

Presentation to NZTA /AT

Planning future access to Warkworth

Prepared by WALG & One Warkworth
Business Association

March 2017

Issues

- ◆ Connections to New Motorways
- ◆ Hill Street Intersection – The Hub of the Warkworth Transport Network
- ◆ Spatial Plan – Interim Solutions

Puhoi to Warkworth RONS

- ◆ This route was planned before Warkworth was declared an Auckland satellite town.
- ◆ Route bypasses Warkworth with only one connection to the north of Warkworth.
- ◆ Proposed growth of 5x existing population all to the south of this connection.
- ◆ BOI Hearing Commissioner was not allowed to consider a connection to the south of Warkworth.

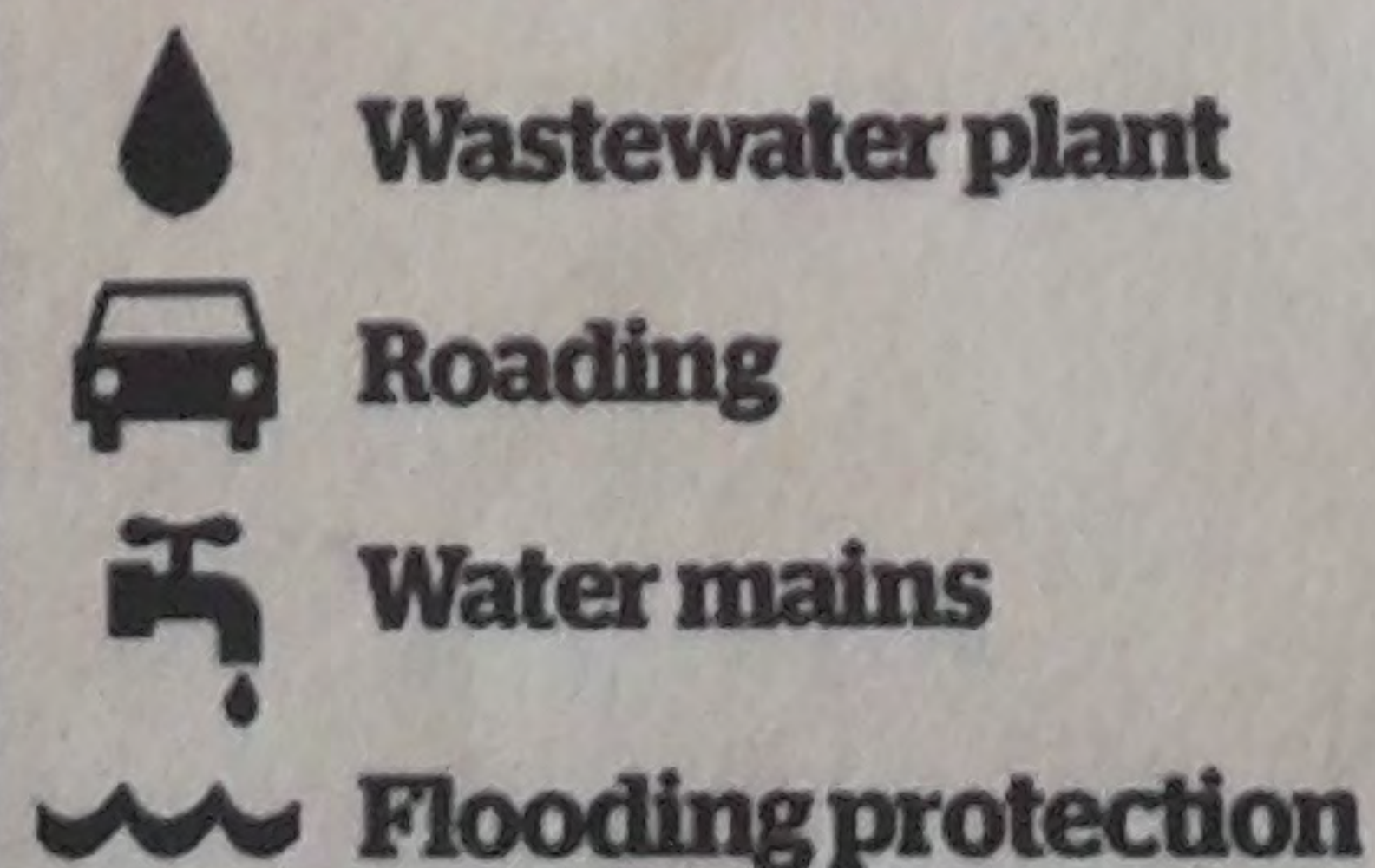
Latest Growth Predictions

- ◆ Warkworth South has been moved forward on AC growth programme
- ◆ Motorway connections are to the north of proposed growth.
- ◆ Auckland is to the south

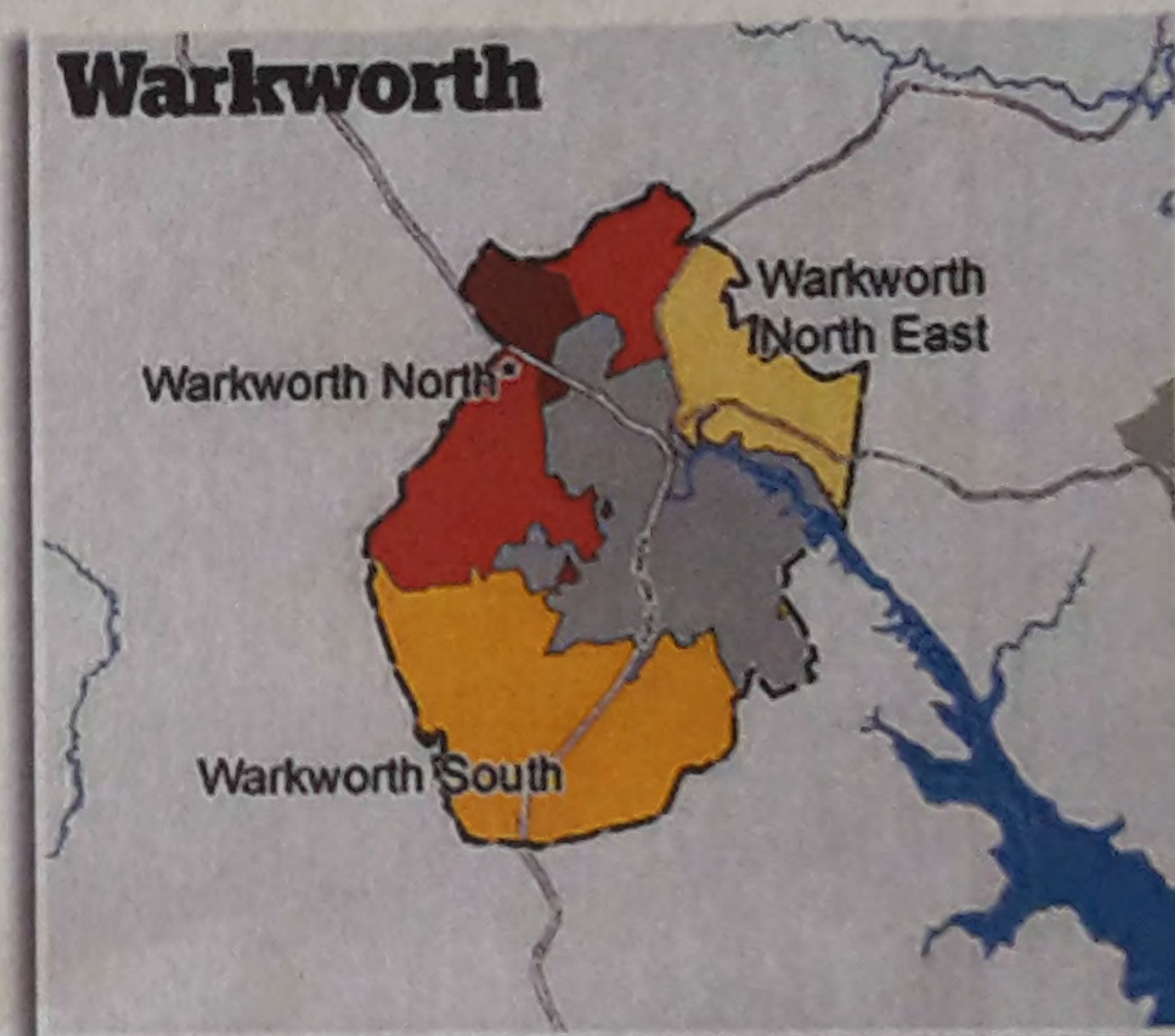
Project timelines



Infrastructure works needed



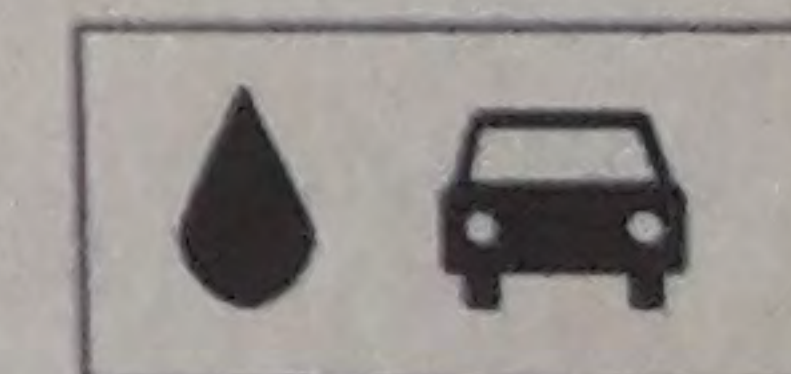
Warkworth



2018-2022
Warkworth N
2300 houses

2033-2037
Warkworth NE
1500 houses

2028-2032
Warkworth S
3700 houses

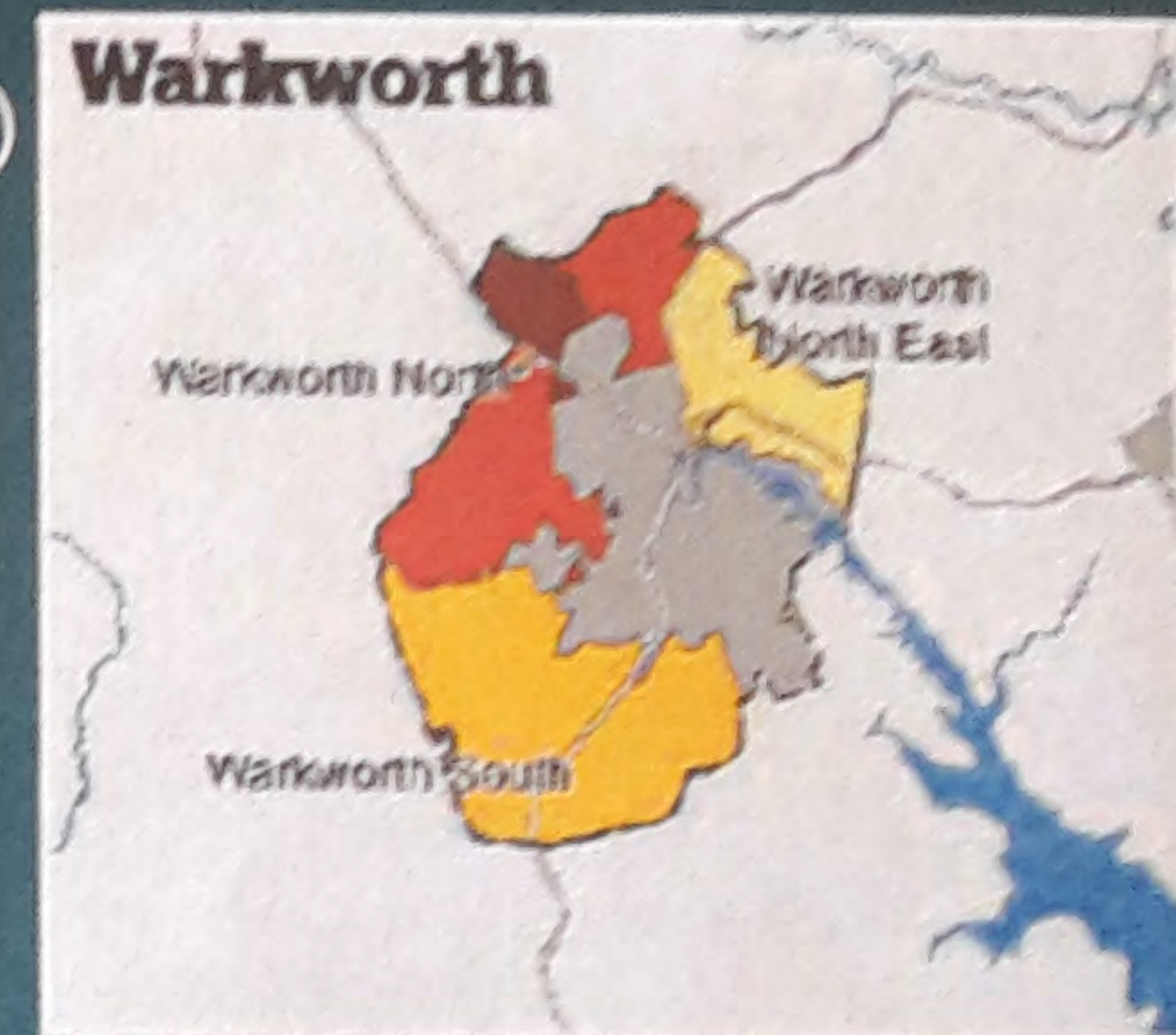


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Latest Growth Predictions

Location	Timing	Houses	Popln.(x2.7)
◆ Current			3,909
◆ Existing	2017-2022	1,400	3,780
◆ North	2018-2022	2,300	6,210
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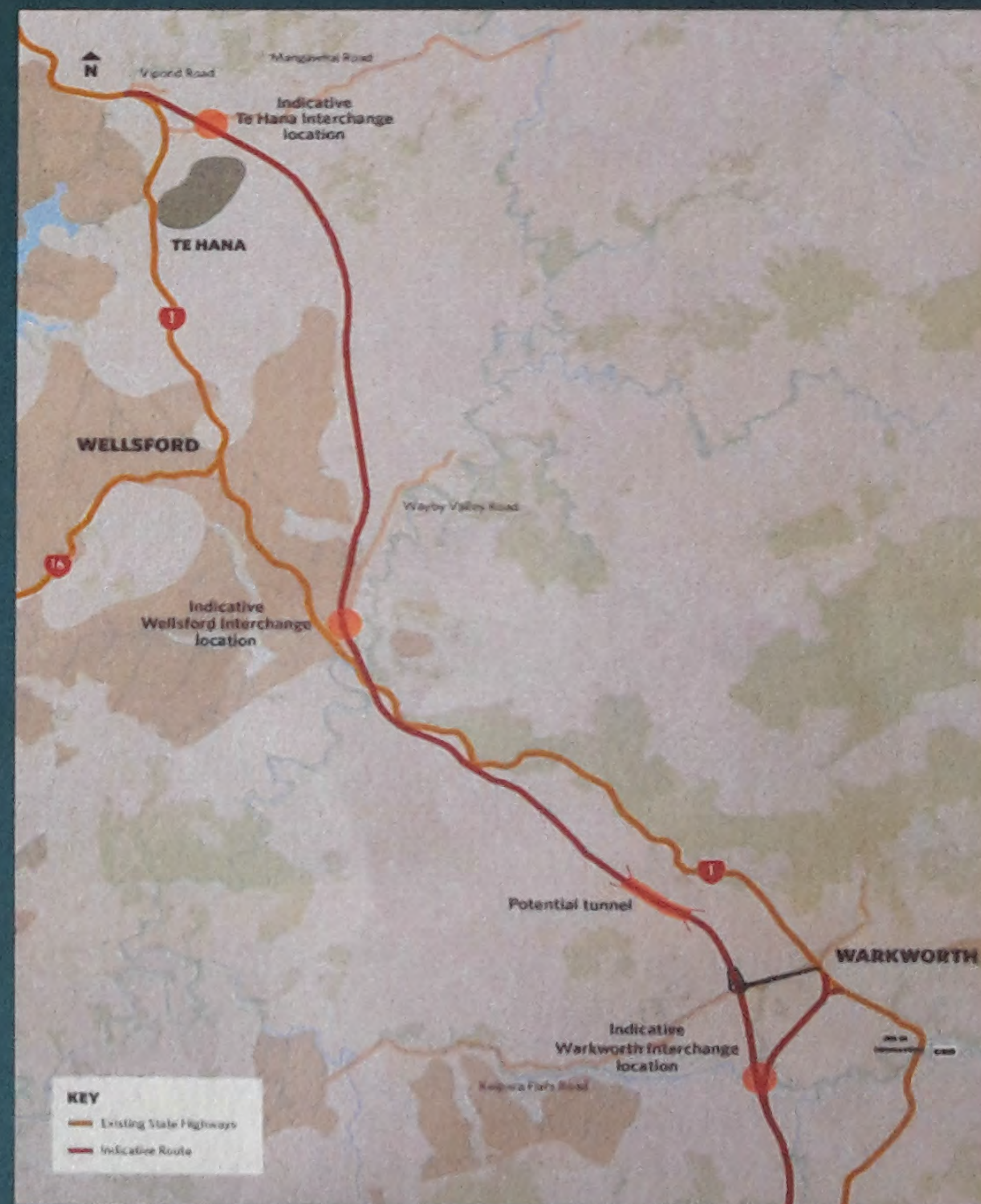


27,939
excludes in-fill housing

- ◆ Motorway connections are to the north of all proposed growth.
- ◆ Auckland, and most employment, is to the south

Warkworth to Wellsford NZTA Consultation

- ◆ Wellsford has both north and south connections as do Pokeno (popln 1,782), Te Puke (8,000) and Cambridge (20,000).
- ◆ Warkworth has one connection plus north facing ramps at Kaipara Flats Rd (just added)
- ◆ Both connections are to north of Warkworth.
- ◆ Auckland is to south



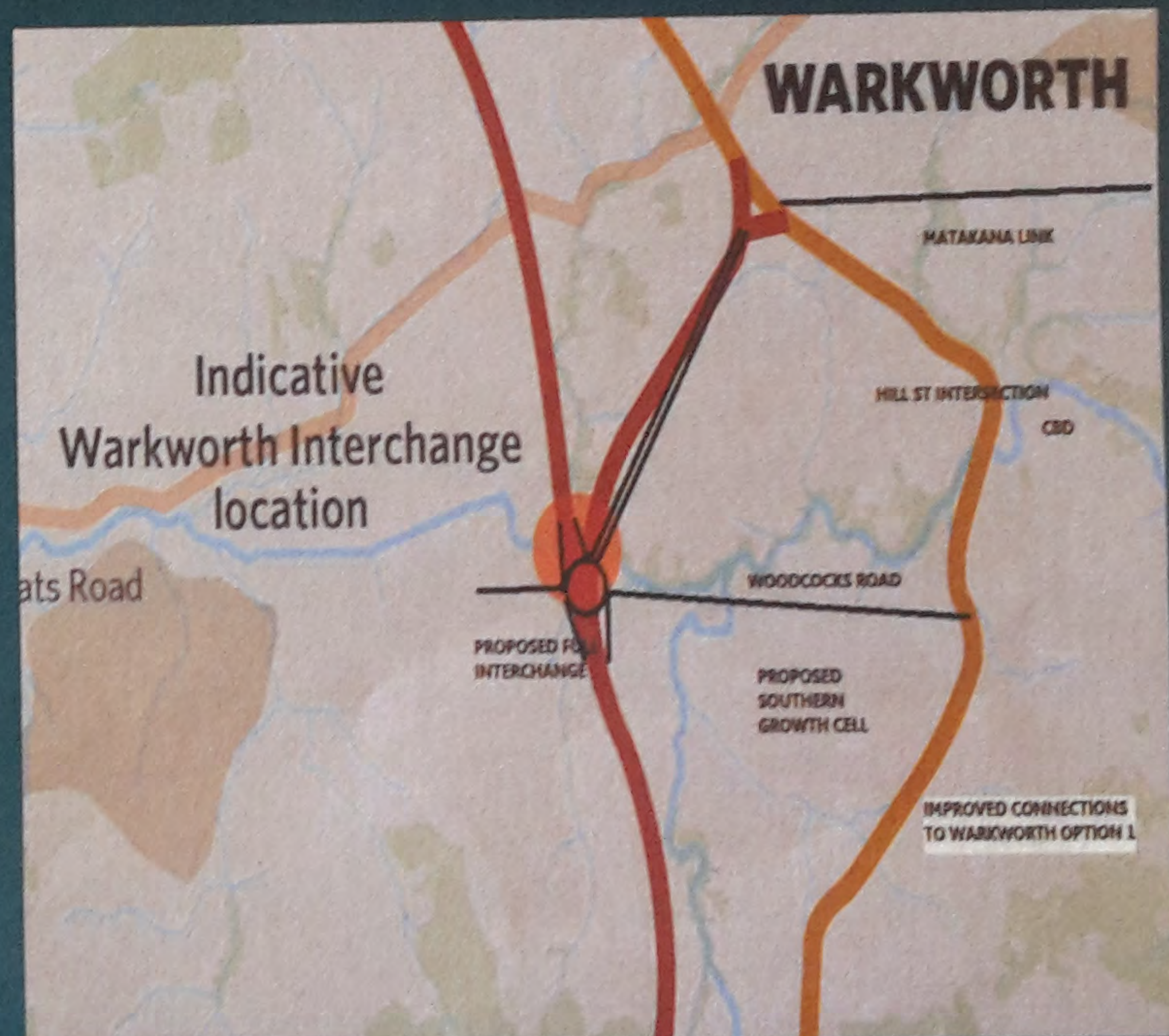
Proposed Warkworth Connections

- ◆ Kaipara Flats has North facing ramps only
- ◆ South facing ramps are proposed to SH1 but lead to the north of Warkworth
- ◆ For through traffic, a detour to Warkworth adds 5.9km to trip – this will have a big impact on WW businesses.
- ◆ Over 14,000 people will live to the south of Hill Street Intersection. The north only connection adds over 5km to their distance to Auckland and requires then to transit either Hill St or a compromised Western Collector.



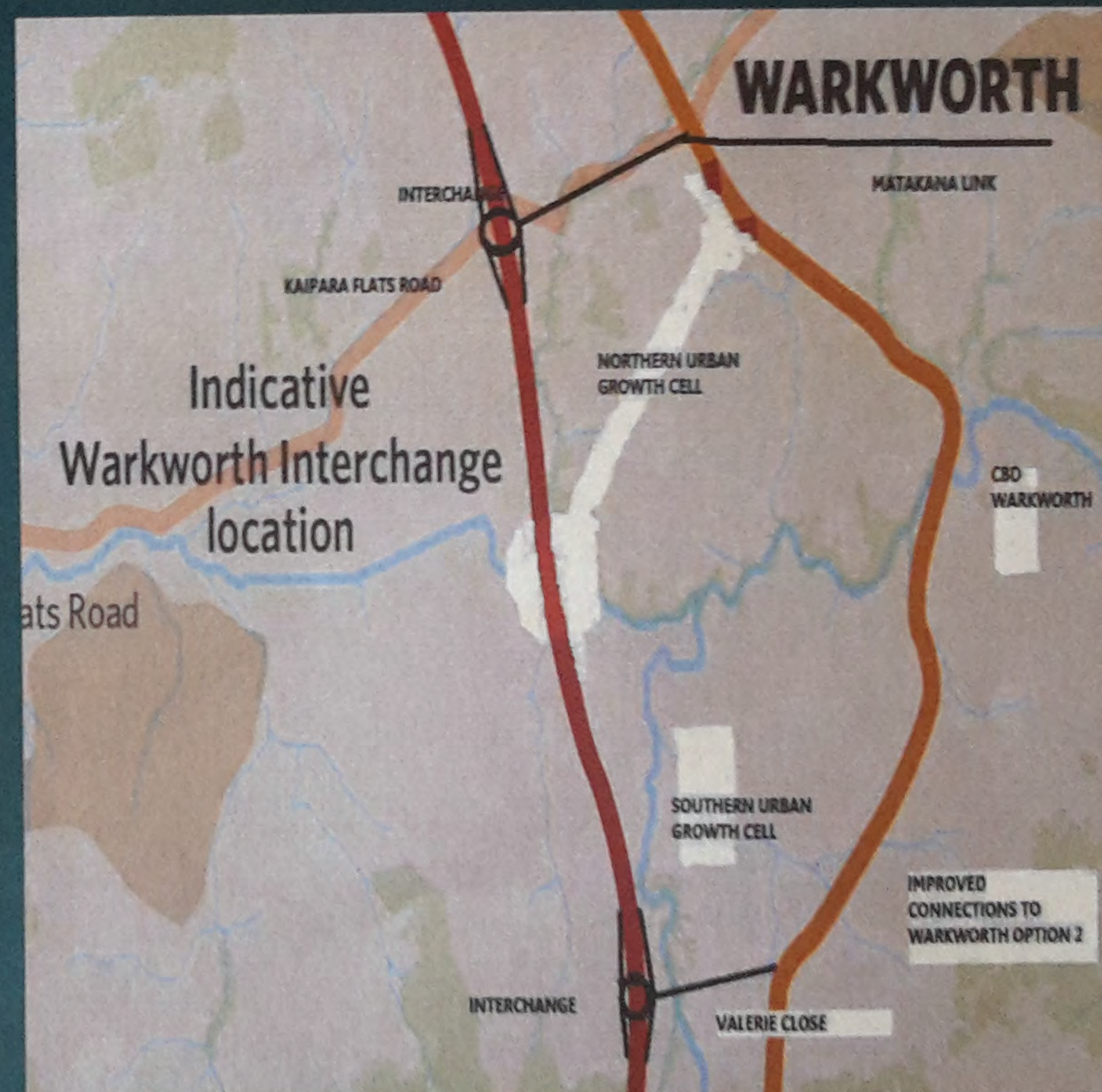
Our Alternative 1

- ◆ Full Interchange at Woodcocks Road
- ◆ Arterial to SH1
- ◆ Matakana Link at same point as arterial/SH1 leaving room for school site adjacent to A&P recreation grounds.
- ◆ Creates more pressure on Woodcocks Road



Our Alternative 2

- ◆ Full Interchange at Kaipara Flats Road
- ◆ Matakana Link located opposite Kaipara Flats Road
- ◆ Full Interchange at Southern Growth Cell

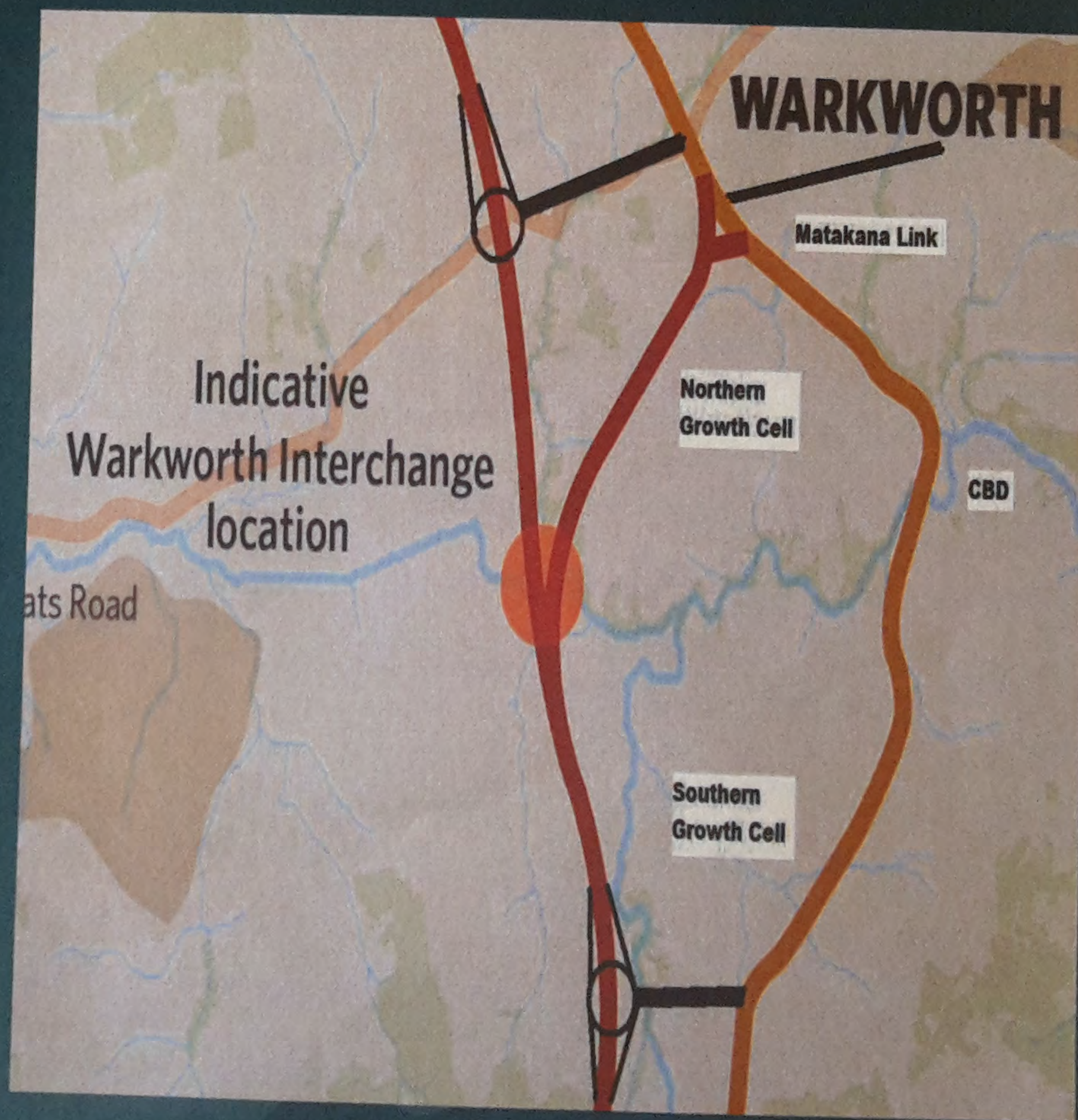


Advantages of Alternative 2

- ◆ Saving of \$50+m of Motorway
- ◆ 12,000 people will 5km closer to Auckland
- ◆ More urban land will be made accessible.
- ◆ Good detour opportunities for through traffic to Warkworth from both north and south
- ◆ Space for school site adjacent to A&P recreation grounds.
- ◆ Takes traffic away from Hill Street Intersection and Woodcocks Road.

Our Alternative 3

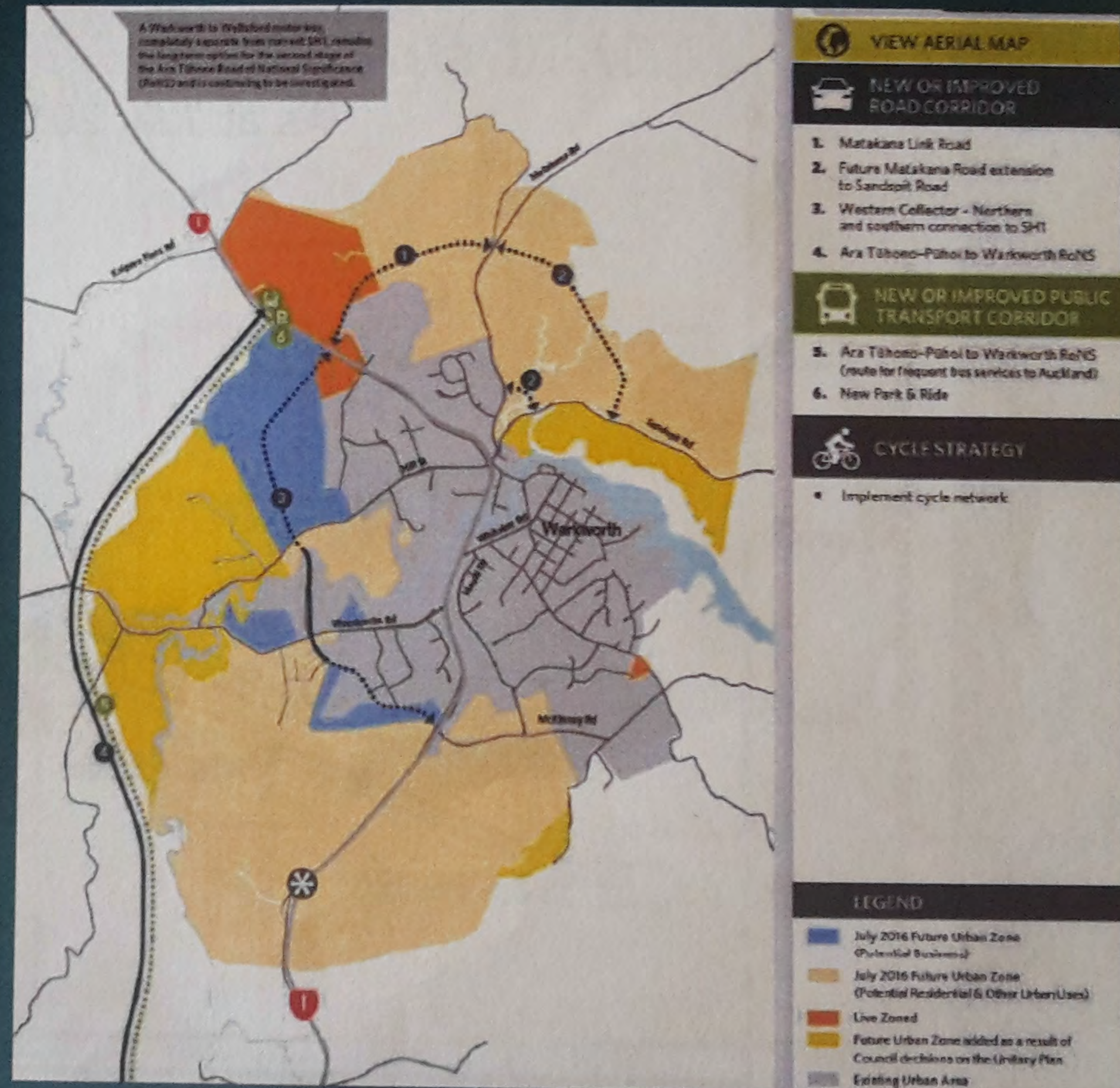
- ◆ Full interchange to south
- ◆ Good detour to Warkworth from both North and South
- ◆ Minimal Changes to existing PPP contract
- ◆ Matakana Link to motorway is better
- ◆ 12,000+ people will be 5km closer to Auckland



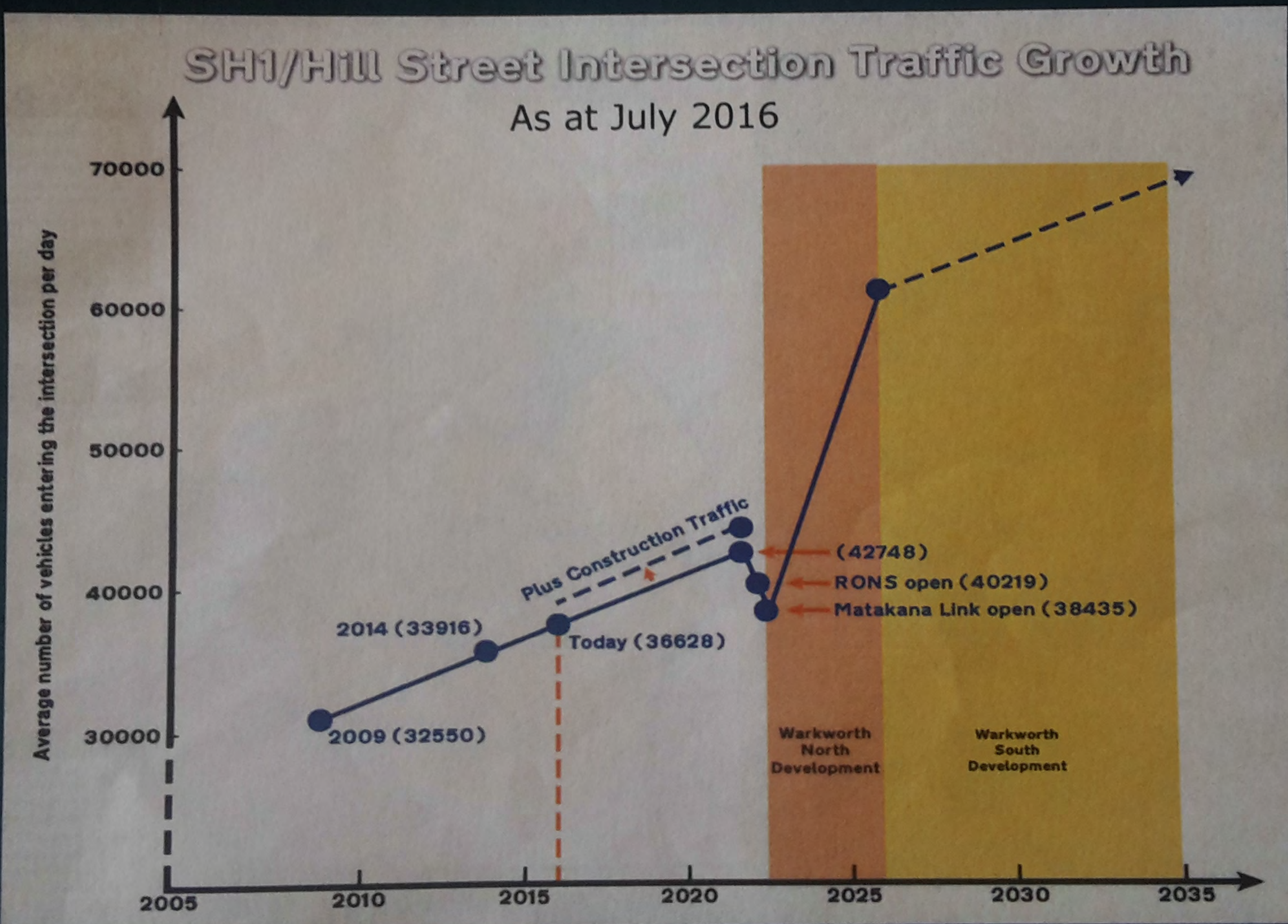
Discussion

Hill Street is the Hub of Warkworth transport network

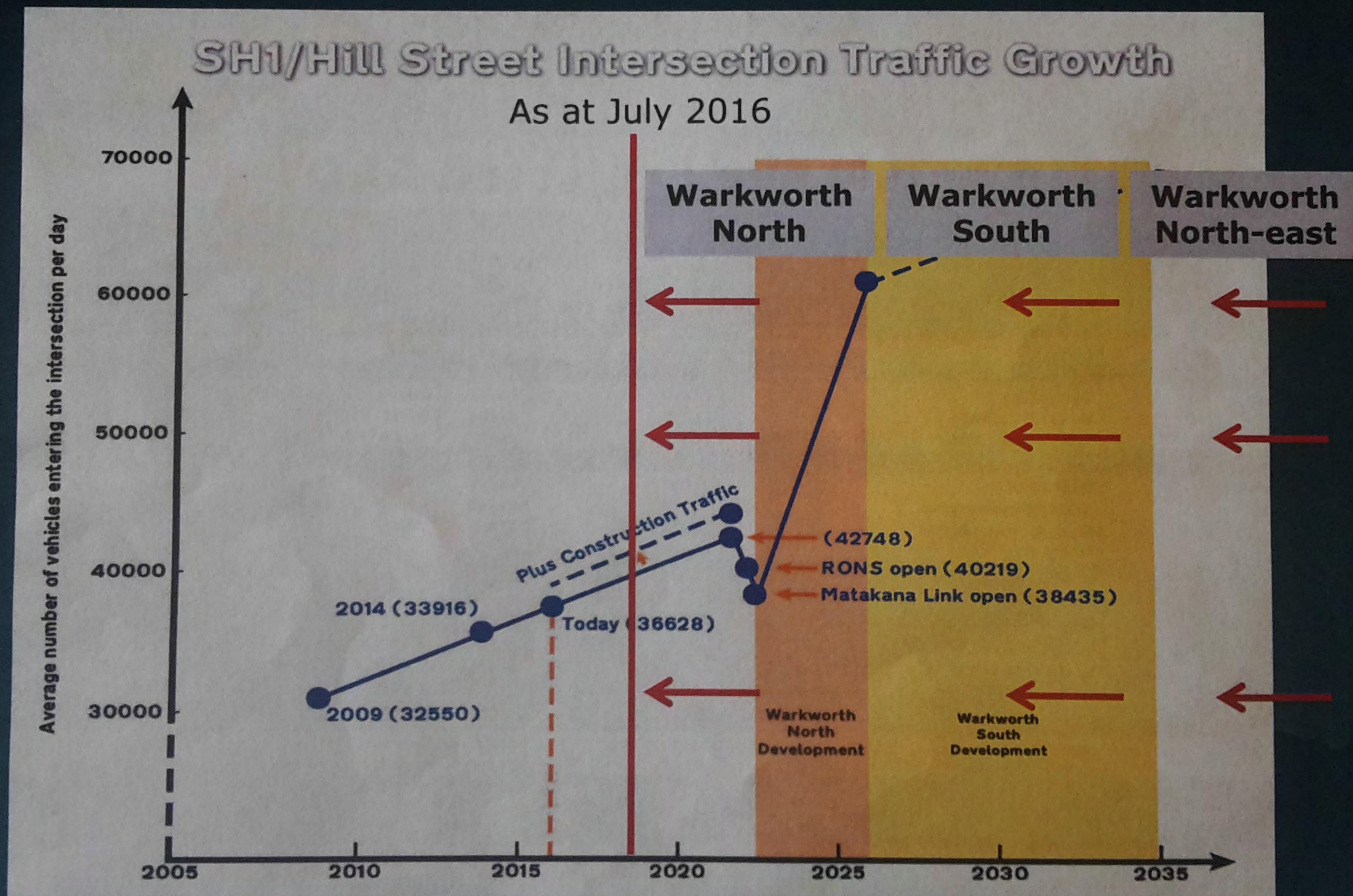
- ◆ TFUG study has ignored the Hill Street Intersection
- ◆ Warkworth business comes mainly from the north & east
- ◆ Warkworth CBD is to the south



Our predictions of traffic growth



Our predictions of traffic growth



NZTA predictions at Hill Street

- ◆ NZTA are less but still figures show 18% -24% growth by 2026
- ◆ Excludes new Warkworth North timing adding popln of 6,210
- ◆ Never a better time to Fix Hill St Intersection than now



Updated Actual and Projected AADT

Road	Location	2009 base model	2016 base model	Our 2016 Base Model	2026 Base	2026 Project	2026 Project Including P2Wk, Western Collector Stage 1 and MLR	2026 Project Including TFUG Infrastructure (full Western Collector)	Our 2026 Projects projection
Hibiscus Coast Hwy	East of SH1	6,000	4,900		12,100	9,800	7,600	7,700	
SH1	South of Puhai Rd					19,300	27,600	27,700	
Puhai Rd	West of SH1	1,400	7,400		2,400	2,400	8,200	8,200	
SH1	North of Puhai Rd	14,500	22,200		25,300	14,400	16,300	15,800	
SH1	South of Moira Hill Rd	14,600	21,400		25,400	14,500	16,200	15,600	
SH1	South of Moira Hill Rd					23,700	27,700	27,800	
Woodcocks Rd	West of SH1	5,700	13,100		12,800	5,700	19,900	19,500	
Mansel Dr	North of Woodcocks Rd				10,900	4,700	7,000	7,500	
SH1	North of Woodcocks Rd	17,900	29,600		27,400	19,200	22,700	22,300	
Whitaker Rd	East of SH1	12,800	14,900		20,400	19,200	17,600	18,000	
SH1 (Brown Rd)	North of Whitaker Rd	21,800	24,100	22,206	22,700	17,700	20,000	18,600	31,689
Hill St	West of SH1	1,900	6,300	2,136	10,500	13,700	7,300	8,900	5,650
Elizabeth St	Between Sandspit Rd and Falls St	8,800	9,500	9,900	9,700	10,300	12,600	13,600	22,346
Sandspit Rd	East of Matakana Rd	10,300	9,000	10,000	15,400	15,600	18,000	18,200	18,533
Matakana Rd	North of Melwood Dr	10,400	8,200	10,000	10,900	11,100	14,000	13,000	18,625
SH1 (Great North Rd)	North of Hill St	11,900	14,700	14,084	15,600	14,700	17,200	12,400	24,272
Total SH1/Hill St/Sandspit Rd Intersection traffic		32,550	35,900	34,163	42,400	41,550	44,550	42,350	60,558
Hudson Rd	South of SH1	900	1,300		7,900	14,000	8,400	1,600	
SH1	North of Hudson Rd	12,800	14,100		19,200	23,900	31,500	23,700	
SH1	South of SH1					5,700/13,700*	17,100	17,800	
North / SH1 Interchange	to / from North					10,500	6,900	6,900	
South / SH1 Interchange	to / from South					12,100	10,200	10,800	
SH1	South of Kaipara Flats Rd	12,800	14,100		17,300	20,100	19,000	19,100	
Kaipara Flats Rd	West of SH1	400	1,800		900	800	2,800	2,800	
SH1	North of Kaipara Flats Rd	12,400	11,800		16,300	19,200	15,300	15,500	

All traffic figures are actual or projected Annual Average Daily Traffic (AADT). Figures provided by NZ Transport Agency, except where italicised.

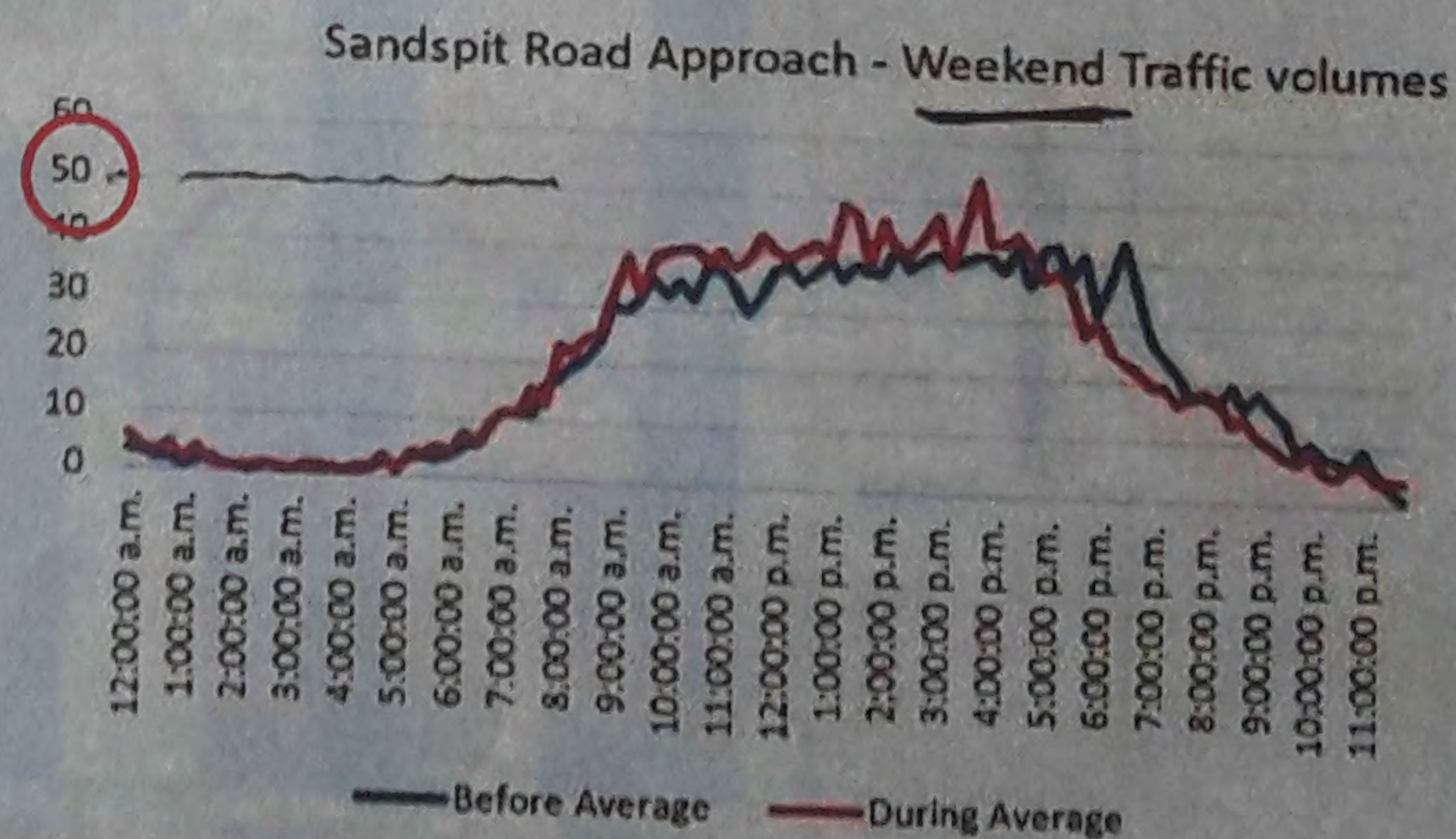
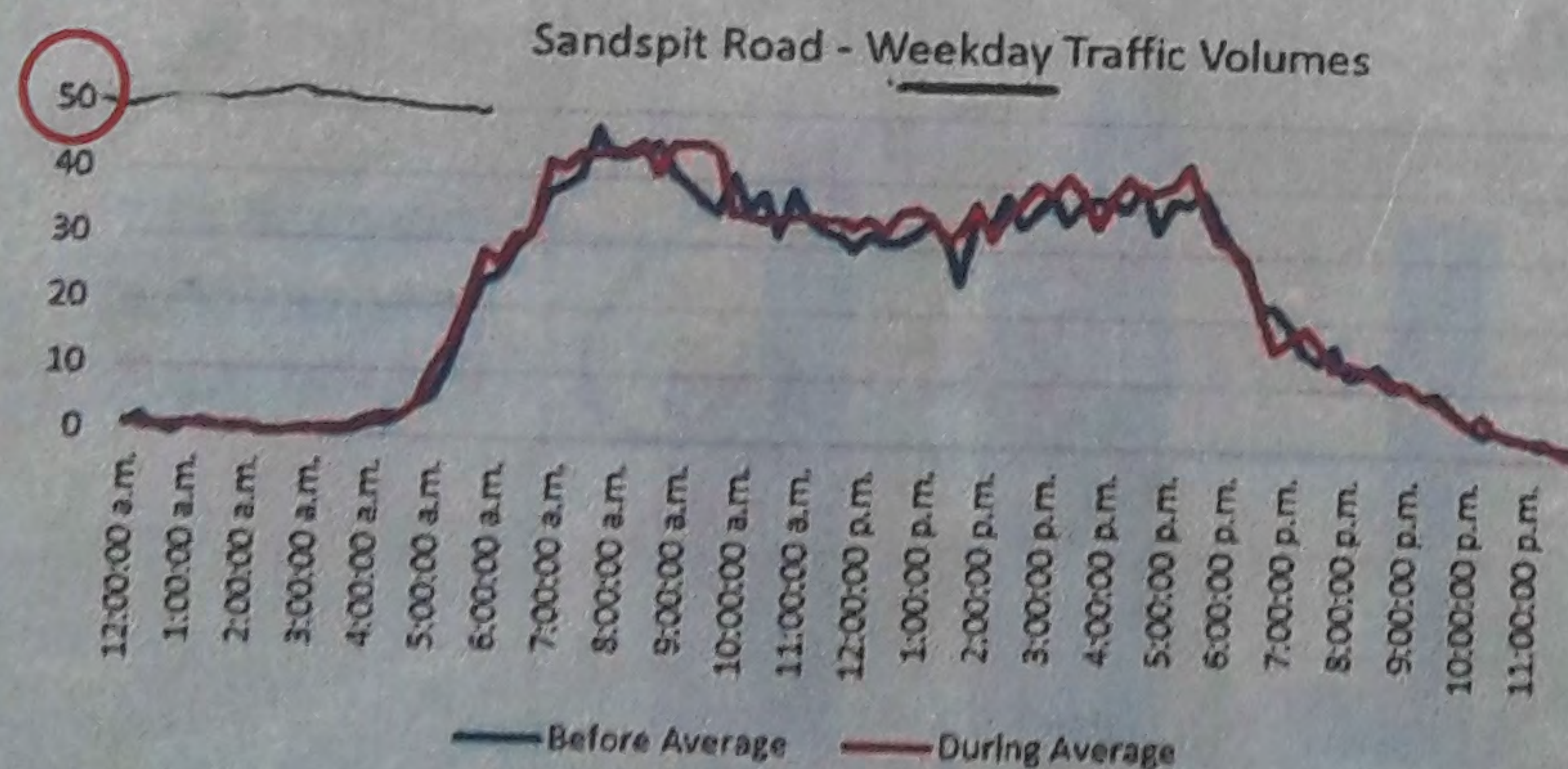
*First figure is possible error in the hearing evidence. The second figure is the more likely figure.

Congestion (AT)

Hill St Intersection is at capacity
(flat peak) most of Day

Sandspit Road Traffic Volumes

5



SBRR short term proposal

(Snells Beach Residents and Ratepayers)

- ◆ AT are considering partial a closure of Elizabeth St. & have allocated \$300,000. Will this be enough?
- ◆ One WW Bus Assoc. would have concerns around any closures
- ◆ Is NZTA helping?
- ◆ Thorough consultation is needed well before any implementation.



Our practical solution (The Pill)

- ◆ No comment has been received or alternative options from AT



Constructability

- ◆ Our program is 12 months with only 2 months of on road night works



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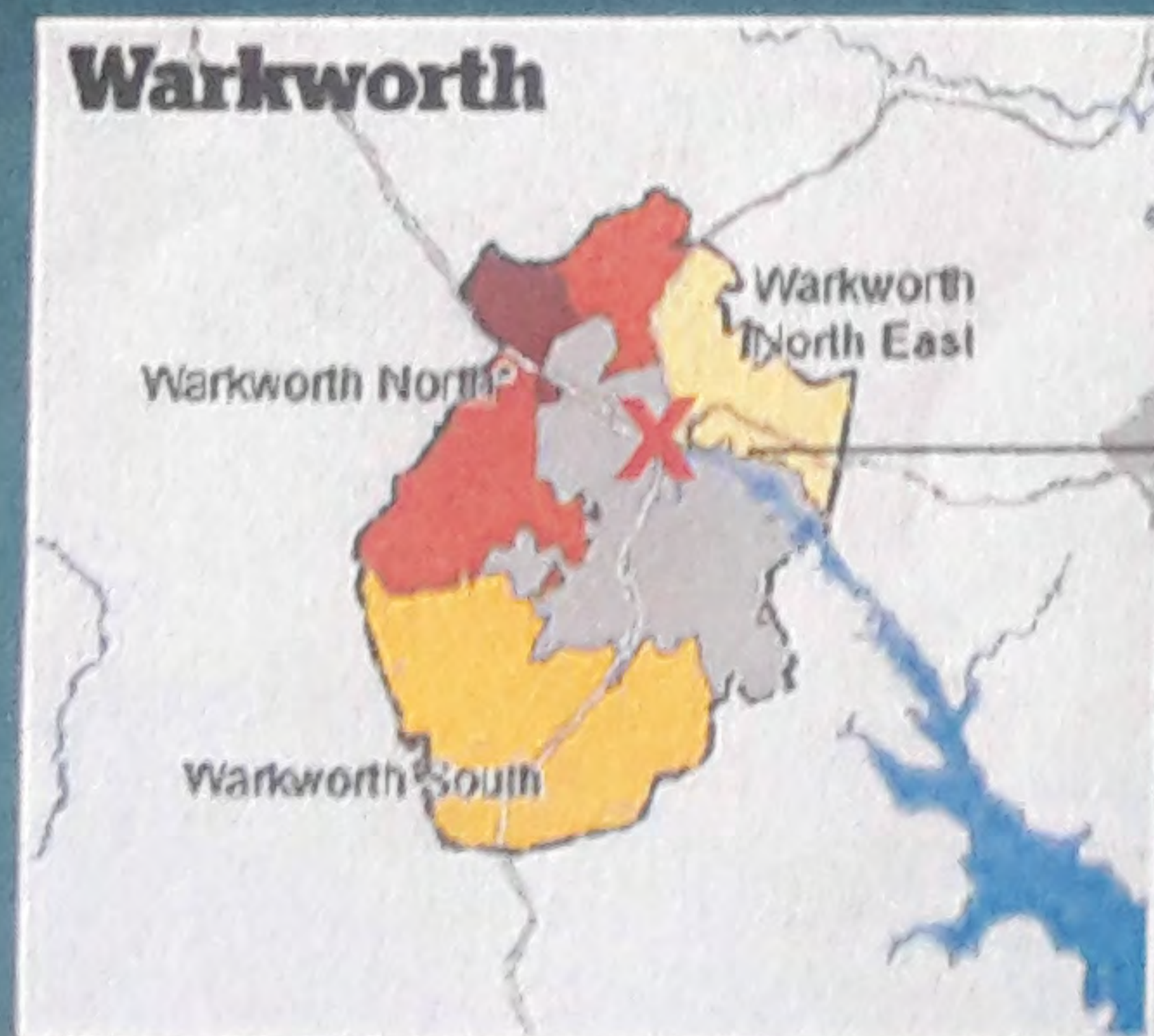
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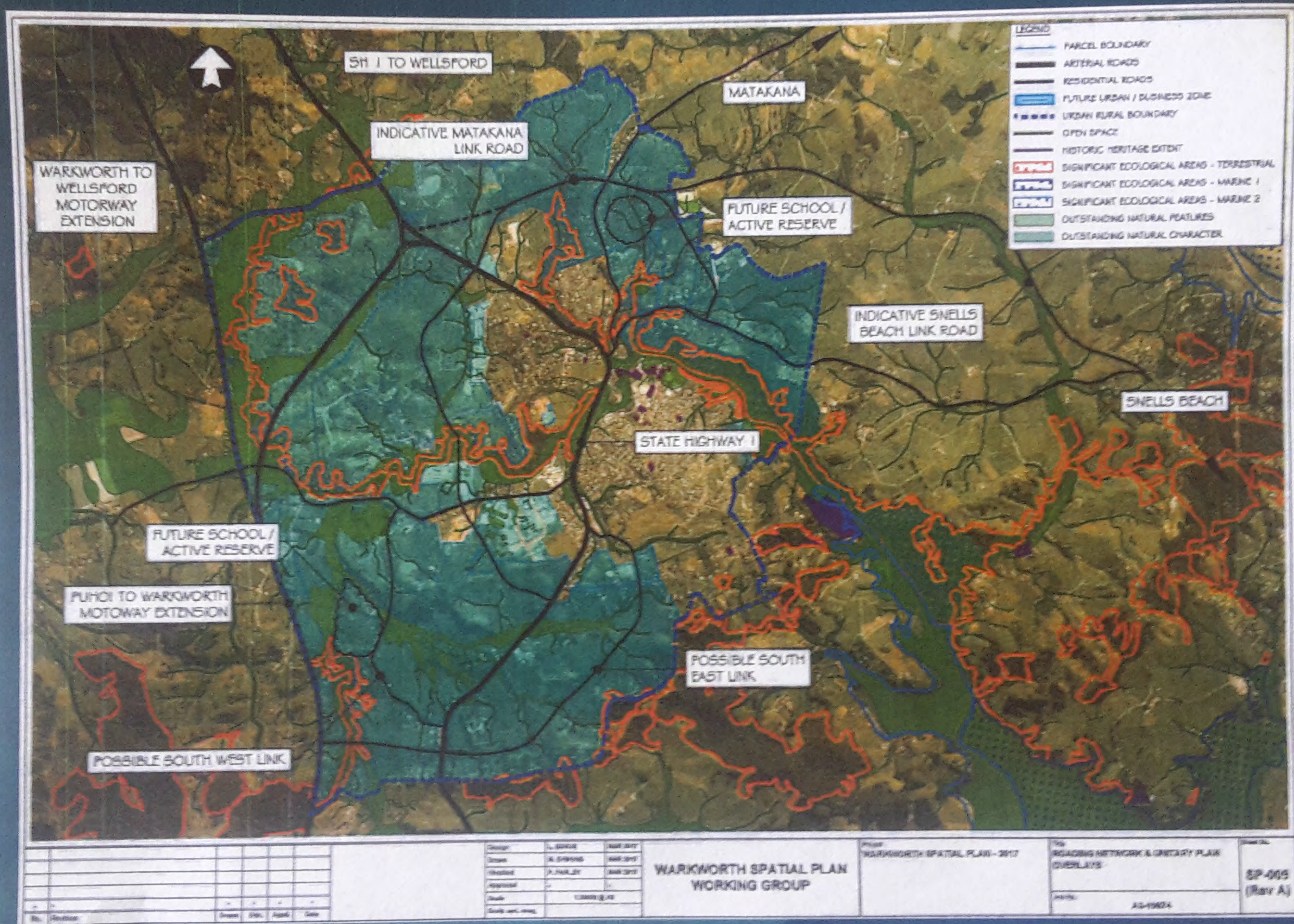


Hill St

Discussion

Spatial Plan

- ◆ Desperate need for coordination of growth
- ◆ Unitary Plan Hearing was told they had 'Cart before the Horse'.
- ◆ No help from Unitary Plan Hearing or AC planners
- ◆ Interim Plan required right now.



Discussion

Actions Required

- ◆ Commitment to review need & merits for southern connection
- ◆ Review on Hill St timing. AT/ NZTA to provide final solution & funding
- ◆ Support need for proactive approach on Spatial Plan
- ◆ Community & AT joint presentation to Phil Goff.

Actions Required

All parties need to recognise the need for a proactive approach for a town that is growing dramatically, and act before it is too late

Discussion