

FEEDBACK SUMMARY WARKWORTH

This year we asked for feedback on ideas and options for the future transport network in Warkworth. We talked to Manawhenua, transport stakeholders, local boards and the community.

We learned that people would value having access to a range of travel choices to get to places in Warkworth as well as travel outside of the area. People also agreed that transport planning is needed in advance of future growth. Here's a snapshot of what else we heard.



WALKING AND CYCLING

- People valued safe, separated walking and cycling facilities that connect people to key destinations, public transport, and greenways
- There was strong support for a walking and cycling route along the Mahurangi River.

PUBLIC TRANSPORT

- Most people liked the idea of a new bus network with a mix of Park and Ride station (s) and local bus feeder services to public transport interchanges
- Over 75 per cent of people would use bus services for local trips within Warkworth, while 25 per cent would use it to commute to Auckland CBD
- There was support for integrating walking and cycling connections with public transport.

WESTERN LINKS (west of existing SH1)

- Most people saw the benefit in new connections that would improve resilience in the transport network and connect employment areas
- Most people liked the idea of connecting the new southern area of Warkworth with other communities in the west.

EASTERN LINKS (east of existing SH1)

- Some people were concerned about the visual and ecological impacts of a Mahurangi River bridge crossing
- People felt strongly about linking communities in Snells Beach and Algies Bay with Warkworth town centre
- Many people raised concerns about the challenging topography and impacts to the natural environment near the Sandspit link options.

EXISTING STATE HIGHWAY 1

- Equal support for whether capacity should be increased on SH1 for vehicles or whether road space should be reallocated to accommodate walking and cycling facilities
- Some people would like SH1 to function as an urban arterial upon completion of Ara Tūhono – Pūhoi to Warkworth Motorway. There is high interest in ensuring the new motorway, SH1, Hill Street and Matakana Link Road all work together
- People supported a proposed long term southern interchange with Ara Tūhono – Pūhoi to Warkworth Motorway.

EXISTING TRANSPORT NETWORK

- People feel the current network is in poor condition and therefore not appropriate for future urban growth
- People would like safety improvements on existing rural roads and safe crossing points particularly around schools
- There was support for the provision of walking and cycling facilities on existing roads.

NEXT STEPS

DECEMBER 2018

Your feedback is being used alongside safety, environmental, traffic and technical data to help shape a draft preferred transport network for Warkworth

EARLY 2019

We'll seek approval for the draft preferred transport network from the Auckland Transport and NZ Transport Agency boards, and will engage with landowners and key stakeholders

MID 2019

The preferred transport network will be shared with the community and work on project business cases, including further consultation.

CONTACT US

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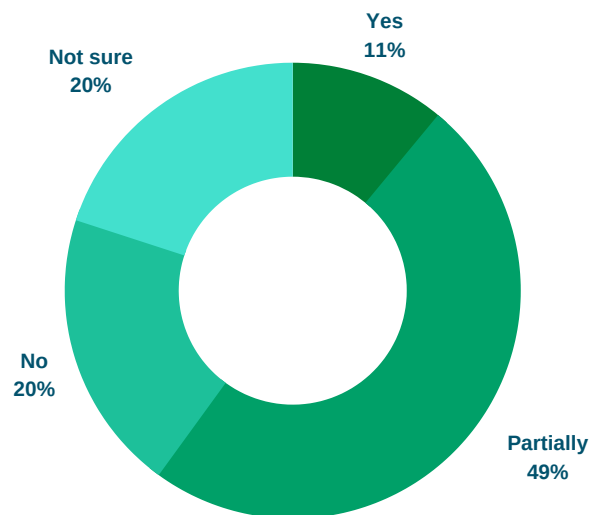
Between 26 April and 6 June 2022, we spoke to potentially affected landowners and the community. We wanted to hear their feedback on proposed new corridors, transport interchanges and upgrades to existing corridors. Feedback was gathered through a survey and interactive map on our online consultation platform at haveyoursay-supportinggrowth.nz. We also talked to Manawhenua, key community stakeholders and the local boards.

We learned that 94% of you were supportive of Te Tupu Ngātahi's approach to protect land now for future transport options. Community feedback was generally supportive of the proposed transport network, but there were many requests for projects to be implemented faster. You told us improvements are needed now because development, and the issues associated with it, are already happening.

WHAT YOU SAID: NEW CORRIDORS

- **You said you strongly supported the new Sandspit Link Road and that we should consider a crossing of the Mahurangi River east of the town centre.**
We will review the proposed intersection locations to support access and connectivity for all modes. We considered a connection across the Mahurangi River in the 2019 IBC. This link was found to have extensive environmental impacts and a very high cost and, as such, not taken forward.
- **You said the new Western Link Road – North needs intersection upgrades that support access for existing and new growth.**
We will proceed with concept plans that provide for a final footprint that allows for flexible intersection upgrades as needed.

WE ASKED: DO YOU THINK THE PROPOSED LONG-TERM NETWORK WILL MEET THE NEEDS OF FUTURE COMMUNITIES?



- **You said the new Western Link Road – South alignment needs to respond to terrain and future land use.**
We will review and refine the alignment to consider access to State Highway 1 and integrating with existing and future landforms.
- **You preferred a new Wider Western Link Road route that travels adjacent to the Morrison Orchard and minimises crossings of the Mahurangi River. You told us to be aware of environmental features such as bats and riparian vegetation.**
We will review and refine the alignment of the Wider Western Link to reconsider environmental and urban form feedback.

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PUBLIC TRANSPORT AND STRATEGIC INTERCHANGES

- **You support the new Northern Public Transport Interchange and Park and Ride.** You showed strong support for walking and cycling facilities, better public transport options and sufficient park and ride facilities. You also told us proximity and access to the Catholic cemetery was important.
- **You support the New Southern Public Transport Interchange.** You told us a location adjacent to the new local centre and services is important and integration with the surrounding road network and local bus services is important in the medium and long term.

We will continue development of concept plans to inform the DBC that consider access, location, and integration with the wider network

- **You support the new Southern Motorway Interchange that would connect with the Ara Tūhono project but prefer a location slightly more north.**

We will review the location of the interchange and how it interfaces with the Warkworth local network.

UPGRADES TO EXISTING CORRIDORS

You said you supported:

- **Walking and cycling facilities on these corridors**
- **Allowing people to cross the road safely**
- **Retaining parking**
- **Access to local facilities and town centres**
- **Upgrading the bridge on State Highway 1**
- **Road widening in some locations.**

You also identified environmental areas including native bush and existing sensitive areas that we should be aware of.

We will proceed to plan to provide dedicated walking and cycling facilities on all key arterial roads and ensure the final footprint allows for flexible intersection upgrades as needed. Where possible in the existing urban area, we will reallocate road space to minimise environmental and property impacts. We will review proposed intersection locations to support access and connectivity for all modes and review transport inputs to ensure corridor capacity is sufficient to meet future demands.

NEXT STEPS

The Warkworth Business Case process is expected to be completed towards the end of 2022 and we anticipate that it will be scheduled for consideration by the Auckland Transport and Waka Kotahi NZ Transport Agency Boards in early 2023.

In the meantime, we will:

- Continue to engage with Manawhenua, other partners, local property owners and key stakeholders
- Continue with environmental and technical assessments.

OTHER PROJECTS

You also told us about:

- Congestion to and through Matakana
- Improving walking facilities on Falls Road
- Including walking and cycling facilities to connect to Sandspit, Matakana, and Snells Beach villages
- Completing Hill Street Intersection Improvements.

These requests currently fall outside of the Te Tupu Ngātahi programme and have been passed on to the appropriate teams at Auckland Transport.