

Attach 4 - Warkworth Public Transport Network 2048+

- Public transport interchanges support a high frequency local bus network serving key residential and employment areas within Warkworth
- Public transport interchanges provide access to local, regional and long distance bus services
- Park and Ride facility in the north supports mode shift for trips from the surrounding rural areas & communities
- One corridor (Western Link Road North) is 4-laned for PT priority







Indicative future public transport network 2048+

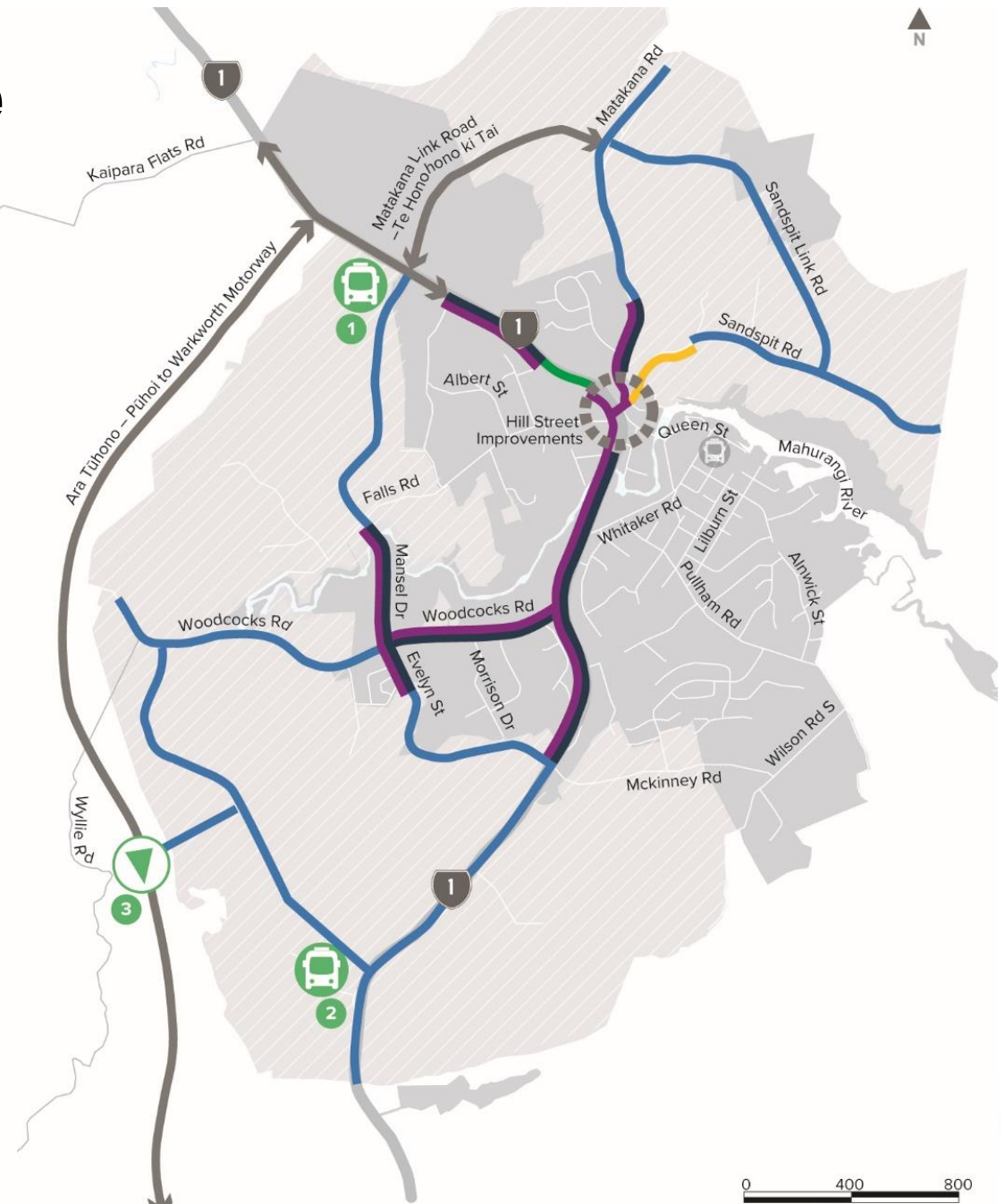


Attach 4 - Warkworth Active Mode Network 2048+

- All corridors in the recommended Strategic Transport Network have active mode facilities – equates to 19km of new and/ or improved walking and cycling facilities
- Legible walking and cycle network that connects key destinations throughout Warkworth such as local centres, schools, employment areas
- Supported by local (i.e. collectors) and greenway network
- Makes active modes a real transport choice for short journeys

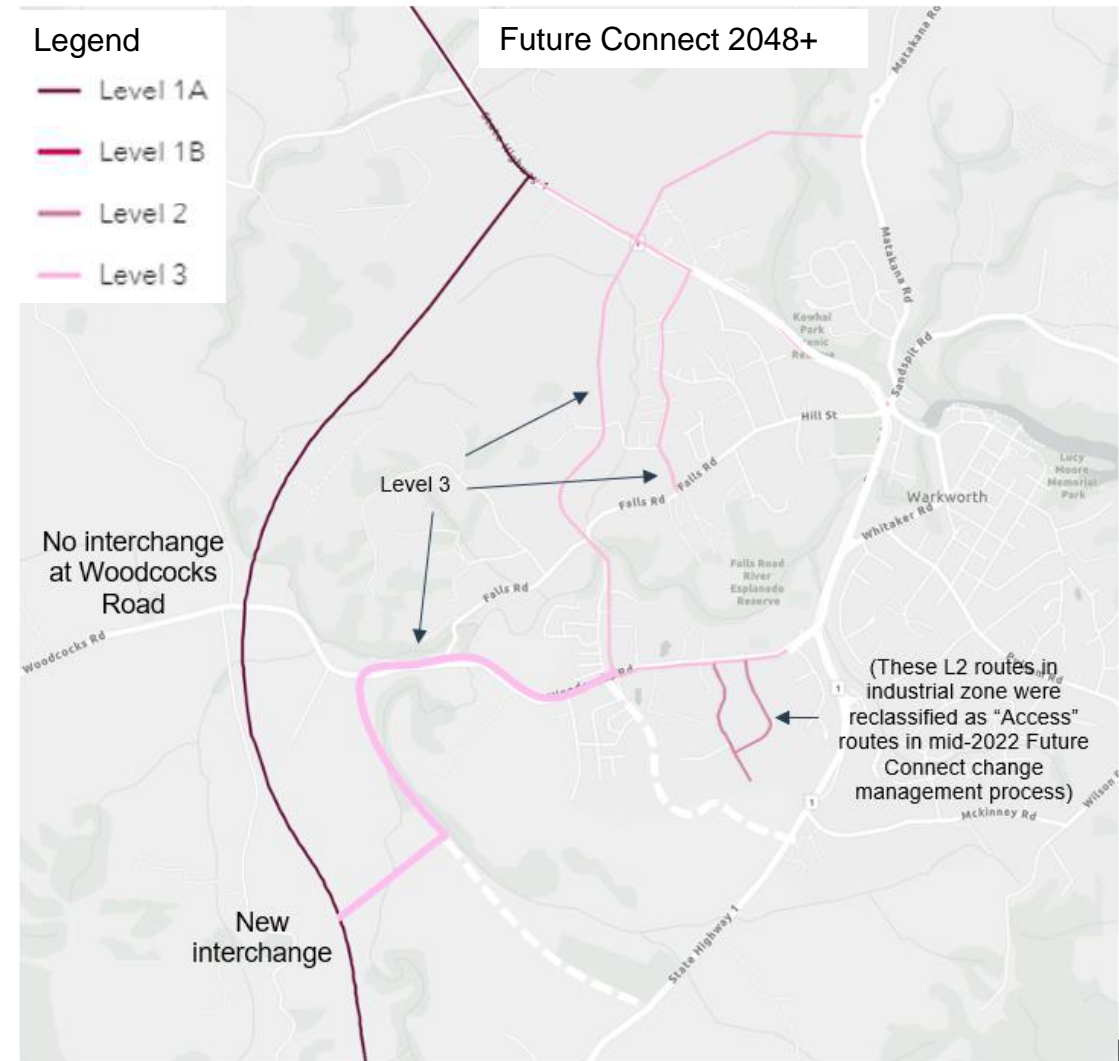
LEGEND

-  Bi-directional cycling facilities (orientation to corridor shown by purple line)
-  Uni-directional cycling facilities
-  Offline path
-  Existing shared path
-  Current projects underway
-  Northern Public Transport Interchange including Park and Ride
-  Southern Public Transport Interchange
-  New Ara Tūhono Interchange



Attach 4 - Warkworth Freight Network 2048+

- Aligned with existing and proposed industrial land identified in Warkworth Structure Plan
- Aligned with AT's Auckland Freight Plan
- Direct freight connections to planned industrial land
- Minimises freight movements through residential areas



There will also be internal roads within the industrial zones which will be classified as L2 or Access as appropriate.