



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

We learned that people would like access to a range of travel choices to get around the local area, and to travel to places outside the area such as the Auckland CBD and airport. People also agreed that transport planning is needed in advance of future growth. Here's a snapshot of what else we heard.

7
open day events

500
people attended open days in September and October

30
partner/stakeholder/community meetings

42,600
advertising flyers sent to local households

488
written responses

3,200
webpage views

PUBLIC TRANSPORT

- People said they would use public transport as an alternative to cars provided it was a faster journey, with frequent and reliable services
- There was strong support for upgrades to the passenger rail network, including electrification of the rail line to Pukekohe, additional rail tracks and stations. Some people also said they'd like to see the rail network better connected to the Waikato growth areas
- People mostly said they would use the rail network for commuting to/from work, and that safety at stations and the provision of Park and Rides is important to them
- There was interest in the options proposed for a Rapid Transit Network (RTN), with more people commenting on buses as a preferred RTN mode, provided it offers express services to key destinations, has enough parking and good walking and cycling access, and works in with the strategic passenger rail network
- People mostly said they would use an RTN to access local shops and services, followed by commuting to work.

WALKING AND CYCLING

- Many of you would use a safe and well-connected walking and cycling network for health, fitness and recreation
- Safety, amenity, topography and distance to public transport facilities were identified as factors when considering locations for walking and cycling paths.

STRATEGIC ROAD CONNECTIONS

- People supported route protecting strategic roads and highway upgrades now, such as additional lanes on SH1 between Papakura and Bombay. However some people also suggested that in the longer term, over and above the current upgrades already proposed, that they would like to see priority given to public transport capacity and rail improvements
- People would like priority given to addressing existing safety and congestion issues in the short term, including on SH1 and SH22, with some suggesting other alternative corridors should be investigated
- There was overall support for the Mill Road corridor, with a preference for options that improved travel times. However many people were also worried about the potential impact of the project on existing homes and the environment.

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PUKEKOHE - PAERATA

- Many people supported the upgrade of existing roads before building a new expressway
- You would like any impacts to agricultural land, the volcanic tuff ring and residents to be minimised
- People supported the idea of ring roads, as they service a wide area.

TAKĀNINI

- Most people supported safety improvements in Takānini through the provision of new grade separated crossings and the closure of the remaining level crossings.

DRURY - OPĀHEKE

- Most people supported a public transport focus for Drury, including new train station(s) and Park and Rides
- People liked the idea of Jesmond Road functioning as the transport spine for Drury.

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 southern 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.