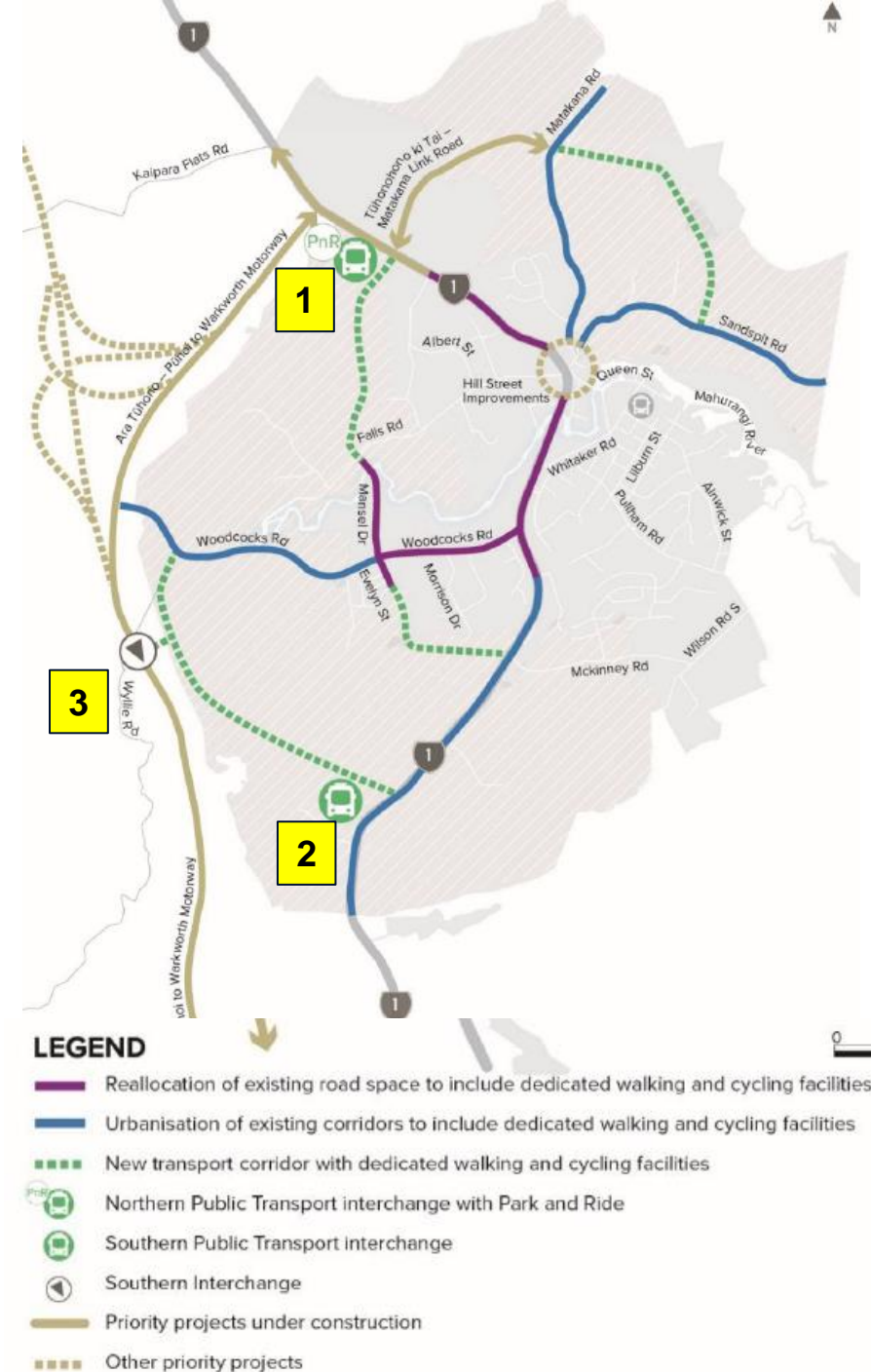


# Attach 6 – Recommended Warkworth Strategic Transport Network projects

#	Project	Project purpose	Cost* (\$M)
1	Northern Public Transport Interchange & Park and Ride	<ul style="list-style-type: none"> <li>• Access to local &amp; long distance bus services</li> <li>• Reduce pressure for space in Warkworth Town Centre (e.g. layovers)</li> <li>• Park and Ride intercepts private vehicle trips from hinterland</li> </ul>	40
2	Southern Public Transport Interchange	<ul style="list-style-type: none"> <li>• Access to local bus network for south Warkworth</li> <li>• Reduce pressure space in Warkworth Town Centre (e.g. layovers)</li> <li>• Maximises walk up catchment for high density residential land use</li> </ul>	8
3	New southern interchange on Ara Tuhono (Waka Kotahi project)	<ul style="list-style-type: none"> <li>• Resilience – relieve pressure on northern interchange &amp; Hill St intersection</li> <li>• Reduce journey time for public transport trips to south</li> <li>• Increase viability of adjacent industrial land</li> </ul>	84



\*P50 (including property), unescalated & undiscounted

# Attach 6 (continued)



#	Project	Project purpose	Future Connect 2048+	Cost* (\$M)				
4	Existing SH1 (revocation underway)	<ul style="list-style-type: none"> <li>Upgrade of existing road for active modes &amp; urbanisation</li> <li>Frequent transit network (FTN) route</li> </ul>		141				
5	Western Link Road – North	<ul style="list-style-type: none"> <li>New corridor to provide access to developing north area</li> <li>Network resilience – bypass Hill St intersection</li> <li>Access to PT interchange; freight route</li> </ul>		90				
6	Western Link Road – Central	<ul style="list-style-type: none"> <li>Upgrade of existing road for active modes</li> <li>Network resilience – bypass Hill St intersection</li> <li>Freight route</li> </ul>		4				
7	Western Link Road – South	<ul style="list-style-type: none"> <li>New corridor to provide access to south growth area</li> <li>Network resilience</li> </ul>		78				
8	Woodcocks Road	<ul style="list-style-type: none"> <li>Upgrade of existing road for active modes &amp; urbanisation</li> <li>Access to school</li> <li>Freight route</li> </ul>	<table border="1"> <tr> <td>WEST</td> <td>EAST</td> </tr> <tr> <td></td> <td></td> </tr> </table>	WEST	EAST			119
WEST	EAST							
9	Wider Western Link Road	<ul style="list-style-type: none"> <li>New corridor to provide access to south west growth area</li> <li>Network resilience; access to SH1 interchange</li> <li>Freight route north of SH1 interchange; FTN route to south</li> </ul>	<table border="1"> <tr> <td>NORTH</td> <td>SOUTH</td> </tr> <tr> <td></td> <td></td> </tr> </table>	NORTH	SOUTH			163
NORTH	SOUTH							
10	Matakana Road	<ul style="list-style-type: none"> <li>Upgrade of existing road for active modes &amp; urbanisation</li> <li>Access for northern communities (e.g. Matakana)</li> </ul>		63				
11	Sandspit Road	<ul style="list-style-type: none"> <li>Upgrade of existing road for active modes &amp; urbanisation</li> <li>Access for eastern communities (e.g. Snells Beach)</li> </ul>		113				
12	Sandspit Link Road	<ul style="list-style-type: none"> <li>New corridor to provide access to north east growth area</li> <li>Strategic function is primarily network resilience – bypass Hill St intersection for eastern communities</li> </ul>		188				

\*P50 (including property), unescalated & undiscounted

