



# KINGSEAT MASTERPLAN

## TRANSPORT ASSESSMENT

Prepared for Juliet Reynolds

9 October 2025

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## TRANSPORTATION ASSESSMENT

Juliet Reynolds

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## 1. INTRODUCTION

This memorandum supports an application for a referred project under the Fast-Track Approvals Act. The site is a large rural site (approximately 298ha comprising several land parcels) located on the east of the existing Kingseat settlement at 956, 996, 1012, 1016A, 1016b, 1023, 1030 and 1039 Linwood Road. The site comprises land that has urban zoning applied and is contained within the Kingseat Precinct and also land that is zoned “Rural – Mixed Rural” zone of the Auckland Unitary Plan (AUP). The proposed development seeks to establish a master-planned community of approximately 1955 dwellings (Stage 1 and Stage 2) across a range of densities.

Kingseat is a village located on the southern edge of the Manukau Harbour in a rural setting approximately 17 km west of the Papakura Interchange as shown in **Figure 1**.

Auckland Council approved the Kingseat Precinct with urban growth in the Kingseat Village area as part of Plan Change 28. This report considers the traffic and transportation issues of further expanding Kingseat through the addition of Stage 2 with 810 households.

This Traffic and Transportation Assessment sets out an analysis of the traffic and wider transport effects of that proposed extension of the Kingseat Precinct and sets out transport benefits and issues related to the expansion.

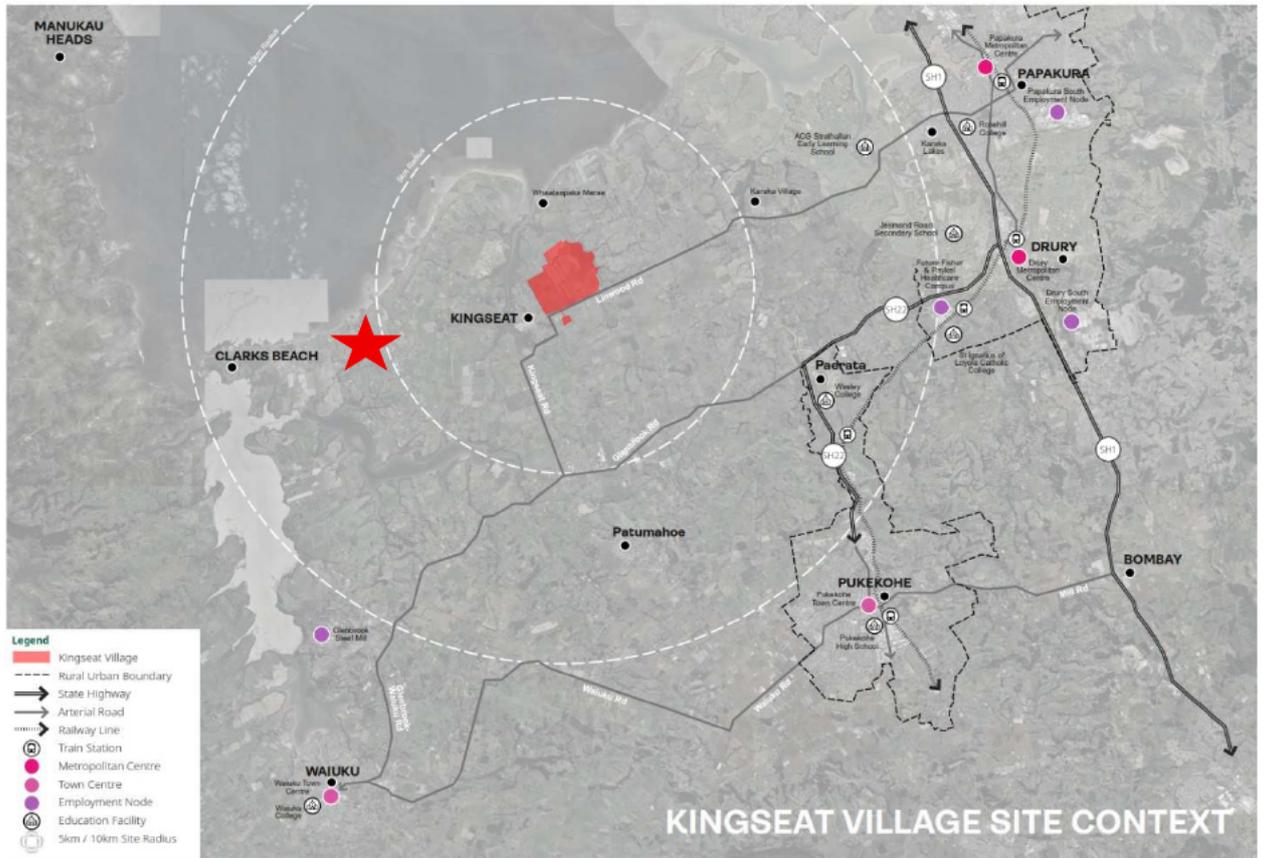


Figure 1: Site Location (Source Barker and Associates Ltd)

## 2. DESCRIPTION OF EXISTING LAND USE AND TRANSPORT ENVIRONMENT

Kingseat is a small rural village surrounded by farmland in the former Franklin area of Auckland. Linwood Road is a collector road that connects Kingseat to Karaka and the Hingaia peninsula to the east. Kingseat Road is also a collector road and connects Kingseat with Glenbrook Road to the south which in turn provides an arterial connection to Glenbrook and Waiuku to the southwest and to Pukekohe via SH22 to the southeast. McKenzie Road is the third collector road in Kingseat providing a local connection to Clarks Beach.

Current land uses include rural and farming activities, village residential housing and some limited levels of employment. The current population is about 489 people.

Transport in the area is overwhelmingly car based with currently only two public bus services travelling from Waiuku via Kingseat to Papakura each weekday morning and returning in the afternoons. There are also school buses serving the area.

## 2.1 Current Traffic Flows

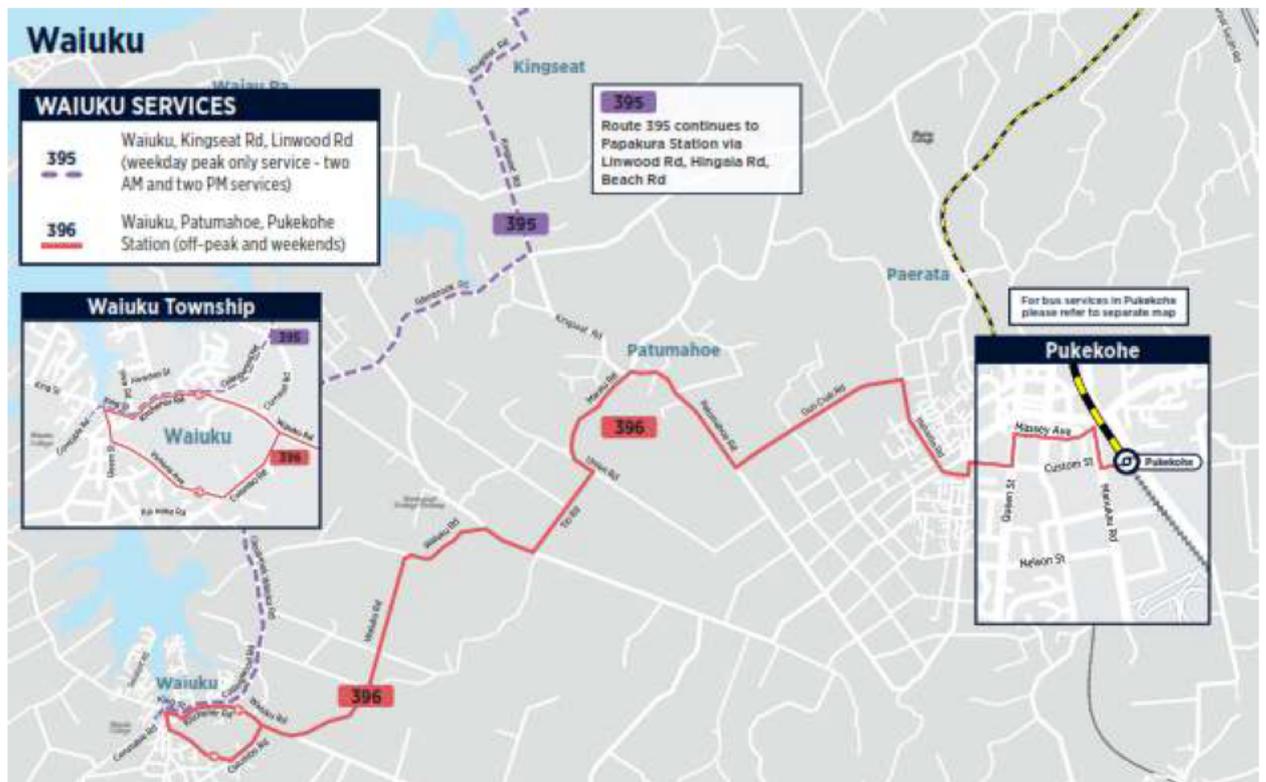
Existing traffic counts obtained from Auckland Transport’s dataset are shown in **Table 1**. Flows on these roads haven’t changed significantly since the last time I reported on transport in the area in 2013.

Road	Weekday Flow (vehicles/day)	Morning Peak (vehicles/hour)	Evening Peak (vehicles/hour)
Linwood Rd	5964	544	604
McKenzie Rd	3131	288	316
Kingseat Rd	3357	326	340
Glenbrook Rd	10610	926	1019

**Table 1** Existing Traffic Flows (Source Auckland Transport 2024)

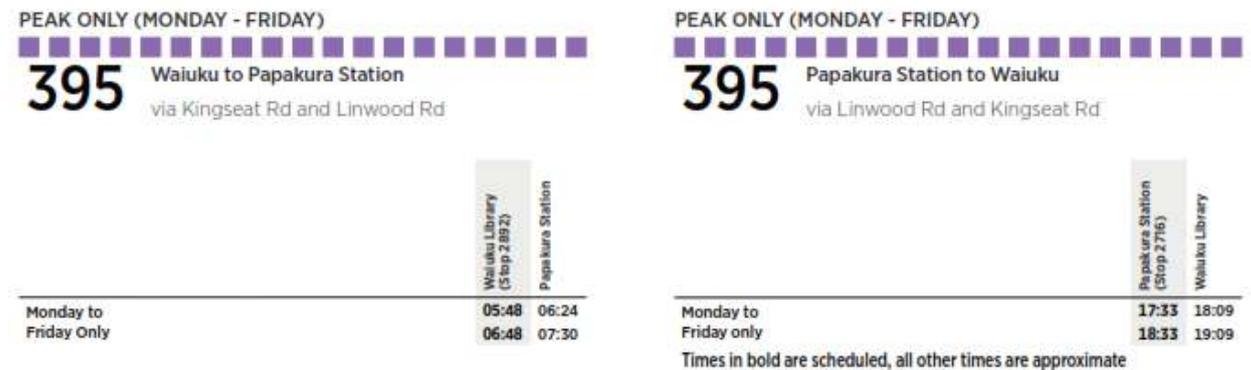
## 2.2 Public Transport

The only public bus service serving Kingseat is the 395 service from Waiuku to Papakura as shown in **Figure 2**.



**Figure 2: Current Bus Service**

This service only operates two services towards Papakura in the morning and two services from Papakura in the evening peak on weekdays.

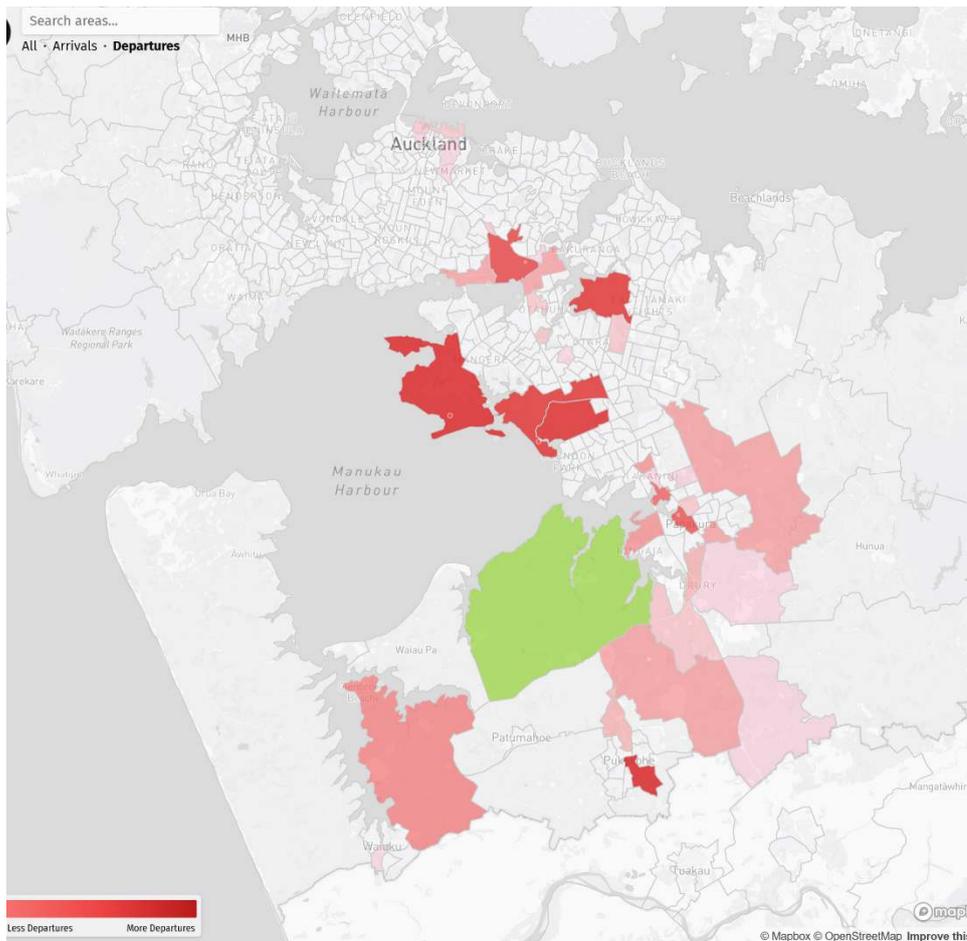


**Figure 3: Bus Timetable**

Auckland Transport are planning a new 379 route that will run between Clarks Beach and Papakura Station. This will run at 30 minute frequencies during peak times and hourly outside of the peaks.

### 2.3 2023 Journey to Work Data

The ongoing low level of bus services to and from the area is reflected in the Census Journey to Work data. The 2023 census Journeys to Work from the Kingseat-Karaka Statistical Area are plotted in **Figure 4**.



**Figure 4: 2023 Journey to Work Destinations (Source Commuter Waka, destinations in red, origin green)**

Destinations for the Journeys to Work are shown in **Figure 5**. The most common destination is for people who remain within the Kingseat- Karaka area and are either working at home or near home. This makes up 38% of the trips. Other major work destinations include:

- Pukekohe Central 4%
- Auckland Airport 3%
- Wiri West 3%
- East Tamaki 3%
- Manukau Central 3%
- Takanini Central 2%

# Kingseat-Karaka

2023 · 2018 · Comparison

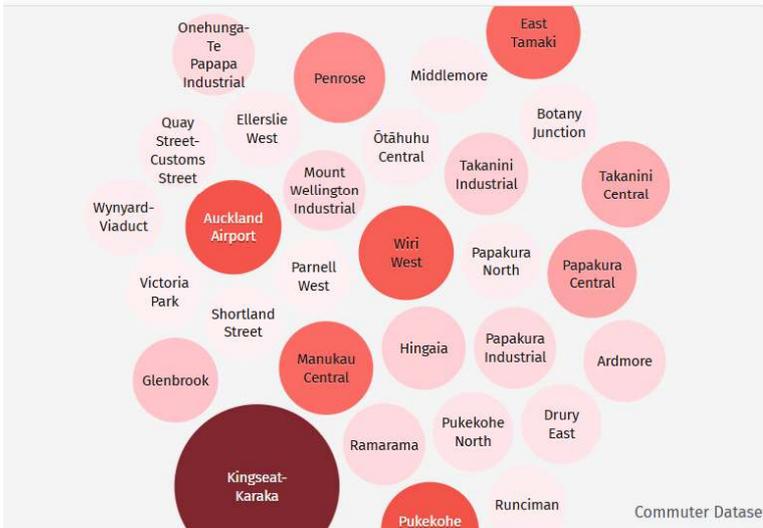
Resident Workers: 1,668

Workplace · Education

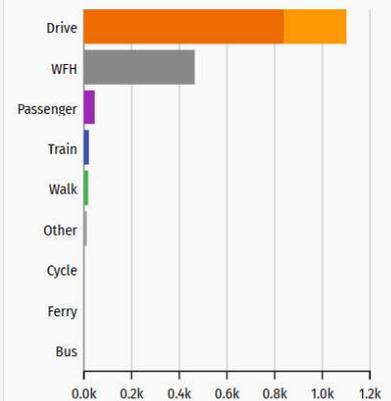
Filter by mode

## Departures

**921 people (62% of departures)** travel from Kingseat-Karaka for work, while **567 people (38% of departures)** also live & work within Kingseat-Karaka. People travel to at least **37 different areas**, the largest external destination being **Pukekohe Central (57 people—4% of departures)**. The most common way to depart in Kingseat-Karaka is **drive a private car, truck or van (50%)**.

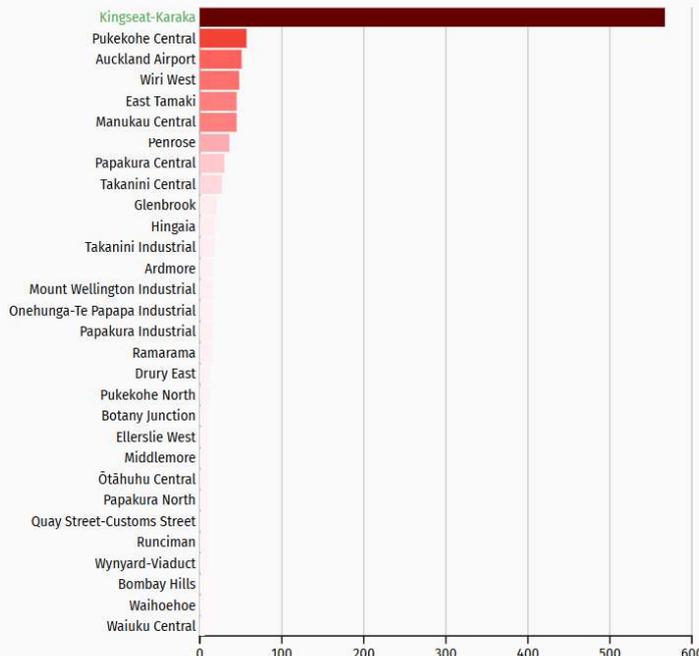


Departure Modes (Aotearoa Data Explorer)



Only journeys made by 6 or more people are shown.

### ▼ Top Departures



Only journeys made by 6 or more people are shown.

Figure 5: 2023 Journey to Work Destinations and Mode Share (Source Commuter Waka)

## 2.4 Mode Share

For workers the main means of journey to work is private motorcar (50%) and company vehicles (16%). Working from home comprises 28% of journeys and car passengers make up 3%. Train, walking and other each make up only 1%. Cycle, ferry and bus are each at too low a level to show up in the statistics. This reflects the very low level of public transport provision in the Kingseat area.

A total of 750 people work in the area, 567 of whom also live in the area.

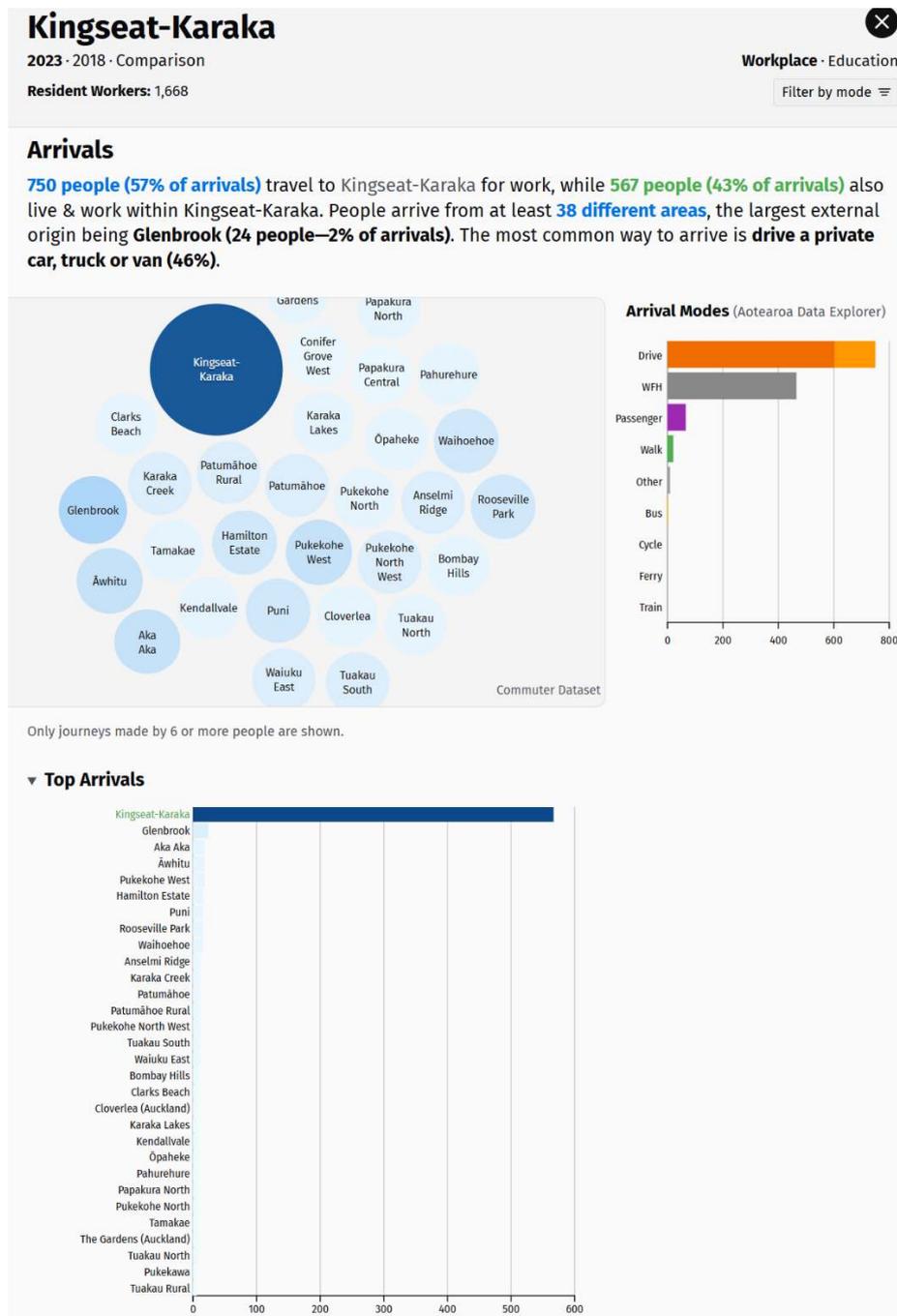
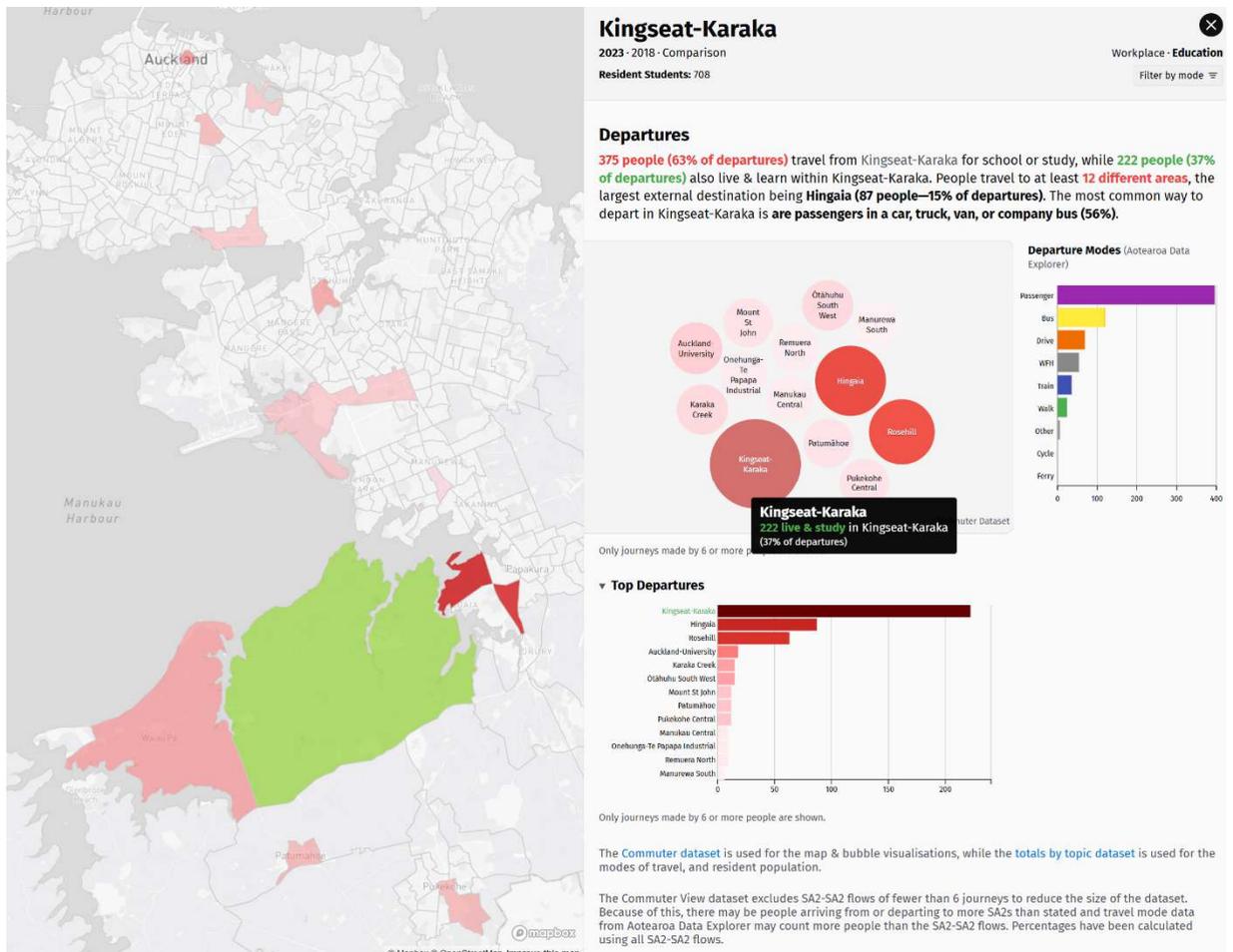


Figure 6: 2023 Journey to Work Origins and Mode Share (Source Commuter Waka)

## 2.5 Journey to Education

37% of students live and study in the area while 63% leave the area to study as shown in **Figure 7**.



**Figure 7: 2023 Journey to Education Destinations (Source Commuter Waka)**

Most students travel as passengers (56%) while school buses are used by 17%. Students driving their own vehicles make up 10%, 8% study at home, while trains are used by 5%. 3% of students walk.

The fact that 17% of students use school buses demonstrates that if services are available and convenient then they will be used.

The Ministry of Education has recently designated a site in Kingseat for a new school. This will serve children living in the Precinct area and would also serve those who live in the proposed Stage

2 area of the Master Plan. That will mean a number of the current trips out of Kingseat will no longer be necessary and many of the modelled trips will become internal trips.

### 3. KINGSEAT PRECINCT

The Auckland Unitary Plan includes the Kingseat Precinct, which was established as Plan Change 28 to the previous District Plan.

1418.10.2. Kingseat: Precinct plan 2 – Development plan

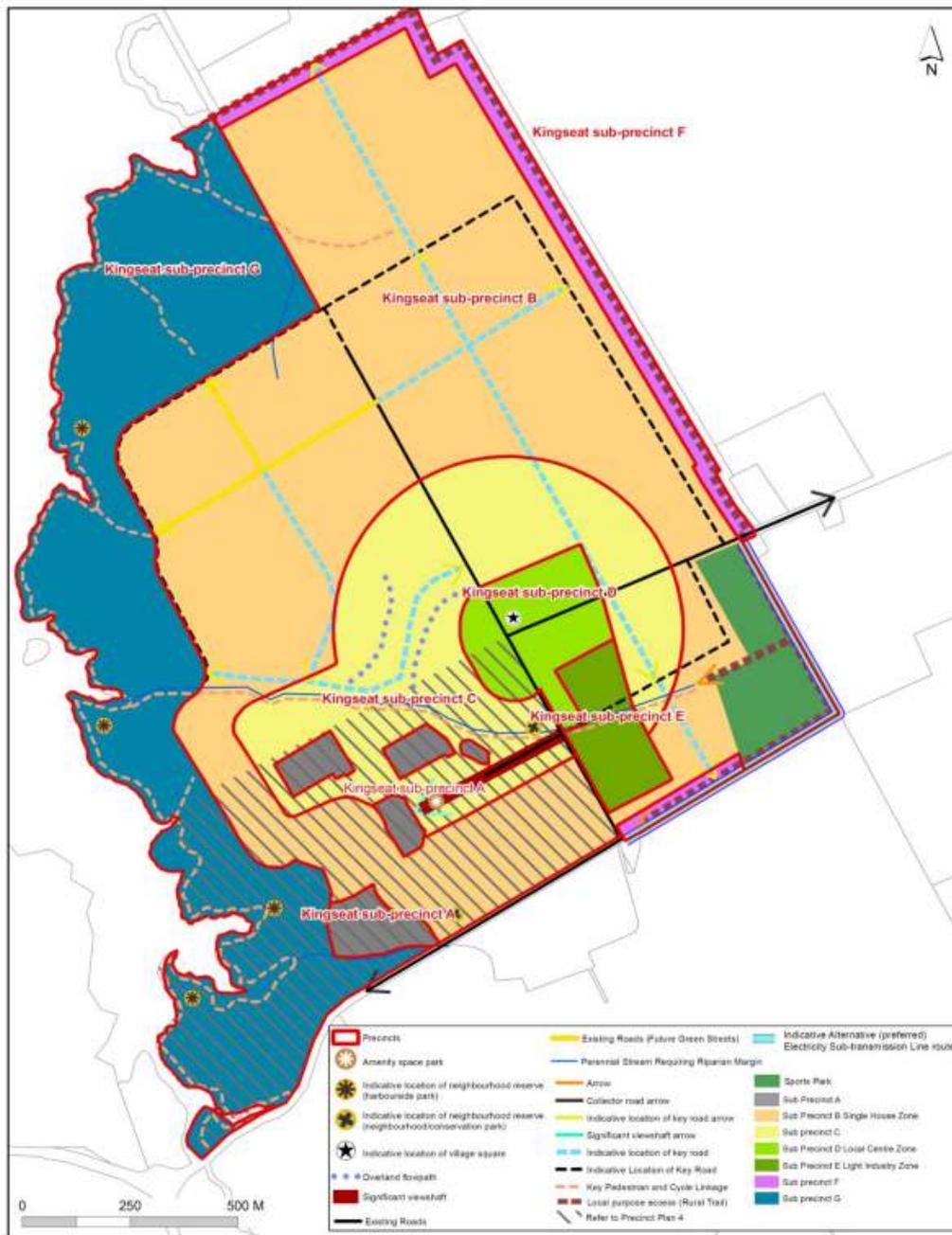


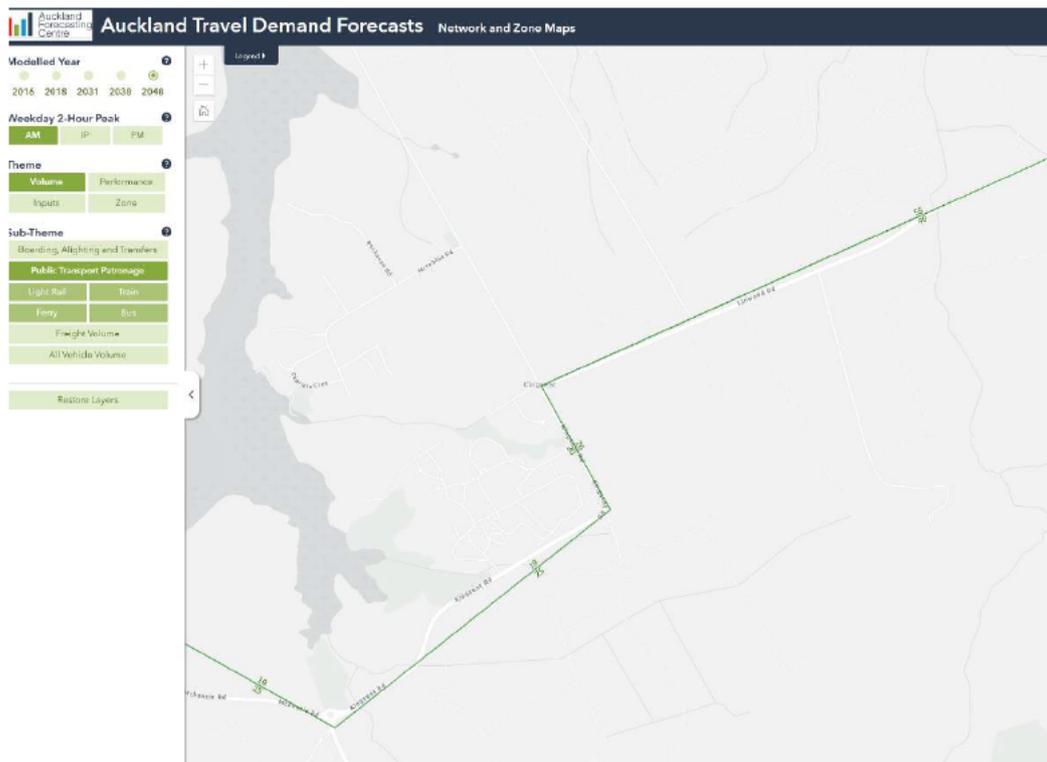
Figure 8: Kingseat Precinct (Auckland Unitary Plan)

The Kingseat Precinct would allow approximately 1834 houses (including in the 1145 households that are part of the Stage 1 Master Plan area) to be developed along with a Local Centre and employment areas. The Integrated Transport Assessment that accompanied PC28 suggested the following yields<sup>1</sup>.

	2021	2031	2051
Households	526	1051	1834
Population	1472	2889	4951

**Table 2** Kingseat Precinct Yield (Source Wes Edwards Consulting)

The development of Kingseat will enable more bus services to be added but the changes are not expected to be major. Regional Public Transport Modelling still shows quite low levels of public transport use in the area in 2048. **Figure 9** below shows only 55 people using the bus outbound and 40 inbound in the morning peak two-hour period.



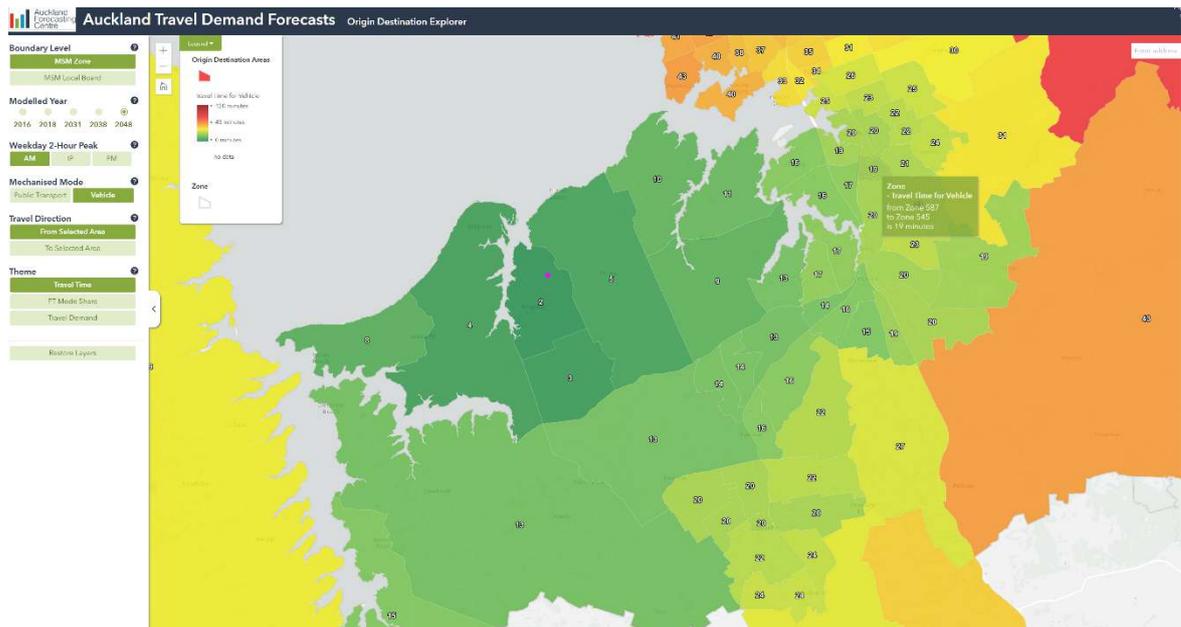
**Figure 9: 2048 Public Transport Patronage 7am to 9am (Source Auckland Forecasting Centre)**

The problem is there are likely to be too few people to allow major improvements in bus services to be viable at that stage.

<sup>1</sup> Kingseat Structure Plan Integrated Transportation Assessment, Wes Edwards Consulting, Table 3

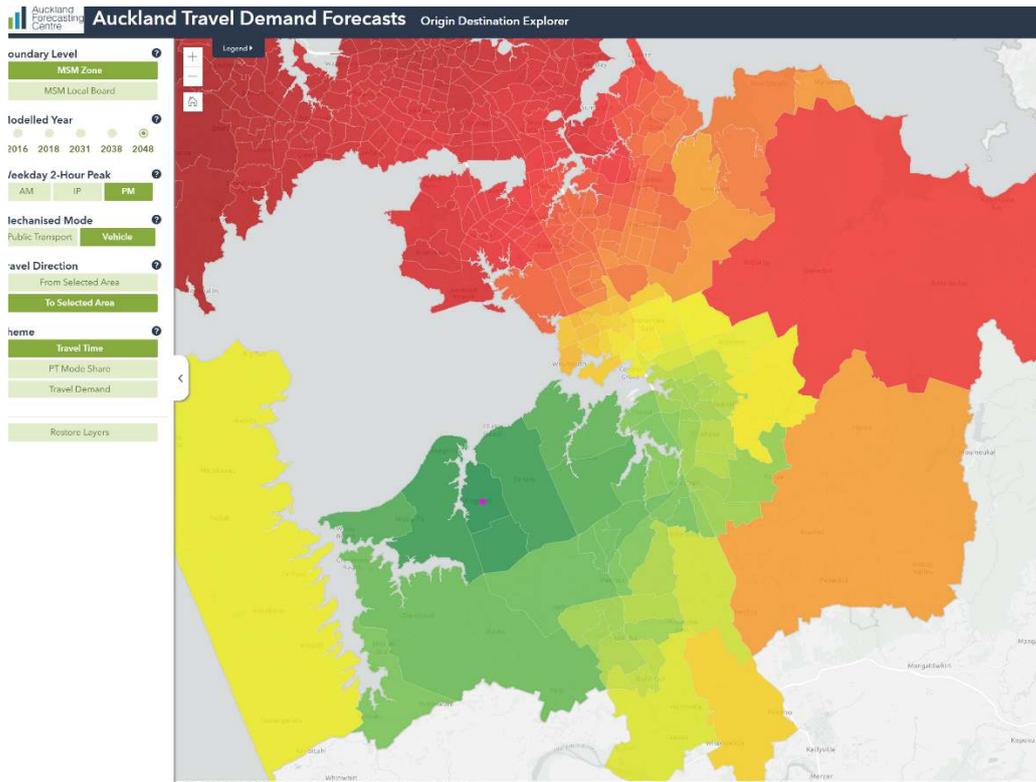
#### 4. REGIONAL TRANSPORT MODELLING

Modelling by the Auckland Forecasting Centre suggests that going forward Kingseat will have good connectivity to Papakura, Drury and Pukekohe, the three major centres in the area. The map in **Figure 10** indicates a journey time from the Kingseat zone of 19 minutes to both Papakura and Pukekohe and 20 minutes to Drury by car in the morning peak.



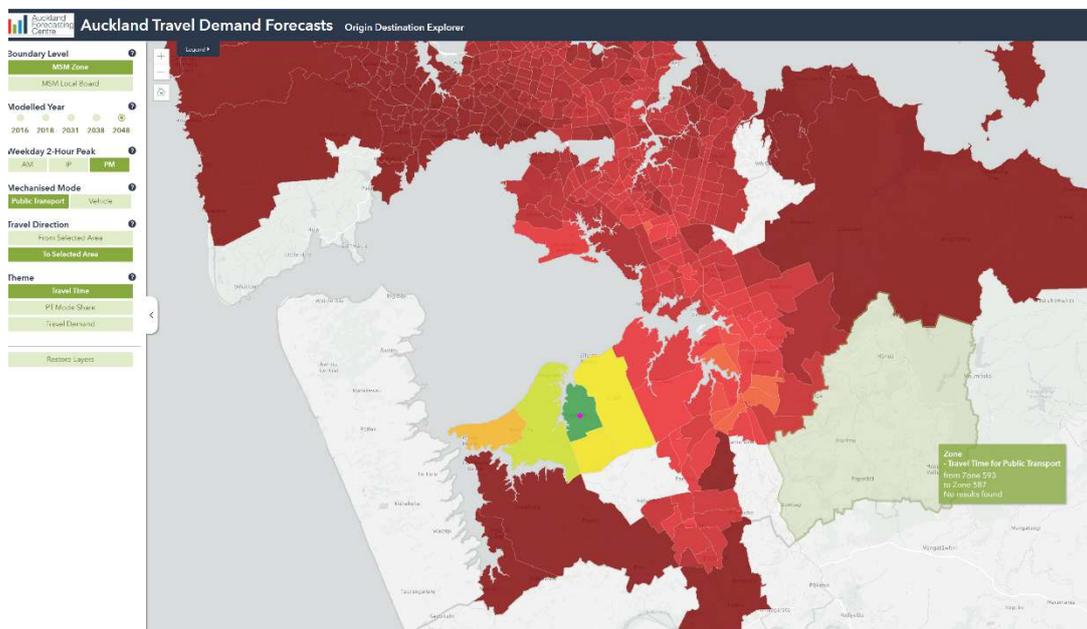
**Figure 10: 2048 Car Travel Time from Kingseat 7am to 9am (Source Auckland Forecasting Centre)**

Similarly, the return journey in **Figure 11** shows a trip from Drury to Kingseat of 19 minutes and 20 minutes from both Papakura and Pukekohe.



**Figure 11: 2048 Car Travel Time to Kingseat 4pm to 6pm (Source Auckland Forecasting Centre)**

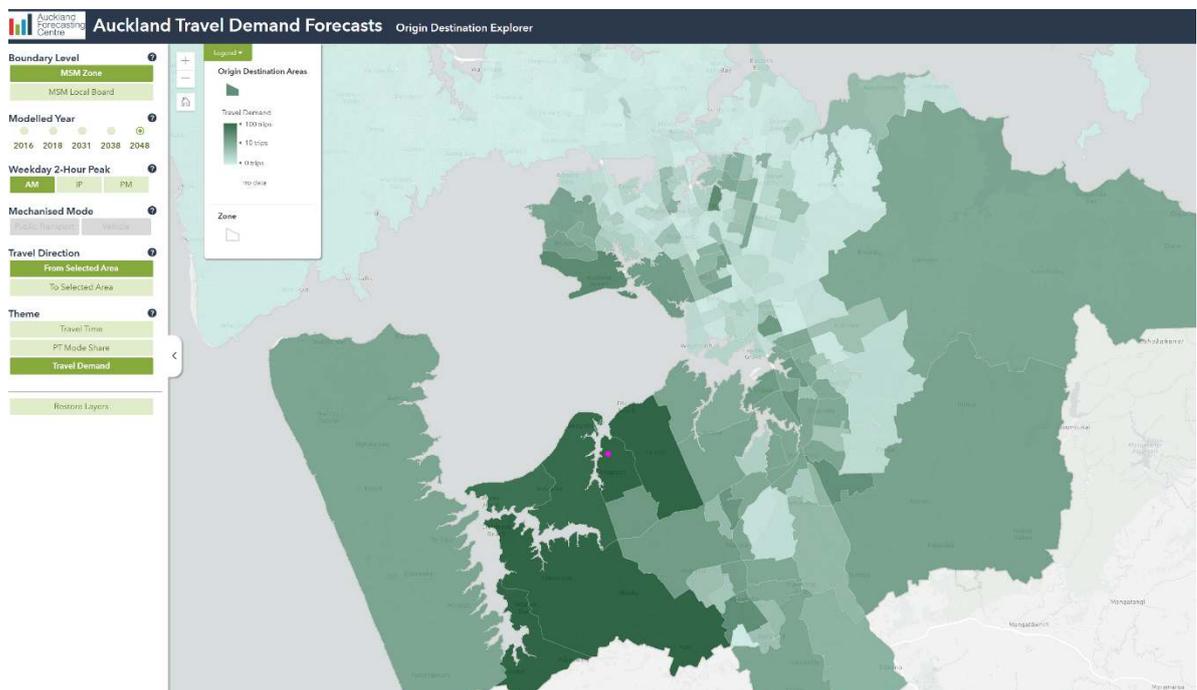
These are journeys by car. Using public transport, similar journeys are modelled as taking over an hour. Again, this reflects the very poor levels of public transport expected.



**Figure 12: 2048 Bus Travel Time to Kingseat 4pm to 6pm (Source Auckland Forecasting Centre)**

Improvements to public transport services will be essential but will need a larger population to be viable.

The Auckland Forecasting Centre also models where people might travel to in this future period and is illustrated in **Figure 13**. This shows the destinations of people in the Kingseat zone in the morning peak period in 2048. As expected, the closest areas will be the location of most employment as people have a preference to commute shorter distances rather than longer distances.



**Figure 13: 2048 Destinations for trips from Kingseat 7am to 9am (Source Auckland Forecasting Centre)**

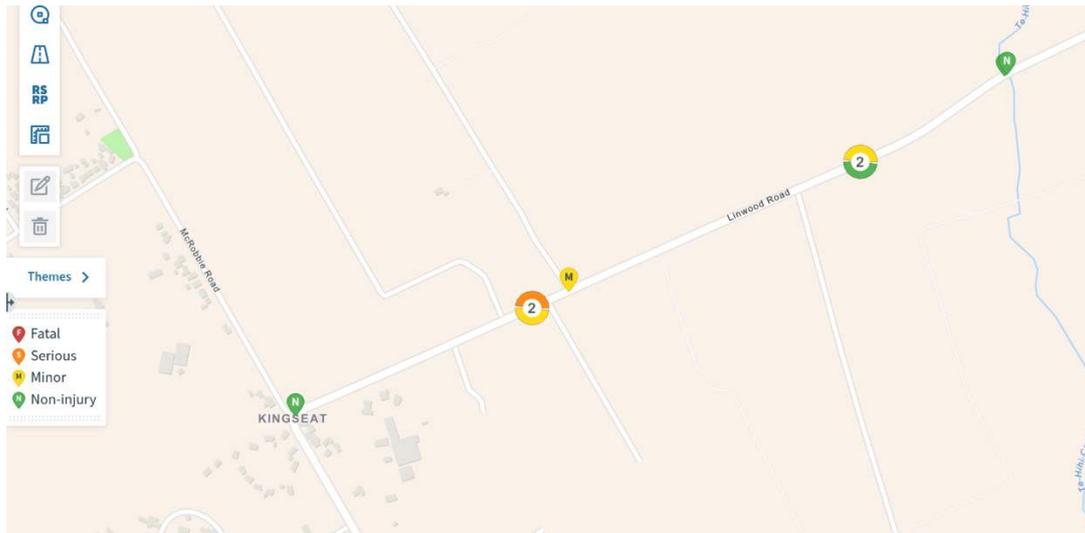
## 5. ROAD SAFETY

A search of reported crashes for the five year period from 2020 to 2024 has shown that eight crashes have occurred near to the site that would be rezoned as part of the Kingseat Extension. There was one serious injury crash, three crashes resulting in minor injuries and four non-injury crashes.

The serious crash involved a car driving off the road into a ditch at the 50km/h sign.

The three minor injury crashes involved people driving off the road. Three of the non-injury crashes also involved people driving off the road. The eighth crash involved an unoccupied car travelling slowly after four people had exited the vehicle and been arrested.

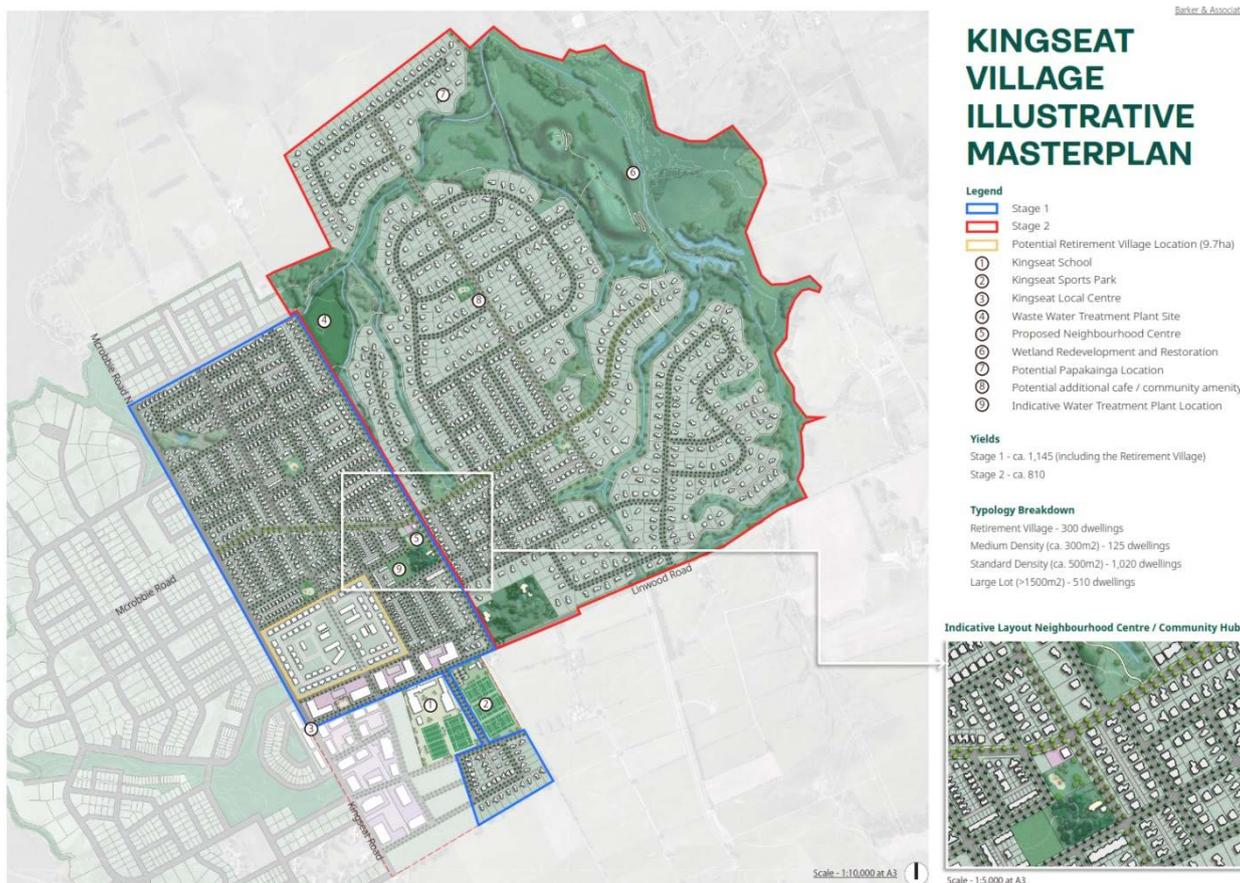
The most common pattern is single vehicle loss of control crashes. These will be remedied as the area develops and Linwood Road is reconstructed to meet the cross sections set out in the Kingseat Precinct Plan.



**Figure 14: 2020 to 2024 Reported Crashes on Linwood Road (NZTA)**

## 6. THE PROPOSAL

Barker and Associates have developed a Masterplan of how land within and adjacent to Kingseat could be developed in a manner supportive of the Kingseat Precinct and to assist the goal of increasing housing supply.

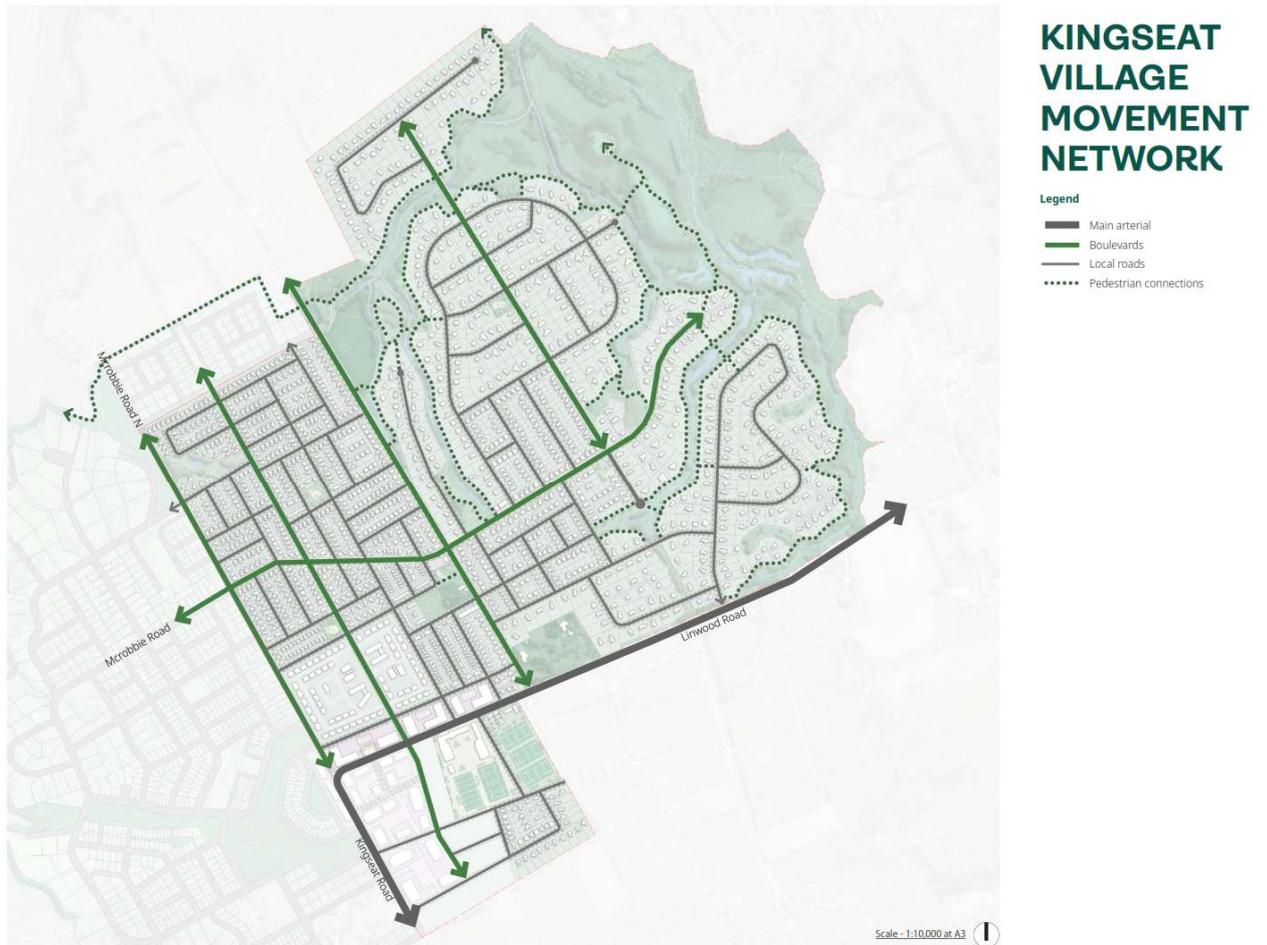


**Figure 15: Expanded Kingseat Structure Plan (Source Barker and Associated Ltd)**

The masterplan shows how 1145 households could be formed in the area shown as Stage 1. This is the area that is already approved as part of the existing Kingseat Precinct. The extension to this area (shown as Stage 2) shows an additional 810 houses, giving a total of 1955 households in the area north and east of Linwood Road and McRobbie Road. A new neighbourhood centre of approximately 1500sqm of floor area would be provided for in the Stage 2 area. That centre would serve the local residential catchment.

The indicative road structure developed for the Kingseat Precinct could be extended across the block with new connections back onto Linwood Road as shown. Similarly walking routes could also be extended in an integrated manner. Two new intersections on Linwood Road would be developed, and the speed limit on Linwood Road could be reduced over an extended length.

The same road cross sections proposed for the Kingseat Precinct could be applied to the extended area. The Masterplan also provides for a Movement Network as shown in **Figure 16**.



**Figure 16: Movement Network (Source Barker and Associated Ltd)**

The diagram shows how key boulevards could be integrated to connect seamlessly with the rest of Kingseat.

In total the proposed Masterplan could increase the housing yield provided in Stage 1 from 1145 to 1955. That could represent an increase in population in the Master Plan area from 3091 to 5278<sup>2</sup>. Adding the approved development of the Precinct area (outside of Stage 1) there is a potential for a total population of around 7140 people<sup>3</sup>.

<sup>2</sup> Assuming 2.7 people per household in the Master Plan area.

<sup>3</sup> The original estimate from PC23 of 4950 plus 2187 people in Stage 2.

## 7. INTEGRATION WITH TRANSPORT NETWORK

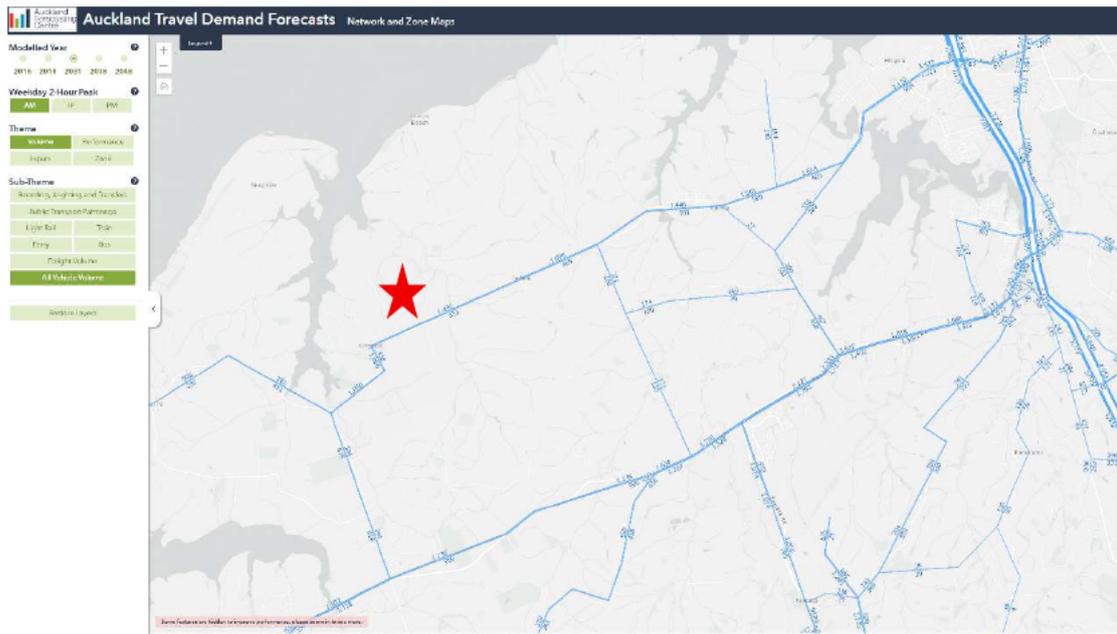
### 7.1 Non-Motorised Travel

Establishing a larger population in the area would be a game changer for the provision of public transport. As a small town rather than a village, Kingseat could be provided with high quality frequent bus services offering a connection to Papakura and Drury and from there to all places on the rail network. The fact that Linwood Road forms the main route in and out of Kingseat means that it would be relatively straightforward to provide for public transport priority measures at any future congestion bottlenecks. Any improvements would also have down-stream benefits to other users. For example, a bus lane to avoid queues at the Papakura interchange would also benefit passengers to and from Hingaia.

A population of 6,000 should be seen as a tipping point at which it becomes possible to make major public transport improvements. This means people in homes built as part of the existing Kingseat Precinct would also gain access to improved public transport and have realistic travel choices and alternatives to driving.

### 7.2 Road Network Effects

Modelling by the Auckland Forecasting Centre already shows the impacts of the approved Kingseat Precinct (including Stage 1 of the Master Plan area). Their models include forecasts for 2016, 2018, 2031, 2038 and 2048. Traffic flows for the morning peak two-hour period in 2031 are shown in **Figure 17**.



**Figure 17: Auckland Forecasting Centre Plot of 2031 Morning Peak (2 hours)**

The model shows 1496 vehicles travelling east on Linwood Road and 551 vehicles travelling west in the two-hour period. The model also shows the presence or otherwise of traffic congestion through a volume to capacity ratio (where 1.0 means the demand equals the available road capacity). **Figure 18** shows the traffic conditions for the same 2031 morning peak period.

From the Auckland Forecasting Centre models, we can see both forecast traffic levels and volume to capacity ratios for all morning and evening peak scenarios as shown in **Table 3**.

Period	Linwood Rd Eastbound		Linwood Rd Westbound	
	Flow	V/C	Flow	V/C
Morning				
2016	783	0.3	379	0.15
2018	758	0.29	340	0.13
2031	1496	0.58	551	0.21
2038	1719	0.6	644	0.22
2048	2110	0.73	844	0.29
	Eastbound		Westbound	
Evening Peak	Flow	V/C	Flow	V/C
2016	384	0.15	596	0.23
2018	352	0.14	612	0.24
2031	604	0.23	1208	0.47
2038	815	0.28	1310	0.45
2048	990	0.34	1676	0.58

**Table 3** Model Results from Auckland Forecasting Centre<sup>4</sup> (2-hour flows)

<sup>4</sup> <https://mahere.at.govt.nz/AFCDemandForecasts/>

In all cases the model shows that the existing approved development can be established without overloading Linwood Road.

We can also use the reported model results to back calculate the capacity on each direction of Linwood Road from this data. The year 2048 flow eastbound of 990 vehicles in two hours results in a V/C ratio of 0.34 so the two hour capacity must be 2912 (or  $990/0.34$ ). Similarly, if a westbound flow of 1676 vehicles gives a V/C ratio of 0.58 then the capacity is 2890 vehicles. Taking 55% of these flows as the peak hour flow gives a capacity in either direction of about 1600 vehicles per hour<sup>5</sup>.

While we have not yet tested the additional 1000 houses in the Auckland Forecasting Centre Model we can estimate the impacts. Traffic generation rates observed at Hamilton Drive in Waiuku show that each house generates 0.85 trips in the busiest morning hour and 1.02 trips in the evening peak hour. That gives a total of 850 additional trips in the morning peak and 1020 trips in the evening peak. These new trips can then be added to the flow on Linwood Road in proportion to the flows in each direction.

For simplicity we have converted all of the model results from a two-hour peak period to a peak hour by assuming 55% of the two-hour flow occurs in the busiest hour.

Morning	Existing Flows <sup>6</sup> (55% of 2 hour flows)		Additional Flows <sup>7</sup> (850vph am and 1020vph pm)		Future Flows <sup>8</sup>	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
2016	431	208	464	225	895	433
2018	417	187	475	213	892	400
2031	823	303	503	185	1326	488
2038	945	354	501	188	1446	542
2048	1161	464	492	197	1652	661
Evening	Existing Flows		Additional Flows		Future Flows	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
2016	211	328	324	502	535	830
2018	194	337	302	525	495	861

<sup>5</sup> This assumes 55% of the two- hour peak period flow occurs in the busiest hour. (An old ARC rule of thumb.)

<sup>6</sup> Model flows x 0.55 to get hourly flows.

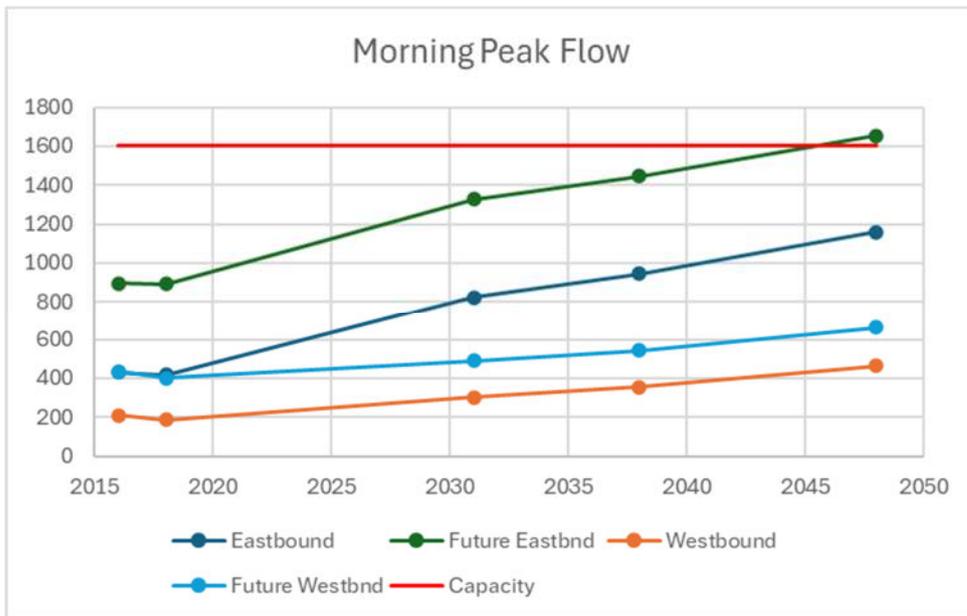
<sup>7</sup> Total Trip generation of Stage 2 split proportionately by direction.

<sup>8</sup> Existing hourly flows plus Additional flows due to Stage 2.

2031	332	664	275	551	608	1215
2038	448	721	317	509	765	1230
2048	545	922	307	519	851	1441

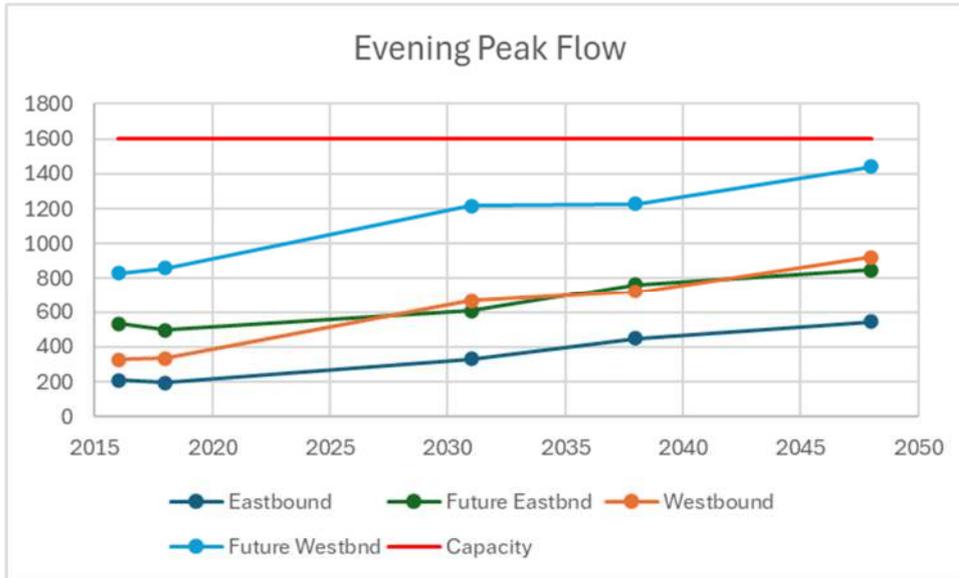
**Table 4** Additional Flows Generated by 810 houses in Stage 2

Plotting these predicted traffic flows against the known directional capacity of 1600 vehicles per hour we can see the effects of the proposal.



**Figure 18: Morning Peak Hour Effects**

In the morning peak the expected westbound traffic remains well below the capacity of Linwood Road. In the eastbound direction there is sufficient capacity until approximately the year 2045 (or 20 years from now). If, as we expect, trip rates continue to fall then it is likely that Linwood Road will not reach capacity as a result of the additional development.



**Figure 19: Evening Peak Hour Effects**

During the evening peak there is sufficient capacity on Linwood Road to cater for the proposal in all future modelling periods with spare capacity in 2048.

These results are all obtained by adding traffic generated by the development onto the traffic model results of a baseline scenario. That is likely to result in an over-estimation of traffic issues because it ignores the fact that drivers will choose alternate routes where possible when faced with congestion. Furthermore, the baseline model runs prepared by the Auckland Forecasting Centre do not reflect reductions in trip making by households that have occurred in the post-Covid era.

## 8. ANTICIPATED TRANSPORT EFFECTS

The Kingseat Precinct Plan in the Auckland Unitary Plan allows for the stage 1 expansion of 1845 houses to be built along with an expanded commercial area for shops and jobs. The current proposal is to expand the residential area to include land to the northeast with a further 810 houses. Site access points are shown in the preliminary Masterplan. These are all located on Linwood Road at locations where visibility is good and where intersections can be built without creating adverse effects.

Kingseat has a special role under the Southern Rural Strategy which notes that the Kingseat community is currently dependent on Pukekohe and neighbouring settlements for access to services, facilities and employment. The Strategy seeks to grow Kingseat into the role of a rural village for the western southern rural area. Rural villages are smaller than towns but still provide

essential services to local communities and surrounding areas. An example of this is the rural village of Clevedon which is currently fulfilling this role in the eastern southern rural area. The Strategy notes that in fulfilling this role, Kingseat will experience significant growth, largely within the existing urban area, helping to preserve the surrounding rural landscape and dairy farms.

The growth of nearby Papakura and Drury as Metropolitan Centres mean that Kingseat could actually become a small town with the potential for enhanced public transport services to the subregional destinations. NPSUD Policy 1(c) states that good accessibility is achieved “*including by way of public or active transport*”. This is acknowledgment of the different modes of transport that contribute to accessibility, with both private transport and public transport options, which must be considered for achieving good accessibility under this policy. Kingseat is an existing village that has good road connections to the surrounding areas but very poor levels of public transport. That will now change with the introduction of the 379 service. Locating additional houses at Kingseat should allow for further improvements to public transport well above the low levels of service currently included in the Auckland Forecasting Centre models. This will allow more people to travel to work and education without having to use private vehicles.

As noted earlier more people now work from home than did when the Auckland transportation models were developed. That means these models now overestimate travel demand so the forecasts should be seen as an upper bound on actual flows.

Preliminary capacity assessments have shown that there will be sufficient capacity on Linwood Road to accommodate the traffic that would be generated by the proposal out to about the year 2045. Detailed modelling has not yet been carried out but is expected to show even better results because the preliminary assessment simply added generated traffic onto earlier model forecasts. This means that no account has been made for any changes in route choice that might be expected. Detailed modelling should therefore show lower levels of congestion on Linwood Road as some baseline trips will be rerouted elsewhere by the model.

Kingseat could now be expanded for more residents without it necessarily becoming a residential area for people who all commute longer distances because they were unable to find properties available elsewhere. Growth of Kingseat will allow local people to access amenities locally and avoid travel to more distant locations.

## 9. CONSULTATION WITH AUTHORITIES

A pre-app meeting was held with Auckland Council and Auckland Transport on 6 August 2025. The key items raised, and a commentary of how these will be addressed in a future ITA are summarised in **Table 5** below:

### Summary of Key Authority Comments

Item	Response
Capacity of Linwood Road and Hingaia Road and their ability to accommodate traffic generated by the development.	The high level assessment has shown there is capacity on Linwood Road. The impacts on Hingaia Road will be confirmed in later modelling but we note it is an arterial Road and has a function of providing for through traffic.
Impacts of consented developments in the area and the impact of higher densities. Modelling to include 9 McRobbie Road and 833 Kingseat Road (Hospital site) application.	Detailed traffic modelling undertaken as part of the ITA will address these issues. There is an application for 500 dwellings dating from 2018. The impact of these sites would be considered as part of the modelling carried out for the ITA.
Improvements to public transport and uptake by passengers and the effect that has on trip rates. Public transport infrastructure required.	The Auckland Forecasting Centre Model will need to include the proposed bus services. Infrastructure requirements will be set out in the ITA.
Improve development for buses and possibility of a route through the development.	The masterplan has been altered and will remain indicative. Further refinement will be made as part of future applications.
A new bus route (379) from Clarks Beach to Papakura Station that would run ½ hourly at peaks and hourly at other times.	This is good news and supported by all parties. Further improvements could follow from future growth in housing.
Potential for a north south road to connect with Linwood Road.	The internal road layout will continue to evolve through the ITA process and be locked down at the time of future consent applications.
Roundabout at Kingseat Rd/Linwood Road required.	The need for a roundabout will be addressed as part of the ITA.

Intersections on Linwood Road and possibility of roundabouts and left in and left out intersections.	Detailed design of intersections would follow the ITA. Turn restrictions would be included only if required for safety.
Pedestrians crossing in town centre.	This is a design detail to be addressed later.
Cross roads within the development. Consider roundabouts. Avoid acute angles of intersection.	As above the internal intersections will be addressed in the ITA and all intersections will meet Auckland Council standards.
Long cul-de-sacs and their impact on pedestrian connectivity.	Pedestrian routes will be designed and addressed in the ITA.
Confirm an ITA will be provided.	An ITA will be provided with any future application.
Costs of infrastructure.	These will be included in an ITA.
The appropriate model to use is the Auckland Forecasting centre model.	This is agreed.

**Table 5: Summary of Key Authority Comments**

## 10. KEY ASPECTS TO ADDRESS IN FUTURE ITA

If accepted as a Fast Track referred development, a full ITA will be developed, and discussions with authorities will be held. The ITA is likely to include focus on the following aspects:

- Detailed traffic modelling of the actual impacts of the proposed development. This is likely to show an improved result over the coarse level assessment that has carried out to date.
- An assessment of impacts on Hingaia Road.
- A review of the actual form of intersections needed on Linwood Road in order to mitigate any adverse effects.
- Details of internal intersections.
- A review of pedestrian amenity and safety.

## 11. CONCLUSIONS

The settlement of Kingseat already has planned expansion as set out in the Kingseat Precinct in the AUP. The level of development permitted by that Precinct is unlikely to mean major improvement to bus services will be viable because the population will simply be too small to allow that to occur as of yet. Modelling indicates that most people will have to continue to drive to work.

Land is available adjacent to the Kingseat Precinct to allow for further residential growth with an additional 810 households in a Stage 2 as shown in the Master Plan prepared by Barker and Associates Ltd. The additional population this would allow for would enable realistic improvements to be made to bus frequencies and new routes to be provided. Benefits would accrue to the both the new and existing residents as well as those already living along the bus routes.

A Masterplan has been developed that would allow improved walkability in the area as well as opportunities to improve cycling.

In my view the proposed development can proceed and all of the outstanding matters of detail can be addressed in a future ITA.

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