

Kōkiri

Auckland Transport and Franklin
Local Board agreed Transport Plan
1 July 2024-30 June 2025



Introduction

Kōkiri is Auckland Transport and Franklin Local Board's plan for transport in the local board area.

The role of the document is to establish agreed levels of engagement for programmes of work Auckland Transport will deliver on behalf of the Franklin community.

This plan also includes projects or programmes which are not currently funded, which the local board wants to make sure Auckland Transport is aware of and may be able to deliver in the future.

The objective is to provide a public record of transport projects and programmes in this local board area, and how the local board is engaging with Auckland Transport, including:

- How the board is collaborating with Auckland Transport on projects and programmes, how the board is leading consensus building, and how Auckland Transport is maximising the local board's ability to change or modify the plan.
- How the local board is actively involved in planning and consultation.
- The local board's level of interest in the plan and how Auckland Transport keeps it regularly informed about progress.

Kōkiri is produced annually. This document covers from 1 July 2024 to 30 June 2025.

Background

The Franklin Local Board area spans the eastern coast of the Hauraki Gulf to the western coast of the Manukau Harbour. It includes inland and coastal settlements such as the Awhitu Peninsula, Karaka, Ardmore, Clevedon, Whitford, Maraetai, Kawakawa Bay and Orere Point, as well as the townships of Pukekohe, Waiuku and Beachlands.

The Franklin Local Board area is predominantly a rural area, supported by towns, villages and hamlets.

Franklin is home to a growing number of residents seeking a rural lifestyle and its economy is dominated by activities related to agriculture or land resources.

Some of the critical infrastructure supporting Auckland is located in this board, such as the water reservoirs in the Hunua Ranges, and gas, water, electricity and telecommunications lines.

Geography of the Franklin Local Board area

State Highway 1 and the North Island Main Trunk Railway run through the area, with Pukekohe being the last stop for commuter trains to and from Britomart.

Of particular note are the forests of the Hunua Ranges and the coastal bird habitats along the south and western shores of the Manukau Harbour.

The Franklin Local Board area, with key reference points:



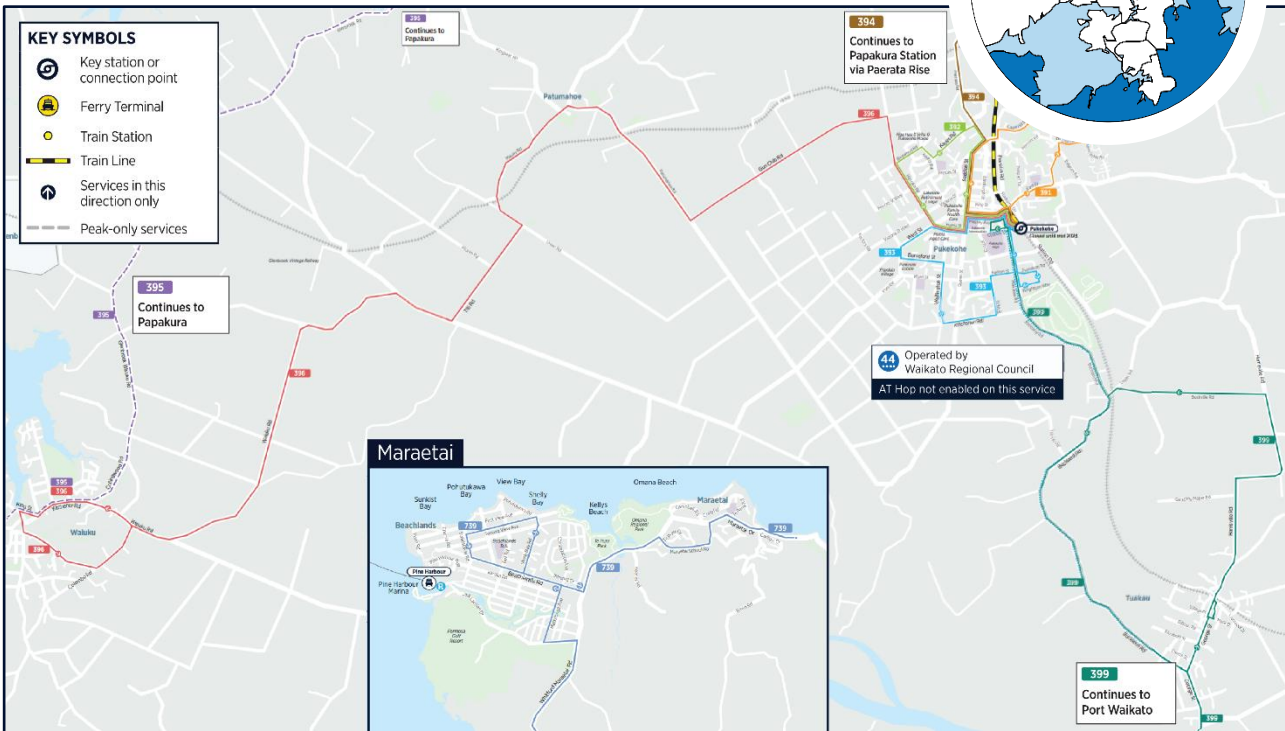
LEGEND

-  Local board office
-  Public open space (Unitary Plan)
-  Motorway
-  Major road
-  Arterial road
-  Medium road
-  Minor road



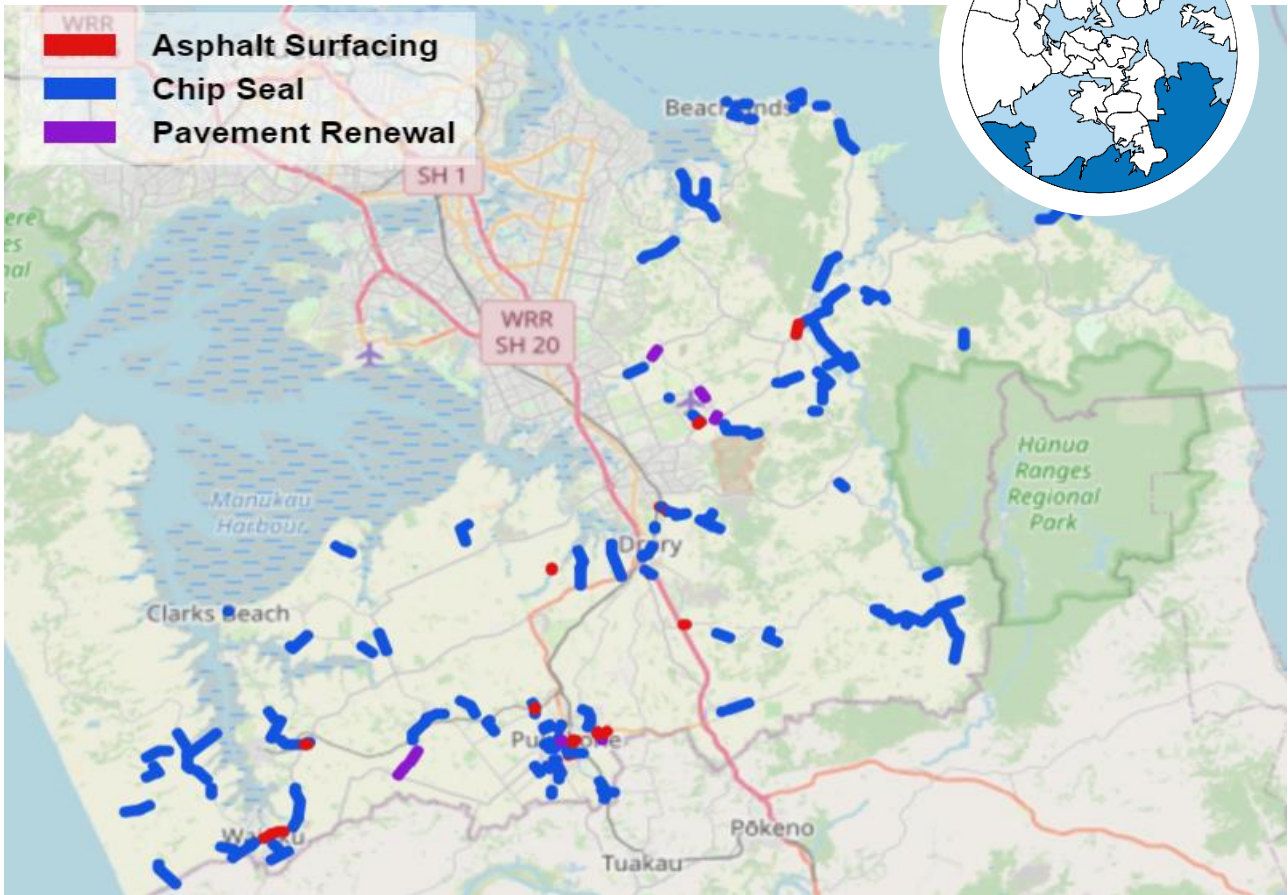
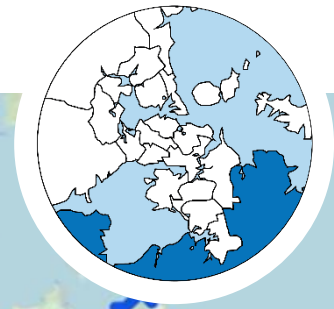
Keeping Franklin moving; public transport services

Auckland Transport manages Auckland's transport system, which includes delivering public transport. This map shows public transport services Auckland Transport delivers in Franklin this year.



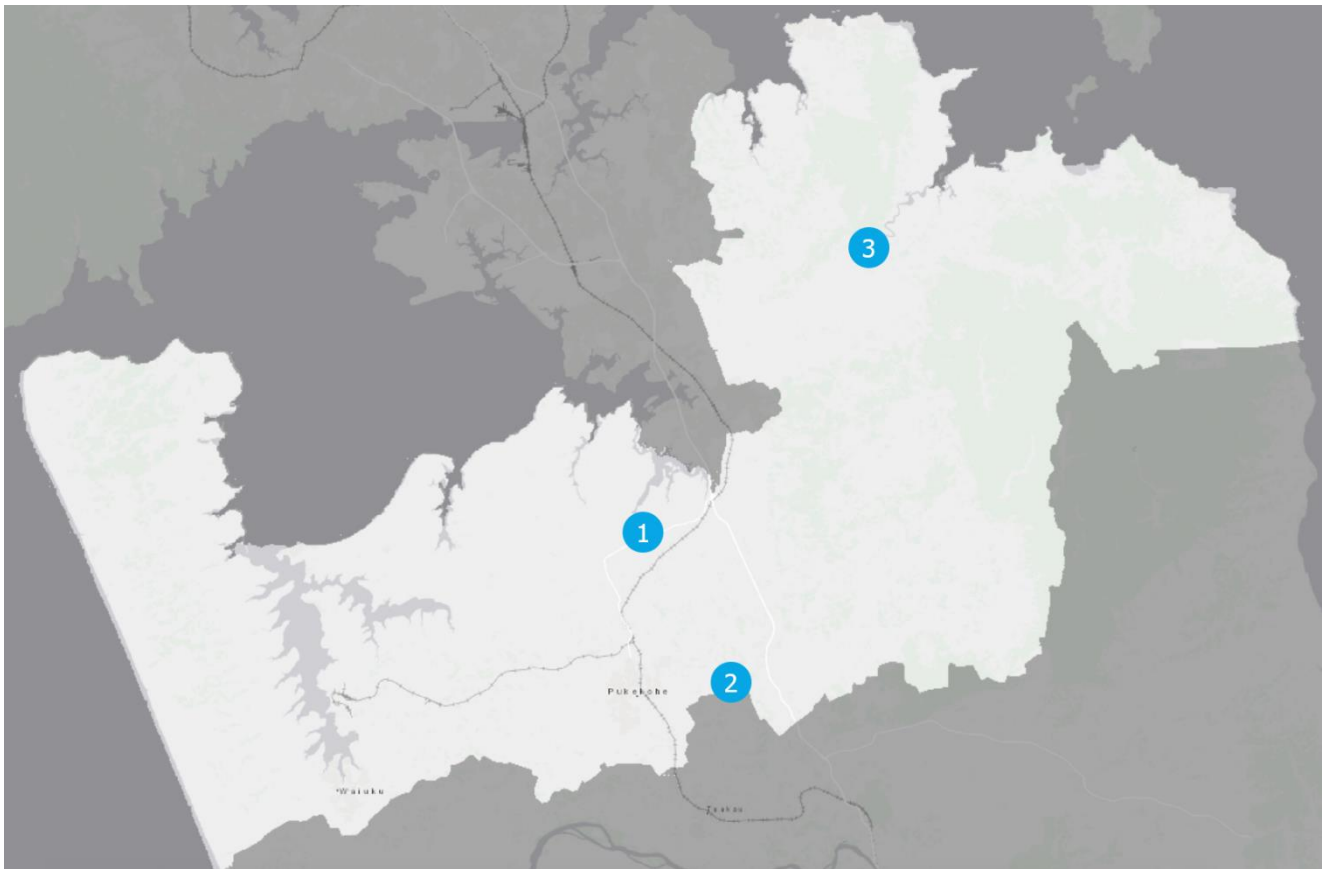
Planned road and footpath maintenance

Auckland Transport also manages regular maintenance of roads and footpaths. This map shows what Auckland Transport plans to deliver in Franklin this year.



AT Consult projects and programmes

Auckland Transport has a range of projects and programmes being delivered within the Franklin Local Board area. This map shows the Consult projects and programmes, including their locations. The projects are colour-coded based on the level of engagement the local board has agreed with Auckland Transport.



Consult – light blue

Auckland Transport projects or programmes that the local board has identified as requiring a high-level of community representation. Auckland Transport leads the project or programme but works with the local board, providing opportunities for it to input into the plan.

If possible, AT incorporates the local board's feedback into the plan; and if it is not able to, provides clear reasons for that decision.

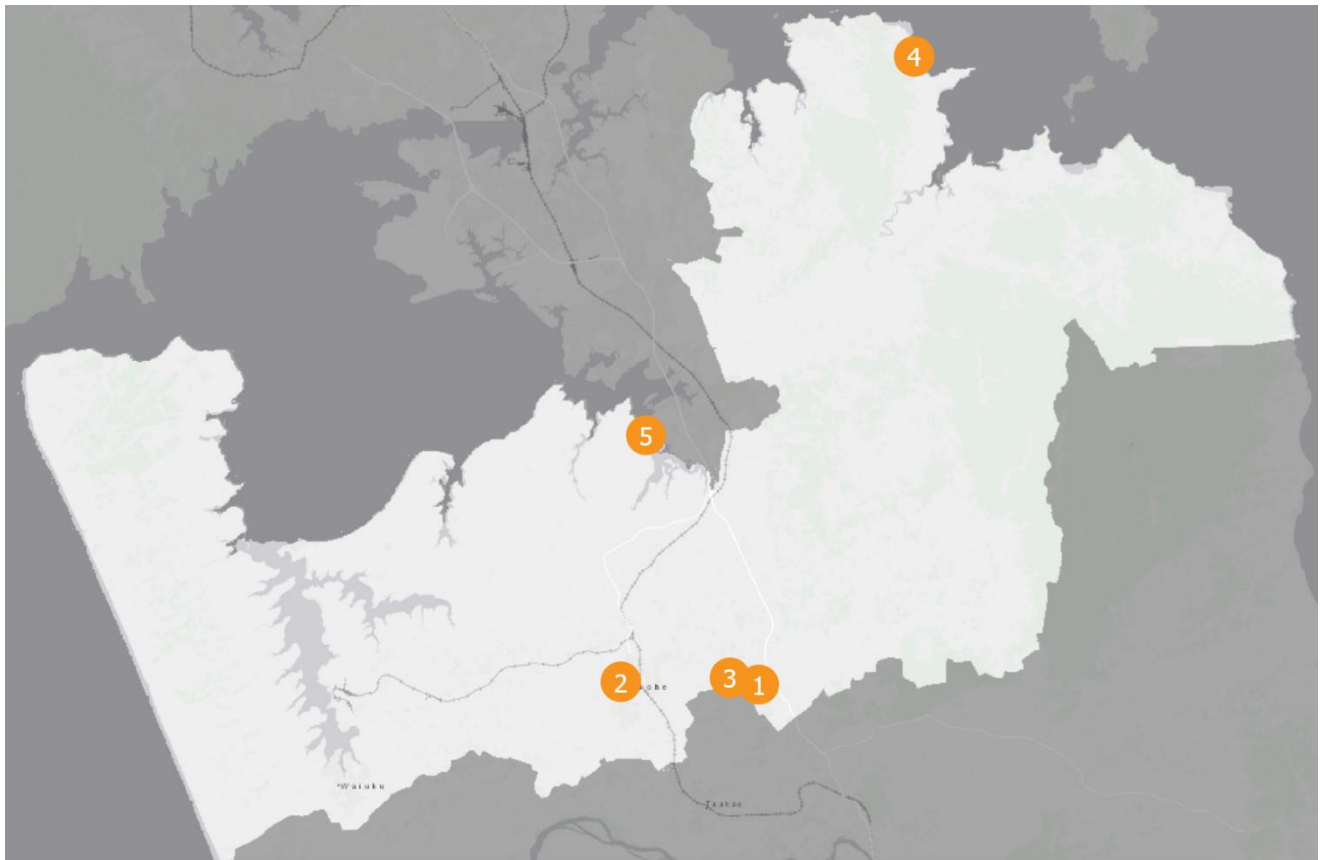
1 Request consultation about future work on the intersection of State Highway 22 and Blackbridge Road.

3 North Road, Clevedon safety improvements.

2 Request consultation about future work on the intersection of Mill Road (Pukekohe) and Harrisville Road.

AT Inform projects and programmes

Auckland Transport has a range of projects and programmes being delivered within the Franklin Local Board area. This map shows the Inform projects and programmes, including their locations. The projects are colour-coded based on the level of engagement the local board has agreed with Auckland Transport.



Inform – orange

Not on map – empty circle

Auckland Transport projects or programmes that the local board wants to be regularly updated about.

Auckland Transport leads the project or programme, informing the local board about progress. AT may ask local board members to provide their knowledge and insights, but there is no expectation that the project must be modified based on that input.

- 1 Signalisation of the Mill Road State Highway 1 interchange at Bombay.**
- 2 Helvetia Road and Victoria Steet intersection upgrade.**
- 3 Mill and Harrisville Road intersection upgrade.**
- 4 Climate Adaption Programme, specifically about detailed assessments of impacts on AT's coastal assets and the Maraetai Coast Road.**

- 5 Signalisation of Hingaia and Oakland Road intersection and any related road widening because although they are in the Papakura Local Board area, many Franklin residents use this road. Users are from Franklin and improvements to this section of road is of high interest to the residents of the Franklin Local Board area.**
- Progress of road corridor renewals and maintenance.**

AT Advocate projects and programmes

Auckland Transport has a range of projects and programmes being delivered within the Franklin Local Board area. The projects are colour-coded based on the level of engagement the local board has agreed with Auckland Transport.

Advocacy – red

This category includes transport projects or programmes that the local board would like Auckland Transport to deliver but are not currently funded.

This category is an opportunity for the local board to share the expectations of their community. This gives Auckland Transport information to help with future planning; or to modify programmes if funds become available during the year.

○ Franklin Local Board's Elected Member Relationship Partner will provide updates on all projects listed in Appendix A of the Local Board Plan.

Accountability and reporting back – Auckland Transport will:

Report on this agreement every three months, and at the end of the term present Franklin Local Board and the community with a full-report on progress towards meeting agreed expectations.

Provide a regular monthly update to the local board by email that will focus on how it is meeting the agreed expectations.

Survey all local board members four times a year to see how satisfied they are with Kōkiri.

In late-2024, after the first iteration of Kōkiri is signed off by local boards, will review the process and work with local boards to identify opportunities for improvement that can be introduced for the next round of plans.

Finally, in late-2025, will work with all local boards to review Kōkiri 2024–25, so as to identify and implement opportunities for improvements in the next iteration.



Appendix A: Transport Advocacy

Transport is a key priority for Franklin communities. The local board will advocate for the following transport priorities:

Advocacy – we will advocate for:	Decision maker
<p>Road maintenance</p> <ul style="list-style-type: none"> • An increase of funding, ring-fenced for maintenance and renewals exclusively, that allows Auckland Transport to renew and maintain at least 7.5 to 9% of Auckland’s roads in any given year as per Auckland Transport’s Asset Management Plan • Asphalt road surfaces on arterial roads with more than 20,000 vehicle movements per day • Auckland Transport improves supervision of contractors and ensures renewal and reseals are high-quality • Annual maintenance of roadside drains in rural areas 	<p>Governing Body – Long Term Plan Auckland Transport-Regional Land Transport Plan</p>
<p>Local road improvements – safety</p> <p>Auckland Transport prioritises improving safety on the following local roads:</p> <ul style="list-style-type: none"> • Whitford-Maraetai Road, Whitford • North Road, Clevedon • Linwood Road to Hingaia Road, Karaka • Mill Road/East Street, Bombay to Pukekohe • Glenbrook Beach Road, Glenbrook Beach <p>Auckland Transport prioritises safety improvements at the following intersections:</p> <ul style="list-style-type: none"> • Whitford-Maraetai Road and Clifton Road, Whitford (landfill entry/exit) • Tourist Road, Creighton’s Road, Papakura-Clevedon Road, Clevedon • Jack Lachlan Drive and Whitford-Maraetai Road, Beachlands • State Highway 22 and Blackbridge Road, Karaka • King Street, Kitchener Road and View Road, Waiuku • Racecourse Road and Kitchener Road, Waiuku • Constable Road and Leonard Street, Waiuku • Gun Club Road, Heights Road and Helvetia Road, Pukekohe 	<p>Governing Body – Long Term Plan Auckland Transport-Regional Land Transport Plan, and Foward Works Programme</p>
<p>Local road improvements – already funded</p> <p>To continue to fund, and deliver:</p> <ul style="list-style-type: none"> • Manukau Road, East Street and Stadium Drive signalisation, Pukekohe 	<p>Auckland Transport – Regional Land Transport Plan Waka Kotahi</p>





Advocacy – we will advocate for:	Decision maker
<ul style="list-style-type: none"> Hingaia Road and Oakland Road, Papakura, signalisation and stage two road widening Mill Road and State Highway 1, Bombay, signalisation 	
<p>Other local improvements – to be funded</p> <ul style="list-style-type: none"> A suite of interventions to address speed and safety in the two bays, and parking at the boat ramp, in Kawakawa Bay Repairs to slips impacting the road network on the Āwhitu Peninsula, including on Āwhitu Road and Cemetery Road, Pollok Streetlighting in the ‘old’ sections of Beachlands, that currently has none, to be prioritised, and addressing street lighting issues in Clarks Beach T2/Bus Lane on Hingaia Road to allow future bus services to get to the Papakura train station for timely connections particularly during commuter times 	Auckland Transport-Regional Land Transport Plan, and Foward Works Programme
<p>Projects that support growth – increasing capacity</p> <p>To bring foward funding for projects led by Supporting Growth that support growth in Pukekohe and Drury:</p> <ul style="list-style-type: none"> Pukekohe arterials Drury to Pukekohe link (an alternative route to SH22) Mill Road (Bombay) and Pukekohe East Road upgrade, including intersection upgrade at Harrisville Road Drury West and Paerata arterials (access to new train stations, and improving access to surrounding areas) SH22 Drury Upgrade Project Waihoehoe Road Upgrade Project Manukau to Takaanini access and safety project (Mill Road from Alfriston to Redoubt Road upgrades) Grade separation on the southern rail line 3^d and 4th track development on the southern train line 	Supporting Growth, Auckland Transport, Waka Kotahi, Kiwirail
<p>Funding</p> <ul style="list-style-type: none"> Reinstatement of the Local Board Capital Transport Fund to \$20 million per annum, and for Auckland Transport to support local boards to advocate for this fund Congestion charges and toll roads in urban areas (where transport alternatives exist) alongside removing fuel taxes for all 	Governing Body – Long Term Plan Auckland Transport-Regional Land Transport Plan Waka Kotahi



Advocacy – we will advocate for:	Decision maker
<p>Climate change</p> <ul style="list-style-type: none"> Mitigation of flooding on key corridors that are vulnerable to flooding during weather events and in response to climate change e.g. Papakura-Clevedon Road, Clevedon and Maraetai Coast Road, Maraetai 	<p>Auckland Transport-Regional Land Transport Plan</p>
<p>Footpaths</p> <ul style="list-style-type: none"> Increase and prioritise regional footpath budget for new footpaths in growth areas, especially for connection ‘gaps’ between old and new areas within communities, and in places with no footpaths or kerb and channel at all e.g. in Beachlands, Glenbrook Beach, Clarks Beach 	<p>Auckland Transport-Regional Land Transport Plan</p>
<p>Navigation:</p> <ul style="list-style-type: none"> Update and regularly maintain navigation charts of the Manukau Harbour including the upper reaches of the Waiuku estuary to the NZ Steel Mill and Waiuku Installation of updated navigation markers (buoys and lights) on the main channels in the Manukau Harbour servicing Orua bay, Te Toro, Waiuku, Grahams Beach and Onehunga 	<p>Auckland Transport-Regional Land Transport Plan</p>
<p>Walking and cycling:</p> <ul style="list-style-type: none"> Support from Auckland Transport to deliver the programme of paths and pedestrian safety improvements articulated in the Franklin Paths Targeted Rate proposal Greater flexibility in design standards for rural walking and cycling paths, the aim being that when a community offers to build a path the project is assessed flexibly rather than based on urban approaches to infrastructure Auckland Council and Auckland Transport to work together to plan active transport and extend the reach of <i>Future Connect</i> beyond metropolitan Auckland, to deliver active transport paths as guided by the Pohutukawa Coast Trails Plan, Pukekohe-Paerata Trails Plan, Waiuku Trails Plan and Clarks Beach-Waiiau Pa Trails Plan 	<p>Auckland Council Auckland Transport - RPTP, RLTP</p>
<p>Public Transport:</p> <ul style="list-style-type: none"> Build more park and ride capacity so that rural people can get to trains rather than commuting by car to town, and plan for future growth by putting designations in place now Increase ferry capacity and frequency at Pine Harbour, Beachlands, to address local population growth and east Auckland congestion issues, and offer off-road commuter options 	<p>Auckland Transport - RPTP, RLTP Waka Kotahi</p>



Advocacy – we will advocate for:	Decision maker
<ul style="list-style-type: none"> • Joined up planning between Kainga Ora, Auckland Council, and Auckland Transport, to ensure all Kainga Ora developments are connected to the public transport network • Bus services - new: <ul style="list-style-type: none"> ○ A ‘rural township’ bus service to link Clevedon with the Papakura train station and Pine Harbour ferry and on to Botany (i.e a south-east connector service) ○ A direct service between Beachlands and Howick, and Beachlands and Manukau, with no change at Botany ○ A service to Kawakawa Bay and Orere Point (limited services) ○ A service from Clarks Beach to Paerata train station and Pukekohe • A future service between Bombay and new stations and town centres at Drury/Ramarama • Bus services – existing: <ul style="list-style-type: none"> ○ More frequent services to Port Waikato (currently only on Thursdays) ○ Bus shelters at stops in Waiuku ○ Retain direct bus service between Papakura and Waiuku ○ More frequent services between Waiuku and Pukekohe • Auckland Transport ‘On Demand’ services are made available in Pukekohe and Beachlands-Maraetai • Reduction in public transport fares for those travelling the largest distances • Support electrification of the rail network, southern line level crossing upgrades, and 3rd and 4th train tracks • Express train services from Franklin into central Auckland that are equal to, or faster than travelling by car to encourage commuters to use trains • Ferry services on the Manukau Harbour that improve network resilience and enable connection by ferry between Clarks Beach, Waiuku, Glenbrook Beach and Āwhitu Peninsula, to trains at Onehunga • To recognise Pukekohe (and Papakura) train stations as transport hubs for the North Waikato – Auckland Transport, Auckland Council and Waikato Regional Council to work together with central government to develop better public transport across local authority boundaries • Reduce the cost of public transport for those living on the outskirts of the Auckland region 	

Advocacy	Decision Maker/s	Auckland Transport Current Status
<p>Road Maintenance An increase of funding, ring-fenced for maintenance and renewals exclusively, that allows Auckland Transport to renew and maintain at least 7.5 to 9 per cent of Auckland’s roads in any given year as per Auckland Transport’s Asset Management Plan</p> <ul style="list-style-type: none"> • Asphalt road surfaces on arterial roads with more than 20,000 vehicle movements per day • Auckland Transport improves supervision of contractors and ensures renewal and reseals are high-quality • Annual maintenance of roadside drains in rural areas 	<p>Governing Body – Long Term Plan Auckland TransportRegional Land Transport Plan</p>	<p>Funding for the 2024/25 year approved on 22 October. Changes from the forward work programme , where material, will be communicated in the near future. Monitoring of sub contractors and performance is a key feature of Ats new contracts</p>
<p>Local Road Improvement – Safety Auckland Transport prioritises improving safety on the following local roads:</p> <ul style="list-style-type: none"> • Whitford-Maraetai Road, Whitford • North Road, Clevedon • Linwood Road to Hingaiia Road, Karaka • Mill Road/East Street, Bombay to Pukekohe • Glenbrook Beach Road, Glenbrook Beach <p>Auckland Transport prioritises safety improvements at the following intersections:</p> <ul style="list-style-type: none"> • Whitford-Maraetai Road and Clifton Road, Whitford (landfill entry/exit) • Tourist Road, Creighton’s Road, Papakura-Clevedon Road, Clevedon • Jack Lachlan Drive and Whitford-Maraetai Road, Beachlands • State Highway 22 and Blackbridge Road, Karaka • King Street, Kitchener Road and View Road, Waiuku • Racecourse Road and Kitchener Road, Waiuku • Constable Road and Leonard Street, Waiuku 	<p>Governing Body – Long Term Plan Auckland TransportRegional Land Transport Plan, and Forward Works Programme</p>	<p>AT notes the boards concerns and will ensure these are add to the works list for prioritisation.</p>

<ul style="list-style-type: none"> • Gun Club Road, Heights Road and Helvetia Road, Pukekohe 		
<p>Local Road Improvement – Already Funded Local road improvements – already funded To continue to fund, and deliver:</p> <ul style="list-style-type: none"> • Manukau Road, East Street and Stadium Drive signalisation, Pukekohe • Hingaia Road and Oakland Road, Papakura, signalisation and stage two road widening • Mill Road and State Highway 1, Bombay, signalisation 	<p>Auckland Transport – Regional Land Transport Plan Waka Kotahi</p>	<p>East Street and Stadium complete</p> <p>Hingaia Lights installed. Stage 2 currently unfunded</p> <p>Signalisation in Bombay to be undertaken this year (NZTA)</p>
<p>Other Local Improvements – To be funded A suite of interventions to address speed and safety in the two bays, and parking at the boat ramp, in Kawakawa Bay</p> <ul style="list-style-type: none"> • Repairs to slips impacting the road network on the Āwhitu Peninsula, including on Āwhitu Road and Cemetery Road, Pollok • Streetlighting in the ‘old’ sections of Beachlands ,that currently has none, to be prioritised, and addressing street lighting issues in Clarks Beach • T2/Bus Lane on Hingaia Road to allow future bus services to get to the Papakura train station for timely connections particularly during commuter 	<p>Auckland TransportRegional Land Transport Plan, and Forward Works Programme</p>	<p>Slip repairs making good progress.</p> <p>The quantum of funding new or retrospective streets lighting uncertain at this stage.</p> <p>Future configuration of Hingaia road will be reviewed when Stage 2 ready to progress.</p>
<p>Projects that Support Growth To bring forward funding for projects led by Supporting Growth that support growth in Pukekohe and Drury:</p> <ul style="list-style-type: none"> • Pukekohe arterials • Drury to Pukekohe link (an alternative route to SH22) • Mill Road (Bombay) and Pukekohe East Road upgrade, including intersection upgrade at Harrisville Road • Drury West and Paerata arterials (access to new train stations, and improving access to surrounding areas) 	<p>Supporting Growth, Auckland Transport, Waka Kotahi, Kiwirail</p>	<p>The majority of these projects are led by NZTA and Kiwi rail, so are not part of the ATs Kokori reporting</p>

<ul style="list-style-type: none"> • SH22 Drury Upgrade Project • Waihoehoe Road Upgrade Project • Manukau to Takaanini access and safety project (Mill Road from Alfriston to Redoubt Road upgrades) • Grade separation on the southern rail line • 3rd and 4th track development on the southern train line 		
<p>Funding Reinstatement of the Local Board Capital Transport Fund to \$20 million per annum, and for Auckland Transport to support local boards to advocate for this fund</p> <ul style="list-style-type: none"> • Congestion charges and toll roads in urban areas (where transport alternatives exist) alongside removing fuel taxes for al 	<p>Governing Body – Long Term Plan Auckland TransportRegional Land Transport Plan Waka Kotahi</p>	<p>Most of the Local Board Capital Fund reinstated. Update imminent.</p> <p>Time of use charging feedback has gone to Council.</p>
<p>Climate Change • Mitigation of flooding on key corridors that are vulnerable to flooding during weather events and in response to climate change e.g. Papakura-Clevedon Road, Clevedon and Maraetai Coast Road, Maraetai</p>	<p>Auckland TransportRegional Land Transport Plan</p>	<p>Workshop to brief members to be held in the new year.</p>
<p>Footpaths Increase and prioritise regional footpath budget for new footpaths in growth areas, especially for connection ‘gaps’ between old and new areas within communities, and in places with no footpaths or kerb and channel at all e.g. in Beachlands, Glenbrook Beach, Clarks Beach</p>	<p>Auckland TransportRegional Land Transport Plan</p>	<p>Following government policy and funding changes there is little budget for footpath construction,</p>
<p>Navigation • Update and regularly maintain navigation charts of the Manukau Harbour including the upper reaches of the Waiuku estuary to the NZ Steel Mill and Waiuku</p>	<p>Auckland TransportRegional Land Transport Plan</p>	<p>Navigation charts are a responsibility of Marime NZ.</p>

<ul style="list-style-type: none"> • Installation of updated navigation markers (buoys and lights) on the main channels in the Manukau Harbour servicing Orua bay, Te Toro, Waiuku, Grahams Beach and Onehunga 		<p>The Elected Member Relationship Partner will take this up with Harbourmaster.</p>
<p>Walking and Cycling</p> <ul style="list-style-type: none"> • Support from Auckland Transport to deliver the programme of paths and pedestrian safety improvements articulated in the Franklin Paths Targeted Rate proposal • Greater flexibility in design standards for rural walking and cycling paths, the aim being that when a community offers to build a path the project is assessed flexibly rather than based on urban approaches to infrastructure • Auckland Council and Auckland Transport to work together to plan active transport and extend the reach of Future Connect beyond metropolitan Auckland, to deliver active transport paths as guided by the Pohutukawa Coast Trails Plan, Pukekohe-Paerata Trails Plan, Waiuku Trails Plan and Clarks Beach/Waiapu Trails Plan 	<p>Governing Body, Auckland Transport (RPTP, RLTP)</p>	<p>Auckland Transport is working with Auckland Council on trails and paths being developed as part of the targeted rate project.</p> <p>Auckland Transport is confident that the relevant parts of the design standards manual can accommodate the anticipated standards required for the targeted rate. AT is also seeking to fund a review of the manual.</p> <p>AT's community transport team is looking to assist on future trails.</p>
<p>Public Transport</p> <ul style="list-style-type: none"> • Build more park and ride capacity so that rural people can get to trains rather than commuting by car to town, and plan for future growth by putting designations in place now • Increase ferry capacity and frequency at Pine Harbour, Beachlands, to address local population growth and east Auckland congestion issues, and offer off-road commuter options • Joined up planning between Kainga Ora, Auckland Council, and Auckland Transport, to ensure all Kainga Ora developments are connected to the public transport network • Bus services - new: o A 'rural township' bus service to link Clevedon with the Papakura train station and Pine Harbour ferry 	<p>Auckland Transport (RPTP, RLTP), Waka Kotahi</p>	<p>Recent workshops have indicated changes to bus services to coincide with the recommencement of train service. Also covered were new contracts for feeder service currently being progress. Noting that not all remote township are to be serviced at this stage.</p>

and on to Botany (i.e a south-east connector service) o A direct service between Beachlands and Howick, and Beachlands and Manukau, with no change at Botany o A service to Kawakawa Bay and Orere Point (limited services) o A service from Clarks Beach to Paerata train station and Pukekohe o A future service between Bombay and new stations and town centres at Drury/Ramarama

- Bus services – existing:

- o More frequent services to Port Waikato (currently only on Thursdays)

- o Bus shelters at stops in Waiuku o More frequent services between Waiuku and Pukekohe

- Auckland Transport ‘On Demand’ services are made available in Pukekohe and Beachlands-Maraetai Support electrification of the rail network, southern line level crossing upgrades, and 3rd and 4th train tracks

- Express train services from Franklin into central Auckland that are equal to, or faster than travelling by car to encourage commuters to use trains

- Ferry services on the Manukau Harbour, to improve network resilience and enable connection by ferry between Clarks Beach, Waiuku, Glenbrook Beach and Āwhitu Peninsula, with the train network at Onehunga

- To recognise Pukekohe (and Papakura) train stations as transport hubs for the North Waikato – Auckland Transport, Auckland Council and Waikato Regional Council to work together with central government to develop better public transport across local authority boundaries

- Reduce the cost of public transport for those living on the outskirts of the Auckland region and travelling the largest distances.

The board was also advised that there are now no plans for an AT Local Service in Franklin.

Express services are contingent on Kiwi rail completing the 3rd and 4th lines.

Work to develop connection with the Waikato will involve central government and Waikato Regional Council.

Any ferry services on the Manukau would require significant investment in infrastructure due to the very tidal nature of the harbour,
