

Transportation Systems

Local Slip Road / Bypass

Rodney District Council is currently investigating the merits of a local slip road to divert through traffic on state highway 16 away from the central area of the township. While the project is likely to take several years it is imperative that the Kumeu-Huapai township plan for this outcome and contribute to discussion on the preliminary alignment.

With an agreement on the future alignment of the local slip road, existing designations associated with State Highway 16 could be removed and the secondary road network planned more effectively.

It is essential that the construction of the local slip road does not result in the economic decline of the township. To avoid this outcome businesses in the central area must become less dependent on the trade from through traffic when the slip road opens. This will require the township to be perceived as an attractive and desirable destination in its own right as quickly as possible. Streetscape improvements, an effective branding campaign and a wider range of attractions will be needed.

Recommendation

- That Rodney District Council and Transit New Zealand Ltd work collaboratively to address traffic issues in the area and advance the planning of a future by-pass.

Transportation Management Strategy

Underpinning the sustainability of Kumeu and Huapai is the way in which residents and visitors access and move about the area. The proposed increase in population requires careful planning of a transportation network which is implemented as growth takes place.

Recommendation

- That a transportation management plan be prepared for Kumeu-Huapai.

Main Street Improvements

In the short term, State Highway 16 will continue to serve as a roadway for through traffic and as the Kumeu-Huapai township main street.

The 2001 Kumeu-Huapai Central Area Plan identified two segments of State Highway 16 that require significant improvements in terms of traffic calming and streetscape upgrades. These segments include the proposed Huapai Village Centre and the existing Kumeu Village Centre frontages, chosen largely for their surrounding land uses rather than the specific function of each particular section of road.

A signalised intersection has recently been approved at Access Road in central Kumeu, while the need for a signalised intersection at Oraha Road and State Highway 16 is currently under review.

The following streetscape upgrades will be required to support the community's long term vision for the township, while the planting of trees, landscaping and footpath upgrades is essential to enhance the visual quality of the main street and attract tourism trade.

Main street improvement and traffic calming measures could include:

- Medians
- Service lanes
- Planting and landscaping
- Street furniture
- Footpaths
- Kerb extensions
- Branding
- On-street parking
- Roundabouts

Please refer to the 2001 Kumeu-Huapai Central Area Plan for additional background information on the characteristics of these elements.

Recommendations

- That the future State Highway 16 local slip road, railway re-alignment plan and associated roadway upgrades be established as quickly as possible, and incorporated into the Kumeu-Huapai-Waimauku Structure Plan and all relevant transportation and public facility planning documents.
- Develop an overall concept and phasing plan for the local slip road that is fully integrated with the open space and secondary road networks for the area and acceptable to the community.
- Request that Transit New Zealand undertake a signalisation warrant study of State Highway 16 at Oraha Road in Huapai, and implement if warranted.
- Establish traffic calming measures and an overall streetscape concept plan for existing State Highway 16 in the vicinity of Kumeu and Huapai Village Centres.
- Develop an overall concept and phasing plan for the full development of the central area's secondary road network. The concept must be fully integrated with the primary road network and support the wider objectives of the community in terms of parking capacity and pedestrian and vehicular accessibility. (this project will be especially critical south of the local bypass road)
- Develop priorities for treating stormwater run-off from high traffic areas to improve Kumeu River water quality.

Internal Access Roads and Future Links

It is essential to provide a local street network that supports the main street by distributing traffic rather than concentrating it along major routes. Although not shown on the Kumeu-Huapai Central Area Plan concept, an overall 'fine grained' network of inter-connected internal roads will have to be created within the central area to ensure that adequate accessibility and linkage is achieved between all land uses and activities. A finer grain of streets also ensures that on-street parking opportunities are maximised, pedestrian movement is encouraged and local traffic has numerous alternative routes to use.

The Kumeu-Huapai-Waimauku Structure Plan proposes to extend Oraha Road and Matua Road across the railway line. And while there are inconsistencies between this proposal and those alignments recommended in the 2001 Kumeu-Huapai Central Area Plan, the basic concept is sound and should be developed further in sync with the proposed realignment of the railway line.

Recommendation

- Develop an overall concept and phasing plan for the full development of the central area's secondary road network. The concept must be fully integrated with the primary road network and support the wider objectives of the community in terms of parking capacity and pedestrian and vehicular accessibility.
- Incorporate all agreed recommendations within the Kumeu-Huapai-Waimauku Structure Plan and any other relevant policy documents with legal status.



Figure# 14: Kumeu-Huapai Central Area Plan Roading Network

Public Transport

Bus Routes

A circular bus route that extends throughout the central area is an essential component of the transportation system and should be carefully integrated with the residential community, rail stations, pedestrian circulation and road planning. (See Figure #15)

The bus service will provide an alternative mode to driving, walking and cycling and will become increasingly important as the population profile of the area ages.

Recommendations

- Ensure that the future bus route(s) in the central area serve the wider objectives of the community in terms of connectivity between residential development and local destination nodes.
- Co-ordinate bus shelters and bus stops with streetscape furniture and place them in safe and convenient locations.



Figure# 15: Kumeu-Huapai Central Area Plan Circular Bus Route

Rail

The provision of passenger rail service to the central area from Auckland is strongly supported by the community. Proposed station locations in Kumeu and Huapai should therefore be included in the plan to provide clarity on the long term aspirations and needs of the community. It is essential that both stations are integrated with bus routes, have safe and convenient access for pedestrians and cyclists, park and ride facilities, bicycle storage and other related public facilities. (See Figure #16)

Recommendations

- That Rodney District Council actively promote the community's desire for a passenger rail service with Auckland.
- That RDC establish a new passenger rail stations for Huapai, located south of the extended town centre area, and co-ordinated with all related initiatives being undertaken in the area.
- That the recommended station locations for Huapai (and possibly Kumeu), along with associated track re-alignments, be incorporated into the Kumeu-Huapai-Waimauku Structure Plan.

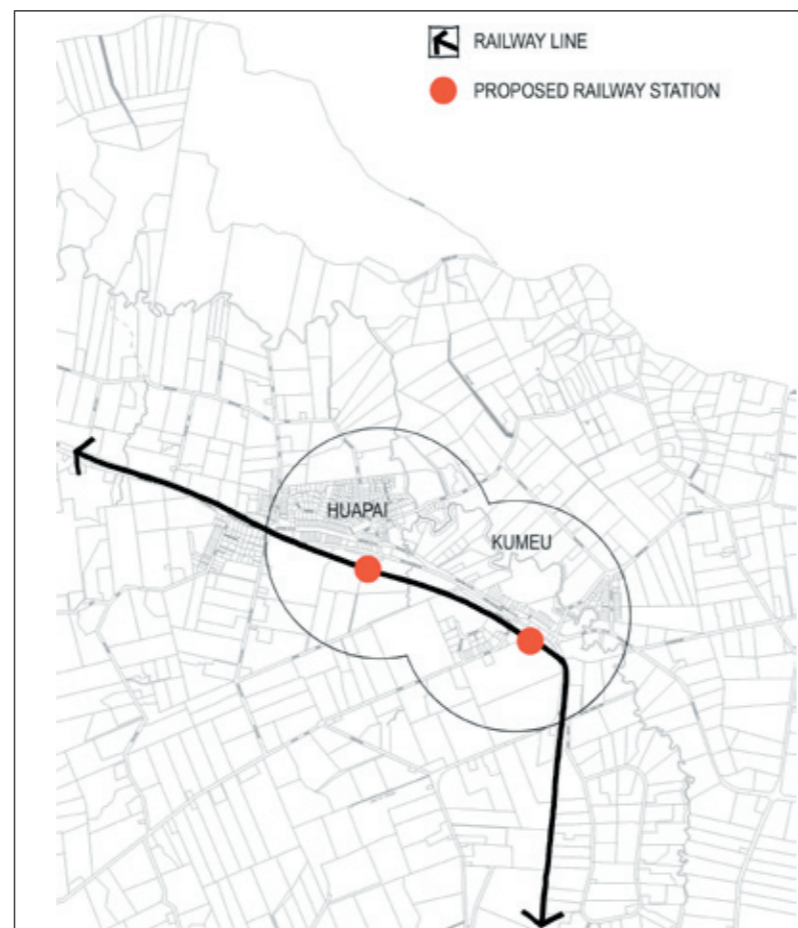


Figure # 16: Kumeu - Huapai Central Area Plan Rail Strategy

Infrastructure

Waste Water Systems

There has recently been extensive debate in the area over whether existing and future development should be connected to a regional sewer line or manage its effluent more sustainably by adopting decentralised wastewater management practices. RDC is currently studying the latter approach through a demonstration project in Huapai. A working party involving council staff and the community has been established to make final recommendations on this matter.

Recommendations

- Implement the recommendations of the Kumeu-Huapai Waste Water working party.
- Identify capital expenditure requirements and practical implementation timelines.

Storm Water Systems

Based on the Catchment Management Plan which is being prepared for the entire Kumeu-Kiapara Catchment a schematic layout of stormwater ponds and swales has been developed for new development areas. This is related to existing landform and wetlands and waterways.

Recommendation

- That future development recognises the proposed stormwater scheme and that development proposals are discussed at an early stage with the appropriate Council staff.

Water Supply

Currently there is no reticulated town water supply. Water is supplied to the area by way of a number of individual bores and rainwater tanks. The need for a fire fighter water supply has been highlighted by the Fire Service. It may be necessary for other options to be investigated as the Kumeu-Huapai area grows and to minimise risk to the community.

Recommendation

- That a full investigation of water supply options be carried out and that the appropriate service be implemented.

Cultural/Heritage Values

Gateways

A gateway identifies the beginning or end of a distinct place and gives a sense of welcome and transition. Apart from the proposed roundabouts at the entrances of the town, it is also necessary to have distinct features that welcome visitors to the Kumeu-Huapai township. The need for individualised signs for each town should also be reviewed as there is likely to be an increasingly different character to both towns as the central area plan evolves. (See Figure #17).

Recommendations

- Develop two gateway features at either end of the Kumeu-Huapai township to celebrate arriving in the township.
- Review the need for individualised entry signs/features to mark the boundaries of Kumeu and Huapai.



Figure # 17: Kumeu - Huapai Central Area Plan Gateways Strategy

Heritage Values

Overall there are few restrictions to development on cultural heritage grounds, since there was a low frequency of recorded archaeological / historic sites. However, to ensure that the areas cultural and historic background is not forgotten, the following recommendations are made.

Recommendations

- More detailed assessments of the impact of proposed development on archaeological values should be carried out at the resource consent stage of development applications.
- Consideration should be given to developing walkways along the traditional portage routes between Riverhead and the Kaipara Harbour.
- The central area's history and cultural heritage should be clearly reflected in its branding, streetscape upgrades and gateway features.

Branding Of The Kumeu-Huapai Area

Branding can be an effective tool to provide a community with a higher recognition profile, attract more visitors and strengthen the community's identity and unique character. The development of a comprehensive branding strategy and implementation programme is strongly supported by the community.

Recommendation

- That the community develop a branding strategy, design concepts and implementation programme with sponsorship from RDC.

Central Area Urban Design Guidelines

The formulation of central area wide urban design guidelines are essential if the Kumeu-Huapai Township is to evolve in a co-ordinated and predictable manner that supports and promotes the vision, values and aspirations of the community. When structured appropriately design guides can actively assist in the overall protection of rural character, provide a higher level of predictability to future development and enhance property values. The importance of establishing urban design guidelines for the township was initially identified in the 2001 Kumeu-Huapai Central Area Plan and subsequently became one of several critical success factors for the area.

Recommendations

- Establish a comprehensive urban design guide for all land uses in the Kumeu-Huapai Central Area which can be formally adopted by Rodney District Council to become part of the District Plan's development review criteria for the area.
- That RDC undertake a review of the feasibility of applying the Pedestrian Town Centre Area approach to the central area of Kumeu-Huapai and a comprehensive design plan approach for larger tracts of undeveloped residential land. Both approaches should include the application of a design guide.