

# Trig Road School NOR ITA

## Response to AC Section 92 RFIs

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Thank you for the opportunity to respond to Auckland Council's Section 92 Requests for Further Information on the Trig Road School NOR Integrated Transport Assessment (ITA). Please find below a response to the queries addressed to Incite on 28 June 2021.

Auckland Council RFIs are provided below in blue italics with Abley's response following each point in black text.

- Please provide additional assessment on the schools resulting impacts on traffic on Trig Road at*
  - The intersection of Trig Road / Hobsonville Road*
  - The intersection of Trig Road / Brigham Creek Road*
  - SH18 / Trig Road interchange*

A detailed assessment of the named intersections was not considered necessary due to the road network upgrades proposed at the key intersections around the school site. The road improvements include the widening of Trig Road and intersection upgrades at Hobsonville Road and Brigham Creek Road. The network and intersection upgrades are considered to adequately cater for the school traffic demand, along with the residential growth in the area.

The length of Trig Road including the two intersections at either end (Hobsonville Road and Brigham Creek Road intersections) will be upgraded as recommended by the Supporting Growth programme and identified for funding in AT's Draft Regional Land Transport Plan (RLTP). Trig Road upgrade has been categorised as highest priority and marked as 1 – *Committed and Essential* as seen in the image taken from the Draft RLTP appendices below. Funding is distributed over the 10 year period (2021-2031), however we understand that the upgrade of Trig Road between Hobsonville Road and SH18 intersection, including signalisation of the Trig Road / Hobsonville Road intersection, is the highest priority with detailed design well underway. More information provided on the SGA website: <https://www.supportinggrowth.govt.nz/assets/North-West/Publications/NW-HIF-Project-Info-Sheets/58d010d539/Trig-Road-Upgrade-Project.pdf>

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:  
 1 Committed and Essential  
 2 Prioritised  
 3 Requires Funding

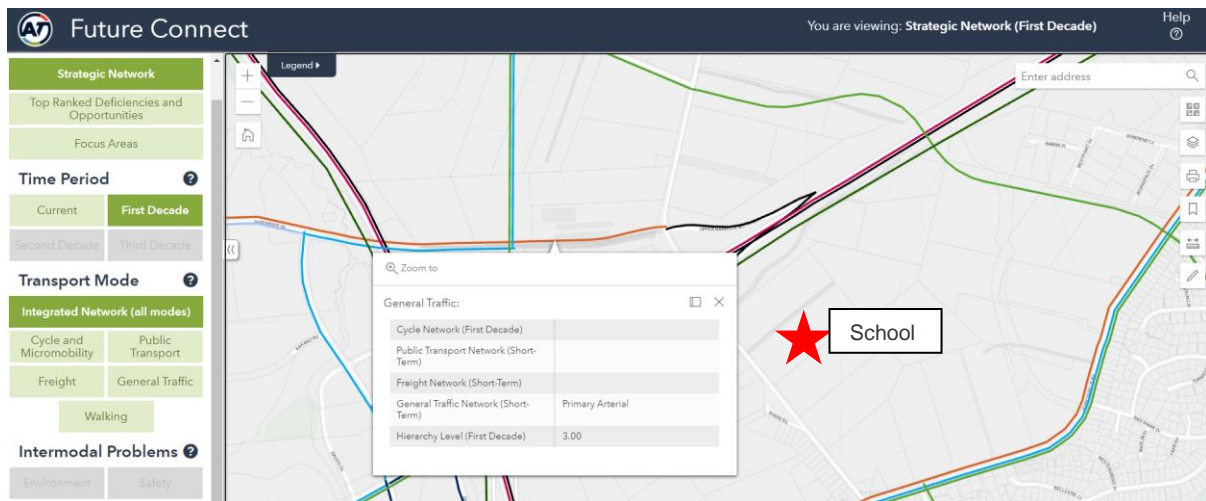


Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2029/31	10-year total
<b>\$ MILLIONS</b>												
Projects Supporting Auckland Housing Programme	Projects supporting Kainga Ora's Auckland Housing Programme, includes projects in Tamaki, Mangere, Mt Roskill, Northcote and Oranga.	3	Local Share and NLTFF <sup>1</sup>	2023/24 - 2030/31	0.0	0.0	5.0	15.0	25.0	44.0	312.0	401.0
Greenfield transport infrastructure - Northwest	Projects to support high priority greenfield growth areas, including an upgrade of Trig Road and new Redhills connections with appropriate public transport and active mode provision.	1	Local Share and NLTFF <sup>1</sup>	2021/22 - 2030/31	3.0	3.0	5.0	5.0	11.0	23.0	92.0	142.0

(Source: [https://at.govt.nz/media/1985314/rltp-2021-2031\\_appendices\\_a3.pdf](https://at.govt.nz/media/1985314/rltp-2021-2031_appendices_a3.pdf))

In addition to the Trig Road upgrades, it is expected that Northside Drive East will be constructed in the near future which will provide another arterial route linking Trig Road to Red Hills and Westgate. Auckland Transport have recently developed "Future Connect" which is a new network planning tool. It provides a multi-modal strategic network for the first decade. Northside Drive East is indicated to be constructed in the first decade, as seen in the image. More information

on the alignment of Northside Drive East can be found at this link: <https://at.govt.nz/projects-roadworks/northwest-transformation/>



Source: <https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/>

The school traffic is unlikely to affect the on- and off-ramps of the SH18 interchange on Trig Road, as minimal school traffic is expected to be travelling via SH18.

The school roll will grow with the development in the area, with a lesser number of students initially and slowly building up to the masterplan roll. The growth of the school roll will evolve in line with the infrastructure improvements, as new road links open up along Trig Road resulting in a wider distribution of school traffic.

The morning peak hour on Trig Road is understood to occur earlier than the average peak hour likely due to its distance from Auckland CBD and therefore longer journey times to work/study. All the entries of Trig Road traffic counts on AT's website show that the peak demand is between 6.45–7.15am. Traffic flows on Trig Road are therefore expected to have tapered off prior to school traffic demands. The school afternoon peak does not coincide with the commuter peak, therefore providing more capacity on the network.

*2. Your response should comment on the underlying assumptions to the modelling of the Trig road realignment, specifically*

- a. the assessment year*
- b. and what level of new development has been allowed for,*
- c. and does that include the proposed school*
- d. how the trip rates adopted for traffic generated by the school and ECEC have been derived.*

We understand this question is in reference to the Whenuapai Structure Plan ITA Report prepared by Flow in 2016, which modelled the Trig Road realignment. Flow modelled interim stages of development including a full build out scenario in 2046. The report also assumed a primary school on Trig Road as the proposed school is noted in the Structure Plan. Flow's ITA derived trip rates for the school from the ITE Guide using rates of 0.4 trips per pupil in the morning peak and 0.2 trips per pupil in the afternoons.

*Traffic Matters to consider at Outline Plan Of Works stage*

Noted – This information will be provided at OPW stage.

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