TE TUPU NGĀTAHI
SUPPORTING GROWTH

North DBC
Engagement summary

May 2023

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Disclaimer

This is a draft document for review by specified persons at Auckland Transport and the New Zealand Transport Agency. This draft will subsequently be updated following consideration of the comments from the persons at Auckland Transport and the New Zealand Transport Agency. This document is therefore still in a draft form and is subject to change. The document should not be disclosed in response to requests under the Official Information Act 1982 or Local Government Official Information and Meetings Act 1987 without seeking legal advice.

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1. Executive Summary

Introduction

Te Tupu Ngātahi Supporting Growth is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency (Waka Kotahi). Te Tupu Ngātahi was formed to investigate, plan, and secure route protection for transport projects in the Auckland region to support the region's growth over the next 30 years. The North transport network aims to support future urban growth through a new rapid transit corridor, improved public transport connections, new walking and cycling paths, and improvements to the existing State Highway 1 (SH1).

The planning process includes engagement with project partners, stakeholders, potentially affected landowners and the wider community. This report summarises the engagement held as part of the North Detailed Business Case ('DBC') between July and August 2022. Feedback was sought on the preferred strategic transport network. This built on previous engagement held to inform the DBC and Notices of Requirements ('NoR').

What we heard

Te Tupu Ngātahi's approach to protect land now for future transport routes was supported by the majority of community feedback respondents. Partner, key stakeholder and community feedback was also generally supportive of the preferred transport network. The Rapid Transit Corridor (RTC) attracted the most feedback and a large number of people did not support the alignment through the Dairy Flat future growth area. This was because of the impact on property owners, the existing rural environment, floodplains, and because it is a less direct route for existing residential communities. Potentially affected landowners were also concerned by the long time frames for implementation and said that they would have difficulty selling their property.

Next steps

The next step is to complete more detailed investigations, including environmental and technical assessments for all preferred routes as part of the North DBC. We will get in touch with affected landowners early 2023, to outline proposed property impacts and provide greater certainty. The North DBC is expected to be considered by the Auckland Transport and Waka Kotahi Boards in mid-2023. NoRs are expected to be lodged in mid-2023.

2. Background

A high-level preferred transport network for future growth areas of Auckland was identified in 2016, as part of a Programme Business Case (PBC). Te Tupu Ngātahi investigated this network as part of an Indicative Business Case (IBC) between 2018-2019. Auckland Transport and Waka Kotahi then published an Indicative Strategic Transport Network in 2019, following community and stakeholder feedback.

The North projects were placed on hold in 2020, due to the COVID-19 pandemic. Funding to continue investigating the network was secured for the North projects in mid-2021, and work on the DBC resumed. The DBC continues to explore the outcomes identified at the PBC and IBC stages to confirm a 'fit for purpose' transport network for route protection in North Auckland.

Previous engagement undertaken as part of the PBC and IBC stages showed strong support for a rapid transit corridor, with support for separated walking and cycling facilities. People expressed the need for safety upgrades to the existing transport network, as well as improvements at SH1 to ease congestion and increase capacity.

As part of the DBC process, we engaged on the preferred routes. This enabled us to gather feedback on the preferred routes, in support of further technical assessments and investigations. Figure 1 below illustrates the DBC process in the lead up to the NoR phase.

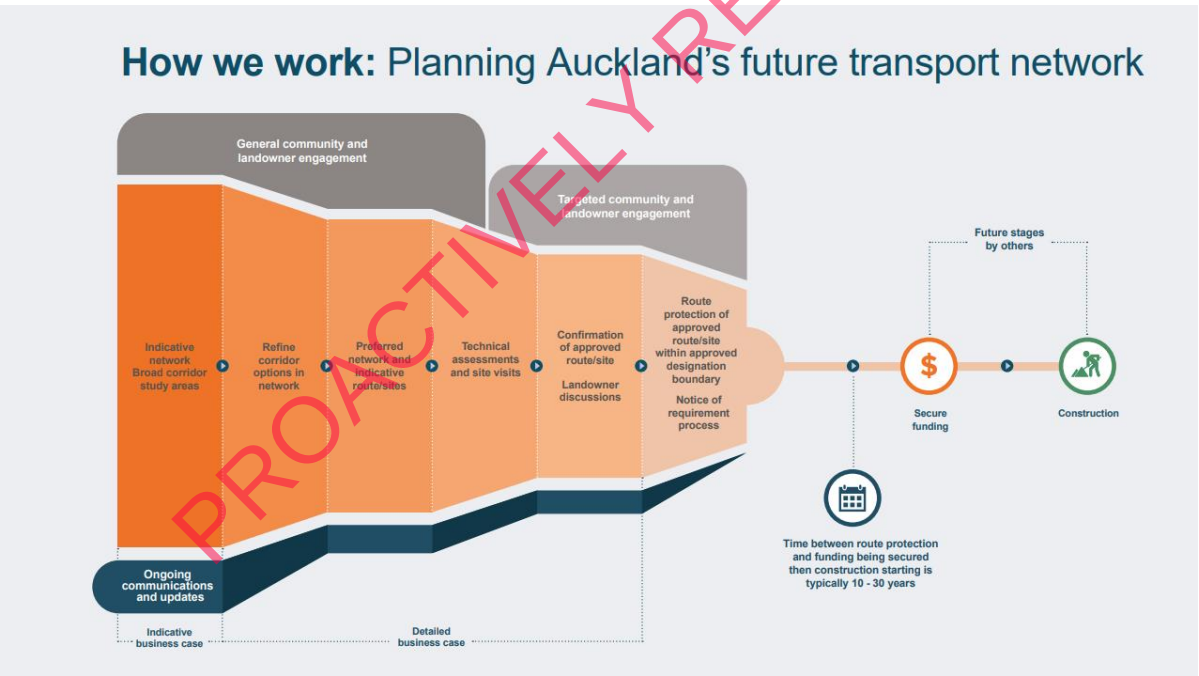

Figure 1: Te Tupu Ngātahi Supporting Growth funnel diagram

2.1 Preferred Transport Network

The Preferred Transport Network for North Auckland consists of a group of projects that are expected to be delivered over the next 10 to 30 years[1]. There is currently no funding for these projects to move to the implementation stage.

The North Auckland projects include:

- A new 16km **rapid transit corridor** from Albany via Dairy Flat and onto Milldale providing efficient, frequent, high-quality public transport
- Improved **public transport connections** for the wider area with bus priority on key routes including a high frequency bus route connecting Ōrewa and Silverdale
- 25km of **new walking and cycling paths** across North Auckland
- **Improvements to State Highway 1 (SH1)** including additional space to cater for more people moving around in the future, upgraded interchanges at Redvale and Silverdale and a new interchange at Wilks Road.

A map of the preferred routes presented to the community as part of this engagement is shown in Figure 2.

2.2 Purpose and approach to engagement

The purpose of this engagement was to provide information on preferred routes and to gather feedback to inform the DBC and Notices of Requirement (NoR).

The engagement primarily took a 'landowner first' approach with letters sent to potentially impacted property owners with one-on-one meetings available. An advertising and social media campaign raised awareness of the engagement with the wider community, directing people to come along to a community information session and provide feedback online. Briefings were held with key stakeholders, advocacy groups and local boards.

This report summarises community and landowner feedback received between 11 July and 19 August 2022.

Engagement with partners, stakeholders and landowners will be ongoing throughout the DBC and NoR process.

[1] During the 2022 engagement these projects were expected to be delivered over the next 20-30 years and this indicative timeframe was communicated to property owners and the community. Further work on expected staging of projects was undertaken after this engagement and these projects are now expected to be delivered over the next 10-30 years.

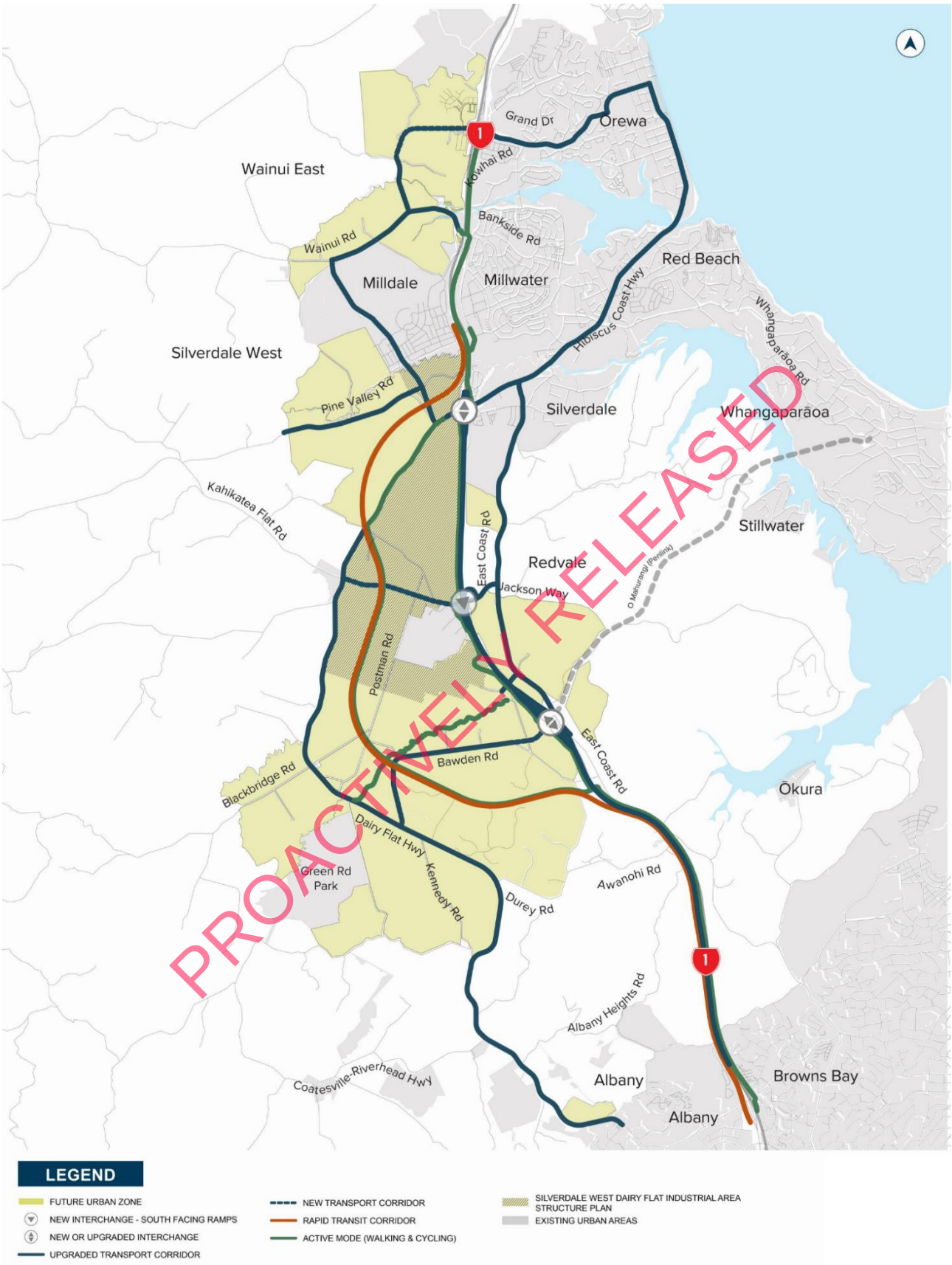

Figure 2: Map of the preferred routes presented to landowner and wider community in the 2022 public engagement

3. Engagement Activity and Feedback

3.1 Engagement Activity

We engaged with partners, manawhenua, elected members, local stakeholders, potentially affected landowners and the community. Table 1 below summarises our engagement approach:

Table 1 Engagement activities undertaken

Who we engaged	How we engaged
Partners	• **Northern manawhenua**– ongoing monthly hui with the project team • **Auckland Council Partnership Forum** – twice monthly meetings to update Council on Te Tupu Ngātahi projects (including the North West)
Elected Members	• **Upper Harbour Local Board presentation (12 May & 7 July 2022)** • **Hibiscus Coast and Bays Local Board (5 July 2022)** • **Rodney Local Board (6 July 2022)** • **Memo (12 July 2022)** –Auckland Transport's Customer Liaison Knowledge Management team
Local stakeholders	• **Project update presentations** - Business North Harbour and the Silverdale Business Association
Potentially affected landowners	• **Letters –** sent 7th July notifying landowners that engagement has begun and that their property might be affected • **Landowner meetings –** face-to-face meetings for potentially affected landowners were offered both in-person and online
Community	• **Community drop-in event–**13 August 2022, held at Dairy Flat Hall, project team available to answer questions • **Email campaigns –** information sent to key stakeholders and advocacy groups at the start and conclusion of the engagement • **Advertising –**social media advertising on Facebook and Twitter, via Waka Kotahi and Rodney Local Board, advising of the community drop in and to encourage people to give their feedback online • **Online interactive platform (The Hive) –** to collect the bulk of our community feedback • **Translations –**Te Reo Māori and Mandarin Chinese, posted on the North Hive site • **Video –** created to visualise and communicate the scale of the project.

3.1.1. Manawhenua engagement summary

Engagement with Manawhenua has been ongoing throughout the project and will continue into the NoR phase. This will be summarised in a separate report covering both the DBC and NoR phases of the project (Appendix O- North DBC and NoRs- Manawhenua Engagement Summary Report).

3.1.2 Key stakeholder interactions

Stakeholder interactions and feedback are summarised in Table 2. Formal submissions are noted.

Table 2: Stakeholder Engagement

Who we engaged	Feedback
Business North Harbour	• Noted the importance of the projects and acknowledged their overall support. They would like to see consistent design to the roads and cycleways along the length of the route.
Silverdale Business Association	• Expressed concerns about the traffic signals at the Hibiscus Coast Highway. • We also heard the Association's personal project advocating for a cycleway near the Silverdale Rugby Club / Silverdale War Memorial Park. Traffic congestion concerns were also expressed, with members recommending the project team consider this in the long-term. • Comments about access issues for industrial businesses at Highgate Park.
North Shore Aero Club Inc (North Shore Airport)	• North Shore Aero Club Inc made a formal submission and met with the project team 7 September 2022. • Emphasised that there is no other suitable location for an airport north of the Harbour Bridge and shared their plans to expand their runway, which will provide infrastructure for aircrafts in the future. • Support the SH1 interchange at Wilks Road and requested that this be planned in conjunction with them due to its proximity to the main approach path and runway extension plans. • Commented that the location of stormwater wetlands in this vicinity could pose a safety risk to aircraft if birds are attracted to these. • They would like to see Postman Road in the structure plan (at the south west of the airport) realigned to not preclude future expansions. They acknowledged this was not one of Te Tupu Ngatahi's projects. • Supportive of the preferred RTC route and are interested in integrating with a station near the airport
Department of Conservation	• A meeting was held 1 August 2022 • An opportunity was identified to connect to access path that will be constructed from Kowhai Rd up into Goodson Reserve

Who we engaged	Feedback
Spark	• A formal submission was made. They are supportive of an integrated approach to land use planning to create access to all modes in the proposed route. • Advocate for early engagement with telecommunication operators at the development and spatial planning stages of the North programme. • Spark operates three mobile sites in the Dairy Flat area. The Potter Road site is congested and requires additional capacity in response to intensification in the area. • Highlighted that it is expensive to relocate infrastructure, and that telecommunication reticulation should be implicit in development plans. • Stated that transport links are often multi-level integrated spaces, where infrastructure can be co-ordinated with the urban environment.
Fletcher Building	• A formal submission was made in support of the preferred RTC. • Emphasised that it is important the RTC serves industrial and residential catchments. On the former, concern was expressed the RTC route pushes the route away from the industrial zoned land within the Silverdale West Plan Change area. • They state that good connectivity could be ensured by strategically placing bus stations along the RTC route, along with dedicated active mode paths to these stations. This would ensure connectivity to employment areas and viable transport options for people working in Silverdale West.
Kāinga Ora	• A formal submission was made expressing their support for urban growth supported by multi-modal transport options, amenities, and services. They are supportive of the RTC. • Support the integration of spatial land use and infrastructure planning through the Draft Spatial Land Use Strategy – Dairy Flat and Silverdale – Future Urban Zones. • Acknowledge that there is still future structure planning work to come but emphasised the residential growth that will occur near the strategic road, active transport and RTC routes. Connectivity between housing and the RTC is important. • Stated that active mode connections across the final RTC alignment should be carefully considered prior to lodgement of NoRs to avoid severance effects. A similar comment was made around active mode connections at SH1, at and around the interchanges to FUZ areas. This was made in reference to the Silverdale, Orewa, and Whangaparāoa communities being able to access the RTC.

3.1.3 Community and landowner engagement

We engaged with the wider community between 11 July and 19 August 2022. We primarily used our online engagement tool 'The Hive', with an online survey and an interactive map with the option to 'drop' and add a comment. Our survey questions were:

1. **Do you think that long-term transport planning and route protection is a good approach to help meet the future transport needs of people living, working and travelling within/through the Northern growth area?**
2. **Please tell us how far you agree with the below statement for each of the proposed transport projects.**
   (Please tell us why you have given the above answers, what could be different?)
3. **Please select which projects you wish to give feedback on (select as many as you like)**
4. **Do you have any other comments on the long-term transport connections for North Auckland?**

We sent letters to 1,274 potentially affected landowners in early July 2022 inviting them to have their say and to contact us to have a conversation with the project team. We met with 30 landowners either online (via Teams), or in person.

A community drop-in event on Saturday 13 August was attended by around 200 people. A representative from Auckland Council attended to engage on the Draft Spatial Land Use Strategy - Dairy Flat and Silverdale Future Urban Zones. Key themes that emerged from this event included:

- Varying degrees of understanding towards the preferred RTC route
- The implications of lodging NoRs now, as opposed to long-term implementation
- The change in route in the Pine Valley Road area
- Flooding constraints in the Dairy Flat area

From the drop-in we received 18 pieces of feedback collected through post-it notes available for attendees to stick onto an A0 map. Attendees also provided feedback online after the event.

3.2 Feedback

3.2.1 Hive Statistics

We received **241 responses** in total. Of these, **58 (26.61%)** were survey submissions, and **160 (73.39%)** were 'drops' on the interactive social map. We also received **23 pieces** of feedback by email.

The North Hive site received **4,754 public views**, with **3,956 unique visits.** Of these, **3,047 (96.21%) were first-time visitors.**

Downloadable content was moderately accessed by Hive visitors. The project page had Chinese and Te Reo Māori translations available on the Hive site from the outset of community engagement. The Chinese translation received 52 downloads, whereas the Te Reo translation was downloaded 25 times. We also uploaded a downloadable map of the project footprint following requests at our drop-in event; this was downloaded 21 times.

3.2.2 Landowner Feedback

Landowner meetings with the project team also provided an opportunity to gather feedback. Due to the size of the North network, several different areas and comments were made on both the specific projects and the overall process and prospect of land acquisition.

The most common concern was the long-time frames for project implementation and the uncertainty this creates. Landowners said that they would have difficulty selling their property and would not be able to develop their land. While some were relieved that they would not have to move in the near future, others felt strongly that living with a designation over their property for 20-30 years was an unfair burden especially when they could not see that the expected urban development would be realised.

Other key concerns were related to:

- Flooding
- Safety and increased traffic along Bawden Road
- Water quality along Dairy Stream
- General queries over the NoR process, lodgement, funding, construction, timelines
- Valued features on their land e,g. trees and ponds
- Property access

Feedback related to specific projects is summarised along with other community feedback in Sections 3.2.4 to 3.2.7.

3.2.3 Overall Feedback

Survey responses

The majority of survey respondents agree or strongly agree that route protection is a good approach to meet the future transport needs of the North Auckland growth area (Figure 3).

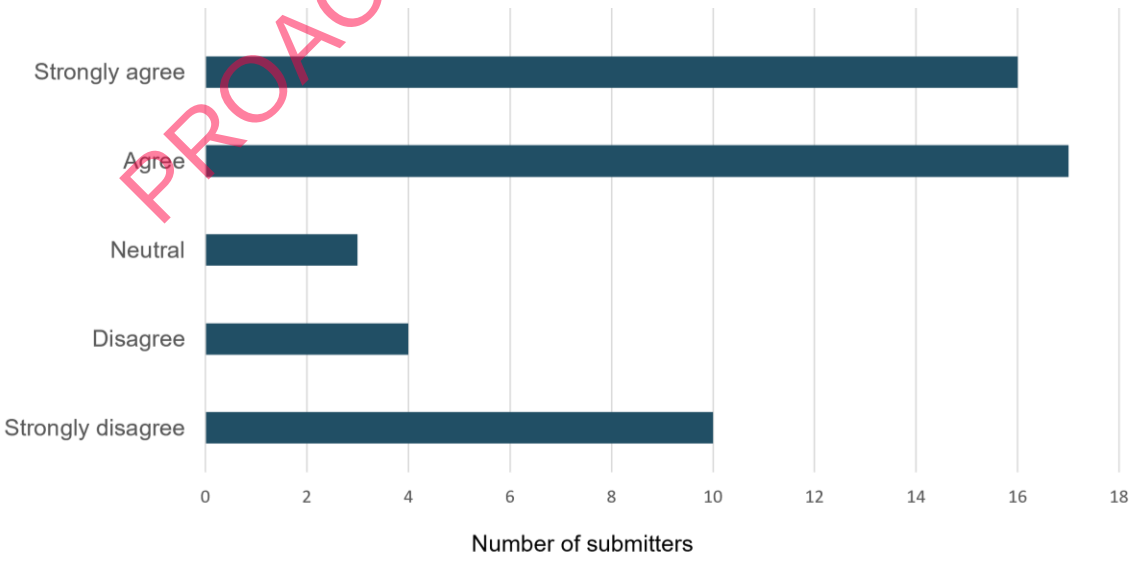

Figure 3: Do you think that long-term transport planning and route protection is a good approach to help meet the future transport needs of people living, working and travelling within/through the Northern growth area?

There was clear support for the future improvements to SH1, as most selected 'agree'. Support was between 'neutral' and 'agree' for the rapid transit, future road upgrades and walking and cycling facilities projects; the latter was the closest to 'neutral'. The results demonstrate that there is a degree of support for all projects, as most score above 'neutral' towards 'agree' (Figure 4).

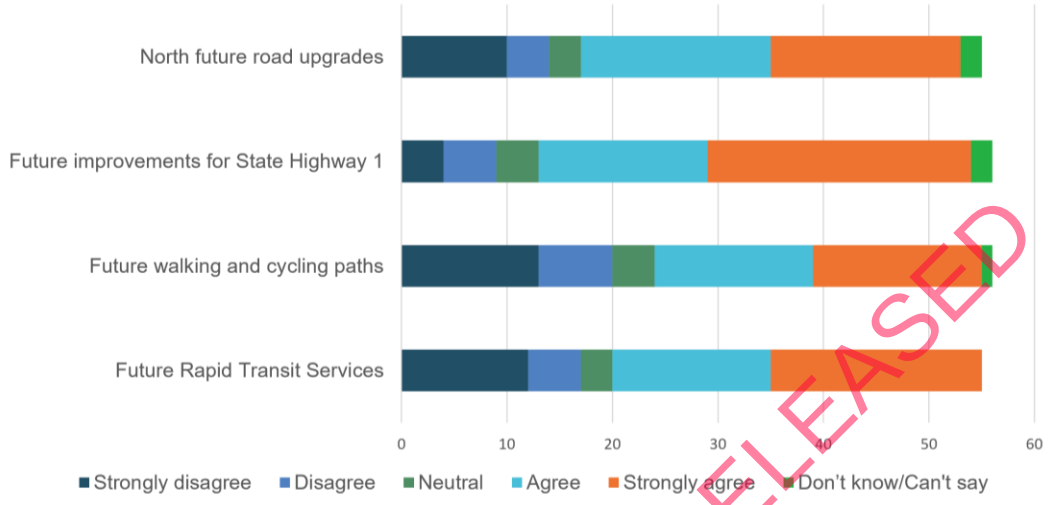

Figure 4: The extent to which survey respondents think the preferred long-term North Auckland transport network will meet the needs of future communities by enabling projects that provide a range of safe, sustainable transport choices

Although the approach for future planning was generally supported there was some confusion about the scope. Some people thought the focus needed to be on addressing problems in existing residential areas first. This feedback was relevant for the RTC and local road upgrades with questions on how these would serve the Hibiscus Coast Bays area and Whangaparāoa peninsula to the east of SH1.

We asked respondents what projects they specifically wanted to give feedback on. The RTC received the highest number of responses at 35 (83%). This is reflective of the RTC being the backbone of the North network, and the number of potentially affected landowners.

Respondents were asked to highlight any community, environmental, or heritage features they wished to give feedback on. Feedback given for the RTC made up over 50% of responses for this question, nearly double than all other projects.

Some pieces of RTC feedback highlighted concern that the route traversed through a floodplain in Dairy Flat. General comments were made about passenger rail services extending out to North Auckland.

Future walking and cycling paths attracted comments about alignment and proximity to SH1. People expressed that walking and cycling facilities needed to be safe and link to other areas of the community (i.e. schools and parks).

SH1 received light commentary around road widening. Finally, the north road upgrade feedback established that people support upgrading infrastructure in principle. Comments were made about

certain features (i.e., on-ramp to the motorway, road widening), but no strong feedback trends came through.

Social map feedback

An interactive 'social map' where users could 'drop' a comment at any location along the project's footprint received 160 pin-drops from 73 contributors. Users were able to up-vote comments with 154 upvotes made in total. Dairy Flat was the most popular area where 54 (33.75%) comments were made. This is likely due to the RTC running through the Dairy Flat area, and in line with the large amount of feedback received about the RTC in general.

Figure 5: Social map of comments dropped on the North projects

3.2.4 Rapid Transit Corridor

The most common feedback was that the RTC route should follow SH1 rather than diverting through Dairy Flat. This was similar to feedback received in earlier rounds of consultation at the IBC phase. The key reasons being that utilising existing infrastructure (SH1 and also the Silverdale Interchange) would be less disruptive to property owners, have less impact on the existing rural environment, better serve existing residential communities and be a more efficient use of resources. Diverting the RTC through Dairy Flat was seen to "destroy existing green belt" and that the designation would impact on a large number of property owners.

"Landowners have no certainty that the bus route [RTC] 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."

There was some support for the RTC route through Dairy Flat recognising that it will more directly serve the new neighbourhoods being built there. However, most people questioned whether growth and the location of the future town centre proposed as part of the Dairy Flat Future urban land strategy was appropriate. Many comments were received about the extensive flooding around Dairy Stream, Bawden Rd, Top Road, Green Rd and Oregon Park making it an inappropriate location for new transport links, town centre and urban development which would worsen with development and climate change.

Feedback was received on the preferred RTC route through the Dairy Flat future growth area. Some people raised that the location of the RTC along the ridgeline would increase the noise and visual impacts to surrounding communities and wanted to know how this will be managed. Potentially affected landowners raised concern that the preferred route would sever Grace Hill Country Estate and impact planted areas and rural lifestyle community that they valued.

Other feedback is summarised in Table 3 below.

Table 3: Summary of key themes and responses - Rapid Transit Services

What people said	What we have done/what we will do
RTC should follow SH1 to utilise existing infrastructure, avoid disruption and property impacts in existing rural environment, and provide a more direct route.	Review previous assessment of the RTC which follows SH1. Continue conversations with Auckland Council around the centre location and integration with the RTC.
Extensive flooding issues in this area makes this an inappropriate place for new transport links, town centre, and urban development. Concern that the construction of these may also make these issues worse.	Review flooding information and photos supplied. Continue conversations with Auckland Council around the centre location and how it integrates with the RTC.
Location of the RTC on the ridgeline will be where the noise and visual impacts will be the greatest	Consider noise and visual impact and mitigation in more detail as the Notice of Requirement is prepared.
Query on how those living east of SH1 in Whangaparāoa and Hibiscus Coast Bays can access the RTC and request for the RTC to stop in the centre of Milldale and continue on to Ōrewa.	Options for extension to Ōrewa, Milldale centre and Silverdale have been considered in previous project 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.
Preference for the same mode from the city out to RTC. Busway preferred by some as more reliable and less subject to faults.	The designation approach future proofs the corridor for multiple modes of public transport including a busway.

3.2.5 Future walking and cycling paths

Overall comments were supportive of separated walking and cycling facilities on new and upgraded roads and that they should connect to schools, parks and playgrounds.

"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."

While supportive of these facilities some people thought that walking and cycling needed to be separate as shared paths did not provide a safe or enjoyable experience for pedestrians, particularly young children.

"There [are] many people in my family who will not go on shared paths because it's too dangerous, they can't move sideways quickly. Let alone trying to wrangle kids."

In particular there was support for the Dairy Stream path and it was noted that there could be an opportunity to upgrade stormwater drainage here as localised flooding occurs.

One person questioned whether walking and cycling paths were needed on both sides of East Coast Rd and thought that providing these facilities on one side would be sufficient given the proposed dedicated cycleway along SH1.

There were multiple requests to consider walking and cycling facilities through to Hibiscus Coast and Ōrewa. This included a dedicated cycle path along Hibiscus Coast Highway from Silverdale Interchange to Ōrewa with connections to Silverdale village, Millwater and Red Beach. Feedback also pointed out the need for a footpath and/or cycleway from Ara Hills to Ōrewa and diverting traffic away from Hibiscus Coast Highway through Ōrewa and creating a shared space.

The importance of the design of walking and cycling paths was also raised including attractive infrastructure, adequate lighting, landscaping to separate paths from driveways. It is noted that as the focus of Te Tupu Ngātahi projects is route protection, and these design details would be worked out closer to implementation.

Table 4: Summary of key themes and responses - Future walking and cycling paths

What people said	What we have done/what we will do
Support for Dairy Stream path. This is also a good opportunity to ensure flow rates in Dairy Stream and out to Riverhead are maintained	Continue to develop this project and include in the DBC.
Support for separate facilities for pedestrians and cyclists	Continue with our design principle of separated walking and cycling facilities where appropriate.
Support for separated cycling lanes on new and upgraded roads.	Continue with our design principle of walking and cycling facilities on new and upgraded roads.

What people said	What we have done/what we will do
Request for walking and cycling facilities to Ōrewa and Hibiscus Coast	Walking and cycling facilities from Silverdale along Hibiscus Coast Highway and Grand Drive are included in the DBC. There is also a walking and cycling path between Albany and Grand Drive along SH1.
Ensure the walking and cycling provision does not compromise the RTC.	All walking and cycling facilities are separated from the RTC.

3.2.6 Future improvements for State Highway 1

Overall people were supportive of the widening of SH1 and few comments were received on this. Some people suggested that provision for more lanes were needed to provide greater flexibility and options in the future and that the widening "should be for cars and not just buses/freight".

The most common comment relating to the SH1 improvements was in relation to the proposed new interchanges, particularly Wilks Road interchange. Two people noted that this interchange was needed urgently to ease congestion at Silverdale while another two people questioned whether it was necessary to have two interchanges (Redvale and Wilks) in close proximity.

Feedback was received on the proposed layout and function of the Wilks Road interchange. Some people suggested north facing ramps should be included for residents and traffic from the Silverdale industrial area (to travel to the port if it is relocated to Whangārei in the future). Property owners also raised questions on the 'loop' ramp to access SH1. Their concerns included whether this was feasible due to the steep terrain, the fact that it appears to sever rural properties, and that is generates additional noise and traffic that does not align with the Rural Countryside Living zoning. Some of these property owners suggested a number of different alternative options for this interchange which were looked into by the project team.

Table 5: Summary of key themes and responses - Future improvements for State Highway 1

What people said	What we have done/what we will do
Support for SH1 improvements, additional lanes on SH1 and for upgrading Silverdale Interchange.	Continue to progress this project and route protect the space required.
Wilks Road interchange should also include north-facing ramps	This was considered at the IBC stage. Investigations showed that one additional set of north facing ramps would service demand and

What people said	What we have done/what we will do
	that these would be most effective at the Redvale Interchange.
Loop ramp at Wilks Rd Interchange not suitable due to the steep terrain	The project team have undertaken a site visit with these property owners and will undertake further options assessment to investigate the viability of loop ramp and the alternatives proposed.
Avoid impacting the bush around Lonely Track Rd and SH1 that forms a link between Tiri Tiri Matangi, Whangaparāoa and the Waitakere Ranges	The project team have considered numerous options in this location and have considered impacts on ecological areas in identifying the preferred route. The next phase of the project will look to avoid, remedy and mitigate effects in more detail.

3.2.7 North future road upgrades

There was strong support for the upgrade of all roads. One person commented that the "upgrade to Dairy Flat highway and Pine Valley Road will vastly improve the commute and open up the land locked areas for development and cater the growth of the city". There was also support for the inclusion of bus lanes on these road corridors such as this person who noted:

"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."

One person suggested that the traffic counts for Pine Valley Rd are not up to date and that the entire length of this road should be upgraded or alternatively upgrade Kahikatea Flat Road and implement the Wilks Rd interchange urgently. Another who was supportive of the proposed upgrades on Dairy Flat highway suggested that a roundabout should be considered at Postman Rd.

Most feedback was related to existing safety and congestion issues. Feedback was received on safety improvements needed, particularly around Dairy Flat Highway and Green Rd including:

- Reduce speed on Dairy Flat Highway from Albany to the new Coatesville-Riverhead Highway roundabout to 50 or 60km/hr
- Reduce speed on Green Rd to 60km/hr
- Ban right turns from Dairy Flat Highway into Green Rd and Hobson Rd
- Widen bridges at Dairy Stream, Green Rd and Wainui Rd
- Realign Bawden Rd

A large amount of feedback was received on the intersection of the Avenue and Dairy Flat Highway noting the existing safety and congestion issues here and that would worsen with further growth in Dairy

Flat. This is outside of the scope of Te Tupu Ngātahi projects and Auckland Transport is investigating this in a separate Business Case. Feedback has been passed onto to Auckland Transport.

Table 6: Summary of key themes and responses - North future road upgrades

What people said	What we have done/what we will do
Support for the inclusion of bus lanes on upgraded corridors including around the O Mahurangi- Penlink interchange	Consider the needs of buses in the design of the Redvale Interchange.
Support for a roundabout at intersection between Dairy Flat Highway and Postman Rd	The long-term nature of our work means there is flexibility to accommodate the appropriate intersection at the time, which could be a roundabout.
Safety improvements are needed for existing roads	All corridors with the Te Tupu Ngatahi programme will be upgraded to an appropriate and safe urban form.
Bawden Rd should be realigned as the sharp corners are unsafe and the proposed interchange will increase traffic on this road	Consider this as work progresses in the draft designation boundaries.
Pine Valley Rd needs to be upgraded along the whole length. Vehicle numbers along this road are out of date.	Consider refining the design of this corridor. Our planning considers full buildout of the surrounding area, so future traffic volumes are far higher than existing levels.
Consider upgrading Kahikatea Flat Rd into Dairy Flat and bring forward implementation of Wilks Rd Interchange	The scope of Te Tupu Ngatahi is not to implement projects. Once route protection is in place, implementation can occur when funding is available.
Consider noise mitigation along Bawden Road due to increase in traffic	Noise effects and mitigation will be considered in more detail through the AEE phase.

3.3 Media Coverage

The table below summarises stories published by the media during the engagement period.

Table 7: Media coverage of the North strategic transport network

Media Outlet	Date	Title	Key Points
Stuff	19/07/2022	*Busway proposed in Dairy Flat to meet population growth the size of Whangārei*	This article was published near the beginning of the engagement period. It outlined details of the preferred North transport network by project area, and highlighted that engagement was open, linking to the North Hive site. It also included the video created by the project team for the engagement period.
Greater Auckland	20/07/2022	*Supporting Sprawl in the North*	General commentary around the North projects. Included comments around the RTC route, increased travel time for Silverdale residents, and access on buses via Penlink. The article concluded with a reference to the then open engagement period and planned community drop-in event.

4. Next Steps

The feedback gathered during formal community and landowner engagement has been analysed. Any feedback relevant to route selection/refinement, ecology, and stormwater has been passed on to the relevant teams for consideration. Collectively, the feedback will be used to better understand the North network and contribute to decision making for the DBC phase of the project.

We will share our summary of the feedback and our analysis with the public in late 2022. Further technical assessments and investigations are to take place as part of the North DBC. We will get in touch with affected landowners in early 2023, to outline proposed property impacts and provide greater certainty. The North DBC will be considered by the Auckland Transport and Waka Kotahi Boards in mid-2023. Lodgement of NoR to support route protection of the Recommended North Transport Network will also occur in mid-2023.

The projects are not currently funded for detailed design or construction. Construction is not expected to begin for another 20 to 30 years, in line with Auckland Council land release.

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