Table of Contents

Executive Summary ........................................................................................................................................... 4
1  Introduction .................................................................................................................................................. 5
2  Strategic context............................................................................................................................................. 6
3  Opportunities and Constraints..................................................................................................................... 10
4  Conclusion .................................................................................................................................................. 12
5  Reference.................................................................................................................................................... 13
Executive Summary

This report summarises the transport planning work undertaken to date that supports the development of the proposed Warkworth Structure Plan Area. It outlines the indicative network required to support the area’s urbanisation, how the proposed network enables and integrates with land use, and the next steps towards implementation.

In short, the report identifies that:

- The Supporting Growth (formerly Transport for Future Urban Growth) project has identified conceptually the rapid transit, state highway and arterial roads required to
  - support the greenfield areas identified in the Unitary Plan, noting that the Supporting Growth network is based on land Future Urban Zoned at July 2016, and therefore does not reflect the expanded Future Urban Zone as a result of Council decisions on the Unitary Plan;
  - enable the Warkworth Structure Plan Area to develop with quality transport choices and an appropriate level of network performance;
- A significant amount of detailed investigation is now required to turn the conceptual Supporting Growth networks into detailed projects to be provided over time. The Integrated Transport Assessment (ITA) to support the Warkworth Structure Plan will incorporate some of this analysis; and
- The recommended strategic approach and indicative package of the Auckland Transport Alignment Project (ATAP) broadly align with the planned land use planning for the Warkworth area, noting that ATAP is currently being reviewed and updated to reflect the new government’s investment priorities.
1 Introduction

1.1 Purpose and scope of the report

The purpose of this report is to summarise the transport planning work undertaken to date that will support the proposed Warkworth Structure Plan Area. In doing so, it covers:

- The Supporting Growth project and findings;
- The Auckland Transport Alignment Project; and
- Next steps required to progress the conceptual networks identified as necessary in the Supporting Growth project.

1.2 Study area

The proposed Warkworth Structure Plan area is approximately 1,000 hectares of Future Urban zoned land, and is the primary study area for this report.
The Future Urban Land Supply Strategy (2017) sets out the region-wide plan for sequencing all of the Future Urban zoned land across Auckland. It identifies that the areas within the Warkworth Future Urban zone will be ‘development ready’ according to the timeline below:

- Warkworth North Industrial – Live Zoned
- Warkworth North – 2022
- Warkworth South – 2028-2032
- Warkworth North East – 2033 -2037

Warkworth North is timed to align with the construction of the Puhoi to Warkworth motorway (completed 2021), Matakana Link Road and Watercare’s wastewater upgrades (2022).

At this time, a subsequent Plan Change will cover only the Warkworth North area to align with the Future Urban Land Supply Strategy sequencing. Further Plan Changes will follow in line with the Future Urban Land Supply Strategy.

2 Strategic context

2.1 Transport response to greenfield needs
The Auckland Unitary Plan provides some 15,000 hectares of greenfield land within the Rural Urban Boundary (RUB) for staged urbanisation over the next 30 years. The greenfield land is estimated to have capacity for some 137,000 dwellings, along with 1,400 hectares of business land.

Auckland Transport, Auckland Council and the New Zealand Transport Agency (NZTA) have progressed transport planning for these areas of greenfield land. This began with
conceptual transport network planning culminating in the Supporting Growth (formerly Transport for Future Urban Growth) project in 2016. The Supporting Growth project aims to build a case for route protecting the rapid transit, state highway and arterial road infrastructure required to service the greenfield areas in their fully developed state. This work has also informed the preferred sequencing of urbanisation in the greenfield areas as outlined in Auckland Council’s Future Urban Land Supply Strategy, July 2017 (FULSS).

The Supporting Growth work is being progressed by the Supporting Growth Alliance, which will progress through a multi-staged business case process\(^1\) which is required to build a rigorous case for investment. A Programme Business Case (PBC) has been completed which substantiates at a strategic level the need for new or improved road corridors, new or improved public transport corridors and a cycle network in the greenfield areas. The next step of finalising the precise form and alignment of individual projects is underway and will be progressed through more detailed business cases, which will be informed by the Warkworth Structure Plan. In selected high priority areas (mostly in the north-west and south), this more detailed work is being expedited with a view towards making a case for route protection and funding.

The Supporting Growth proposals to date have been guided by various investment objectives. Of particular relevance are those relating to transport network performance and land use integration. These are:

- Enhance Auckland’s liveability by providing a level of access to jobs and core services for each future urban area equal to the wider Auckland region by 2046;
- Enhance Auckland’s liveability and connectivity through achieving a morning peak mode share for walking, cycling and public transport of >45% by 2043;
- Support economic growth by maintaining travel time reliability for freight and inter-regional trips on strategic corridors at existing (2016) levels; and
- Enable land to be developed in line with the Future Urban Land Supply Strategy by ensuring that the required transport infrastructure is delivered on time.

A number of conceptual networks have been evaluated against the above criteria. The preferred network to support the Warkworth FUZ area has been identified through the process, and comprises the following indicative projects (see also Figure 3):

- New or improved road corridors:
  - Matakana Link Road;
  - Future Matakana Road extension to Sandspit Road;
  - Western Collector – Northern and southern connection to State Highway 1; and
  - Ara Tūhono - Pūhoi to Warkworth Road of National Significance.

---

• New or improved public transport corridors:
  o Frequent bus services to Auckland; and
  o New park and ride facility
• Cycling and walking network

The Supporting Growth preferred network pre-dates Council decisions on the Unitary Plan, which resulted in an expanded Future Urban Zone, as shown in bright yellow in Figure 3. The transport impacts of this additional planned growth are yet to be quantified.

Figure 3: Supporting Growth - preferred network for the Warkworth FUZ area
2.2 Auckland Transport Alignment Project

The Auckland Transport Alignment Project (ATAP) is an accord developed in 2016 between central and local government on the overall transport investment needs associated with Auckland’s growth. This was updated in August 2017 to reflect Auckland’s higher than anticipated growth. The Supporting Growth programme is aligned with the ATAP\(^2\) “Target investment to the most significant challenges” element, in particular the “Enable and support growth” key component by proposing:

- New or upgraded arterial roads to enable greenfield growth in priority areas;
- Route protection and land acquisition for greenfield networks.

![Figure 4: ATAP – recommended strategic approach](http://www.transport.govt.nz/assets/Uploads/Land/Documents/ATAP-Recommended-Strategic-Approach.pdf)

The ATAP indicative package is currently being reviewed and updated to reflect the Government and Auckland Council’s strategic directives.

---

3 Opportunities and Constraints

3.1 Opportunities
There is an opportunity with regards to the area of future business land within the structure plan and Warkworth area. This is particularly important in having a quantum of business land that reflects the Auckland Plan goal of having a job to dwelling ratio in the Satellite Town of near to 1:1.

It is expected that the business land would be a mix of industry, warehousing, transport and logistics activities, and opportunities for associated commercial activities, including office, trade and service activities.

The potential for the future business land to be in close proximity to the proposed Ara Tūhono - Pūhoi to Warkworth interchange provides an opportunity to promote direct access to the employment areas.

A Park and Ride facility is proposed to complement Ara Tūhono located close to the proposed Ara Tūhono interchange at State Highway 1 and connecting with a proposed frequent bus service travelling to the south.

In addition to improving travel times for existing commuters to the south (to locations such as Orewa, Silverdale, and Albany), it is expected that Ara Tūhono will encourage additional commuter traffic. This Park and Ride facility is likely to reduce overall commuter traffic on Ara Tūhono. In addition, the facility could be used as a convenient hub for tourist coaches with destinations such as Goat Island, Leigh, and Matakana. The Warkworth town centre is a key component of the future form of the area and it is important that it remains the main commercial and service ‘heart’ of the town. As a result, high level strategic planning through the Supporting Growth work envisages a level of development within the town centre focussed predominantly on land already carrying an urban zone. It is likely that this development could comprise multi-level buildings and mixed use activity.

Auckland Transport is proposing to introduce a Warkworth to Hibiscus Coast Station public transport service in October 2018.

As part of the Supporting Growth network development process, high level cycling options have been considered - these aim to address connectivity across the growth areas and to employment, town centres, public transport, and recreational areas. There are, therefore, opportunities to explore how walking and cycling networks can be integrated into existing Warkworth facilities. The Local Board has also prepared a local paths plan (the Puhoi to Pakiri Local Paths Plan) that can be reviewed for integration with the proposed structure plan.

The NZ Transport Agency and AT are jointly undertaking a Single Stage Business Case for the Hill Street intersection in Warkworth. The business case will identify a long term solution from the Hill Street intersection and recommend a delivery approach /
Changes in landuse, population growth and additional transport infrastructure identified by Supporting Growth will be considered when determining the future needs for the intersection – contributing to a safe, reliable, resilience transport network which support local and regional growth aspirations.

The business case includes community consultation (mid 2018) and is expected to be complete in early 2019.

### 3.2 Constraints

In general terms, the Warkworth transport network currently operates at a near acceptable day to day level. The existing State Highway 1 (SH1) corridor provides a dual role in connecting Auckland and Northland for through traffic while also providing local access to the Warkworth town centre and settlements to the east, including Snells Beach, Algies Bay and Matakana (Eastern Beaches). At peak times, this corridor is heavily congested, with significant delays occurring regularly at the intersection of SH1 / Hill Street / Matakana Road / Sandspit Road / Elizabeth Street (the Hill Street intersection).

The Hill Street intersection is a critical pinch point in the Warkworth road network, providing the only access across the Mahurangi River to settlements to the east (Snells Beach, Algies Bay, Matakana etc.). It also provides direct access to the Warkworth town centre and Warkworth Primary School.

Congestion levels at the Hill Street intersection are particularly high during holiday and weekend peaks, where existing capacity issues are exacerbated by holiday traffic heading to and from the Eastern Beaches and further north on this nationally significant corridor.

There are also very few east / west connections across SH1, restricting intra-network movement.

No regular public transport service is currently provided for trips within Warkworth. The Kowhai Connection, a trial bus service, operates infrequently connecting Warkworth to Matakana and Snells Beach. A Warkworth to Silverdale bus service is planned to start operating from October 2018.

Warkworth acts as a service town for the surrounding rural area, where significant distances and isolated locations mean that car travel is often the only option for access to essential services. The Auckland Plan identifies Warkworth as having an important role as a satellite town - highlighted for its potential to function semi-independently of the main metropolitan area, and to provide a range of services to the surrounding rural areas. These factors make the satellite towns such as Warkworth suitable locations for substantial residential and employment growth.

A key information gap at present is that the PBC work on the Warkworth Supporting Growth network has not yet been taken forward to more detailed investigation. The level of detail associated with indicative and detailed business cases is a prerequisite for defining projects in more detail, therefore informing detailed route protection, timing and funding requirements. This is discussed further in Section 4.3 Information Gaps below.
3.3 Information gaps

A key constraint and information gap at present is that the PBC work on the Warkworth Supporting Growth network has not yet been taken forward to more detailed investigation. The level of detail associated with indicative and detailed business cases is a prerequisite for defining the projects in more detail, therefore informing detailed route protection, timing and funding requirements. At the time of the preparation of this paper, the Supporting Growth Alliance does not currently anticipate the Warkworth FUZ network proceeding to the detailed business case stage until the 2018-2021 period.

Until the further business case work and Assessment of Environmental Effects are completed, route protection and funding for the projects cannot be secured, and, therefore, timing for the implementation of projects will remain uncertain.

An Integrated Transport Assessment will inform the Structure Plan in terms of required network capacity, likely network structure for various transport modes, and required investments needed to support staged development. There will be an inherent degree of uncertainty for the proposed transport network due to the timeline of the structure plan being ahead of the business case process for route protection. This will require coordination between Auckland Transport, Council and land owners where land use planning and development proceeds ahead of route protection being confirmed as mentioned above, detailed alignment and designs for the required infrastructure corridors are not yet able to be confirmed. Any subsequent plan changes for Warkworth will be required to cater for this uncertainty.

4 Conclusion

This report summarises transport planning work undertaken to date that will assist in the development of the proposed Warkworth Structure Plan Area. It has outlined the next steps required to progress the networks identified to date.

In short, the report has identified that:

- The Supporting Growth project has identified a conceptual network of new or improved road corridors, new or improved transport corridors, and new cycling networks that will enable the Warkworth area to develop with quality transport choices and an appropriate level of network performance;
- A significant amount of detailed investigation is now required to turn the conceptual Supporting Growth networks into detailed projects to be provided over time.
- The Integrated Transport Assessment (ITA) required to support the Warkworth Structure Plan will incorporate some of this analysis.
5 Reference


Find out more: phone 09 301 0101
or visit shapeauckland.co.nz