SUPPORTING GROWTH PROGRAMME

DECEMBER 2018



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.

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