

# Warkworth DBC Engagement Summary report

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## Document Status

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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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### Appendix A

# 1 Executive Summary

Te Tupu Ngātahi is preparing a Detailed Business Case (DBC) to confirm a preferred long-term transport network for Warkworth. As part of the Warkworth DBC, engagement was undertaken with partners, stakeholders, landowners and the wider community between 26 April 2022 to 7 June 2022.

The purpose of this engagement was to provide information on preferred routes and to gather feedback on these to inform the DBC and Notices of Requirement (NoR). We engaged on emerging preferred routes and locations for the future Warkworth area.

Feedback was gathered through a survey and interactive map on our online consultation platform at [haveyoursay-supportinggrowth.nz](https://haveyoursay-supportinggrowth.nz). We also worked with manawhenua and Auckland Council as our Programme partners and engaged with key community stakeholders and the Rodney Local Board along with adjacent local boards.

We sent 455 letters to landowners whose properties could be potentially impacted by proposed routes with an invitation to meet and discuss potential impacts, and to help the project team gain more information about properties.

The Te Tupu Ngātahi approach to protect land now for future transport options was supported by the majority of community feedback respondents. Partner, key stakeholder and community feedback was generally supportive of the preferred transport network, but there were many requests in community feedback for projects to be implemented faster. People felt that improvements were needed now because development is already happening in and around the Warkworth area.

Specific feedback relating to the projects was received and is summarised Tables 1-3 below.

**Table 1: Key feedback on public transport and strategic interchanges**

Project	What we heard	What we will do
<b>New Northern Public Transport Interchange and Park and Ride</b>	<ul style="list-style-type: none"> <li>• Strong support for better public transport options and sufficient park and ride facilities</li> <li>• Some concern that the Park &amp; Ride is too small</li> <li>• Provision for access by walking and cycling is important</li> <li>• Proximity and access to the Catholic cemetery is desirable</li> <li>• Provision of cycle and walking access including underpasses through to Warkworth town</li> </ul>	<i>Continue development of concept plans to inform the DBC that consider access, location and integration with the wider network.</i>
<b>New Southern Public Transport Interchange</b>	<ul style="list-style-type: none"> <li>• Strong support for a southern public transport hub and access to the hub by walking and cycling is important</li> <li>• Location adjacent to the new local centre and services is important</li> <li>• Integration with the surrounding road network and local bus services is important in the medium and long term</li> <li>• Not suitable unless further on/off ramps are added to the motorway extension. Could be accommodated in a larger Northern Public Transport Interchange if the current layout to the motorway applies.</li> </ul>	<i>Continue development of concept plans to inform the DBC that consider access, location and integration with the wider network.</i>

	<ul style="list-style-type: none"> <li>• Include Park &amp; Ride and don't charge for parking</li> </ul>	
<b>New Ara Tūhono Southern Interchange</b>	<ul style="list-style-type: none"> <li>• Strong support for a southern interchange</li> <li>• Preference for a location slightly more north</li> <li>• Concern that north-facing ramps are excluded</li> </ul>	<i>Review the location of the interchange and how it interfaces with the Warkworth local network</i>

Table 2: Key feedback on new corridors

Project	What we heard	What we will do
<b>New Western Link Road - North</b>	<ul style="list-style-type: none"> <li>• Intersection upgrades that support access for existing and new growth</li> <li>• Move on/off ramps further north to cross Mahurangi River once</li> </ul>	<i>Proceed with concept plans that provide for final footprint that allows for flexible intersection upgrades as needed.</i>
<b>New Western Link Road - South</b>	<ul style="list-style-type: none"> <li>• Route needs to respond to terrain and future land use</li> </ul>	<i>Review and refine the route to consider access to SH1 and integrating with existing and future land forms.</i>
<b>New Wider Western Link Road</b>	<ul style="list-style-type: none"> <li>• Preference for route that travels adjacent to the Morrison Orchard</li> <li>• Crossings of the Mahurangi should be minimised</li> <li>• Need to be aware of environmental impacts including bats</li> </ul>	<i>Review and refine the route of the Wider Western Link to reconsider environmental and urban form feedback</i>
<b>New Sandspit Link Road</b>	<ul style="list-style-type: none"> <li>• Strong support for this link</li> <li>• Consider a crossing of the Mahurangi river east of the town centre</li> </ul>	<p><i>Review proposed intersection locations to support access and connectivity for all modes.</i></p> <p><i>We considered a connection across the Mahurangi in the Indicative Business Case in 2019. This link was found to have extensive environmental impacts and a very high cost. As such it was not included in the Indicative Strategic Transport Network endorsed by the Auckland Transport and Waka Kotahi Boards</i></p>

Table 3: Upgrades to existing corridors

Project	What we heard	What we will do
<b>Woodcocks Road Upgrade</b>	<ul style="list-style-type: none"> <li>• Support for walking and cycling facilities on these corridors</li> </ul>	<i>Proceed with designs that provide dedicated walking and cycling facilities on all key arterial roads</i>
<b>SH1 Upgrade</b>	<ul style="list-style-type: none"> <li>• Support for the ability for people to cross the road safely</li> </ul>	<i>Proceed with concept designs that ensure a final footprint allows for flexible intersection upgrades as needed.</i>
<b>Matakana Road Upgrade</b>	<ul style="list-style-type: none"> <li>• Support for access to local facilities and town centres</li> <li>• Desire to retain on-street parking</li> <li>• Issues with current road condition as Matakana Village will remain a choke point</li> </ul>	<i>Where possible in the existing urban area, we will reallocate road space to minimise environmental and property impacts</i>
<b>Sandspit Road Upgrade</b>	<ul style="list-style-type: none"> <li>• May need to consider further traffic control methods at Sharps Rd Intersection with increased growth</li> </ul>	<i>Review proposed intersection locations to support access and connectivity for all modes</i>
<b>Western Link Road Central</b>	<ul style="list-style-type: none"> <li>• Need to be aware of environmental areas identified including native bush and existing sensitive areas</li> <li>• Support to upgrade the bridge on State Highway 1</li> <li>• Support for road widening in some locations</li> </ul>	<i>Review transport inputs to ensure corridor capacity is sufficient to meet future demands</i>

The next step is to complete more detailed investigations, including ongoing environmental and technical assessments, for all proposed projects. During 2022, engagement with Manawhenua, other partners, local property owners, developers and key community stakeholders will continue.

The Warkworth Business Case process is expected to be completed towards the end 2022 and we anticipate that it will be scheduled for consideration by the Auckland Transport and Waka Kotahi NZ Transport Agency Boards in early 2023. NoRs are expected to be lodged early to mid-2023.

## 2 Introduction

This engagement report summarises feedback from partners, stakeholders, landowners and the wider community from April 2022 to June 2022.

### 2.1 Background

In 2016 a Programme Business Case (PBC) identified a high-level strategic transport network for four future growth areas in Auckland, of which Warkworth is one. In 2018 and 2019 Te Tupu Ngātahi Supporting Growth investigated this network further as part of an Indicative Business Case process (IBC) which confirmed a preferred strategic transport network for Warkworth. This network includes greater transport choices with walking and cycling facilities and frequent, reliable public transport.

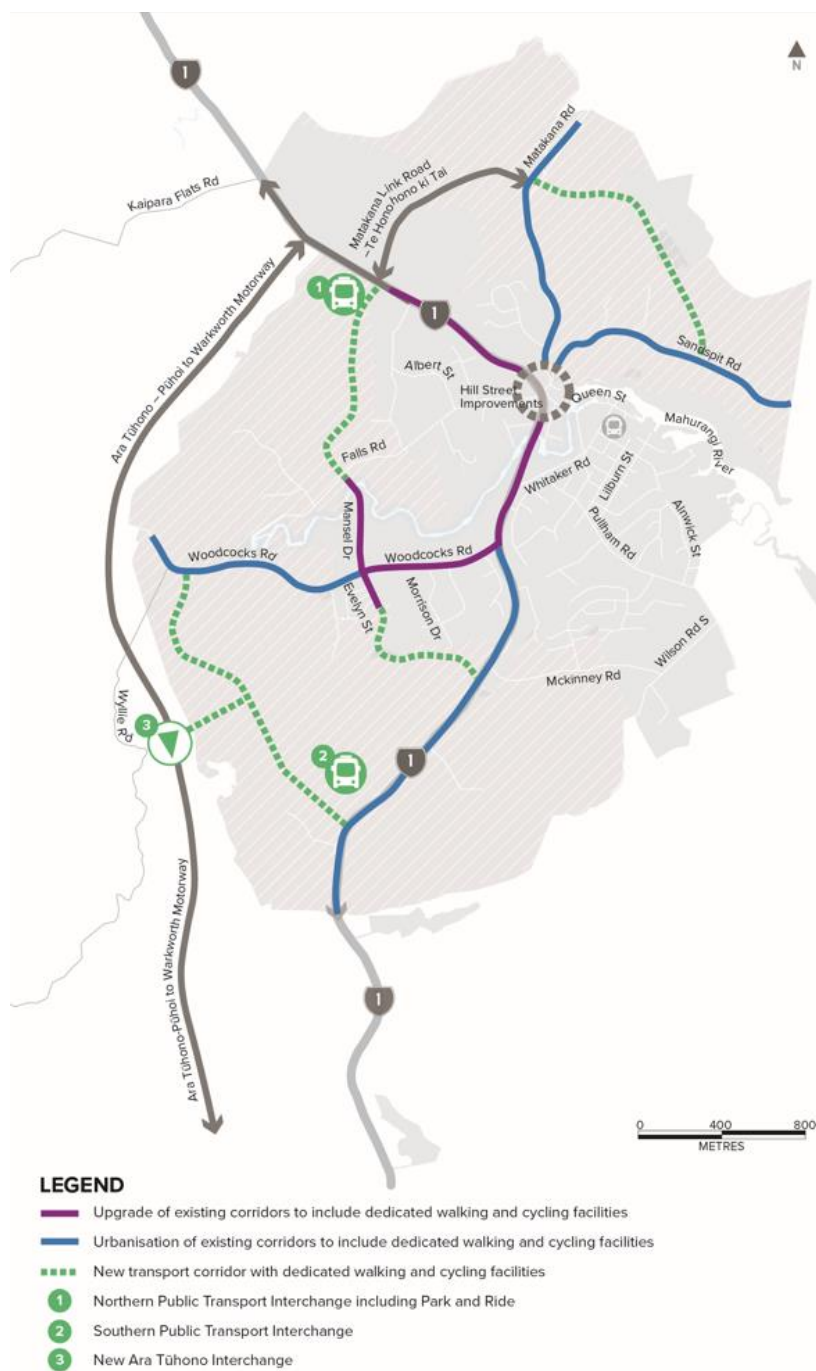
A summary of previous engagement undertaken as part of the IBC can be found here: <https://www.supportinggrowth.govt.nz/assets/supporting-growth/docs/Warkworth/2018-Consultation/Feedback-summary-2018-Warkworth-consultation.pdf>

As a result of further technical investigations and assessments, the following changes were made to the network prior to presenting these to landowners and the community for feedback:

- The proposed Park & Ride facility to be located at the northern Public Transport Hub rather than in the southern growth area near the Southern Interchange. This is to better align with medium to longer term access and with AT's Park & Ride policy which supports Park & Ride on the fringe of urban areas to service communities with reduced access to public transport.
- Realignment of the Western Link Road South to connect further north on SH1 in order better respond to proposed land use and avoid identified ecological features
- Realignment of Sandspit Link Road to connect within the future urban zone on Sandspit Road in order to better provide for an integrated multi modal corridor in the north east growth quadrant in Warkworth
- Reallocation of existing road space, rather than corridor widening on sections of SH1, Woodcocks Road (Mansell Road to SH1), and Mansell Road/Evelyn Road to minimise impact on existing commercial properties and ecological constraints.

These changes were reflected in the preferred routes presented in the 2022 public engagement. Figure 1 below shows the preferred routes.

Figure 1: Map of the preferred routes presented to landowners and wider community in the 2022 public engagement



## 2.2 Purpose and approach to engagement

The purpose of this engagement was to provide information on preferred routes and to gather feedback on these 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 and directed people to the online

interactive engagement platform to provide feedback. Briefings were held with key stakeholders, advocacy groups and local boards.

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

### 3 Engagement Activity and Feedback

Our public engagement ran from 26 April to 7 June, and we have continued to engage with project partners and potentially affected landowners.

Our primary engagement tool was an interactive online engagement platform which featured an online survey and an interactive map with the option 'drop' pins and add a comment.

The key engagement activities are summarised in Table 1 below.

**Table 1 Engagement activities undertaken**

Who we engaged	How we engaged
Partners	<p><b>Auckland Council Partnership Forum</b> – twice monthly meetings to update Council on Te Tupu Ngātahi projects (including Warkworth)</p> <p><b>Northern manawhenua</b>– ongoing monthly hui with the project teams from all North Te Tupu Ngātahi projects. Manawhenua partners also attended Multi Criteria Analysis workshops.</p> <p><b>Auckland Council Plans and Places</b> – ongoing and regular meetings with the Auckland Council Plans and Places group</p>
Elected members	<p><b>Rodney Ward Councillor Greg Sayers</b> - meeting held on 28 March to seek feedback on the engagement approach</p> <p><b>Local Board engagement</b> – a presentation with the Rodney Local Board was held on 22 April to inform them of the preferred routes prior to the start of the wider public engagement period. A joint memo was sent to the Rodney, Upper Harbour, and Hibiscus Coast and Bays local boards on 2 May providing an update on Warkworth, North, and Northwest projects. A presentation to the Rodney Local Board on 6 July provided an update on the engagement and next steps.</p>
Stakeholders	<p><b>One Mahurangi Business Association</b> - two meetings were held 6 and 16 May 2022. Meetings with this group are ongoing.</p> <p><b>Matakana Coastal Trail Trust</b> - meeting held on 26 May 2022 and the Trust also provided a written submission.</p> <p><b>Ministry of Education</b> - ongoing bi-monthly meetings are held to provide an overview of all Te Tupu Ngātahi projects. The Ministry also provided formal written feedback.</p>



Who we engaged	How we engaged
	<b>Infrastructure interface meetings</b> – regular ongoing meetings are held with Watercare, Vector and Firstgas to provide updates on all Te Tupu Ngātahi projects.
Potentially affected landowners	<p><b>Letters</b> - 455 letters were sent to landowners near the proposed routes at the beginning of May inviting them to contact us to discuss projects further and provide feedback.</p> <p><b>Landowner interactions</b> - 20 landowners got in touch with the project team and seven meetings were held. Regular meetings have been held with some landowners including those potentially affected by the Western Link Road and the Wider Western Link Road.</p>
Community	<p><b>Advertising and social media campaign</b> to promote the consultation to the wider community. Information was shared on Twitter and Facebook by AT, Rodney Local Board and One Mahurangi Business Association. The project also featured in articles in Local Matters, Greater Auckland and Mahurangi Matters.</p> <p><b>Online interactive engagement platform</b> - During the engagement period there were 1,388 unique visitors to the project site. 30 comments were added to the social map and 37 responses to the survey.</p>

### 3.1 Manawhenua engagement

We engaged with manawhenua on the Warkworth programme prior to and during wider community engagement.

Ngāti Manuhiri facilitated a cultural induction for Te Tupu Ngātahi project team members. Te Tupu Ngātahi held monthly hui with northern manawhenua, which discussed the Warkworth programme alongside the North and Northwest programmes. The purpose of these hui were to update manawhenua on the progress being made, and to present technical information, and findings to manawhenua as partners. Manawhenua also attended multi-criteria analysis (MCA) option assessment workshops. The purpose of these workshops was to gather feedback on specific options under investigation by the project team.

We heard from manawhenua that they were generally supportive of the proposed long-term transport network. Manawhenua highlighted to the project team a number of considerations, including:

- Avoiding floodplains.
- Minimising environmental impacts, particularly those on streams, wetlands, and the Mahurangi River.
- Avoiding areas of cultural significance to manawhenua.
- Retaining and enhancing connectivity to communities.

Project specific feedback was not provided by manawhenua. Instead, the project team heard about areas of interest to manawhenua, as well as any complexities and features to consider. We heard about the importance of the Mahurangi River, as well as the proximity of a floodplain to the new Wider Western Link corridor. We also heard that there are ecologically sensitive areas around the new Sandspit Link Road study area.

Te Tupu Ngātahi sought design solutions following some feedback provided by manawhenua. This resulted in option refinements that addressed the key matters raised. Manawhenua also provided general feedback on Future Urban zoned areas. Where this occurred, it enabled the project team to further distinguish the role of Te Tupu Ngātahi in context with the wider policy framework developing these areas.

## 3.2 Auckland Council engagement

There is regular engagement between Te Tupu Ngātahi and Auckland Council which supports the programme's desired outcome of integrated land use and transport planning.

Auckland Council (Plans and Places) generally supports the strategic transport network, in particular noting its integration with the approved Warkworth Structure Plan. The Council is supportive of provisions for separate walking and cycling facilities and overall improvements to the active mode network connectivity. Auckland Council (Plans and Places) provided feedback specific to some Projects as follows:

- **Western Link Road South** – Support the Link Road acting as a buffer between industrial and (future) residential land uses
- **Sandspit Link Road** – Identified a potential risk of future 'urban creep' into rural zones for routes located outside of the current Rural Urban Boundary (RUB)
- **Southern Interchange** – Support the southern interchange and heavy industrial land use being integrated to provide effective land use and transport integration. Acknowledged the interchange supports the viability of the heavy industrial land, an important future employment area for Warkworth.

## 3.3 Key stakeholder feedback

### 3.3.1 Ministry of Education

The Ministry generally supports the proposed long term transport network and has requested that Te Tupu Ngātahi consider Mahurangi College and the future primary school at 100 Woodcocks Road in the design. The Ministry supports future separated walking and cycling provisions. Further engagement will occur with the Ministry and both schools at the appropriate time in the future to consider detailed design requests relating to road crossing facilities and speeds.

### 3.3.2 Matakana Coastal Trail Trust

Matakana Coastal Trail Trust are a group of volunteers who are planning trails and securing public access in Rodney East to offer walking, cycling, mountain biking and horse-riding paths for residents, visitors and tourists. Detailed design for Stage 1 of the Pūhoi to Mangawhai Trail is in development and aims to connect Warkworth to Matakana to Snells Beach with a 2-3m wide gravel path suitable

for walking and cycling. The relationship of this path will need to be considered at the appropriate time in the future during design of the Northern Park and Ride.

### 3.3.3 One Mahurangi Business Association

One Mahurangi Business Association were generally supportive of the proposed network though they would like to see quicker progress. They support a wider outer route for the Sandspit Link Road, a larger Park & Ride facility in the north, and the indicative location for the Southern Interchange. They also raised a wider concern regarding regional transport model forecasting and consider that regional modelling assumptions need to be reviewed.

## 3.4 Wider community feedback

The majority of survey respondents were supportive of Te Tupu Ngātahi's approach to protect land now for future transport options. 94% of people who answered the online survey agreed that long term transport planning and route protection is a good way to meet the future needs of people living, working and travelling through Warkworth.



**Figure 2: Do you agree 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 through Warkworth?**

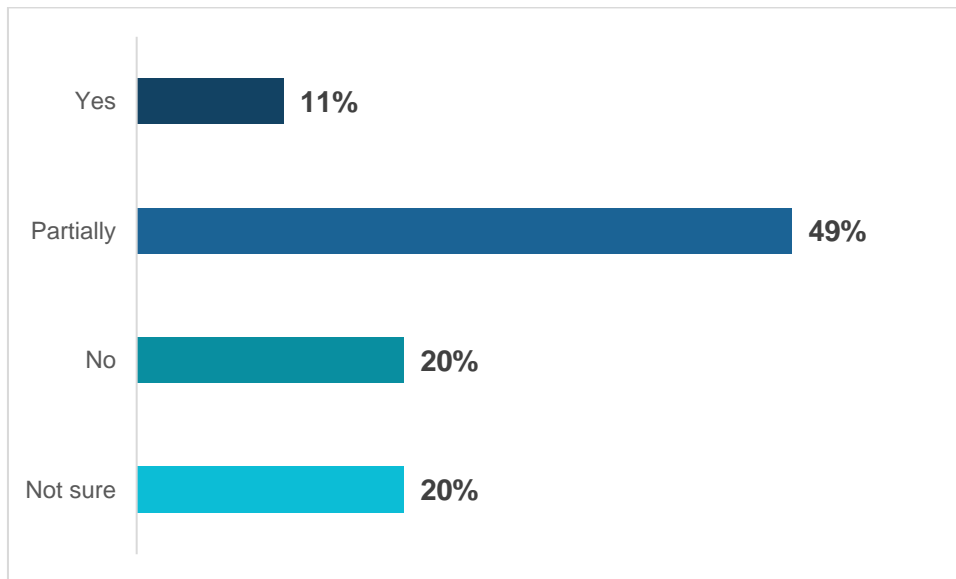
Overall, community feedback was supportive of the proposed network although there were many requests for projects to be implemented faster. 49% of survey respondents thought that the proposed long term network would **partially** meet the needs of future communities whilst 11% thought that it would, 20% thought that it would not and 20% were not sure. The most common reason for partial support was that improvements are needed now as development is already occurring and there are existing issues that need to be addressed.

*“I think that it's important to get it **built as quickly as possible**. It's the main way we can reduce our emissions from this community given the amount of housing planned for the area and the lack of other options for those working to the south.”*

Most respondents expressed support for the Park & Ride and proposed public transport options to provide improved choices to move around Warkworth and travel south to the city. While there was support for walking and cycling, particularly on currently rural roads such as Sandspit and Woodcocks Road, this feedback was mixed as some thought that the proposed network placed too much emphasis on this given the small numbers of people that would utilise these facilities.

*“A lot of residents live in areas where public transport will never be viable. Buses are currently embarrassingly empty and environmentally a poor equation. I'd like to see urgent priority given to the*

*Matakana Link to Sandspit Rd extension so that both private and public transport is not sitting in queues.”*



**Figure 3: Overall, will the proposed long-term transport network for Warkworth meet the needs of future communities?**

Specific project feedback is summarised in Section 4 which also includes feedback from potentially affected landowners.

## 4 Project specific feedback

### 4.1 New Public Transport Interchanges

The Northern Public Transport Interchange and Park & Ride location was supported by both One Mahurangi Business Association and Matakana Coastal Trail Trust. Both noted that the Park & Ride facility would need to be of sufficient size to support anticipated growth.

The majority of survey respondents were supportive of the Park & Ride and public transport interchanges. A key concern was that the Park & Ride area is not large enough for the area. Those who gave this feedback noted issues with other existing Park & Rides in Silverdale and Albany are full in the early morning.

*“They must have heaps of parking, preferably underground. By far the biggest problem with the current Akl park & rides is that there is not enough parking. People from semi-rural areas have to use their cars, there isn't enough demand to make public transport viable in the regular numbers of trips that people need.”*

*“The parking space seems very small for the size of the area it is servicing. AT needs to get more realistic about future needs - I can't use the Park & Ride at Silverdale as parking is always full by 8am.”*

Some survey respondents provided comment relating to how the facility might be operated. Other respondents stressed the importance of good feeder bus services and paths for walking and cycling to connect the interchanges with the town centre, new subdivisions and schools. In general, the Northern Park & Ride site was preferred and some questioned whether two interchanges were necessary or if one larger interchange at the Northern site would be sufficient.

Concerns were raised about the proximity of the Park & Ride to the existing Catholic cemetery and impacts on access.

Project	What we heard	What we will do
<b>New Northern Public Transport Interchange and Park &amp; Ride</b>	<ul style="list-style-type: none"> <li>• Strong support for better public transport options and sufficient park and ride facilities</li> <li>• Some concern that the Park &amp; Ride is too small</li> <li>• Provision for access by walking and cycling is important</li> <li>• Proximity and access to the Catholic cemetery is desirable</li> <li>• Provision of cycle and walking access including underpasses through to Warkworth town</li> </ul>	<i>Continue development of concept plans to inform the DBC that consider access, location and integration with the wider network.</i>
<b>New Southern Public Transport Interchange</b>	<ul style="list-style-type: none"> <li>• Strong support for a southern public transport hub and access to the hub by walking and cycling is important</li> <li>• Location adjacent to the new local centre and services is important</li> <li>• Integration with the surrounding road network and local bus services is important in the medium and long term</li> <li>• Not suitable unless further on/off ramps are added to the motorway extension. Could be accommodated in a larger Northern Public transport Interchange if the current layout to the motorway applies.</li> <li>• Include Park &amp; Ride and don't charge for parking</li> </ul>	<i>Continue development of concept plans to inform the DBC that consider access, location and integration with the wider network.</i>

## 4.2 New Southern Interchange

The inclusion of a new Southern Interchange was supported in the public feedback to provide more options for residents and visitors to access Warkworth township. Some thought that north-facing ramps should also be included because people living in growth areas to the south of Warkworth would still need to travel through the township to access Ara Tūhono-Pūhoi to Warkworth Motorway.

*“This is an important development to provide an alternative for traffic coming off the motorway to enter Warkworth and should spread the traffic load. It is also important for businesses in Warkworth town and for residents wanting to access the township.”*

*“My concern with the proposal is that it excludes north-facing ramps. People living in southern Warkworth (where much of the growth is) who are travelling north, will still have to go through town to reach the Northern Interchange - access at the Southern Interchange would be far more effective for many people and would result in a greater traffic reduction through town.”*

Developers and landowners within the area raised concerns with the location of the Southern Interchange due to *“the issues with the very steep topography, existing native vegetation, the recent mitigation planting and the bat corridor were identified”*.

This concern was reflected in some of the feedback from the wider community who were also concerned at the steep gradient and removal of bush remnants and newly planting areas.

Project	People Said	Our response
<b>New Ara Tūhono Southern Interchange</b>	<ul style="list-style-type: none"> <li>• Strong support for a southern interchange</li> <li>• Preference for a location slightly more north</li> <li>• Concern that north-facing ramps are excluded</li> </ul>	<i>Review the location of the interchange and how it interfaces with the Warkworth local network</i>

## 4.3 New Transport Corridors

In general, there was support for the new corridors. Some people stressed that Sandspit Link Road was needed urgently and should be prioritised as they were concerned that the opening of Matakana Link Road and other proposals would worsen existing congestion. Some respondents thought that the Western Link Road is already needed and that two lanes may not be enough given that Mansell Drive is already *“highly compromised by current growth”*.

One developer raised that the proposed alignment for the Western Link Road traverses a steep gully area and would be expensive to construct due to the significant amount of earthworks required. This developer preferred a straight alignment from Evelyn Street toward Gumfield Drive as it would provide cost savings, a shorter route that promotes higher use by people walking and cycling and better aligns with industrial and residential zone boundaries and the natural features of the land.

The Wider Western Link received mixed feedback with respondents expressing a range of opinions regarding its prioritisation with some stressing its necessity and others supporting the long term approach. Several developers opposed the proposed location of the Wider Western Link Road in favour of the route shown in the Waimanawa Master Plan, as they considered that the emerging

preferred route requires significant earthworks, two crossings of the Mahurangi river and crosses multiple properties under different ownership.

Another landowner shared similar thoughts to One Mahurangi Business Association that the New Sandspit Link Road should be located closer to the Rural Urban Boundary.

Project	What we heard	What we will do
<b>New Western Link Road - North</b>	<ul style="list-style-type: none"> <li>Intersection upgrades that support sufficient capacity for existing and new growth</li> <li>Move on/off ramps further north to cross Mahurangi River once</li> </ul>	<i>Proceed with concept plans that provide for final footprints that allow for flexible intersection upgrades as needed.</i>
<b>New Western Link Road - South</b>	<ul style="list-style-type: none"> <li>Route needs to respond to terrain and future land use</li> </ul>	<i>Review and refine the route to consider access to State Highway 1 and integrating with existing and future landforms.</i>
<b>New Wider Western Link Road</b>	<ul style="list-style-type: none"> <li>Preference for route that travels adjacent to the Morrison Orchard</li> <li>Crossings of the Mahurangi River should be minimised</li> <li>Need to be aware of environmental impacts including bats</li> </ul>	<i>Review and refine the route of the Wider Western Link to reconsider environmental and urban form feedback</i>
<b>New Sandspit Link Road</b>	<ul style="list-style-type: none"> <li>Strong support for this link</li> <li>Consider a crossing of the Mahurangi river east of the town centre</li> </ul>	<p><i>Review proposed intersection locations to support access and connectivity for all modes.</i></p> <p><i>We considered a connection across the Mahurangi River in the Indicative Business Case in 2019. This link was found to have extensive environmental impacts and a very high cost. As such it was not included in the Indicative Strategic Transport Network endorsed by the Auckland Transport and Waka Kotahi Boards</i></p>

## 4.4 Upgrades to existing roads

There are a number of existing roads proposed to be upgraded to a more urban standard to support accessibility and mode shift in Warkworth. These include:

- Woodcocks Road
- SH1
- Matakana Road
- Sandspit Road
- Mansel Drive

Community feedback largely supports the proposed roading upgrades and many people felt the current roads are in poor condition and urgent need for upgrade - particularly for Sandpit Road and Matakana Road. Walking and cycling provisions were supported by landowners, community feedback and the Ministry of Education (refer to Section 3.2.1). People continue to advocate for improvements to the Hill Street intersection.

Some landowners preferred the route of Woodcocks Road and State Highway 1 to be adjacent to their development and suggested a connection to McKinney Road.

Table 2: Existing Road Upgrades

Project	What we heard	What we will do
<b>Woodcocks Road Upgrade</b>	<ul style="list-style-type: none"> <li>Support for dedicated walking and cycling facilities on these corridors</li> <li>Support for the ability for people to cross the road safely</li> <li>Support for access to local facilities and town centres</li> <li>Desire to retain on-street parking</li> <li>Issues with current road condition as Matakana Village will remain a choke point</li> <li>May need to consider further traffic control methods at Sharps Rd Intersection with increased growth</li> <li>Need to be aware of environmental areas identified including native bush and existing sensitive areas</li> <li>Support to upgrade the bridge on State Highway 1</li> <li>Support for road widening in some locations</li> </ul>	<i>Proceed with designs that provide dedicated walking and cycling facilities on all key arterial roads</i>
<b>SH1 Upgrade</b>		<i>Proceed with concept designs that ensure a final footprint allows for flexible intersection upgrades as needed.</i>
<b>Matakana Road Upgrade</b>		<i>Where possible in the existing urban area, we will reallocate road space to minimise environmental and property impacts</i>
<b>Sandspit Road Upgrade</b>		<i>Review proposed intersection locations to support access and connectivity for all modes</i>
<b>Mansel Drive</b>		<i>Review transport inputs to ensure corridor capacity is sufficient to meet future demands</i>

## 5 Next steps

Feedback from public consultation will be used to better understand the issues and opportunities with the Warkworth network, as well as being considered as part of refining the routes.

A summary of the feedback has been shared with landowners and the community mid-2022. We will get back in touch with affected landowners, to provide more information on any property impacts early 2023. This will occur prior to the lodgement of Notice of Requirements in early-mid 2023 to protect the land required for projects.

All projects are currently without funding for both detailed design and construction. Construction is not expected to begin for another 10 to 30 years, in line with Auckland Council land release.