

15 July 2019

Bryce Pearce
fyi-request-10571-78daa507@requests.fyi.org.nz

Dear Mr Pearce

Local Government Official Information and Meetings Act 1987
CAS-1089026-W7C4N0

Thank you for your request of 20 June 2019 regarding future cycling and transit connections in the Hall Farm development area to the west of Grand Drive and State Highway 1 in Orewa. We have endeavoured to answer your questions, noting that planning for this area is still on-going and therefore we cannot give precise answers to some aspects of your queries.

Public Transport

Given the development area is relatively low-density and on challenging topography with a limited number of roads suitable for operating buses, no bus services have been planned for the area in the short term. The Regional Public Transport Plan (RPTP) 2018 lists services for the area.

As part of their work on determining the future transport networks needed to service greenfield growth areas, Te Tupu Ngātahi – the Supporting Growth Alliance (SGA) – which is a collaboration of Auckland Transport (AT) and the New Zealand Transport Agency (NZTA) - investigated the extension of a rapid transit connection to Grand Drive.

A station in the vicinity of the new development was considered but has been discounted. It was expected that significant costs would be involved with extending rapid transit to this location, given the challenging topography and the need to bridge the Orewa river. These costs were not expected to outweigh the benefits of a station in the location, given its limited catchment as a walk-up station, the costs involved with providing park-and-ride in the location, and limited network benefits as an interchange station with local bus services.

As part of their work, SGA are also investigating a north-south connection from Hall Farm to Wainui Road, to provide connectivity with the Milldale development area. Should this road connection proceed, it may be possible to serve the development with a through-service on a route between Orewa, Milldale, and the existing Hibiscus Coast Station. As greater certainty around this connection develops, AT will consider incorporating a potential route into formal plans such as the RPTP.

Cycling

As a new development, the provision of cycling infrastructure in this area is the responsibility of the developer, subject to approval by AT. AT is responsible for providing cycling infrastructure on arterial roads, however, this development does not feature any arterials.

This development provides for cycling by way of a network of shared paths on collector roads. A network of off-road recreational walk and cycle-ways is also planned. The timing of the delivery of this infrastructure will depend on how the development progresses. We currently have no expected date for the transfer of this infrastructure from the developers to AT.

Should the connection to Wainui Road proceed, further provision of dedicated cycling infrastructure may be required, and AT will consider this at that time.

For additional information on these matters, please refer to www.supportinggrowth.govt.nz for information on the Supporting Growth Alliance's work.

We trust the above information has addressed the matters raised however, should you believe that we have not responded appropriately to your request, you have the right in accordance with section 27(3) of the LGOIMA to make a complaint to the Office of the Ombudsman to seek an investigation and review in regard to this matter.

If you have any further queries, please contact me on (09) 355 3553 during business hours, quoting Local Government Official Information request number CAS- CAS-1089026-W7C4N0.

Yours sincerely



Hamish Bunn
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