



## Minutes of Kumeu-Huapai transport meeting

Tuesday, 16 December 2014 at 5.10 pm at Soljans Estate Winery

**Attendance:** Councillor Penny Webster

Tom Grace, Local Board

Don Munro, Auckland Transport

Brett Gliddon, Highway Manager NZTA

Mieszko Iwaskow, Planning Manager NZTA

Michael Brajkovich

Peter Sinton, Karen Greenbrook, Sheila Mandeno, Tony Soljan, Dale

Wallace, Mark Hall

**Apologies:** Nil

Councillor Webster opened the meeting with a welcome and some general comments:

1. Unitary Plan – the unitary Plan won't be settled until 2016 and a structure plan will be determined after that.
2. SHAs – do we need other greenfield SHAs other than the *Triangle*. She has had a meeting with John Key and made it very clear that greenfield SHAs are very expensive and are creating problems e.g. transport.
3. Motorway will include bus lanes, not bus ways –pressure is being applied for bus ways.

Pete Sinton responded with the following:

1. Currently we have urban/zoning development without a transport solution – the pressure must be removed from Kumeu-Huapai.
2. A transport solution must be provided – 4 lanes through Kumeu-Huapai will destroy commercial life.
3. Speculation in land – this is inflating values and there will be no affordable housing.
4. Timing of the release of future urban zone is the key for planning of transport requirements.

Councillor Webster – the extent of the future urban zone (yellow area on the plans) is still to be determined by the UP process.

Michael Brajkovich – even without the development of the future urban zone there are existing problems with traffic – particularly at Matua Road (Huapai) and Riverhead Road (Kumeu). The problems are here, now!

Don Munro (Auckland Transport) – the assessment of the SHA requirements will come with a structure plan for the *Triangle*.

Brett Gliddon (NZTA) – the planning process (not started) will be for a far bigger area – this will commence in 2015 and will include Westgate through to Kumeu-Huapai – part of that process will include community consultation.

Nish Iwaskow (NZTA) – there has been no planning to date and the announcement of SHAs was not foreseen.

Michael Brajkovich – the Waitakere Tunnel is a bottleneck for train transport.

Don Munro (AT) – the rail network is electrified to Swanson – diesel trains (that can get through the tunnel) are not viable – in any case the network must be electric (to Swanson only) as it is not possible to run both types of trains. The only option is buses from Waitakere to Swanson.

Councillor Webster – infrastructure must support land release – land release by itself causes problems.

Don Munro (AT) – currently there is discussion about funding of infrastructure (roading) by developers.

Brett Gliddon (NZTA) – there is considerable lead time required – nothing will happen overnight – planning will occur in the first half of 2015 with community consultation.

Councillor Webster – emphasised that the whole of the proposed future urban area (yellow zone) will not be released – it will be progressive – bit by bit.

Brett Gliddon (NZTA) – made the point that community meetings do not work – most unproductive – there are better ways to engage with the community. There will likely be interim quick fixes to address problems prior to the final roading/transport solutions being implemented. These fixes will not necessarily be part of the final roading/transport solution. The improvements on the North Western motorway will include bus lanes to/from Westgate and the city.

Pete Sinton – undertook to provide a representative panel that could consult with NZTA.

Meeting concluded at 6 pm.