

FEEDBACK SUMMARY NORTH

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

We learned that you value having access to reliable and efficient public transport options. You also agreed that investment in transport infrastructure is vital in the development of new growth areas. Here's a snapshot of what else you told us.

2 open day events

127 people attended open days in August

22 partner/stakeholder/community meetings

30,000 advertising flyers sent to local households

171 written responses

3,200 webpage views

RAPID TRANSIT NETWORK (RTN)

- There was strong support for an RTN north of Albany and the opportunity this provides to encourage more people to use public transport
- Many people supported the option of an RTN running alongside SH1 to Silverdale, however there was also some recognition of the benefits of taking the RTN out into the future growth area of Dairy Flat. People could see that this would provide increased access for new communities, while still servicing existing areas
- There was widespread support for upgrading current Park and Rides, as well as adding new ones with an RTN
- People saw an extension of the RTN from Silverdale to Orewa as an opportunity to reduce pressure on parking at the Hibiscus Coast Busway Station.

WALKING AND CYCLING

- People valued safe and separated walking and cycling facilities and said they would mostly walk or cycle for recreation or to access local shops, services and community facilities
- Most people said they liked the ideas for urban and scenic cycleway routes, while some people felt the SH1 option might be less enjoyable.

UPGRADING THE EXISTING TRANSPORT NETWORK

- Safety was important, with strong support for roads to become safer for all users as the population grows
- People liked the idea of new crossings over SH1 to provide additional connectivity, with some suggestions that walking and cycling paths should be in the form of bridges (not underpasses).

STATE HIGHWAY IMPROVEMENTS CAPACITY

- People were in favour of bus shoulder lanes between Albany and Silverdale and identified this as a priority to improve public transport to the north
- There was strong support for any additional lanes on SH1 to be in the form of 'managed' lanes (e.g. for freight, T2, T3 and/or electric vehicles). Some suggested managed lanes could operate just during peak periods.

STATE HIGHWAY IMPROVEMENTS ACCESS

- People highlighted congestion at the Silverdale Interchange and the potential for this to worsen with increased growth in the area
- There was strong support for a full interchange at Redvale to relieve some of the congestion at the Silverdale Interchange and provide improved connectivity to existing and future communities. While some people supported a Wilks Road Interchange, the community requires more information to confirm its intended benefits.

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 northern 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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