



Keeping Mt Wellington Moving Engagement Summary Report

August 2025



Executive summary

AT is proposing T2/heavy vehicle lanes on Sylvia Park Road and Mount Wellington Highway, a supporting clearway on Panama Road, upgraded bus stops, and minor road marking improvements. These changes align with Room to Move which seeks to move more people and goods efficiently across the transport network.

Mount Wellington is a growing area with increasing residential development, high retail activity, and proximity to key freight corridors such as SH1 and the Sylvia Park shopping precinct. Sylvia Park Road and Mount Wellington Highway currently carries more than 17,000 vehicles per day, including high volumes of commercial vehicles and freight. Congestion and travel time delays, particularly westbound, are expected to worsen as growth continues.

Public feedback was sought during May and June 2025. We received 247 responses through an online survey, written submissions, drop-in sessions, and targeted stakeholder engagement. Feedback on the T2/heavy vehicle lane was varied. Supporters noted the benefits for freight movement, improved bus reliability, and future-proofing the corridor. Others expressed concerns about a perceived reduction in road capacity for general traffic, and the potential for increased congestion or driver confusion. Additional themes included enforcement, merging behaviour, and safety at intersections.

There was limited feedback on the supporting clearway on Panama Road, minor bus stop changes, and parking. Some respondents suggested extending clearway hours or adjusting stop locations.

A number of broader concerns were also raised, such as delays at the SH1 on-ramp, housing intensification pressures, and pedestrian safety. These fall outside the scope of this project but have been recorded and passed on to the relevant Auckland Transport teams and external agencies.

Some respondents believed the T2 lane would remove a general traffic lane. In reality, the T2/heavy vehicle lane replaces a low-occupancy parking lane and retains the existing general traffic lane. Future communications will include updated diagrams and plain-language explanations to clarify this, and to explain how the Panama Road clearway and roundabout changes are designed to support the T2 lane's function over time, by proactively addressing emerging pinch points before they worsen.



Project overview

Mt Wellington Highway and Sylvia Park Road are key arterial routes linking SH1 to industrial, commercial, and residential areas in East Auckland. Over 17,000 vehicles use this corridor daily, including high freight volumes of 16% of traffic on Sylvia Park Road and 70 heavy vehicles per peak hour on Mt Wellington Highway.

Evening congestion is already an issue, with travel speeds dropping to 18–25 km/h and Sylvia Park Road journey times varying between 1.5 and 5.5 minutes. Congestion is expected to worsen when IKEA opens in late 2025, generating up to 692 extra vehicle trips per hour in the PM peak.

What's proposed:

- New T2/Heavy Vehicle lanes (4–7pm, weekdays)
- Clearway at Panama Road
- Lane marking improvements at Clemow Drive roundabout
- Three bus stop upgrades
- Updated parking limits near the convenience store

These targeted changes will repurpose existing space to move more people and goods efficiently, supporting freight, public transport, and carpooling—without major construction.



Proposed changes

- 1 Create a T2/Heavy vehicle transit lane heading towards the motorway on ramp on Sylvia Park Road. This will be active from 4–7pm.
- 2 Create a T2/Heavy vehicle transit lane, in both directions, on Mt Wellington Highway (from Clemow Drive to Hillside Road). This would operate from 4–7pm.
- 3 A clearway on Panama Road on the westbound side will help manage queuing, visibility and congestion at the intersection during its operating hours from 4–7pm. A clearway means no parking at certain times so traffic can keep moving.
- 4 Lane marking changes on the road at the Mt Wellington Highway/Clemow Drive roundabout southbound will help improve safety.
- 5 Upgrading bus stops.
- 6 P30 parking outside Mount Richmond Superette on Mt Wellington Highway.

Other changes in the area

NZTA is currently making improvements to the motorway entrance heading south. IKEA is also planning improvements to the roads adjacent to the site.



Engagement undertaken

- 1,405 flyers delivered to local mailboxes
- Advertising at 14 locations on and around Mt Wellington and the mall
- Social media campaign across Facebook and Instagram (see next slide)
- Online consultation platform launched to collect survey feedback

Website Activity:

- 1.5k people were classified as aware (e.g. visited the consultation page)
- 572 people were informed (e.g. interacted with content on the page)
- 247 people were engaged (e.g. submitted online survey feedback)

Face-to-Face Engagement:

- 1 community drop-in session held at Woolworths Mt Wellington
- Door-knocking conducted at all businesses along the project section of Mt Wellington Highway and Sylvia park road
- Engaged with the Maungakiekie-Tāmaki Local Board
- Met with MP Greg Fleming Penrose Business Association and Sylvia Park mall
- Engaged Cr Bartley, Transporting NZ, National Carriers association, Freight working group and Kainga Ora to inform and invite feedback



Social media

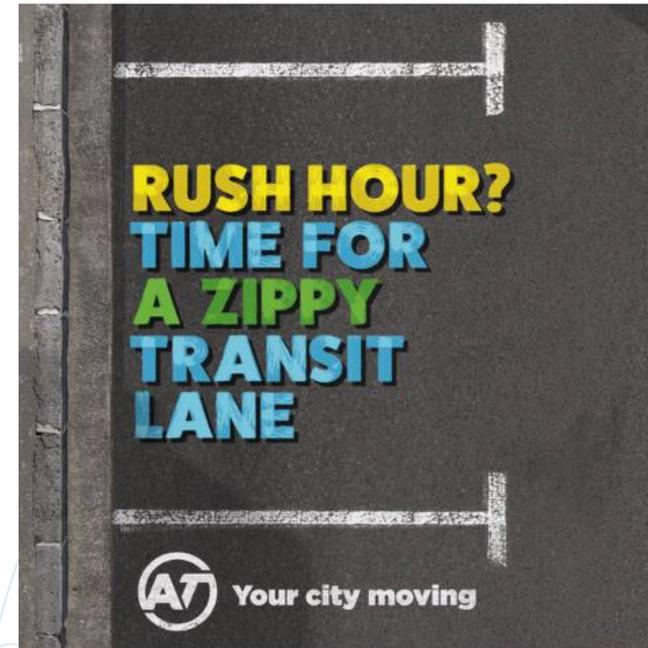
We ran social media ads for the entirety of the consultation period targeting a 1km radius from Mount Smart Road. We also posted in a video featuring a trucking company to encourage people to give feedback.

Mt Wellington ad reach:

- Reach: 449581
- Impressions: 91553 (fb), 48216 (insta)
- Clicks: 536 (fb), 124 (insta)



We're proposing changes to Mt Wellington Highway and Sylvia Park Road. They're two of Auckland's busiest roads, with more than 20,000 vehicles using them every day 🚗🚚🚙. Learn more about the proposed changes and have your say at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)



at.govt.nz/haveyoursay
Keep Mt Wellington moving [Learn more](#)

Like Comment Share



Feedback received



Open day

22 May – Woolworths Mt Wellington Approx. 15 conversations, 3 feedback forms

What we heard:

- Varied views on the T2/Heavy Vehicle lanes — some supported it, others were sceptical.
- IKEA's upcoming opening dominated early conversations, with concerns about future congestion.
- A truck driver supported more HV lanes; a former AT engineer disagreed with the proposal.
- Concerns were raised about driveway access on Sylvia Park Road and school safety on Panama Road.
- Minimal feedback on the clearway, Clemow roundabout, or bus stop upgrades.
- Some feared increased congestion from losing a traffic lane — clarified the lanes mostly use parking space.

Suggestions:

Try weekend engagement (e.g. at Briscoes) and locations with fewer competing booths.



Resident and local feedback

Mt Wellington Residents Association

- We heard from a representative of the Mt Wellington Residents Association about the proposal. They discussed concerns with free left turns out of Sylvia Park mall being an issue and contributing to congestion in the area.
- They also highlighted the SH1 and Sylvia Park being large contributions to congestion in the area. They said that SH1 on-ramp improvements may help part of this congestion but that Sylvia Park needs to work with Auckland Council and/or AT on improvements in the area to ease congestion caused by their visitors

The Pacific Rise Owners Association

- We heard from the Pacific Rise Owners Association who raised four concerns relating to safety accessing Pacific Rise from Mt Wellington Highway
- These concerns covered increased congestion and blocked intersections, heightened crash risks due to sight lines and risky turning conditions, road layout and inadequate room for merging, increased congestion and the effectiveness of the proposed T2 lane.

Individual written submissions

- We received 4 individual written submissions at our open-days:
 - One submission did not like proposal
 - One submission regarded speeding and safety around schools on Panama Road as well as bus stop seating
 - One submission made no comments about the changes
 - One submission commented that congestion was caused by SH1 on-ramp traffic



Commercial and business interest group feedback

Argosy



- Argosy owns several commercial buildings on Mount Wellington Road in the area of the proposed changes. Their submission broadly supported the proposed changes
- They also proposed additional cross-hatched road markings on Mount Wellington Highway between 627 and 629 Mount Wellington Highway to improve safety

Penrose Business Association



- The Penrose Business Association made several points in their feedback submission
- One point was asking how AT intended to enforce the T2 lanes as the road layout could be complex in some stretches
- They also highlighted safety at the Sylvia Park Road intersection and suggested that road markings and signage could be improved as traffic caused confusion
- They also discussed pedestrian safety in the area, which they highlighted as lacking

Transporting New Zealand



- Transporting New Zealand is the national road freight association
- They stated in regards to the proposal that they support any improvements to assist freight movement
- They also supported heavy vehicles being able to use T2/T3 lanes



Survey summary

- We ran a survey to collect individual submissions on the proposed changes, and ran between 12 May-8 June
- The survey covered the following questions:
 - How often do you travel along these roads?
 - What's your main reason for travelling on this road?
 - How do you usually travel along these roads?
 - If we introduced a T2 and Heavy Vehicle Lane on these roads, will it encourage you to change how you travel?
 - Is there anything we you think we should consider as we refine our proposals for these roads? What should we consider?
 - Mount Wellington Highway
 - Sylvia Park Road
 - Clemow Drive Roundabout
 - Bus stops #7808, #7807 and #7805
 - Parking spaces outside Mount Richmond Superette
 - We are looking at other places that may benefit from special vehicle lanes (e.g., bus, transit or heavy vehicle lane). Please tell us if you would like any of the special vehicle lanes implemented somewhere else and where would you like these lanes?
 - Is there anything else you would like us to consider to ease congestion or improve your journey in Mt Wellington?
- 247 people completed the survey.



Who answered our survey



We heard from 247 people through our survey. This represents approximately 0.6% of total vehicles using Mt Wellington Highway and Sylvia Park Road daily



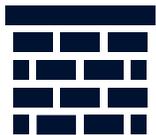
Most people drove by themselves in a private vehicle along Mt Wellington Highway and Sylvia Park Road (158 people)



The main reason for using Mt Wellington Highway and Sylvia Park Road was to commute to work or study (185 people)



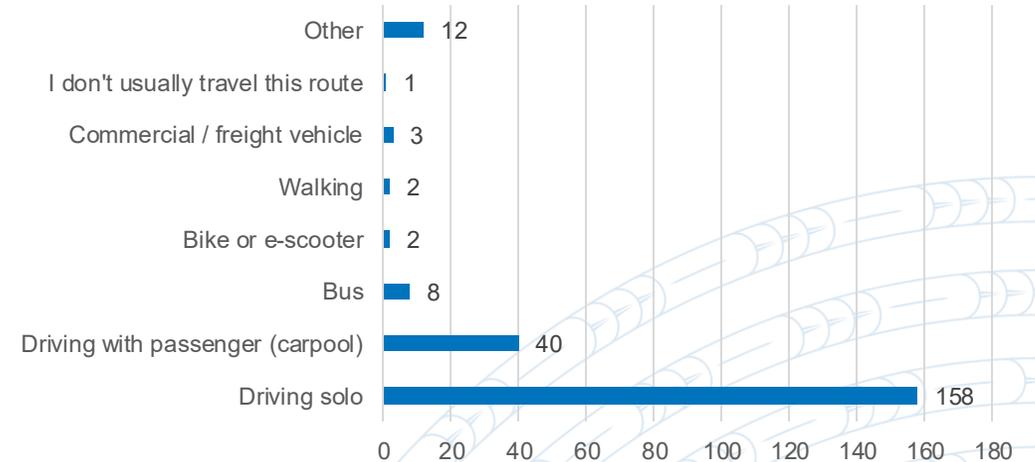
Most people told us they used these roads frequently with most using Mt Wellington Highway daily (176) and Sylvia Park Road Daily or a few times a week (154)



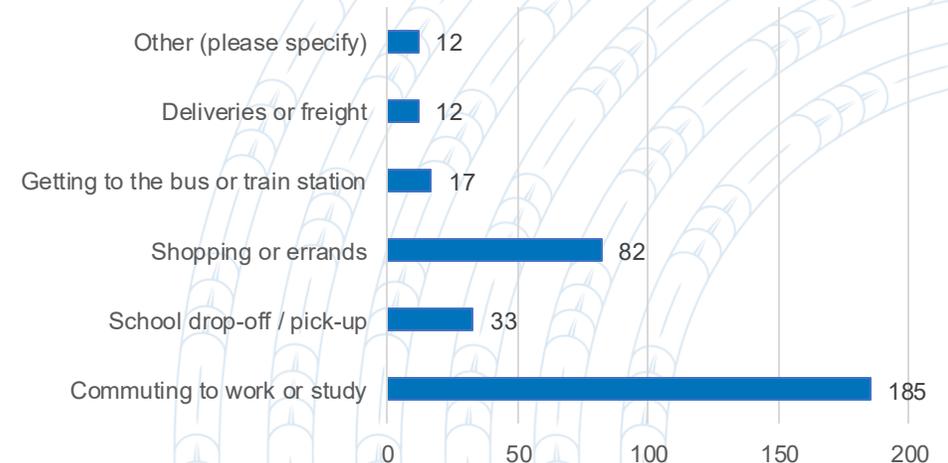
When we asked if the proposed changes would change how they travel along these roads, most people told us it wouldn't change how they travel (189)

Note that support/opposition to proposals wasn't directly asked — open text boxes were used instead.

Main modes of travel along the roads surveyed



Main reason for using the roads surveyed



Mount Wellington Highway T2 and HVL

We received 155 comments on this part of the proposal from the public, out of a total 247 completed surveys. Three main themes arose from these comments:

Congestion

- 95 people told us the changes would increase congestion.
- Many said the reason they think it will increase congestion is their perception that the T2 and HVL will remove a lane for general traffic
- We did not hear any feedback about how the changes might impact parking along Mt Wellington Highway

“Transit lanes do not work. They never have, it just adds more to the peak hour traffic. Just because it makes people consider other forms of transport but most the time those people cant do that or they would have already”

Driver behaviour and safety

- 36 people highlighted their concerns that the changes could increase poor driver behaviour, impacting the safety of other road users
- Their concerns came from how the changed road layout could put limitations on changing lanes coming up to an intersection, forcing last-minute lane changes and turns which could be unsafe
- Worse congestion was also mentioned by some as a factor that increased poor driving behaviour

“A huge majority of vehicles travelling along that stretch of road are single occupancy vehicles. Bringing into place a T2/heavy vehicle lane won't improve the traffic but instead only make it worse. Yes traffic becoming worse you're hoping people will switch to taking the bus but if it's not reliable or convenient enough nothing will change. Instead queues will worsen and people's driving will become more erratic, more accidents and angry drivers doesn't make for improvement”

Public Transport Availability

- 22 people told us that using public transport and ability to carpool to the area may be limited for some road users
- Those who live far away from their place of work may not be able to carpool effectively, or use public transport reliably
- These people thought the T2 lane would negatively impact their journeys

“There are no reasonable public transportation options for many people working in the area nor carpooling options, as such this will likely just cause problems and accidents for people trying to get into the correct lanes for the motorway at the last minute to avoid getting a ticket”



Changes adjacent to Mount Wellington Highway

Panama Road clearway

- We received 35 comments on this part of the proposal from the public, out of a total 247 completed surveys
- 9 people said that the change would have a negative impact for local residents by removing parking
- 5 people said that the clearway period should be extended, and 3 people said parking should be removed entirely along this area.

Clemow Drive Roundabout

- We received 37 comments on this part of the proposal from the public, out of a total 247 completed surveys
- 18 of those who made a comment said no change was required, and to keep the roundabout in its current state.
- 7 people said there was an issue with poor driver behaviour at this roundabout, and 9 people said signage and road markings could be improved

"I think at least one side of Panama Rd between Mt Wellington HWY and Carbine Rd should be no parking for the whole time (with yellow lines)."

"Panama Rd traffic is not affected by the street parking. You will affect residents very badly. The community is growing with all the town houses, parking is needed."

"The lanes in the roundabout itself need to be resprayed and more visible as well the change that you're making of changes the right lane to a turn-only lane. People have been using this roundabout for years and so often people do not stay in their own lane whilst going through it - the lane is too narrow or the drivers are mentally/visually impaired and do not know how to drive - hence not knowing how to go around a roundabout in their own lane."

"I think it works fine as it is. It is not too dissimilar from many other roads around Auckland where two lanes merge together immediately following a traffic light for example."



Changes adjacent to Mount Wellington Highway

Bus stop improvements

- We received 20 comments on this part of the proposal from the public, out of a total 247 completed surveys
- 6 people talked about adding new or moving bus stop locations in the area
- 2 people remarked on the accessibility and availability of public transport in the area
- 2 people talked about the impact of bus stops on the flow of traffic

Mount Richmond Superette Parking

- We received 21 comments on this part of the proposal from the public, out of a total 247 completed surveys
- 6 people told us that they thought that no change was required
- 4 people said that 30 minutes was too long for the purposes of accessing the dairy

"Imagine if the bus service was better so people would actually use them..."

"Have the bus stops pull off the main flow of traffic, so they don't create more congestion"

"P30 is probably too long."

"this will make no difference as most vehicles park less than that, except for weekends sports when parking fills up on the road"



Sylvia Park Road T2 and HVL

We received 130 comments on this part of the proposal from the public, out of a total 247 completed surveys. Three main themes emerged arose from those comments:

Congestion

- 51 people told us that that the changes would increase congestion along Sylvia Park Road
- Many said the reason they think it will increase congestion is their perception that the T2 and HVL will remove a lane for general traffic

“Will create more congestion no is going to change their commuting because most can’t”

Freight and heavy vehicles

- We heard from 18 people that the issues with congestion on this portion of road stem from freight and heavy vehicles
- There were a few comments about freight drivers’ poor behaviour in this area, that blocked the road for other users
- The behaviour highlighted included turning at the intersection where there was no space, and poorly merging into other lanes

“The amount of traffic this will cause (not reduce). Heavy vehicles already block the traffic lights where Sylvia meets Mt Welly. They’re in the right hand lane as they are often continuing on to teh Motorway on ramp heading South. If the T2 lane is on the Left hand lane of Sylvia, the Trucks will have to cut everyone off to get into the Right hand lane, that is madness!!”

Road layout and markings

- We heard from 12 people that road markings contribute to congestion. 11 people told us that the road layout also caused congestion.
- Some comments talked about making road marking in the area clearer, so that drivers don’t block lanes
- 8 people talked about improving signage to help improve these issues

“During evening peak periods, turning lanes are frequently blocked by queued vehicles, despite existing “Keep Clear” markings. These markings are ineffective under heavy congestion, and the issue is likely to worsen with only one eastbound traffic lane available.”



Suggestions

We heard many suggestions across the survey to help ease congestion or improve people's journeys. We have summarised some of these below:

Suggestions

- We heard that people wanted additional clearway lanes added in the areas affected by the proposal to help ease congestion
- Some people wanted changes made to the SH1 onramps, in particular removing the ramp signals, which would stop the back-up of traffic getting onto the motorway
- Road layout leading up to the SH1 on-ramps and Sylvia park was also commonly brought up as areas for improvement that could ease congestion
- We heard that people were concerned with pedestrian safety in the area and that footpaths in the area could be improved
- Some people also suggested we consider the impact of housing developments in the area and how that might impact parking availability more broadly
- Some people suggested adding more bus stops or improving access to public transport. These suggestions reflect a desire for more reliable, accessible travel options in the area.

Other locations for SVL

- We asked if there were any other roads in Auckland that could benefit from special vehicle lanes
- Other parts of Mount Wellington Highway was the most frequently mentioned road across all types of SVL in our survey
- Carbine road, Sylvia Park Road, and motorways more broadly (including on and off ramps) were also mentioned across most or all of the SVL categories
- We heard from a few respondents that all arterial roads across Auckland could benefit from either T2/T3 or heavy vehicle lanes.



Recommendations

Auckland Transport recommends proceeding with the proposed changes to improve travel reliability, support freight movement, and future-proof the corridor ahead of expected growth, including the opening of IKEA in late 2025.

Introduce T2/heavy vehicle lanes on Mt Wellington Highway

Rationale: Mt Wellington Highway carries around 20,000 vehicles per day, including 8% freight, and connects key industrial areas, Sylvia Park Station, and SH1. Evening peak travel times vary depending on SH1 conditions, causing delays and unreliable journeys. This route is expected to experience greater pressure once IKEA opens. The proposed T2/HV lanes will improve reliability for freight and public transport, and provide better support for carpooling in a growing commercial corridor. Around 3,200 people in buses, freight and carpooling will have improvements to their travel between 4pm-7pm.

Considerations: Feedback raised concerns about merging, general traffic impacts, and driver behaviour. Modelling shows these lanes will reduce average travel times and increase corridor productivity with minimal impact on single-occupant vehicles. Feedback also confirmed that unreliable bus services are a barrier to uptake.

Introduce T2/heavy vehicle lane on Sylvia Park Road (towards the motorway)

Rationale: Sylvia Park Road carries up to 17,000 vehicles daily, including 11% freight. Route 74, one of Auckland's fastest-growing bus services, operates here with buses every 15 minutes. Travel times are inconsistent, and congestion is expected to worsen with IKEA's opening. The T2/HV lane will support bus reliability and provide dedicated space for freight in a constrained corridor. Around 1,300 people in buses, freight and carpooling will have improvements to their travel between 4pm-7pm.

Considerations: Some respondents questioned the impact on general traffic. However, modelling shows overall travel time improvements and network efficiency gains. Feedback also noted the importance of consistent, reliable public transport options.

Introduce clearway on Panama Road and modify Clemow Drive roundabout

Rationale: These changes are necessary to support the effectiveness of the T2/HV lane, especially where queueing at intersections could otherwise reduce its benefit.

Considerations: While feedback on these elements was limited, they are pre-emptive interventions to avoid future congestion rather than responses to existing issues. Changes at Clemow Drive roundabout will need to be aligned with the changes being made as a part of IKEA's resource consent.



Recommendations cont.

Mt Wellington Highway bus stop upgrades and parking changes near Mt Richmond Superette

Rationale: Improvements to bus stop layout and pedestrian access will support safer and more accessible journeys. A P30 parking space will be added outside Mt Richmond Superette based on business owner feedback.

Considerations: Feedback was minimal, but some suggestions were made to improve pedestrian access and stop placement.

Additional improvements under investigation

We are also exploring:

- Yellow hatching (criss-cross lines at an intersection) at the Sylvia Park/Mt Wellington Highway intersection to prevent vehicles blocking those travelling straight through the intersection.
- A new pair of bus stops with a signalised pedestrian crossing on Sylvia Park Road to improve safety and public transport accessibility.

These changes are designed to keep people and goods moving efficiently as demand grows.

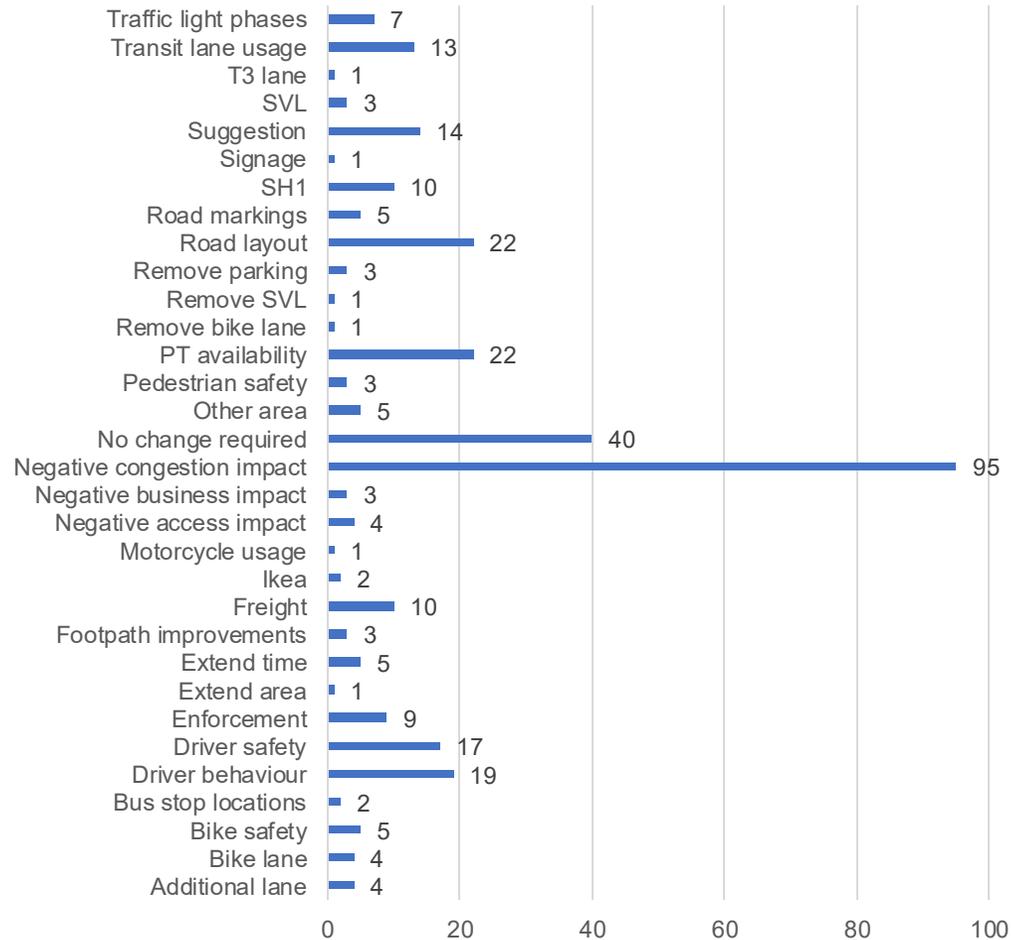


Ngā mihi | Thank you

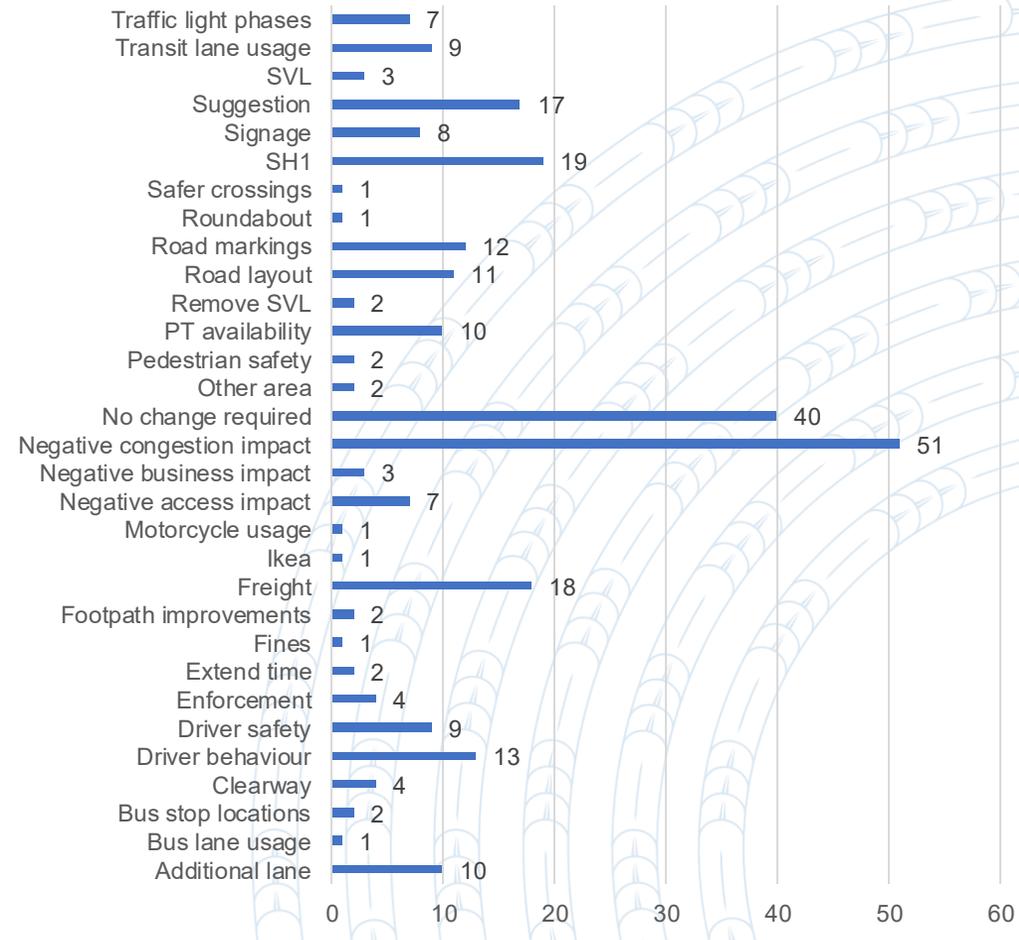


Appendix – survey themes

Is there anything you think we should consider as we refine our T2 and Heavy Vehicle Lane proposal for Mt Wellington Highway?

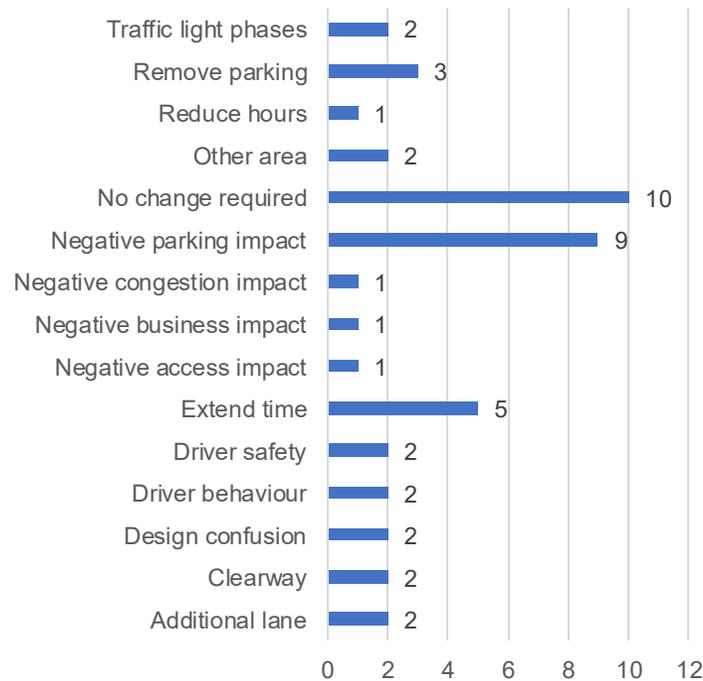


Is there anything you think we should consider as we refine our T2 and Heavy Vehicle Lane proposal for Sylvia Park Road?



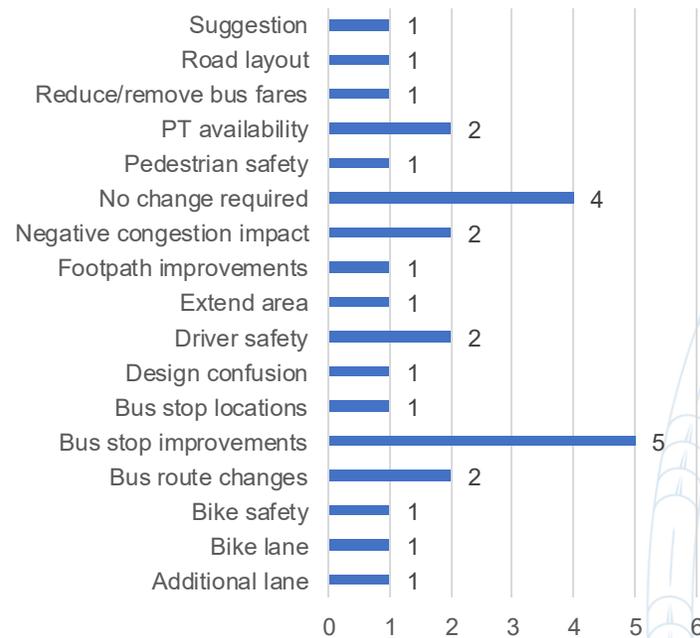
Appendix – survey themes

We propose to install a clearway on the west side of Panama Road to improve traffic flow. No parking will be allowed from 4–7pm (approximately 90 metres). Is there anything you think we should consider for this proposed change?



We propose to upgrade the road markings at bus stops #7808, #7807 and #7805, improve the footpath at bus stop #7807 and add a new bus shelter to bus stop #7805.

Is there anything you think we should consider for this proposed change?



We propose to make the three parking spaces outside Mount Richmond Superette P30 (30-minute parking) to help customers access the convenience store. Is there anything you think we should consider for this proposed change?

