



# Improving Kumeū-Huapai

November 2020

Kumeū-Huapai will look very different in 30 years' time. The area is rapidly expanding already, with new housing in place and more land to be developed on both sides of State Highway 16 (SH16) for residential, commercial and industrial uses.

Improved local transport connections will play a key part in alleviating the pressure on the area's already congested roads, particularly through the State Highway 16 urban area. Less traffic on this section of road (SH16 Main Road) will enable it to become part of a revitalised town centre, providing more transport choice and reducing the severance of one side of Kumeū-Huapai from the other.

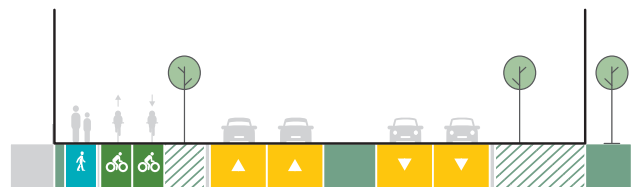
We're planning now so that we have enough land set aside to undertake long term upgrades to Access, Tawa and Station Roads. As more people and businesses move into the area, these roads will be important connections for local travel and journeys further afield. Access Road will provide a direct connection via Tawa Road to the new Alternative State Highway.

We're deciding on preferred routes for these transport connections. Your local knowledge will help us decide - we want you to have your say.

## Access and Tawa Roads

### What we're proposing

Access and Tawa Roads will provide a key connection from the existing and future industrial zones of Kumeū to the Alternative State Highway to the south. They will therefore need to be significantly upgraded to cope with increased demand, which will include freight vehicles. Access Road will also provide a connection to the Kumeū-Huapai town centre and the transport choices available there.



What Access and Tawa Roads could look like

### Key features of Access and Tawa Roads



Four lanes



Walking and cycling facilities are likely to be on the western side of the road only to integrate with future growth



Buses every 10 minutes in peak periods



60kph speed limit

## Benefits

- Access to a wider range of transport choices
- Safe facilities for pedestrians and cyclists
- Direct access to Kumeū-Huapai town centre and the adjacent industrial area to the Alternative State Highway via a connection on Tawa Road.

Auckland Transport is also planning an upgrade to the intersection of Access Road and State Highway 16 to support the Special Housing Area. Works for this upgrade are expected to commence in mid 2021.

## Station Road

### What we're proposing

Station Road will be widened to provide walking and cycling facilities which will connect future residential communities to the town centre and the transport choices

#### Key features of Station Road



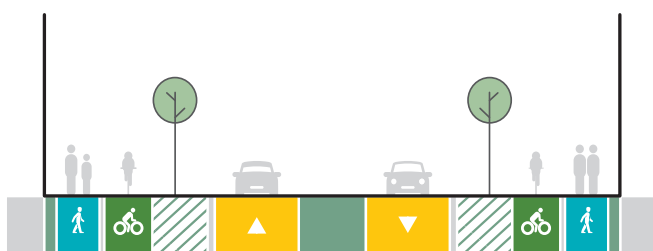
Two lanes



Walking and cycling facilities on both sides of the road



50kph speed limit



What Station Road could look like

available there.

## Benefits

- Access to transport choice, including connectivity to community facilities in the Kumeu-Huapai town centre
- Safe facilities for pedestrians and cyclists
- Provides a key north-south link through the future growth area

Auckland Transport is planning to upgrade the intersection between SH16 and Station Road, including adding traffic lights and shifting the intersection westwards. This upgrade will support the Special Housing Area. Road building is expected to commence on this upgrade in mid 2021.

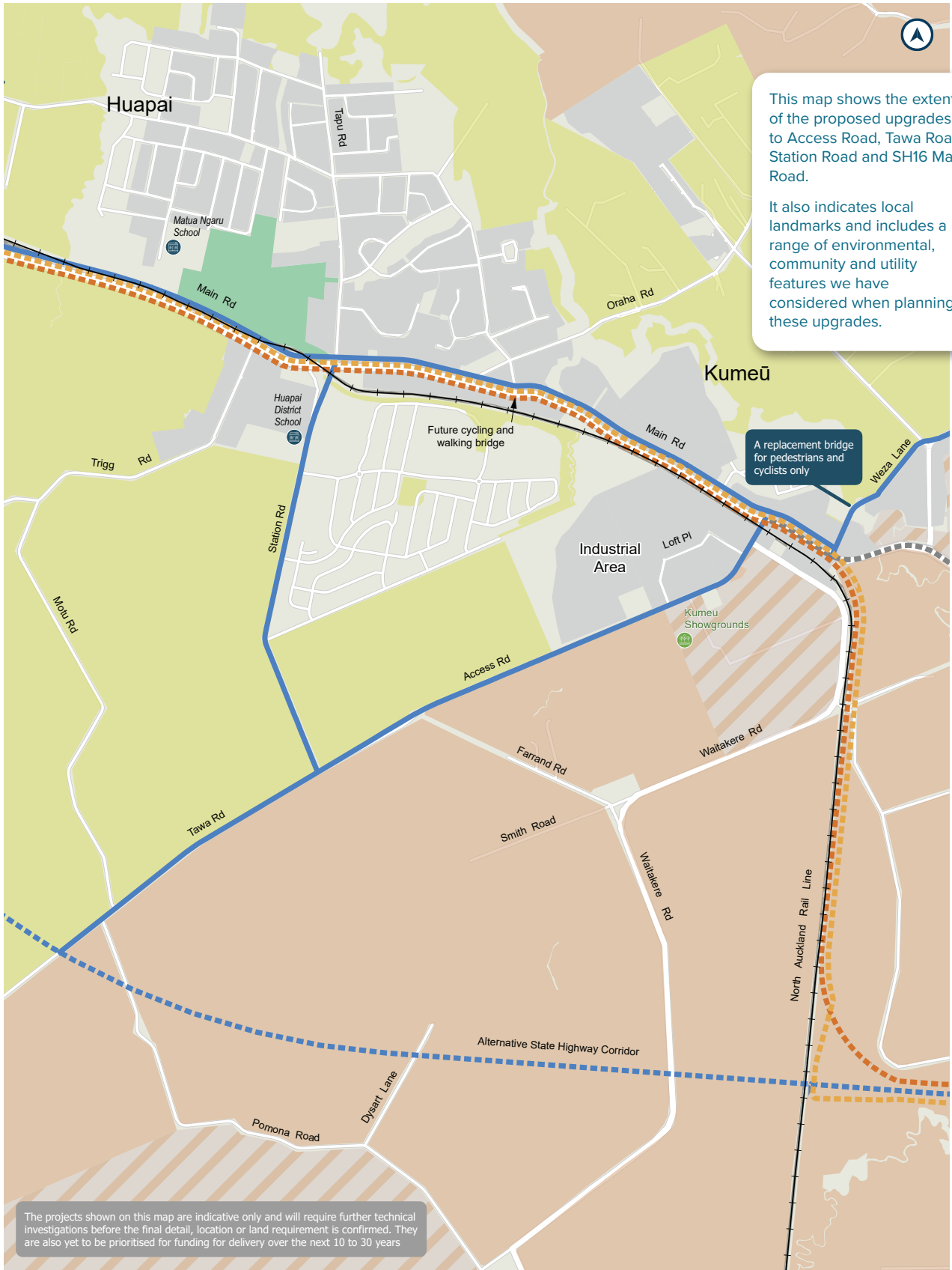
## SH16 Main Road

There is the opportunity to reconfigure SH16 through Kumeū-Huapai town centre once the Alternative State Highway is operational. This will provide place-making opportunities that will support the revitalisation of the town centre, as it will no longer be severed by the through traffic impacts of SH16. There will be better cycling and walking facilities along the length of the main street area, which will connect to other paths as well as to potential rapid transit network stations. Please see the *Strategic connections in northwest Auckland* information sheet for details on what SH16 Main Road could look like.



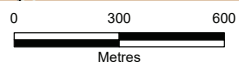
Provision of on-street parking for these transport connections will be determined at the next stage of design, and will be subject to further public engagement.

Keen to know more about the Alternative State Highway? See the *Alternative State Highway Corridor* information sheet.



**Legend**

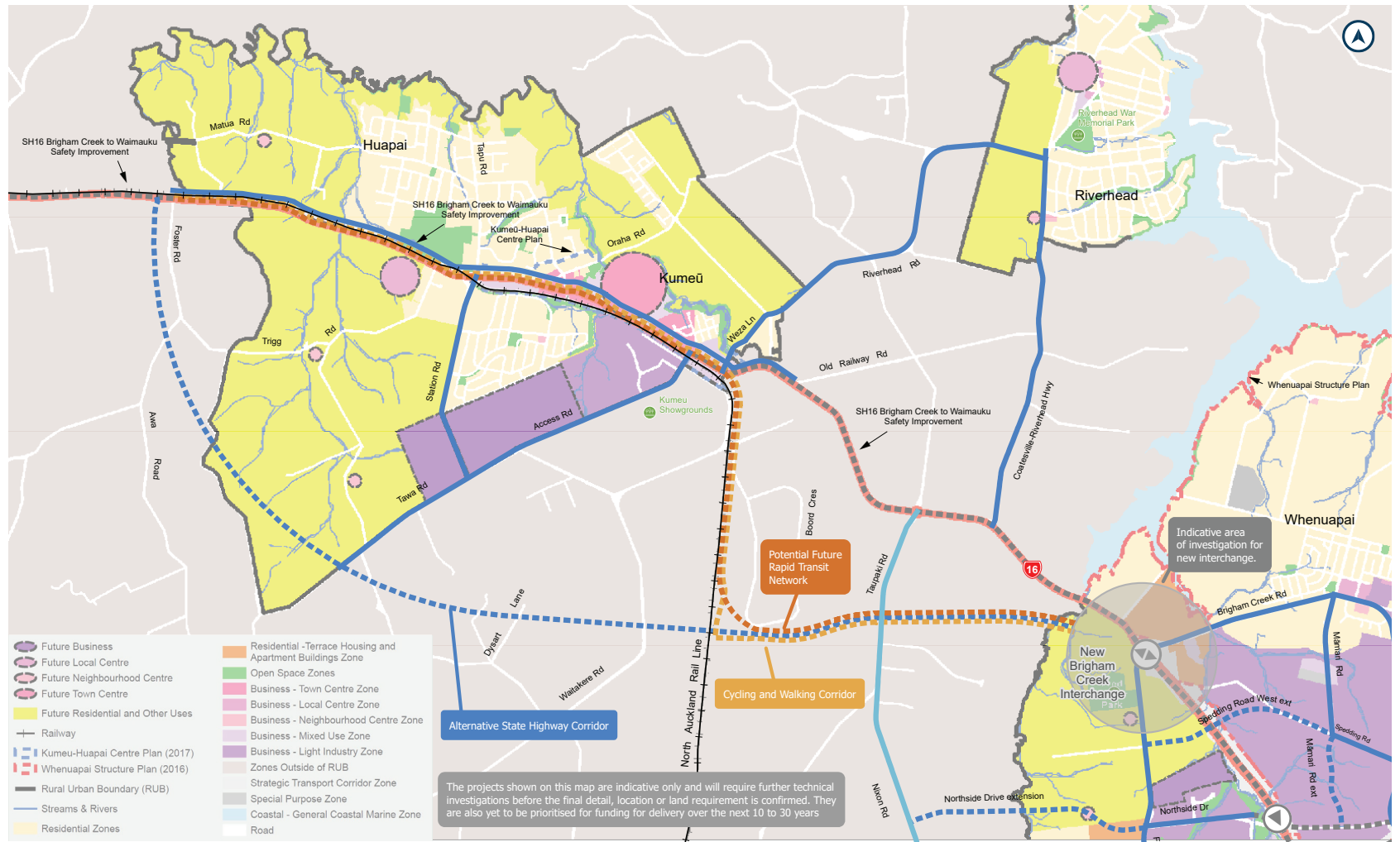
- Upgraded Transport Corridor
- - - Refined study corridor for new transport connection
- - - Cycling and Walking Corridor
- Potential Future Rapid Transit Network
- New Growth Area ( Future Urban Zone)
- Rural - Mixed Rural Zone
- Rural - Countryside Living Zone
- Existing Urban Areas
- Other Priority Projects to be delivered by Waka Kotahi and Auckland Transport
- Schools
- Community Facility
- Park / Recreation Reserves
- North Auckland Rail Line



Auckland Council has prepared a Draft Spatial Land Use Strategy that shows at a high level where potential future centres and business land could be located in the future urban zoned areas in northwest Auckland. The transport network outlined in this brochure has been developed alongside and will be integrated with Auckland Council's plans around land use.

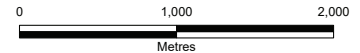
These plans are indicative and will require further investigation, engagement with communities and landowners and statutory approvals before their final detail, location or land requirement is confirmed.

Auckland Council is seeking public feedback on this draft Spatial Land Use Strategy from the end of November. For more information, and to provide feedback, please visit: [akhaveyoursay.aucklandcouncil.govt.nz](http://akhaveyoursay.aucklandcouncil.govt.nz)



**Legend**

- Upgraded Transport Corridor
- Refined study corridor for new transport connection
- Upgrades not being progressed as part of Supporting Growth Program
- Cycling and Walking Corridor
- Potential Future Rapid Transit Network
- Other Priority Projects to be delivered by Waka Kotahi and Auckland Transport
- New interchange - south facing ramps only
- New or upgraded interchange
- Community Facility
- North Auckland Rail Line



The projects shown on this map are indicative only and will require further technical investigations before the final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10 to 30 years