

FEEDBACK SUMMARY NORTH WEST



This year we asked for feedback on ideas and options for the future transport network in Auckland's northwestern growth areas. We talked to Manawhenua, transport stakeholders, local boards and the community.

While people agreed that transport planning is needed in advance of future growth, preserving the rural character of the area and keeping ecological impacts to a minimum is important. Here's a snapshot of what else we heard.

 4 open day events	 342 people attended open days in September
 21 partner/stakeholder/community meetings	 30,000 advertising flyers sent to local households
 580 written responses	 3,200 webpage views

WALKING AND CYCLING

- There was strong support for safe and separated walking and cycling routes that provide for fitness, recreation, access to local shops, services and community facilities
- People valued all the walking and cycling connections that were presented.

STRATEGIC PUBLIC TRANSPORT

- There was strong support for future investment in a strategic public transport network for the North West. Many people noted the need for fast, frequent services to Westgate, Whenuapai and Hobsonville, as well as centres such as Kumeū-Huapai
- People had a range of views on whether the new Rapid Transit Network (RTN) should be bus, light rail or passenger rail. Some commented that extended passenger rail services could be a short term solution, while others saw local bus services as a solution
- There was support for upgrades to the current ferry terminals including adding parking and walking and cycling routes, rather than investment in new ones.

KEY STATE HIGHWAY IMPROVEMENTS

- Congestion was seen as a key issue, with support for a new direct connection between SH16 and SH18, and upgraded intersections and roundabouts. Many people also commented on the need for safety upgrades to SH16
- There was support for dedicated bus and cycle lanes, and people want to see environmental aspects considered in the designs.

EXISTING ARTERIAL ROADS

- There was support for upgrades to existing arterial roads to improve safety and reduce congestion.

KUMEŪ-HUAPAI

- An alternative corridor to SH16 was seen as a priority to address current congestion and severance issues. There was a preference for the alternative corridor to connect in at the Brigham Creek Road interchange
- People suggested that Station, Tapu, Access and Matua Roads should be prioritised for upgrades.

WHENUAPAI

- There was a mix of feedback on the Brigham Creek Road realignment - some thought it may reduce traffic volumes through the town centre, and some felt it was not needed
- When asked what we should consider when upgrading Moire, Hobsonville, Trig and Brigham Creek Roads, people told us to be aware of safety, speed, congestion and cycling access.

RIVERHEAD

- Most people supported a route along Oraha, Deacon and Riverhead Roads to provide the most direct and flat connection between Kumeū-Huapai and Riverhead town centres
- Strong support for a new walking and cycling connection between Riverhead and Whenuapai.

REDHILLS

- There was equal support for safety improvements on Nixon and Taupaki Roads and the provision of a new corridor between Redhills and Coatesville-Riverhead Highway. Some people noted that upgrades to existing roads may be more disruptive to communities while a new corridor may be more costly
- People suggested that Fred Taylor Drive and Don Buck Road should be prioritised for upgrades.

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 the northwestern growth areas
- 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, will begin.

CONTACT US

0800 4769 255 (GROW AKL) info@supportinggrowth.nz supportinggrowth.govt.nz



Planning North West Auckland's long-term transport future

June 2021

What we heard from you and what's happening next

Between 30 November 2020 and 1 February 2021, we asked for your feedback on a range of future projects in North West Auckland:

- Alternative State Highway – a new route connecting Brigham Creek to State Highway 16 which will move the state highway out of Kumeū-Huapai
- Improving transport connections in Whenuapai
- Improving transport connections in Redhills
- Improving transport connections in Kumeū-Huapai
- Improving transport connections to Riverhead
- Strategic connections in the North West - including a Rapid Transit Network, Brigham Creek Interchange and Walking and Cycling connections

We wanted to know what you thought about the proposals for public transport, new walking and cycling networks, and new and improved roads. We asked you to tell us about how you currently travel around the area and how you'd like to use the transport network in the future.



650

pieces of feedback received – approximately 60% of these related to the proposed Alternative State Highway



343

information packs mailed to property owners



30,000

flyers distributed to the local community



4,005

website visits



153

comments on digital interactive platform Social Pinpoint



261

completed survey forms



57

landowner meetings

Thank you for taking the time to have your say.

We heard from...

- Manawhenua
- Property owners, major landholders and the local community
- Local Boards
- Community groups
- Ministerial departments
- Transport advocacy groups
- Utility and infrastructure providers
- Local businesses



What we heard - key themes...



Desire for things to happen faster than they are currently planned to



Strong support for an alternative route to State Highway 16



Strong support for creating new and improved public transport options



Positive response to new, safe walking and cycling paths



Agreement that key existing routes need improving – including Coatesville-Riverhead Highway, Access Road, Station Road and Brigham Creek Road

Proposed Alternative State Highway to Kumeū-Huapai

You supported an alternative route to State Highway 16 which would move traffic away from Kumeū-Huapai town centre. Some people suggested the route could be to the north of SH16, to follow Old North Road, while others thought the route should extend as far as Waimauku or Helensville. The importance of preserving iconic local businesses was also a common feedback theme. Flooding was a key concern for the south of Boord Crescent. Landowners within the refined study corridor of the proposed highway raised questions about possible impacts to property values. We also heard you'd prefer the proposed walking and cycling path to be on the northern side of the corridor.

Public transport

We heard that faster and more frequent public transport connecting to the North West to the Auckland city centre is a priority. Some suggested the proposed rapid transit network should extend towards Waimauku, while others said the existing rail line from Waimauku, Huapai and Kumeū should be used to provide a future passenger rail service.

Walking and cycling connections

The community supports a better cycling network that is safe and connects to the wider network for longer trips. Some people felt that there are 'tricky' intersections that make it difficult to cycle. We also heard that Hobsonville Road and Brigham Creek Road in particular need better cycleways, and some people said they don't cycle and are unlikely to in future.

Road upgrades and extensions

You supported upgrades to Station Road, Access Road, Tawa Road, Riverhead Road, Coatesville-Riverhead Highway, Brigham Creek Road, Royal Road, Don Buck Road, Hobsonville Road and Fred Taylor Drive, as well as the proposed Spedding Road east extension. We received limited feedback about our proposals to upgrade Trig Road, upgrade and extend Mamari Road and the Spedding Road west extension.

You said - frequently asked questions...



Why isn't the proposed Alternative State Highway route going to the north of SH16 and Kumeū-Huapai, e.g following Old North Road?

We have: Investigated options to the north of SH16 and Kumeū-Huapai. A route going through this area would not connect or integrate well with Auckland Council's planned future urban growth to the north and to the south of SH16. There are also Significant Ecological Areas and Outstanding Natural Landscapes in this area which need to be protected for the future.



Why isn't the proposed Alternative State Highway going as far as Waimauku or Helensville?

We have: Investigated this option as part of our assessments. Extending the Alternative State Highway to Waimauku is not being considered further for the following reasons:

- there is no future urban development planned beyond the Kumeū-Huapai growth areas
- it would mean poor access to the Alternative State Highway for people living in the emerging urban area north of Kumeū-Huapai
- challenging topography south of Waimauku.



Why propose a rapid transit network instead of using the existing rail line through Swanson to Huapai for passenger use?

We have: Investigated a number of options and consider the Rapid Transit Network (a potential route for a future rapid transit corridor between Brigham Creek Road and Kumeū-Huapai) is the best option for the following reasons:

- greater patronage and shorter travel times
- faster connections for those travelling from Kumeū-Huapai to high demand destinations such as the Westgate area and the city centre
- avoids costly major upgrades to the rail line.



How does building new roads or extending existing ones fit with a sustainable future?

We are: Planning now for what the North West's transport will look like in the future and to help reduce the impact that transport has on the environment. We can do this by moving people from private cars to other modes such as public transport and walking and cycling. We know that making it safe and easy for people to walk, cycle or take the bus makes for a healthier and more connected community and reduces congestion and our greenhouse gas emissions.

In the long term, the future Rapid Transit Network in the North West will mean people don't need to rely on cars to get around. And the Alternative State Highway, public transport improvements and walking and cycling connections will keep people moving in a safe and low carbon transport system.



Congestion is bad now – what's being done in the short term to fix this?

We understand: The community is frustrated with the current traffic and lack of alternative options to travelling by private car. Future transport planning has many stages and takes time - we're talking to landowners, the community and stakeholders to hear their views and align expectations. This work intends to speed up the process so projects can be built more easily when funding becomes available.

In the meantime, some short-term projects are already funded or underway. These include [SH16 Bringham Creek to Waimauku](#) safety improvements, [North West Interim bus improvements](#) and [Station/Access Road improvements](#) in Kumeū-Huapai.

Next steps

We're currently working through the feedback provided. This, along with our technical investigations, will help us make decisions on preferred routes. The next step will be to submit a Detailed Business Case to Waka Kotahi NZ Transport Agency and Auckland Transport for approval, and we expect this to be late 2021 to early 2022.

The next stage is to begin the route protection process for the new routes.

It will be at the route protection stage that we progress projects in more detail to be able to confirm which properties will be impacted by the proposed designations. We will continue to engage with landowners and the community as we progress through this stage.

New routes, such as the Alternative State Highway, are expected to be built in line with Auckland Council's release of land for development in the coming decades, however all Supporting Growth North West projects have yet to be prioritised for construction funding.

Keeping you informed

Find out more and subscribe to e-updates at www.supportinggrowth.govt.nz

Contact us

P 0800 4769 255 (GROW AKL)
E info@supportinggrowth.govt.nz
W supportinggrowth.govt.nz



FEEDBACK SUMMARY NORTH WEST

Between 6 May to 20 June 2022, we spoke to potentially affected landowners and the community. We wanted to hear their feedback on the Rapid Transit Corridor (RTC), a Kumeū station, and a Huapai station.



158
responses overall



5,088
unique visits to The Hive



75
responses from landowners



Around 30
landowner meetings



99
'pin drops' via social map



48
survey responses

ONLINE ENGAGEMENT

We received 158 responses. 99 (66.44%) of these were 'pin drops' on the interactive map, and 48 (33.56%) were survey responses, and 11 responses via email.

Our online engagement platform:

- received **9,795** page views
- received **5,088** unique visits
- attracted **4,006** first-time visitors to the online platform.

KEY THEMES:

SUPPORT FOR THE PROJECTS

- There was mixed support towards the RTC. Some supported it as a solution to transport issues in the North West. Others did not support it out of concern about the physical impacts it would have on properties, businesses and the community.
- There was broad support for a Kumeū station, as well as a Huapai station.

TRAFFIC CONGESTION AND TRAVEL TIME

- Many people emphasised to us the community's experience with traffic congestion and travel times. They would like to see construction brought forward.

WE ASKED:

Do you support protecting land now, to allow access to faster and more frequent public transport options that connect to the city centre and other destinations in the future?



answered that they support protecting land now.

EXTEND RAIL SERVICES TO THE NORTH WEST

- We heard in several pieces of feedback that people want passenger rail in the North West.
- We heard lots of good suggestions from people around station locations, train frequency, and run times.

IMPACTS TO LAND

- People were concerned about how the RTC would impact residential and business property owners.
- People were concerned impacts to Kumeū and Huapai town centres, and the flow on effects it would have on people's lifestyles.

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PROJECT TIMEFRAMES

- We heard your concern over how far away construction of the project is, and that you would like a solution sooner rather than later.

OUR ENGAGEMENT APPROACH

- We heard from a small number of people who felt as though we missed them during engagement.

FLOODPLAIN CONCERNS

- A small number of people voiced their concerns about the floodplain in Kumeū, and the risks to further flood events if the RTC was constructed.



"Can a start be made to get the project going. Traffic is bad and getting worse. Not just at peak hours but the entire weekends. Upgrades need to be made soon."

WHAT YOU SAID ABOUT EACH AREA:

RAPID TRANSIT CORRIDOR

- **You said** that you want clearer timelines around construction and greater certainty.
- **You said** that the RTC would heavily impact town centres, businesses, and residential properties.
- **You said** passenger rail along the North Island Main Trunk is a better solution than buses.
- **You gave** us a mixed response towards a bus-based RTC.
- **We will** send out landowner letters to show proposed impacts on individual properties.
- **We will** undertake a social impact assessment, so we can better understand the potential impact on North West communities.
- **We have** considered rail. It is currently not recommended, as it does not connect to growth areas and follows an indirect route.
- **We have** planned for fast, frequent and reliable public transport through a bus-based RTC.

KUMEŪ STATION

- **You said** that public transport solutions are needed now, and that you want more frequent public transport options.
- **You said** that you would like to see park and ride at this station.
- **We are** planning now for the future, and contributing towards Rodney Local Board's plans to increase bus and park and ride services.
- **We are** not providing park and ride at this station. We want to encourage people using other modes, to suit the future urban form of Kumeū town centre.

HUAPAI STATION

- **You said** you want good park and ride and bike storage facilities.
- **You said** you were concerned about the property impacts created by this station.
- **We will** provide ample park and ride facilities to cater for people from far afield to get to the RTC.
- **We will** send landowner letters to show specific impacts on properties, once we have completed further technical assessments and investigations.