

Feedback summary - North

December 2022

Between 11 July and 19 August 2022, we spoke to potentially affected landowners and the community on the preferred strategic transport network for North Auckland. We sought feedback on whether there was anything else we needed to consider in identifying the preferred routes.

Feedback was provided through our [online survey and interactive map](#), landowner meetings and at a community drop-in event. This engagement included working with Ngā Manawhenua, Auckland Council, local boards, and key community stakeholders.



What we heard from you



241 responses overall



23 pieces of emailed feedback



160 'pin drops' via social map



5,088 unique visits to our online engagement platform



Met with 30 landowners



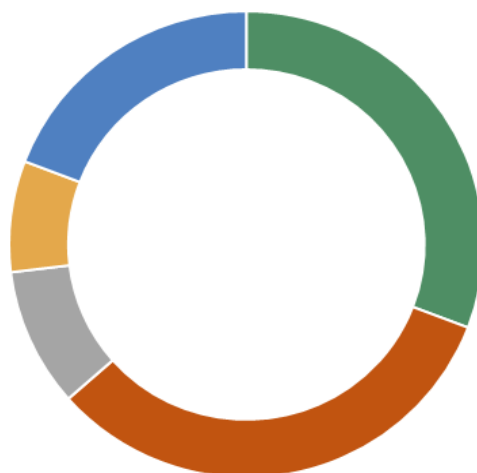
58 survey responses

The majority of survey respondents told us that they agree or strongly agree that route protection is a good approach to meet the future transport needs of the North Auckland growth area.

The approach to protect land now for future transport options was supported by the majority of community respondents and feedback was generally supportive of the preferred transport network.

The Rapid Transit Corridor (RTC) attracted the most feedback. Many people did not support the alignment through the Dairy Flat future growth area due to the impact on property owners, the existing rural environment, floodplains and because it is a less direct route for existing communities. Potentially affected landowners were also concerned by the longer time frames for implementation.

Sentiment towards route protection in the North Auckland growth area



■ Strongly agree (30.8%)
■ Neutral (9.6%)
■ Strongly disagree (19.2%)

■ Agree (32.7%)
■ Disagree (7.7%)

Contact us

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What you said about each area

Rapid Transit Corridor (RTC)

You said the alignment of the RTC should follow SH1 and that the area is not appropriate for new transport links, a town centre or urban development due to flooding.

- The alignment along SH1 was investigated as part of the Indicative Business Case. An alignment through the Dairy Flat Urban zone was reconfirmed at the beginning of the Detailed Business Case.
- **We will** review flooding information and continue discussions with Auckland Council on the location of the town centre and how it integrates with the RTC.



You are concerned about the noise and visual impact with the RTC on the ridgeline.

- **We will** consider noise and visual impact and mitigation in more detail as the Notice of Requirement (NoR) is prepared.

You would prefer the same mode from the city centre to the RTC. Some of you preferred a busway for better reliability

- **We will** future-proof the corridor for multiple modes of public transport including a busway.

You want to know how people living east of SH1 in Whangaparāoa and Hibiscus Coast Bays will access the RTC, and for the RTC to stop in the centre of Milldale and continue on to Ōrewa.

- **We have** considered options for extension to Ōrewa, Milldale centre and Silverdale in previous phases. We think a Milldale station adjacent to SH1 provides the best balance for providing access to the various existing and future communities in this area.



"Having the rapid transit corridor divert from the motorway is good since this will allow it to more directly serve the new neighbourhoods built in the area."



"Landowners have no certainty that the bus route will ever eventuate. The community pays a heavy price that does not have funding allocated to it and still may not happen for another 20-30 years."

Walking and Cycling

You expressed support for separated facilities for walking and cycling.

- **We will** continue with our design principle of separated walking and cycling facilities where appropriate.

You said it is important that provision for walking and cycling does not compromise the RTC.

- **Our design principle** is for all walking and cycling facilities to be separated from the RTC.

You support the Dairy Stream path.

- **We will** further develop this project and include it in our Detailed Business Case.

You requested walking and cycling facilities to Ōrewa and Hibiscus Coast.

- **We are** including walking and cycling facilities from Silverdale along Hibiscus Coast Highway and Grand Drive in the Detailed Business Case. There is also a walking and cycling path between Albany and Grand Drive, Ōrewa along SH1.



"Any new roads or road improvements should include protected cycle lanes so that they don't need to be expensively retrofitted onto the road later."

Future improvements for SH1

You showed support for the proposed SH1 improvements, additional lanes on SH1 and for upgrading the Silverdale Interchange.

- **We will** continue to progress these projects and are seeking to protect the land required to develop them in the future.

You felt that the Wilks Road interchange should also have north-facing ramps.

- **This was considered** at the IBC stage. Investigations showed that one additional set of north facing ramps would service demand and that these would be most effective at the Redvale Interchange.

You also feel that a loop ramp at Wilks Road is not suitable due to the steep terrain.

- **We will** undertake further options assessment to investigate the viability of the loop ramp.

You want us to avoid impacting the bush around Lonely Track Rd and SH1.

- **Our project team** has considered numerous options in this location. They have considered impacts on ecological areas in identifying the emerging preferred option. The next phase of the project will look to avoid, remedy and mitigate effects in more detail.



"Getting to and from work will be much better"

Future Road Upgrades

You showed support for the inclusion of bus lanes on upgraded corridors including around the O Mahurangi-Penlink Interchange.

- **We will** consider the needs of buses in the design of the Redvale Interchange and pass on your comments about the O Mahurangi-Penlink Interchange to Waka Kotahi (the organisation responsible for delivering this project).

You want a roundabout at the intersection of Dairy Flat Highway and Postman Road.

- **The long-term nature of our work** means there is flexibility to accommodate the appropriate intersection at the time, which could be a roundabout.



"The upgraded road corridors should include bus lanes early on, so that a culture of taking public transport can be fostered in these new neighbourhoods. This would reduce congestion here and further south in the North Shore."

You said Bawden Road should be realigned as sharp corners are unsafe and the proposed interchange will increase traffic on this road.

- **We will** consider this as we progress our work on the draft designation boundaries

You want implementation of the Wilks Road interchange to be brought forward and for Kahikatea Flat Road to be upgraded as it approaches Dairy Flat Highway.

- **We will** continue to work towards route protection so that Wilks Road interchange can be implemented when funding is available.
- **We will** consider future upgrades to Kahikatea Flat Road as it approaches the Dairy Flat Highway intersection.

You want us to consider noise mitigation on Bawden Road due to an increase in traffic.

- **We will** consider noise effects and mitigation in more detail in the next phase of the project.



"The upgrade to Dairy Flat Highway and Pine Valley road will vastly improve commute and open up the land lock areas for development and cater the growth of the city."

What happens next?

We are undertaking further technical assessments and investigations and this will continue over the next few months. We will get in touch with potentially impacted landowners in early-mid 2023 to outline possible property impacts and to help provide greater certainty.

The Auckland Transport and Waka Kotahi Boards will consider the North Detailed Business Case in mid-2023, and lodgement of Notice of Requirements to support route protection of the preferred alignments will also happen in mid-2023.

