

# 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:

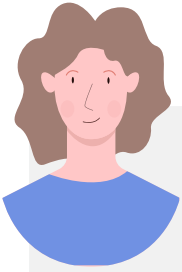
- there is no future urban development planned beyond the Kumeū-Huapai growth areas
- it would mean poor access to the Alternative State Highway for people living in the emerging urban area north of Kumeū-Huapai
- challenging topography south of Waimauku.



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

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