

Your views on Te Ara Hauāuru – Northwest Rapid Transit

Earlier this year, we asked communities to share their views and experiences to help us as we plan better transport options for the growing northwest.

Rapid transit along the Northwestern Motorway (SH16) will transform the way people move around the region and expand the wider rapid transit network so people can reach all corners of Auckland.

Reducing our reliance on cars - and emissions - and getting people where they need to go quickly and reliably will create a better future for us all.

What we heard

We have heard that people in the northwest welcome changes that will improve the speed and reliability of public transport, help ease congestion and make getting around easier. Nearly 4,000 people completed our survey which is a fantastic result. Thank you to everyone who shared their views.

We will now use your feedback to inform our investigations and help make decisions on the rapid transit solution that will best serve the northwest. Next year, we will share a preferred option, based on our investigations, with you for your feedback to help further our plans.



63% of people who don't currently use public transport said they would be more likely to use it if rapid transit was available.

Your views:

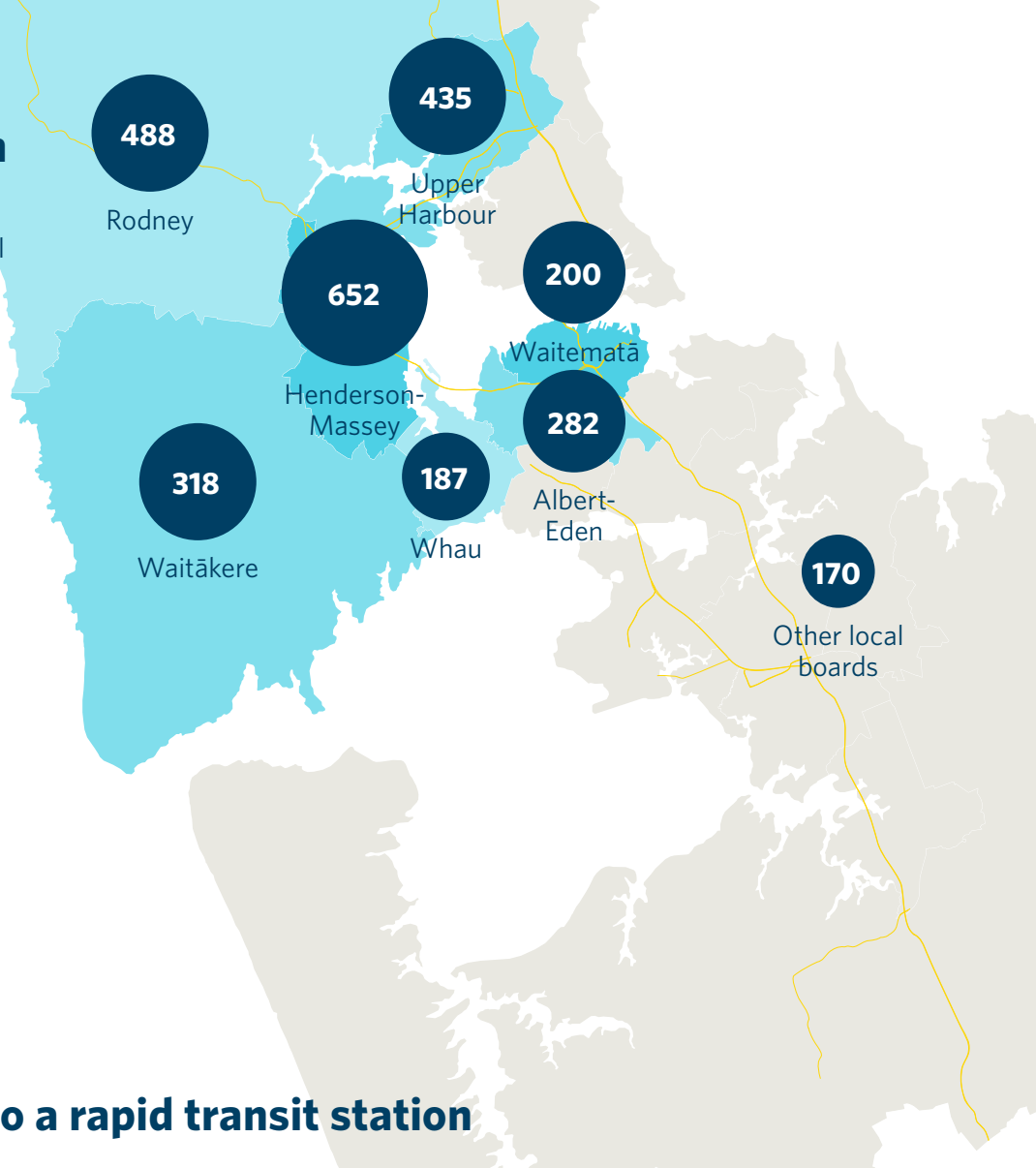
We have great support

People in the northwest are frustrated by growing congestion and welcome a dedicated, fast and reliable public transport option to give them more travel options and improve their journeys.

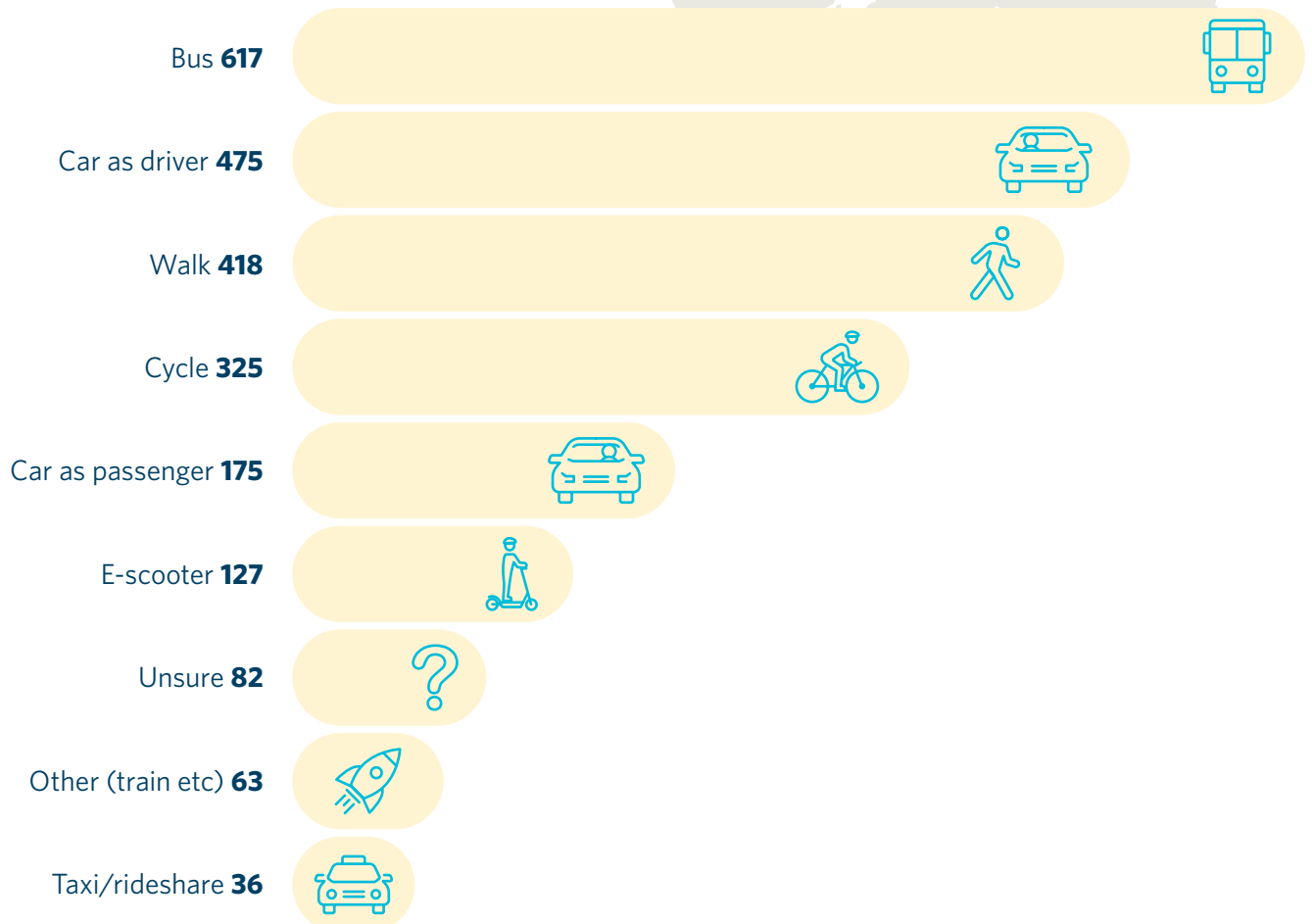
- » 93% of people support rapid transit for the northwest.
- » Many who support also felt that the project should be extended further northwest, or include expanding the existing heavy rail network/ light rail plans, or think Park n Rides are essential.
- » The 7% who are not supportive think investment should be made in roads and highways instead.
- » Many people want us to get on with the project as fast as possible.

Where your comments came from (by local board area)

2,732 people who told us which local board area they live in.

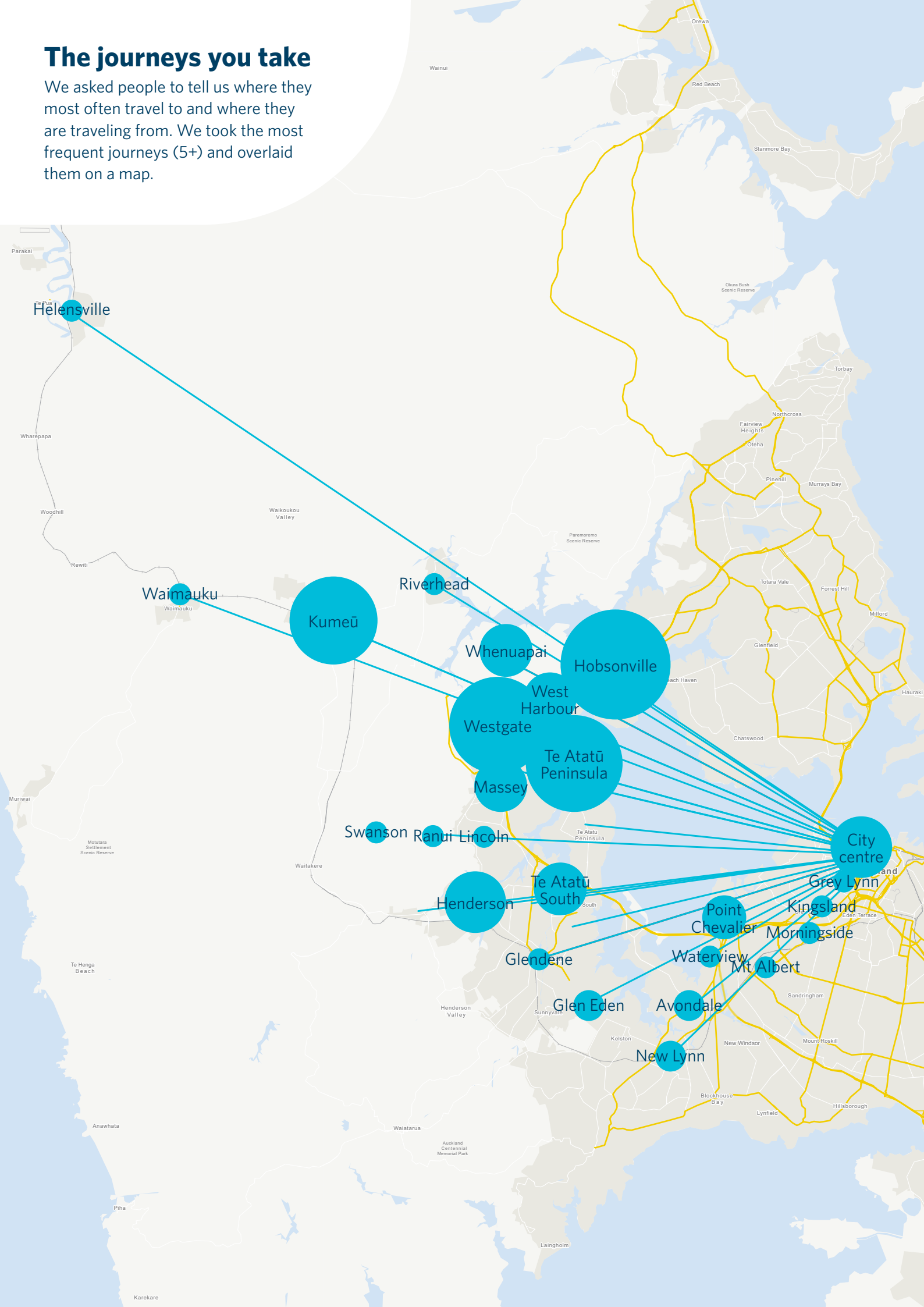


How you plan to get to a rapid transit station



The journeys you take

We asked people to tell us where they most often travel to and where they are traveling from. We took the most frequent journeys (5+) and overlaid them on a map.



Your suggestions and point of view

We asked: How could we improve local roads to support rapid transit?

We heard fast, reliable and efficient access to the rapid transit network will be critical to its success. Connections should be as seamless as possible and support all modes of travel, and congestion in and around the area needs to be addressed as part of this.



'Rapid transit works best when combined with improvements in last mile transit, otherwise its use and usefulness is diminished. Last mile transit to/from rapid transit is absolutely vital!'

The main suggestions to make getting to rapid transit easy were:



Parking at rapid transit stations (21%). People mentioned the Northern Busway Park n Rides and/or concern about the frequency and reliability of connecting public transport services.



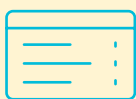
More bus lanes on feeder routes (17%) to ensure connecting services are reliable and fast.



Walking and cycling connections (9%) and supporting amenities or services like secure bike and scooter parking, and/or the ability to take bikes and scooters on buses.



Well located stations (7%), including inner-city suburbs (ie St Lukes Road, Pt Chevalier) and stations that are safe, comfortable and well-appointed to support all travellers (4%).



Increasing frequency of services (2.7%) to and from rapid transit stations and along the corridor.

14% of people we heard from told us where the congestion problems are and/or provided suggestions to alleviate it:

More lanes on SH16

North of Brigham Creek Road, at least to Kumeū.

Bypasses and off/on ramps

Delivering the Kumeū bypass, the Northside Drive Bridge and on/off ramps at Squadron Drive.

Improving intersections with SH16

Cited as places with long traffic delays. Coatesville Riverhead Highway and Brigham Creek Road were most mentioned.

Improving or widening feeder roads to accommodate more traffic

Especially Te Atatū Road, Lincoln Road, Brigham Creek Road, Hobsonville Point Road, Coatesville-Riverhead Highway.



'The roundabout intersection of Brigham Creek Rd, Fred Taylor Dr and SH16 is a major congestion point. At busy times it can take 10 minutes plus to get through this intersection.'

We asked: What else should we consider as part of our investigations?

We received lots of positive feedback from people passionate about making their communities easier to get around and getting more time back in their day. They want freedom of choice on how they travel, be able to travel car-free and see less congested roads and highways.

Did you know?

This project will connect with a proposed rapid transit corridor between Kumeū and Brigham Creek. It's part of the long-term strategic plan by Te Tupu Ngātahi Supporting Growth to meet the needs of the growing communities in and around Kumeū.

[Learn more: Supporting Growth - Northwest Auckland](#)

The main things people want us to consider when designing rapid transit along SH16 are:

Expanding our plans to destinations further north (11%) and east (4%)

Speed and reliability are considered critical to making public transport attractive and compelling to use and were key reasons people said they did not use public transport. Some people cited the Northern Busway as the ideal model to follow when allocating or developing road space for the Northwest rapid transit option.

Include existing rail (11.5%) and ferry (2%) in our plans

Some thought the opportunity to expand the existing rail network further north should not be overlooked, or that more bus feeder services to rail should be included to support more people using the rail line, especially with the new City Rail Link opening soon.

Others suggested ferry services to the city given many communities' proximity to the harbour including: Herald Island, Greenhithe, Scott Point, Hobsonville, West Harbour and Te Atatū Peninsula. This would remove the need for people in these communities to rely on travel along SH16 at all.

Dedicated corridors for rapid transit (9%)

Speed and reliability are considered critical to making public transport attractive and compelling to use and were key reasons people said they did not use public transport. Some people cited the Northern Busway as the ideal model to follow when allocating or developing road space for the northwest rapid transit option.

Consider light rail (9%) and other modes

This included suggestions we look at options like a skytrain and monorail or trams, with or without tracks.

Delivering this project quickly (7%)

There is a desire for us to act quickly to improve the day to day lives of those using the corridor, whether they travel by car or other means of transport. Some cited huge development across the Northwest as a reason they feel this project is urgent, as well as rising congestion.

Connectivity with the wider public transport network (4%)

Connecting to other rapid transit networks across the Auckland region is recognised as important to make public transport a genuine option for people needing to travel to different corners of the city. We were also asked to consider a link to the City Rail Link and establishing a connection between the North Shore/Albany and the northwest.

Futureproofing (4%)

People want assurance that the rapid transit system will be futureproofed to cater for growth and future technologies (please 'dig once').

Reduce public transport fares so more people can use it (3%)

Some people felt that offering cheaper, affordable fares will be key to increasing public transport usage.

Don't take away traffic lanes (2.5%)

Some people are concerned about any existing road prioritisation away from general traffic would have on their drive times.

Think about cost (2%)

Spend money wisely and consider whether money is better spent on vehicle traffic or alternatives like leveraging the existing rail network in Auckland's northwest.

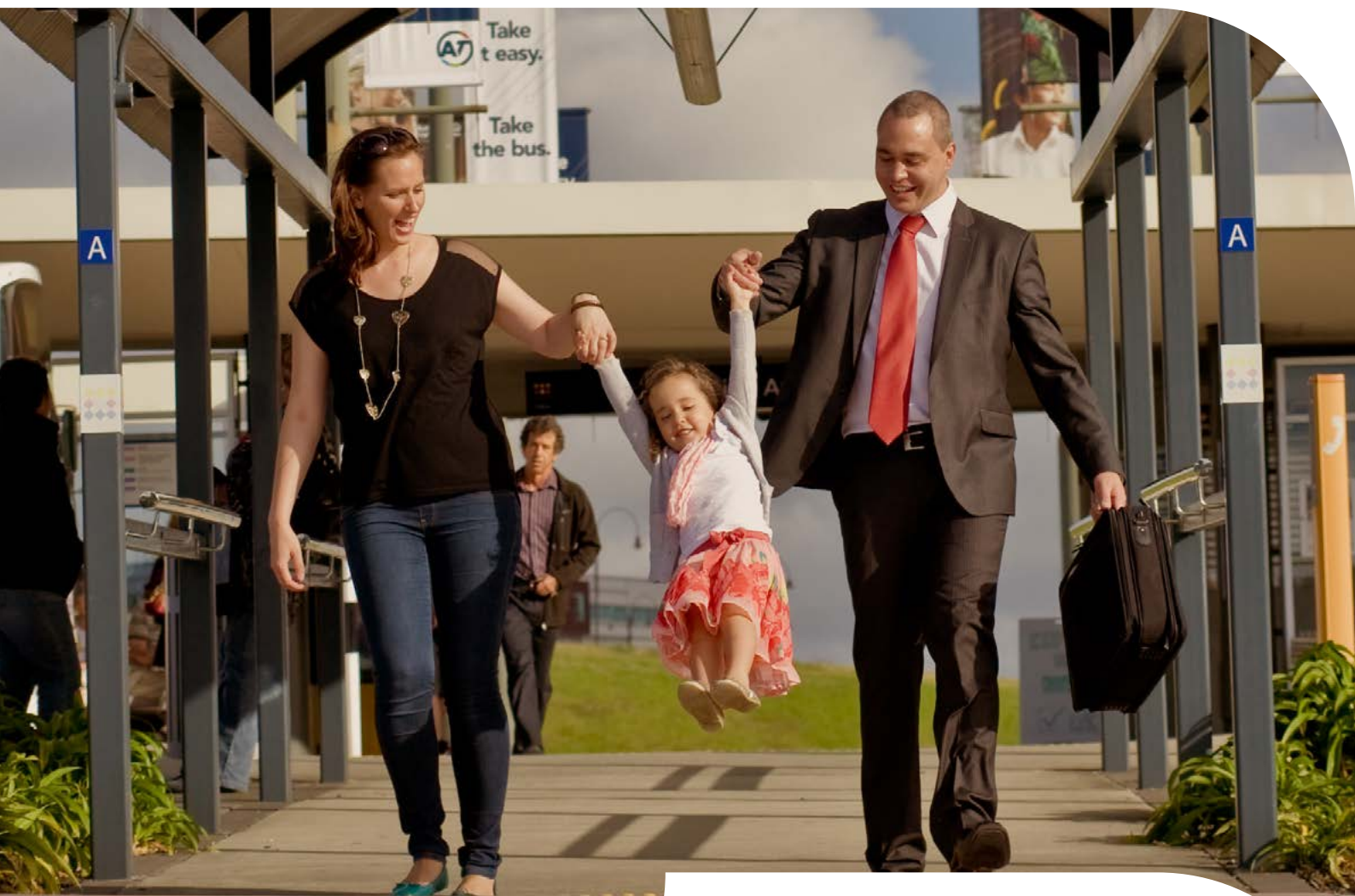
Use the opportunity to upgrade the Northwestern Cycleway (2%)

Not compromising and leveraging the opportunities from the project to improve the Northwestern Cycleway facility is recognised as a great opportunity by regular users.

Many requested more tunnel bypasses (like the bypass at Te Atatu motorway interchange) along the Northwestern Cycleway. Some people think we should extend the cycleway further north, as far as Kumeū and even Waimauku.

Did you know?

There are an average 1,370 trips daily on the northwestern cycleway. That's more than 1,000 cars off the motorway and zero emissions.



% in this report are calculated from the 2,632 people who shared their views and gave suggestions for improving local roads and the public transport network.