

# 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.



**2**  
open day events



**140**  
people attended  
open days in August



**15** stakeholder/  
community  
meetings



**30,000**  
advertising flyers sent  
to local households



**10** Manawhenua  
hui



**197**  
written responses

**3,200**  
webpage views

## 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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