

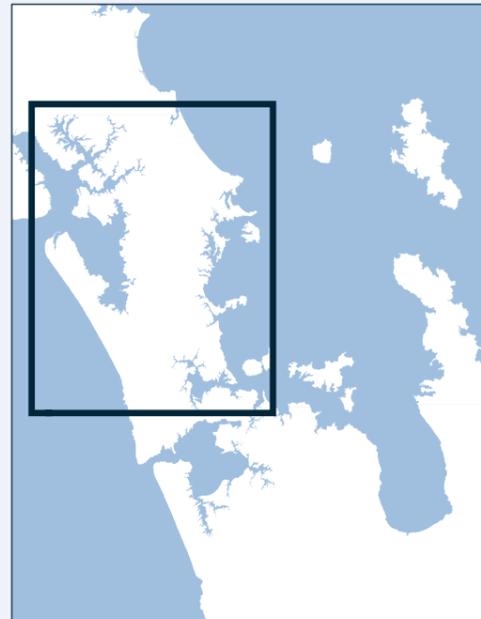


Rodney Transport Projects Advocacy Plan August 2016



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INTRODUCTION

This transport advocacy plan sets out prioritised transport projects that the Rodney Local Board (RLB) is seeking to have implemented over the next ten years. The RLB will work with relevant agencies to seek funding and delivery of these projects. These projects are important to help manage pressures of growth; keep building the Rodney community as a great place to live, work and play; and ensure adequate access to opportunities beyond Rodney.

This plan is intended to focus discussions of the Local Board with Auckland Transport (AT), which is the main implementation agency for the projects listed here.

The RLB has asked that this report consider projects in neighbouring Local Board areas that will influence transport in Rodney. This ties in with the transport for future urban growth (TFUG) project that is being completed by AT. TFUG considers potential transport investments within the context of growth in the north, and north west including areas adjacent to but outside of Rodney.

The approach taken in establishing the list of prioritised transport projects has been to:

1. Meet with the RLB to consider the existing projects in the Local Board Plan 2014 and agree a set of prioritisation criteria (29 February 2016)
2. List the projects that the RLB has identified as important
3. Work with AT staff to identify projects that are viewed as important by AT, including in the context of TFUG
4. Undertake a draft prioritisation of projects
5. Review the draft projects list with the RLB (18 July 2016)
6. Finalise the report



GROWTH

Rodney has four electoral subdivisions and Auckland Council has projected significant growth within three of these subdivisions.

| SUBDIVISION | POP 2016 | POP 2041 | % change |
|-----------------------|---------------|---------------|-------------|
| Dairy Flat | 5,122 | 8,903 | 74.3 |
| Kumeu | 27,647 | 55,219 | 99.7 |
| Warkworth | 16,058 | 20,265 | 26.2 |
| Wellsford | 7,179 | 6,412 | -10.7 |
| TOTAL (RODNEY) | 56,006 | 90,826 | 62.2 |

The TFUG consultation highlighted the following growth in key areas within and adjacent to Rodney:

The North West (Whenuapai, Redhills, Kumeu-Huapai and Riverhead)

New urban areas totalling about two thirds the size of Hamilton will be built in north west Auckland over the next 30 years

- Approximately 30,000 new houses
- Approximately 13,000 new jobs
- Approximately 75,000 more people

The North (Silverdale, Wainui, Dairy Flat)

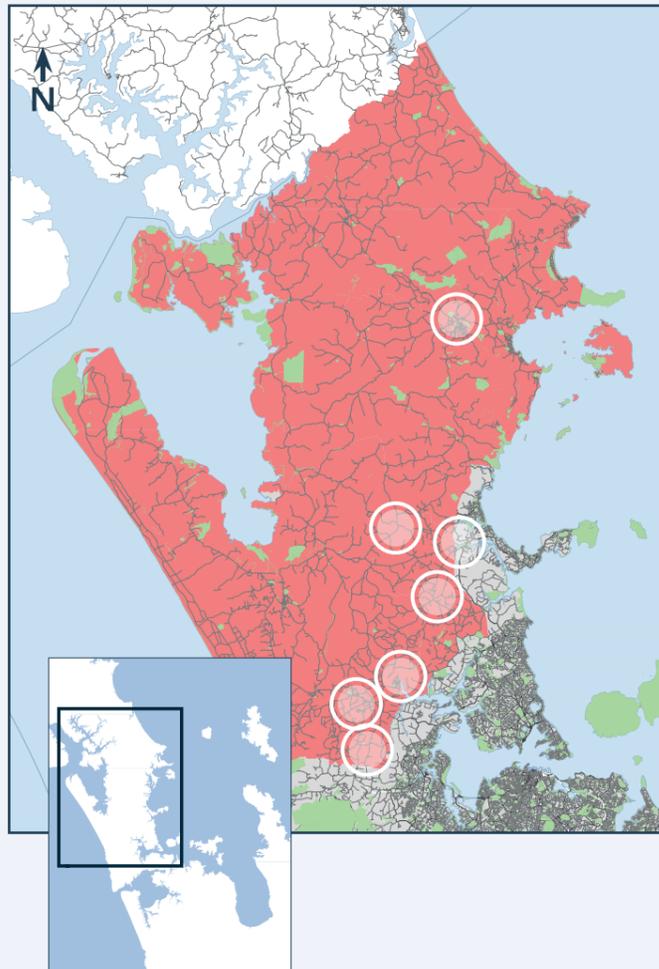
New urban areas totalling about the size of Hamilton will be built in Silverdale, Wainui and Dairy Flat during the next 30 years

- Approximately 30,000 new houses
- Approximately 13,000 new jobs

The North (Warkworth)

864 hectares of urban areas will be built in Warkworth over the next 30 years. Further development around Warkworth north and north-east is sequenced for about 2022-26 and Warkworth south is sequenced for about 2027-31.

- Approximately 7,900 new houses
- Approximately 4,000 new jobs



RODNEY LOCAL BOARD PLAN DIRECTION

The RLB has set out its key priorities for the next three years in the LB Plan. These priorities include a number of projects that it will either fund itself or it will advocate for others, such as AT, to fund.

The strategic intent of the LB Plan as relevant to this report can be summarised as facilitating growth while protecting and enhancing the community, environment and economy. This can be seen in the seven outcomes that the LB Plan is grouped around. The LB Plan places a particular emphasis on developing transport infrastructure to connect the widely dispersed community. It also places an emphasis on the Board and council working with the community, assisting the community to deliver results rather than viewing the community as passive. This includes recognition of the opportunity to work with Mana Whenua, particularly as Mana Whenua implement their own development strategies post Treaty settlement.

The LB Plan is built around the following seven outcomes:

- 1 ROADS, PATHS AND PUBLIC TRANSPORT ENABLE US TO GET AROUND EASILY AND SAFELY:**
Our communities will be well connected by transport links and have a range of transport options available to them.
- 2 PARKS AND SPORTS FACILITIES ARE EASY TO ACCESS AND ENJOY:**
Our communities, young and old, will have increased access to a wide range of recreation opportunities for health, wellbeing and enjoyment.
- 3 COMMUNITIES ARE EMPOWERED AND PLAN FOR THEIR OWN FUTURES:**
Our communities know what they want for their futures. Local people will plan for their own areas and determine what is important.
- 4 OUR ENVIRONMENT IS HEALTHY, CARED FOR AND ENJOYED BY ALL:**
Local community groups take ownership in the quality of their environment. River and stream water quality will be improving, pest species reduced and waste minimised. Our wastewater servicing will be reliable and environmentally friendly.
- 5 LOCAL HALLS AND LIBRARIES ARE FAMILIAR, VALUED AND WELL-USED COMMUNITY SPACES:**
Our halls and libraries meet the needs of local communities. They are highly valued, welcoming friendly spaces in which local residents take pride and have a sense of ownership.
- 6 LOCAL ECONOMIES ARE STRONG AND GROWING:**
Our local economy will strengthen and businesses will thrive through working together. A growing economy will provide more jobs for local people.
- 7 ARTS, CULTURE AND EVENTS ENHANCE OUR COMMUNITIES AND EXPRESS WHO WE ARE:**
Our communities will celebrate, learn and grow through arts, culture, events and a variety of community-led initiatives. These activities will strengthen communities, provide opportunities for people to connect with each other and build a sense of pride.

With regard to transport the emphasis is on improving connections between communities and improving connections within town centres, particularly those town centres that carry a lot of through traffic, such as Wellsford and Helensville. The LB Plan seeks easy access to free carparking in town centres and promotes further development of the Warkworth car park building.

Within the context of parks and sports fields the LB Plan includes emphasis on improving walkways, cycleways and bridleways to improve access to parks and the coast.

ALIGNMENT WITH AUCKLAND TRANSPORT STRATEGY

The direction being taken by the RLB with regard to transport is consistent with the strategic direction being taken by AT, as demonstrated by the direction in AT's Statement of Intent 2015/16 – 2018/19 (SOI) and Integrated Transport Programme 2012 - 2041 (ITP).

The SOI sets out AT's strategic approach and priorities for the next 3 years and how they contribute to the longer-term outcomes Auckland Council seeks to achieve. Each year, AT and Auckland Council develop a Statement of Intent for the following 3 years.

The five strategic themes of the current SOI are:

- Prioritise rapid, high frequency public transport
- Transform and elevate customer experience
- Build network optimisation and resilience
- Ensure a sustainable funding model
- Develop creative, adaptive, innovative implementation

These five themes will guide AT's future decisions and actions, aimed at providing an accessible, integrated, efficient and innovative transport system. The five strategic themes are also critical to the realisation of the Auckland Plan's vision.

Auckland's ITP sets out the 30-year investment programme to meet the transport priorities outlined in the Auckland Plan across modes covering the responsibilities of all transport agencies. Developed by AT and the New Zealand Transport Agency (NZTA) in collaboration with Auckland Council, the ITP provides a consolidated transport investment programme across the transport system over the next 30 years. The programme covers state highways and local roads, railways, buses, ferries, footpaths, cycleways, intermodal transport facilities and supporting facilities such as parking and park-and-ride.

In particular, the ITP:

- Guides transport agencies in their detailed planning activities for maintaining, operating, renewing and developing their transport networks.
- Directs transport asset management, corridor and network development, transport service levels and the transport capital portfolio for each of the 10 year periods to 2041.
- Informs the detailed programming of activities in the RLTP.

The overarching outcome sought by the ITP is: Auckland's transport system is effective, efficient and provides for the region's social, economic, environmental and cultural wellbeing; to achieve the following impacts:

- Better use of transport resources to maximise return on existing assets
- Auckland's transport system moves people and goods efficiently
- Increased access to a wider range of transport choices
- Improved safety of Auckland's transport system
- Reduced adverse environmental effects from Auckland's transport system
- Auckland's transport system effectively connects communities and provides for Auckland's compact urban form

RODNEY LOCAL BOARD PROJECTS

This section of the report summarises the discussion of transport projects in the LB Plan and outlines the Wellsford Greenways plan.

Outcome: Roads, paths and public transport enable us to get around easily and safely

- Our communities will be well connected by transport links and have a range of transport options available to them
- The focus is on completing the major projects on our roads, sealing roads and providing alternatives to private vehicles so that we can get around easily and safely.
- We need a funding commitment of ten million dollars per year over the next ten years to get more Rodney roads sealed.
- Regular public transport services must extend into Rodney. We want to be part of Auckland and have access to the same opportunities as other Aucklanders.
- In the east of Rodney we need new connecting services between towns and to the city. In the west we need to increase the frequency of our services and again consider using rail.
- Many of our rural villages have incomplete networks of footpaths that we need to complete. Footpaths are not a luxury but a basic need that will make a huge difference to our daily lives and that is why this is a key focus of this plan.
- The Puhoi to Wellsford motorway will provide a direct connection to and through Auckland. This road with off ramps at Puhoi is a priority for Rodney residents, businesses and visitors.
- We also need to maintain the existing rail network and enhance the northern rail corridor.
- When we come into town we don't want to fight to get a parking space and we also don't want to pay. We want parking close to shops, which is why we need the next level of the car park building in Warkworth to be constructed.
- Our communities want to see a number of key projects completed on our roads, so that traffic flows safely around local networks with ease.

Transport Projects listed

1. Complete projects on Warkworth roads, including Hill Street intersection, the western collector from McKinney Road and Mansel Drive Bridge
2. Investigate building a link road from State Highway 1 to Matakana Road
3. Upgrade the Centennial Park Road and SH1, Wellsford intersection including safe pedestrian access to Centennial Park Road
4. Upgrade the SH16, Muriwai Road, Waimauku intersection by constructing a roundabout
5. Undertake transport planning to accommodate growth in the Kumeu/ Huapai/Riverhead area
6. Provide transport infrastructure to serve the future industrial/business zone at Silverdale West
7. Undertake safety improvements to Coatesville Riverhead Highway

Our communities will be well connected by transport links and have a range of transport options available to them

| WHAT WE WANT TO ACHIEVE | KEY INITIATIVES | LOCAL BOARD ROLE | OTHER KEY AGENCIES | POTENTIAL COST; FUNDING STATUS |
|---|--|-----------------------------|---|---|
| Walkways and cycleways are a healthy and safe alternative | Build footpath and cycleway extensions in and between towns and villages to provide connectivity | Advocacy and decision maker | NZTA, Auckland Transport and community groups | \$2M (over three years) Local Board funding plus AT funding |

Our communities will be well connected by transport links and have a range of transport options available to them

| WHAT WE WANT TO ACHIEVE | KEY INITIATIVES | LOCAL BOARD ROLE | OTHER KEY AGENCIES | POTENTIAL COST; FUNDING STATUS |
|---|--|------------------|---|---|
| Walkways and cycleways are a healthy and safe alternative | Progress walkway / cycleway connections between Warkworth and both Snells Beach and Matakana within five years | Advocacy | Auckland Transport and Matakana Coast Trail Trust | Project not costed and requires community funding |

Our communities, young and old, will have increased access to a wide range of recreation opportunities for health, well-being and enjoyment

| WHAT WE WANT TO ACHIEVE | KEY INITIATIVES | LOCAL BOARD ROLE | OTHER KEY AGENCIES | POTENTIAL COST; FUNDING STATUS |
|--|---|--------------------------------|--------------------|--------------------------------|
| Walkways, cycleways and bridleways are used for leisure, health and well-being | Construct recreational walkways, fitness trails and bike trails and undertake plans to identify key linkages to determine areas of priority | Decision maker and partnership | Community groups | \$450,000 over three years |

Our communities know what they want for their futures. Communities are empowered by council to work together to make projects happen. Local people will plan for their own areas and determine what is important.

| WHAT WE WANT TO ACHIEVE | KEY INITIATIVES | LOCAL BOARD ROLE | OTHER KEY AGENCIES | POTENTIAL COST; FUNDING STATUS |
|--|---|------------------|--|--------------------------------|
| We are proud of our main streets and they act as focal points for community events and economic activities | Partnering on main street upgrades at Warkworth, Wellsford, Kumeu/ Huapai Helensville and Te Hana | Advocacy | Local businesses, BIDS, Auckland Transport and New Zealand Transport Agency (NZTA) | \$1m over three years |

GREENWAYS

Auckland Council has worked with the RLB to produce the Wellsford Greenways plan (July 2015). This plan seeks to create a future network of greenways that will provide safe and enjoyable ways for people to get around, get active and get engaged with the community and their environment. The network of greenways identifies the location and opportunity to:

- Improve walking, cycle and bridle connections
- Improve recreation and ecological opportunities
- Improve access to streams and waterways

The Wellsford Greenways Plan identifies five priority routes for investment:

- G.1. Matheson Road to Harrison Street via Olympus Road and Station Road
- G.2. Wellsford Centennial Park Road and Wellsford Centennial Park (complete a circuit within the Centennial Park)
- G.3. Wellsford Village to Stockyards. Connection over the railway from town to Stockyards via overbridge (advocate to further connect into Centennial Park via Stockyards or adjacent land)
- G.4. Connection over SH1
- G.5. Kaipara Highway (section of footpath)

Greenways plans for Kumeu and Warkworth / Snells are not addressed here as they are just being initiated.

RANKING PROJECTS

In addition to the projects identified by the RLB, AT has identified projects in its ITP that it intends to implement and further projects have been identified through the TFUG analysis. These projects form part of the priority projects list that was put before the RLB Transport Committee in July 2016.

Advocacy Projects

The full list of projects considered in this report is below.

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|---|--|--|
| 1 | Core Seal Extensions Local Board Plan & TFUG submission ITP | Regional Core programme for the design and construction of the region's top priority list of unsealed roads. Most in Rodney LB. | Top 28 ranked projects in Rodney and of top 50 ranked projects 47 are in Rodney. Suggest no change to this. |
| 2 | Regular public transport services Local Board Plan & TFUG submission plus ITP | In the east of Rodney - new connecting services between towns and to the city. In the west - increase the frequency of services and consider using rail | Generic goal from LB Plan |
| 2A | Orewa West / Grand Drive TFUG | TFUG promoting Northern Busway – additional stations associated with busway extension. ITP budget \$6.4m in 2020/21. AT TFUG proposes extension of the rapid transit network (RTN) by linking Albany to Dairy Flat, Silverdale, Wainui and Grand Drive. | New busway stations to improve catchment of Northern Busway services. Local Board can influence timing of extension to Orewa West / Grand Drive |
| 2B | Kumeu / Huapai to Westgate, CBD and North Shore TFUG | Promoting further investigation of public transport options in North West | TFUG identified a rapid transit network (RTN) from Kumeu to Westgate connecting to Auckland CBD along SH16. Further work is being carried out on the feasibility of extending electric trains to Huapai. Initial studies to date show a RTN along SH16 may have faster journey times and serve a wider catchment. |

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|---|--|--|
| 2C | Warkworth to Silverdale Local Board TFUG submission | Warkworth to Silverdale public transport connection | The TFUG network also includes a proposal to connect Auckland and Warkworth with a frequent express bus service along the RoNS. Easy access to this service would be supported by a park and ride bus station by Hudson Road and local connecting bus services. This tied to opening of realigned SH1, so relatively low priority now |
| 2D | Wellsford to Warkworth Local Board TFUG submission | Wellsford to Warkworth public transport connection | This not addressed in TFUG report, assume not priority. Address at later date as part of Wellsford / Warkworth SH1 realignment. |
| 2E | Albany park and ride | Albany | Expand existing facility |
| 2F | Silverdale park and ride | Silverdale | Develop to reduce pressure on SH1 and in response to existing rapid growth Local Board workshop noted this as a priority |
| 2G | Kumeu / Huapai park and ride | Kumeu | Develop to reduce pressure on SH16 and in response to existing rapid growth Local Board workshop noted this as a priority |
| 3 | Walking and Cycling Local Board Plan ITP | Across Rodney | Walking and Cycling Programme in ITP shows between \$2.2m and \$57m in ten year budget (varies widely). Programme to deliver improved and increased walking and cycling options throughout the Auckland Region (e.g. cycleways, footpaths, overbridges). |
| 3A | Walking and Cycling Local Board Plan | Progress walkway / cycleway connections between Warkworth and both Snells Beach and Matakana within five years | Drive this out of the Greenway project |

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|---|---|---|
| 3B | Walking and Cycling Local Board Plan | Construct recreational walkways, fitness trails and bike trails and undertake plans to identify key linkages to determine areas of priority | Drive this out of the Greenway projects |
| 3C | Walking and Cycling Local Board Plan | Partnering on main street upgrades at Warkworth, Wellsford, Kumeu/Huapai Helensville and Te Hana | Local Board advise Kumeu / Huapai as priority. Funding needed Local Board advise Warkworth as priority. Funding needed |
| 3D | Wellsford Greenways Plan priority routes Signed off by Local Board | <ul style="list-style-type: none"> G.1. Matheson Road to Harrison Street via Olympus Road and Station Road G.2. Wellsford Centennial Park Road and Wellsford Centennial Park (complete a circuit within the Centennial Park) G.3. Wellsford Village to Stockyards. Connection over the railway from town to Stockyards via overbridge (advocate to further connect into Centennial Park via Stockyards or adjacent land) G.4. Connection over SH1 G.5. Kaipara Highway (section of footpath) | Local Board advise that G.3 is a priority for funding |
| 4 | Comprehensive planning of Kumeu / Huapai / Riverhead requested in TFUG submission and in Local Board Plan | Whole of area including SHAs, in tandem with structure plan for area | Suggest priority in light of SHA and other development |
| 4A | Madren development Kumeu | 90 to 105 SH16 Kumeu | Local Board requests AT investigates a bridge from Weza or Koroha Road |
| 5 | SH16-Tapu Rd Intersection Upgrade ITP | Design and construction of improvements at the intersection of SH16, Tapu Road and Station Road in the township of Huapai. | Suggest priority in light of SHA and other development |
| 6 | Whenuapai Structure Plan | Whenuapai | Local Board priority is bus park and ride at Whenuapai |

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|---|---|---|
| 6A | Brigham Creek Road Corridor ITP | Brigham Creek Road is in poor condition and has a number of historical safety issues, e.g. Totara Creek Bridge. ITP has budgeted Brigham Creek Road Corridor Improvements for 2021 to 2023. This to be part of Whenuapai Structure Plan process, Local Board is involved | Supports growth in Kumeu / Huapai |
| 7 | Transport Improvements in Strategic Housing Areas Programme to facilitate the development of SHAs in Auckland | Regional budget. Specific projects to be identified as infrastructure requirements for SHAs are confirmed | Local Board has prioritised Wainui Local Board has prioritised Kumeu Local Board has prioritised Redhills |
| 8 | Dairy Flat Highway/The Avenue ITP | Signalisation of the Dairy Flat Highway/The Avenue intersection, strengthening of the existing road bridge over the Lucas Creek and provision of a new walking/cycling footbridge over the Lucas Creek. | Does the Local Board have a view on the funding and timing of this project? How important? Takes some Paremoremo traffic. |
| 9 | Silverdale West Local Board Plan | Provide transport infrastructure to serve the future industrial/business zone at Silverdale West | Time with associated urban growth |
| 10 | Penlink ITP | A new 4-lane toll road between SH1 and Whangaparaoa. | Local Board to identify its position in terms of timing and funding advocacy |
| 11 | Warkworth local roads Local Board Plan | Completion of projects on Warkworth roads, including Hill Street intersection, the western collector from McKinney Road and Mansel Drive Bridge | Local Board has consistently emphasised these projects TFUG commentary: The draft TFUG network will help reduce congestion at the Hill Street intersection by providing the Matakana Link Road through to State Highway 1 (SH1) as an alternative route. A realignment of Sandspit Road would provide improved access to the eastern beaches |

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|--|---|---|
| 12 | Warkworth Matakana link Local Board Plan / TFUG | Local Board Plan calls for investigation of building a link road from State Highway 1 to Matakana Road | Time with SH1 realignment completion |
| 13 | Warkworth carpark Local Board Plan | Additional level of Warkworth car park building | No commitment from AT |
| 14 | Warkworth Western Collector ITP / TFUG | ITP Proposed Crossing of estuary between Falls Road and Woodcock Road. ITP budget in 2016 / 17 \$3.4m | Local Board has consistently emphasised this project TFUG commentary: Stage one (Falls Rd) of the Warkworth Western Collector project is programmed to begin construction in 2017. This will improve connections through the western part of Warkworth. The full route of the Warkworth Western Collector is yet to be determined but will connect the state highway in the vicinity of McKinney Rd in the south while connecting with the state highway in the vicinity of the Hudson Rd intersection |
| 15 | Wellsford Local Board Plan | Upgrade the Centennial Park Road and SH1, Wellsford intersection including safe pedestrian access to Centennial Park Road | No budget |
| 16 | Safety programmes Auckland Transport Road Safety Engineering projects that are in the 2016/17 investigation stage for Rural North (Rodney Local Board) | Local Board to advocate locations | Including safety and minor improvements, safety around schools, crash reduction implementation, regional safety programme and safety speed management |
| 16A | | Coatesville-Riverhead Highway Safety Improvements | High-risk Corridor. Undertake safety improvements to Coatesville Riverhead Highway |

| NUMBER | WHAT / WHO | WHERE | COMMENT |
|--------|---|--|---|
| 16B | | Dairy Flat Highway/ Coatesville Riverhead Highway Intersection Safety Improvements | High-risk Intersection |
| 16C | | Speed Management Improvements at Kaukapakapa School on Kaipara Coast Highway | Speed Management Around Schools |
| 16D | | Pedestrian crossing at Matakana Road / Hill Street intersection | Local Board priority |
| 17 | Safety programmes Auckland Transport The Rural North Road Safety Action Plan identifies a number of combined Road Safety Education and Enforcement in the following areas: | Are the programmes below a high priority to the Local Board? | Activities to be jointly delivered by NZ Police and AT during 2016/17 (according to the combined Road Policing/AT Calendar) targeting improved Safe Road Use |
| 17A | | <ol style="list-style-type: none"> 1. Rural Intersection Safety 2. Motorcycle Safety 3. Safe Rural Speed 4. Reduced Alcohol/ Drugged Drivers 5. Reduced Driver Fatigue 6. Improved Safety Belt Use 7. Safer Young Drivers | |
| 18 | NZTA Speed Management Guide | Regional / National | Proposed changes to speed management guidelines to provide greater flexibility for local authority to make speed limit changes. Changes could be made from 2017. Potential to improve safety on some roads |

Project Scores

The RLB agreed to the following ranking criteria on 29 February 2016.

A. Auckland's transport system moves people and goods efficiently, with quality, affordable choices

B. Better use of transport investment

C. Auckland's transport system enables growth and a high quality urban form, with reduced adverse effects

Each project is scored from 1 to 3; with 3 indicating high priority for the criteria.

| NUMBER | PRIORITY PROJECTS FOR THE LOCAL BOARD TO ADVOCATE | RANKING | | | TOTAL |
|--------|---|---------|----|----|-------|
| | | A | B | C | |
| 1 | Core Seal Extensions | 2 | 3 | 2 | 7 |
| 2 | Regular public transport services | NA | NA | NA | |
| 2A | Orewa West / Grand Drive New busway stations to improve catchment of Northern Busway services | 3 | 3 | 3 | 9 |
| 2B | Kumeu / Huapai to Westgate, CBD and North Shore • RTN from Kumeu to Westgate connecting to Auckland CBD along SH16 • Feasibility of electric rail from Huapai | 3 | 3 | 3 | 9 |
| | | 2 | 2 | 2 | 6 |
| 2C | Warkworth to Silverdale public transport connection | 1 | 2 | 2 | 5 |
| 2D | Wellsford to Warkworth public transport connection | 1 | 1 | 1 | 3 |
| 2E | Albany park and ride | 3 | 3 | 2 | 8 |
| 2F | Silverdale park and ride | 3 | 2 | 2 | 7 |
| 2G | Kumeu / Huapai park and ride | 3 | 2 | 2 | 7 |
| 3 | Walking and Cycling across Rodney | NA | NA | NA | |
| 3A | Walking and Cycling connections between Warkworth and both Snells Beach and Matakana | 2 | 2 | 2 | 6 |
| 3C | Local Board advise Kumeu / Huapai main street as priority. Funding needed. | 3 | 3 | 3 | 9 |
| | Local Board advise Warkworth main street as priority. Funding needed. | 3 | 3 | 3 | 9 |
| 3D | Wellsford Greenways Plan Local Board advise that route G.3 is a priority for funding | 3 | 3 | 3 | 9 |
| 4 | Comprehensive planning of Kumeu / Huapai / Riverhead | 3 | 3 | 3 | 9 |
| 4A | Madren development Kumeu, investigate a bridge from Weza or Koroha Road | 3 | 3 | 3 | 9 |

| NUMBER | REFER TO RANKING CRITERIA | A | B | C | TOTAL |
|--------|---|----|----|----|-------|
| 5 | SH16-Tapu Rd Intersection Upgrade | 2 | 3 | 3 | 8 |
| 6 | Whenuapai Structure Plan; Local Board priority is bus park and ride at Whenuapai | 3 | 3 | 3 | 9 |
| 6A | Brigham Creek Road Corridor improvements | 2 | 2 | 3 | 7 |
| 7 | Transport Improvements in Strategic Housing Areas | | | | |
| | Local Board has prioritised Wainui | 3 | 3 | 3 | 9 |
| | Local Board has prioritised Kumeu | 3 | 3 | 3 | 9 |
| | Local Board has prioritised Redhills | 3 | 3 | 3 | 9 |
| 8 | Dairy Flat Highway/The Avenue signalise intersection | 2 | 2 | 1 | 5 |
| 9 | Silverdale West transport infrastructure | 1 | 1 | 1 | 3 |
| 10 | Penlink timing and funding advocacy | 3 | 3 | 1 | 7 |
| 11 | Warkworth local roads including Hill Street intersection, the western collector from McKinney Road and Mansel Drive Bridge | 3 | 3 | 3 | 9 |
| 12 | Warkworth Matakana link | 3 | 3 | 3 | 9 |
| 13 | Warkworth carpark | 1 | 1 | 1 | 3 |
| 14 | Warkworth Western Collector between Falls Road and Woodcock Road | 3 | 3 | 3 | 9 |
| 15 | Wellsford upgrade the Centennial Park Road and SH1, Wellsford intersection including safe pedestrian access to Centennial Park Road | 2 | 2 | 2 | 6 |
| 16 | Safety programmes | NA | NA | NA | |
| | Auckland Transport Road Safety Engineering projects that are in the 2016/17 investigation stage for Rodney Local Board | | | | |
| 16A | Coatesville-Riverhead Highway Safety Improvements | 3 | 3 | 3 | 9 |
| 16B | Dairy Flat Highway/Coatesville Riverhead Highway Intersection Safety Improvements | 3 | 3 | 3 | 9 |
| 16C | Speed Management Improvements at Kaukapakapa School on Kaipara Coast Highway | 3 | 3 | 3 | 9 |
| 16D | Pedestrian crossing at Matakana Road / Hill Street intersection | 3 | 3 | 3 | 9 |
| 18 | NZTA Speed Management Guide | 2 | 3 | 3 | 8 |

Ranked List

Here the projects are listed from highest score to lowest

| NUMBER | REFER TO RANKING CRITERIA | A | B | C | TOTAL |
|--------|--|----|----|----|-------|
| 2A | Orewa West / Grand Drive New busway stations to improve catchment of Northern Busway services | 3 | 3 | 3 | 9 |
| 2B | Kumeu / Huapai to Westgate, CBD and North Shore • RTN from Kumeu to Westgate connecting to Auckland CBD along SH16 | 3 | 3 | 3 | 9 |
| 3C | Local Board advise Kumeu / Huapai main street as priority. Funding needed. | 3 | 3 | 3 | 9 |
| | Local Board advise Warkworth main street as priority. Funding needed. | 3 | 3 | 3 | 9 |
| 3D | Wellsford Greenways Plan Local Board advise that route G.3 is a priority for funding | 3 | 3 | 3 | 9 |
| 4 | Comprehensive planning of Kumeu / Huapai / Riverhead | 3 | 3 | 3 | 9 |
| 4A | Madren development Kumeu, investigate a bridge from Weza or Koroha Road | 3 | 3 | 3 | 9 |
| 6 | Whenuapai Structure Plan; Local Board priority is bus park and ride at Whenuapai | 3 | 3 | 3 | 9 |
| 7 | Transport Improvements in Strategic Housing Areas | | | | |
| | Local Board has prioritised Wainui | 3 | 3 | 3 | 9 |
| | Local Board has prioritised Kumeu | 3 | 3 | 3 | 9 |
| | Local Board has prioritised Redhills | 3 | 3 | 3 | 9 |
| 11 | Warkworth local roads including Hill Street intersection, the western collector from McKinney Road and Mansel Drive Bridge | 3 | 3 | 3 | 9 |
| 12 | Warkworth Matakana link | 3 | 3 | 3 | 9 |
| 14 | Warkworth Western Collector between Falls Road and Woodcock Road | 3 | 3 | 3 | 9 |
| 16 | Safety programmes Auckland Transport Road Safety Engineering projects that are in the 2016/17 investigation stage for Rodney Local Board | NA | NA | NA | |
| 16A | Coatesville-Riverhead Highway Safety Improvements | 3 | 3 | 3 | 9 |

| NUMBER | REFER TO RANKING CRITERIA | A | B | C | TOTAL |
|--------|---|---|---|---|-------|
| 16B | Dairy Flat Highway/Coatesville Riverhead Highway Intersection Safety Improvements | 3 | 3 | 3 | 9 |
| 16C | Speed Management Improvements at Kaukapakapa School on Kaipara Coast Highway | 3 | 3 | 3 | 9 |
| 16D | Pedestrian crossing at Matakana Road / Hill Street intersection | 3 | 3 | 3 | 9 |
| 18 | NZTA Speed Management Guide | 2 | 3 | 3 | 8 |
| 5 | SH16-Tapu Rd Intersection Upgrade | 2 | 3 | 3 | 8 |
| 2E | Albany park and ride | 3 | 3 | 2 | 8 |
| 1 | Core Seal Extensions | 2 | 3 | 2 | 7 |
| 2F | Silverdale park and ride | 3 | 2 | 2 | 7 |
| 2G | Kumeu / Huapai park and ride | 3 | 2 | 2 | 7 |
| 6A | Brigham Creek Road Corridor improvements | 2 | 2 | 3 | 7 |
| 10 | Penlink timing and funding advocacy | 3 | 3 | 1 | 7 |
| 2B | Kumeu / Huapai to Westgate, CBD and North Shore • Feasibility of electric rail from Huapai | 2 | 2 | 2 | 6 |
| 3A | Walking and Cycling connections between Warkworth and both Snells Beach and Matakana | 2 | 2 | 2 | 6 |
| 15 | Wellsford upgrade the Centennial Park Road and SH1, Wellsford intersection including safe pedestrian access to Centennial Park Road | 2 | 2 | 2 | 6 |
| 2C | Warkworth to Silverdale public transport connection | 1 | 2 | 2 | 5 |
| 8 | Dairy Flat Highway/The Avenue signalise intersection | 2 | 2 | 1 | 5 |
| 2D | Wellsford to Warkworth public transport connection | 1 | 1 | 1 | 3 |
| 9 | Silverdale West transport infrastructure | 1 | 1 | 1 | 3 |
| 13 | Warkworth carpark | 1 | 1 | 1 | 3 |

NEXT STEPS

This report was prepared with the intention that it form a basis for the RLB to advocate implementation. To that end it is suggested that the RLB meet with AT, Auckland Council and NZTA staff to review the priority list and agree how to align the list with funding and implementation criteria.



Priority Projects for the Local Board to advocate
Including projects outside, but near to the Rodney Local Board area

PRIORITY CRITERIA

- A** = Auckland's transport system moves people and goods efficiently, with quality, affordable choices
- B** = Better use of transport investment
- C** = Auckland's transport system enables growth and a high quality urban form, with reduced adverse effects

| # | PROJECTS LISTED IN RODNEY LOCAL PLAN PLUS WELLSFORD GREENWAY AND SUBMISSION TO TFUG WITH AUCKLAND TRANSPORT COMMITMENTS NOTED WHERE RELEVANT | | | PRIORITY (1 LOW; 3 HIGH) | | |
|----|--|---|--|--------------------------|--------|--------|
| | WHAT / WHO | WHERE | COMMENT | A | B | C |
| 1 | Core Seal Extensions Local Board Plan & TFUG submission RLTP | Regional Core programme for the design and construction of the region's top priority list of unsealed roads. Most in Rodney LB. | Top 28 ranked projects in Rodney and of top 50 ranked projects 47 are in Rodney. Suggest no change to this. | 2 | 3 | 2 |
| 2 | Regular public transport services Local Board Plan & TFUG submission plus RLTP | In the east of Rodney we need new connecting services between towns and to the city. In the west we need to increase the frequency of our services and again consider using rail | From Local Board Plan | NA | NA | NA |
| 2A | Orewa West / Grand Drive TFUG | TFUG promoting Northern Busway – additional stations associated with busway extension. RLTP budget \$6.4m in 2020/21 AT TFUG proposes extension of the rapid transit network (RTN) by linking Albany to Dairy Flat, Silverdale, Wainui and Grand Drive | New busway stations to improve catchment of Northern Busway services Local Board can influence timing of extension to Orewa West / Grand Drive | 3 | 3 | 3 |
| 2B | Kumeu / Huapai to Westgate, CBD and North Shore TFUG | Promoting further investigation of public transport options in North West | Identified a rapid transit network (RTN) from Kumeu to Westgate connecting to Auckland CBD along SH16. Further work is being carried out on the feasibility of extending electric trains to Huapai. Initial studies to date show a RTN along SH16 may have faster journey times and serve a wider catchment. | 3 2 | 3 2 | 3 2 |
| 2C | Warkworth to Silverdale Local Board TFUG submission | Warkworth to Silverdale public transport connection | The TFUG network also includes a proposal to connect Auckland and Warkworth with a frequent express bus service along the RoNS. Easy access to this service would be supported by a park and ride bus station by Hudson Road and local connecting bus services. This tied to opening of realigned SH1, so relatively low priority now | 1 | 2 | 2 |
| 2D | Wellsford to Warkworth Local Board TFUG submission | Wellsford to Warkworth public transport connection | This not addressed in TFUG report, assume not priority. Address at later date as part of Wellsford / Warkworth SH1 realignment. | 1 | 1 | 1 |
| 2E | Albany park and ride | Albany | Expand existing facility | 3 | 3 | 2 |
| 2F | Silverdale park and ride | Silverdale | Develop to reduce pressure on SH1 and in response to existing rapid growth Local Board workshop noted this as a priority | 3 | 2 | 2 |
| 2G | Kumeu / Huapai park and ride | Kumeu | Develop to reduce pressure on SH16 and in response to existing rapid growth Local Board workshop noted this as a priority | 3 | 2 | 2 |

| # | PROJECTS LISTED IN RODNEY LOCAL PLAN PLUS WELLSFORD GREENWAY AND SUBMISSION TO TFUG WITH AUCKLAND TRANSPORT COMMITMENTS NOTED WHERE RELEVANT | | | PRIORITY (1 LOW; 3 HIGH) | | |
|----|--|---|---|-----------------------------|----|----|
| | WHAT / WHO | WHERE | COMMENT | A | B | C |
| 3 | Walking and Cycling Local Board Plan RLTP | Across Rodney | Walking and Cycling Programme in RLTP shows between \$2.2m and \$57m in ten year budget (varies widely). Programme to deliver improved and increased walking and cycling options throughout the Auckland Region (e.g. cycleways, footpaths, overbridges). | NA | NA | NA |
| 3A | Walking and Cycling Local Board Plan | Progress walkway / cycleway connections between Warkworth and both Snells Beach and Matakana within five years | Drive this out of the Greenway project | 2 | 2 | 2 |
| 3B | Walking and Cycling Local Board Plan | Construct recreational walkways, fitness trails and bike trails and undertake plans to identify key linkages to determine areas of priority | Drive this out of the Greenway projects | NA | NA | NA |
| 3C | Walking and Cycling Local Board Plan | Partnering on main street upgrades at Warkworth, Wellsford, Kumeu/Huapai Helensville and Te Hana | Local Board advise Kumeu / Huapai as priority. Funding needed | 3 | 3 | 3 |
| | | | Local Board advise Warkworth as priority. Funding needed | 3 | 3 | 3 |
| 3D | Wellsford Greenways Plan priority routes Signed off by Local Board | <ul style="list-style-type: none"> G.1. Matheson Road to Harrison Street via Olympus Road and Station Road G.2. Wellsford Centennial Park Road and Wellsford Centennial Park (complete a circuit within the Centennial Park) G.3. Wellsford Village to Stockyards. Connection over the railway from town to Stockyards via overbridge (advocate to further connect into Centennial Park via Stockyards or adjacent land) G.4. Connection over SH1 G.5. Kaipara Highway (section of footpath) | Local Board advise that G.3 is a priority for funding | 3 | 3 | 3 |
| 4 | Comprehensive planning of Kumeu / Huapai / Riverhead requested in TFUG submission and in Local Board Plan | Whole of area including SHAs, in tandem with structure plan for area | Suggest priority in light of SHA and other development | 3 | 3 | 3 |
| 4A | Madren development Kumeu | 90 to 105 SH16 Kumeu | Local Board requests AT investigates a bridge from Weza or Koroha Road | 3 | 3 | 3 |
| 5 | SH16-Tapu Rd Intersection Upgrade RLTP | Design and construction of improvements at the intersection of SH16, Tapu Road and Station Road in the township of Huapai. | Suggest priority in light of SHA and other development | 2 | 3 | 3 |
| 6 | Whenuapai Structure Plan | Whenuapai | Local Board priority is bus park and ride at Whenuapai | 3 | 3 | 3 |
| 6A | Brigham Creek Road Corridor RLTP | <p>Brigham Creek Road is in poor condition and has a number of historical safety issues, e.g. Totara Creek Bridge. RLTP has budgeted Brigham Creek Road Corridor Improvements for 2021 to 2023</p> <p>This to be part of Whenuapai Structure Plan process, Local Board is involved</p> | Supports growth in Kumeu / Huapai | 2 | 2 | 3 |

| # | PROJECTS LISTED IN RODNEY LOCAL PLAN PLUS WELLSFORD GREENWAY AND SUBMISSION TO TFUG WITH AUCKLAND TRANSPORT COMMITMENTS NOTED WHERE RELEVANT | | | PRIORITY (1 LOW; 3 HIGH) | | |
|----|--|---|---|-----------------------------|---|---|
| | WHAT / WHO | WHERE | COMMENT | A | B | C |
| 7 | Transport Improvements in Strategic Housing Areas Programme to facilitate the development of SHAs in Auckland | Regional budget. Specific projects to be identified as infrastructure requirements for SHAs are confirmed | Local Board has prioritised Wainui | 3 | 3 | 3 |
| | | | Local Board has prioritised Kumeu | 3 | 3 | 3 |
| | | | Local Board has prioritised Redhills | 3 | 3 | 3 |
| 8 | Dairy Flat Highway/The Avenue RLTP | Signalisation of the Dairy Flat Highway/The Avenue intersection, strengthening of the existing road bridge over the Lucas Creek and provision of a new walking/cycling footbridge over the Lucas Creek. | Does the Local Board have a view on the funding and timing of this project? How important? Takes some Paremoremo traffic. | 2 | 2 | 1 |
| 9 | Silverdale West Local Board Plan | Provide transport infrastructure to serve the future industrial/business zone at Silverdale West | Time with associated urban growth | 1 | 1 | 1 |
| 10 | Penlink RLTP | A new 4-lane toll road between SH1 and Whangaparaoa. | Local Board to identify its position in terms of timing and funding advocacy | 3 | 3 | 1 |
| 11 | Warkworth local roads Local Board Plan | Completion of projects on Warkworth roads, including Hill Street intersection, the western collector from McKinney Road and Mansel Drive Bridge | Local Board has consistently emphasised these projects TFUG commentary: The draft TFUG network will help reduce congestion at the Hill Street intersection by providing the Matakana Link Road through to State Highway 1 (SH1) as an alternative route. A realignment of Sandspit Road would provide improved access to the eastern beaches | 3 | 3 | 3 |
| 12 | Warkworth Matakana link Local Board Plan / TFUG | Local Board Plan calls for investigation of building a link road from State Highway 1 to Matakana Road | Time with SH1 realignment completion | 3 | 3 | 3 |
| 13 | Warkworth carpark Local Board Plan | Additional level of Warkworth car park building | No commitment from AT | 1 | 1 | 1 |
| 14 | Warkworth Western Collector RLTP / TFUG | RLTP Proposed Crossing of estuary between Falls Road and Woodcock Road. RLTP budget in 2016 / 17 \$3.4m | Local Board has consistently emphasised this project TFUG commentary: Stage one (Falls Rd) of the Warkworth Western Collector project is programmed to begin construction in 2017. This will improve connections through the western part of Warkworth. The full route of the Warkworth Western Collector is yet to be determined but will connect the state highway in the vicinity of McKinney Rd in the south while connecting with the state highway in the vicinity of the Hudson Rd intersection | 3 | 3 | 3 |
| 15 | Wellsford Local Board Plan | Upgrade the Centennial Park Road and SH1, Wellsford intersection including safe pedestrian access to Centennial Park Road | No budget | 2 | 2 | 2 |

| # | PROJECTS LISTED IN RODNEY LOCAL PLAN PLUS WELLSFORD GREENWAY AND SUBMISSION TO TFUG WITH AUCKLAND TRANSPORT COMMITMENTS NOTED WHERE RELEVANT | | | PRIORITY (1 LOW; 3 HIGH) | | |
|-----|--|---|---|-----------------------------|----|----|
| | WHAT / WHO | WHERE | COMMENT | A | B | C |
| 16 | Safety programmes Auckland Transport Road Safety Engineering projects that are in the 2016/17 investigation stage for Rural North (Rodney Local Board) | Local Board to advocate locations | Including safety and minor improvements, safety around schools, crash reduction implementation, regional safety programme and safety speed management | NA | NA | NA |
| 16A | | Coatesville-Riverhead Highway Safety Improvements | High-risk Corridor. Undertake safety improvements to Coatesville Riverhead Highway | 3 | 3 | 3 |
| 16B | | Dairy Flat Highway/Coatesville Riverhead Highway Intersection Safety Improvements | High-risk Intersection | 3 | 3 | 3 |
| 16C | | Speed Management Improvements at Kaukapakapa School on Kaipara Coast Highway | Speed Management Around Schools | 3 | 3 | 3 |
| 16D | | Pedestrian crossing at Matakana Road / Hill Street intersection | Local Board priority | 3 | 3 | 3 |
| 17 | Safety programmes Auckland Transport The Rural North Road Safety Action Plan identifies a number of combined Road Safety Education and Enforcement in the following areas: | Are the programmes below a high priority to the Local Board? | Activities to be jointly delivered by NZ Police and AT during 2016/17 (according to the combined Road Policing/AT Calendar) targeting improved Safe Road Use | NA | NA | NA |
| 17A | | <ol style="list-style-type: none"> 1. Rural Intersection Safety 2. Motorcycle Safety 3. Safe Rural Speed 4. Reduced Alcohol/Drugged Drivers 5. Reduced Driver Fatigue 6. Improved Safety Belt Use 7. Safer Young Drivers | | | | |
| 18 | NZTA Speed Management Guide | Regional / National | Proposed changes to speed management guidelines to provide greater flexibility for local authority to make speed limit changes. Changes could be made from 2017. Potential to improve safety on some roads | 2 | 3 | 3 |