to the future Drury Train station. Either ways road improvements and Pukekohe electrification can help things grow no matter what the right time to make."

"We don't need "improved freight connections to SH1". Move freight by rail not truck."

"Train Station for Drury to enable avoid driving to Papakura Station."

"An inter-modal hub at Drury South to allow freight transfers between train and truck to cut down number of trucks heading to Wiri or Southdown."

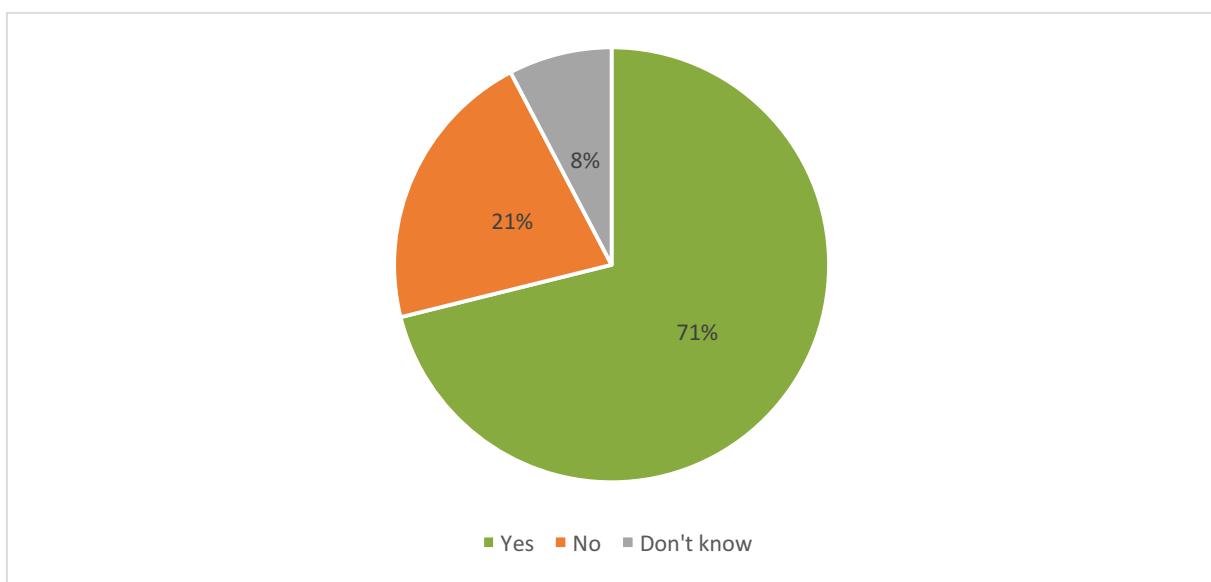
"Expand motorway capacity between Drury to Papakura from 4-lane to 6-lane linking to current project."

"Get a train station at Drury ASAP. Use it as a first leg for electrification to Pukekohe. Between Drury and Papakura, one can have increased EMU stabling with new units are supplied, the other can take on the park and ride burden. Ditching the various level crossings in the area will become extra important. Do it or future proof for it before development precludes it!"

Q15. Should the Mill Road corridor extend south to better connect the growth areas at Drury and Opaheke and provide additional north-south route?

Most participants (71%) agreed that the Mill Road corridor should be extended south to better connect the growth areas at Drury and Opaheke and provide an additional north-south route.

Figure 25: Agreement with extension of the Mill Road corridor further south (Drury and Opaheke feedback)



Base: n=52 participants

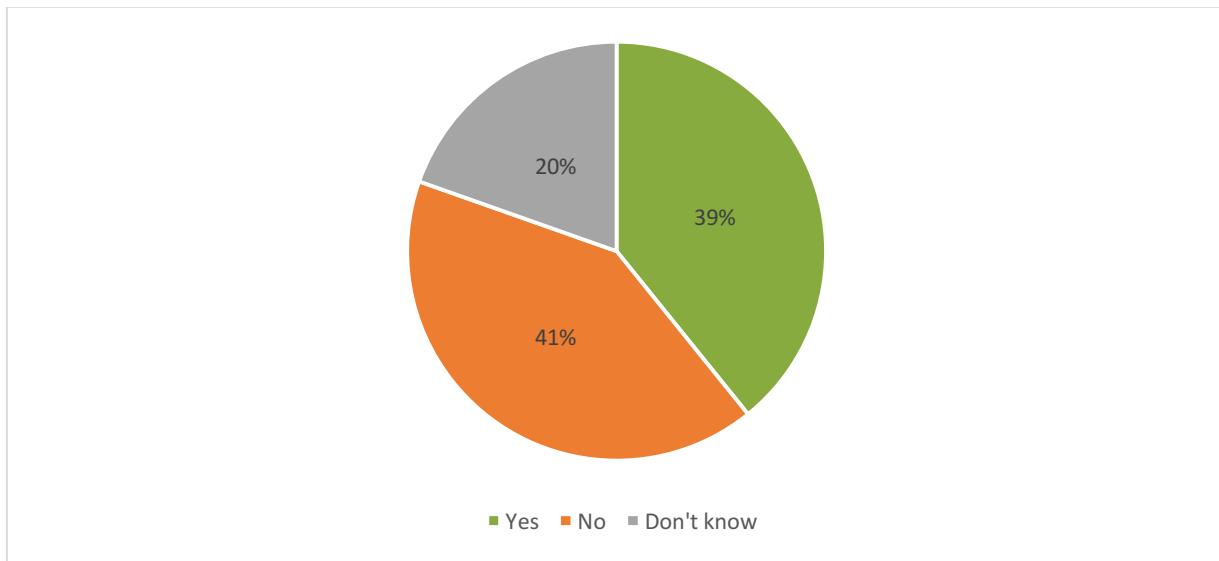
This was also supported by a stakeholder in the property sector, who stated:

"The Mill Road Corridor route would provide an alternative to, and ease congestion on State Highway 1, while linking Drury and Opaheke and the Drury South Industrial area in particular, with Takanini and Manukau further north."

Q16. Should another north-south corridor be provided between Drury and Papakura?

Responses were mixed, with no clear preference as to whether another north-south corridor should be provided between Drury and Papakura.

Figure 26: Support for an additional north-south corridor in the south

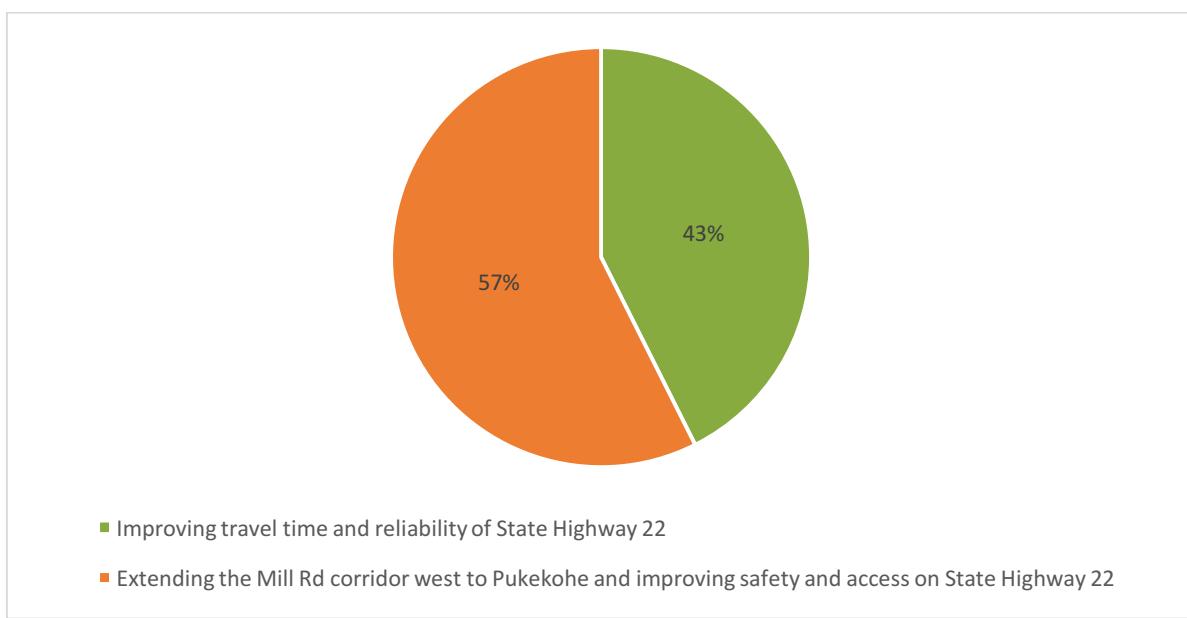


Base: n=51 participants

Q17. Where should future improvements to address current capacity and safety issues be focused on?

There was a slight preference towards extending the Mill Road corridor west to Pukekohe and improving safety and access on State Highway 22.

Figure 27: Focus for improvements to address capacity and safety issues in the south (Drury and Papakura feedback)

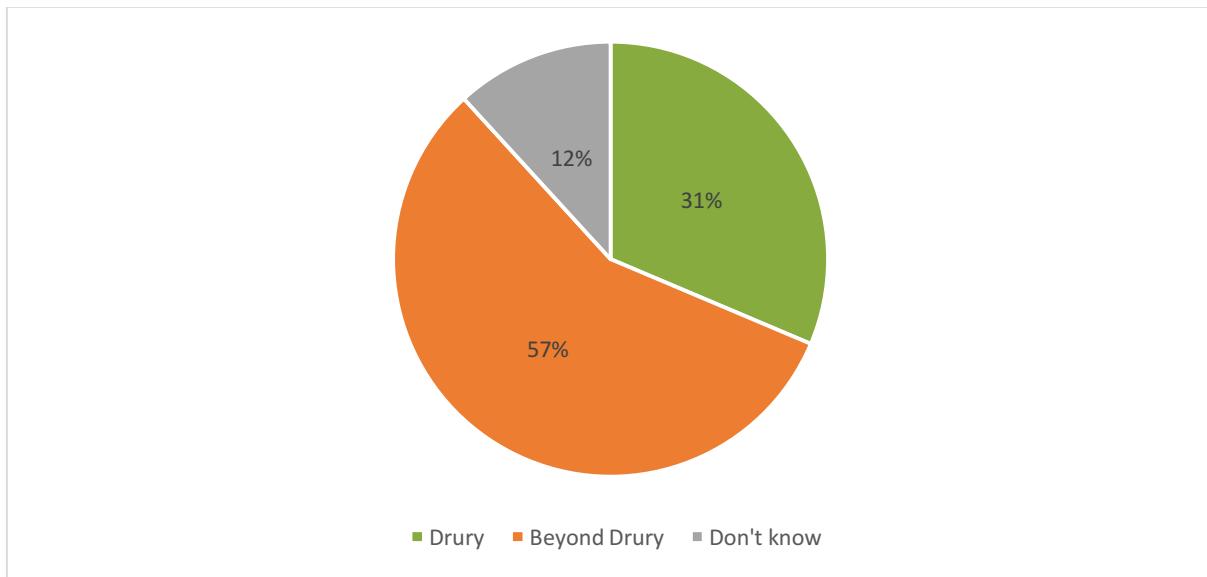


Base: n=47 participants

Q18. Should current improvements to State Highway 1 be extended to Drury or beyond?

Almost three in five (57%) felt that the improvements to State Highway 1 should be extended beyond Drury.

Figure 28: Support for improving State Highway 1 to Drury or beyond

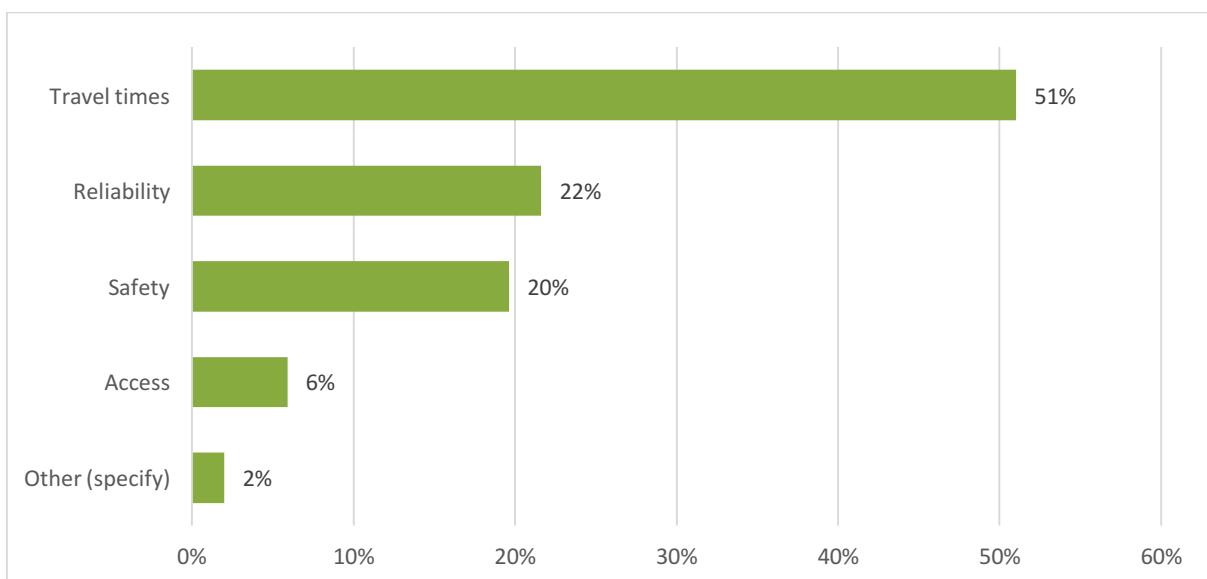


Base: n=51 participants

Q18a. What is most important for these improvements?

Travel times were considered the highest priority, followed by reliability.

Figure 29: Most important consideration for improvements to State Highway 1 in the south



Base: n=51 participants

Q19. Do you have any other ideas?

While there were few responses to this question, a number of themes were mentioned, including the need to consider a Weymouth-Karaka link across the Manukau Harbour and extension of the rail network (including electrification).

The table below shows the key themes, sorted by category and frequency.

Table 6: Other ideas for improvements to transport in Drury and Opaheke

| Theme | Category | Number of mentions |
|---|-----------------------|--------------------|
| Public transport | | |
| Extend the rail network/ electric | Rail | 4 |
| Park and ride needed for Drury | Public Transport | 3 |
| Road | | |
| Weymouth-Karaka is the next most important link / connect to Drury / connection parallel to State Highway 1 | Road | 4 |
| Upgrade SH22/ black spots | Road | 3 |
| Consistent speed limit on Great South Road between Drury and Papakura – change to 60km/hr | Road | 2 |
| Build alternative to Great South Rd Papakura to Drury | Road | 2 |
| Other | | |
| Future focus - rail, bikes, less cars | Sustainable transport | 3 |
| Need a station / freight terminal at Drury station | Freight | 3 |
| Other | Other | 6 |

Some example comments included:

"Look at the growth and facilities to areas like Paparimu/Ararimu/Hunua as they are so close to these other areas of growth that they can't help but be affected. until now you have ignored them- get in touch with their local groups. residents and ratepayers etc and let them know what's happening beside them and how growth in their areas can be managed sustainably too."

"Western traffic corridor to accommodate SH17 areas via Weymouth Rd."

"1. Build a road parallel to the railway line between Papakura and Drury to link the end of Marne Road with Opaheke Road, Sutton Road through to the intersection of Fitzgerald and Waihoehoe Road to provide a new local road connection between Papakura and Drury as an alternative to Great South Road (which is presently the only through road between Papakura and Drury and gets very congested during peak periods). 2. Upgrade SH22 to remove the dangerous crash prone bends. 3. A large new park and ride needs to be built in the area adjacent the SH1 / SH22 Drury interchange in conjunction with a new station alongside Great South Road and Flanagan Road. This will provide commuters coming in from the south / Waikato and from the Franklin, with easy access to train services next to the motorway at Drury in a highly visible location, which will help ease congestion on the SH1 Southern Motorway. 4. Change the speed limit on Great South Road between Beach Road Papakura and Miro Street Drury from the present mixture of 50km/hr and 70km/hr, to 60km/hr."

"If you sort out the train line to Pukekohe (i.e. electrification or battery trains) and provide an express train service (1 in morning and 1 at night is enough) you will remove so much traffic from SH 22 (as people will train instead of drive) that the roading as it is today will probably be ok. If you don't sort out the trains, the roading will need to be rebuilt as a highway from Pukekohe to SH1."

"Extension of commuter rail network south of Pukekohe should be a long term objective."

"A mill/drury connection must be kept clear of residential areas and reserves as much as possible. The Cheesman bus situation is a disgrace. Cutting Red Hill off from Papakura would be a disaster. Stay away from Domain Reserve by running through Croskery/hunua Industrial estate. Keep it pedestrian, cyclist and PT friendly."

"Future travel needs to focus on rail, bike and public transport as roads will always overfill and be less reliable, also roads give less incentive and scope to design intensive European style town."

What did people say at the Drury Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. The main themes from the post-its focussed on building new roads and new connecting roads, or widening existing roads (including the motorway), new or relocated rail stations in the South and improved walking/cycling options in the area. Other themes included requests for park and ride facilities and comments about road safety.

In particular, there was support for a bridge connecting Weymouth and Karaka in order to reduce traffic volume on other roads in the area (e.g. State Highways 1 and 22) and provide a direct link to the airport and Waitakere. There were also comments about road safety, particularly along State Highway 22.

In terms of public transport, there was a call for a train station at Drury and express services to the city, as well and park and ride facilities that could accommodate sufficient numbers of vehicles.

Some example comments included:

"4-level parking buildings should be built over the train stations at Drury and Papakura – enough for 3000 carparks at least."

"Improvements to rural roads – they are being used more and more for walking and cycling – provide pathways, seal shoulders, etc."

"Train station west of Drury and west of the motorway."

"Improved safety on SH22 between Drury and Pukekohe."

"Weymouth Harbour bridge – less impact through rural areas. South-west traffic off SH1 and SH22, more direct route for freight, etc."

"Express rail service from Pukekohe to city is vital – 30 mins to city will take a lot of cars off the roads. With big planned growth, this is a must."

Paerata and Pukekohe

Participants were told:

Further development around Paerata and Pukekohe is sequenced for about 2022-31. Planning now will help us fund and build a quality transport network.

Aspirations for Paerata and Pukekohe

- Pukekohe to expand as a successful satellite centre
- Strong and efficient north-south connections
- Transport choices with good walking and cycling and frequent and reliable public transport
- Safer transport options
- Provide efficient freight connections to State Highway 1.

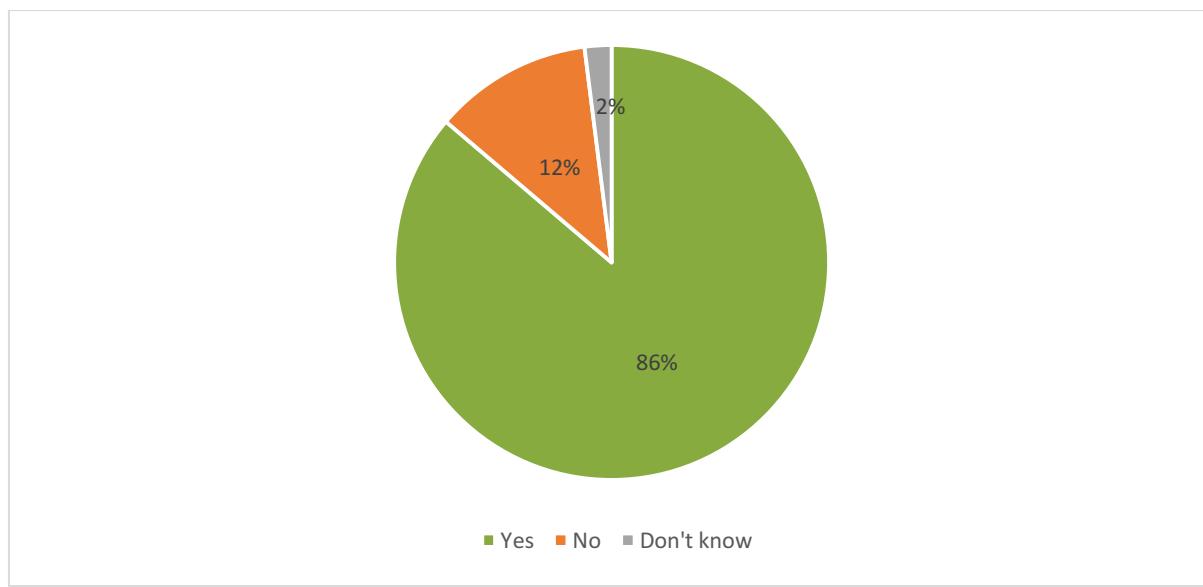
Issues for Paerata and Pukekohe

- Providing strong connections to Waikato
- Managing increasing pressure on State Highway 22
- Increasing capacity and efficiency of the passenger rail network
- Improving access to this area without making long distance travel between Auckland and Waikato worse.

Q20. Do you agree with these aspirations and issues for transport in the Pukekohe and Paerata areas?

Most participants (86%) agreed with the aspirations and issues for transport in the Pukekohe and Paerata areas, as described above.

Figure 30: Agreement with aspirations and issues for transport in Pukekohe and Paerata



Base: n=51 participants

Q21. What else should we consider?

A wide variety of themes were mentioned, including electric or express trains to Pukekohe, a need to increase roading capacity and a desire for park and ride facilities at train stations in the area. Ideas for increasing roading capacity included use of an outer ring road around Pukekohe, additional north-south connections parallel to State Highway 1 and creation of a new road between Pukekohe and State Highway 1.

The table below shows the key themes, sorted by frequency.

Table 7: Other factors that should be considered for Pukekohe and Paerata

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Electric/ express trains to Pukekohe | Rail | 10 |
| Park and Ride - Paerata, Pukekohe, Pokeno, Drury | Public transport | 7 |
| Extend train services - Buckland, Tuakau, Pokeno | Rail | 4 |
| Paerata Station - location SH22/Crown Rd, park and ride | Rail | 4 |
| More public transport capacity | Public transport | 3 |
| Increased services - Papakura to Waiuku, Glenbrook | Rail | 3 |
| Rebuild Pukekohe Station/ relocate the heritage building | Rail | 2 |
| Road | | |
| Increase roading capacity/ through-way routes/ outer ring road around Pukekohe | Road | 10 |
| Svendsen Road to Pukekohe East Road bypass/ Prioritise East/West bypass | Road | 3 |
| Upgrade Manukau Rd/Massey Ave intersection | Road | 2 |
| Other | | |
| Consider timing / Pukekohe too far - prioritise other areas e.g. Drury, Waiuku | Planning | 3 |
| Other | Other | 6 |

Some example comments included:

"1. Train services need to be extended south to Buckland, Tuakau and Pokeno, along with new stations at Buckland, Tuakau and Pokeno. 2. Train services need to be introduced between Papakura and Waiuku on week day peak periods utilising the Glenbrook Vintage Railway line, and a new station at Patumohoe. 3. Park and rides needs to be built at Paerata, Pukekohe and Pokeno, which are safe and secure. 4. The proposed station for Paerata needs to be built on the site of the original beside SH22 and Crown Road, where it will be more visible from SH22 and a park and ride could easily be built on the old dairy factory site adjacent. 5. Pukekohe station needs a complete rebuild and reconfiguration, such as what was done at Papakura station, with a new combined bus-train platform on the western side (Manukau Road side) of the station for ease of use for bus and train passengers, and to separate passenger train operations off the North Island Main Trunk line, freeing up for freight trains at Pukekohe. The heritage station building could be relocated over to a new bus-train platform to be restored and house a ticket office and information centre, toilet facilities and rail staff facilities, as was

done successfully at Papakura station. 6. Install ticketing gates at Pukekohe station. 7. Build the Svendsen Road to Pukekohe East Road bypass. 8. Upgrade the Manukau Road / Massey Ave intersection with traffic lights and Stadium Drive / East Street intersection with a roundabout in the Pukekohe town centre.”

“Use of rail for short haul commuter to work areas. Few will need complete journey to Britomart. Need for electric trains as per London Underground. Build in advance of need so that transport is part of the solution.”

“Look at north south connection over Manukau Harbour rather than channelling traffic onto SH1.”

“Rail, Rail and more Rail, safe park and rides for consumers and/or shuttle buses to get them to stations, get more cars off the motorways, make it attractive, consumers do not want to get wet getting to and from station. free school buses would help a great deal.”

“Electrification of Rail from Papakura to Pukekohe. Park and ride at Paerata.”

“as per previous comment re third parallel route as SH1, Mill Road and also now Roscommon / Weymouth / Karaka connection.”

“Using the existing rail link to Waiuku to feed the main trunk line and provide a steam rail commuter/tourist attraction best accessed by the rail network. the connection would be best at a Paerata railway station.”

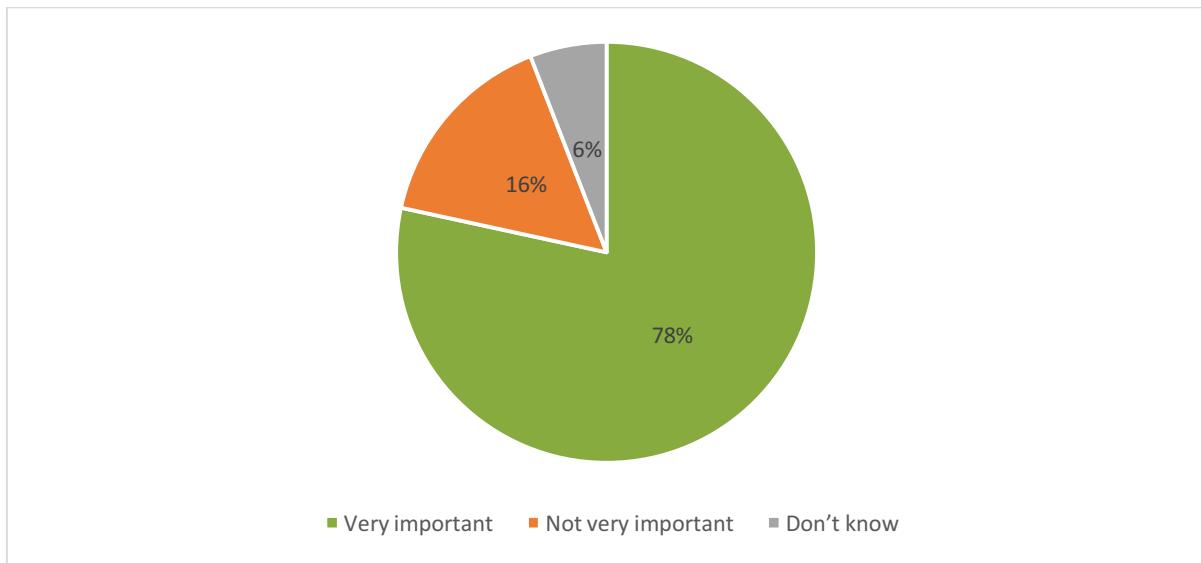
One submission received by Auckland Council as part of the consultation focussed on the need to ensure that road network improvement proposals are compatible with broader growth plans in the area, including the proposed route of new roads in the area:

“Amongst the transport proposals previously developed for Pukekohe is a new southeastern arterial route, aimed at removing heavy vehicles from the existing steep and narrow access from the east and also facilitating better access to the southern industrial and commercial areas. These improvements are likely to include the introduction of a new intersection on Manukau Road and relief to the East Street intersection with Manukau Road. Enquiries with Auckland Transport have not provided any guidance on the proposed route of this eastern arterial. Previous proposals from Franklin District Council cut through the proposed Future Urban Zone and would create issues with heavy vehicles, community severance and pedestrian walkability of the new residential areas. It is important that road network improvement proposals are compatible with broader plans for growth in Pukekohe. We have spoken to many eastern landowners and suggest Auckland Transport consider a southeastern arterial along the lines of the Pukekohe North (Upper Whangapouri) Catchment boundary as this will avoid conflicts with residential users and provide a defensible limit to the urban growth of Pukekohe.”

Q22. A potential rail station (including park and ride) at Paerata has been identified. How important is this station to the growth area?

Most participants (78%) felt that a potential rail station at Paerata is very important to the growth area.

Figure 31: Level of support for a Paerata station

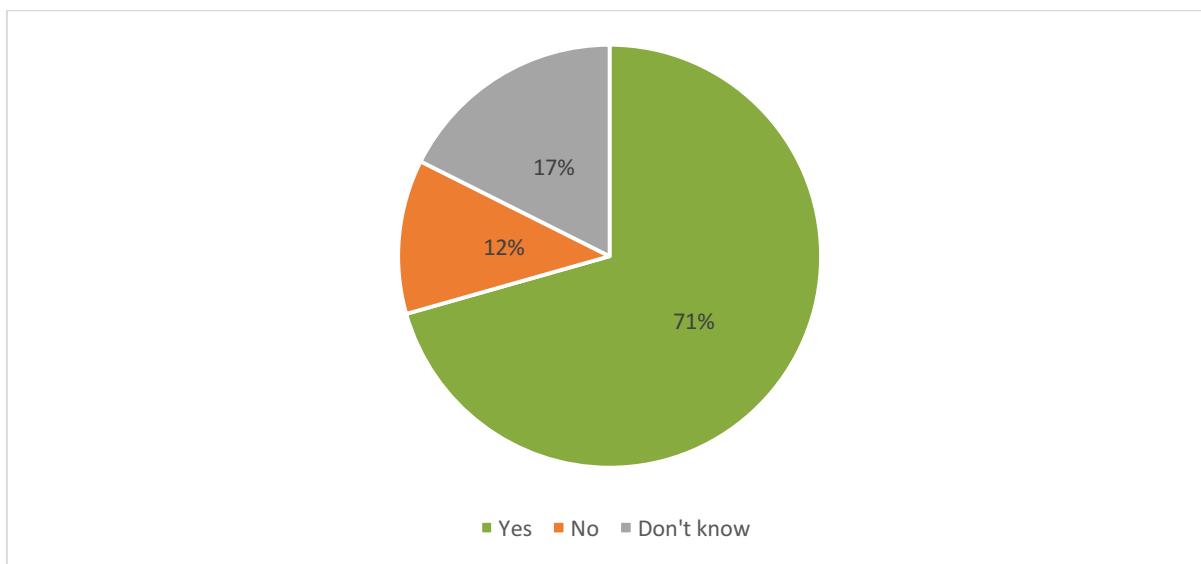


Base: n=51 participants

Q23. Is there a need to provide a Pukekohe bypass and upgrade to Pukekohe East Road to State Highway 1 to improve business and freight movements?

Around two thirds of participants (70%) felt that there is a need to provide a Pukekohe bypass and upgrade to Pukekohe East Road to State Highway 1 to improve business and freight movements.

Figure 32: Level of support for a Pukekohe bypass and upgrades to Pukekohe East Road



Base: n=51 participants

Q24. Increased safety risk and train frequency means that we may need to reduce the number of rail crossings and provide bridges over rail in Paerata. Where are the key areas for potential future east-west crossings in Paerata?

While there were few comments to this question, some recommendations were made for potential future east-west crossings in Paerata, including the recommendation for a rail overbridge at Crown Road. Some weren't sure where new crossings should be located.

The recommendations are shown in the table below.

Table 8: Key future east-west crossings in Paerata

| Theme | Category | Number of mentions |
|---|----------|--------------------|
| Road | | |
| Overbridge at Crown Road – north/south of existing crossing | Road | 6 |
| SH22 at Paerata station | Road | 4 |
| Sim Rd | Road | 3 |
| On Tuhimata Rd, where old station was | Road | 2 |
| All crossing should be grade separated | Road | 2 |
| Opposite dairy factory SH22 | Road | 1 |
| South of level crossing | Road | 1 |
| North and South | Road | 1 |
| Off Adams Drive area across to Cape Hill Road | Road | 1 |
| Other | | |
| Not sure / it depends | Other | 6 |
| Other comments | Other | 5 |

Some example comments included:

"Pedestrian bridge over SH22 at the new Paerata station."

"Sim Road had a crossing back in time. This site should be considered."

"The main future east-west crossing in Paerata should be in the vicinity of Tuhimata Road, roughly where the old Paerata Station was."

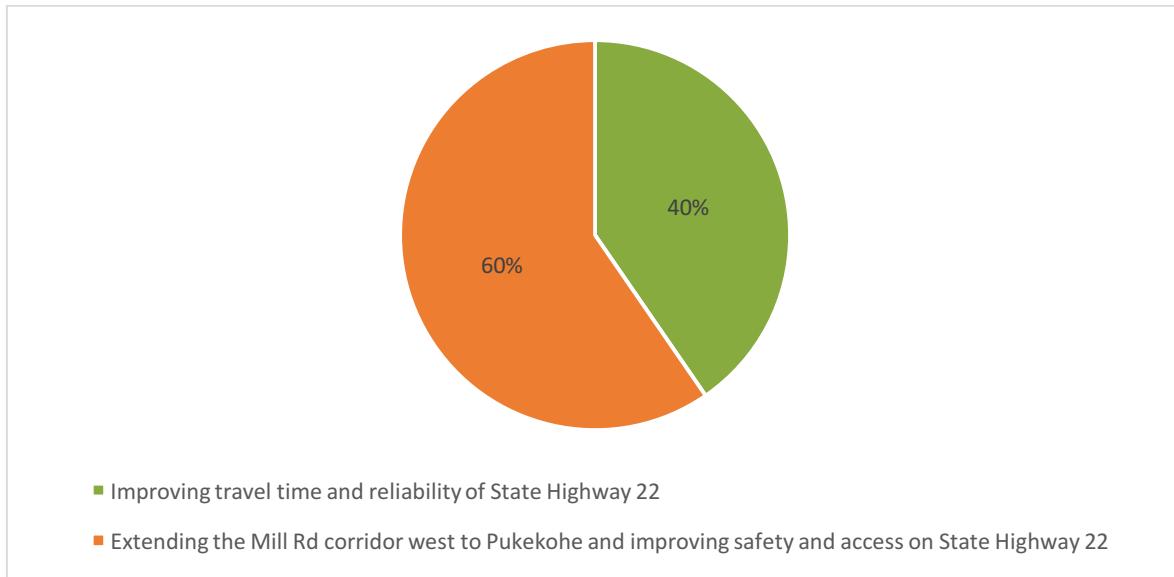
"Ped bridge at paerata station and a road bridge South of the current crown rd crossing, maybe south of the station. Close both existing crossings."

"Build a new rail overbridge between the north end of Crown Road in a north south direction towards Wesley College to connect with SH22 Paerata Road on the north end of the S bends to the north of the village."

Q25. Where should future improvements to address current capacity and safety issues be focused on?

There was a slight preference towards focussing future improvements on extending the Mill Road corridor west to Pukekohe and improving safety and access on State Highway 22.

Figure 33: Focus for improvements to address capacity and safety issues in the south (Pukekohe and Paerata feedback)



Base: n=47 participants

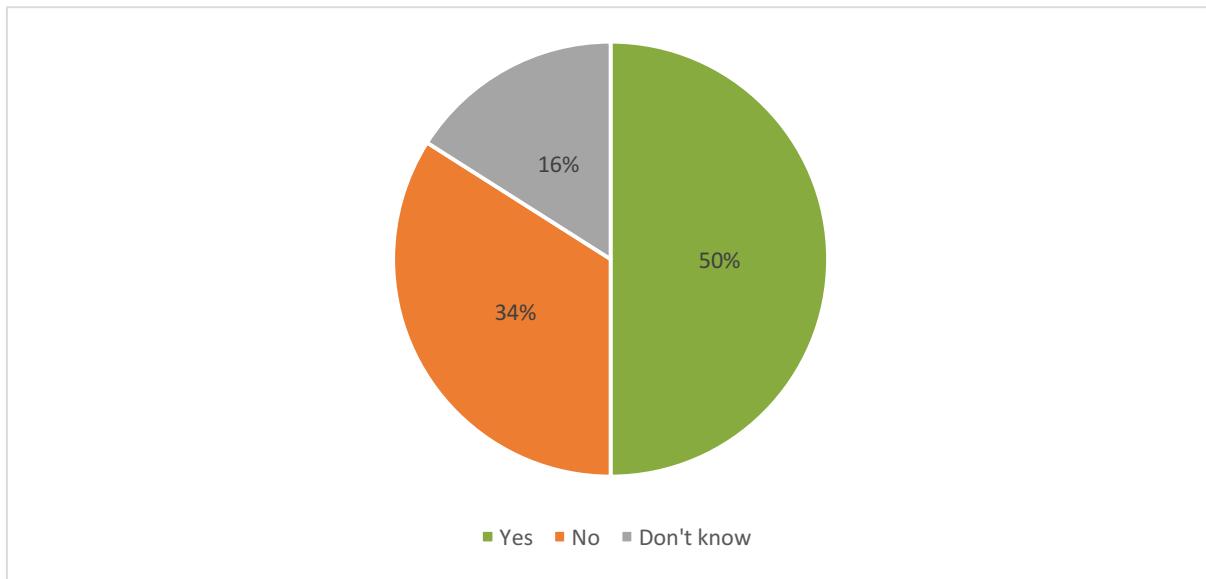
Safety and access on State Highway 22 was identified as a potential risk on the Transport Blog and one commenter queried whether the current connection should be shifted to improve travel times and safety:

"With more urban zoning at Drury and Paerata I have always wondered if there is a case for shifting the current SH 22 to the Mill Road/Pukekohe East Road connection at Bombay exit 471. It's a slightly faster route north (and much faster south I might add), has better connections to Pukekohe train station, and is an overall safer route as SH 22 was recently highlighted as one of the ten state highways with the highest personal risk."

Q26. Planning is underway for extending electric trains from Papakura to Pukekohe. Beyond this, south of Pukekohe could be serviced by bus or rail. If rail services were extended to the northern Waikato growth areas of Tuakau, Pokeno and beyond, would you use these services?

Half (50%) said that they would use rail services extended to the northern Waikato growth areas.

Figure 34: Propensity to use extended rail services to the northern Waikato



Base: n=50 participants

Q27. What else should we consider?

A wide variety of themes were mentioned, as shown on the table overleaf, including increased inter-regional rail links, express/electric trains as soon as possible and recommendations for new and increased services.

The table below shows the key themes, sorted by category and frequency.

Table 9: Other ideas for improvements to transport in Pukekohe and Paerata

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Increase inter-regional links via Pukekohe – Auckland/Hamilton, Tauranga/Rotorua | Rail | 5 |
| Express/ electric trains as soon as possible | Rail | 4 |
| Increased services - Papakura to Waiuku, Glenbrook, Mercer | Rail | 4 |
| Increase rail capacity/ extend to Pokeno | Rail | 3 |
| New station at Buckland | Rail | 2 |
| Park and Ride - Pokeno | Public transport | 2 |
| Rebuild Pukekohe Station | Rail | 2 |
| Services between Pukekohe-Glenbrook | Rail | 2 |
| Rebuild Paerata Station | Rail | 2 |
| Connected PT/ park n rides | Public transport | 2 |
| Road | | |
| Improve traffic flow/ congestion | Road | 2 |
| Increase roading capacity/ through-way routes/ extend SH22 | Road | 2 |
| Pukekohe East bypass | Road | 2 |
| Other | | |
| Other | Other | 8 |

Some example comments included:

"Extend the possible new extension from Drury / Ramarama to Pukekohe as a higher priority than the mill rd corridor to Drury. Use existing and upgraded motorway to Drury to connect."

"Park N Ride at logical connections with extensive parking including capacity for bus interchange."

"Getting a 3rd & 4th rail line built is an urgent requirement. This will allow for an express service into the city. Imagine being able to live in Pukekohe and only be a 30-minute train ride on an express service into the City! This would be inspirational idea and be a real game changer - making Pukekohe a great place to live and would divert hundreds, if not thousands of people out of cars and onto the rail service and really make a difference on the congested roads."

"Whilst I wouldn't use them having train services to Tuakau & Pokeno seems to make sense. Increasing capacity of a trains seems to me to pretty simple; doing so with a bus is more difficult. Encourage commuters off the roads."

"A commuter train to Hamilton stopping at the main centres, i.e., Mercer, Huntly, Te Rapa, Hamilton, etc."

"Cooperation with Waikato to introduce passenger rail services to Hamilton and Tauranga that are time-competitive with driving."

What did people say at the Pukekohe Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. The main themes from the post-its focussed on building new roads and new connecting roads, or widening existing roads (including the motorway), introduction of new lines / destinations for rail in the south and fast, frequent and reliable rail services. Other themes included recommendations for improved walking / cycling options and other comments about public transport.

In particular, there was a call for commuter links through to locations such as Drury, Tuakau, Pokeno and Huntly, with fast and reliable train services, including express services to shorten journey times between Pukekohe and Britomart and a train link to the airport.

For improvements to roads and highways, comments focussed on an alternative north-south route parallel to State Highway 1 (e.g. bridge connecting Weymouth and Karaka) and/or widening of the Southern Motorway to increase capacity. There were also comments about road safety, such as crash hot spots (e.g. Tip Top corner) the need for overtaking lanes in some semi-rural areas, clear road markings and lower speeds in some areas.

There was recognition among attendees that the increased number of houses being built in the south would put pressure on existing transport infrastructure and that infrastructure should be built prior to houses to reduce the effects of this.

Some example comments included:

“Live in Pokeno work in Mt Wellington need rail to Pokeno and more lanes on SH1.”

“Link Crosbie, Subway and Svendsen Roads - to alleviate Manukau Rd congestion.”

“I would like some form of electrification from Papakura to Pukekohe. Also a station at Tuakau to form a commuter link through to Auckland despite being outside super city - good to hear you are working with Waikato DC.”

“Build roads to suit housing capacity. Roads are too narrow for the number of cars (including parking).”

“Safety issues at Tip Top corner; 3 lanes into 2 causes problems.”

“SH1 Drury-Manurewa needs improving.”

“Waiuku train – express.”

“Cycleway from Tuakau and Buckland into Pukekohe e.g. Along rail line.”

“Congestion on rural roads due to increased residential development – getting worse.”

“Overtaking lanes on sub-regional roads like Glenbrook/Kingseat area.”

Summary: The South

Overall, most people agreed with the aspirations and issues outlined for transport in the south. Key findings included:

- The transport features that would help make the south a great place to live include improvements to public transport services (particularly rail) and new road connections.
- Recommendations for improvements to rail include shorter journey times / introduction of express services, extension of the rail network to new locations, further electrification of the rail network (ie. to Pukekohe and beyond) and additional tracks along the existing route to accommodate increased services and express services, as well as freight. There was also a call for more park and ride facilities to encourage public transport use. Residents in the south had a strong preference for wanting to make trips by train. There was a clear preference to spend and invest on public transport in the area.
- There was support for an alternative north-south route parallel to State Highway 1 to reduce congestion on the Southern Motorway and provide an alternative route to the airport and to the west. The common recommendation was for this route to comprise a bridge connecting the Karaka and Weymouth areas.
- Improvements to public transport and the desire for an alternative north-south route were accompanied by scepticism that just 20% of morning commute trips would be beyond Manukau and the airport.
- For Takanini, almost all agreed with the aspirations and issues for transport in Takanini. There was a call for improvements to rail services in the area and more capacity on arterial roads and highways. There was support for extension of the Mill Road corridor further south. However, there was no clear preference as to whether a new station should be built at Tironui or whether improvements should be made to the existing Takanini station. Participants also raised concerns about safety and accessibility of rail stations in the area. Some felt that a new station at Tironui should be in a different location (i.e. closer to the Takanini Village shops alongside Walters Road).
- For Drury and Opaheke, most agreed with the aspirations and issues for transport in the area. There was a call for a train station and rail freight terminal at Drury, as well as widening of the Southern Motorway to increase capacity. There was some support for extension of the Mill Road Corridor and improvements to State Highway 1 beyond Drury, although views were divided as to whether an alternative to Great South Road was needed between Papakura and Drury. There were also recommendations to provide an alternative north-south connection between Weymouth and Karaka. In terms of safety, some raised concerns about safety along State Highway 22.
- For Paerata and Pukekohe, most agreed with the aspirations and issues for transport in the area. There were calls for express services and shorter journey times to

Pukekohe, as well as completed electrification of the rail network to eliminate the need for changing services at Papakura. Most participants agreed that a rail station was needed at Paerata and half said they would use rail services extended to the northern Waikato (e.g. Tuakau, Pokeno). Many felt there was a need to provide a Pukekohe bypass and upgrade to Pukekohe East Road to State Highway 1 and there was a slight preference towards extending the Mill Road corridor west to Pukekohe and improving safety and access on State Highway 22. There were also calls to provide an alternative north-south route parallel to State Highway 1 and/or increase capacity along the Southern Motorway.

Findings: The North (Silverdale)

Key findings

- There was a call for improvements to public transport services in the area, particularly to bus services. Many people living in the area would prefer to travel by bus and wanted to see bus services that were efficient, affordable and well-connected. Specific improvements included more frequent and express services, separate busways and bus lanes, extension of the Northern Busway and local bus feeder services. Increasing capacity at park and ride facilities was identified as a key issue. There was also a desire to see heavy or light rail in the area and increased ferry services.
- There was a sense that many participants felt transport networks and infrastructure were lagging behind housing growth and development in the area, further contributing to existing traffic issues. Improvements to public transport were seen as key to alleviating some of the current congestion.
- Recommendations for improvements to road networks focussed on improvements to north-south routes (eg. widening State Highway 1, additional on/off-ramps), as well as east-west routes such as Penlink. Safety was also highlighted as an issue on some roads in the Dairy Flat area. Strong links to through roads and motorways was considered a key focus for business areas.
- The Auckland CBD and Albany were key destinations for people living in the Silverdale, Wainui and Dairy Flat areas.
- There was also notable support for improvements to walking and cycling facilities in the area, such as separate cycle lanes and widening of roads to make them safer for cyclists and footpaths in places where people are currently forced to walk along main highways.

Creating Liveable Communities

Q1. What transport features do you think will help make this area a great place to live?

The most frequently mentioned transport features included improvements to bus services in the north, extending road connections and improving traffic flow, better cycling infrastructure and better public transport in general.

Comments focussed on key issues such as the need to provide public transport services that meet the needs of those living in the north, particularly bus given that there is no current rail service. Specifically, participants wanted to see:

- More frequent, direct services (i.e. express) to the city
- Separate busways and bus lanes to reduce congestion and shorten journey times
- Increased local bus services that connect with buses heading to the city i.e. feeder buses
- Cheaper bus fares and integrated ticketing options
- Extension of the Northern Busway

There was also a call for reduced congestion and improved traffic flow through widening of existing roads (e.g. Wainui Road and Kahikatea Flat Road), upgrading of roads such as Dairy Flat Highway and extension/widening of the existing motorway system (e.g. widening State Highway 1 between Constellation and Silverdale). A number of participants mentioned their support for the Penlink connection, which would help to alleviate some of these concerns.

Better cycling infrastructure was also considered to be a factor that would make the north a great area to live. This included suggestions for distinctive and separate cycle lanes to make cycling safer, prioritising cycling in urban design, buses that can carry cycles and widening existing roads to make them safer for commuter cyclists.

Many comments focussed on the need for better public transport services generally, including services that were reliable and adhered to timetables, more frequent services, cheaper public transport, services on weekends and rapid transit corridors with feeder services, as shown overleaf.

The table below shows the key themes, sorted by category and frequency.

Table 10: Key transport features that will make the north (Silverdale) a great place to live

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Better bus services in general - accessible / reliable/ express / cost effective | Bus | 36 |
| Better public transport in general | Public transport | 20 |
| Park and Rides / transport hubs | Public transport | 16 |
| Need a train service to North Shore | Rail | 12 |
| Rapid transit - electric trains, light rail, underground | Public transport | 10 |
| Dedicated bus lane / 2 lanes / busways | Bus | 8 |
| Better train services in general - accessible, reliable | Rail | 7 |
| Better ferry from Gulf Harbour | Ferry | 3 |
| Road | | |
| Extending road connections/ improved traffic flow | Road | 23 |
| Introduction of PenLink | Road | 19 |
| More lanes needed – Northern Motorway | Road | 11 |
| Additional off-ramps between Albany and Silverdale | Road | 7 |
| Other | | |
| Better cycling infrastructure | Walking/cycling | 21 |
| Improved / safer / new walking tracks and footpaths | Walking/cycling | 13 |
| Future-proof planning / make provisions now | Planning | 8 |
| North Shore Airport | Air | 6 |
| Other | Other | 8 |

Some example comments included:

"RAIL! We absolutely need light or heavy rail all the way up to Orewa. Buses work OK for now, but they are not a solution to transport 30,000+ more people north to the city or The Shore. If we focus on building more roads, they will just become congested and we will have another situation like East Auckland, which has atrocious transport planning."

"More frequent buses and links to connect remote areas."

"Penlink, widen SH1 between Constellation and Silverdale. Constellation/SH1 intersection improvement. Dairy Flat off-ramp/on-ramp."

"Expand parking at Hibiscus Coast bus station. Reduce the cost of the bus (NEX) between Albany and Silverdale. The cost between Silverdale and Britomart is an additional \$3 (vs the fare for Albany and Britomart) but saves very little time vs driving to Albany and taking the bus from there. The proportionate additional cost is not justified in time savings. The only reason to take the NEX from Silverdale is the lack of parking in Albany. Add additional lane AND bus lane to motorway between Silverdale and Albany. Add additional capacity to Silverdale interchange."

"Ease of moving around through expressways, wide arterial roads and good on street parking. Cycleways should be made available as much as possible separated from the road, without reducing the number of traffic lanes."

"Increased frequency of bus services to the CBD. Increased frequency of local services that CONNECT with CBD buses. Remove the need to for local buses to ALL go via the Bus station - 1/2 but some should go direct - what was a 20-minute journey from Red Beach to Orewa is now more like 40 - its only 3k down the road! Inconvenient for children and those working Orewa."

"More frequent bus routes that go along Dairy Flat Highway, connecting new developments to Albany. Currently the bus on Dairy Flat Highway only operates every 2 hours on weekdays, and not at all on weekends."

"Penlink built now, not in 10-15 years proposed to relieve current congestion in Whangaparaoa and allow for the growth of the planned Silverdale/Millwater subdivisions without whangaparaoa traffic being funnelled onto the silverdale roads. It would also provide more growth for Gulf Harbour/Whangaparaoa."

"Need to have two lanes in each direction or have alternative road so that traffic won't be completely blocked in the event of accidents. Penlink needs to be built as soon as possible as an alternative road for Whangaparaoa Road."

"Rapid transit spine with services connecting to the spine."

"Reliable and frequent public transport to the city centre and north shore to circumvent traffic congestion. Possibly train line and feeder buses. alternatively, express busses on separate bus lanes (incl on arterial highways). Distinctive cycle lanes to ensure safety of cyclists."

The need for a rail link to the North Shore was reiterated by one submission Auckland Council received by email:

"The need to have a rail link between Auckland CBD and one of the largest population centres is recognised by most people. And has been for years. Cost worries have led to prevarication. But the population and the need for a rail link will increase as will the cost. It takes necessary courage to make the decision to say and make that this will happen. Come on Council! Kia kaha and get this started?"

There were comments on the Transport blog about the need for a rail link as well:

"Instead of building a busway all the way north, they should start building a rail/light rail network while everything is still undeveloped. Once it's all developed its gonna be more expensive to build stuff which then equates to cut backs! It's really frustrating how AT/NZTA sugar coat things by saying 'future proofing" routes. Yeah I'm still waiting on that rail from Onehunga to Airport using your future proofed bridge and motorway."

"I was thinking the same thing. Building LRT from Silverdale to Constellation Drive, as a starter, would be relatively easy and not a huge amount more than a busway seeing as most of it is over greenfield. Then just keep converting the busway in stages with a tunnel to the CBD last."

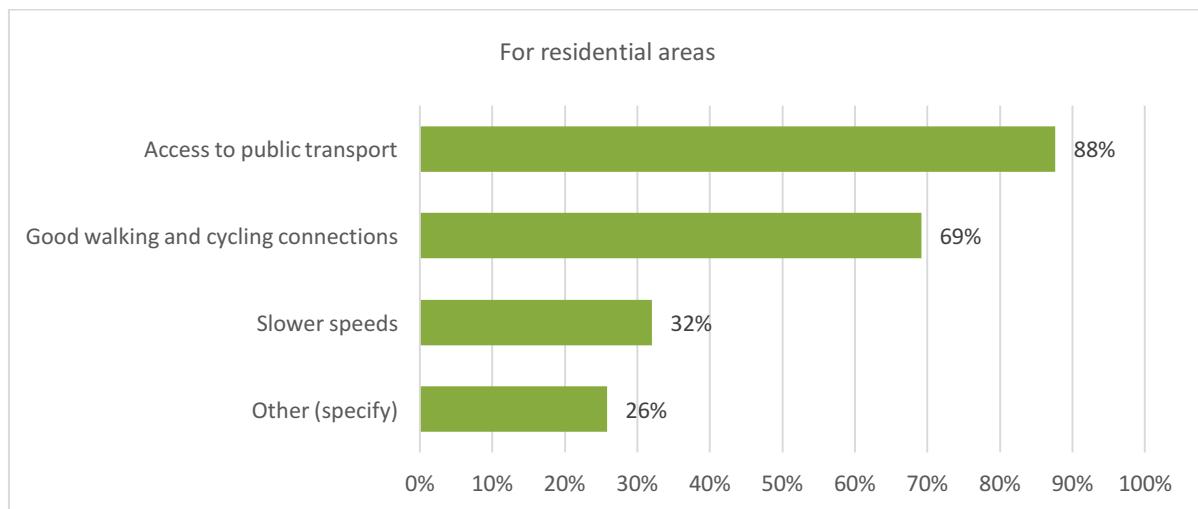
Q2. How is this different for residential and business areas?

For residential areas, participants felt the main focus should be on public transport, followed by good walking and cycling connections.

Other suggestions included:

- Improved public transport routes and frequency
- Better parking facilities, including park and rides with sufficient capacity
- More footpaths and pedestrian crossings
- Reduced congestion along roads in the area
- Cheaper public transport
- Good urban design
- Better access to an airport

Figure 35: Key transport features needed for residential areas in the north (Silverdale)



Base: n=97 participants

Improvements to public transport and walking/cycling connections were also considered essential by a local body in the health sector:

"We note that the northern area has previously been considered a rural area, and that the proposed growth in this area will place significant demands on transportation. We note that this area is predominantly car dependent, and we support the public and active transportation goals in the plan. These include furthering existing transportation projects such as: extending the highly successful Northern busway; upgrading the Hibiscus Coast busway and increasing

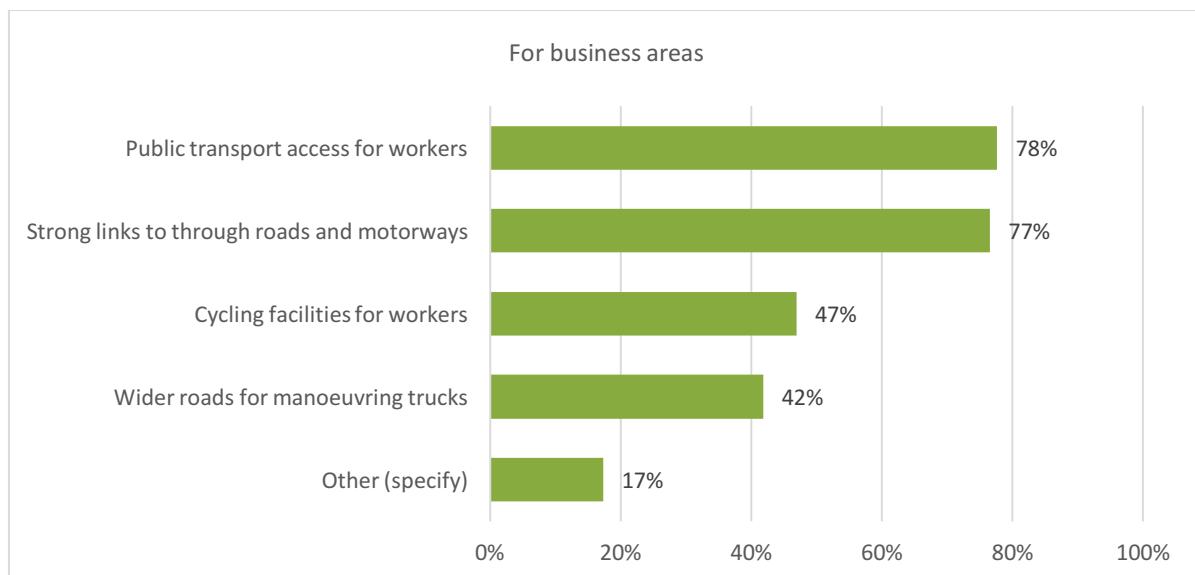
the frequency of express services. We support the investigation of the future transportation options proposed such as light rail, park and rides, new walking and cycling paths and new public transportation routes."

For business areas, participants felt the main focus should be on public transport access for workers and strong links to through roads and motorways.

Other suggestions included:

- Freight transport by rail, not road
- Wider roads
- Shuttle services from stations to workplaces
- Easier/improved access to an airport

Figure 36: Key transport features needed for business areas in the north (Silverdale)



Base: n=98 participants

Issues and aspirations in the Silverdale, Wainui and Dairy Flat area

Participants were told:

New urban areas totalling about the size of Hamilton will be built in Silverdale, Wainui and Dairy Flat during the next 30 years

- Approximately 30,000 new houses
- Approximately 13,000 new jobs

Aspirations

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Improve north - south movements
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

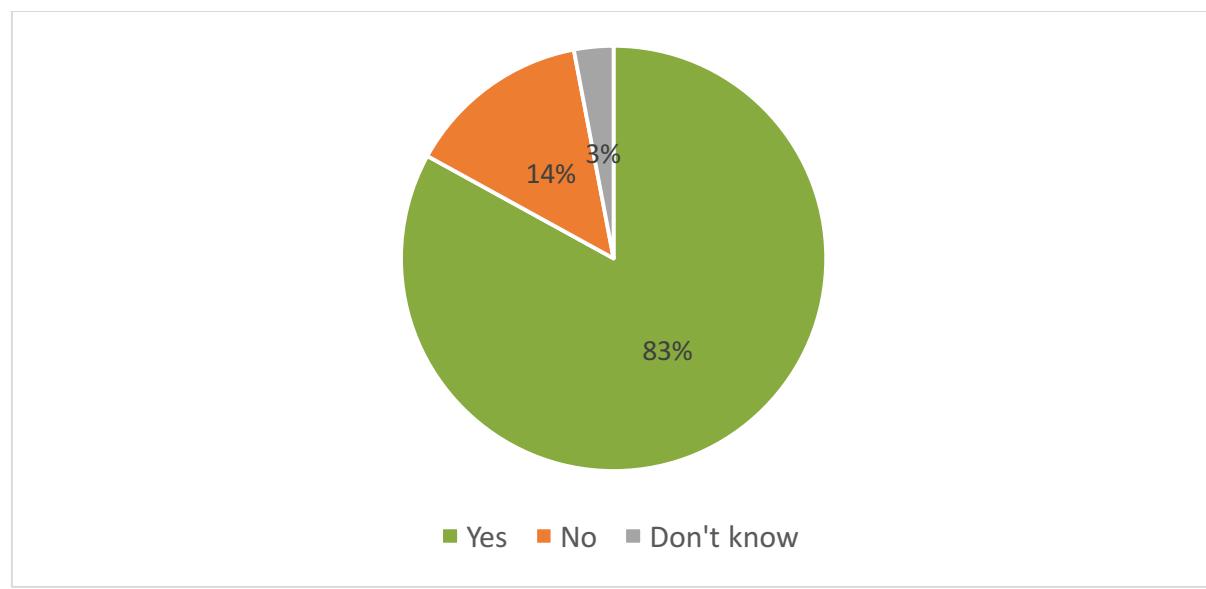
Transport issues

- Maintaining State Highway efficiency for inter-regional travel
- Significant transport infrastructure will need to be planned, designated and built to support these new communities, which could take up to 20 years to be in place
- Ensuring the transport sector works closely with other utilities designating and building at the same time
- Developing a significant public transport network to service commuters and local employment opportunities.

Q3. Do you agree with these aspirations and issues for transport in the Silverdale, Wainui and Dairy Flat growth area?

Most participants (83%) agreed with the aspirations and issues for transport in the Silverdale, Wainui and Dairy Flat growth area, as described above.

Figure 37: Agreement with aspirations and issues for transport in the Silverdale, Wainui and Dairy Flat area



Base: n=100 participants

Q4. What have we missed?

People were most likely to mention a need for future-proof planning and the need to plan ahead with development and infrastructure projects. Another common theme was to ensure that public transport is efficient, affordable and well-connected.

Specifically, comments focussed on the need to ensure that the networks being built and planned for now will cope with future growth. Others mentioned that many of the transport issues should have already been addressed and infrastructure built before further development in the north, which has resulted in huge population growth in the north without providing the level of services necessary to support this population. There was a perception that key transport features such as Penlink are needed now, urgently, and not within the timings suggested by Auckland Transport.

Another area of focus was the need to ensure that public transport services are efficient, affordable and well-connected. Comments focussed on building strong and well-planned public transport links to all parts of Auckland and the need to think beyond just buses for the north. There were also calls for public transport services that serviced places like the Auckland CBD on weekends and public holidays, as shown overleaf.

The table below shows the key themes, sorted by category and frequency.

Table 11: Other factors that will make the north (Silverdale) a great place to live

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Ensure public transport is efficient/ affordable/ connected | Public transport | 11 |
| Park n Ride facilities at transport hubs | Public transport | 7 |
| Rail/ rapid transit link | Public transport | 5 |
| Silverdale Park and Ride – multi story, upgrade | Public transport | 3 |
| Increase inter-regional public transport links | Public transport | 2 |
| Road | | |
| Penlink/ long overdue | Road | 6 |
| More east-west links | Road | 6 |
| More lanes/ improve traffic flow | Road | 4 |
| Focus away from roading/ only new development | Road | 3 |
| Off-ramps asap between Albany and Silverdale | Road | 3 |
| Lower speed limits | Road | 2 |
| Changes to traffic control on roads e.g. too many traffic lights, greater use of roundabouts | Road | 2 |
| Increased use of toll roads | Road | 2 |
| Other | | |
| Future-proof planning/ extend 20 years/make provisions now/ prior to development | Planning | 22 |
| Dedicated bicycle lanes / encourage cyclists | Walking/cycling | 8 |
| Airport/ access to airport | Air | 5 |
| Put in infrastructure now - footpaths, sealed roads etc | Planning | 5 |
| Include outdoor recreation (parks, walkways) into planning | Planning | 3 |
| Concerned about development in rural areas | Planning | 2 |
| Anti-airfield comments | Air | 2 |
| Other | Other | 8 |

Some example comments included:

"More emphasis on fast and reliable inter regional public transport rather than focus on highways. Ensuring that public transport and cycling is more cost efficient than using individual motorised vehicle. Encouraging people to car share with incentives, e.g. widespread T3 lanes etc. otherwise, aspirations are reasonable."

"Build a network that will cope with future growth. At the moment all I see is the network providing for 5-year future growth. This needs extending to 15-20 years."

"Be aware of the rising traffic using the East Coast Rd. It has probably trebled in the last 10 years, and although still not yet a problem, it could become one in the next 10 years."

"Less focus on roads, more on public transport, roads only as required for new development and improving efficiency of PT routes."

"People should have the capacity to shop and work within a short distance of their homes. They should be able to move about easily without requiring a motor vehicle. Investment in transport infrastructure should focus on the efficient movement of people and not roads; movement of this population by motor vehicles is simply not physically possible and the focus should be on transport investments which provide opportunities for people to move easily and quickly, particularly to the central city and beyond."

"The current push towards public transport is both expensive and non-sustainable. I agree with everything but the 'increase transport choice', which means continuing to charge me higher rates and propose new taxes to fund other people's choices."

"Try and develop the infrastructure early (services and transport) so it can be used straight away. Not develop the houses and then have no transport options."

"Use of tolls. Speed up development. Your red tape and PC views slows down projects - 20 years to see a project through - come on!!"

"the amount of houses is already huge, the daily traffic jam reflects this reality. the transport system should be developed/upgraded before the increase of new areas for housing. the public transport is inefficient and expensive, there is no incentive to people to use this service once you pay less on using your own vehicle to commute to town. the maths of 30,000 new houses does not match with 13,000 new jobs. Should be the other way around. There is already a huge population commuting to town and this proposal is not taking in consideration the reality that is already in place."

"Increasing transport choice is most important. There are no buses along East Coast Road. Commuting by bicycle can be dangerous on narrow roads. Mostly the only transport option is a car."

"Focus also needs to be even to existing transport routes and how much they will be burdened by the new growth. The Silverdale interchange will be majorly congested with the growth and without another option to leave the peninsula other than via Hibiscus Coast Highway those living in Whangaparaoa will be severely disadvantaged. PENLINK is needed now."

"It is critical that transport infrastructure is in place before or at the time the community reaches population points, not decades later."

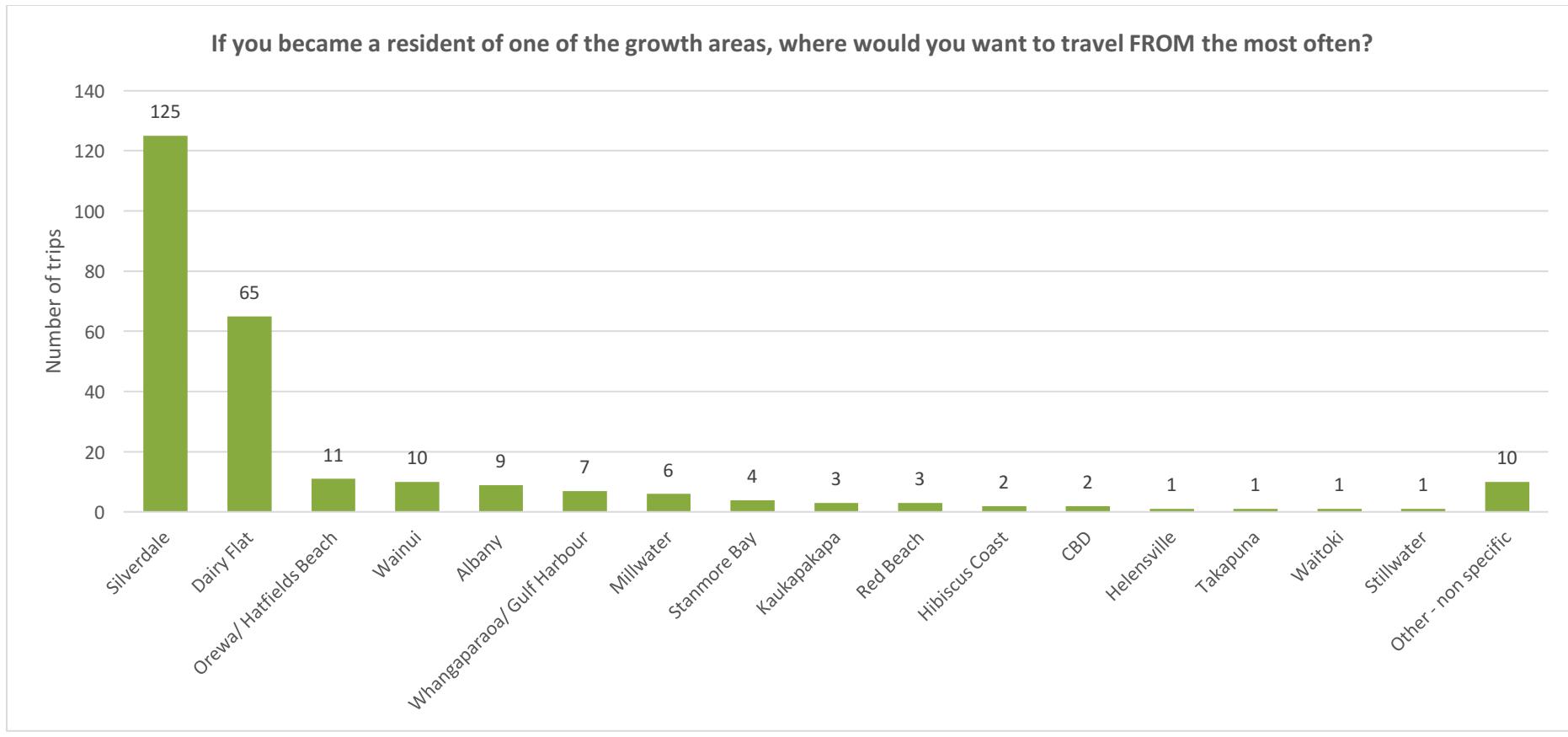
"The time to put this infrastructure in place, is when the suburbs GET BUILT. Not 20 years later. For example, part of Millwater SHOULD have been a bus depot. The park and ride (Silverdale) needs to be MUCH bigger (why can't it be multistory?). Roads need to be sealed now."

Movements and connections

Q5. If you became a resident of one of the growth areas, where would you want to travel the most often and how would you want to get there? Would you want to take the bus, train, car, ferry, walk or cycle?

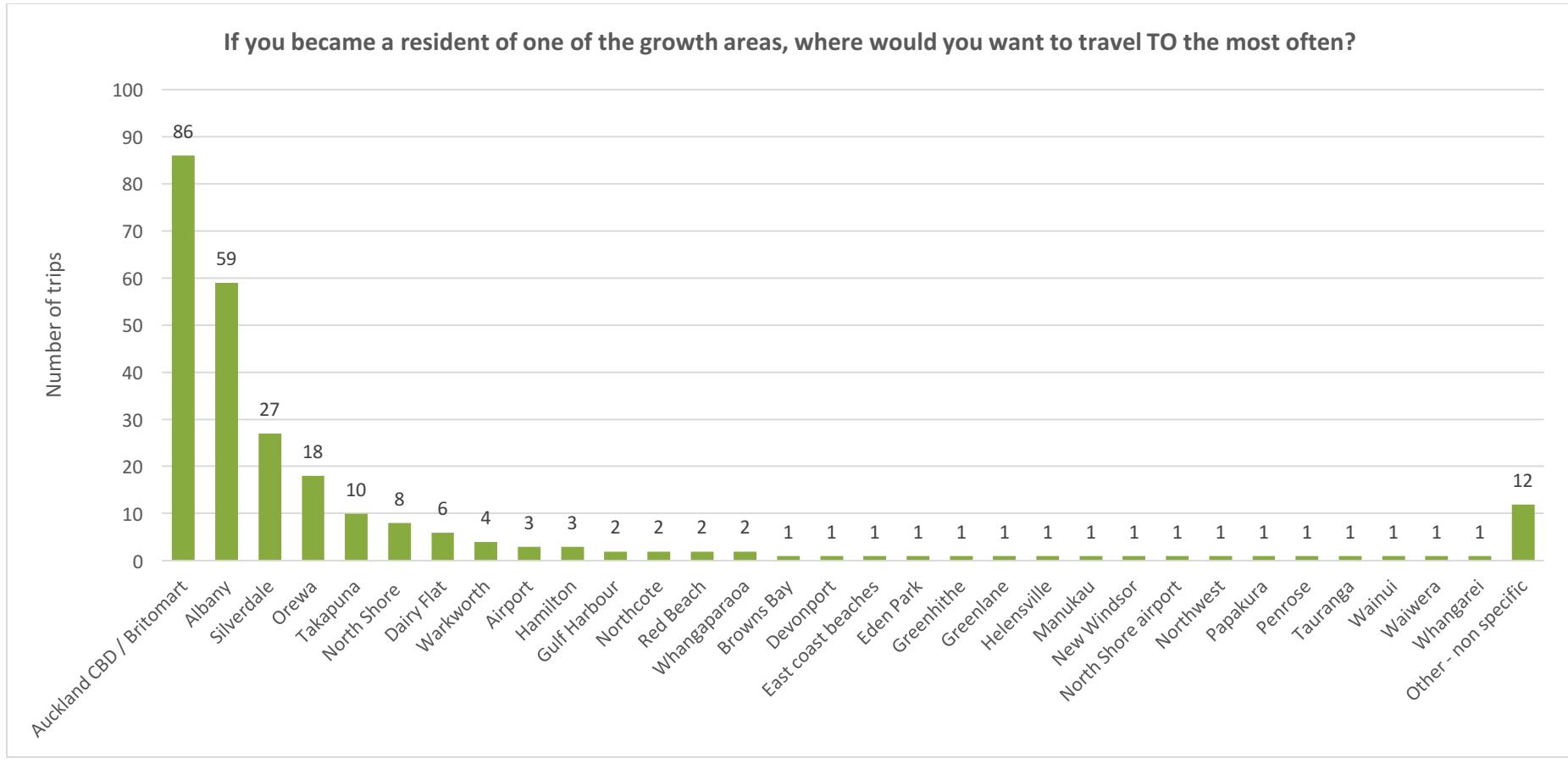
The top location people wanted to travel from is Silverdale, followed by Dairy Flat, while common destinations included the Auckland CBD and Albany. There was a strong preference for wanting to make journeys by bus, followed by car and train.

Figure 38: Key places people in the north (Silverdale) want to travel from



Base: n=261 trips

Figure 39: Key places people in the north (Silverdale) want to travel to



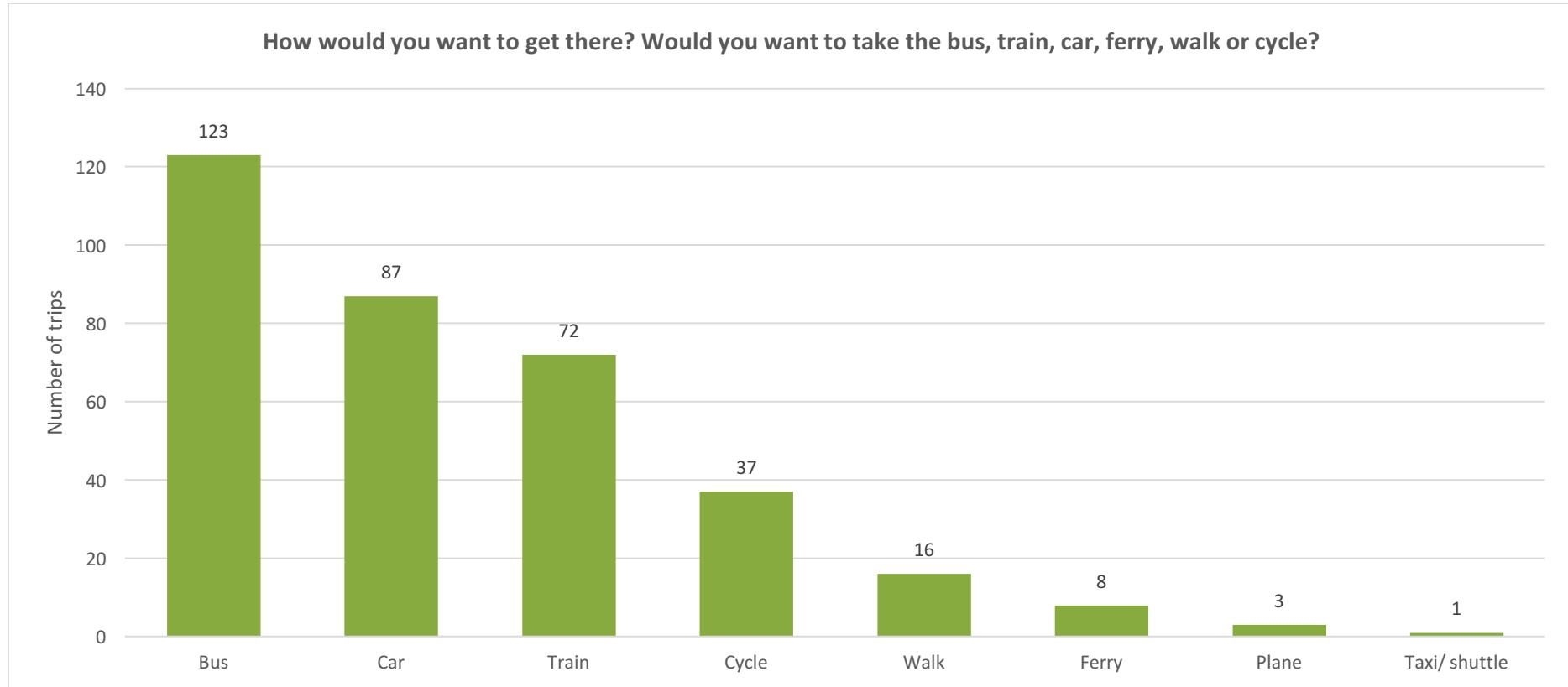
Base: n=261 trips

The following map shows most frequent trips from each of the top four locations in the north (Silverdale), with different types of lines based on frequency of mention.

Figure 40: Most frequent trips from the key locations in the north (Silverdale)



Figure 41: Most preferred travel mode for journeys from the north (Silverdale)



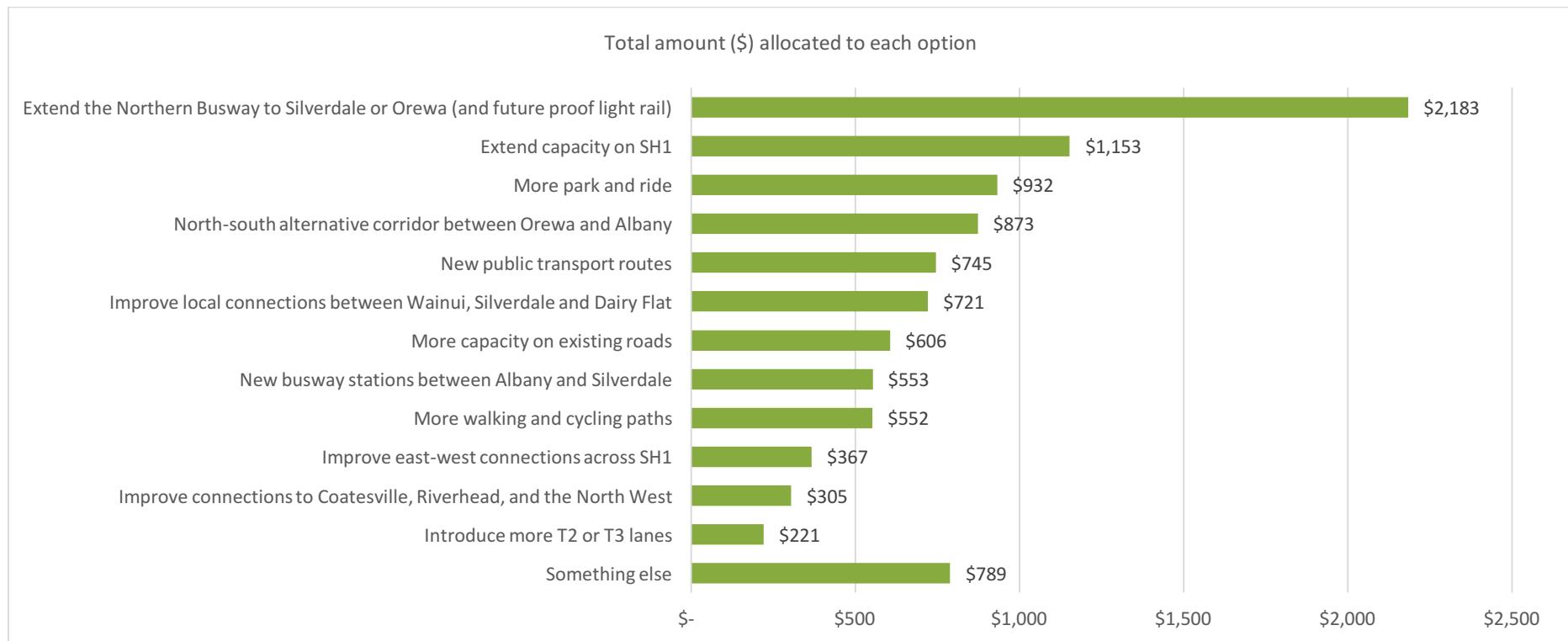
Base: n=347 trips (multiple modes selected by some participants)

Prioritising how we spend money on transport

Q6. If you had \$100 to develop the strategic transport network in the north, how would you spend it? (allocate money in \$10 lots)

There was a clear preference for extending the Northern Busway to Silverdale or Orewa and future proofing light rail.

Figure 42: Transport spend priorities for the network in the north (Silverdale)



Base: n=100 participants

At the Information Days, people were given 10 tokens each to allocate towards the different options. The 13 choices from the online feedback form were consolidated down to eight and amended slightly to make it easier for people to manage. Further, the choices were the same for the Warkworth, Silverdale and Dairy Flat information days. Feedback from the information days is therefore reported separately to that from the online feedback forms. The eight choices for the north were:

- Improvements to public transport
- Improvements to public transport between Albany and Millwater
- Better east west connection in the Silverdale/Dairy Flat area
- Improved north – south links in the Dairy Flat area
- New east-west routes for south Warkworth
- Western collector extension
- Matakana road extension
- Something else

Understandably, Warkworth specific issues received fewer votes.

The images below (taken at the Silverdale and Dairy Flat information days), while not intended to show the level of voting, give an indication of the voting process.

Figure 43: Voting process (Silverdale)

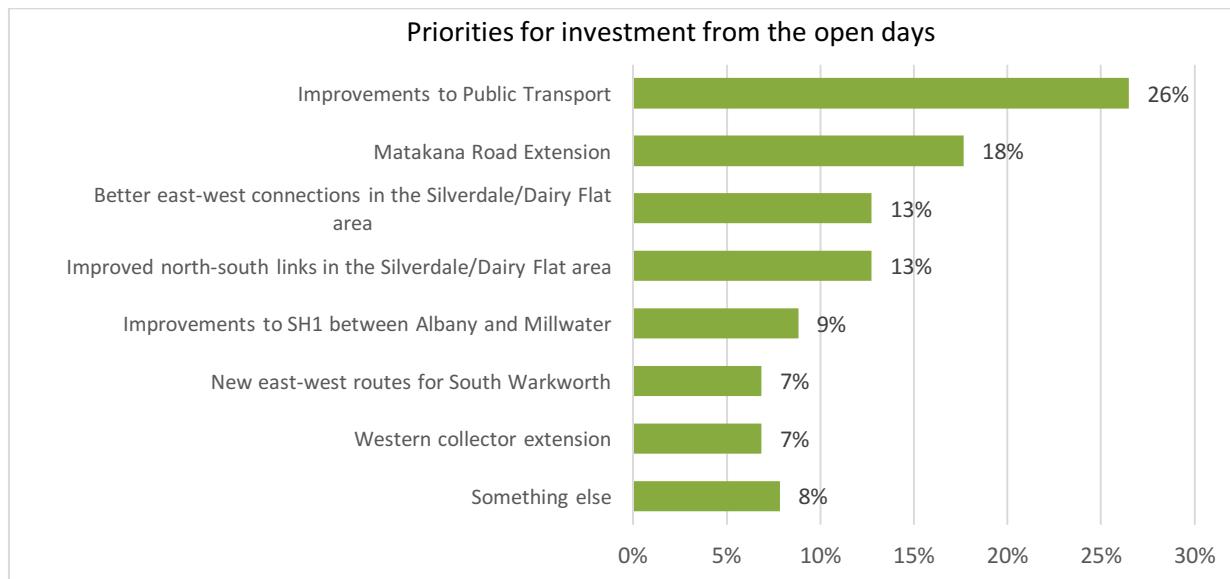


Figure 44: Voting process (Dairy Flat)



The following chart shows the proportion of tokens allocated to each choice across the north collectively (i.e. Warkworth, Silverdale and Dairy Flat combined), which shows the overall preference was for improvements to public transport and the Matakana Road Extension.

Figure 45: Priorities for investment from the northern open days

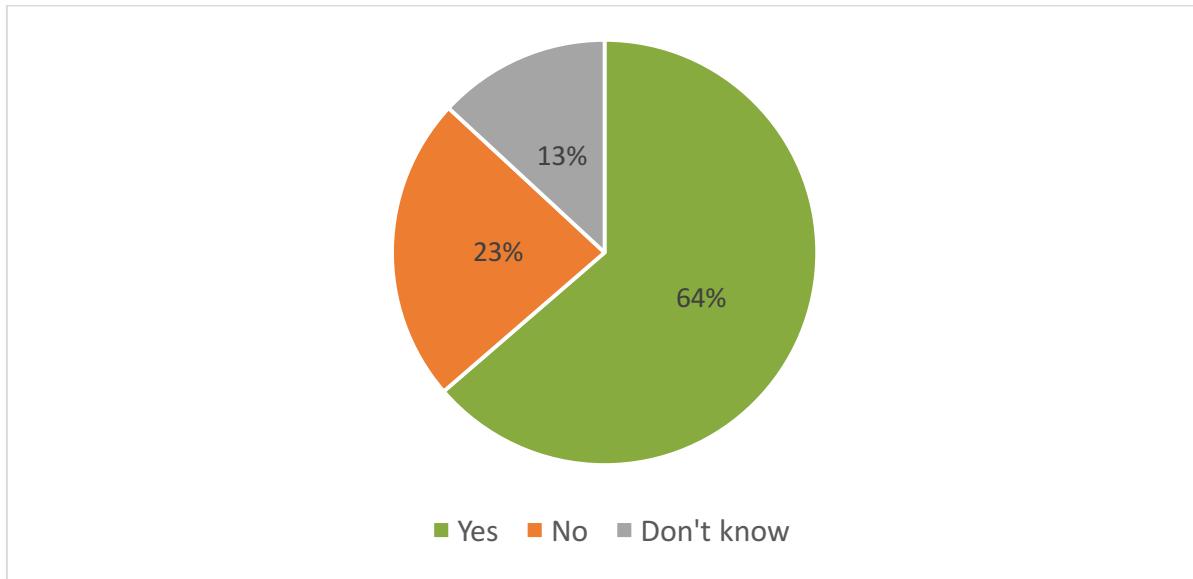


Potential Networks in Silverdale, Wainui and Dairy Flat

Q7. Should a new north-south connection be provided for the Wainui and Dairy Flat growth areas to connect these areas to Albany and Orewa??

Around two in three participants (64%) agreed that a new north-south connection should be provided for the Wainui and Dairy Flat areas to connect them to Albany and Orewa.

Figure 46: Agreement with the need for a new north-south connection for Wainui and Dairy Flat

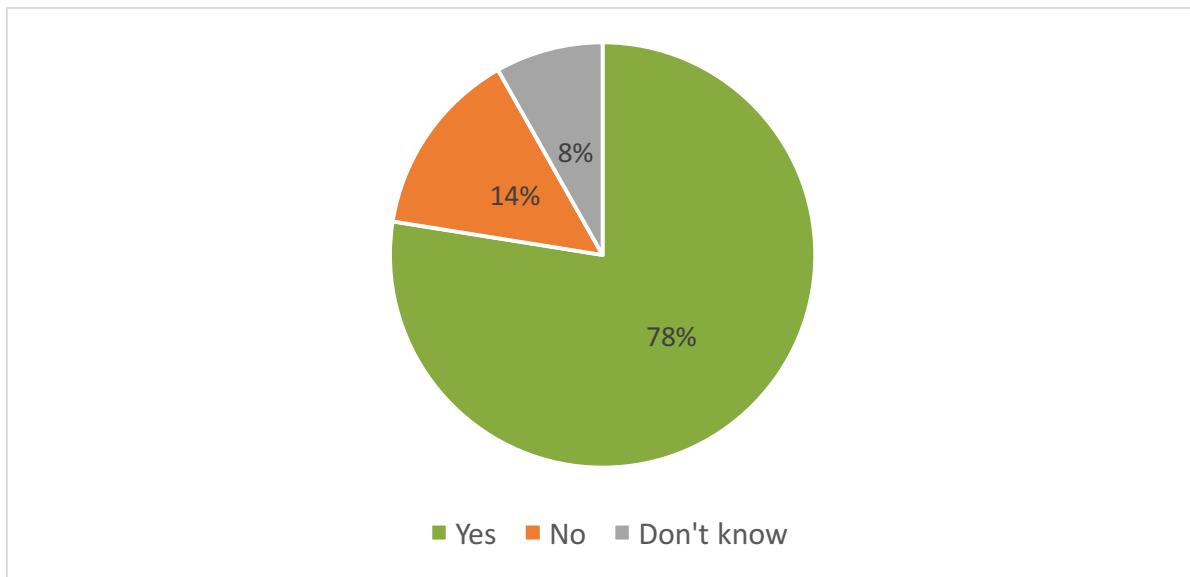


Base: n=99 participants

Q8. Should improvements to other north-south corridors (East Coast Road and/or Dairy Flat Highway) be investigated?

Most participants (78%) agreed that improvements to other north-south corridors should be investigated.

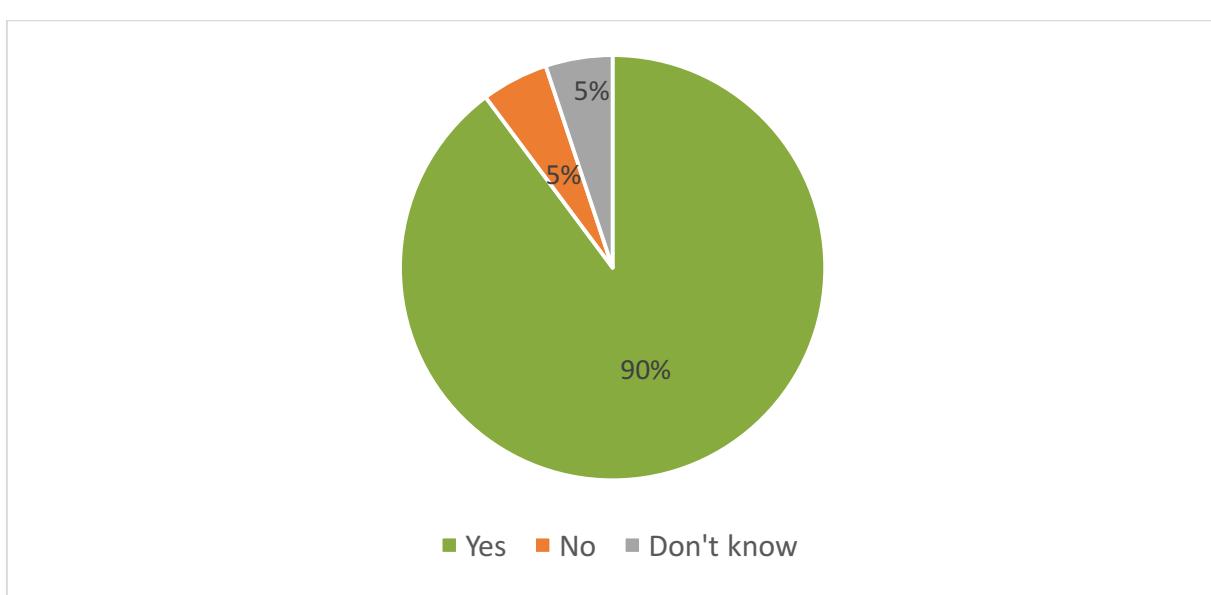
Figure 47: Agreement with the need for improvements to north-south corridors in the north (Silverdale)



Q9. Should the Northern Busway extend from Albany to Silverdale and potentially further north to Orewa?

Almost all participants (90%) agreed that the Northern Busway should extend from Albany to Silverdale and potentially further north to Orewa.

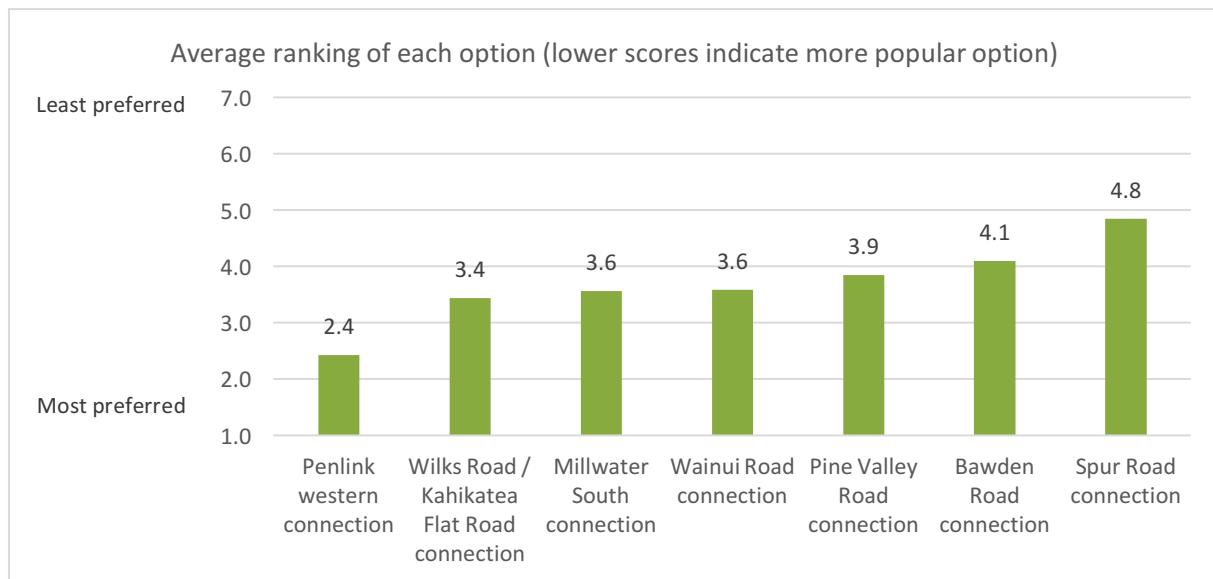
Figure 48: Agreement with the need to extend the Northern Busway to Silverdale/Orewa



Q10. Which are the key east-west connections for the growth area?

Participants were asked to rank seven options for east-west connections from their most preferred to least preferred. The chart overleaf shows the average ranking for each option, where a score of 1 was assigned to the most preferred option and a score of 7 to the least preferred option (lower scores indicate more popular options). The Penlink western connection had the best average ranking, followed by Wilks Road/Kahikatea Flat Road connection, Millwater South connection and Wainui Road connection. Spur Road connection was the least preferred option.

Figure 49: Preferred east-west connections in the north (Silverdale)

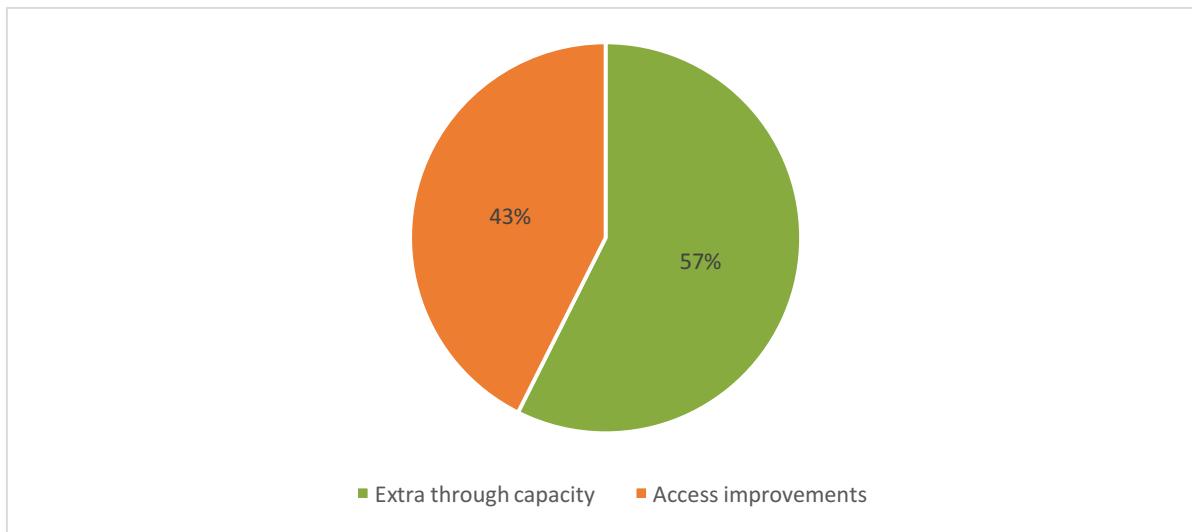


Base: n=82 participants

Q11. Where do you think we should prioritise improvements to SH1 between Albany and Millwater?

There was a slight preference towards prioritising through extra capacity rather than access improvements.

Figure 50: Prioritising improvements to SH1 between Albany and Millwater (Silverdale feedback)



Q12. Do you have any other ideas?

The most frequently mentioned improvements focus on public transport and road improvements, specifically prioritising rail and public transport generally and additional off-ramps along State Highway 1 as well as increased capacity and traffic flow along the corridor, as shown overleaf.

There were calls for rail services in the north and, from some, a need to prioritise public transport options over roads. Another common theme was improvements to State Highway 1 to increase capacity and traffic flow, including recommendations for new motorway off-ramps between Silverdale and Albany (e.g. at Bawden Road, Wilks Road, the service centre south of Wilks Road). Other suggestions for increasing capacity and traffic flow along State Highway 1 included allowing car-poolers to use the existing busway, separate lanes for motorcyclists, and widening of the Northern Motorway generally).

The table below shows the key themes, sorted by category and frequency.

Table 12: Other ideas for improvements to transport in the north (Silverdale)

| Theme | Category | Number of mentions |
|--|-------------------|--------------------|
| Public transport | | |
| Prioritise rail – fast, direct | Rail | 15 |
| Prioritise public transport in general | Public transport | 5 |
| Bus -Whangaparaoa - extend Northern Busway/ Increase bus frequency | Bus | 4 |
| Park and ride/transport hubs | Public transport | 3 |
| Gulf Harbour ferry/increase frequency and speed / Ferry from Orewa | Ferry | 3 |
| Road | | |
| New motorway off-ramps between Silverdale and Albany | Road | 9 |
| SH1 – increase capacity/ Extending road connections/ improved traffic flow | Road | 8 |
| Make Penlink a priority | Road | 7 |
| T3 lane/ motorbike lane/ dedicated bus lane | Road | 4 |
| Plan east/west connections carefully | Road | 3 |
| Expanding Dairy Flat Highway and East Coast Road | Road | 2 |
| Other | | |
| North shore airport/ access to airfield | Air | 7 |
| Act now (general) | Planning | 6 |
| Future-proof planning | Planning | 5 |
| Bus bike option/ cycling connectivity | Walking / cycling | 4 |
| Other | Other | 15 |

Some example comments included:

“Rail..... Rail..... and more buses with adequate park and rides or link buses.”

“Build light rail to Orewa (Along the SH1 corridor, build a park and ride at Grand Dr and have a station in Millwater West) and build a spur from Dairy Flat to Stanmore by replacing the middle two lanes of the Penlink connection, therefore having a transport hub in Stanmore Bay and taking pressure off the over-capacity Whangaparaoa Rd. Look at expanding the Silverdale Park & Ride soon. It is far beyond capacity.”

“Build the Wilks Road/Kahikatea Flat Road connection to SH1 now, to alleviate the current congestion at the Silverdale off ramp. Use the existing on/off ramp at the Service Centre 800m to the south of Wilks Road and connect by an access road alongside motorway. This interchange will be used traffic from Auckland travelling to Dairy Flat, the Still Water area and out west along Kahikatea Flat Road.”

“prioritise public transport first. Then add roads where necessary. This will reduce the need for additional capacity on SH1.”

"Motorways work better with more on and off ramps, opening up options should the motorway be clogged. It also provides greater options in terms of getting on and off (logical) and, if one exit is missed, an opportunity to get the next within a short time, rather than travelling far."

"Expanding Dairy Flat Highway and East Coast Road, as alternate routes for southbound traffic (if done properly), could reduce traffic on the motorway, although I question whether it wouldn't cost more as the roads on the North Shore would need to be expanded to handle the extra in-flows."

"better transport system with addition of train in north shore, ferry from Orewa, less trucks on the road using more the rail trail system. public transport with cheaper fares to really motivate/increase the uses of public transport."

"Put into high speed rail from Warkworth to Britomart with connections beyond as a priority. Increase SH1 Capacity. Local roading is currently ok."

One resident responding to the consultation highlighted the need to plan carefully to ensure public transport services are suitable with good networks that meet the travel needs of residents, particularly those in the Dairy Flat area:

"Overall the hub & spoke system for commuters is of course a sound system, well proven around the world, but needs good networks and ample parking. The previous changes made when opening the Hibiscus station were not well planned - good hub, but no spokes – services on Dairy Flat highway are reduced and cancelled. It is dangerous to walk to the station from Dairy flat regardless of what your telephone response thinks...go try it, it's suicidal over the motorway. Don't just look at the map. Parking is hopelessly inadequate; parking is needed as there is inadequate shuttle buses...nil from Dairy Flat. (this applies actually to Albany and probably all the northern busway stations!). I and other Dairy Flatters have to use my car more now because of the reduced and cancelled Dairy Flat service. When the RUB and other areas are more populated, the network is going to need to be rebuilt....we don't all just go to the city centre!"

What did people say at the Silverdale Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. There was a wide range of themes from the post-its, with most comments about improvements to roads, followed by greater use of ferries, more bus connections/routes, improved walking / cycling options and other comments about public transport.

Comments about roads focussed on the need for projects such as Penlink and the need to increase capacity and traffic flow along State Highway 1. There were also recommendations to have additional on- and off-ramps between Albany and Silverdale, as well as an alternative high speed corridor alongside the existing State Highway 1.

There was also a call for the inclusion of ferry services in transport plans for those living in areas such as Gulf Harbour, where services are already running at capacity despite more growth being planned in the area.

Other comments included a need for more direct bus services to North Shore and Waitakere Hospitals, local shuttle buses to transport passengers to bus stations and bus links to key employment areas in the north (e.g. business parks).

Some example comments included:

“Make bus lane a T3 with a bypass around bus stations.”

“Ferries should be included in transport plans. Quick fix and high demand from residents of the peninsula.”

“No PT to Waitakere Hospital. Very difficult to get to Greenlane Hospital. Some private shuttles. This has a major impact on healthcare of residents in this area as they can’t get to appointments.”

“Is there a possibility of having commuter buses along East Coast Road, instead of having to drive to Silverdale.”

“Improve pedestrian access/crossings in existing areas to encourage walking.”

“Bike racks/trailers on the bus so we can get closer to work/school to ride.”

“Motorway off ramps/onramps at both Bawden Road general area to connect to Penlink and Willes Road general area to connect to potential business area.”

“Corridor better suited alongside state highway for road and PT capacity.”

“Intersection at Redvale for Weiti, Stillwater, Silverdale Business Park and Dairy Flat.”

“Build local roads with thought to help flow and alleviate frustration.”

What did people say at the Dairy Flat Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. There was a wide range of themes from the post-its, with most comments about improvements to roads (both creation of new roads / widening of existing roads and issues relating to road safety and quality). There were also some comments about improvements to public transport services and facilities and improved walking / cycling options.

Specifically, there were calls for widening of State Highway 16 north of Helensville and Kahikatea Flat Road through to the Dairy Flat Highway, as well as widening of State Highway 1 between Albany and Silverdale and additional on- and off-ramps between these areas, e.g. at Dairy Flat, as a matter of urgency. A number of attendees raised concerns about road safety, particularly intersections such as East Coast Bays Road and Dairy Flat Road, Pine Valley Road and Kahikatea Flat Road, and Horseshow Bush Road, which are considered unsafe at present.

Some suggested that additional footpaths and walkways were needed to ensure pedestrian safety in areas such as Orewa North and near the Dairy Flat school, where people currently walk along the Highway.

While public transport improvements were less of a focus in this area, there were some requests for better bus services between Helensville and Kaukapakapa to Albany and the CBD, better bus series to Orewa, improved park and ride facilities with greater parking capacity, weekend bus services and rail services to Helensville.

Some example comments included:

“Either two lane Albany Village or new off ramp between Oteha and Silverdale.”

“Existing problem at Orewa North – safety, lack of footpaths / cycleways. Needs addressing now as children/young people use these routes.”

“North-South alternatives: SAFETY – the biggest issue for us is that we need to improve safety coming out of intersections on East Coast Bays Rd and Dairy Flat Rd.”

“Improved pathways to keep walkers off the state highway.”

“Police – need to improve speed enforcement (both high speed and low speed to keep traffic moving).”

“Additional interchange between Silverdale and Oteha a matter of urgency.”

“Wider motorway lanes Wairau to Oteha as already jammed again from 3.30pm north.”

“Pine Valley road needs a roundabout at the top where it meets Kaihiketea Flat Rd, lots of accidents there as the road is slippery when wet.”

"Currently East Coast Road and the Dairy Flat Highway are extremely dangerous roads for locals to travel on. These roads are increasingly getting more and more dangerous to the point where I fear for my life after suffering a very nasty accident 500m south of Bawden Road, two weeks ago. The capacity and speed on these roads is too great. I fear for my 16 year old daughter when she has to start driving on these roads. The dangerous behaviour is speeding, u-turns, pulling/turning out onto these roads and crashing due to speed."

"When do AT propose developing interchange at Wilks Road, together with the associated new local roading infrastructure and upgrades? This should greatly reduce the current bottleneck at the Silverdale off ramp. Will AT provide a new Northern Express Bus Station at the Wilks Road interchange? Do AT intend waiting until the Penn Link is constructed before building the associated motorway interchange? The interchange and road infrastructure to the west of the motorway could be completed prior to the Penn Link to help connectivity in the Dairy Flat area far sooner."

A local community support group also mentioned their opposition of an airport extension across Postman Road and questioned why Auckland Transport and/or Auckland Council have not consulted the public regarding this proposal:

"The local community of WRSLOG members are totally opposed to the change from North Shore Airfield to North Shore Airport, as well as the contemplated NSAC runway extension across Postman Road. WRSLOG request AT support to reverse the name change from Airport back to Airfield and their help to oppose any expansion of commercial activities without FULL PUBLIC NOTIFICATION."

Summary: The North (Silverdale)

Overall, most people agreed with the aspirations and issues suggested for transport in the Silverdale, Wainui and Dairy Flat growth area. Key findings included:

- The transport features that would help make the north a great place to live included improvements to bus services, improvements to roads and new road connections to reduce congestion, better cycling infrastructure and better public transport generally.
- Recommendations for improvements to bus services included more frequent and express services, separate busways and bus lanes, extension of the Northern Busway and increased local services that feed into longer distance services. Many people living in the area would prefer to make journeys by bus. There was a desire for public transport services that are efficient, affordable and well-connected.
- There was a sense that many participants felt transport networks and infrastructure were lagging behind housing growth and development in the area, further contributing to existing traffic issues. A number of participants mentioned the need to future-proof plans for the area to ensure they cope with future growth and that work on projects such as Penlink should begin immediately.
- For those completing the feedback form, the main spend priority for participants was to extend the Northern Busway to Silverdale or Orewa and future proof light rail. Information day attendees also wished to prioritise public transport improvements, followed by Matakana Road extension.
- In terms of north-south connections, most participants were supportive of a new north-south connection to connect Wainui and Dairy Flat to Albany and Orewa and of improvements to other north-south corridors in the area. Almost all agreed that the Northern Busway should be extended to Silverdale/Orewa. There was a slight preference towards prioritizing through capacity rather than access improvements.
- For east-west connections, the most preferred option was the Penlink western connection.
- Other ideas for improvements to transport in the north focused on prioritising and introducing rail options, improvements to public transport generally, improvements to ferry services, safety along local roads and safe walking/cycling options.

Findings: The North (Warkworth)

Key Findings

- For this part of the north, improvements to roads in the area was considered the highest priority. In particular, participants wanted to see improvements to the Hill Street intersection and reduced congestion generally, particularly in Warkworth itself and on Matakana Road. Addressing the issues with congestion, particularly around the Hill Street intersection, was considered a matter of urgency and one of the main ways to make the area a great place to live. This was considered a priority by both residents and businesses. East-west connections were considered a lower priority.
- Recommendations to address congestion in the area included the Western Collector bypass, the Matakana Link project, changes to access to Elizabeth Street, changes to traffic light phasing and/or making the intersection a roundabout instead. A Matakana Link Road extension in particular had a high level of support from locals in this part of the north.
- Public transport improvements were also considered a priority, but secondary to improvements to road networks. Primarily, residents called for improvements to bus services (such as regular bus services, new bus stations and bus service connections to the Northern Busway) and adequate park and ride facilities.
- Good walking and cycling connections were also desired by participants. This included provision of footpaths in areas not currently served by them, wider and better quality footpaths and cycle paths.
- The Auckland CBD is a key destination for those living in the Warkworth area, followed by local trips within Warkworth and Albany. There was a preference for making journeys by car or bus.

Creating Liveable Communities

Q1. What transport features do you think will help make this area a great place to live?

The most frequently mentioned improvements were reducing congestion and addressing the issues at the Hill Street intersection, followed by addressing congestion in the area generally and addressing congestion on Matakana Road, as shown overleaf.

The most common issue for participants in this area was the Hill Street intersection which was seen as contributing to severe traffic congestion in the area. Addressing the issues at this intersection was one way to improve the liveability of Warkworth and was considered a matter of urgency by many locals. Participants suggested several ideas for how the issues with this intersection could be addressed, including:

- Bypassing this intersection via the Western Collector Route.

- Closing Elizabeth Street, or having a separate lane for traffic turning into Elizabeth Street
- An alternative bypass for traffic going towards Matakana, including Matakana Link project
- Introduction of a roundabout at the intersection
- Changes to traffic light phasing

There was also a call for addressing congestion generally in the area and/or options for traffic travelling through the town to bypass Warkworth, as well as ensuring that roads are wide enough and safe for motorists and other road users.

Many participants also mentioned congestion along Matakana Road and the need for the proposed Matakana Link to help alleviate some of this congestion.

The table below shows the key themes, sorted by category and frequency.

Table 13: Key transport features that will make the north (Warkworth) a great place to live

| Theme | Category | Number of mentions |
|--|------------------------|--------------------|
| Public transport | | |
| Bus service - new bus station, direct bus to city | Bus | 35 |
| More carparks/ park and ride | Road/ public transport | 29 |
| Better connected public transport in general/ affordable | Public transport | 27 |
| Rail/Light rail to Albany/Silverdale/CBD | Rail | 15 |
| Road | | |
| Hill Street intersection - reduce congestion, address issues | Road | 63 |
| Addressing congestion in general – new roads, links, bypasses/ sealed roads | Road | 45 |
| Address congestion on Matakana Road/ need Matakana Link | Road | 44 |
| Warkworth town centre bypass | Road | 23 |
| Address congestion on Sandspit Road | Road | 18 |
| Complete motorway - Puhoi to Warkworth/ Wellsford | Road | 15 |
| Fix SH1 in general/ add extra lanes | Road | 11 |
| Snells Beach - improve access south | Road | 9 |
| Crossing over Mahurangi River | Road | 6 |
| Speed limits - monitor, reduce | Road | 4 |
| Western Collector needed | Road | 3 |
| Other | | |
| Improve pedestrian infrastructure - footpaths, pedestrian crossings, overbridges | Walking / cycling | 21 |
| Cycling infrastructure | Walking / cycling | 19 |
| Urgent action needed | Planning | 13 |
| Other | Other | 8 |

Some example comments included:

“Anything that takes the volume out of the hill street intersection urgently, currently most weekends it takes an hour from Snells Beach to Warkworth and with projected growth this is only going to get worse. This would have to be projects to the east of Warkworth and a reconfiguration of the hill street intersection to take traffic out of it, suggest closing Elizabeth street as an exit at that point and as an entry from the western side. Also suggest a pedestrian flyover to Sh1 to eliminate delays caused by pedestrians also.”

“Sort out the Hill Street intersection AND provide viable alternatives to its use for both Matakana/Leigh and Mahurangi East/Sandspit traffic (currently only one road in/out). Provide cost effective and practical public transport to Hibiscus Coast, North Shore and into the CBD for both commuters and other residents (e.g. those needed to travel to family or for

medical/shopping/entertainment not available in Warkworth). This could potentially be through an improved Silverdale Bus station which could cope with the increased capacity. More parking in Warkworth shopping area"

"Tar sealed and wider roads. A complete re-design of the Hill road intersection together with a second Matakana access road opposite Kaipara Flats road. The Council have "welshed on the deal" to seal the Buckletons Beach road (very dangerous most times) one kilometre per year."

"Fix SH1 to cope with North South traffic - needs very urgent attn. Nobody can continue to cope with daily gridlock while new plans get put into place. Regular daily Buses to and from Auckland/North Shore to Warkworth, Snells Beach, Matakana. No carparks."

"Make Warkworth a one-way system. Cut south bound traffic coming in passed the old court house and make them go in Whiterker road lights. Stop sandspit/Matakana traffic coming out past court house and go out Whitaker road lights. Then have free turn for traffic going into Warkworth or straight through to left turn light signal and right lane for hill street and north bound traffic. At the end of the day no matter what we say you lot have some jumped up fresh out of uni engineer that has zero practical experience and just because it works on paper it must work in the real world. So I know I'm wasting my time doing this survey. You lot do what you won't and stuff the locals just like when I helped put in the hill street lights I told fresh baby faced engineer that it would not work and I got told it works on paper so it must work. Did it? What a joke. My rates are paying you to waste money on a stupid idea that won't work."

"You need to sort out the current traffic issues before creating new ones with planned population growth. There are currently serious issues with traffic at Hill Street intersection, at weekends and holidays on the road between Warkworth and Matakana and in Matakana with inadequate parking and poor traffic flow. We need cycleways to connect the schools in Warkworth and Matakana with the surrounding residential areas. We need an additional roundabout in Matakana Valley Road."

"Improved layout at Hills Street intersection i.e. a separate lane for Elizabeth Street traffic from Sandspit Road, widen SH1 bridge in Warkworth and bypass Hill Street for Matakana traffic."

"Sort out the Hill Street intersection with SH1 very urgently due to the grid lock on Matakana and Sandspit Roads. It is now unacceptable in modern society. The situation is getting worse by the day. First & foremost STOP the double phasing of the lights on SH1 urgently as this is causing most of the issues. SH1 users can be patient like everyone else."

The issue of congestion at the Hill Street intersection was also emphasised by a member of a not-for-profit professional body, who believed that major growth of Warkworth would bring the intersection to a standstill. This member favoured the NZTA plan to lead Elizabeth Street into the signalised traffic as it offered the most flexibility for changing traffic patterns.

"Hill Street Intersection has been a major problem for over 30 years. The proposed major growth of Warkworth will bring this intersection to a standstill. The problem will be exacerbated first by the motorway construction with heavy right turn movement from

Matakana to SH1 north see photo (Note that the relatively short truck shown fills the whole of the queuing space and block visibility out of Elizabeth St).



This will be continued by the operation of the completed motorway drawing traffic through the same movement from Sandspit or from Elizabeth St to SH1 north. The solution is to either lead Elizabeth St into the traffic signalised or relocate the junction as in the Paget Loop Option. The NZTA option probably offers the most flexibility for changing traffic patterns. This option should be re-evaluated using Dec 2015 Traffic survey modified to allow for Urban Growth. A big advantage is that it can be built now before motorway construction traffic brings the junction to gridlock. I believe that most consents are already in place."

Several local residents who attended the Warkworth Information Day also highlighted this intersection as a concern:

"Vehicles exiting Elizabeth Street have virtually no rights vis-à-vis other users. They are forced to give way to all others and often have no visibility of traffic coming from the left, due to vehicles stacked at the lights in Sandspit Road. It seems that Elizabeth Street is not part of the intersection. Solve by moving Sandspit Road signals back to align with the eastern side of Elizabeth Street and providing new signals on the two right hand north-facing lanes of Elizabeth Street. This would allow for a signalised pedestrian crossing across Sandspit for Kowhai Park users and for residents of NE Warkworth who are poorly served at present."

"Vehicles exiting SH1 from the north to enter Elizabeth Street dominate traffic from Sandspit Road and impede right turning traffic exiting Elizabeth Street. Solve by dividing the exit lane from SH1 in two, with a free turn left up Sandspit and a signal controlled lane across to Elizabeth. Alternatively, retain single lane exit, but left turn only, up Sandspit and no access to Elizabeth Street."

"Warkworth is a small rural town which has an abnormally large traffic problem. Not all of this is caused by holiday makers although it is impossible to travel freely during the summer. Most of the 205+ cars stationary in traffic jams are caused by the bottleneck of SH1 from the outskirts of Warkworth through the Hill St Intersection. All side roads are clogged, the highway gets backed up for 20km or so on most weekends, even worse if there is an accident anywhere – it is just a nightmare. If Auckland is to expand out here, this needs to be fixed well before any development or subdivisions are even considered."

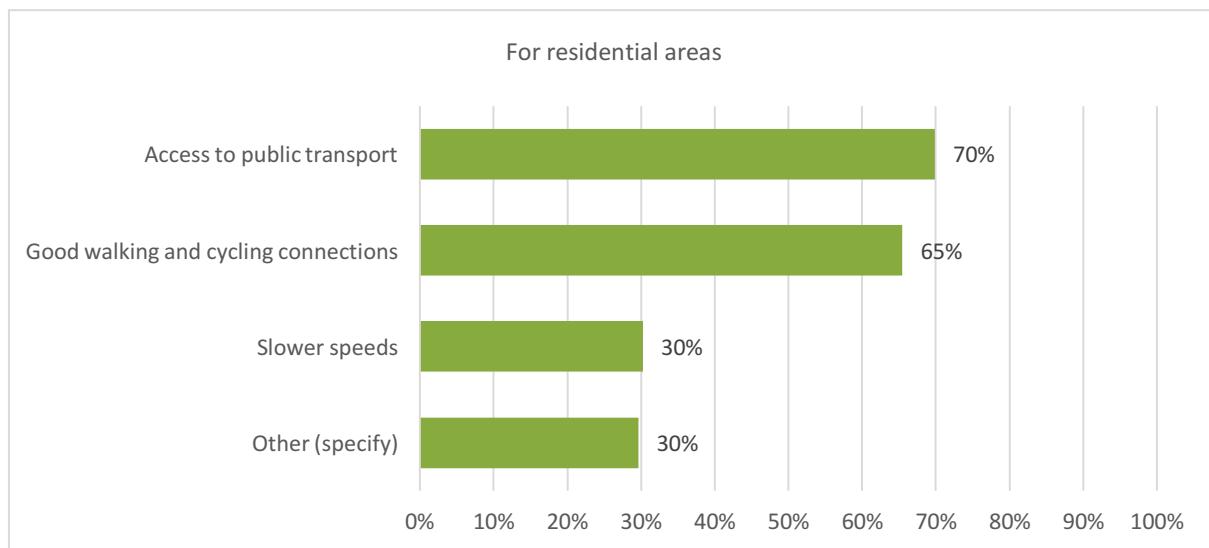
Q2. How is this different for residential and business areas?

For residential areas the main focus should be on public transport, followed closely by good walking and cycling connections.

Other suggestions included:

- Reduced traffic congestion
- Parking around schools
- Feeder buses to express bus services
- Wider roads
- Managed population growth in the area
- Better footpaths e.g. wider, better quality
- Township bypasses

Figure 51: Key transport features needed for residential areas in the north (Warkworth)



Base: n=162 participants

This view was reiterated by the member of a not-for-profit professional body, who noted that a regular local bus service that linked to the Auckland Busway was required, with adequate park and ride facilities, along with provision for pedestrians and cyclists to the north east quadrant of Warkworth:

"There is currently no provision for pedestrians and cyclists to the North East quadrant of Warkworth, the area where most of the growth will occur."

"A good regular bus service to link with the Auckland Busway is required together with Park and Ride facilities located towards the Motorway Ramps and integrated with a local bus service. The Parking facilities must be adequate capacity to provide new parking at all times of the day."

There were comments on the Transport Blog about the need to focus on public transport as well:

"The NEX should go as direct as possible to save time and expense. Have a loop bus service those new areas of Dairy Flat (provides bigger coverage without slowing down NEX). I guess Warkworth is going to need a NEX type station to connect with via the motorway with the rest of the NEX. Warkworth is going to need good connector buses. Probably could do with Express services (i.e. only stop at Silverdale, Albany, Akoranga, Britomart)."

The issue of car parking and how existing spaces could be used for park and ride facilities were further highlighted by a local community group:

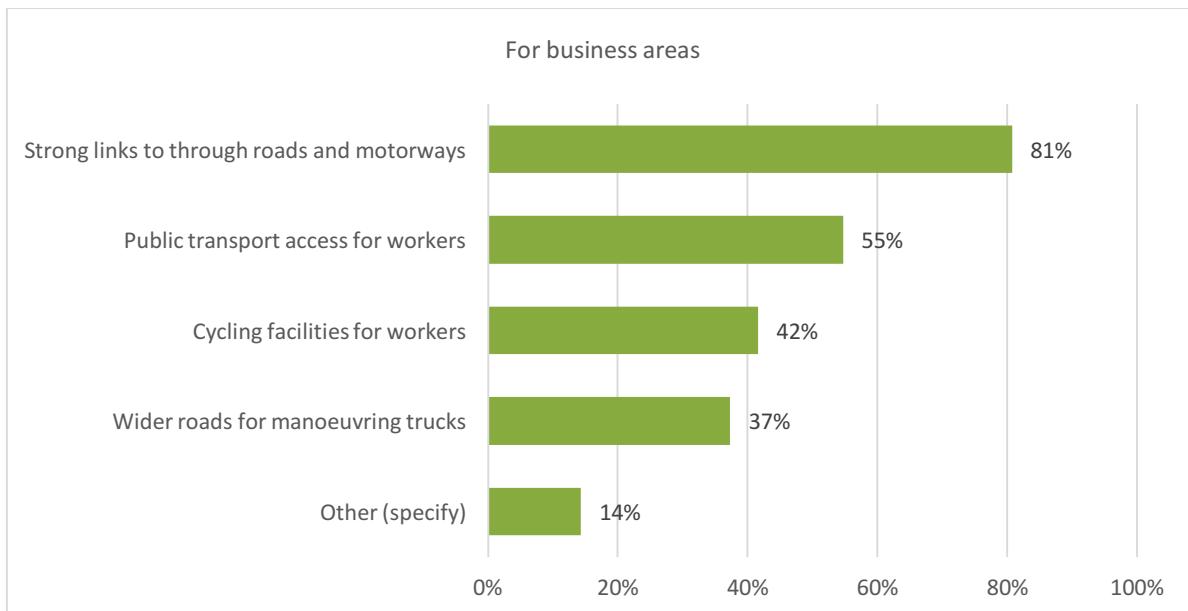
"<We> supported and submitted on the retention of the Atlas from sale for future recreation use. Our specific aspirations for the use of the site were to address the need to provide additional parking at the adjacent Showgrounds recreation reserve, which is being developed as the central sport and recreation hub for the Mahurangi region and is the venue for the annual A&P Show. Future development plans and a community-wide desire for the siting of an aquatic centre at the Showgrounds reserve mean that there is insufficient space within the Showgrounds reserve to meet weekend and tournament day parking demand. In addition, there is now the opportunity to provide a Park & Ride facility for commuters using the new Ara Tūhono – Pūhoi to Wellsford motorway whose Warkworth link is expected to originate nearby on SH1. We strongly urge that you give this site due consideration in providing for the future transport needs of our rapidly growing town."

For business areas the main focus should be on strong links to through roads and motorways, followed by public transport access for workers and cycling facilities for workers, as shown overleaf.

Other suggestions included:

- Reduced traffic congestion
- Car parking for workers
- Lower speeds through town centres
- Township bypasses

Figure 52: Key transport features needed for business areas in the north (Warkworth)



Base: n=161 participants

Issues and aspirations in Warkworth

Participants were told:

864 hectares of urban areas will be built in Warkworth over the next 30 years. Further development around Warkworth north and north-east is sequenced for about 2022-26 and Warkworth south is sequenced for about 2027-31.

- Approximately 7,900 new houses
- Approximately 4,000 new jobs

Aspirations

- To enable Warkworth to expand as a successful satellite town
- Separate shorter distance trips from longer distance trips
- To provide residents with transport choices with good walking and cycling facilities and frequent, reliable public transport.

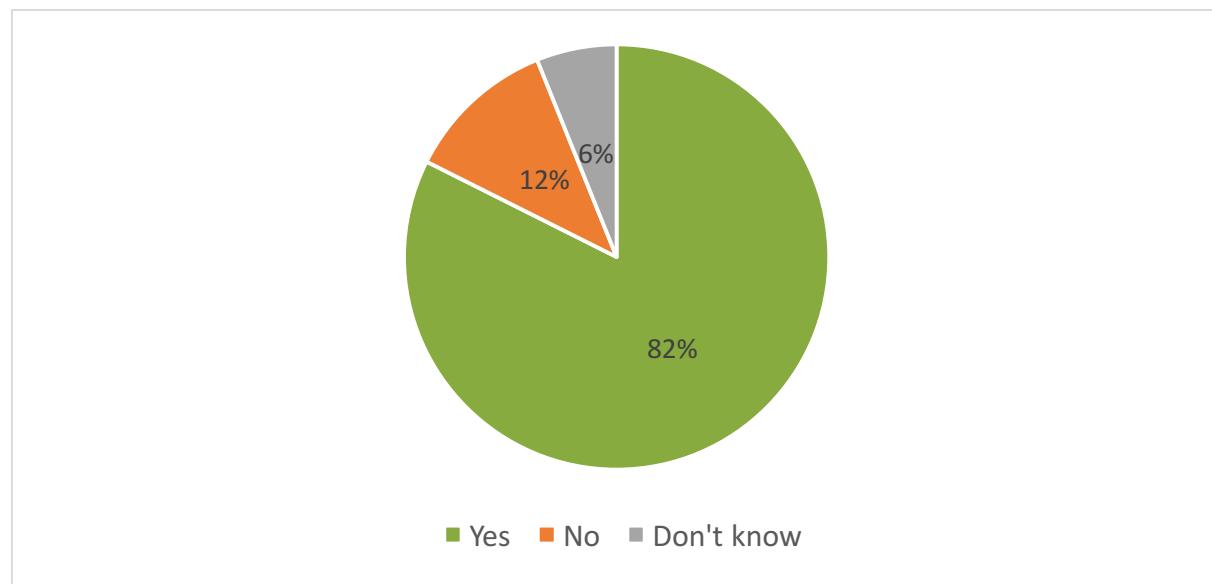
Transport issues

- The new Ara Tuhono–Puhoi to Warkworth RoNS will impact on the distribution of transport flows and any network changes will need to consider these effects (including for freight and tourism)
- Maintaining State Highway efficiency for inter-regional movements
- Servicing local and regional employment
- Providing a number of connections within Warkworth to offer alternative local routes.

Q3. Do you agree with these aspirations and issues for transport in the Warkworth growth area?

Most participants (82%) agreed with the aspirations and issues for transport in the Warkworth growth area, as described above.

Figure 53: Agreement with aspirations and issues for transport in the north (Warkworth)



Base: n=165 participants

Q4. What have we missed?

People were most likely to mention addressing general congestion on roads and the urgency of time frames with work needing to start work immediately. This was followed by a call to fix the Hill Street intersection specifically, and to improve access through Matakana / Snells Beach.

Specifically, participants identified a need to address congestion generally in the area, including options for traffic travelling through the town to bypass Warkworth, as well as ensuring that roads are wide enough and safe for motorists and other road users. Some participants noted that the traffic congestion in the area has become so bad on weekends that some local residents feel they can't leave their home as it takes too long to get anywhere or come home if they have gone out of the area.

Participants also believed that there was a sense of urgency to addressing these issues, particularly the traffic congestion during the summer months and the fact that traffic is getting worse as more and more people move into the area.

The table below shows the key themes, sorted by category and frequency.

Table 14: Other factors that will make the north (Warkworth) a great place to live

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Better connected public transport in general/ affordable | Public transport | 9 |
| Rail/ freight rail options | Rail | 8 |
| Road | | |
| Addressing congestion in general - new roads, links, bypasses, roundabouts etc | Road | 38 |
| Fix Hill St intersection - current situation needs addressing | Road | 20 |
| Improve access through Matakana/ Snells beach | Road | 18 |
| More parking/ Park n ride | Road | 16 |
| Improved connections to the east | Road | 2 |
| Other | | |
| Time frame - start now, before the new development starts, future proof planning | Planning | 29 |
| More infrastructure - walkways, schools, recreation facilities | Other | 11 |
| Disagree with intensification/ keep town alive, character | Planning | 9 |
| Creating employment opportunities/ reduce commuting | Employment | 4 |
| Need cycleways | Walking/cycling | 3 |
| Other | Other | 11 |

Some example comments included:

"That some urgency is required, particularly around alternative routes and connections. It currently takes approximately 1 hour to travel between Matakana or Snells Beach/Sandspit every Sunday afternoon."

"The years between 2016 - 2022, the traffic issues need solutions now. Between Johnston tunnels and Wellsford. Traffic from Matakana and Snells Beach to Warkworth."

"There are immediate transport issues. With more people already living in the area there is a noticeable difference in congestion during peak times on week days as well as weekends. All solutions are well in the future and something needs to be done immediately. It's ridiculous that it can take 30-40 minutes to get from Snells Beach into Warkworth before and after school on normal weekdays. Let alone well over an hour on a Sunday afternoon! It's only 8kms. The area is growing a lot faster than the infrastructure, all proposed solutions seem to rely waiting on the motorway extension which is a good 6 years away. How long will the queues be then???"

"You think the RoNS which is six years away will solve the huge traffic problems that exist at Hill St intersection. The internal growth of WW which has happened already requires roundabout work to be done NOW. We agree with the Western Collector. Matakana link to be done AFTER work done to Hill St. What's been done is TOTALLY INSUFFICIENT !!!!"

"Ensuring aspirational transport infrastructure includes rail/light rail. Ensuring local transport infrastructure is in place BEFORE any further housing development happens."

"The current proposed western bypass through Hudson Rd is a dogleg situation. The bypass needs to be without any left right turns to allow the traffic to flow readily. Also Hudson Rd is not made for traffic, it will need a huge amount of work done to it, it would be better to just build a better, straighter new road parallel behind the Hudson Industrial area. The traffic problems in Warkworth is not from LOCAL residents, it is from all the traffic passing through. Therefore, construct a new main road to share the load currently on SH1."

"Yes sorting out the Hill Street intersection today and not in the future. AT you are systematically destroying Warkworth and its surrounding area's as a place to live and work in by doing nothing now. The problems at the Hill Street intersection cannot wait. Was using the public transport (Kowhai Shuttle) a few weeks back and it took your bus over an over hour to make the 10-minute journey from Snells Beach to Warkworth due to the gridlock on Sandspit Road entering Matakana Road. This is TOTALLY unacceptable AT. The situation is getting worse by the day at certain times."

"The greater focus needs to be on improvement of current, like right now, infrastructure-roading etc PRIOR to this time. As a local living in Warkworth now I do NOT go anywhere in the weekends as the influx of cars from Auckland make travelling even to our local beaches nightmarish- I could drive to Auckland and back in the same time!! I feel like a hostage in my own town over the summer plus months Nov- May. This gets worse and worse every year."

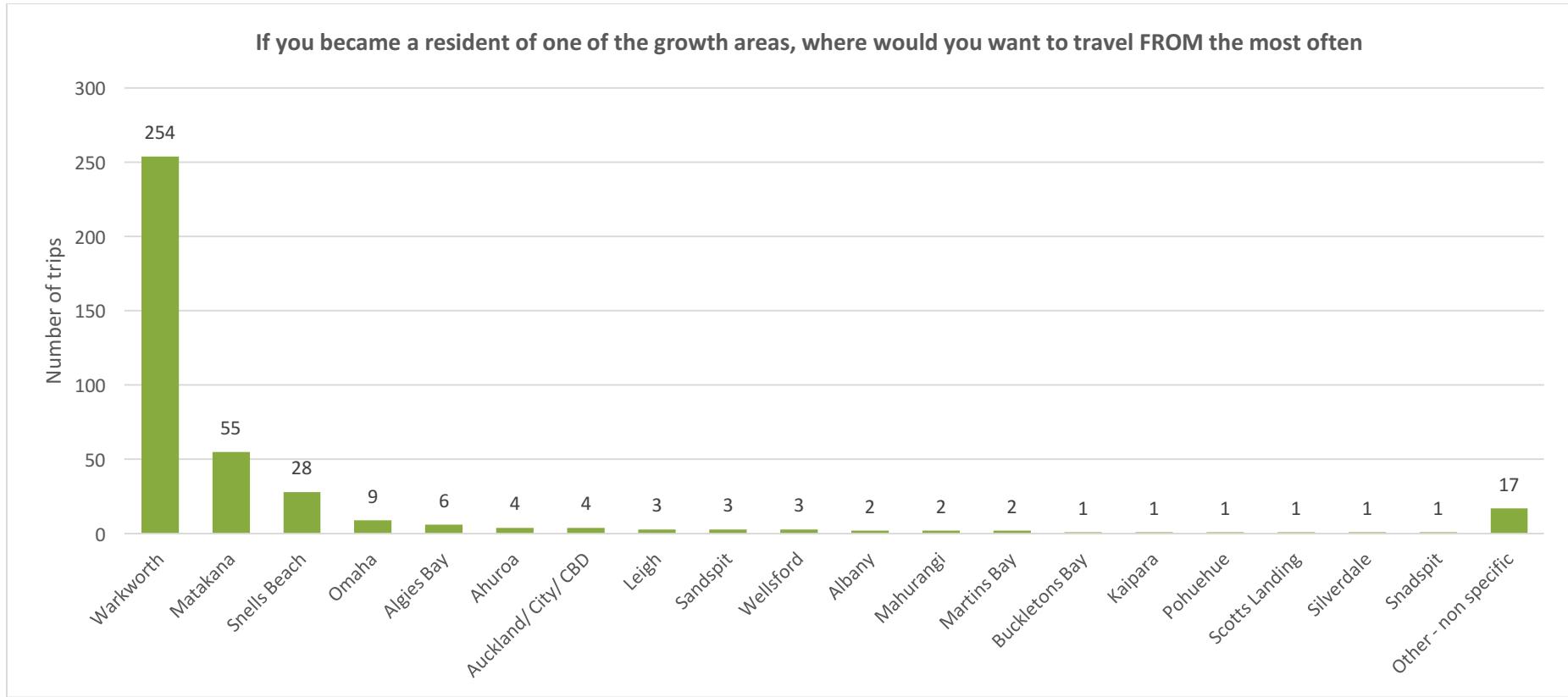
"improving roading to Snells beach and Matakana that will inevitably be required to the increase in population growth."

Movements and connections

Q5. If you became a resident of one of the growth areas, where would you want to travel the most often and how would you want to get there? Would you want to take the bus, train, car, ferry, walk or cycle?

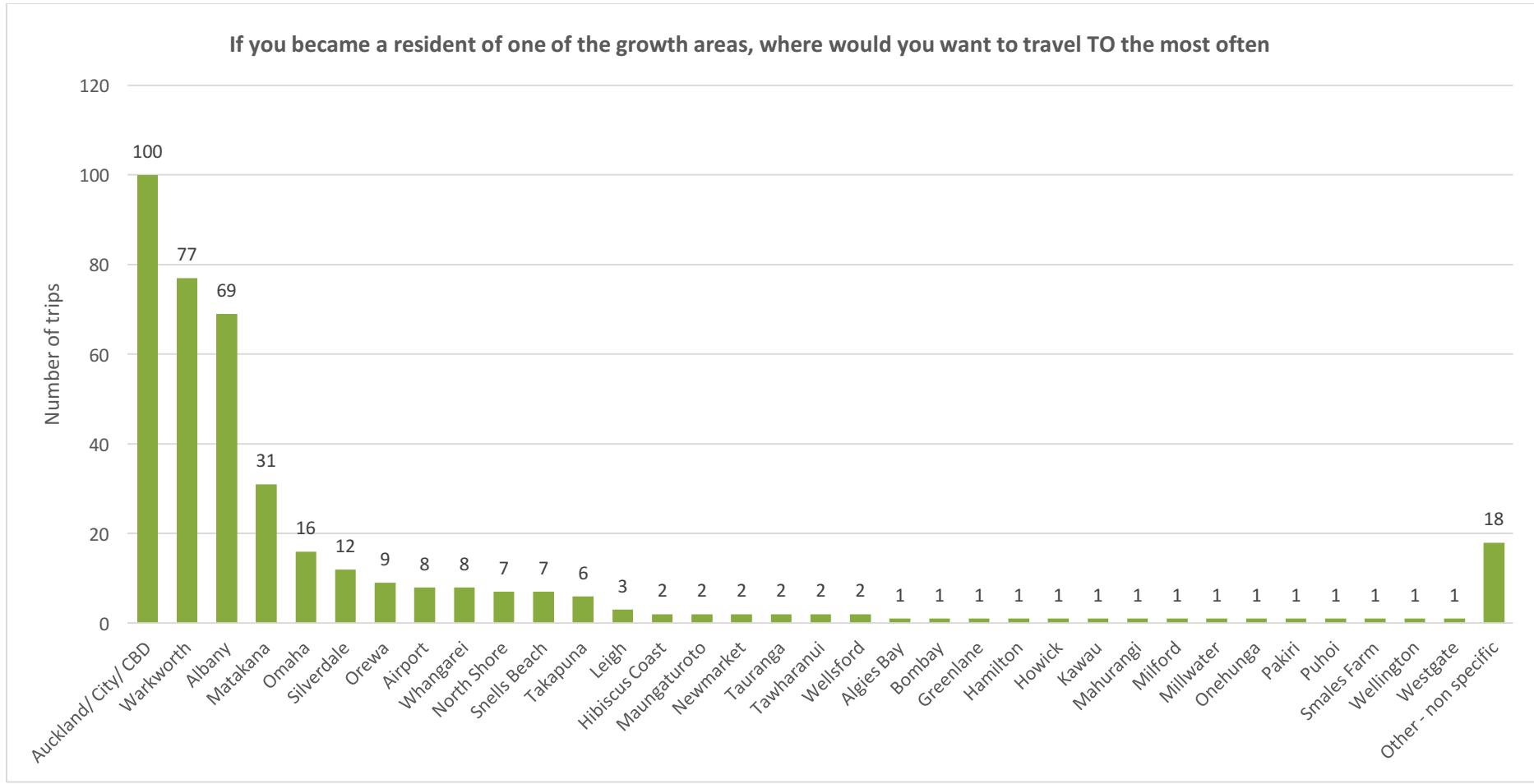
The main place people want to travel from is Warkworth, followed by Matakana and Snells Beach, while common destinations include the Auckland CBD, Warkworth, Albany and Matakana. There was a preference for wanting to make journeys by car or bus.

Figure 54: Key places people in the north (Warkworth) want to travel from



Base: n=398 trips

Figure 55: Key places people in the north (Warkworth) want to travel to



Base: n=398 trips

The following map shows most frequent trips from each of the top three locations in the north (Warkworth), with different types of lines based on frequency of mention.

Figure 56: Most frequent trips from the key locations in the north (Warkworth)

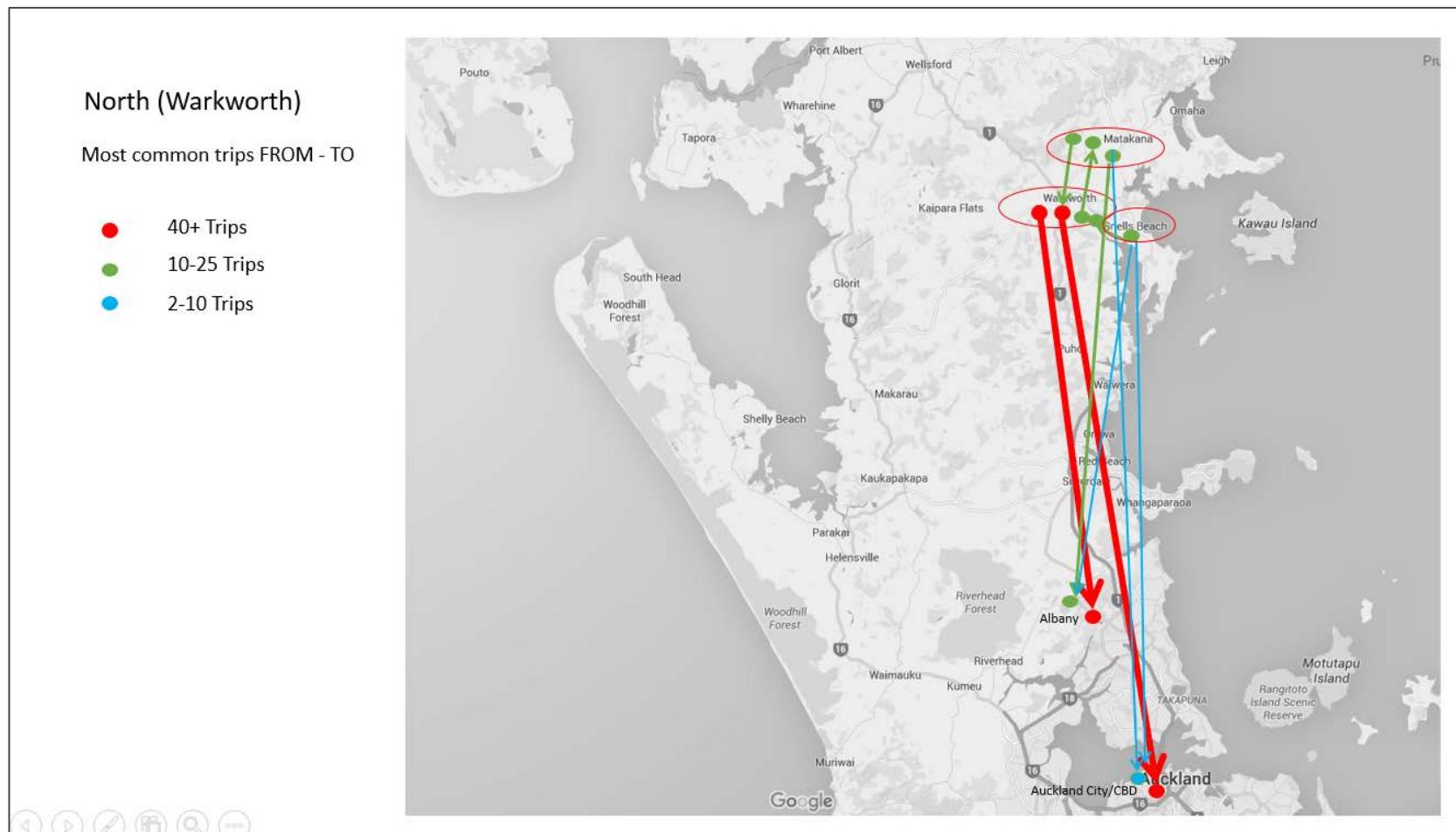
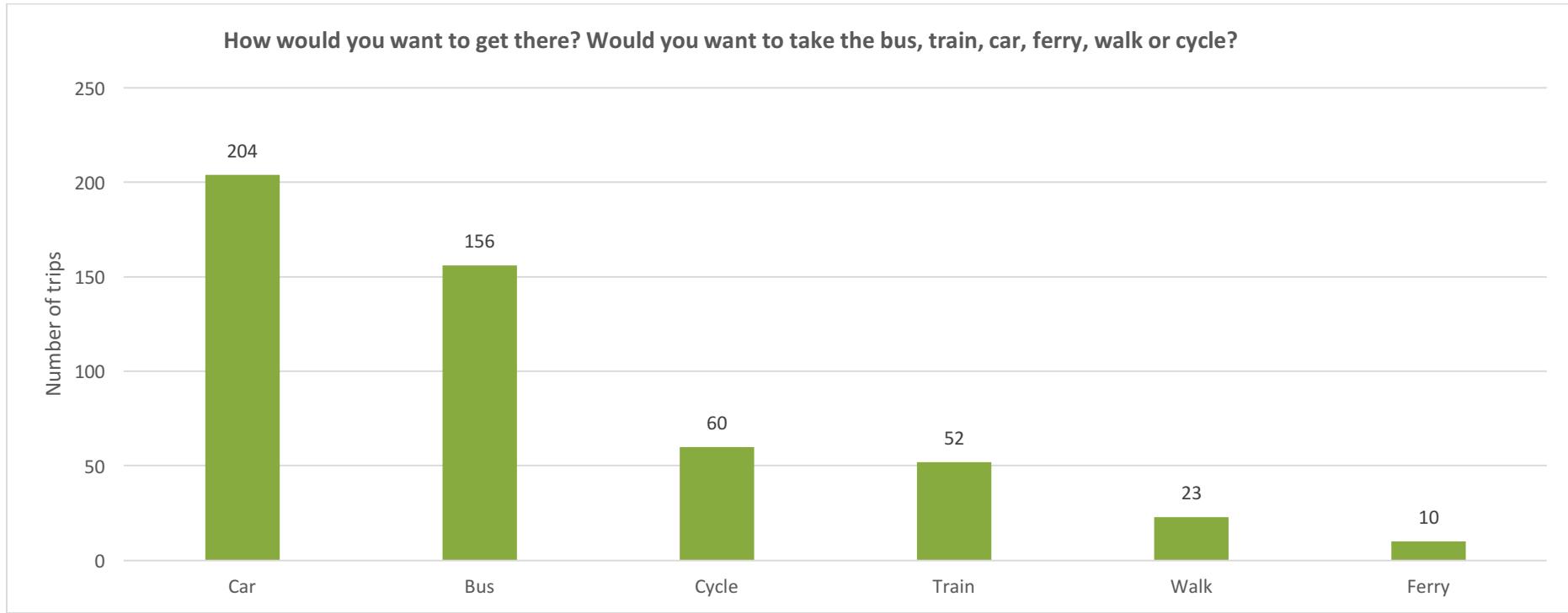


Figure 57: Most preferred travel mode for journeys from the north (Warkworth)

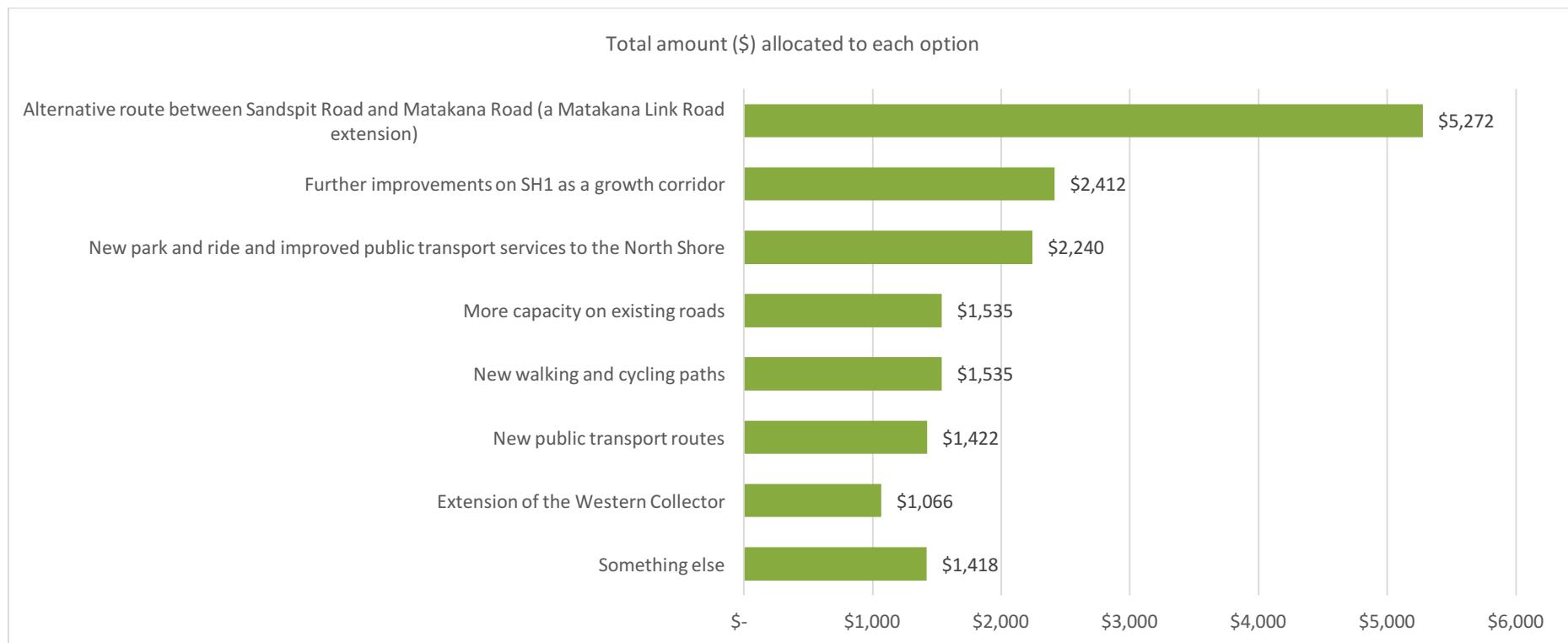


Prioritising how we spend money on transport

Q6. If you had \$100 to develop the strategic transport network in the north, how would you spend it? (allocate money in \$10 lots)

There was a clear preference for an alternative route between Sandspit Road and Matakana Road (i.e. Matakana Link Road extension).

Figure 58: Transport spend priorities for the network in the north (Warkworth)



Base: n=169 participants

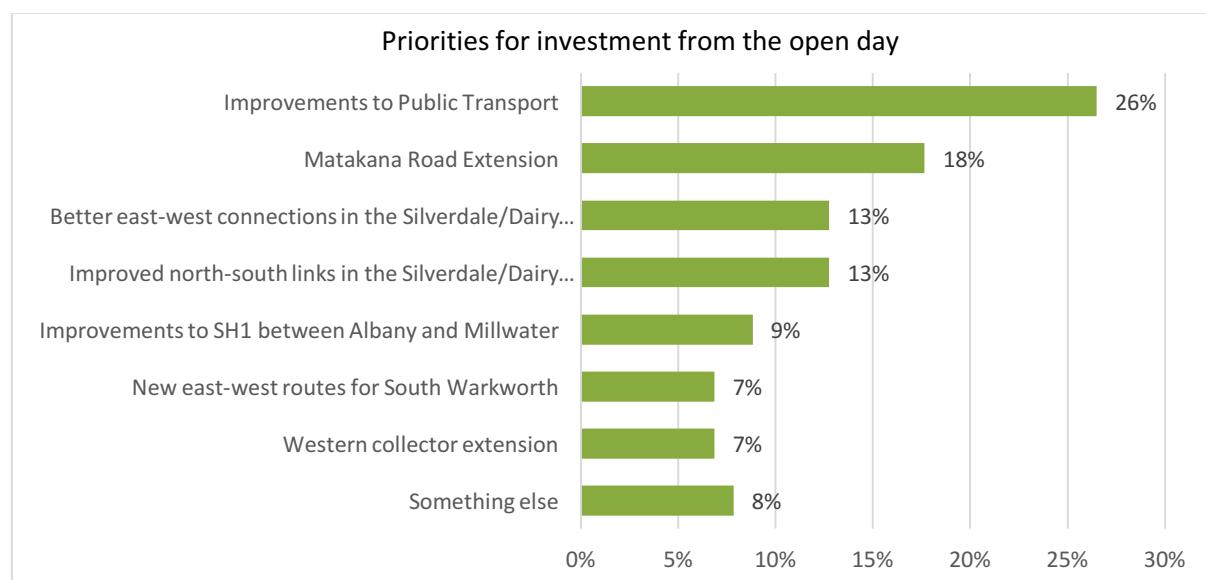
At the Information Days, people were given 10 tokens each to allocate towards the different options. The eight choices from the online feedback form were amended slightly. Further, the choices were the same for the Warkworth, Silverdale and Dairy Flat information days. Feedback from the information days is therefore reported separately to that from the online feedback forms. The eight choices for the north were:

- Improvements to public transport
- Improvements to public transport between Albany and Millwater
- Better east west connection in the Silverdale/Dairy Flat area
- Improved north – south links in the Dairy Flat area
- New east-west routes for south Warkworth
- Western collector extension
- Matakana road extension
- Something else

In Warkworth, the majority of votes were for the Matakana Road Extension, followed by improvements to public transport. The third and fourth preferences were for new east-west routes for South Warkworth and a western collector extension, which received a similar number of tokens. The small number of remaining tokens were scattered relatively consistently across the remaining four options. Understandably, the non-Warkworth specific issues didn't get many votes.

The following chart shows the proportion of tokens allocated to each choice across the north collectively (i.e. Warkworth, Silverdale and Dairy Flat combined), which shows the overall preference was for improvements to public transport and the Matakana Road Extension.

Figure 59: Priorities for investment from the northern open days

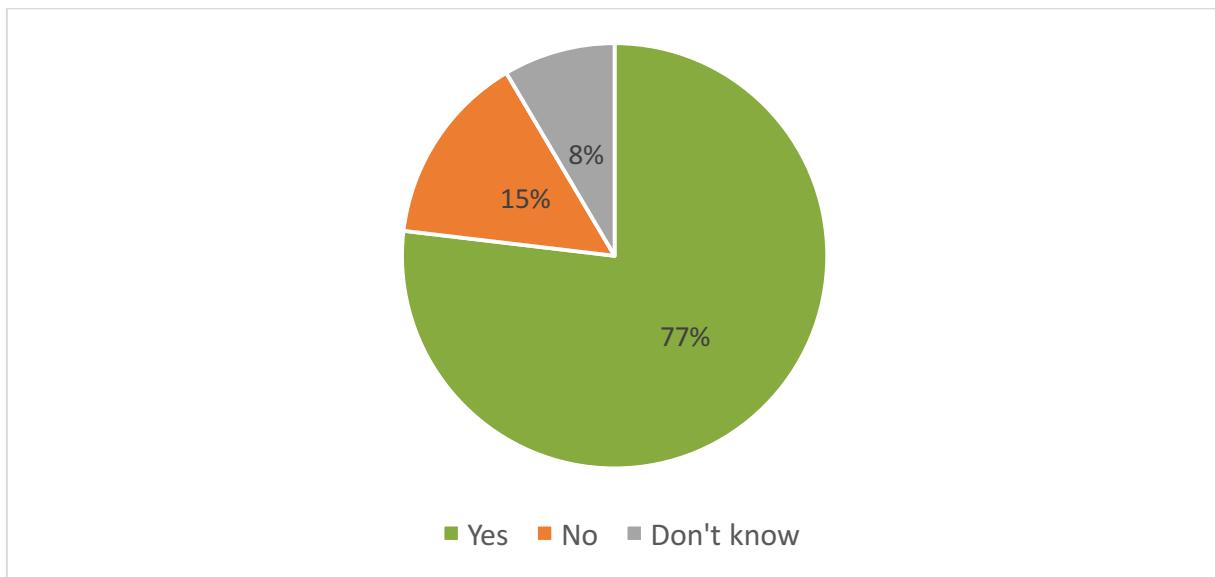


Potential Networks in Warkworth

Q7. Planning is underway for a new road linking Matakana Rd to State Highway 1 to provide an alternative to the Hill St intersection. Should this road extend further east connecting the potential growth areas between Matakana Rd and Sandspit Rd?

The majority of participants (77%) agreed that the new road should extend further east connecting the potential growth areas between Matakana Road and Sandspit Road.

Figure 60: Agreement with extension of the new road between Matakana Road and State Highway 1 further east (Warkworth feedback)



Base: n=164 participants

A member of a not-for-profit professional body agreed, but only if the link was to be extended from Clayden to Sandspit Road.

Q8. Stage one (Falls Rd) will commence shortly as the first stage of the Western Collector route. Prior to confirming the remaining route are there any key connection points at the northern and southern end that need to be considered?

A wide variety of comments were made, including a perception that building this route will create further issues. There was a range of suggested connection points.

The table below shows the key recommendations, sorted by category and frequency.

Table 15: Recommendations for key north and south connection points for the Western Collector route (Warkworth feedback)

| Theme | Category | Number of mentions |
|--|----------|--------------------|
| Road | | |
| Hudson Road | Road | 7 |
| Connect through to McKinney Rd/SH1 intersection. | Road | 7 |
| Woodcocks Road already busy/avoid around Mahurangi college | Road | 5 |
| Connection from Woodcocks/ bridge on Woodcock needs widening | Road | 5 |
| Falls Rd ford/ Waterfall access - leave as is/ bypass/ walking paths | Road | 4 |
| Ensure connections of Southern end to SFUZ | Road | 2 |
| Need to connect with the link road to Matakana Road at northern end | Road | 2 |
| Valerie Close | Road | 2 |
| Other | | |
| This is not a good solution/ it will create further problems | Planning | 6 |
| Urgent action needed | Planning | 4 |
| Hill Street is immediate priority | Planning | 3 |
| Other | Other | 15 |
| Not sure / need more information | Other | 10 |

Some example comments included:

"Connection from Woodcocks/Mansell intersection to McKinney Rd/SH1 intersection."

"No this project is a complete waste of money and will not improve safety and traffic flow along SH1. Having an exit point at Hudson Road/SH1 when we have pending a huge Supermarket and a Fuel Station at the Hudson Road and SH1 intersection is plain stupid AT. What more traffic gridlock?"

"The one lane bridge on woodcock a road needs widening, traffic feeding into the hill street intersection should not be able to enter Warkworth at Elizabeth street."

"Avoid the traffic feeding out at Woodcocks road past Mahurangi College. This is already congested enough."

"Forget the doglegged proposal. Put a new road running from Timberworld SH1 parallel to and behind Hudson Industrial, over the proposed new (4 LANE) bridge on Mansel Drive, continue

"along Evelyn St through Thompson farm to SH1 with a roundabout. This will also help to open up the future residential zoned areas."

"The one lane bridge on woodcock a road needs widening, traffic feeding into the hill street intersection should not be able to enter Warkworth at Elizabeth street."

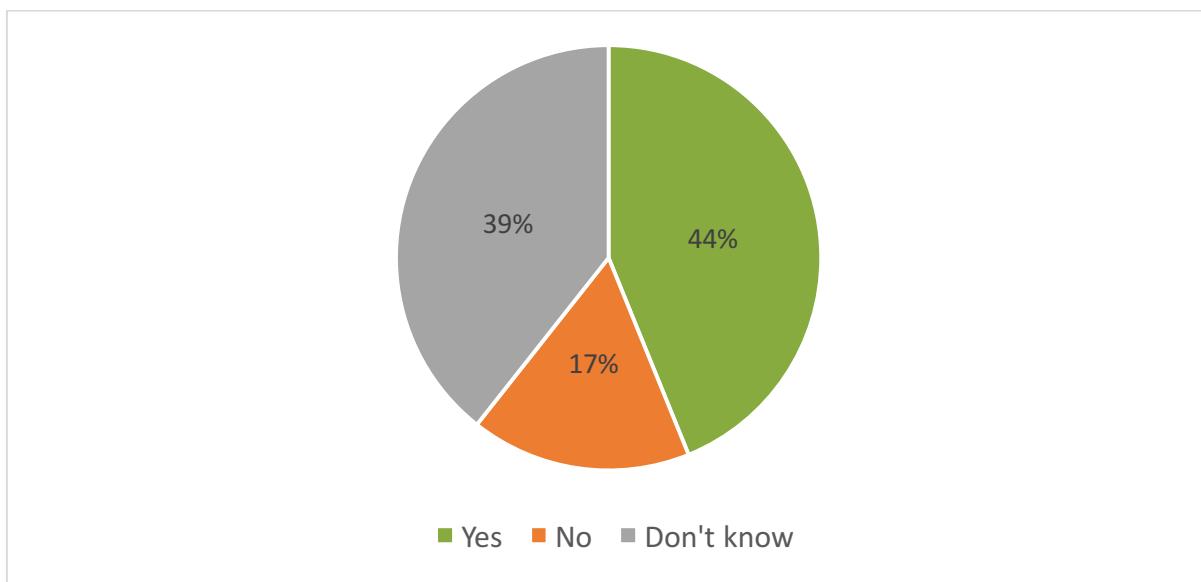
"Develop collector of SH1 at McKinney intersection through to Mansuel Drive diverting SH1 traffic away from Town."

"I cannot think of any key connection points, but I do think that the northern end should be kept away from the intersection between the extended Northern Motorway and State Highway 1 to the north of Warkworth, lest the Hill Street intersection quagmire be repeated."

Q9. Currently there are few east-west corridors serving south Warkworth. Is there a need to confirm a key east-west corridor in this area?

While around two in five (44%) agreed there was a need to confirm a key east-west corridor in south Warkworth, a similar proportion (39%) were unsure.

Figure 61: Support for further east-west corridors in south Warkworth



Base: n=155 participants

Q10. If so, where should this corridor be located?

A number of proposed locations were mentioned, including a need to have a better link between State Highway 1 and State Highway 16 (or improve the Woodcocks Road link) and the suggestion to have an east-west route that connects with Sandspit Road.

The table below shows the key recommendations, sorted by category and frequency.

Table 16: Recommendations for the location of an east-west corridor in south Warkworth

| Theme | Category | Number of mentions |
|--|----------|--------------------|
| Road | | |
| Better link SH1 to SH16 / improve Woodcocks Road | Road | 7 |
| Sandspit Road (across Mahurangi River) | Road | 7 |
| Connect to Algies Bay/ Snells Beach/ Mahurangi | Road | 6 |
| South of Warkworth | Road | 6 |
| Kaipara Flats connection | Road | 4 |
| Upgrade McKinney Rd | Road | 2 |
| Hudson Rd through to Matakana Rd | Road | 2 |
| North of township | Road | 2 |
| Fix Hill Street | Road | 2 |
| Not needed | Road | 2 |
| Other | | |
| Unsure | Other | 5 |
| Other | Other | 10 |

Q11. What public transport services would you use?

Most said they would use regular bus services to the North Shore and Auckland CBD (71%) and/or park and ride facilities (67%). Half (51%) would use local bus services.

Figure 62: Public transport services that would be used (Warkworth feedback)



Base: n=140 participants

What did people say at the Warkworth Information Day?

People were invited to make comments on post-its and place them on a board. These comments were made in addition to the themes and counts provided in the tables above. The main theme from the post-its focussed on building new roads and new connecting roads, or widening existing roads (including the motorway) to ease congestion on existing routes, particularly the Hill Road intersection. There were also a small number of comments about public transport and/or walking/cycling facilities.

Some example comments included:

“Public transport and SH1 improvements are interconnected and need to happen together.”

“West routes for south Warkworth need to go from SH1 directly to the Puhoi-Warkworth motorway (RONS).”

“Trucks and long vehicles (e.g. trailers) especially block Hill Street intersection.”

“Better footpaths to walk on, fix up or replace. No patchwork on paths – well looking over horrible paths in Warkworth right up Wellsford.”

“Extend bus from Hibiscus Coast (Silverdale) or Waiwera to Warkworth even if it is only a few trips.”

For those who attended, the big issue was Hill Street, both its current problems and the potential for this intersection to become “impossible” with the level of growth proposed for Warkworth. A number of people expressed the view that even with the proposed northern (bypass) link (Sandspit to Matakana Rd to State Highway 1 and to the new motorway (RONS)) this was not going to be enough to address Hill Street’s congestion and problems with turning movements. They pointed to the high level of movement by locals attempting to access to Warkworth Town Centre and nearby schools, and construction vehicles coming from quarries in the north east and west. They argued that the intersection needs to be realigned/managed so that it functions better to address these movements and that this needs urgent attention.

There was also strong support for good public transport services to enable people to travel to employment areas in the North Shore area (as there are going to be limited employment opportunities in the Warkworth area).

Summary: The North (Warkworth)

Overall, most people agreed with the aspirations and issues suggested for transport in the Warkworth growth area. Key findings included:

- The transport features that would help make the Warkworth area a great place to live included addressing the congestion at the Hill Street intersection and improving traffic flow through the area generally. The Hill Street intersection came through strongly as an area of concern for locals. There was a sense that locals felt changes needed to be made urgently, rather than in several years as proposed by Auckland Transport.
- Recommendations for improvements to congestion in the area included bypasses such as the Western Collector Route and/or Matakana Link, changes to the intersection structure (e.g. change to a roundabout, change traffic flow into Elizabeth Street) and/or changes to traffic light phasing.
- Common destinations for people living in the area were the Auckland CBD, Warkworth, Albany and Matakana. Many people living in the area would prefer to make journeys by car, followed by bus. Improvements to road networks in the area were often considered a higher priority than public transport options, although there was some demand for park and ride facilities. When prompted, many said they would use regular bus services to the North Shore and Auckland CBD, as well as park and rides. Demand for local bus services was lower at around 50%.
- There was a sense that many participants felt transport networks and infrastructure were lagging behind housing growth and development in the area, further contributing to existing traffic issues. A number of participants mentioned the need to future-proof plans for the area to ensure they cope with future growth and that work on projects such as a Matakana Link Road should begin immediately. A Matakana Link Road extension was considered the main spend priority of the options available for those completing the online form.
- Most agreed that a Matakana Link Road should extend further east to connect the areas between Matakana Road and Sandspit Road.
- There were varying levels of support for a Western Collector route, with many locals unaware of the proposal, although they agreed with the need for a bypass in principle.
- While many agreed that additional east-west corridors were needed to serve south Warkworth, others were undecided. Recommended routes included crossing the Mahurangi River to Sandspit Road and improving links between State Highway 1 and State Highway 16.

Findings: The North West

Key Findings

- Public transport improvements are considered the key priority in the north west. In particular, participants called for re-introduction of a commuter train service from Kumeu/Huapai (and potentially as far as Waimauku and Helensville) to the CBD. Participants wanted to see a train service that was frequent, reliable and fast, with a timetable that met resident needs (eg. operated at convenient times for commuters to the CBD). There was also considerable support for improved bus services, including express bus services and shorter journey times, separate busways and bus lanes, extension of the Northwestern busway to Kumeu/Huapai and bus services to locations such as Riverhead. Re-introduction of rail and improvement to public transport generally received support from both residents and businesses.
- Alongside public transport improvements, participants wanted to see accompanying park and ride facilities with sufficient capacity.
- Secondary to public transport improvements, improvements to road networks in the area was considered a priority to reduce congestion and improve traffic flow. Recommendations included extending the North Western Motorway, widening the motorway and/or State Highway 16, bypassing Kumeu/Huapai, a direct connection between State Highway 16 and State Highway 18 and improvements to intersections (eg. at the Coatesville-Riverhead Highway) to reduce congestion and improve safety.
- Many participants mentioned that improvements to transport in the area needed to happen urgently, given that the existing infrastructure is already struggling to cope and the population in the area is due to grow substantially.
- Improvements to walking and cycling facilities in the area was also identified as an area of need, particularly in the Whenuapai area.
- The Auckland CBD was the key destination for those living in the area, followed by Albany and Westgate/North West Mall. There was a preference for wanting to make journeys by train or bus.

Creating Liveable Communities

Q1. What transport features do you think will help make this area a great place to live?

The most frequently mentioned improvements are extensions to bus and train services in the area (e.g. frequent services, extension of train services to Kumeu) and extending road connections / improved traffic flow, particularly along State Highway 16, as shown overleaf.

Comments focussed on key issues such as the need to provide public transport services that meet the needs of those living in the north west, including the re-introduction of a train service to the area. Specifically, participants wanted to see:

- Re-introduction of a commuter train service from places such as Kumeu, Waimauku and Helensville to the CBD
- A train service that was frequent and reliable, that operated at convenient times eg. for commuters travelling to the CBD
- Express services train and bus services to significantly reduce journey times
- Rail or light rail options to the North Shore
- Separate busways and bus lanes to reduce congestion and shorten journey times
- Feeder buses for train and ferry services
- New/improved bus services to locations such as Whenuapai and Riverhead
- New park and ride facilities, with sufficient capacity

There was also a call for reduced congestion and improved traffic flow through widening of existing roads (particularly State Highway 16 and the North Western Motorway) and/or creating a bypass through Kumeu/Huapai to help address congestion in the area, a direct connection between State Highway 16 and State Highway 18, improvements to intersections (such as the intersection of State Highway 16 with the Coatesville-Riverhead Highway) and recommendations to extend the North Western Motorway through to Helensville or Wellsford.

Some also recommended improvements to cycling infrastructure in the area, particularly more cycle ways, to make cycling safer.

The table below shows the key themes, sorted by category and frequency.

Table 17: Key transport features that will make the north west a great place to live

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Extending train services eg. to Kumeu/Helensville | Rail | 130 |
| Extended bus service/loop - Kumeu, Huapai, Riverhead, feeder connecting to trains/ frequent/ express | Bus | 102 |
| Better connected / more frequent public transport in general | Public transport | 62 |
| Rapid transit - electric trains, light rail, underground | Rail | 33 |
| Park and ride facilities | Public transport | 30 |
| North western busway / dedicated bus lanes | Bus | 23 |
| Affordable / cheaper public transport | Public transport | 8 |
| Ferry service from Hobsonville to Auckland – more services, feeder buses | Ferry | 6 |
| New railway stations/ rail freight terminal | Rail | 4 |
| Road | | |
| Extending road connections/ improved traffic flow / improve SH16 traffic flow | Road | 71 |
| Bypassing SH16 Kumeu/Huapai | Road | 27 |
| Greater use of roundabouts / safer intersections | Road | 18 |
| Lower speed limits | Road | 4 |
| Railway overbridges | Road | 2 |
| Other | | |
| Improved cycleways – North western Cycleway, recreational | Walking/cycling | 32 |
| More footpaths/ walkways | Walking/cycling | 20 |
| Put infrastructure in before new developments | Planning | 8 |
| Urgent action needed | Planning | 3 |
| Focus on good high density planning | Planning | 2 |
| Other | Other | 5 |

Some example comments included:

"increased access to public transport. increased road capacity to manage the increased traffic. Remove bottle neck points such as SH16 / Riverhead Coatesville Highway."

"More frequent peak public transport services, new connection such as Huapai to Swanson Station, services with better connections at Westgate, better facilities such as bus shelters, bigger park'n rides with simple bike stands. Better pedestrian facilities such as safe islands for crossing SH16 at key points, bike lanes. A key feature would be transport planners and politicians better in-tune with the needs of a community that has been growing with the appropriate infrastructure."

"A north-western busway (future proofed for light rail) between City Centre and Westgate. Bus services (potential loop) for Kumeu, Huapai and Riverhead connecting to the high frequency

services at Westgate. Park n Ride at Westgate to enable connections to high frequency services from Westgate. A north-western cycleway between City Centre and Kumeu and a cycle facility branch to Riverhead. More footpaths in old Riverhead. More recreational paths (off road) for recreation, fitness etc.”

“Much better public transport. Extend rail to at least Huapai and integrate with buses so that enables well connected PT from Helensville and areas north of Huapai. Longer term rail to Helensville. Improve SH 16 from motorway to Kumeu and also a Kumeu bypass road.”

“Frequent, reliable and direct public transport. Good local connections and a busway all the way to the city.”

“More fast and frequent rail/light rail; as it is a long way to the centre of town so journeys need to be quick. Changing transport would not be a problem. I really do think you must put in rail/light rail along SH18 to connect with Constellation Station ASAP before the land space is gone.”

“Kauri road is dangerous and needs attention now. Brigham Creek road will not handle the 600 houses in the SHA and also needs attention now. A link between SH16 and SH18 would improve flow. Bus services to Whenuapai are almost non-existent and needs more frequency.”

“Improving SH16 capacity, a roundabout at SH16/Riverhead intersection, improving roads north-to-north-east of SH16 to accommodate new subdivisions in Riverhead and Matua Road - i.e. including roads through Riverhead forest and north.”

“Only one possible solution-An integrated public transport system for the whole of Auckland focussing on efficient, economic (for users) light rail travelling as far as helensville in the north west and double tracked. More roads will not work. More Roads create more congestion.”

“I think reviving the trains from Helensville, more buses at regular intervals. Most importantly improved roading - adding lanes to the current motorway will only be a temporary fix. I see there are plans for a Highway bypass which is great but what about the Riverhead residents? Will this help them? When is this proposed bypass going to start? It's urgent, anyone driving from Kumeu/Riverhead/Taupaki/Waimauku/Helensville and surrounding areas are sitting in traffic for hours. What used to take me 35 minutes to get to work is now taking me 2 hours! Frustration levels are rising daily.”

There was also substantial support for train services on the Transport Blog:

“CRL will greatly improve this situation. Don't be so quick to write off clean, green, electrified rail to Huapai. A busway will most likely be dirty diesel for the foreseeable future. Light Rail will mean development of a whole new route, not just upgrading part of an existing route. To me, extending the Western Line is the way to go, particularly if AT can get out of its “Every-train-all-stops” mentality.”

“Absolutely, I don't find it indirect at all, great connections with west and completely congestion free the whole trip, compared with the current bus service it's a much better option, even back when there was still bus priority on the NW motorway, rail was a much better way to go to the CBD, unfortunately their “failed” trial was a big balls-up, with only 3 services (1 in

a direction, 2 in another direction) a day running all the way from Helensville. Was impossible for me to use it yet alone many others."

"Both bus and rail options are needed. Rail can be started practically immediately. I understand your ideology over the issue, but practically a rail service from Huapai will provide a better option for people needing to reach all points on the Western Line except Britomart. This will remain the case even when the bus shoulder lanes are completed in 10+ years. The Public Transport Users Association supports both a bus way and the logical rail service extension. One will not jeopardise the other but rail can start asap. I think it would be nice to give the communities what they want for a change."

A train service also received support from a local business owner:

"The existing rail corridor must be upgraded from a single line to an electrified double-track so that passenger services can be provided from Huapai and Kumeu through to Auckland along the Western line. The passenger service currently terminates at Swanson, and extension will require widening and electrifying the Waitakere Tunnel. It is tragically ironic that the existing railway line runs alongside a major Special Housing Area development in Huapai, yet there are no passenger trains using it. At the very least, in the short term, there should be a diesel train shuttle operating between Kumeu/Huapai and Swanson so that local passengers can connect to the electric trains at Swanson."

However, some were more sceptical about how successful a train service would be in reality:

"No way is electrification quick and easy. For starters would need to daylight the tunnel at Waitakere which was a main reason why the line wasn't electrified in the first place. [Name] you might not find it a problem but reality is you can't ignore the geography. Even with CRL it's ~36km which is about 10km longer than the road. Once SH16 finished next year, while not a proper busway the new bus lanes should be a considerable improvement. Also has the added benefit that it could be run at higher frequencies much easier."

One local resident suggested a rail bus might be a better alternative:

"Really, this is not going to happen in the foreseeable future by train, so why ask. There is already a railbus linking Swanson to the former terminus at Waitakere – why not extend this to Huapai and try to build rail patronage that way. No infrastructure required, and it could start tomorrow."

Other stakeholders recognised the need for improved public transport in the area, including a stakeholder in the property sector:

"<We support> in particular the proposals for enhanced public transport connections in the North-West, the provision for a park-and-ride facility/transport hub at Westgate and the Northside Drive extension. As the plans develop, <we suggest> that Auckland Transport consider locating the park-and-ride facility as close to the Metropolitan Centre as possible to attract people to the centre and enhance its amenity and vitality."

A local action group agreed:

"The group considers that the most immediate focus should be the provision of a substantial public transport network, servicing Helensville, Muriwai, Waimauku, Huapai and Kumeu and linking these points to feeder stations at Lincoln Road, Te Atatu Road, and Point Chevalier. While the area is not a "clean slate", the amount of new housing coming on line in future years provides a superb opportunity to wean commuters away from their cars and to provide a public transport system that will be the preferred option for commuters to areas in the North West and into Central Auckland and the North Shore. This could provide a useful template for public transport initiatives for other new housing areas and SHA's into Central Auckland. The alternative is to create, at huge expense to ratepayers and taxpayers, an evergrowing system of roading that has detrimental economic and ecological effects."

Another local resident was concerned about how Auckland Transport was currently investing in public transport in the north west:

"AT needs to take an urgent look at its current investment in PT services in the wider northwest, and explore pragmatic ways of improving their use, and the return on ratepayers investment. For example, the Hobsonville Point ferry. Technically it is already possible to use the SH16 bus from Helensville, change at Westgate to the feeder bus, and catch the ferry to the CBD. However, no one knows this is possible. The cost would be prohibitive because AT insists on charging a normal zone fare on the feeder bus, and the ferry fares themselves from Hobsonville are racked-up far higher than those paid for a similar distance from Beachhaven. Both the feeder bus and the Ferry are gross contract services. That is AT is already funding them entirely and retrieving something from the farebox. In the case of the feeder base, this is almost Zero. Several years on, it continues to leave Westgate generally empty. AT also funds dozens of empty seats on the ferry, and has been happy to do so for years. Making the feeder bus free of charge, and lowering the Hobsonville fare to Beachhaven levels, and promoting the connection, would provide an alternative to the Motorway express bus services."

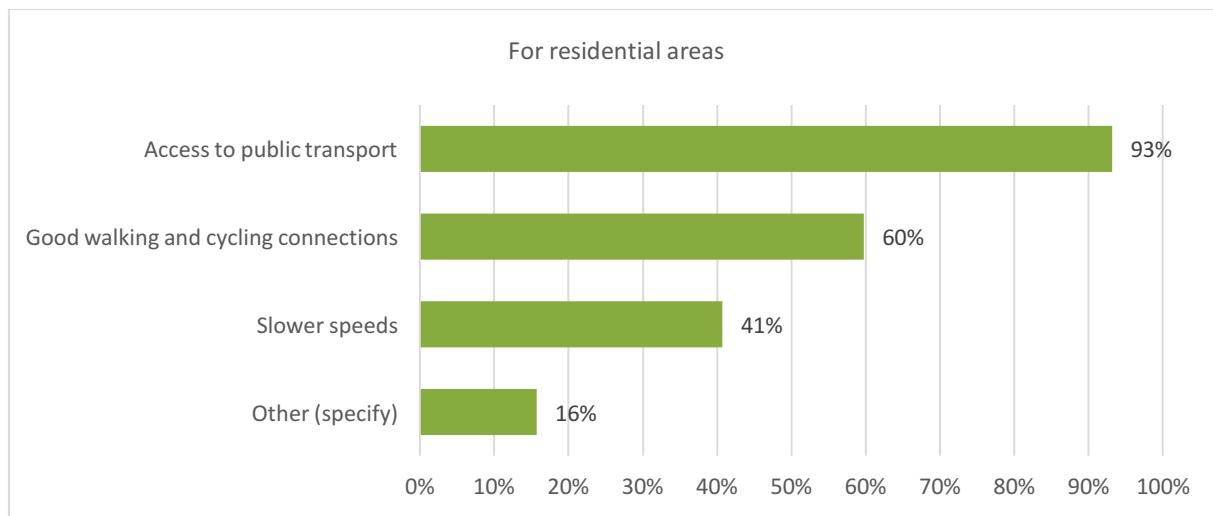
Q2. How is this different for residential and business areas?

For residential areas the main focus should be on public transport, followed by good walking and cycling connections.

Other suggestions included:

- Wider roads in new subdivisions
- Commuter rail / high speed public transport options
- Safe intersections
- More pedestrian crossings
- Park and ride options

Figure 63: Key transport features needed for residential areas in the north west



Base: n=248 participants

For business areas the main focus should be on public transport access for workers, followed by strong links to through roads and motorways.

Other suggestions included:

- Rail freight facilities
- More roundabouts to ease traffic congestion
- Commuter rail services

Figure 64: Key transport features needed for business areas in the north west



Base: n=243 participants

Issues and aspirations in the North West

Participants were told:

New urban areas totalling about two thirds the size of Hamilton will be built in north west Auckland over the next 30 years

- Approximately 30,000 new houses
- Approximately 13,000 new jobs
- Approximately 75,000 more people

Aspirations

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Efficient freight connection to employment areas
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

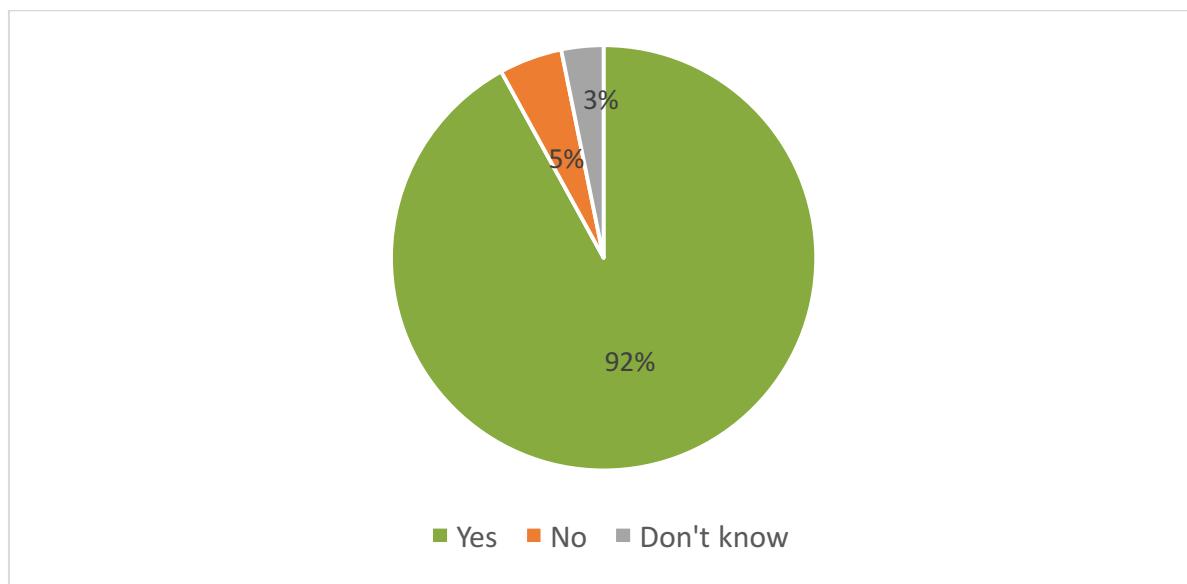
Transport issues

- Safety of State Highway 16
- Communities along State Highway 16, such as Kumeu and Huapai, have only single road access in and out, limiting travel options
- Severance caused by State Highway 16 and the rail corridor
- No rapid public transport connections between the north west and large employment areas.

Q3. Do you agree with these aspirations and issues for transport in the north west?

Almost all participants (92%) agreed with the aspirations and issues for transport in the north west, as described above.

Figure 65: Agreement with aspirations and issues for transport in the north west



Base: n=249 participants

A local body in the health sector reiterated that the area is currently predominantly private vehicle dependent, and supported the proposals to improve public and active transportation:

"We support the aims and intent of this document, and proposals to improve public and active transportation. These include the extension of existing transportation projects such as; the priority bus shoulders on the Western Ring Route, new bus stations and a dedicated busway. We also support the future options proposed; extending commuter rail services to Huapai, extending the north-western busway, future proofing for light rail into this area, a Westgate to Albany busway and increased frequencies of ferry services."

Q4. What have we missed?

People were most likely to mention improvements to public transport, particularly increasing train services and making use of existing infrastructure and improvements to public transport generally to provide reliable, accessible and affordable services to those in the north west. Other comments focussed on extending road connects and improving traffic flow to reduce congestion, as well as the need to plan ahead and put infrastructure in before new developments.

Again, the key focus was on the re-introduction of (frequent and fast) train services to the north west. Participants also focussed on general public transport improvements to ensure efficient and reliable services (including links to Riverhead).

A number of participants mentioned that improvements to transport in the area needed to happen urgently, given that the existing infrastructure is already struggling to cope and the population in the area is due to grow substantially, as shown overleaf.

The table below shows the key themes, sorted by category and frequency.

Table 18: Other factors that will make the north west a great place to live

| Theme | Category | Number of mentions |
|---|------------------|--------------------|
| Public transport | | |
| Increase train services and infrastructure (eg. extend Western line, light rail, express rail services) | Rail | 30 |
| Improved public transport in general - reliable, accessible, affordable | Public transport | 23 |
| Extended/frequent/express bus services from Kumeu, Huapai, Riverhead, bus priority lanes | Bus | 15 |
| Park and ride/ transport hubs | Public transport | 8 |
| Road | | |
| Extending road connections/ improved traffic flow | Road | 21 |
| Address SH16 congestion/bottlenecks - Coatesville/Riverhead Highway intersection/ roundabouts | Road | 18 |
| SH16 bypass for Kumeu/Huapai | Road | 9 |
| Other | | |
| Put infrastructure in before new developments/ poor planning | Planning | 17 |
| Pedestrian infrastructure- more footpaths, walkways, pedestrian safety | Walking/cycling | 15 |
| Cycleways/ cycle facilities | Walking/cycling | 13 |
| Reduce commuting – create local jobs, local education, introduce tolls | Other | 9 |
| Work needs to start now / urgently required | Planning | 8 |
| Comments against growth / development in the area | Other | 5 |
| Rail freight terminal | Freight | 4 |
| Lack of green space | Other | 4 |
| Other | Other | 20 |

Some example comments included:

"1. The lack of passenger train services to Kumeu which were meant to be introduced by 2016, but the plan for these was unbelievably dropped by Auckland Transport when this is an area experiencing major growth and road congestion! Rail services need to be provided as bus services will just get stuck in all the other traffic and congestion on SH16 to Kumeu / Huapai. 2. SH16 needs to be bypassed to the south of Kumeu / Huapai with an extension of the North Western motorway from Brigham Creek Road through to the intersection of Main Road and Station Road in Huapai. 3. The need for both a park and ride and a rail freight terminal in Kumeu is ideally located strategically as a staging post for commuter rail services and for rail freight services."

"Public transport needs to be fast and efficient in order to work. To have a very slow train from Kumeu who only goes every hour would not work (tried in past). Safe walk and cycle ways to CBD are essential for alternative and green transport."

"Public transport network connection to Mt Wellington, Manukau & Howick, which bypasses the CBD. Not everyone works in the CBD!!! Currently a car journey takes between 45mins to 1.5hrs. Public transport equivalent offers currently a 2hours journey (one-way), which is not realistic."

"The aspirations are unrealistic. The works on the NW motorway that have been carried out over the past 2/3 years have not allowed for a bus corridor so this would be decades off. The purchasing of electrified trains that cannot go past Swanson was badly done. Freight connection? We are an agricultural area. Resilience "the ability to adapt or recover from a change"... The road is beyond its' intended capacity. The resilience of SH16 has been exhausted. AT/Auckland Council have worked to limit access from properties on to SH16 often making this a requirement of resource/building consent. This was to keep the traffic moving. Any more entrances and traffic lights will turn SH16 into a car park. The questions in this survey should have been asked before SHAs were approved not after."

"Rail, rail, rail, rail, rail, rail. What on earth is the matter with you? Rebuild it and they will come. Price it properly and they will come. Ensure reliability and speed and they will come. Lots of space for free parking and they will come. Every sensible city in the world has a rapid rail option. Just wake up and do it."

"There should be buses or shuttles in Riverhead and connecting to the places like Kumeu for the Northwestern express services on the busway beside State Highway 16. Because if there would be more people living in Riverhead, Kumeu or nearby, leaving those places out is unthinkable for Northwestern's long term growth plan."

"We need better PT. The queue of traffic waiting to access highway 16 from Coatesville/Riverhead Highway is ridiculous, not only on week days during peak travel periods but also in the weekends."

"The infrastructure needs to happen now. Increases in subdivisions is already being felt, and probably only 10% of newly subdivided areas are currently lived in. What does the future hold when that increases to the full potential."

"put back the trains, and give us at least ONE public transport option, the new hobsonville point development is already blocking the motorway system from Westgate thru the norwest motorway, there HAS to be better public transport !!"

"Public transport needs to be fast and efficient in order to work. To have a very slow train from Kumeu who only goes every hour would not work (tried in past). Safe walk and cycle ways to CBD are essential for alternative and green transport."

A local business owner highlighted the intersection of Stage Highway 16 and the Riverhead-Coatesville Highway as a major source of congestion:

"The intersection of SH16 and the Riverhead-Coatesville Highway next to Boric's is a major source of congestion. There is enough room here to install a roundabout with provision for a new road extending to the south towards Westgate. The section of road between this intersection and the roundabout at the Taupaki Rd / Old North Rd intersection must then be 4-laned as a priority."

One resident in the Kumeu area suggested that extending the North Western Motorway through to Wellsford would be the most appropriate solution to alleviate transport issues in the area in the long term:

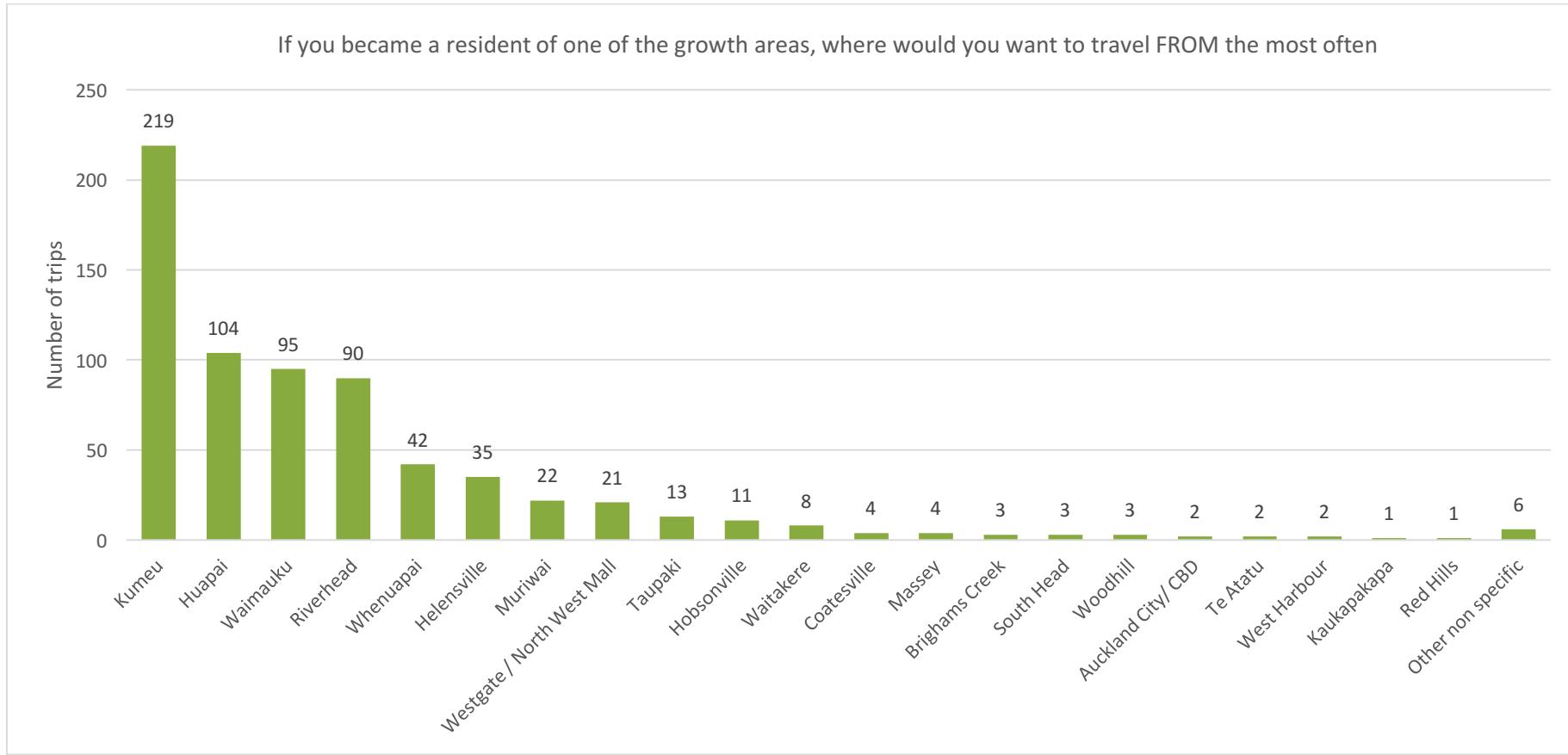
"We feel very concerned that some far-sighted decisions need to be made for our North West region of Kumeu/Huapai regarding transport infrastructure before it becomes a serious problem. The subject has been discussed and researched for many years but the significant increase in development now requires action rather than ongoing procrastination. We believe that it should be a case of "do it once and do it properly" which in our opinion only leaves one option i.e. extend the North Western Motorway right through to Wellsford. This would eliminate the need for bypasses and widening of Highway 16 to 4 lanes which again would only be short term solutions."

Movements and connections

Q5. If you became a resident of one of the growth areas, where would you want to travel the most often and how would you want to get there? Would you want to take the bus, train, car, ferry, walk or cycle?

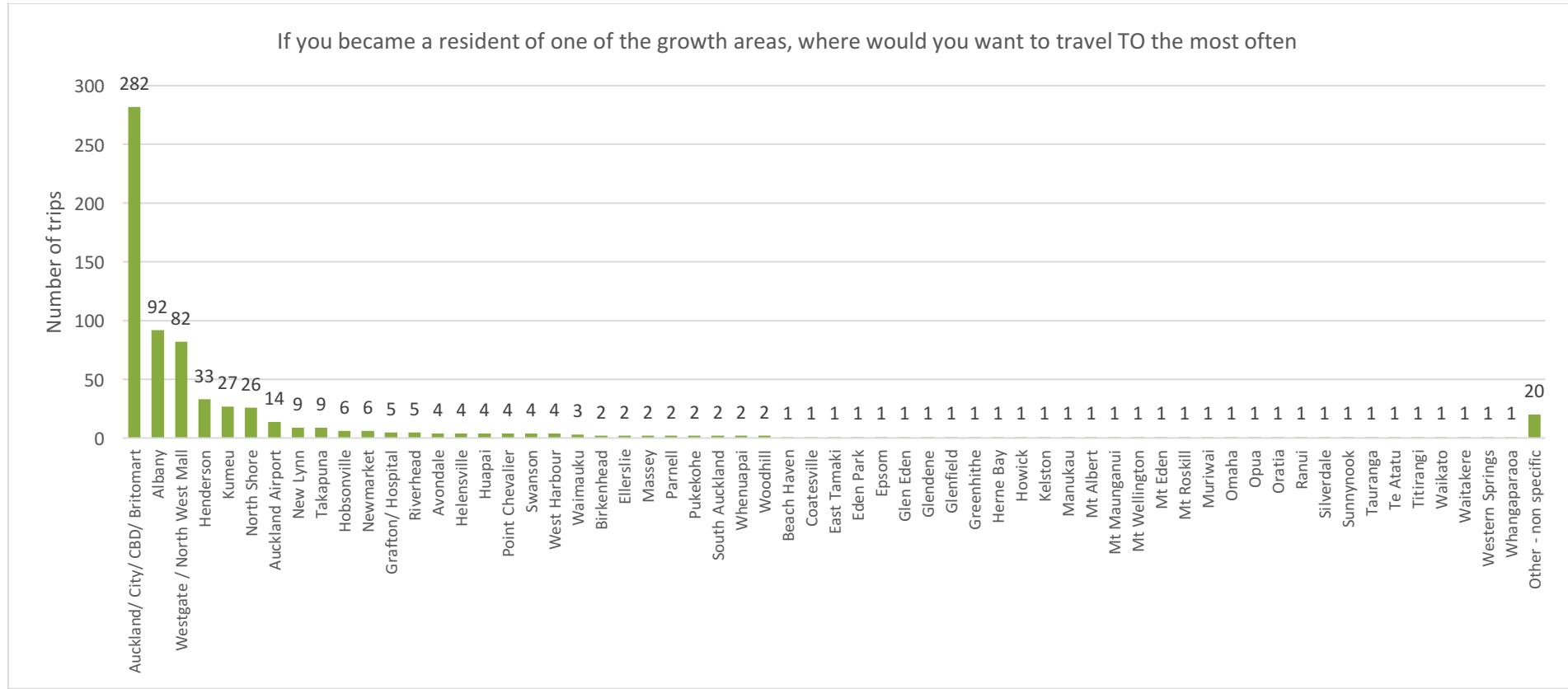
The place people most wanted to travel from was Kumeu, followed by Huapai, Waimauku and Riverhead while the common destination was the Auckland CBD/Britomart, followed by Albany and Westgate/North West Mall. There was a preference for wanting to make journeys by train or bus, followed by car.

Figure 66: Key places people in the north west want to travel from



Base: n=691 trips

Figure 67: Key places people in the north west want to travel to



Base: n=691 trips

The following map shows most frequent trips from each of the top three locations in the north west, with different types of lines based on frequency of mention.

Figure 68: Most frequent trips from the key locations in the north west

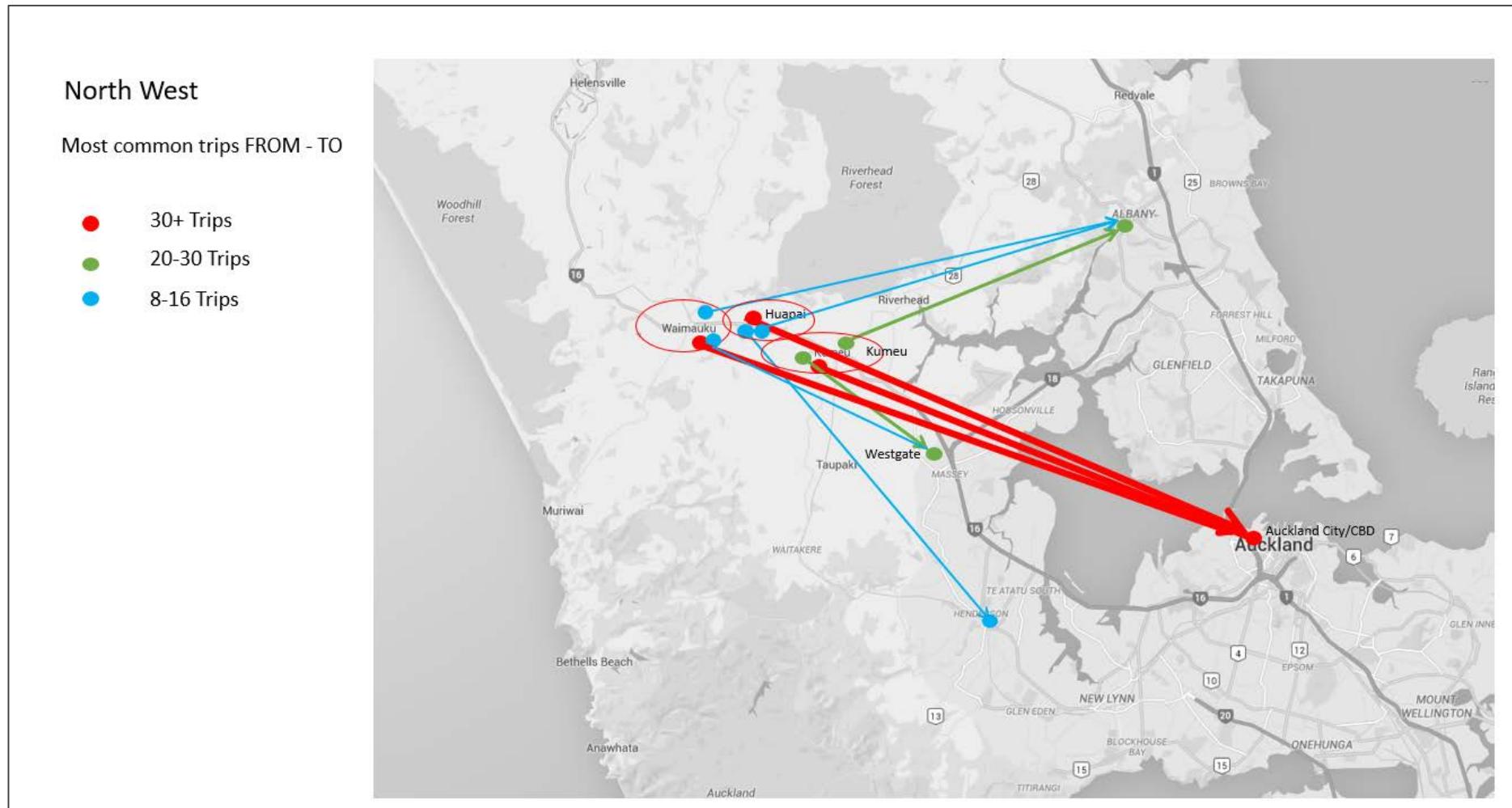
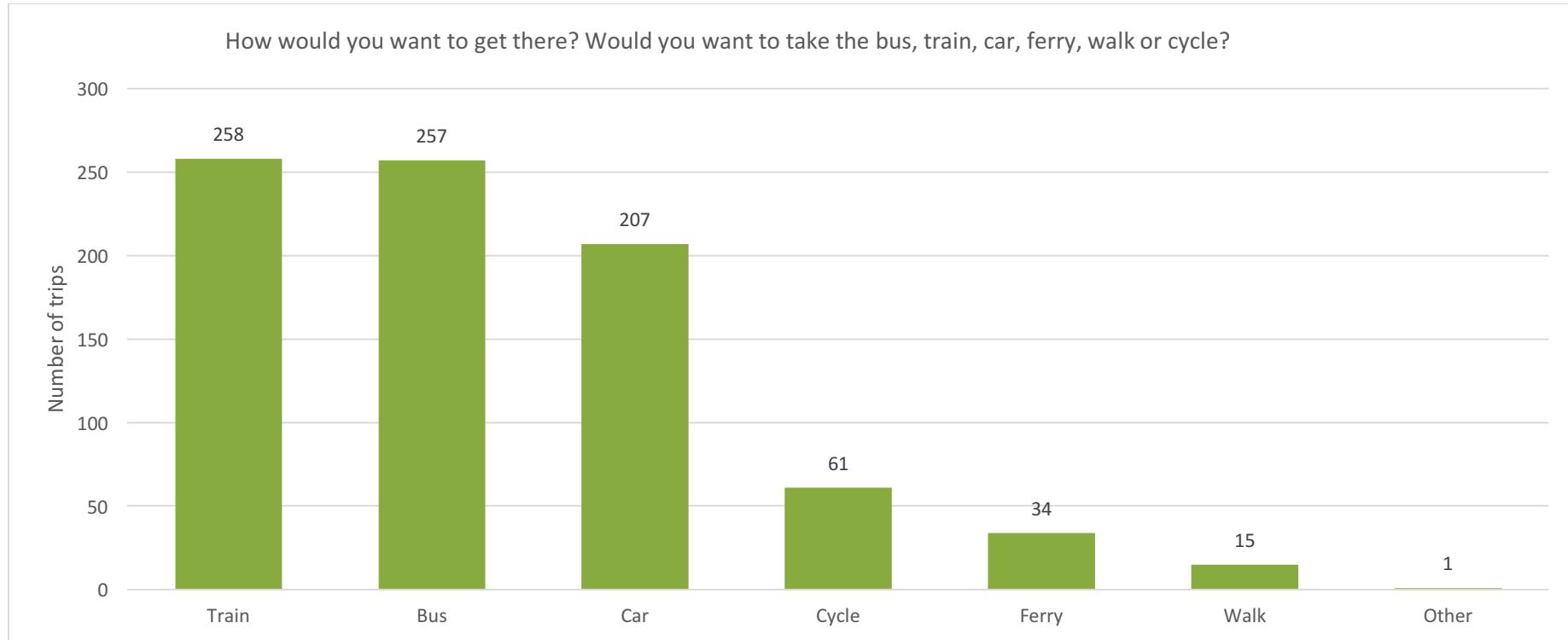


Figure 69: Most preferred travel mode for journeys from the north west



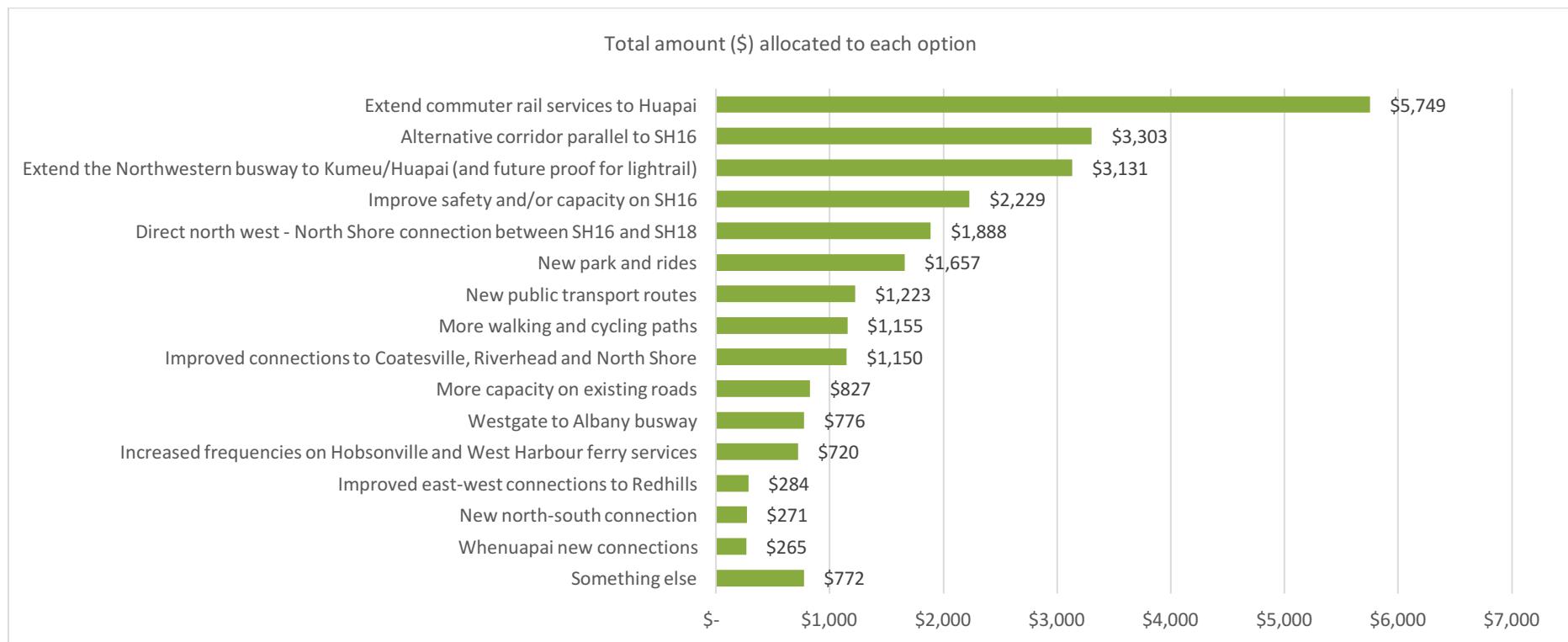
Base: n=833 trips (multiple modes selected by some participants)

Prioritising how we spend money on transport

Q6. If you had \$100 to develop the strategic transport network in the north west, how would you spend it? (allocate money in \$10 lots)

There was a clear preference for extending commuter rail services to Huapai.

Figure 70: Transport spend priorities for the network in the north west



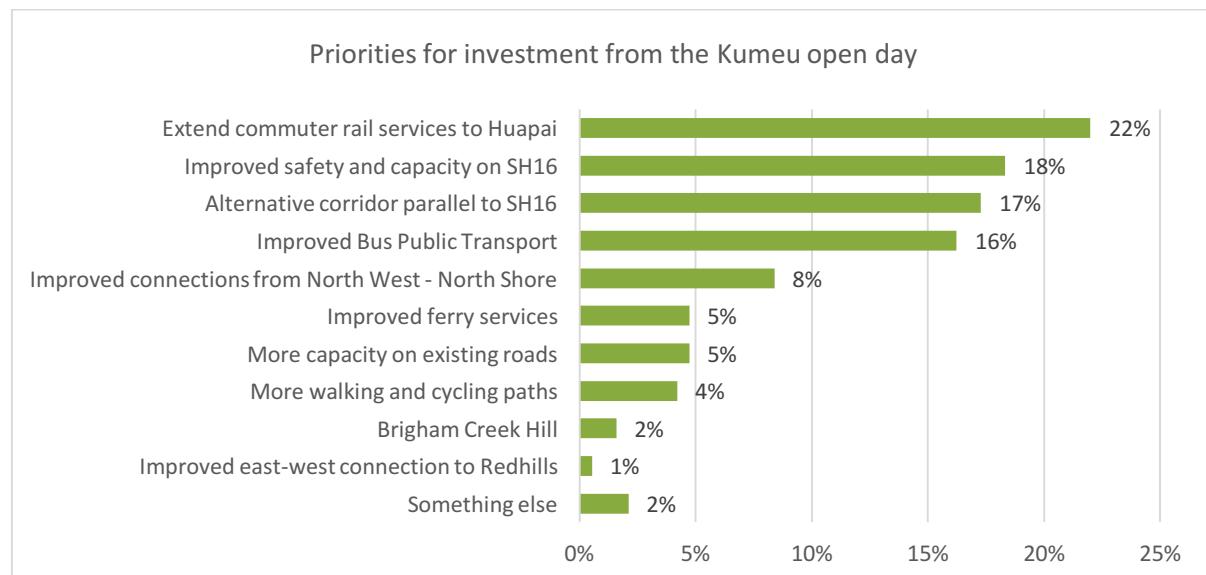
Base: n=254 participants

At the Information Day, people were given 10 tokens each to allocate towards the different options. The 16 choices from the online feedback form were consolidated down to 11 to make it easier for people to manage. Feedback from the information day is therefore reported separately to that from the online feedback forms. The 11 choices were:

- Alternative corridor parallel to SH16
- Improved safety and capacity on SH16
- Improved connections from north west – North Shore (includes connections to Riverhead and Coatesville)
- Improved Bus Public Transport (includes park and ride, north-western busway extension, Westgate – Albany busway)
- Extend commuter rail services to Huapai
- Improved ferry services
- More capacity on existing roads
- More walking and cycling paths
- New connections to Whenuapai
- Improved east-west connection to Redhills
- Something else

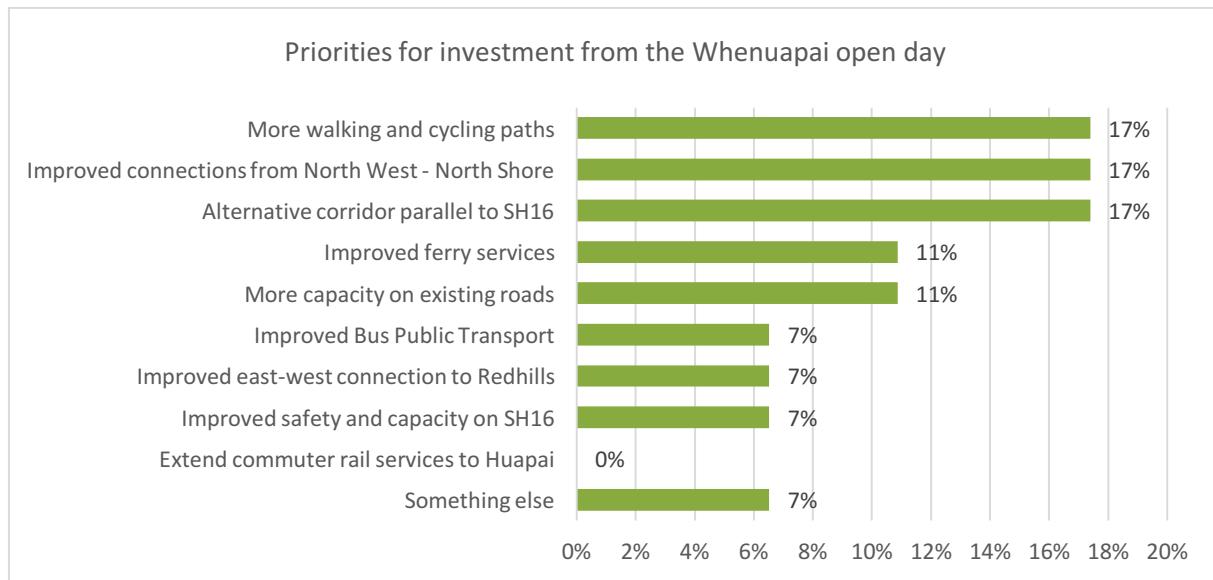
The following chart shows the proportion of tokens allocated to each choice based on the Kumeu Information Day, which shows the overall preference was for a mix of improvements to public transport and roads: extended rail services to Huapai, improved safety and capacity on State Highway 16, an alternative corridor parallel to State Highway 16 and improved bus services.

Figure 71: Priorities for investment from the Kumeu open day



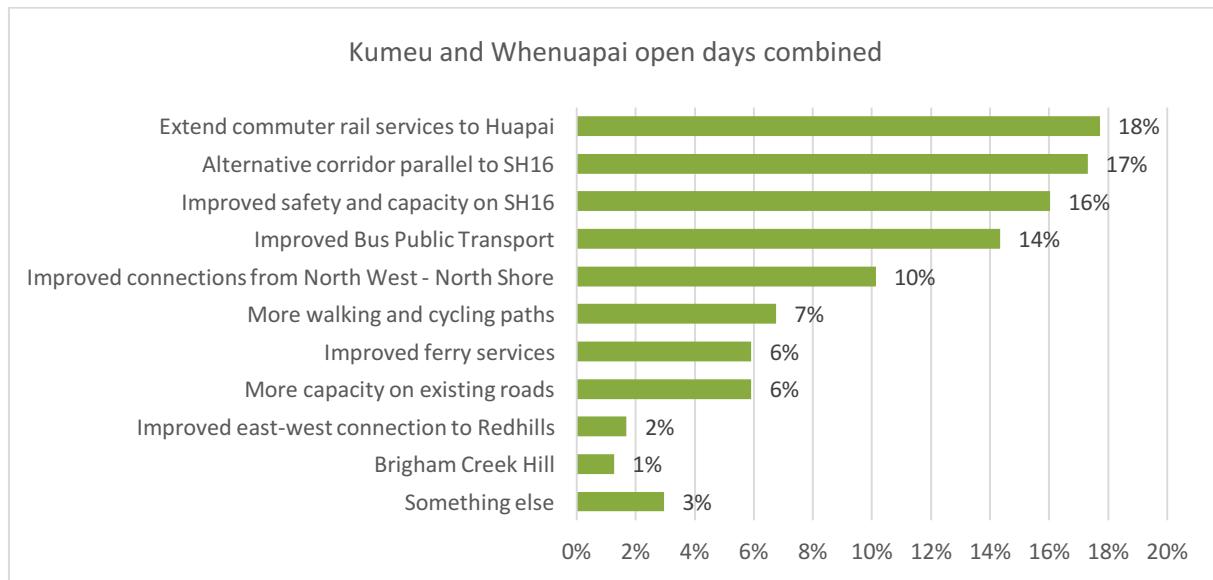
The following chart shows the proportion of tokens allocated to each choice based on the Whenuapai Information Day. The allocation of tokens differed notably from Kumeu; those at Whenuapai wished to prioritise walking and cycling paths, improved connections from the north west to the North Shore and alternative corridor parallel to State Highway 16.

Figure 72: Priorities for investment from the Whenuapai open day



The combined chart for the north west closely mirrors the preferences for the Kumeu Information Day due to higher attendance than for the Whenuapai Information Day.

Figure 73: Priorities for investment from the north west open days



Whenuapai / Redhills

Participants were told:

Further development around Whenuapai is sequenced for about 2017-21 and Redhills is sequenced for about 2022-26. Planning now will help us fund and build a quality transport network.

Aspirations

- Neighbourhoods are well connected to local jobs and leisure facilities, as well as to the wider region
- A better balance between the needs of local traffic and through traffic
- Greater transport choice with emphasis on walking and cycling facilities and frequent, reliable public transport
- Efficient freight connections to employment areas
- A resilient network with alternative connections and transport choices
- Improved safety of the transport network.

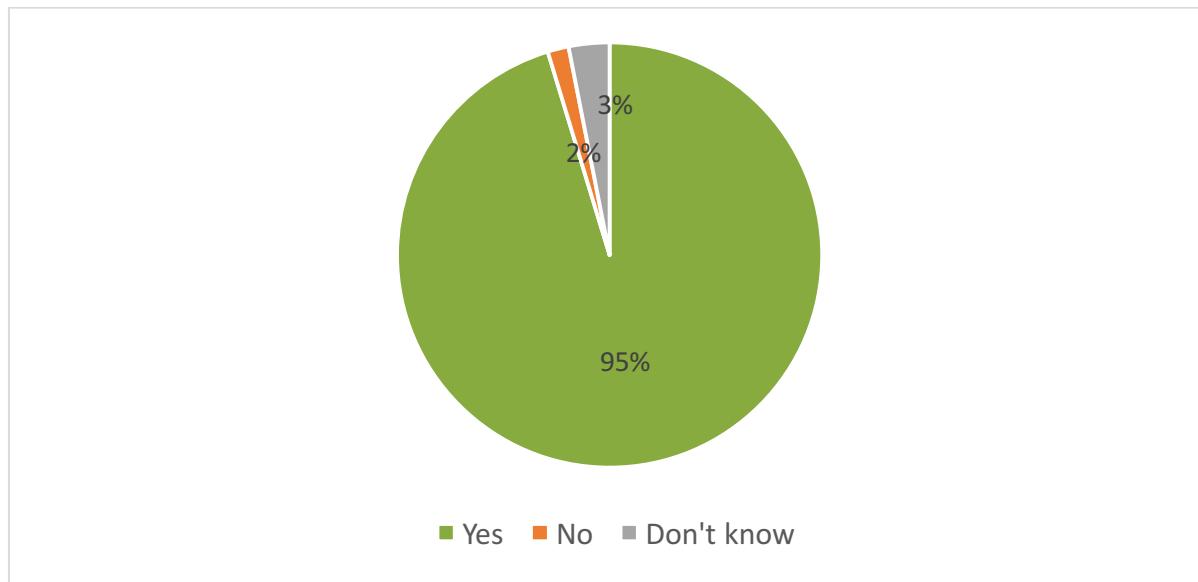
Issues

- Responding to rapid growth which is already underway
- Limited public transport options
- Poor connections to adjacent existing and future urban areas.

Q7. Do you agree with these aspirations and issues for transport in Whenuapai/Redhills?

Almost all participants (95%) agreed with the aspirations and issues for transport in Whenuapai/Redhills, as described above.

Figure 74: Agreement with aspirations and issues for transport in Whenuapai/Redhills



Base: n=64 participants

Q8. What else should we consider?

There were very few comments received, but those that did respond mentioned improved road networks and better public transport options.

The table below shows the idea mentioned, sorted by category and frequency.

Table 19: Other factors that should be considered for Whenuapai/Redhills

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Rail links/ light rail | Rail | 6 |
| Strong public transport to Westgate/ Huapai/ ferry connections | Public transport | 4 |
| Good bus connections/ Bus corridors | Bus | 3 |
| Park and ride needed | Public transport | 1 |
| Road | | |
| Extending road connections/ improved traffic flow/ SH16/18 direct connection/ east west conections | Road | 7 |
| Address SH16 congestion | Road | 1 |
| Other | | |
| Agree with proposal | Other | 2 |
| Comments about growth | Planning | 2 |
| Comments about aerodome | Other | 2 |
| Reduce people commuting / creating jobs | Employment | 2 |
| Put infrastructure in before new developments/ poor planning | Planning | 1 |
| Start now | Planning | 1 |
| Need a cycleway | Walking/cycling | 1 |
| Comments about zoning | Planning | 1 |
| Concerns about environmental impact | Other | 1 |

Some example comments included:

"Stop spending money on motorways invest in bus corridors otherwise you would need an 8 lane mega north west highway to fit the additional commuters. Redhills, Riverhead and other areas are heavily used by Cyclists it is why I moved out west. Putting more cars out there is only going to cause more roading issues and congestion and destroy West Auckland image and turn it into another South Auckland urban sprawl with nowhere to breathe or adventure."

"Re open existing Rail Station at Waitakere. Amend existing tunnel to accommodation electric trains and utilise existing infrastructure."

"We need to create more local jobs to prevent excessive commuting. Yes we want to be well connected to jobs and leisure facilities, but neither actually exist locally, so you have to get in your car!"

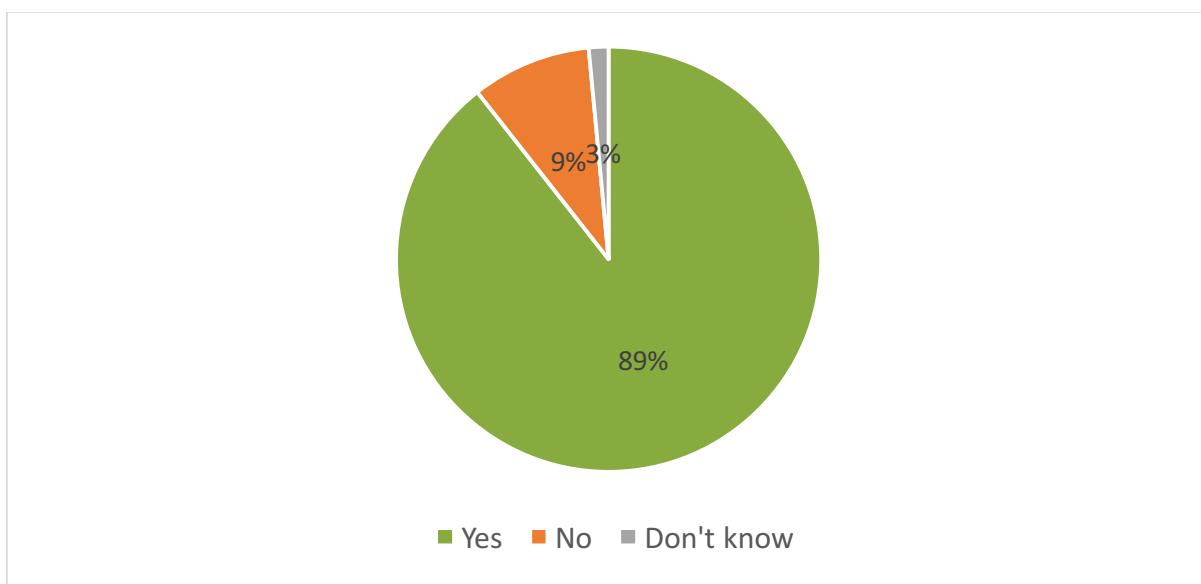
"Nor west is scheduled to have another 300,000 ppl in 10 years, we need huge focus on trains, get the bus lanes open to get ppl out of cars and into more frequent reliable public transport."

"Good Bus connections to my proposed LRT or Driverless Light Metro Line which would go down SH16 & 18."

Q9. Planning is underway for the Northwestern busway from the CBD to Westgate. Should we also extend the busway or bus priority to Kumeu?

The majority of participants (89%) agreed that the busway or bus priority should be extended to Kumeu.

Figure 75: Agreement with extension of the Northwestern busway or bus priority to Kumeu



Base: n=66 participants

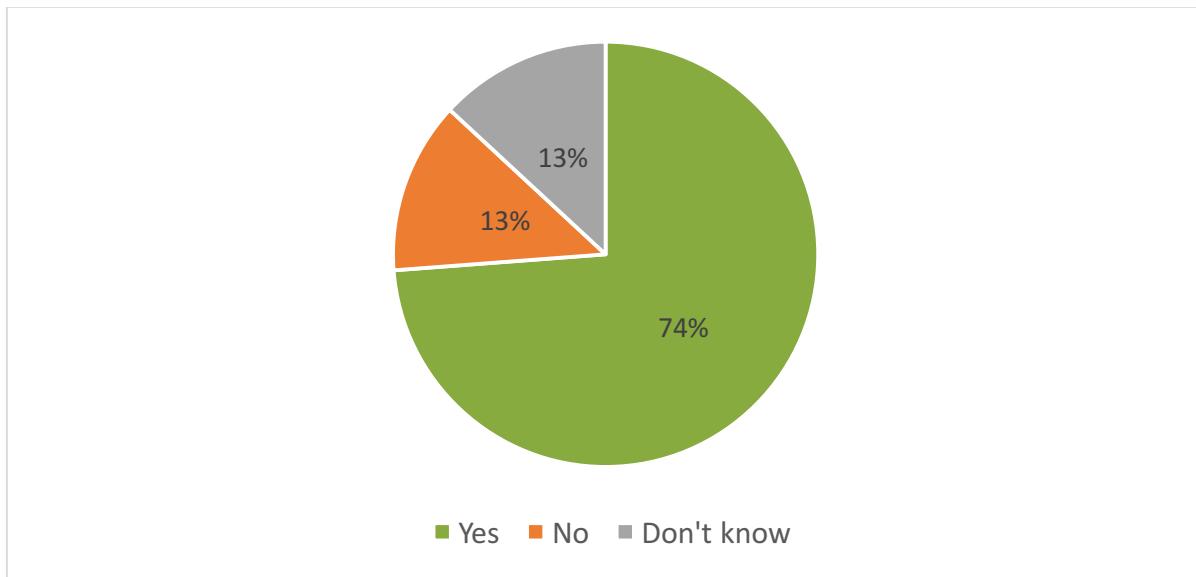
However, one local business owner disagreed:

"The proposed Busway from Auckland to a Westgate terminal is a very good idea because it will work in parallel with the existing motorway corridor. Extending the busway to Kumeu or Huapai will not work, because such a wide corridor does not exist, and would have to be created by ruining some of the best remaining rural land in the district. Improving the regularity of bus services between Kumeu/Huapai and Westgate, particularly using some of the new proposed arterial routes, would be a much better idea."

Q10. Should we extend the busway or bus priority to Constellation Bus Station?

Most participants (74%) agreed that the busway or bus priority should be extended to Constellation Bus Station.

Figure 76: Agreement with extension of the busway or bus priority to Constellation Bus Station

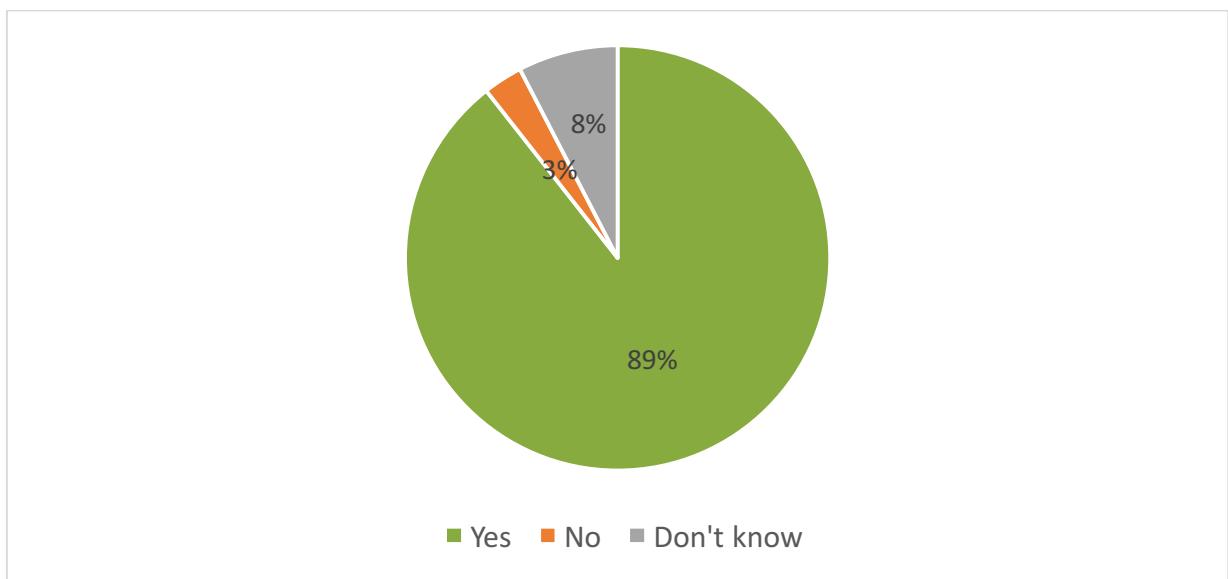


Base: n=61 participants

Q11. Should we future proof these for light rail?

The majority (89%) agreed that these should be future proofed for light rail.

Figure 77: Agreement with future proofing busways / bus priority for light rail (north west feedback)

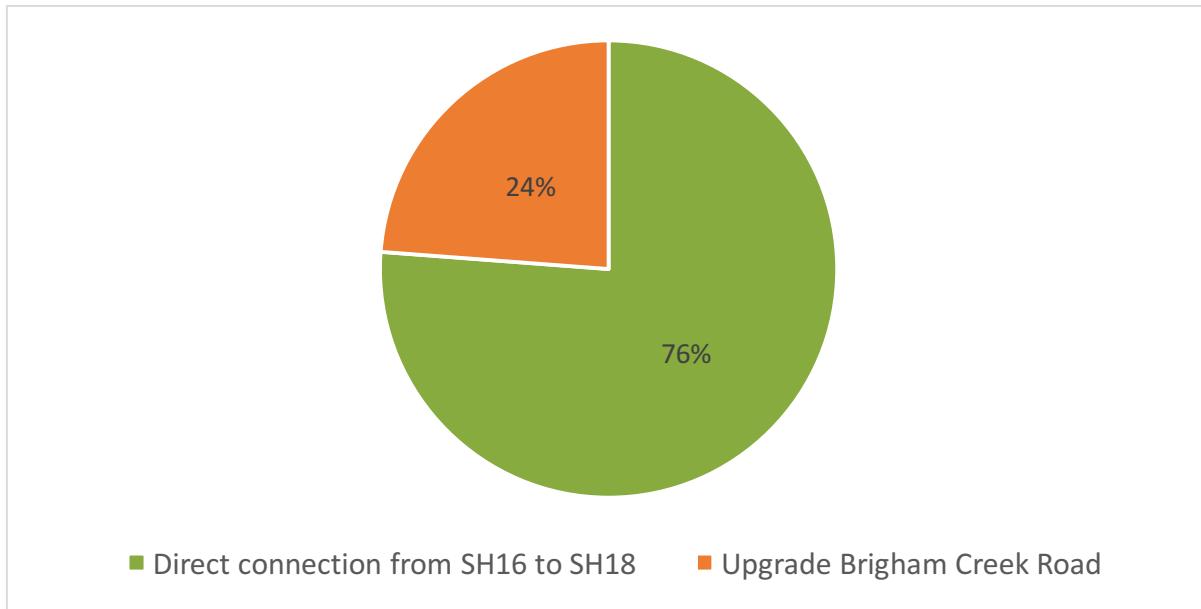


Base: n=66 participants

Q12. Should a more direct connection from SH16 to SH18 be provided to relieve pressure on Brigham Creek Road or should Brigham Creek Road have a major upgrade?

There was a preference towards a direct connection from State Highway 16 to State Highway 18 rather than upgrading Brigham Creek Road.

Figure 78: Preference for a direct SH16 to SH18 connection or upgrading Brigham Creek Road

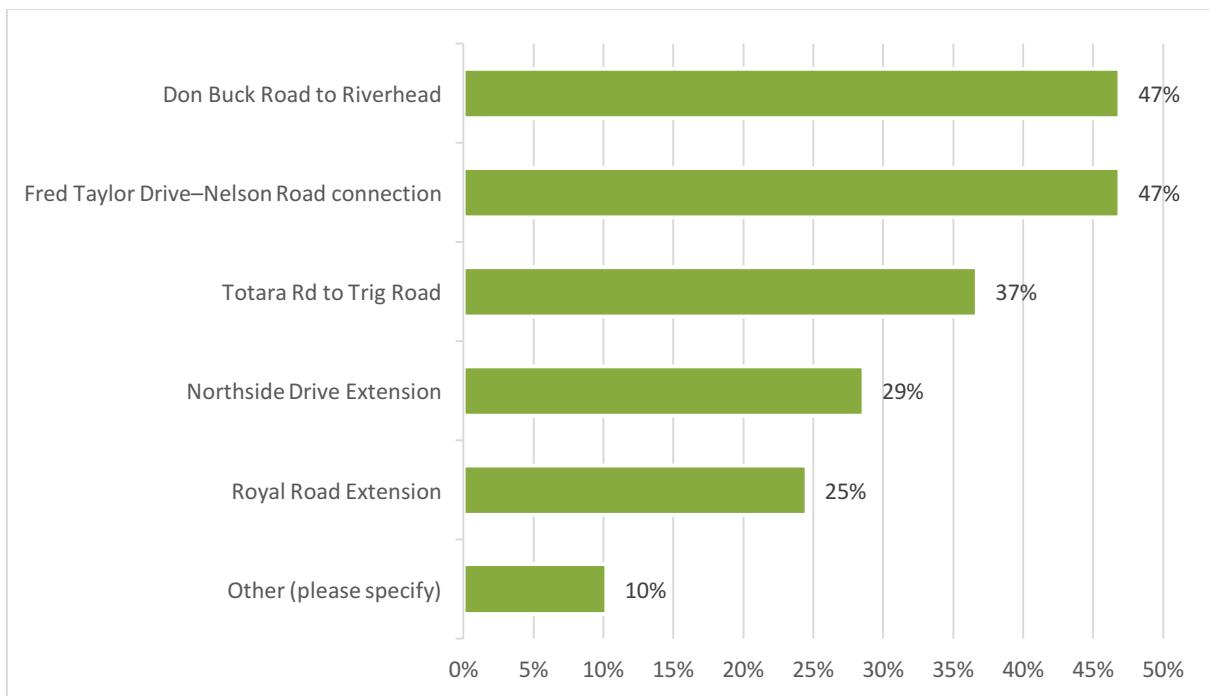


Base: n=63 participants

Q13. Which are the key connections for Whenuapai and Redhills?

There was no clear preference as to which connections were considered key, although Don Buck Road to Riverhead and a Fred Taylor Drive – Nelson Road connection had support from almost half of participants.

Figure 79: Key connections for Whenuapai and Redhills



Base: n=49 participants

Q14. Do you have any other ideas?

Only a small number of comments were received, which are shown below.

Table 20: Other ideas for improvements to transport in Whenuapai/Redhills

| Theme | Category | Number of mentions |
|--|-----------------|--------------------|
| Public transport | | |
| Rail/ light rail | Rail | 6 |
| Bus connections - busway, stations with park and rides | Bus | 2 |
| More ferries to CBD | Ferry | 1 |
| Road | | |
| SH16/18 direct connection | Road | 6 |
| Feeder roads should avoid urban areas | Road | 4 |
| Upgrade Brigham Creek Road | Road | 3 |
| SH16/Riverhead Coatesville Highway - roundabout | Road | 1 |
| Other | | |
| Start now | Planning | 2 |
| Comments about utilities – sewerage, wastewater | Other | 2 |
| Put infrastructure before new development | Planning | 1 |
| Cycle lanes needed | Walking/cycling | 1 |
| Extend the infrastructure beyond new development to serve existing community | Planning | 1 |
| Ensure environment is protected | Other | 1 |

| | | |
|-----------------------|----------|---|
| Comments about zoning | Planning | 1 |
|-----------------------|----------|---|

Some example comments included:

"Don Buck road is already a major through fare with multiple schools any feeders should not go through existing urban areas."

"Something needs to happen soon. 20 years is too long. It needs to be future proofed - we're always building for yesterdays population growth. Take \$\$ from the central eastern suburbs who are blocking intensification in their neighbourhoods - they want growth out west and south instead - make them pay for it - seriously!"

"Westgate should be part of a rail connection to Whenuapai and Hobsonville Pt. People who live in these areas should be able to access the big shopping complexes by rail, either heavy or light."

"Both direct link of SH16 & SH18 as well as upgrading Brigham Creek Road needs to be done. The narrow bridge on Brigham Creek Road is a death trap. Sooner or later someone will die. It needs upgrading now."

"Cycleway footpath on Kauri road linking Whenuapai/Herald Island and Hobsonville Point Secondary school and Hobsonville Pt community. My concerns are that the current Whenuapai village won't be adequately cater for in any future transport development plans, that all attention will go to the new development."

"SH16 to SH18 direct connection, do it ASAP."

Kumeu/Huapai and Riverhead

Participants were told:

Further development around Kumeu/Huapai and Riverhead is sequenced for about 2022-26.
Planning now will help us fund and build a quality transport network.

Aspirations

- A better balance between the needs of local traffic and through traffic
- Well connected neighbourhoods
- Safer transport options
- Efficient freight connections to businesses
- Improved safety and efficiency of existing roads
- Greater transport choice with emphasis on walking and cycling facilities and frequent, reliable public transport.

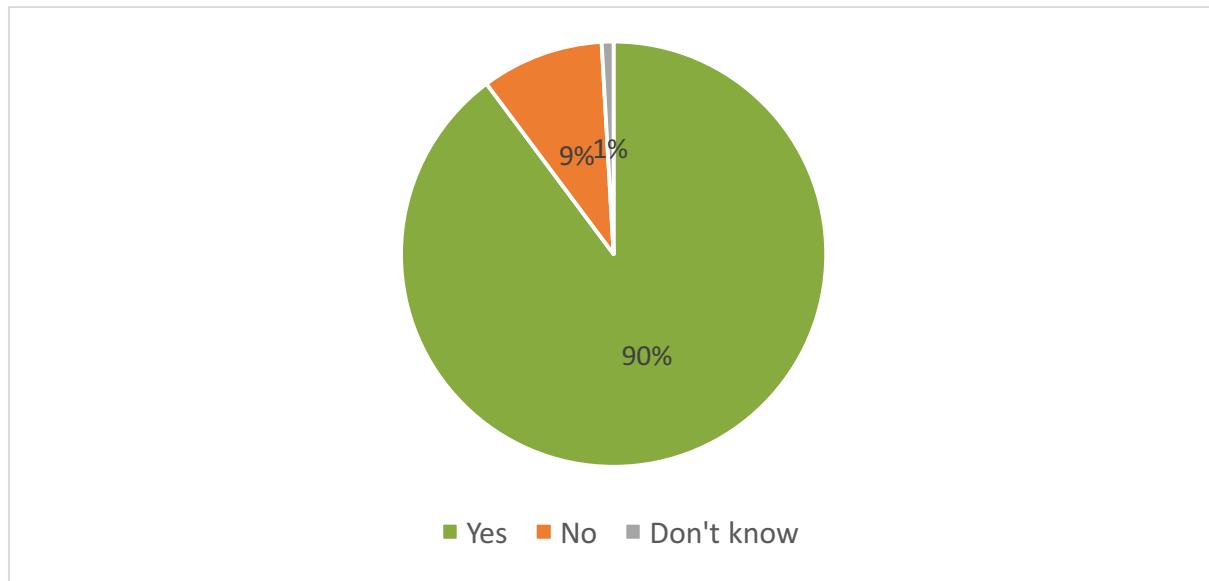
Issues

- Safety of State Highway 16
- Responding to rapid growth which is already underway
- Limited public transport options.

Q15. Do you agree with these aspirations and issues for transport in the Kumeu/Huapai and Riverhead area?

Almost all participants (90%) agreed with the aspirations and issues for transport in the Kumeu/Huapai and Riverhead area, as described above.

Figure 80: Agreement with aspirations and issues for transport in Kumeu/Huapai and Riverhead



Base: n=225 participants

One resident, expressing their views on the Transport Blog, stressed the need for public transport services in Riverhead:

"Riverhead has zero buses. Yes, you heard it – nothing! We used to have 1 bus in and 1 bus out every day under the old Rodney system, but that was removed due to insufficient patronage. Of course there were insufficient patrons – it left Riverhead for the CBD around 8.20 and returned just before 5pm – you couldn't work an 8-hour day in the city. The only people who could possibly use it were the odd Uni student. Let's hope we get this right this time around. Stop forcing our entire community to drive everywhere."

Another local resident agreed:

"The last route change made in the Northwest was the discontinuation of the 063 Riverhead service, due to low numbers travelling between Riverhead and Westgate, at which point it became an express. Chicken-and-egg again. It was a single service each day. AT knows better than anyone that that's no way to attract patronage. It was discontinued at a time when the sewerage system was being rolled out in the northwest, a clear catalyst for future growth. The New Network proposals exclude a resumption of a Riverhead originating service, despite considerable current and future housing growth. Why not try to divert commuters from using their cars by introducing a reasonable Riverhead service. Again, little infrastructure required (bus shelters), and could start tomorrow."

Q16. What else should we consider?

A wide variety of themes were mentioned, including the recommendation to extend passenger rail in the area, to address transport planning issues in the area urgently, to improve public transport in the area in general and to address congestion issues on State Highway 16, as shown overleaf.

In particular, there was a call to reduce reliance on roads by extending passenger rail services to the area, along with adequate park and ride facilities, particularly given the infrastructure for this already exists to some extent. Many participants felt that this, and other improvements to public transport, should happen immediately as there are existing issues with the transport networks that cannot wait until 2022. Other recommendations for improvement to public transport included express services and dedicated bus lanes to improve journey times, more frequent services and services from destinations where no services currently exist, such as Riverhead.

The main recommendations for improvements to roads in the area focussed on increasing capacity along State Highway 16 (eg. widening), an alternative corridor to better manage local traffic and through traffic, a direct connection between State Highway 16 and State Highway 18 and extending the North Western Motorway, for example to Helensville or Wellsford.

The table below shows the key themes, sorted by category and frequency.

Table 21: Other factors that should be considered for Kumeu/Huapai and Riverhead

| Theme | Category | Number of mentions |
|---|-------------------------|--------------------|
| Public transport | | |
| Extend passenger rail | Rail | 28 |
| Improved public transport in general - reliable, accessible, cost efficient | Public transport | 20 |
| Extend bus service - Riverhead to Kumeu/ express bus service/ more buses, weekends | Bus | 15 |
| Increase train capacity - electrify/ light trail/ rapid transit | Rail | 6 |
| More park and rides | Public transport | 6 |
| Bus corridors/ T3 lanes | Bus | 3 |
| More railway stations/ transport hubs | Rail / Public transport | 3 |
| Road | | |
| Address SH16 congestion - increase capacity/ alternative route | Road | 19 |
| Safety comments/ lower speed limits/better signage | Road | 15 |
| Bypassing SH16 Kumeu/Huapai | Road | 12 |
| Extending road connections/ improved traffic flow/ SH16/18 direct connection/ east west connections | Road | 9 |
| Roundabouts to alleviate traffic light congestion/ Roundabout at intersection of SH16 and Coatesville-Riverhead Hwy | Road | 8 |
| North/south connections across railway with overbridges | Road | 2 |
| Other | | |
| Must be time conducive/ priority/ cannot wait until 2020/ there are immediate solutions | Planning | 25 |
| Infrastructure before development/ future proof planning/concerns about growth in rural areas | Planning | 10 |
| Footpaths / pedestrian infrastructure | Walking / cycling | 9 |
| Cycle connectivity | Walking / cycling | 8 |
| Reduce people commuting / creating jobs/ a secondary school in the area/ tolls | Other | 6 |
| Rail freight terminal - Kumeu | Freight | 2 |
| Other | Other | 8 |

Some example comments included:

"Bus connections from Riverhead to Huapai with commuter rail connected to Swanson and the rest of the Western rail line on the existing corridor present in Huapai."

"Development should be stopped unless a decent transport plan is IMPLEMENTED at the same time. Anything else will just exacerbate the current poor situation."

"Express or rapid transport from Kumeu/Huapai and Riverhead to Auckland City and Albany. The only way to make public transport viable is to make it faster than driving on the motorway. A dedicated rapid bus system along SH16 from Auckland City to Westgate and onwards to Kumeu/Huapai and ideally through to Helensville. With the high level of planned growth the most future proof option would be a light rail. The existing rail service from Swanson while fantastic for residents in its catchment area is simply too slow for daily work commuting from north western Auckland."

"I disagree that a response to rapid growth is already underway. Improved public transport frequency, and new routes such as Huapai-Swanson Station require no infrastructure and could begin tomorrow. The number of peak AM bus services to the CBD has been unchanged for 20+years - there's a lot of catching up to do."

"Bypass should be completed ASAP prior to 2022 because SH16 already at capacity."

"Kumeu/Huapai and Riverhead need to be well connected such as buses and road connections that go in between. It's possible that more growth needs to filled in a missing gap between Riverhead and Kumeu such as more houses or jobs if the transport connections are the priorities, I reckon there should be a corridor that can link between those two suburbs. With Huapai being planned to have an extended terminus of the Northwestern express and a train station service there. I doubt that there would be a competition between those two public transport services because it should be convenient for the locals to choose which public transport options nearby. However, time and planning is the priority depending on costs and conditions."

"Keeping intact the rural living experience - transport corridors should be bundled together, with the exception of cycle routes. Give acknowledgement in the planning to the green-belt area between Westgate and Kumeu and proactively retain it."

"Extend motorway before creating a bypass. Maps show planned bypass through residential areas. Why?? As this will probably be used by all heavy traffic."

"It's well and good talking about aspirations of a safe SH16 which is definitely up there in the priority but also the existing road cannot cope with the volume. It needs to be double-laned."

"1. Reducing reliance on roads by extending suburban passenger rail services being to Huapai (initially with ADL diesel trains and later with electric trains with an extension of the rail electrification and double tracking from Swanson to Huapai). Buses just get stuck in all the traffic on the roads whereas rail has a congestion free corridor. 2. Building two new railway stations with park and rides in new locations at both Kumeu and Huapai. At Kumeu the station and park and ride should be built on the block of land on the corner of Access Road and Waitakere Road, and in Huapai on a new site on the block of land (377 Main Road) between Main Road and the railway line opposite Tapu Road where it will be more visible to SH16 and better located to serve the most number of people within walking distance, particularly new subdivisions being built on Tapu Road as well as easy connections with bus services. 3. Bypassing SH16 south around Kumeu and Huapai with an extension of the North Western Motorway from Brigham Creek Road, west through to the intersection of Main Road and Station Road in Huapai with a large new roundabout at this new intersection. 4. Create new north south connections through Kumeu across the railway line (with overbridges) with an extension of Old Railway Road direct through to Waitakere Road (providing a direct connection

between Riverhead and a new Kumeu railway station and park and ride on the corner of Waitakere Road and Access Road), and an extension of Tapu Road south to Station Road (providing a direct local through route with a bridge over the new Huapai railway station and new motorway extension in this area). 5. Greater use of roundabouts (together with pedestrian crossings where necessary) at intersections. Remove the congestion causing traffic lights at the intersection of Main Road and Access Road and replace with a roundabout which will keep the traffic flow moving. 6. Build a rail freight terminal in Kumeu to provide better easier more local access to rail freight services. Kumeu is ideally located strategically for rail freight services (and for commuter rail services) with its connections to SH16 and proximity to the North Shore and West Auckland, avoiding the need for trucks to have to drive through central Auckland to Southdown. 7. A bus service from Riverhead to Kumeu to connect with train services. 8. Provision of a daily inter-regional passenger train service through Kumeu between Auckland, Whangarei and Opua in the Bay of Islands.”

“Don’t forget about widening and making safer for cars and pedestrians the Coatesville-Riverhead Highway!!”

“The key issues to me are SH 16 safety and capacity, flowing on to the lagging response to rapid growth in the Kumeu/Huapai/Riverhead areas which already sees SH16 from the end of the motorway turning into a slow moving carpark most days. This needs to be looked at in the short term (i.e. within the next 2-5 years).”

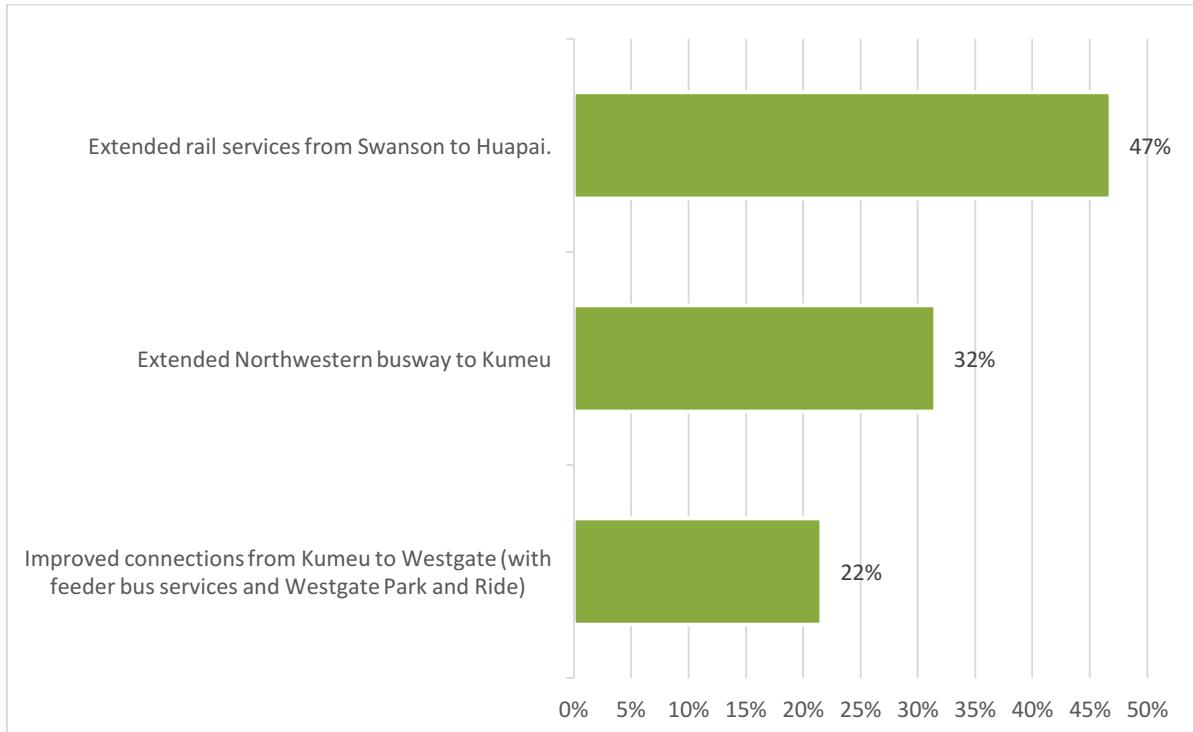
“Reliable public transport is essential, planning for future light rail most definitely also a corridor parallel to Highway 16 is a better idea than widening Hwy 16 through Kumeu as there are places it would be very difficult due to location of buildings etc also the current cycle lanes are dangerous, would be a lot more user friendly & safer if not such huge volumes using Hwy 16.”

“‘Limited’ public transport - how about none! The traffic in Kumeu, Huapai and Riverhead is bad and it’s getting worse on roads that can’t cope with the present amount of traffic. Yet there are no alternatives.”

Q17. Planning for the Northwestern busway from the CBD to Westgate is underway. Which of these further improvements would you use most?

Around half said that they would primarily use extended rail services from Swanson to Huapai.

Figure 81: Propensity to use improved public transport in the north west

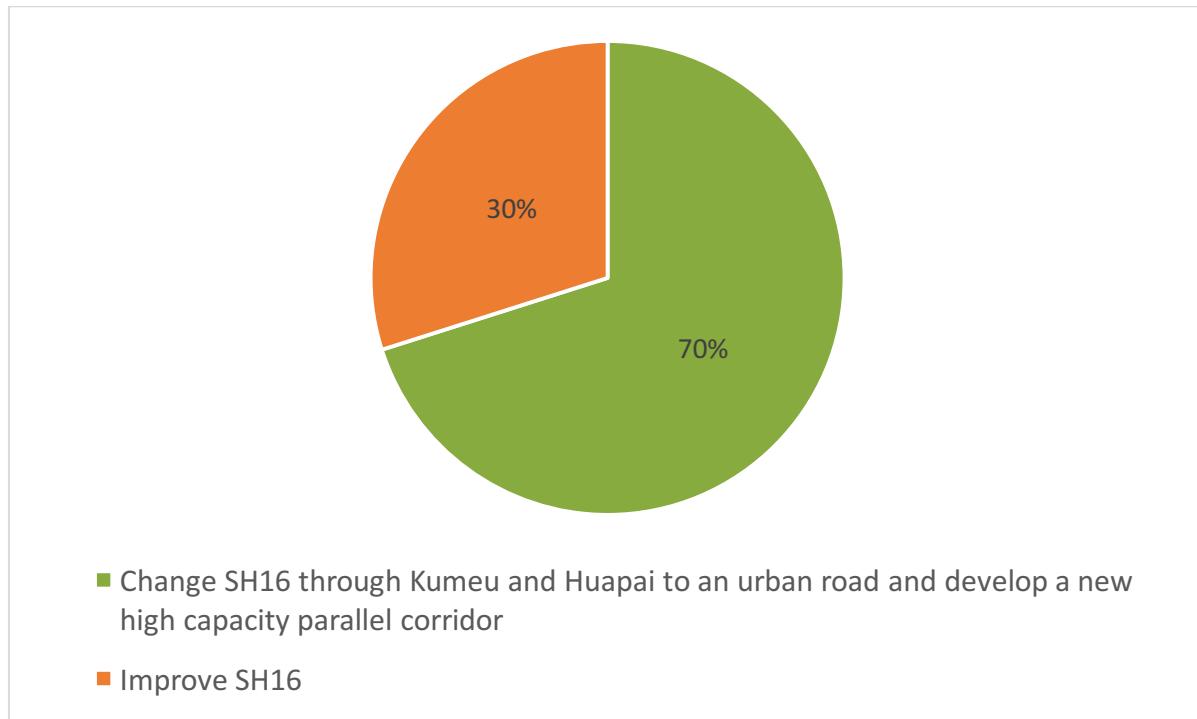


Base: n=222 participants

Q18. Should State Highway 16 through Kumeu and Huapai change to an urban road with a new high capacity parallel corridor created or should investment be focused solely on improving the existing State Highway 16?

Most (70%) preferred that State Highway 16 through Kumeu and Huapai change to an urban road with a new high capacity parallel corridor created.

Figure 82: Preference for improvements to SH16 or a new parallel corridor near Kumeu/Huapai



Base: n=224 participants

This also received support from someone responding to the discussion on the Transport Blog:

"I do like project 1. the alternative corridor parallel to SH16, which in my mind should be an extension of the NorthWest Motorway to Waiamuku, and transform the existing SH16 into a nice much quieter arterial road."

Others called for the North Western Motorway to be extended even further:

"We feel very concerned that some far-sighted decisions need to be made for our North West region of Kumeu/Huapai regarding transport infrastructure before it becomes a serious problem. The subject has been discussed and researched for many years, but the significant increase in development now requires action rather than ongoing procrastination. We believe it should be a case of 'do it once and do it properly' which in our opinion only leaves one option i.e. extend the North Western Motorway right through to Wellsford. This would eliminate the need for bypasses and widening of Highway 16 to 4 lanes which again would only be short term solutions."

However, while a stakeholder in the property sector noted that an alternative corridor may be desirable, Auckland Transport should consider alternative ways to address to efficiency of State Highway 16:

"While an alternative corridor parallel to SH16 may be desirable to create an urban road on SH16, Auckland Transport should consider ways in which the efficiency of SH16 could be improved while at the same time achieving an urban road in key areas, such as the Kumeu/Huapai Centre. The need for an alternative road may also be reduced if public transport is involved."

A local action group also raised concerns about constructing an alternative corridor, suggesting that widening of State Highway 16 may be the most logical and cost effective approach:

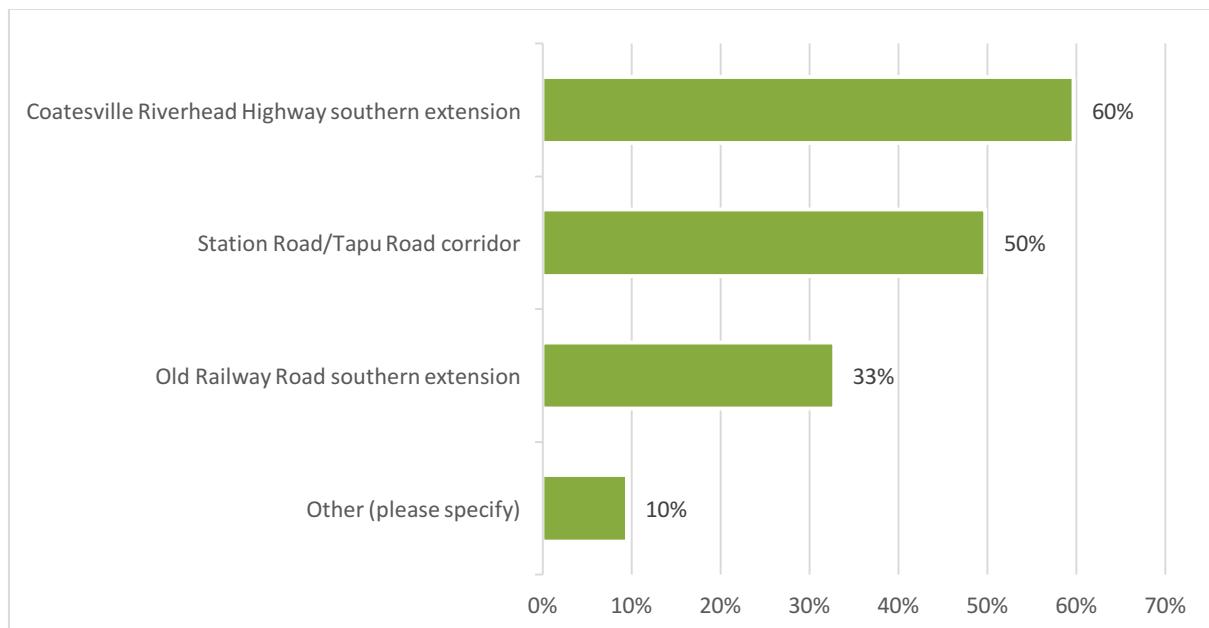
"The group has viewed the suggested roading improvements in the Report, and is in favour of the following: The double laning of SH16 from North of Kumeu to where it joins the North Western Motorway at Brigham Creek Road; This is the most logical and cost effective way of allowing for increased traffic flow from Kumeu and beyond towards Central Auckland and the North Shore; This roading already exists; By avoiding diverting major amounts of traffic from SH16 there will be little or no effect on Kumeu businesses and retailers, who would be severely affected by any significant bypass (as has happened to Pokeno for example).

The most significant current delays at peak hours towards Central Auckland, do not occur, contrary to some local opinion, along SH16, but on the North Western Motorway between Westgate and Lincoln Road. These delays, occasioned in part by new construction and in part by five lanes abruptly being reduced to two (from Hobsonville Road to Royal Road), have infinitely more effect than any perceived traffic delays through Kumeu itself."

Q19. Which are the key north-south connections to link the various growth areas?

More than half (60%) considered Coatesville-Riverhead Highway southern extension to be the key north-south connection, followed by the Station Road/Tapu Road corridor (50%).

Table 22: Key north-south connections to link growth areas in the north west



Base: n=201 participants

Q20. Do you have any other ideas?

A number of themes were mentioned, including the desire to see an extension of passenger rail services in the area, better bus connections and bus services and measures to address congestion on State Highway 16, as shown overleaf.

Specifically, participants wanted to see a return of passenger rail to the north west, at least through to Kumeu/Huapai and potentially further to Helensville. Other recommendations for improvements to public transport included better bus connections and services, specifically increasing the frequency of services, utilisation of bus priority lanes, bus services to Riverhead and shorter journey times / express services.

There were also recommendations for improvements to reduce congestion on State Highway 16, including additionally motorway off-ramps (eg. at Westgate for those travelling towards the city), a Kumeu/Huapai bypass, widening of State Highway 16 and improvements to the intersection at State Highway 16 and the Coatesville-Riverhead Highway.

The table below shows the key themes, sorted by category and frequency.

Table 23: Other ideas for improvements to transport in Kumeu/Huapai and Riverhead

| Theme | Category | Number of mentions |
|--|------------------|--------------------|
| Public transport | | |
| Extend passenger rail | Rail | 23 |
| Good bus connections/ bus corridors/extend bus service - Riverhead to Kumeu/ Muriwai | Bus | 18 |
| More park and rides | Public transport | 10 |
| Improved public transport in general - reliable, accessible | Public transport | 7 |
| Rail freight terminal - Kumeu | Rail | 3 |
| Light rail for the area | Rail | 2 |
| Road | | |
| Address SH16 congestion - increase capacity, widen, expand, new off-ramps | Road | 15 |
| SH16 bypass needed at Kumeu/Huapai | Road | 9 |
| More roundabouts eg. intersection of SH16 and Coatesville-Riverhead Highway | Road | 9 |
| Extending road connections/ improved traffic flow | Road | 8 |
| Safety – reduce speed limits/ more signage | Road | 8 |
| Other | | |
| More cycleways | Walking/cycling | 8 |
| Infrastructure before development/ future proof planning | Planning | 6 |
| Footpaths / pedestrian infrastructure / safety | Walking/cycling | 5 |
| Start now – address issues urgently | Planning | 4 |
| Anti-growth comments | Other | 2 |
| Other | Other | 12 |

Some example comments included:

“Diverting travel through a new parallel road has its attraction but would deprive the local businesses.”

“My other ideas are further development of the points above: The Old Railway Road Southern Extension and Coatesville Riverhead Highway Southern Extension should both be arterial road quality, with two vehicle lanes and a cycle lane on each side, pull over bus stops, limited access (i.e. no driveways) and a speed limit of 80km/h; The Kumeu Bypass should be four to six lane capable and should be to a motorway standard of design, even if not immediately built this way. If this is done, then the Station Road corridor may need to be upgraded to provide interchange access to the Kumeu/Huapai area.”

“Key thing is to promote transport choice. High frequency buses (and potentially light rail) between Kumeu and the City Centre is awesome. A cycle facility between Kumeu and Westgate is also needed.”

"I would say that immediate works need to start on improving SH16 through Kumeu from the motorway whilst the overall goal of a bypass is planned and implemented. Two lanes from the roundabout at Taupaki needs to happen as the traffic build-up now is crazy from the motorway. Actions is needed now."

"If Kumeu and Huapai continues to grow rapidly in demands, there is a need for public transport services. Question 19 is the most difficult question I had to decide. However, I'm thinking that the Northwestern express can go first because that will certainly depend on how many people there are going to be living in Kumeu and Huapai, building an extra busway on those two suburbs is not necessarily comparing to the Northern Busway Express service in the CBD. Park and Ride should be near the town centre so that the people get dropped off and transfer to local buses, that also depends how much room the Park and Ride area will fit in. I'm also committed to trains, but the real question is how many people will commute from Kumeu and Huapai all the way over to the town centre with the city rail link purposely built. My only thought is that if I stick to the Northwestern Express, this will carry 6,000 passengers through the stops and all the way over to the CBD. Whereas jumping on the extended Western line from Kumeu and Huapai all the way over to the CBD, this will carry 20,000 to 25,000. This depends how much money will be spent on those proposed services and how many people they are willing to commute from there. The other issue of improving transports is roading such as improving and prioritizing corridors. But if the traffic becomes apparent, those public transport choices above all will need to be considered. However, this all depends on the environment, convenience, beneficial and the difference it will make to improve connections between Kumeu/Huapai and the CBD."

"The motorway should just be extended. The existing state highway cannot cope with roadworks being done on it, so a wiser choice would be a completely new road/extension. To future proof this it should extend to at least past Huapai, but preferably past Waimauku."

"extend the train vision to Helensville, or you are not future proofing at all, the Auckland spread is faster than council can plan."

"Rail from Kumeu to West Auckland and the city, with bus connections from Kumeu to both Riverhead and Muriwai. Muriwai's population is almost as large as Helensville, but doesn't have any public transport at all."

"Extend the NW motorway and have off ramps for Kumeu. This will eliminate the need for bypass."

"SH16 through Kumeu Huapai is too messy to enlarge. Divert the traffic which just wants to get through this area. Parking at the shops in the area is a horror, as is getting back on to SH16. Roundabouts would offer the choice of turning with the traffic instead of blocking other cars while waiting to turn across the traffic. Improve parking for use of public transport so it can be used and don't have so many bus stops - it takes ages to get anywhere and so people will drive all the way."

"Roundabouts at Riverbed Intersection. The current transport situation for Kumeu is as a direct result of poor planning. Housing has been allowed to develop before the basics of how are all these people going to get from home and to work and leisure activities. Furthermore where are the kids going to go to school - pre school, primary and secondary - what are the transport routes for this. Auckland must do better - you must do better!"

What did people say at the Kumeu Information Day?

People were invited to make comments on post-its and place them on a board (see image below). These comments were made in addition to the themes and counts provided in the tables above. The main themes from the post-its focussed on:

- Building new roads and new connecting roads, or widening existing roads/motorways/highways, including a State Highway 16 and State Highway 18 interchange and a Kumeu/Huapai bypass (and location of this)
- Re-introduction of rail services to the area
- Planning and timing of building infrastructure – with a focus on addressing these issues urgently
- More bus connections and routes, including services to Riverhead
- More frequent and more direct bus services

Other themes included general comments about public transport, such as the need for integrated services, use of smaller shuttle buses and the need for more park and ride facilities.

Figure 83: Kumeu Information Day, Image 2



At some points there was heated discussion about transport issues in the area; specifically, there was a lot of frustration and anger about current transport issues not being addressed.

Some example comments from the post-its include:

"Bus connector from Riverhead to either Westgate or Albany Park n Ride."

"By-pass "Alternative Corridor" to go north not west. Should be up old north road through the forest."

"Why does our ONLY bus route to the city take twice as long so that it can provide another inner city suburb option to those already well services with alternatives (exits at Pt Chv)."

"Growth as % of people community has increased dramatically – and no transport infrastructure in place – this is urgent."

"There is demand for rail services. That trial was deliberately setup to fail. Feeder to Swanson and express to city."

"Roundabout at Coatesville Riverhead Highway."

"Mini shuttle buses to service Riverhead via Kumeu/Huapai/Westgate loops."

"Any public transport for Riverhead? Anything? Houses before infrastructure is not good enough."

"Double lane SH16 to Waimauku."

"Improved frequency of buses from Huapai to Westgate, Improved frequency of buses from Westgate direct to CBD."

"Plan for rail from Kumeu to Westgate to connect with Lincoln Road – Te Atatu – Pt Chev – City."

"Why can't the bypass avoid residential area."

"Please – railway service in Kumeu and Huapai. We want action now, not 2022 – 2026. Within 5 years."

"Complete SH16/18 connection and bypass Brigham Creek Road."

"Control at Riverhead/Coatesville and SH16 intersection."

"Public transport made available on Sunday's and public holidays."

"Riverhead has huge growth and no public transport. Do something."

What did people say at the Whenuapai Information Day?

People were invited to make comments on post-its and place them on a board (see image below). These comments were made in addition to the themes and counts provided in the tables above. The main themes from the post-its focussed on:

- Building new roads and new connecting roads, or widening existing roads/motorways/highways, including upgrades to Brigham Creek Road and a State Highway 16 and State Highway 18 interchange
- Better walking and cycling facilities, particularly footpaths along key roads such as Kauri Road
- Rail/light rail services from the north west to Albany and the CBD

Other themes included general comments about public transport, such as the need for more park and ride facilities and more regular ferry services.

Some example comments from the post-its include:

"Footpath/cycleway along Kauri Road is a PRIORITY – for the safety of families, walking, running, or cycling to schools, shops."

"Rail options to Westgate/Constellation."

"Get the public transport sorted or people get too used to cars and then do not utilise new services."

"State Highway 16 to State Highway 18 connection needs to be improved."

"Fix Brigham Creek Road NOW!!!!"

"We need both options – Brigham Ck and SH16/18."

"Park and ride at high volumes needed at Hobsonville Point –Marina needs P+R too?"

"Upgrade Brigham with roundabouts at Totara Rd intersection and SH18 Alternative link possible – Trigg Road."

"Development of rail services to west - down motorway."

"Pedestrian paths, cycle path along Kauri Road."

"Existing narrow bridge on Brigham Ck road needs upgrading."

Summary: The North West

Overall, most people agreed with the aspirations and issues suggested for transport in the north west growth area. Key findings included:

- The transport features that would help make the north west a great place to live included improvements to public transport in the area and good walking and cycling connections. In particular, there was strong support for extending commuter rail services to Kumeu/Huapai/Helensville. Around half of participants said they would use extended rail services from Swanson to Huapai.
- There were also calls for improvements to traffic congestion in the area, which could be alleviated by improvements to public transport services and/or road networks e.g. a Kumeu/Huapai by-pass, widening of State Highway 16, extension of the North Western Motorway and/or a State Highway 16 to State Highway 18 direct connection. Many also identified the need to improve safety on State Highway 16 e.g. the intersection with the Coatesville-Riverhead Highway.
- Many residents of the area felt that the current transport issues needed to be addressed urgently and were frustrated that these issues had not already been addressed. This included a perception that the infrastructure should already be in place to cope with significant housing development and population growth in the area.
- Common destinations for people living in the area were the Auckland CBD, Albany and Westgate/North West Mall. There was a strong preference for wanting to make journeys by train or bus.
- Most agreed that the planned North Western busway from the CBD to Westgate should be extended to Kumeu and Constellation Bus Station, and that these should be future proofed for light rail.
- Overall, there was a preference towards a direct connection from State Highway 16 to State Highway 18 rather than upgrading Brigham Creek Road. However, for Whenuapai residents, upgrading Brigham Creek Road was also considered a matter of urgency.
- Most participants preferred that State Highway 16 through Kumeu and Huapai be changed into an urban road with a new high capacity parallel corridor created. Some suggested that this corridor should take the form of an extended North Western Motorway as far as Helensville or Wellsford.

Local Board Feedback

Several local boards took the opportunity to provide feedback on the Transport for Future Urban Growth consultation. A summary of their feedback is provided below.

The Māngere-Ōtāhuhu Local Board

The Māngere-Ōtāhuhu Local Board noted that future urban developments in the Auckland region will have a significant impact on the already strained transport infrastructure. It supported the project and noted that a specific focus on public transport and integration of transport modes, including walking, cycling and water based travel is needed:

"<The Māngere-Ōtāhuhu Local Board> supports the intent of the project to address the significant development proposed for new urban growth areas but requests: a. A specific focus on public transport connected to alternate modes of transport including walking, cycling and water based travel on the Manukau Harbour. b. Increased focus on a significantly improved integration of multi-modal transport options through greater planning, funding and delivery."

The Māngere-Ōtāhuhu Local Board also strongly supported a rail link to the airport and through to the CBD:

"<The Māngere-Ōtāhuhu Local Board> strongly supports a 'heavy rail' connection from the Airport to CBD including a link back to the North Island Main Trunk line in the South – via Puhinui for the following reasons: a. This will provide both security (two routes north to south through the isthmus) and future-proof rail linkages for commuter and freight transport in the long term through greater long term flexibility over that of light-rail. b. It will reduce the number of competing heavy vehicles on the roads. c. A Puhinui rail link will improve access to the airport precinct and Onehunga for workers from the southern urban growth areas. d. That heavy rail is the most effective method of addressing the future transport demand for commuters through Māngere due to higher capacity and shorter travel times which are best suited to address: i. Development of the southern urban growth areas and employment (120,000 increase in population and estimated that 80% will be no further than Airport). ii. Expected increase in tourist visitor numbers through the Auckland Airport (currently 15.3m per annum to 40m per annum by 2040). iii. Planned increase in employment growth at the Airport (increase of 27,000 new full time jobs)."

The local board also supported development and upgrades of existing urban roads, particularly around key strategic employment growth areas. Specifically:

- Improvements to roads in the Auckland Airport precinct and Ōtāhuhu industrial area
- An over-bridge at Massey East town centre (noting existing use of Massey Road by heavy vehicle traffic)
- Redirection of heavy vehicles to Favona Road as another east/west link to reduce heavy vehicle traffic on Massey Road.

The Rodney Local Board

The Rodney Local Board considered public transport in the area to be a key priority and noted that Rodney ratepayers do not feel they get value for their rates when it comes to transport:

"We have never had a choice in Rodney. However, our aging population need transport and our youth want to access education in the city. Public transport must extend into Rodney. We want to be part of Auckland and have access to the same opportunities as other Aucklanders."

The Rodney Local Board identified four key transport priorities for the area:

- Advocate for \$10 million per year for ten years for sealing roads in Auckland (this will reduce dust, increase safety and make it easier to get around)
- Build footpath and cycleway extensions in and between towns and villages to provide connectivity
- Complete Warkworth roading projects including Hill Street intersection and the western collector urgently; complete the Mansel Drive bridge and plan and schedule the McKinney Road intersection upgrade
- Provide regular public transport services throughout Rodney

Specifically, for the Warkworth and Silverdale areas, the Rodney Local Board identified several key public transport priorities:

"The local board public transport priorities include the following: A Warkworth to Silverdale connection; make provision for a park and ride facility in Warkworth; a Wellsford to Warkworth connection, confirmation of the Warkworth local bus trial as permanent."

As mentioned above, projects such as a Matakana Link Road and improvement of the Hill Street intersection also had the support of the Rodney Local Board:

"The local board support investigating building a link road from State Highway 1 to Matakana Road....Complete Warkworth roading projects including Hill Street intersection and the western collector urgently, complete the Mansel Drive bridge and plan and schedule the McKinney Road intersection upgrade. The Rodney Local Board support the Hill Street intersection being upgraded and being identified as a 'committed' project on page 106 of the

draft RLTP ‘Warkworth SH1 intersection improvements’ and as a funded priority 87 ‘Warkworth Stage 1 (Hill ST)’ (refer page 109 of the draft RLTP). The local board seek confirmation that sufficient funds have been set allocated to complete this intersection as designed finally after years of delay.”

With regards to the north west, the Rodney Local Board was of the view that transport planning in the area needs to be addressed with urgency:

“The local board continue to advocate for transport planning to accommodate growth in the Kumeu/Huapai/Riverhead area. This project does not appear specifically listed but may be covered under wider budget areas. The population of the Kumeu/Huapai area is growing at pace. This has been further accelerated by the identification of special housing areas. The road network in Kumeu/Huapai requires a cohesive plan to accommodate this growth. This plan needs to be completed in tandem with the structure plan for the area.”

In their submission, the local board also identified several other areas they considered to be transport priorities in the Rodney local board area, although some of these were outside the scope of this consultation. Other areas they provided feedback on included:

- Centennial Park Road and SH1 intersection upgrade
- SH16/Muriwai Road intersection upgrade
- Pedestrian access at Leathers Bridge, Matakana
- Construction of the Puhoi to Warkworth motorway
- The need to increase capacity at the Warkworth carpark building

The Upper Harbour Local Board

The Upper Harbour Local Board was of the view that all future urban growth and Special Housing Areas need to be considered simultaneously, rather than looking at future urban zoned land in isolation. Specifically, the local board expressed concern that existing bottlenecks in the network were being exacerbated by ongoing development. Key areas of concern included:

- Revisiting the implications of improved connections between Coatesville, Riverhead and the North Shore and their impact on The Avenue and the Dairy Flat Motorway feeding into the Albany Village.
- The current lack of bus priority measures in place at the junctions of Coatesville, Riverhead and the North Shore, as well as The Avenue and the Dairy Flat Motorway, given the importance of these for school and public bus routes at peak times.
- The need to improved and upgrade existing rural roads within future urban growth areas to cater for increased vehicle movements.

The Henderson-Massey Local Board

The Henderson-Massey Local Board supported the listed transport aspirations and emphasised that an integrated planning approach was crucial to ensure that key routes provided for community nodes and business centres. It felt that the Transport for Future Urban Project must:

- Support and prioritise integrated public transport solutions, including park and ride at Westgate, and increase ferry terminal capacity and services.
- Future proof the north western dedicated busway for light rail.
- Extend passenger rail services to Kumeu and beyond, including constructing a railway station at Taupaki and extending the rail line's capacity for commercial transport.
- Support planning for a cycle way to Kumeu along the North Western Motorway.
- Consider the pedestrian environment when designing new routes

The local board also noted that feeder networks on existing roads (such as Don Buck Road) need upgrade planning integrated into wider transport planning, and it supported the proposed Fred Taylor Drive to Nelson Road and Don Buck Road to Riverhead connections as key connections for Whenupai and Redhills.