



Appendix F

Opus Consultation and Community Engagement Report



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Northern Corridor Improvements Project

Stakeholder and Community Engagement Report

September 2015





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Date: September 2015
Reference: 1-T0086.00
Status: Version 2

Approved for
Release By

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1 Introduction

This report describes the stakeholder and community engagement undertaken as part of the New Zealand Transport Agency's (the Agency) Northern Corridor Improvements Project (the NCI Project). This report outlines the approach taken and feedback received from the community and key stakeholders between June 2014 and September 2015. During this time, two rounds of engagement have been undertaken, that for preliminary design and the Indicative Business Case (to November 2014) and that for scheme design and the Detailed Business Case (to September 2015).

The feedback received has been and will continue to be used to inform the evaluation of project design elements and to inform the Detailed Business Case for the next phase (detailed design/route protection/consenting) of the NCI Project.

1.1 Project Overview

The Northern Corridor is the primary route between Auckland and Northland and will form the northernmost link of the Western Ring Route.

The NCI Project covers the area of State Highway 18 (SH18) between Albany Highway and the Upper Harbour Highway Interchange, and State Highway 1 (SH1) between Upper Harbour Highway Interchange and Greville Road Interchange (SH17). The Busway component of the works extends further north on SH1 to the Albany Bus Station. The NCI Project also includes provision for walking and cycling. The NCI Project is shown schematically on the map in Figure 1 overleaf.

The section of SH1, along with the interchanges between Upper Harbour Highway (SH18) and Greville Road (SH17), currently experiences high levels of congestion due to bottlenecks and constrained interchanges. It is anticipated that this will be further exacerbated when the Western Ring Route is completed and when projected growth and development occurs in the town centres of Albany, Silverdale, Massey North, Westgate and Hobsonville. To address these issues, the NCI Project proposes a direct connect between SH18 and SH1 north to west and from west to north. It also proposes some lane widening along SH1 in places and is considering a direct on-ramp from Albany Expressway (SH17) onto SH1 south-bound.

The segregated section of the Northern Busway alongside SH1 currently ends at Constellation Station. As a result of congestion along SH1 between Upper Harbour Highway and Greville Road, along with congestion on Constellation Drive and a lack of effective bus priority measures, northbound and southbound buses currently suffer from a poor journey time reliability on the section of SH1 between Constellation Station and Albany Station. To address these issues, the NCI Project proposes the extension of the Northern Busway to Albany Station, crossing over from the eastern side of the motorway to Albany station either at McClymonts Road or over a new bridge just north of Albany Station.

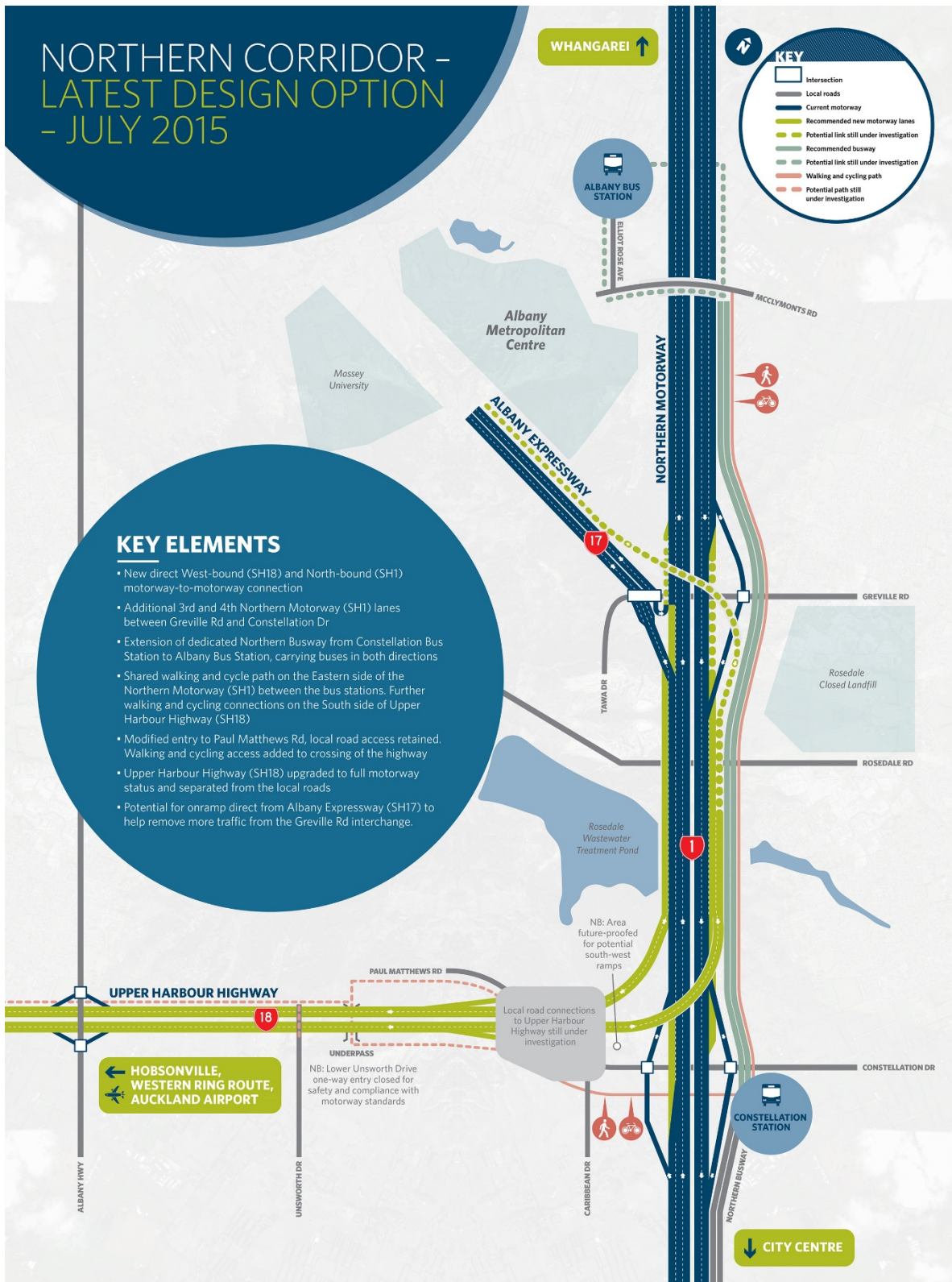


Figure 1: The Extent of the Northern Corridor Improvements Project

For the SH18 section, between Albany Highway and Constellation Drive, there is an inherent conflict between strategic and local traffic demands in the area. This conflict has

been exacerbated by growth in the North Harbour Industrial Area located adjacent to SH18. To address these issues, a number of options are being considered to realign Paul Matthews Road. Direct access to Unsworth Drive from SH18 will be closed and a new road is being considered from Unsworth Drive across SH18 into Omega Street.

The walking and cycling network is not well developed in this area, further reducing accessibility within the NCI Project area. To address these issues, there are over 5kms of walking and cycle paths along the NCI Project route and a further 25kms of paths being investigated in conjunction with Auckland Transport.

To date, the NCI Project has sought to:

1. Investigate the options available to better manage these network issues;
2. Select and refine options through the scheme design process; and
3. Identify a preferred option to present in the Detailed Business Case and carry through to the detailed design phase of the NCI Project.

1.2 Project Objectives

Specific objectives of the NCI Project are to:

- Help facilitate interregional travel between Auckland and Northland by allowing the full benefits of the Western Ring Route to be realised by upgrading the SH18/1 connection;
- Improve the capacity of the northern corridor, enhancing network resilience and easing congestion for all modes of transport;
- Improve efficiency and reliability of the northern corridor; and
- Support economic development in identified growth areas adjacent to the northern corridor.

1.3 Project Timeframes

The programme has included two intensive design periods, being the development of the short list options (Indicative Business Case), followed by the development of a preferred scheme design (for the Detailed Business Case). Currently the high level timeframes for the NCI Project are:

- **July 2014:** Investigation phase commenced.
- **August - September 2014:** Long list concepts developed.
**Key stakeholders and specialist input*
- **September - October 2014:** Assessment criteria developed to filter long list to short list concepts.
**Key stakeholders and specialist input*
- **November 2014:** Short list concepts identified.
**Community input*
**Stakeholder input*
- **December 2014 - July 2015:** Concepts developed into options.
**Key stakeholders and specialist input*
- **August - September 2015:** Preferred option(s) identified.
**Community input*
- **Late 2015:** Refinement of preferred option(s).
**Key stakeholders, specialist and community input*
- **Late 2015:** Final option confirmed.
- **2016-2017:** Design, route protection and consenting.
- **2017-2018:** Construction preparation and design.
- **2018:** Construction begins.
- **2020-2021:** Completion.

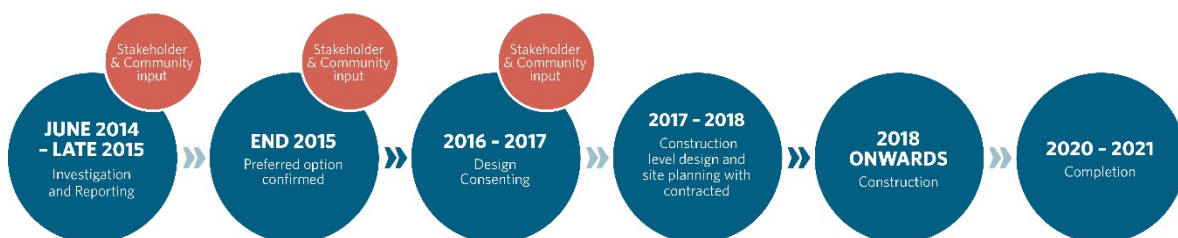


Figure 2: Indicative Timeline for the Northern Corridor Improvements

2 Engagement Strategy

2.1 Engagement Objectives

The objectives of the engagement for the NCI Project are to:

- Keep all those interested and affected by the NCI Project informed;
- Receive feedback that may be used to inform decision making at all stages of the NCI Project;
- Understand stakeholder issues and needs and input these into the optioneering and scheme design;
- Gain support from stakeholders for the NCI Project by understanding stakeholder and community needs and managing their expectations;
- Work with affected landowners/operators to avoid or minimise impact;
- Build and enhance positive reputations for the Transport Agency; and
- Minimise consenting risks for the future stages of the NCI Project.

Specific goals for the 2015 engagement, as set out in the 2015 Communications and Stakeholder Engagement Plan, are to:

1. Inform, involve or consult key stakeholders, property owners and the wider community in the process of narrowing down the NCI Project's Indicative Business Case (IBC)'s recommended option/s. Our intention is to incorporate feedback on how the NCI Project would work best for stakeholders and the community;
2. Begin consultation with affected property owners, to raise awareness of the possibility of land purchases or effects in 2016-2021;
3. Generate good will that this project has benefits for the community, Auckland and the region, and show that NZTA is committed to being a good neighbour; and
4. Gather input that the consultation team can contribute to wider project decisions made for the next phase of the Detailed Business Case (DBC) and preferred final option that is taken to design and consenting in 2016.

2.2 Engagement Framework

The communication and engagement process is aligned with the principles and core values of the International Association of Public Participation (IAP2) as well as the consultation requirements of the Land Transport Act 2003.

The IAP2 provides internationally recognised consultation best practice principles. It sets out a community engagement spectrum of participation depending on the decisions to be made and the associated level of influence (if any) the community can make to a project.

The NCI Project parties (as outlined in 2.3 below) have been engaged at the following levels of the IAP2 Spectrum:

- Key stakeholders have been engaged at the *Consult – Involve* level;
- Directly affected property owners have been engaged at the *Consult* level; and
- The wider community have been engaged at the *Inform – Consult* level.

2.3 Parties Engaged

In order to engage appropriately with the NCI Project's interested parties, they have been categorised into five groups as detailed below. A summary of the key methods of engagement for each group is also provided. Further detail on methods of engagement is provided in Section 3.

2.3.1 Project Reference Group

The NCI Project Reference Group (PRG) was established in June 2014 to act as a governance group for the NCI Project to help provide direction on decision making. The parties mainly represent key stakeholders who have an operational or statutory interest in the NCI Project. The PRG currently consists of representatives from:

- The Transport Agency (internal operational and strategic departments);
- Auckland Council;
- Auckland Transport;
- Upper Harbour Local Board;
- Hibiscus and Bays Local Board;
- Hokai Nuku (representing 5 Iwi groups);
- Watercare Services Limited;
- North Harbour Business Association;
- Joint Transport Operations Centre;
- Ministry of Transport;
- Auckland Motorway Alliance; and
- Others by invitation.

The PRG is chaired by the Agency and meets regularly. During 2014, four PRG meetings were held. To date during 2015, three PRG meetings have been held. At the most recent meeting on 20 August 2015, the PRG members were provided with a brief about the community engagement prior to the public Ministerial Announcement of the NCI Project progress.

The PRG have participated in the NCI Project at the *Consult – Involve* level on the IAP2 spectrum.

2.3.2 Iwi

A total of 16 iwi groups were initially identified through Local Board contact lists. Iwi were sent a copy of the 2014 newsletter and invited to meet with the NCI Project team. Of that initial contact, seven indicated their interest in the NCI Project and wished to remain involved. These iwi groups are:

- Hokai Nuku (comprising five Iwi groups of Ngati Manuhiri, Te Uri o Hau, Ngati Rango o Kaipara and Ngati Whatua iwi, with the support of Ngati Paoa);
- Te Kawerau a Maki;
- Ngai Tai Ki Tamaki;

Hokai Nuku works with the NCI Project as part of the PRG, as detailed above. In addition, the NCI Project has met individually with representatives of Te Kawerau a Maki and Ngai Tai Ki Tamaki.

The Agency's Northern-Central Iwi Integration Group was established in August 2015 and is now the primary mechanism for engagement. The first hui was held 28 August 2015 with a site visit scheduled for 6 October 2015.

Iwi to date have participated in the NCI Project at the *Consult – Involve* level on the IAP2 spectrum.

2.3.3 Key Stakeholders

Key stakeholders were identified as any individual, group or organisation representing an interest over and above the general public in the NCI Project. To date, a total of 85 key stakeholders have been identified and engaged with to varying degrees throughout the NCI Project, including:

- Auckland Council – Parks, Strategy and Policy Teams;
- Auckland Councillors – briefings supplied to Cnr John Watson, George Wood, Chris Darby, Wayne Walker, briefing to the Auckland Infrastructure Committee 2 September 2015 and briefings to Len Brown and Penny Webster;
- Auckland Transport;
- Watercare Services Limited;
- NZTA internal stakeholders – Auckland Motorway Alliance (AMA), Joint Transport Operations Centre (JTOC) as well as Safety, Highways & Networks, Operations and Environment Teams;
- Upper Harbour Local Board;
- Hibiscus and Bays Local Board;
- North Harbour Business Association;
- Hokai Nuku (comprising five Iwi);

- Te Kawerau a Maki;
- Ngai Tai Ki Tamaki;
- Harbour Hockey (including representatives from Hockey NZ);
- Ministry of Transport;
- Office of Local MPs – Hon Maggie Barrie (North Shore), Hon Paula Bennett (Upper Harbour), Hon Murray McCully (East Coast Bays) and Hon Jonathan Coleman (Northcote);
- Emergency services
- Business and residents’ associations including Paul Matthews Business Forum; Greenwich Shops;
- Local schools and education facilities, including Westminster Christian School and Massey University;
- Utilities, including Transpower;
- Interest groups including Cycle Action Auckland, Walk Auckland and Probus (Whangaparaoa, Hibiscus Coast);
- Sports clubs and facilities, including North Harbour Sport and QBE Stadium; and
- Other representative bodies, community facilities, organisations and groups as outlined in the list attached as Appendix 1.

Stakeholders have been primarily engaged through letters and / or meetings to discuss the NCI Project. In 2015, letters were sent to all Project stakeholders on Tuesday 25 August, outlining the NCI Project progress, preferred options and offering to meet with the NCI Project team.

Key Stakeholders have participated in the NCI Project at the *Consult or Involve* level on the IAP2 spectrum.

2.3.4 Directly Affected Property Owners

Directly affected property owners include those properties which possibly or probably are likely to be physically impacted by the NCI Project footprint / designation. A total of 100 properties were identified based on the design plans as at July 2015.

For the 2015 engagement period, property owners were sent a letter on Thursday 20 June 2015, outlining the NCI Project and offering to meet to discuss. Time blocks were set up across a three week period where owners could book in to meet with a project team member and property specialist. Meetings were also arranged to accommodate owners at a time of their request. At the meeting the latest design plans and the potential effect on properties were discussed. A range of scenarios were presented (i.e. full requirement, partial requirement, changes to operations). It was at the landowners’ discretion as to whether or not the NCI Project team also discussed the project with their tenants during this phase.

Directly affected property owners have participated in the NCI Project at the *Consult* level on the IAP2 spectrum.

2.3.5 Neighbours and Wider Community

Neighbours included owners and / or occupiers whose property is in close proximity to the NCI Project and may be affected by this, such as by noise, views, and changes to access or construction related effects.

Over 2300 neighbouring properties immediately adjacent to the NCI Project were sent a letter on 25 August 2015 with a copy of the newsletter and feedback form. These were hand delivered and wherever it was clear a property had a Korean or Chinese speaking owner/occupier, a translated summary was delivered. Particular focus was given to the Unsworth Heights community given the history in this area of changes to the off-ramp and proposed changes as part of the NCI Project. Meetings were arranged with some neighbours who contacted the NCI Project team.

The wider community included not only neighbours, but any person with an interest in the NCI Project. The geographic focus for the wider community was on those in the East Coast Bays, northern North Shore suburbs and those further north-west. The newsletter distribution map overleaf (Figure 3) provides an indication of this area, but the wider community was not limited to this area.

The main means of contacting the wider community was through media releases, columns and advertising in community newspapers. A Project newsletter was delivered to 48,000 businesses and homes throughout Auckland's North and North-West, as shown in Figure 4.

Information about the forthcoming information days was included in the newsletter, advertising and letters.

Briefings were offered to Colliers, Barfoot & Thompson and Bayleys using the Sept 2015 public materials and explaining the timelines of the NCI Project. Agents who had property owner clients or were advertising/leasing tenancies at properties potentially affected by the NCI Project were invited to advise their clients to contact the NCI Project property team.

Neighbours and the community have participated in the NCI Project at the *Inform - Consult* level on the IAP2 spectrum.

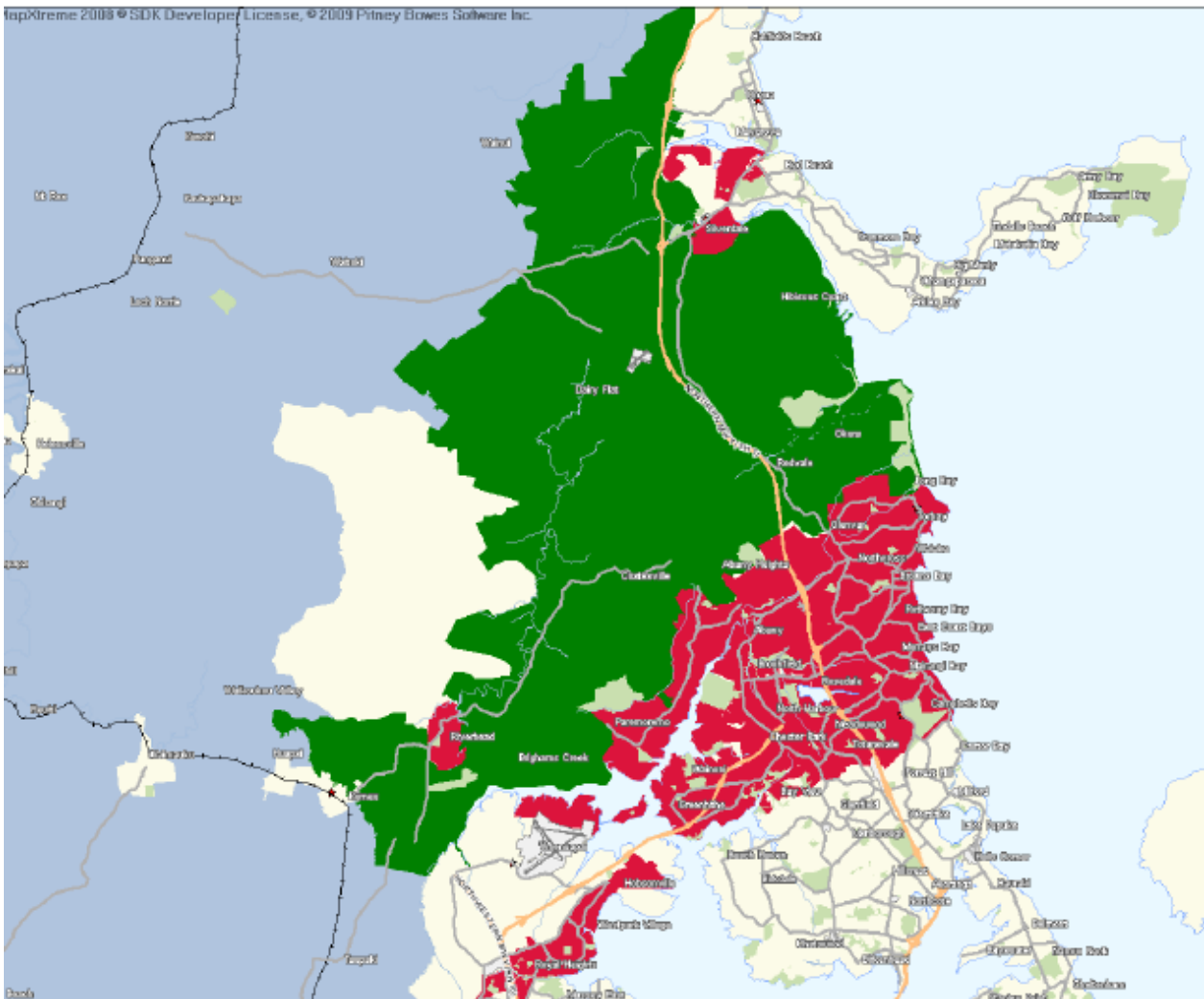


Figure 3: Map showing the distribution area (in red) of the August 2015 Newsletter

3 Engagement Methods Utilised

3.1 Overview

Throughout the 2014 and 2015 engagement period, the NCI Project team have utilised a wide range of methods, tools and techniques to engage stakeholders and the community. Engagement methods/techniques were tailored to each stakeholder or stakeholder group in order to best engage them and gather their feedback. The range of methods used included:

- Project Reference Group (PRG) – meet regularly providing an opportunity for key stakeholders to have input into the decision making process for the NCI Project;
- Workshops and presentations to key stakeholders;
- Individual and group meetings with key stakeholders and affected landowners;
- Letters to key stakeholders, iwi, affected property owners and neighbours (including Unsworth Heights residents);
- Community open day events – during November 2014 at Westfield Albany and the NCI HUB and during 2015 at Westfield Albany and Meadowood Community Centre;
- Business events – during 2015 at North Harbour Business Expo and two business breakfasts at local Café Noir and Cosmopolitan Club;
- Attendance at four of Auckland Transport’s New Network engagement events during June 2015;
- Brochure distribution at bus stations – during 2014 two morning/afternoon sessions: at Constellation Station and Albany Station and in June 2015, at the Auckland Transport New Network public consultation events;
- Newsletters (37,000 distribution in 2014 and 48,000 in 2015) and flyers (including Korean and Chinese Translations);
- Advertising and articles in local and regional newspapers and magazines, including in the Channel Magazine, East Coast Bays magazines, FYI Magazine, NZ Herald, Stuff.co.nz, Cycle Action Auckland website and Transport Blog.
- A social media feedback campaign was run on the Auckland pages of the neighbourly.co.nz website and the Agency’s social media pages.
- NCI HUB (project office) – open Monday to Friday 9am – 4pm providing an opportunity for stakeholders and the community to meet with members of the NCI Project team;
- Project website with online feedback form;
- Project email address NorthernCorridor@nzta.govt.nz; and
- Project 0800 number: 0800NCI Project.

More information on the 2014 engagement can be found in the *Stakeholder and Community Engagement Report* dated December 2014.

3.2 Approach to Engagement with Wider Community in 2015

The engagement with the wider community for 2015 focussed on updating project progress and presenting the latest design plans and options. Along with general feedback, specific feedback was sought about local road changes (Upper Harbour Highway, Unsworth Dr, Paul Matthews Rd), the busway extension, walking and cycling and a possible new road overbridge from Unsworth Drive to Omega Street. A copy of the feedback form, detailing the specific questions asked, is attached as Appendix 4.

The formal engagement period for the wider community began in August 2015 with a media release on Friday 22 August along with a supporting media release by the Minister of Transport. A copy of the media release can be found at Appendix 2.

The NCI Project website was updated on 22 August 2015 with the latest project information.

3.2.1 Newsletters

The media release was followed by a newsletter drop which was made during the week beginning 24 August 2015 to 48,000 urban and rural households and businesses in the Albany and East Coast Bays areas. A map of the distribution area is shown in Figure 3. The newsletter provided detail on aspects of the NCI Project design, the options being considered, reasons for the project, how previous feedback from the community had been incorporated, a timeline for the NCI Project, details about the upcoming information days and ways in which feedback could be provided. A copy of the newsletter is contained in Appendix 3.

In addition to the broad scale newsletter drop, newsletters were also mailed to key stakeholders, directly affected property owners and mailed or hand delivered to 2300 neighbours in proximity to the NCI Project who may be affected in some way. This included all properties in Unsworth Heights and Omega Street as well as properties next to the Project along the corridor. A covering letter and copy of the feedback form (see Appendix 4) accompanied the newsletter to help separate it from other mail in people's letterboxes. The letter introduced the NCI Project and invited the reader to participate in the engagement.

A summary of the newsletter was translated into Korean and Chinese. These were distributed to businesses that were clearly Korean or Chinese. They were also available at all events.

3.2.2 Meetings and Presentations

A number of presentations and meetings were held with key stakeholders, affected property owners, neighbours and others by request. These are outlined above and feedback summarised in Section 4 below.

3.2.3 Engagement Events

Format

There were a total of six events held during the 2015 engagement period, as shown in Figure 4 below. Advertising for the events was undertaken in the North Shore Times, Rodney Times, North

Harbour News and Nor' West News, North Shore Channel Magazine and East Coast Bays subsidiary magazines as well as NHBA FYI magazine.

Public consultation events

- **Westfield Albany** – Sat 5 Sept and Sun 6 Sept, centre court location, all day
- **Local businesses' coffee drop in** – Tues 8 Sept, 7.30–8.30am, Café Noir, Rosedale
- **Local businesses' coffee drop in** – Weds 9 Sept, 7.30–8.30am, North Shore Cosmopolitan Club, Albany
- **Unsworth Heights community event** – Fri 11 Sept, 2pm to 6pm, Meadowood Community Centre
- **North Harbour Business Association Expo** – Thurs 17 Sept, QBE Stadium (stand 80).

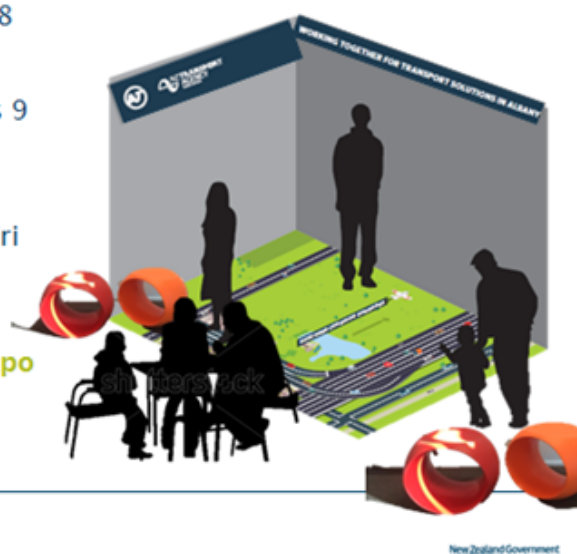


Figure 4: 2015 Engagement Event Details

Information Presented

A series of display boards were presented to outline key information with the community. A copy of the display board material is attached as Appendix 5 to this report. These boards were on display and available at all six events. The boards covered the following topics:

- Overview of the project;
- How feedback has been utilised to date;
- The latest design plans;
- Local road connections;
- Walking and cycling; and
- Busway extension proposal.

To supplement the display posters, a 3m x 3m floor mat loosely depicting the road layout was developed as a way of interacting with children. This had toy cars and trucks and proved popular with younger participants.

Two iPads were available at the events, one showing a simulation of traffic movements in 2021 on the corridor and surrounding local roads and the other providing the newsletter and ability to feedback online.

Auckland Transport and Transport Agency representatives were in attendance at the events to answer questions and explain the Project to those interested.

Event Summary

The first two events were held at Westfield Albany Mall on Saturday 5 and Sunday 6 September 2015. The area was the centre-court and being in a mall, these events were well attended with 416 people stopping to view the material and / or discuss with the team on the Saturday and a further 403 people on the Sunday (See Figure 5 below).



Figure 5: Westfield Albany Event – Sunday 6 September 2015

Two NHBA business breakfasts were held during the following week on Tuesday 8th (Café Noir, Rosedale) and Wednesday 9th September (North Harbour Cosmopolitan Club, Paul Matthews Rd). Around 15 people attended on the Tuesday, with a further 21 on the Wednesday. These events were well received by the business owners that attended.

On Friday the 11th, the third community event was held at the Unsworth Heights Community Centre. A total of 26 people attended, mainly those from Unsworth Heights itself.

The final event was a stand at the NHBA's Business Expo. A total of 103 people viewed the NCI Project stand. The stand was shared with Auckland Transport, who were presenting information on Albany Highway improvements and proposed new bus routes for the North Shore.

3.2.4 Other

A social media campaign ran for the last two weeks of the consultation period on neighbourly.co.nz and the Agency's social media pages, inviting people to provide feedback via the online form - this went to 33 neighbourhoods, totalling 8528 people. The post generated 2 'likes' and 1 comment.

More than 300 people signed up to receive an e-newsletter.

Throughout the whole period, the InfoHub office has been open Monday – Friday for drop-ins with over 150 visitors (stakeholders and community) to the office.

In addition to the main engagement period in September 2015, we also supported Auckland Transport at four of their 'New Network' public events during July 2015. As these events occurred prior to the NCI Project engagement, the information presented was similar to that presented in the November 2014 NCI engagement.

3.3 Gathering Feedback

There were five key mechanisms to gather feedback from stakeholders and community members:

- Talking at meetings or presentations and recording feedback in meeting minutes;
- Writing comments on physical feedback forms during events held in November 2014, June 2015 and September 2015 – either on the day or taken away and posted back;
- Providing comments through the online feedback form in September 2015;
- Writing comments on post-it notes / stickers and sticking onto the display boards at the open days;
- Providing feedback via the email address NorthernCorridor@nzta.govt.nz; and
- Recording phone enquiries and discussions on 0800NCI PROJECT.

4 Feedback Received

The following sections outline the feedback received by the NCI Project team. Key themes and feedback carried forward from the 2014 engagement are provided where appropriate. Further feedback on the 2014 engagement can be found in the *Stakeholder and Community Engagement Report* dated December 2014.

4.1 Stakeholders

4.1.1 Project Reference Group (PRG)

The PRG has met regularly throughout the NCI Project and participated in the NCI Project at the *Consult-Involve* level on the IAP2 spectrum. In total, the PRG has met a total of seven times on 14 August 2014, 11 September 2014, October 2014, 10 December 2014, 18 March 2015, 18 June 2015 and 20 August 2015.

Feedback initially centred on the NCI Project objectives, the Bus Way extension, impact on Harbour Hockey/Watercare/Auckland Council land, possible impacts on landowners and local businesses especially Paul Matthews Road; pros and cons of the various concepts; process for engagement and identification of other stakeholders who may have an interest in the NCI Project.

Overall, the PRG members have been supportive of the objectives of the NCI Project and the engagement process to date. Some initial concern was raised regarding the potential impact on businesses and the uncertainty around whether they would be impacted or not. The Agency responded by appointing a property advisor based at the NCI HUB on pre-arranged days to be available to talk to potentially affected owners and discuss possible scenarios and statutory processes should they be affected. This has been followed up with dedicated sessions with those property owners likely to be affected by the latest design plan.

The PRG will continue to be involved in the NCI Project and provide regular feedback and guidance.

4.1.2 Iwi

Hokai Nuku

Hokai Nuku is a representative group of five Iwi comprising Ngati Manuhiri, Te Uri o Hau, Ngati Rango o Kaipara, Ngati Whatua and Ngati Paoa. Hokai Nuku are represented on the PRG (as per above).

Two presentations were made to Hokai Nuku during 2014, outlining the long list of options along with the 4 roading concepts and 2 busway options. A cultural effects assessment was prepared by Hokai Nuku in 2014 which has been used to identify sites and areas of significance to be avoided, recognised or protected.

Feedback has centred on avoiding natural areas and waterways. The Oteha Valley has been identified as an area of cultural significance to Hokai Nuku which is physically outside the NCI project area, but would be relevant in terms of any potential busway extension to Silverdale in the future.

Details of earthworks, stormwater treatment, vegetation removal, impacts on biodiversity, opportunities for ecological enhancement and opportunities to have input into the design of structures have also been raised as issues for further discussion as the NCI Project progresses.

The inclusion of a cultural values framework into the Urban Design and Landscape Framework (a document yet to be prepared) has been sought by Hokai Nuku.

Te Kawerau a Maki

The Agency met with Te Kawerau a Maki in March 2015. Feedback focussed around minimising impact on the environment and identifying ways to enhance the environment in terms of biodiversity, the built environment and connectivity (e.g. cycleways and pedestrian connectivity) as well as public transport initiatives. Cultural responsiveness is of importance, with the incorporation of Te Aranga design principle, cultural kaitiakitanga and Mana Whenua values key to Te Kawerau a Maki. Overall, Te Kawerau a Maki is in support of the NCI Project provided it addresses the principles outlined (above) through inclusion of these values into the consent and contract documentation. On-going engagement is sought.

Ngai Tai ki Tamaki

An initial discussion was held with the CEO of Ngai Tai Ki Tamaki late 2014. It was requested that ongoing engagement occur as the NCI Project progresses into the consenting phase.

Central-Northern Iwi Integration Group 2015

The Agency's Northern-Central Iwi Integration Group was established in August 2015 and will be the primary mechanism for engagement. The Hui are held monthly where all Agency projects are discussed in allocated time slots. Members of the group include Ngati Paoa, Ngati Te Ata, Ngai Tai Ki Tamaki, Ngati Whatua o Orakei, Ngati Manuhiri and Ngati Rango.

The first hui was held on 28 August 2015 at the Agency. It was agreed that a site visit would be held on 6 October 2015 and from that, a register of issues prepared that could be used to inform the contract and subsequent documentation.

Issues raised by Iwi to date include protection of waterways and vegetated areas. Oteha Valley and Lucas Creek, whilst outside the NCI Project footprint, are identified as culturally significant areas. The inclusion of a Cultural Values Framework and 'Cultural Responsiveness' into the planning, consenting and construction phases of the NCI Project through the Urban Design Landscape Framework and contract documentation is sought and that the Southern Corridor and East-West Corridor provide a good example of how this can be progressed.

4.1.3 Local Boards

A number of Project presentations have been given to both the Upper Harbour Local Board and Hibiscus and Bays Local Board during 2014 and 2015. Initially these provided an overview of the NCI Project followed by project updates and opportunities for input into the design. Both Local Boards are members of the PRG.

Both Boards acknowledge that the NCI Project is necessary at a strategic level to relieve existing levels of congestion (local and regional) and provide for growth in the area. The busway extension

is strongly supported, along with improvements to walking and cycling within the NCI Project area and beyond.

Concern was raised about the impact on the hockey complex as this is an important community asset as well as the importance of protecting public open space such as the proposed sports fields in the corner of SH1 and SH18 which are under the jurisdiction of the Upper Harbour Local Board. Concern was also raised about the impact of the NCI Project on local businesses and how this would be addressed as the NCI Project moves forward. The Agency has presented the plans to date in both areas and the Boards indicated they were satisfied with progress so far.

Upper Harbour Local Board also raised concerns about the potential impact on the Unsworth Heights community by the closure of the Unsworth Drive off-ramp. The possibility of building a local road bridge across the motorway linking Unsworth Drive to Omega Street and the Albany business area was welcomed.

The Upper Harbour Local Board asked the NCI Project team to input into their own planning and funding priorities by providing project details into both their 5 year Greenways Plan and 10 year Economic Development Action Plan.

4.1.4 North Harbour Business Association

The NHBA are active participants on the PRG, sharing issues and insights which have assisted in understanding the businesses community in the NCI Project area. The NCI Project team engages regularly with the NHBA. In December 2014 the NCI Project team attended a Members Breakfast meeting at the North Harbour Cosmopolitan Club and gave two presentations to the NHBA Board in December 2014 and July 2015.

Various issues have been discussed with NHBA, with key issues including effects on passing trade, accessibility (individual), construction impacts, wider connections, land requirements (footprint), visibility and speed. Of most interest is the impact on businesses such as those in Paul Matthews Road and those adjacent to SH1.

The NCI Project team also held a workshop with the NHBA Transport and Crime sub-committee in July 2015 to present the local roading options and identify factors considered important in evaluating the options for local road changes around the Upper Harbour Highway. There were:

- Land requirements – loss of businesses;
- Cul-de-sac and loss of passing trade;
- Construction impacts (noise, traffic);
- Changes to individual access;
- Accessibility to/from wider transport network;
- Scale of structures; and
- Vehicle speed from bridge.

The NHBA has regularly conveyed information to NHBA members including articles in the FYI magazine, proactive emails to members highlighting specific issues in their areas and has encouraged feedback. The NHBA inserted the latest 2015 newsletter into their subscriber base of 4.300 magazines distributed to heads of companies for the September 2015 issue.

4.1.5 Auckland Transport

Auckland Transport are members of the PRG and have a representative seconded to the NCI Project team who participates in all team meetings, contributes to planning, interfaces with other sections of AT, and attends some stakeholder meetings. As the NCI Project has progressed in detail over 2015, this relationship has become more formalised, particularly around the interrelationship of the NCI Project with the local roading network, Northern Busway extension and possible new bus station. AT have worked with the Agency on a joint public consultation campaign in September 2015 to scope public feedback to the busway, potential station options and proposed Constellation upgrade.

AT identified that plans for a more efficient bus network that increases feeder bus services to the busway would gain further efficiencies with an NCI Busway extension. A strategic decision was made to align the busway construction business case and AT's station options business case so the facilities could be built and launched at the same time and achieve maximum benefits, including minimising post-construction disruption, more efficient feeder bus services and a streamlined resource consents and designation process. Agreement was made that a formal partnership MOU should be in place by the end of 2015.

The Agency and AT have worked together to progress project details on other components of the NCI Project including:

- **Local road connections:** workshops and meetings to scope in particular the effect of the NCI Project on the Albany Highway North upgrade; Albany Highway South upgrade; Greville Road intersection; local road changes around SH18 (Paul Matthews Rd, Caribbean Dr intersection, and the potential Unsworth/Omega St bridge); and potential new hockey facility/traffic effect on Constellation Drive. These meetings have resulted in the NCI Project's NIP (Network Integration Plan).
- **Walking and cycling:** in addition to the 5km of new proposed walking and cycling paths around the two motorways, the two organisations have worked together in a jointly-funded scoping study to identify what gaps exist around the new paths in the wider suburbs and area of Albany. This study has identified over 25km of additional proposed routes that would feed into the central NCI paths and are being consulted on jointly in the September 2015 consultation campaign. Feedback will be used to help prioritise the paths and a joint recommendation for funding of these wider paths will be made to the Auckland Cycle Network for the next funding programme.

The AT Travelwise team has met with the NCI Project team several times to relay the needs of the 10 schools in the area. Feedback from AT in relation to school travel has included:

- Unsworth Heights area is most affected by the NCI Project changes proposed, with the majority of children attending school outside of the Unsworth Heights area (e.g. to Glenfield or Albany);
- Westminster School tends to draw students into the area from outside Unsworth Heights;

- Walking and cycling options for parents and school children is of importance and integrating AT plans and the Agency's proposals is key.

4.1.6 Auckland Council

The Agency and Auckland Council are working closely together on the NCI Project and the Council is an active member of the PRG.

Feedback from Auckland Council (Strategy and Policy) in 2014 included:

- Important to consider future growth envisaged under the PAUP;
- An opportunity for AT to look at potential Bus Station locations.

Feedback from Auckland Council (Parks) in 2014 included:

- An area of Public Open Space is significantly affected (wedge between SH1 and SH18). This includes Harbour Hockey complex;
- Relocation of the Hockey complex would be very difficult as limited suitable Council land within the area available;
- Combined discussions between Auckland Council Parks, Watercare, Harbour Hockey and NZTA are required on an ongoing basis.

In response to these issues, in early 2015 Auckland Council set up a Project Management team with representatives from all departments and wider council owned organisations (COOs) to facilitate a coordinated response and involvement from the Auckland Council 'family'. The dedicated project manager has become an integral part of the NCI Project team, attending weekly team meetings and running multiple meetings and workshops regularly between key representatives and the NCI Project team. This has included collaborating on plans for the proposed open space/sports field relocation (including the land leased to hockey), stormwater needs, dam maintenance, Watercare's plans, effects of the PAUP on designations, issues associated with the closed landfill at Rosedale and waste management operations.

4.1.7 Cycle Action Auckland

Discussions have been ongoing with Cycle Action Auckland (CAA) since November 2014. This has focused upon both the proposed cycle path along the State Highways component of the scheme together with connection to and from the Auckland Cycle Network in partnership with Auckland Transport. The Agency has undertaken a number of interactive sessions with CAA on the proposed plans to seek their input on specific routes and features. The dialogue has been constructive with the CAA providing a detailed submission in September 2015. In summary, the CAA welcomes the collaboration between NZTA and AT in providing a multi-modal approach to improving transport in the Albany Basin arising from a major motorway project.

In relation to walking and cycling the CAA has noted that for a cycle route to be effective it must be continuous and of a high standard. A number of routes have been identified and should in the CAA's view receive early focus and prioritisation. These include Oteha Valley Rd; Spencer Rd/McClymonts Rd; Albany Expressway/Greville Rd; Constellation Dr; Sunset Rd; Albany Highway South; Bush Rd/Paul Matthews Rd; Medallion Dr/Hugh Green Dr/Apollo Dr; East Coast Rd. The safety of roundabouts should also be reviewed. Key cycling attractors were identified and need to be linked. These include Transport Hubs; schools and tertiary institutions; sports facilities; and

shopping centres. The CAA sought their recommendations to be taken on board and to continue to be engaged with as a key stakeholder.

4.1.8 Walk Auckland

An initial meeting with Walk Auckland took place in May 2015 and focussed around providing good walking connections in and around the proposed Northern Corridor Scheme. The main priorities for Walk Auckland are crossing points of the motorway and providing better connectivity with Constellation Station from the Caribbean Drive/Paul Matthews/Unsworth Heights areas.

In general, Walk Auckland were supportive of the principles of the scheme and in particular the increased connectivity along the motorway corridor. The Agency are scheduled to meet with them again later in 2015 where an update on work to date and an overview of the public consultation material will be provided.

4.1.9 Harbour Hockey

Harbour Hockey are a national, regional and local facility. The Agency initially met with Harbour Hockey in 2014 and feedback included:

- Concern about the Project impacting the Harbour Hockey site; their proposed upgrade to the facility; and operations including planning by national high performance organisation Hockey NZ to use the facility for two major international events confirmed for 2017;
- See opportunities to improve accessibility to the complex;
- Would like to see improved pedestrian/ cycleways between Constellation Drive Northern Busway Station and the Hockey Stadium;
- Support safe pedestrian linkages to and from Busway;
- Traffic coming out of Paul Matthews Road is an issue at peak times (difficult accessing and exiting Hockey grounds).

Regular meetings were held throughout 2014 and 2015, reiterating the Agency's commitment to working together with Harbour Hockey to maintain their ability to provide for hockey. This includes looking at options to reconfigure the grounds or relocation, whilst ensuring no disruption to community games or events.

The Transport Agency also met with the CEO of Hockey NZ and representatives from Sport NZ to clarify the requirements for success of the 2017 international tournaments. As a result, the organisations are working closely together to identify solutions that will enable the existing facilities to be used for the 2017 international competitions should the plans for reconfiguration or relocation of the hockey complex not be achievable by the event dates.

4.1.10 Watercare

Watercare have been engaged on the NCI Project since June 2014 and are part of the PRG. In addition, presentations to senior management have provided Watercare with project updates and given the opportunity to identify risks, issues and opportunities for integration.

Watercare have an existing land designation as well as an Odour designation within the extents of the NCI Project. In order to progress the statutory approvals process, formal approvals from Watercare will be required as the 'Requiring Authority'. Therefore, a close working relationship is essential for the successful delivery of the NCI Project.

The Agency and Watercare are working together on several separate work streams including:

- The Northern Interceptor Project which passes through the area of the NCI Project, the final design of which will be dependent on the option selected for the NCI Project;
- A new connection to the Pinehill Reservoir north of Greville Road. Through engaging with Watercare on this project, the opportunity to integrate their proposed pipe bridge with a walking and cycling bridge has been identified as an option. This could result in cost savings to both organisations;
- Potential to relocate Harbour Hockey to Watercare's Pond 2 site on the eastern side of the northern Motorway. While this process is being led through Auckland Council, Watercare have a key role in developing a workable solution. The NCI Project team has established a separate project team to work with Watercare and Auckland Council in progressing towards this solution.

4.1.11 Other Key Stakeholders

Stakeholder	Key Issues
Transpower	Transpower have underground 220KW cables in the area which need to be considered in any design. Further investigation required as to whether the cables can be avoided or whether relocation will be necessary.
Massey University	Discussion noted. Massey seek to be kept informed.
Westminster School	<p>Key issue for the school is ensuring the safety of children and parents at the school, particularly during pick-up and drop-off times. Families come from all around the north and west area to attend the school.</p> <p>Provisionally, Westminster School are comfortable with the proposed bridge across to Omega Street. This would provide a helpful access point for their families.</p> <p>The school is supportive of plans that coordinate both motorway and local roads and community service needs.</p> <p>Interested in the 30km of walking and cycling paths as they are planning 'drop and walk' sites 5m, 10m, and 15m away with the AT Travelwise team.</p>
Vector	Have participated at PRG meetings in relation to infrastructure.
Probus	Welcomed the update. Interest focussed on local bus routes and park and ride facilities.
NZ Fire Service – Albany Station	Maintaining and improving the existing level of accessibility to and from the fire station to incidents and call-outs is of vital importance and needs to be considered in any design options. The closure of the Unsworth Dr off-

	ramp to access Unsworth Heights from SH18 in an emergency is of some concern but could be mitigated through the provision of a vehicle bridge connecting Unsworth Dr and Omega St. The design of the bridge needs to accommodate fire trucks and emergency vehicles.
QBE Stadium	Presentation held in June 2015. Feedback was that this was of interest to QBE particularly the improvements in the Albany area such as the SH17 on-ramp, to assist with taking traffic away from events at the stadium. The stadium is currently working on resource consents and business planning to try to grow their stadium attractiveness for international concerts and sports teams, and the plans support this planning work. Also very interested and supportive of the Busway extension as this would be helpful to their special event bus services.
Harbour Sport	Supportive of the core objectives of the Project. Have a particular interest in the provision of cycling and walking facilities as a viable mode of transport to access sports facilities on the North Shore as well as encouraging active lifestyles. Seek ongoing engagement in the Project and in the development of the walking and cycling network along with NZTA/AT/CAA and other cycling advocates.
Medical Centre Unsworth Drive	Very concerned about closure of Unsworth Drive access from SH18 and ability for emergency services and patients to access easily and quickly.
MetLife Care Retirement Complex	Ensure effects of construction and motorway operation are minimised so as not to disturb elderly residents.

4.2 Potentially Affected Parties

4.2.1 Initial engagement in 2014

The first official contact with landowners and businesses was in November 2014. As it was too early to say the exact alignment of the NCI Project and its property impact, the Agency sent generic letters and visited a wide range of landowners/occupiers and businesses located adjacent to SH1 and SH18. The purpose of the visits was to inform owners and occupiers about the NCI Project, show them the 4 concepts being proposed for the motorway and the 2 for the Busway, and to initiate a platform for more detailed discussions as the NCI Project progressed. Feedback at this time focussed on the uncertainty of the concepts and the potential impact of the concepts on business and property interests. Feedback included:

- Support in principle for the provision of direct motorway to motorway connections SH18/SH1;
- Concerns regarding impact on business operations, especially from Paul Matthews Road businesses. The initial rumours that needed to be addressed included that Paul Matthews Road would be 'closed off' or cul-de-sacked similar to the closure of William Pickering Road 10 years earlier. A subsequent decision to show the businesses the initial options (options 1 and 2) that proposed realigning the road around the back of the hockey fields and maintained connectivity did not allay their concerns. The feedback reported concern with loss of passing trade for the retail businesses in this location and the creation of a 'ghetto';

- Concerns about potential land requirements and impact on viability of businesses, especially in Rosedale where the eastern alignment of the Busway was proposed, and at Paul Matthews Road, and at the Unsworth Drive off-ramp area. The uncertainty of this was reported as putting some businesses and commercial property owners into a holding pattern, especially those that rely on tenancy income; and
- Frustration at not knowing the full extent of the effects and long nature of the NCI Project timeframes.

As a result of this consultation, a group of businesses potentially affected in Paul Matthews Road grouped together to form the Paul Matthews Business Forum (PMBF). The NCI Project team and representatives of the PMBF have met on a number of occasions throughout 2014 and 2015. Their feedback specific to Paul Matthews Road has included:

- The importance of maintaining local road connections to the north and west motorways;
- Importance of maintaining full access left and right turning into and out of Paul Matthews and also into and out of the shops' carpark; and
- Suggested potential design options for the realignment of Paul Matthews Road that propose a bridge at the current location, in order to maintain local connectivity and have less impact on Paul Matthews Rd businesses.

This feedback along with the NHBA's, local boards', and Watercare's feedback led to the NCI Project team rethinking the initial concepts to realign Paul Matthews Road around the back of the hockey fields. While the initial designs did not close the street and proposed a full connection to the local roads and motorways, it did result in a cul-de-sac being left at what would have been the southern end of Paul Matthews (close to Upper Harbour Highway and Saturn Place). Based on the feedback, it was recognised this could isolate the business community and affect passing trade.

As a result, in 2015 the NCI Project team undertook additional design work to identify four more options for the Paul Matthews Rd realignment:

- Option 3, which brought the local road realignment around the front of the hockey grounds and under the new motorway connection to meet the Caribbean Dr intersection; and
- Option 4 and 5, both of which proposed a bridge at the current location of Paul Matthews Rd.

4.2.2 More focussed engagement in 2015

By July 2015, the Agency was able to take the latest design plans and create indicative property requirement maps based on the latest design plans, including the multiple options for Paul Matthews Road and the potential alignment of the Busway including the station options. This exercise identified a clearer list of which properties would be potentially directly affected by the NCI Project (i.e. their land might be wholly or partially needed for the NCI Project). In total, 80 owners, including property investors, account for the 100 properties directly affected by the likely design.

The Agency wrote letters to the 80 affected property owners outlining the NCI Project and inviting to meet with the owners to discuss how they may be affected, the process from this stage and forward through the NCI Project.

As at 25 August, 29 property owners (36%) have met with the NCI Project team with a number of meetings planned during September. While the detail of these discussions is confidential, the nature of the discussions has generally been:

- Supportive of the NCI Project's intent and understanding of the need to address traffic issues in the area;
- Overall satisfaction with the multiple options being presented that now propose realigning Paul Matthews Road around the southern side of the hockey site or over a bridge, which remove the cul-de-sac effect in the initial option;
- Focussed concerns around property impacts and the property negotiation process;
- Appreciative of the early engagement and certainty that construction start wouldn't be until 2018 which would provide a reasonable lead-in time for decision making about their and their tenant's future;
- Requesting as much information as possible, as early as possible to enable business planning; and
- Requests for continued liaison with the Agency's property team for support through the need for property acquisition.

4.3 Written Feedback

The following provides a summary of the responses made via email or by using the feedback form, either hard copy or via the online response form, during the 2015 engagement period. This feedback was primarily provided by neighbours and the wider community.

A total of 171 feedback forms were provided, 98 of which were using the online feedback form, and a further 34 responses via email.

Feedback was sought in general on:

- Main motorway changes;
- Busway and buses;
- New walking and cycling paths;
- Local road changes; and
- Other comments.

Specific feedback was sought on:

- Support for an additional Northern Busway station;
- Busway station facilities;

- Closure of the Unsworth Drive off-ramp; and
- Overbridge linking Unsworth Drive to Omega Street.

4.3.1 Main Motorway

Question 1: What do you see as the benefits or issues as a result of the new connection between SH1 and SH18 (the two motorways), and the other motorway changes and additional lanes on SH1?

This question aimed to draw out key themes from the community in relation to the motorway itself. The graph below in Figure 6 shows the themes commonly identified by respondents, categorised by key word.

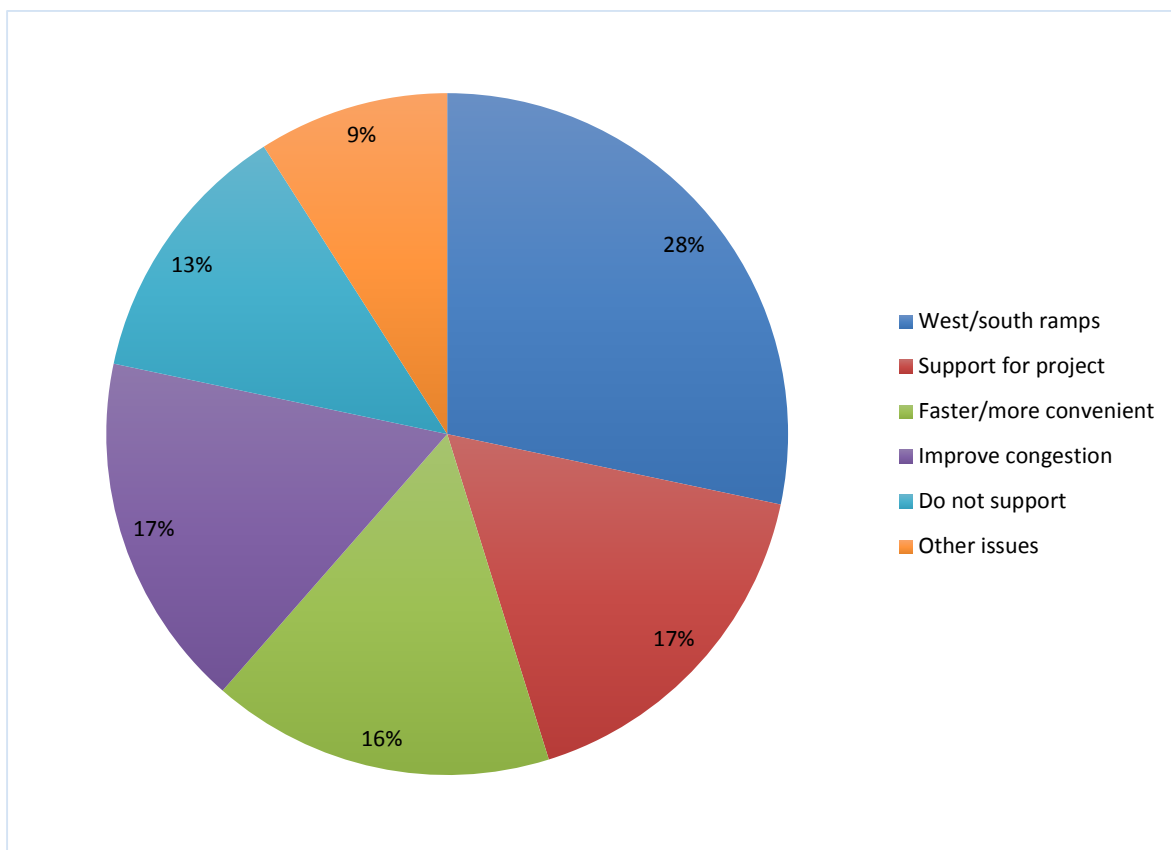


Figure 6: Common Feedback Themes in Relation to the Motorway Itself

The most commonly raised theme is **west/south ramps**, with 28% identifying that the links from SH18-SH1 south to west and west to south are not part of this project and requesting that they should be.

“The main issue is that the proposed design doesn't really do anything to help alleviate the delays caused by traffic going to and from the city.”

“Non-connection between SH18 and SH1 south is a clear disappointment and a missed opportunity”

“There are already large bottlenecks during the morning rush hours for traffic leaving Constellation Drive to city bound SH 1 and in the afternoon rush hours leaving SH1 Northbound onto SH18 (all the way up the slip road and onto the motorway)”

“A lot of traffic goes this direction and this will make it a true ring road.”

“Please strongly consider connecting SH18 and SH1 for both north-bound and south-bound traffic on SH1”

The subsequent most common themes were support for the motorway proposals (17%); people identifying that the project will result in a faster and/or more convenient route/journey through or around the city (particularly to the airport) (16%); and noting that the project will be a benefit by improving congestion (17%).

“This is an excellent idea, improving access to areas like the airport for people on the Shore without needing to navigate the CBD”

“The principal benefit for me is a swift route from the North Shore to Auckland Airport”

“Having high speed motorway connections between SH1 and SH18 would greatly improve transit times and remove some of the congestion on the current road”

It is also noted that 13% of written responses do not support the proposed motorway changes.

4.3.2 Buses and Busway

Question 2: What do you see as the benefits or issues as a result of the busway extension?

This question aimed to draw out key themes from the community in relation to the proposed extension to the Northern Busway. The graph below in Figure 7 shows the themes commonly identified by respondents, categorised by key word.

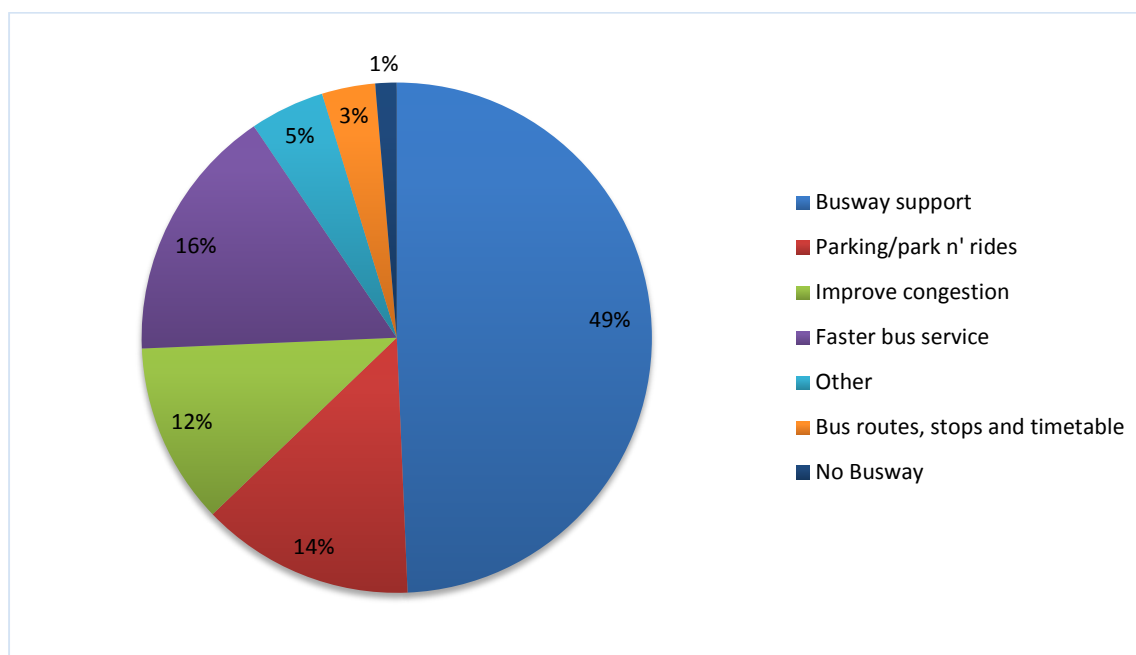


Figure 7: Common Feedback Themes in Relation to the Busway Extension

The most commonly raised theme is **support for the busway extension**, with 49% expressing their support for the extension, noting its success to date further south in providing an alternative to driving with many benefits for users as well as reducing congestion.

“The busway extension will deliver significant time savings and reliability improvements to commuters, as well as take traffic off the motorway for those stuck in cars”

“I highly support the busway extension as that will give me and others options to avoid the commuter peak traffic”

The next most common themes were people noting that busway will provide a faster bus service (16%) with people noting that buses get caught in significant congestion at intersections presently. Lack of parking at bus stations is a significant issue (14%), with more parking facilities at stations requested.

“This is sorely needed as the rapid transit link has been a great success and it's a real hassle to get caught in traffic north of Constellation Drive”

“The busway is/will be a huge success as long as more car parking is made available”

“The big issue around the busway is the need for multi-level parking facilities at the stations”

Question 3: Do you support the idea of another station between Albany and Constellation?

This question aimed to identify whether or not the community support another station somewhere between Constellation Station and Albany Station. The graph below in Figure 8 shows the responses, with comments summarised below.

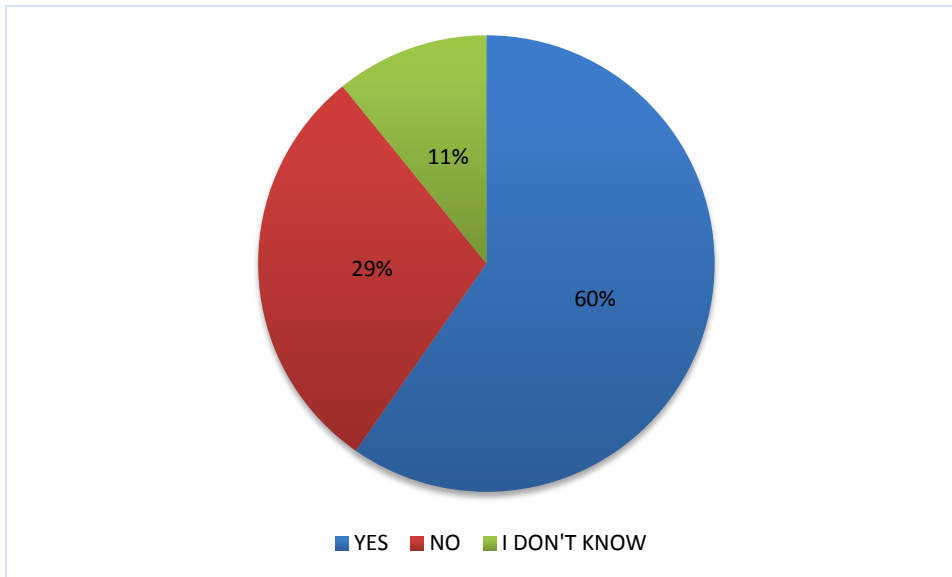


Figure 8: Whether or Not Respondents Support an Additional Station

The majority of respondents (60%) support another station in the area. Some provided support on the proviso that parking be provided, and conversely some felt another station would not be necessary if additional parking were to be made available at the existing stations.

Question 4: What would make the station attractive for you to use?

This question aimed to draw out from the community what would encourage them to use a new station. The graph below in Figure 9 shows the themes commonly identified by respondents, categorised by key word.

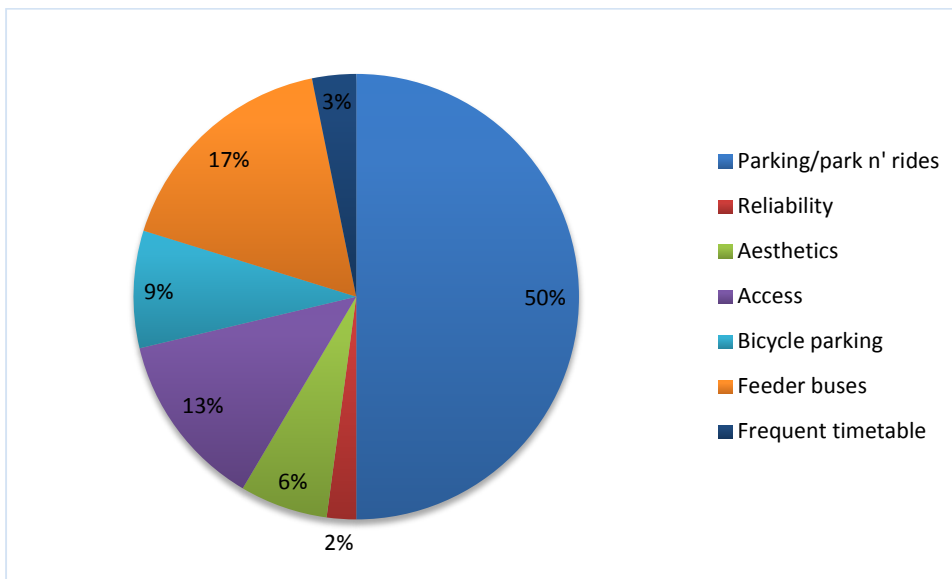


Figure 9: Ideas Suggested to Improve Bus Stations

The most commonly raised theme is **parking/park n'rides**, with 50% stating that additional parking would make bus stations more available and attractive for them to use.

“Parking and connection to local buses. Why not go multi-storey at all bus stations?”

“Good feeder bus services (car parking is an obvious advantage but pushing people to get out of cars is only way here)”

“Plenty of parking. Parking at bus stations is always an issue”

Other themes included improved feeder bus services from local areas to the station (17%), improving access for pedestrians and cyclists (13%), bicycle parking (9%) and aesthetic improvements (6%).

4.3.3 Walking and Cycling

Question 5: What are your thoughts about walking and cycling in the area?

This question aimed to understand community views in relation to walking and cycling in the Albany and Rosedale area. The graph below in Figure 10 shows the themes commonly identified by respondents, categorised by key word.

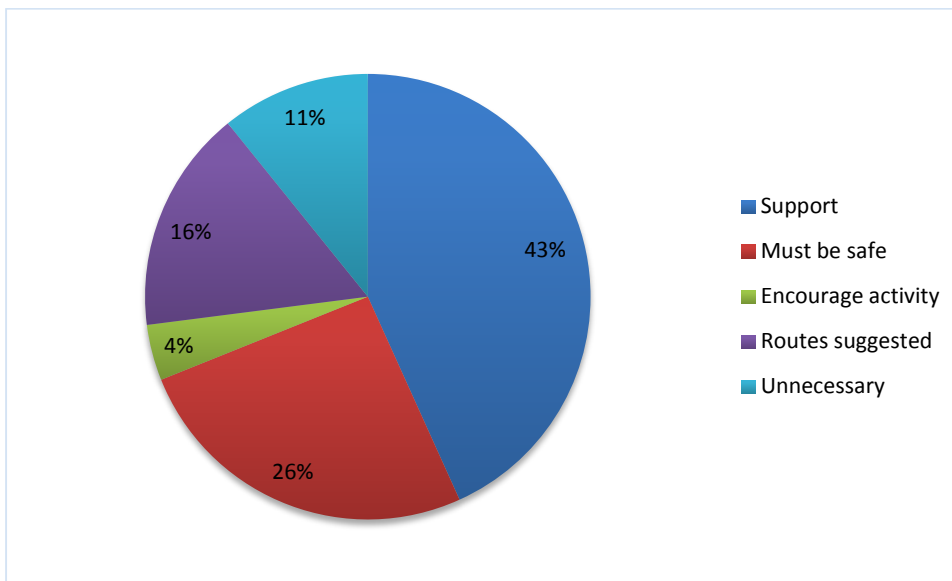


Figure 10: Feedback Themes in Relation to Walking and Cycling Facilities

The most commonly raised theme is **support for walking and cycling**, with 43% of responses very much in favour of any improvements to walking and cycling facilities in the area.

“I support all the walking and cycling connections”

“Excellent use of existing facilities. Improved access north/south welcome”

“This is the way of the future for health and traffic volume reasons”

Many responses noted a need for any walking and cycling facilities to be safe (26%), in relation to separation from traffic for personal safety.

“Please ensure that the cycle paths are wide and protected. I'd love to see more people choosing to cycle, but painted cycle lanes next to cars aren't going to get anyone out of their car”

“More safe cycling paths needed for our children to and from school”

A number of routes were suggested by respondents (16%). A total of 11% expressed that they were not in support of walking and cycling improvements; mostly on account of the perceived potential benefit of the improvements not justifying the expense.

4.3.4 Local Road Changes

Question 6: What do you see as the benefits or issues of the realignment of Paul Matthews Road and intersection at Caribbean Drive?

This question aimed to draw out key themes from the community in relation to the proposed changes around Paul Matthews Road and the connection into the existing Caribbean Drive intersection. The graph below in Figure 11 shows the themes commonly identified by respondents, categorised by key word.

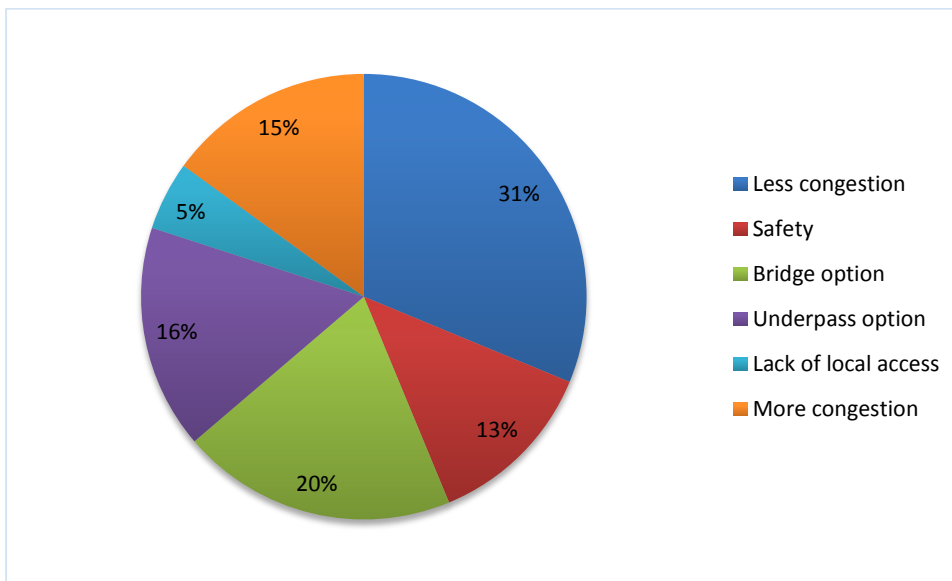


Figure 11: Common Feedback Themes in Relation to Paul Matthews Road Realignment

The most commonly raised theme is **less congestion**, with 31% commenting that the proposed options will help to alleviate congestion that is currently experienced with the merging of traffic flows.

“Great idea. Might take traffic flow up Paul Matthews away at peak hour or at least make it flow better”

“Getting the ‘motorway’ traffic off this part of Upper Harbour Highway and give its use to local traffic”

While the question was not specifically asked, a total of 20% expressed support for the options involving a bridge over SH18, while 16% supported the options utilising an underpass. The ‘safety’ theme generally related to the changes improving safety for local users as well as the need for the chosen realignment option to be highly safe – the separation of motorway traffic from local traffic was a key factor in these comments.

Question 7: What do you see as the benefits or issues as a result of the proposed closure of the off-ramp from SH18 Upper Harbour Highway to Unsworth Drive?

This question aimed to understand how the community may be impacted by the need to close the Unsworth Drive off-ramp. The graph below in Figure 12 shows the themes commonly identified by respondents, categorised by key word.

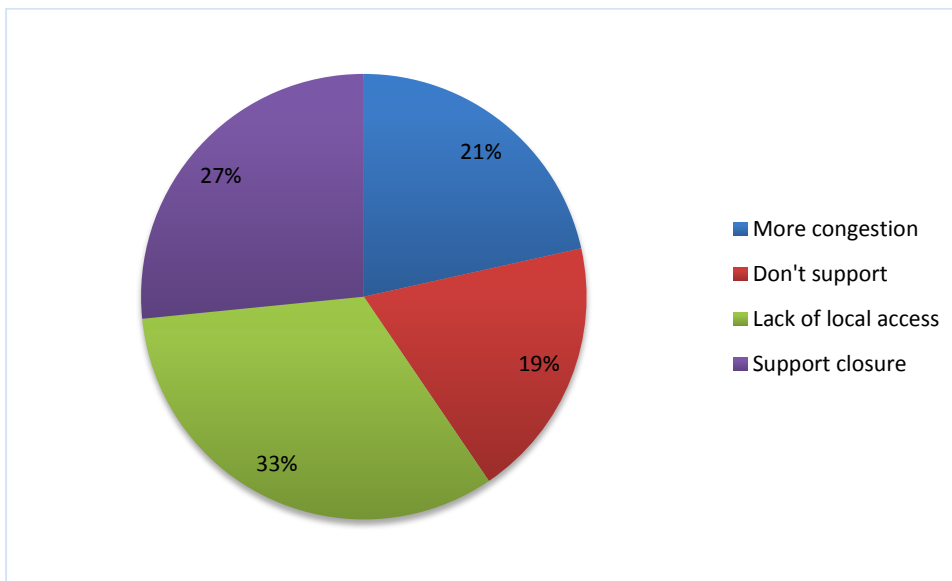


Figure 12: Common Feedback Themes in Relation to Unsworth Drive Off-Ramp Closure

The most commonly raised theme is **lack of local access**, with 33% commenting that Unsworth Heights has limited access and egress points currently and it will be harder for residents to return home and/or use local shops and facilities. Concern in conjunction with this was that more congestion would be created at other access points to Unsworth Heights as a result of the closure.

“Not keen on the closed road as access ATM and shops here”

“It would mean a more convoluted journey home from the city for me”

“Will congest other roads in the area”

“More congestion at Caribbean Drive which is already heavily used... lack of accessibility to local shops, garage and medical centre”

A total of 27% expressed their support for the closure.

“It will benefit the residents in that it will be quieter and we won't be a thoroughfare to Glenfield, etc.”

“Can see no issue with this as easy access will be available to Unsworth Drive via Caribbean Drive”

“Benefits would be a more simple flowing road system, I think this is a good idea”

Question 8: Do you like the proposal for an overbridge for vehicles, pedestrians and cyclists linking Unsworth Drive through to Omega Street? Are you local to this area?

This question was designed to understand whether the community support an overbridge at Unsworth Drive to Omega Street. As a sub-category, it also sought to know if this feedback was

from locals or those further afield. The graphs below in Figure 13 and Figure 14 show how this was divided.

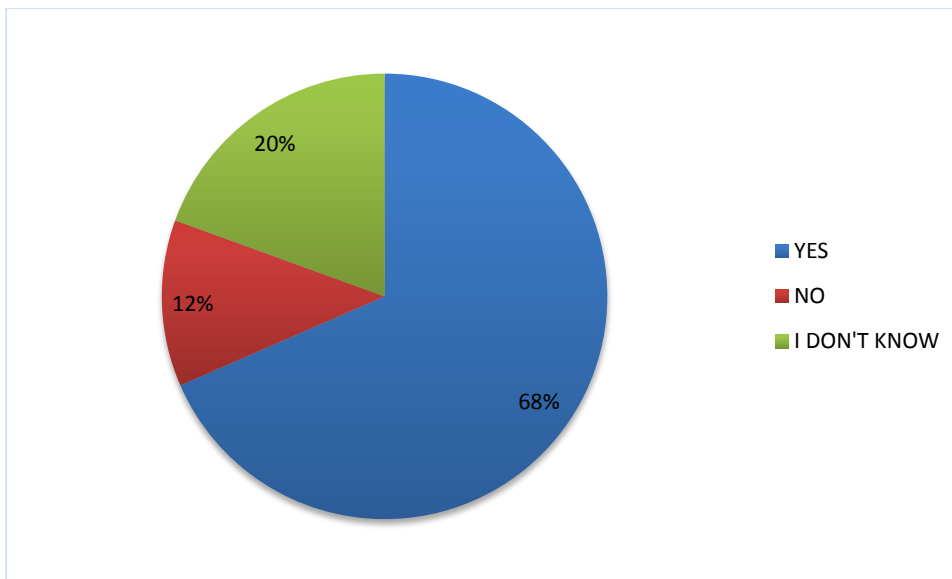


Figure 13: Support for an Overbridge at Unsworth Drive

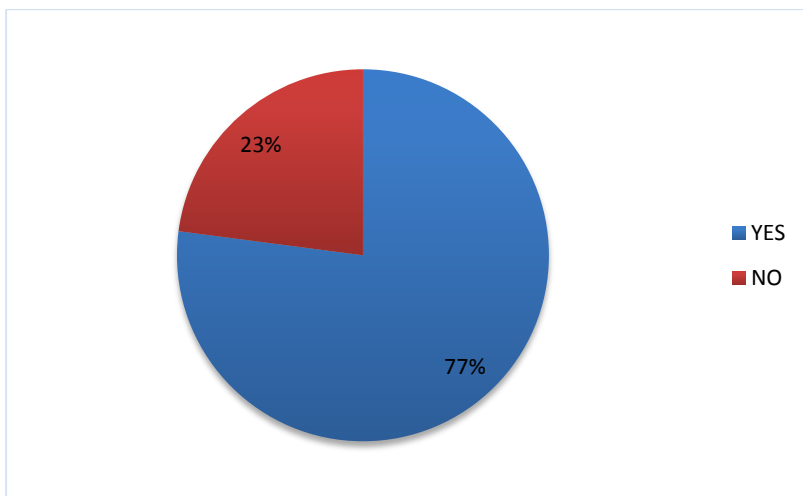


Figure 14: Local Respondents

The majority of respondents support the proposed overbridge at Unsworth Drive (68%), with some noting that it will be good for local traffic movements into and out of Unsworth Heights and the Albany business area as well as for accessing local facilities. The majority of respondents (77%) were also local to the area (by their own definition).

“Yes - by having vehicle access to the industrial estate, it will give locals another option of entering and exiting that area, also would benefit the medical centre and petrol station”

“Yes - Any links to other areas can only be good for business and sports and locals”

Of the comments given, some respondents (9%) felt that the overbridge should be for pedestrians and cyclists only or saw them as the primary beneficiaries.

“We want to encourage walking and cycling and these two groups need to be provided with exclusive safe walk and cycle ways separate from cars”

4.3.5 Other

Question 9: Are there any other comments you wish to make about the NCI Project?

Using this question, respondents were able to provide any other feedback in relation to the NCI Project. The graph below in Figure 15 shows the themes commonly identified by respondents, categorised by key word.

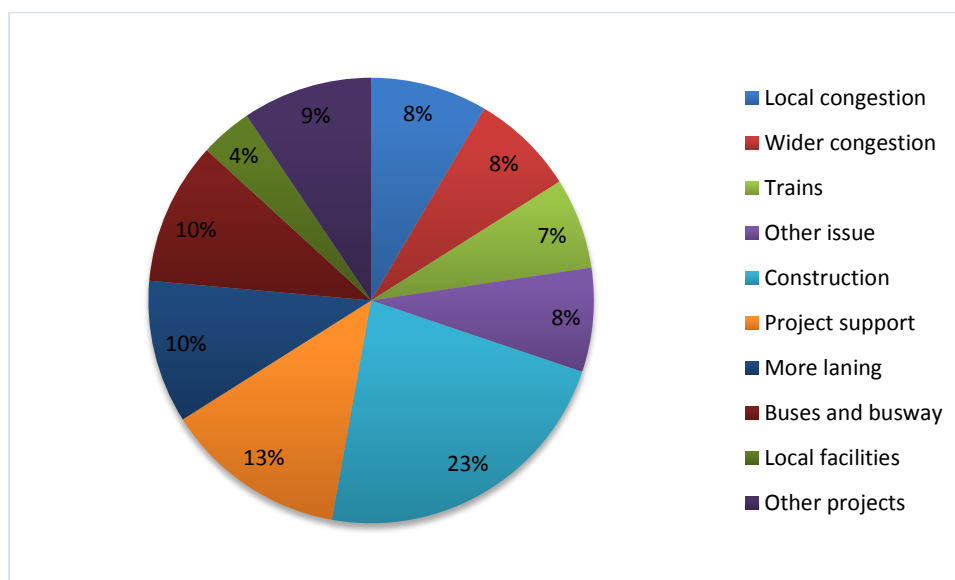


Figure 15: Common Feedback Themes in Relation to the NCI Project

This question provided a catch-all and responses often mirrored questions asked previously. The most common ‘other’ theme was construction impacts (23%). Comments related to future-proofing the motorway by constructing the West-South ramps now (reiterated Question 1). Some commented that they would like to see the Busway extension built before the main motorway construction so that commuters had an alternative available to get through the traffic congestion.

“Completion of the extension will give people from north of Constellation an option to avoid motorway congestion as the result of widening and interchange works”

“Please program the busway first! Gets buses out of the way to mutual benefit”

“Please ensure you plan well ahead and choose the most future proofed option. A bit more spent now to make it right will save money in the long term”

Other comments included people expressing their support for the project in general (13%), comments about buses and bus services (10%), congestion issues, support for trains on the North Shore and comments about other projects (the wider motorway network and Penlink for example).

4.4 Open Day Display Comments

In addition to the forms, the community were able to provide comments on stickers and place them on the displays at the open days and events.

The stickers were an open opportunity for the community to offer their opinion on any aspect of the NCI Project; of particular value were those using the stickers to identify the preferred walking and cycling routes in the area. 109 comments were received via stickers.

The common themes drawn from the stickers are outlined in Figure 16.

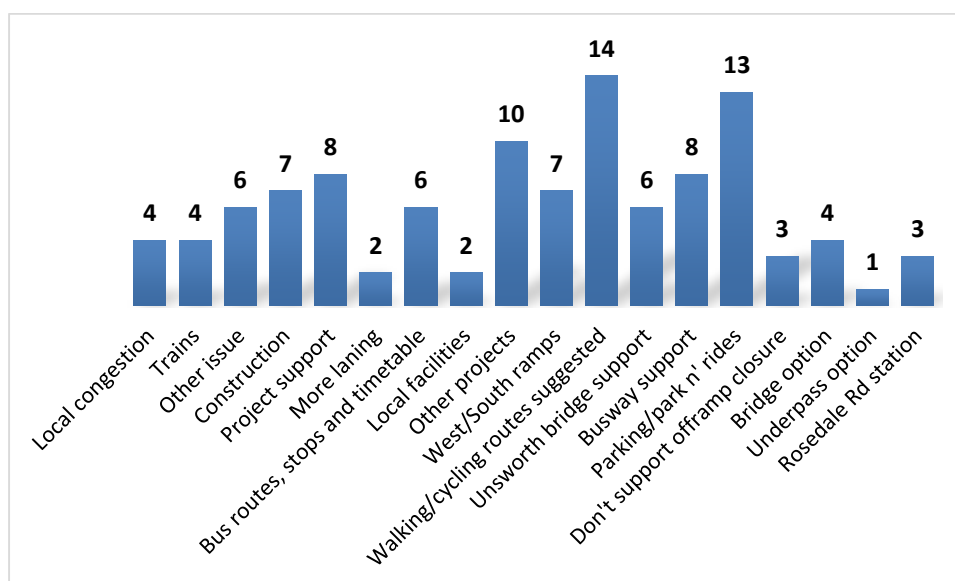


Figure 16: Common Sticker Comments

Provision for more parking at busway stations featured strongly in these comments as well as support for both the busway and the Project in general. There were also a variety of queries about other projects in the area including Penlink, the Puhoi/Warkworth proposals and upgrades to the Albany Expressway. As with the other feedback formats, the call for ramps connecting SH1 and SH18 travelling between the west and the city featured prominently and the desire for the busway to be constructed before the proposed motorway extension.

It is worthwhile to note the support for the local bridge connecting Unsworth Drive to Omega Street as well as the preference for a busway station at Rosedale Road as these comments were not prompted by a specific question, in contrast to the feedback forms.

4.5 Social and Print Media

The NCI Project has generated limited responses through social media channels and print newspapers and magazines.

Articles about the NCI Project appeared in the Channel Magazine, East Coast Bays magazines, FYI Magazine, NZ Herald, Stuff.co.nz, Neighbourly, Cycle Action Auckland website and Transport Blog. The articles also included details about the public open days and invited the public to attend these events.

Comments that have been received are generally positive and have focussed mainly on the busway extension and the walking and cycling component of the Project.

“So all up, well done NZTA and AT. Your first cut looks pretty good, but as we all know, the devil is in the detail. But there’s lots of good stuff in there” - Cycling and Walking Auckland.

There is support shown for the busway extension, with particular interest shown in having it built first before the other motorway works.

“Building the Busway extension first is a genius idea. As it is separate to the mway it could be built without causing disruption. Subsequently working on the mway proper would then be easier to achieve with all the buses out of the way, as well as giving people an optional way to avoid driving at least while the work is being done” –on the Transport Blog.

There is general support for the proposed walking and cycling improvements. Safety is of key concern along with improving the connections and options in the Albany and Rosedale areas.

“The important thing here is to have some element of physical protection for cyclists”
Cycling and Walking Auckland.

One conversation occurred on Neighbourly.co.nz in relation to the proposed overbridge at Unsworth Drive, though no replies were made.

“I am happy to support the construction of a pedestrian overbridge from Unsworth Drive to Omega Street, but any proposal likely to increase the traffic flow through Unsworth Drive would be unacceptable to me.”

5 Summary and Analysis of Feedback

5.1 Summary of Feedback Themes

From the engagement activities undertaken, a number of key themes have emerged. These are discussed below by topic (though in no particular order of priority).

5.1.1 Main Motorway Changes Proposed

- There is general support for the changes proposed along the motorway itself.
- There is overall acknowledgement that improvements to the SH1/SH18 section of the motorway network is necessary to relieve current congestion issues and provide for future growth and demand.
- The main concern for many people is why a direct connection / ramp is not proposed to connect SH18-SH1 west to south and south to west. The community feedback showed that congestion in this area is a real frustration for them. In discussions, people could understand why this was not part of the Project once it was explained, but many still expressed that they were 'unconvinced' and remained of the view that the ramps would be required to make the network complete and workable.
- The widening of the motorway with additional lanes northbound (as part of early works) has been appreciated and the proposed additions south-bound on SH1 are generally supported (with requests that these be continued further south of the Project area too).
- The possibility of an on-ramp from SH17 to SH1 was not raised often. Of the three that submitted on it, two were in support and one opposed.
- From the November 2014 engagement, there was a preference expressed to keep the SH17-SH1 northbound on-ramp at Greville Road open. In discussions, people were pleased to see this was adopted in the latest proposal.
- Preference was generally expressed for the proposal to be cost-effective, uncomplicated and minimised in footprint.

5.1.2 Buses and Busway

- There is strong support for the Busway extension to Albany, with many stating that this should be the priority ahead of the roading upgrades. There is frustration that buses currently get caught in the general congestion and people are anticipating significant benefits to travel times once an extension is in place.
- More parking at stations is requested, with significant support for more park'n'ride facilities at Albany, Constellation and the proposed new station. There is frustration from users that the parking fills early in the morning and makes using the stations later in the day difficult (particularly for older users) as it is not possible to drive to a station and park. This is compounded by a perceived lack of local buses to the stations.

- An additional station is supported by the majority of respondents, though parking remains an issue in relation to an additional station also. While it was not asked where a suitable station location might be, approximately 8 respondents considered Greville Road a good location and approximately 14 respondents considered Rosedale Road a good location.
- A lot of interest was expressed in discussions and written feedback as to proposed bus route changes being made by Auckland Transport, particularly in relation to feeder services to the bus stations and the ability for older patrons to get around easily by bus.

5.1.3 Walking and Cycling

- Strong support was expressed for walking and cycling facilities, especially from the Constellation Bus Station to Unsworth Heights and further afield to Albany Business areas and Massey University and schools.
- Safety is a key concern, particularly for cyclists who would like to see that the proposals provide separation from general traffic.
- A particular area of concern at present is along Constellation Drive / Upper Harbour Highway where there is no adequate provision for walking and cycling at all.

5.1.4 Local Road Changes

- There is general support for the changes around Paul Matthews Road, with people identifying congestion as an existing issue and noting that the options to realign will help to alleviate this.
- Concern was raised, particularly by key stakeholders and affected parties, about the potential effects on businesses in the Paul Matthews Road area. Further understanding about the nature of these effects is sought as the Project progresses.
- The effect on the Hockey complex and adjacent open space areas has been a key concern for the Local Boards and Harbour Hockey.
- There is general understanding about the necessity of the closure of the off-ramp at Unsworth Drive. However, concerns remain as to how traffic can be managed at the other limited access points to Unsworth Heights as they are already congested.
- Concerns were raised about the impact on local businesses near Greenwich Way from the off-ramp closure and the proposed overbridge at Unsworth Drive.
- There is significant support for the overbridge from Unsworth Drive to Omega Street. However, some local residents expressed concerns in terms of safety and traffic speeds / numbers that might use Unsworth Drive as a through road. For this reason, some respondents preferred the overbridge to be for pedestrians and cyclists only.

5.1.5 Other Comments

- There is some support for the Busway extension to be built first, to realise the benefits for buses early and help alleviate some of the congestion prior to works on the main motorway.
- Some requests for light rail extending to the CBD.

5.2 How Feedback Has Been Utilised To Date

The table below provides a summary of the key feedback received and how it has been utilised to date in the NCI Project process or design. Feedback will continue to influence the NCI Project as it progresses.

Feedback Received	Who	How it Has Influenced The NCI Project
Strong support for the Northern Busway and extension north to Albany	Local Boards, PRG, NHBA Wider community	The NCI Project team has taken this into account and NZTA confirmed that funding will be bought forward so that the Busway extension can be constructed with the rest of the NCI Project.
Retain Greville Road Northbound On-ramp	Wider community	Greville Road On-ramp remains open in all of our design options.
Consider a bridge at Paul Matthews Road in order to keep the road open remove the cul-de-sac effects and keep businesses trading	Paul Matthews Business Forum (Business owners in the Paul Matthews Road area)	The NCI Project team looked at this as an option and it has been taken forward into the latest design options whereby a bridge is being considered as one of the two base options.
Incorporate walking and cycling options	Cycle Action Auckland, Wider community, Local Boards NHBA PRG Harbour Sport	Over 5kms of walking and cycling has been included as part of the NCI Project plans, including a walking and cycling path the length of the busway extension from Constellation to Albany Station and along SH18 from Paul Matthews Road to Albany Highway. We are also working with Auckland Transport to propose over 25kms of surrounding paths through the Auckland Cycle Network.
Keep the footprint as small as you can	Wider community	The preferred option taken forward is the simplest option of the initial concepts which had the smallest footprint.

Feedback Received	Who	How it Has Influenced The NCI Project
Ensure the NCI Project is cost-effective	Community	Cost minimisation has been a key part of narrowing down options and the NCI Project team have put forward the most cost-effective concept as our recommendation.
The area of interest in the NCI Project extends beyond the North Shore	Wider Community Local Boards	Newsletter distribution extended to include northwest (Riverhead, Kumeu) and further north (Silverdale).
Minimise intrusion into Odour Buffer Zone	Watercare	Move Paul Matthews realignment as far as practicable from Watercare Designation. Working closely with Watercare.
Impact on recreational areas (especially Harbour Hockey) and adjacent open space	Auckland Council, Harbour Hockey, wider community Local Boards	Working closely with Council Parks, Harbour Hockey, and Watercare to identify a suitable outcome for this area.
Maintain local road connections	Local Boards Wider and Unsworth Community Paul Matthews Business Owners Albany Fire Station	Local connections maintained including link across SH18 between Unsworth Drive and Omega Street.
Confusion over what NZTA does and what AT does - it's all transport isn't it?	Wider community	Working closely with AT to present a 'one network' approach including co-attendance at engagement events and inclusion of AT initiatives in newsletter.

6 Next Steps

The key themes from stakeholders and the community will be considered by the NCI Project team and the Transport Agency (including its consultants and Auckland Transport) to confirm and further refine the design and associated works. This includes preferences for walking and cycling; options for changes to Paul Matthews Road, the potential overbridge at Unsworth Drive and the impacts on significant community infrastructure (Watercare; Harbour Hockey).

The NCI Project team will continue to engage with the PRG, stakeholders and directly affected landowners who may be affected by land requirements. The focus of engagement will for the next stages of the Project shift from broad concepts and options to the refinement of the preferred option, mitigation of potential impacts and identification of opportunities for enhancement.

In 2016 the NCI Project will move into the consenting phase, with ongoing engagement particularly with key stakeholders and ongoing discussions and negotiations with affected land owners.

Appendices

1. Key Stakeholder list
2. Media Release
3. Copy of Newsletter
4. Feedback Form
5. Information Day Displays

Northern Corridor Stakeholder List - August 2015

Organisation	First Name	Last Name	Role
Schools			
Massey University	Alistair	Allan	Facilities Director
Westminster Christian School	Kent	Wilson	Principal
Target Road Primary School	Helen	Varney	Principal
Bayview Primary School	Diane	Raynes	Principal
Pinehurst School	Sherida	Penman Walters	Executive Principal
Kristin School	Tim	Oughton	Executive Principal
Albany Junior High School	Stephen	Kendall-Jones	Principal
Pinehill School	Tracey	Harnett	Principal
Oteha Valley School	Rose	Neal	Principal
Rangitoto College	David	Hodge	Principal
Sunnynook Primary School	Virginia	Montague	Principal
Albany Senior High School	Barbara	Cavanagh	Principal
Wairau Intermediate School	Grant	Murray	Principal
Upper Harbour Primary School	Jeannette	Craig	Principal
Community & Sports Facilities			
Meadowood Community Centre	Jonathan	McDonald	Facilities Manager
Westfield Albany	Philip	Searle	Westfield Albany Asset Manager
QBE Stadium	Paul	Nisbet	Direction - QBE Stadium Management
QBE Stadium	Mark	Gosling	Head of Stadium Events
Harbour Sport	Toni-Maree	Carnie	Chief Executive
Rosedale Soccer- Albany Soccer United	Katrina	Clark	Secretary
Rosedale Baseball- North Shore City Baseball			
North Harbour Hockey	Rikki	Burgess	Chief Executive
Cycle Action Auckland	Steve	Southall	North Shore Liaison
Bike Friendly North Shore	Antoine	Pethers	Coordinator
Walk Auckland	Andy	Smith	
Local Representatives, Residents & Business Associations			
Member of Parliament	Hon Maggie	Barry	Member for North Shore, National Party
	Karen	Meldrum	Electorate Office Manager- Maggie Barry
Member of Parliament	Hon Paula	Bennett	Member for Upper Harbour, National Party

Organisation	First Name	Last Name	Role
Member of Parliament	Hon Murray	McCully	Member for East Coast Bays, National Party
	Erica	Stanford	Electorate Office Manager- Murray McCully
Member of Parliament	Hon Jonathan	Coleman	Member for Northcote
Auckland Council Councillor	John	Watson	Auckland City Councillor/ Albany
Auckland Council Councillor	Wayne	Walker	Auckland City Councillor/ Albany
Auckland Council Councillor	George	Wood	Auckland City Councillor/ Albany
Auckland Council Councillor	Chris	Darby	Auckland City Councillor/ Albany
Auckland Council - Mayor	Len	Brown	Mayor
Auckland Council - Deputy Mayor	Penny	Hulse	Deputy Mayor
Upper Harbour Local Board	Lisa	Whyte	Chair
Upper Harbour Local Board	Suad	Allie	Democracy Advisor
Upper Harbour Local Board	Karen	Marais	Senior Local Board Advisor
Upper Harbour Local Board	Margaret	Miles	Transport Committee Lead
Upper Harbour Local Board	Amy	Wright	Greenways Plan Researcher
Hibiscus and Bays Local Board	Julia	Parfitt	Chair
Hibiscus and Bays Local Board	Vivienne	Sullivan	Democracy Advisor
Rodney Local Board	Brenda	Steel	Chair
Rodney Local Board	Raewyn	Morrison	Democracy Advisor
Rodney Local Board	Judy	Waugh	Senior Engagement Advisor
North Harbour Business Association	Brigid	Rogers	Transport Project Manager
North Harbour Business Association	Janine	Brinsdon	General Manager
North Harbour Business Association	Sharron	Drew	Marketing Communications Manager
North Harbour Club	Courtney	Jackson	General Manager
North Harbour Club	Aidan	Bennett	Member - publisher Channel Magazine
Paul Matthews Business Forum	Sanjai	Bagia	
Greenwich Way Business Group			
Albany Village Business Association	Shirley	Dobbyn	
Albany Community Organisation			
Browns Bay Business Association	Murray	Hill	Town Centre Manager

Organisation	First Name	Last Name	Role
Mairangi Bay Village Business Association	Joanne	Martin	Coordinator
Albany Residents & Ratepayers Association	Russell	Glass	
Greenhithe Residents & Ratepayers Inc	Brian	Carran	
Paremoremo Ratepayers & Residents Assoc. Inc	Margaret	Miles	
Glenfield Residents & Ratepayers Association	David	Thornton	
Torbay Community Association	Shirley	Ebdale	
Torbay Business Association	Carole	McMinn	Secretary
Rothesay Bay Ratepayers & Residents Assoc. Inc.	Heidi	Wilson	
Oakhaven Residents Committee	David	Kim	
Murrays Bay Residents Association	Geoff	Haycock	
Fairview Lifestyle Residents Association	James	Jordan	
Probus	George	Tregidga	
Grey Power	Barry	Church	North Shore President
Grey Power	Bill	Rayner	Federal Zone Director
Government and emergency services			
Accident Compensation Corporation (ACC)	Stephanie	Melville	ACC Media Team
Auckland District Health Board	Ailsa	Claire	Chief Executive Officer
New Zealand Police			North Shore Communications
NZ Fire Service	Larry	Cocker	Chief Fire Office
NZ Fire Service (local Station)	Vaughan	Mackereth	Fire Takapuna 302 5100/5
St Johns Ambulance	Cam	Craighead	Event Medical Services
CCS Disability Action			
Department of Conservation	Keith	Gell	
Other businesses			
Albany Mega Centre	Tony	Frost	Asset Manager
Haines House Haulage	Kathy	Niblett	Administrator
Craig Walker Removals	Rhianan	Rieper	Operations Assistant
Fistonich Building Removals	Nick	Fistonich	
J and R Harkin House Removals			
Colliers - Lease Agents	Janet	Marshall	Sales Manager
Barfoots - Lease Agents	Brian	Paulin	Commercial Sales
Bayleys - Lease Agents	Laurie	Burt	
National Road Carriers	Paula	Rogers	Chief Executive - North
Heavy Haulage NZ	Jonathan	Thomson	Chief Executive

Organisation	First Name	Last Name	Role
Bus and Coach Association	Tania	Allison	Office Manager
Ritchies - school bus services	Lyn	Carter	Manager - North Shore Area
Utilities			
Vector Power	Alec	Christie	Stakeholder Engagement Lead
Vector Gas	Alec	Christie	Stakeholder Engagement Lead
Vodafone	Lindsay	Fitness	Fixed Access Design Engineer - Network Design
Watercare	Tony	Morley	Senior Project Engineer-Major Projects Infrastructure
Watercare	Sanjay	Kumarafingham	Rosedale Plant Manager
Transpower	Rebecca	Mehrtens	Manager-Customer Solutions Team
Hand Delivery			
Local libraries			
main cafes			
Citizen Advice Bureau			



Media release



21 August 2015 | NZ Transport Agency - Auckland

The NZ Transport Agency is seeking community feedback on the latest design plans for an integrated transport plan on Auckland's North Shore.

The Northern Corridor Improvements project aims to provide a new strategic motorway connection to complete the Western Ring Route and support the significant growth of housing and employment in the Albany Metropolitan area, as well as future housing areas.

The project plans include a direct connection between the Northern Motorway (SH1) and an upgraded Upper Harbour Highway (SH18); improved-local road links, an extension of the Northern Busway, and more than 5kms of proposed new walking and cycling paths.

As well as focusing on motorway and road improvements, the project commits significant investment to encourage the use of public transport and walking and cycling, says the Transport Agency's Auckland and Northland Highways Manager Brett Gliddon.

"We're working with Auckland Transport on plans to extend the Northern Busway, so buses can travel further on the network. This extension will improve bus trip reliability and provide a more efficient bus network on the North Shore.

"We'd also welcome feedback on our joint plans with Auckland Transport for what could form more than 25 kilometres of a new linked up network of walking and cycling paths through local roads and parks."

The Northern Corridor Improvements project is part of the Accelerated Auckland package funded by Government to prioritise projects that will get Auckland moving. It will provide better links for Northern Motorway (SH1) travellers in Auckland and improve transport options on the North Shore for freight, cars, pedestrians and cyclists. It includes a new motorway connection between SH1 and SH18, opening up access to the Western Ring Route and airport.

But Mr Gliddon also believes it will have a special appeal for North Shore residents. "The new motorway connection provides direct motorway access all the way from the North Shore to Auckland Airport. The journey time at the moment is hugely variable, so we are sure the community will appreciate the plans for an alternative route and more reliable journey times."

The Transport Agency is working closely with Auckland Transport (AT) on the best way to integrate AT's wider planning for bus route changes and cycling into the design plans.

AT's more efficient and effective bus network, will enable more people to easily transfer between local buses and the busway to travel quickly around the North Shore.

Auckland Transport is investigating new busway station options in the Rosedale/lower Albany area, and is considering issues such as the local topography, connections to residential and business areas, and how best to serve future growth.

Auckland Transport's Walking and Cycling Manager, Kathryn King, says cycling and walking paths planned as part of the Northern Corridor Improvements project supports the \$200 million joint investment in cycling in Auckland over the next three years by connecting with existing and future paths in the area.

"It's all part of our strategy of building a city where people can get to where they want to more easily by bike or foot and it's great news for people living in this part of Auckland."

Since 2014, the Transport Agency has been working with Auckland Council, Auckland Transport, local boards, iwi, property owners and stakeholders as well as business associations to develop the plans for the Northern Corridor project. Feedback was first sought on multiple concepts in November 2014. Since then the Transport Agency has held ongoing workshops and meetings and undertaken more detailed geotechnical, traffic and safety analysis. This work has been combined with the community and stakeholder feedback to propose the latest design plans released today.

The plans are now available on NZTA's website at: www.nzta.govt.nz/auckland-northern-corridor

Community feedback is welcome through the online form provided on the website, or by visiting the project team at one of the open days:

- Westfield Albany – Sat 5 Sept and Sun 6 Sept, centre court location, all day
- Local businesses' coffee drop in session – Tues 8 Sept, 7.30-8.30am, Café Noir, 7A Triton Drive, Rosedale
- Local businesses' coffee drop in session – Weds 9 Sept, 7.30-8.30am, North Shore Cosmopolitan Club, 65 Paul Matthews Road, Albany
- Unsworth Heights community event – Fri 11 Sept, 2pm to 6pm, Meadowood Community Centre, 55 Meadowood Drive.
- North Harbour Business Association Expo – Thurs 17 Sept, QBE Stadium (stand 80).
- The opportunity to give feedback is open between now and Friday 18 September, 2015.

The feedback will be combined with other key stakeholder and technical analysis to inform the final design next year. Construction for the Northern Corridor Improvements project is expected to start in 2018.

ENDS

NEW TRAVEL
 PLANS TAKE
 SHAPE ON THE
 NORTH SHORE



The NZ Transport Agency has announced the latest design plans for a strategic motorway connection and new range of travel options on the North Shore.

The direct motorway-to-motorway connection planned between the Northern Motorway (SH1) and an upgraded Upper Harbour Highway (SH18) will provide the northern-most link in the Western Ring Route, opening up access to Auckland International Airport, West Auckland, Manukau and beyond (see map overleaf).

The new direct connection will provide an alternative route to SH1 for travel through the region, offering a different option for people wishing to avoid the central city. It will also help to provide a strategic route for freight to and from Northland.

The Northern Corridor Improvements project also aims to better manage the pressure on local road links in Albany, the North Harbour industrial area and other new housing areas being built further north and north-west.

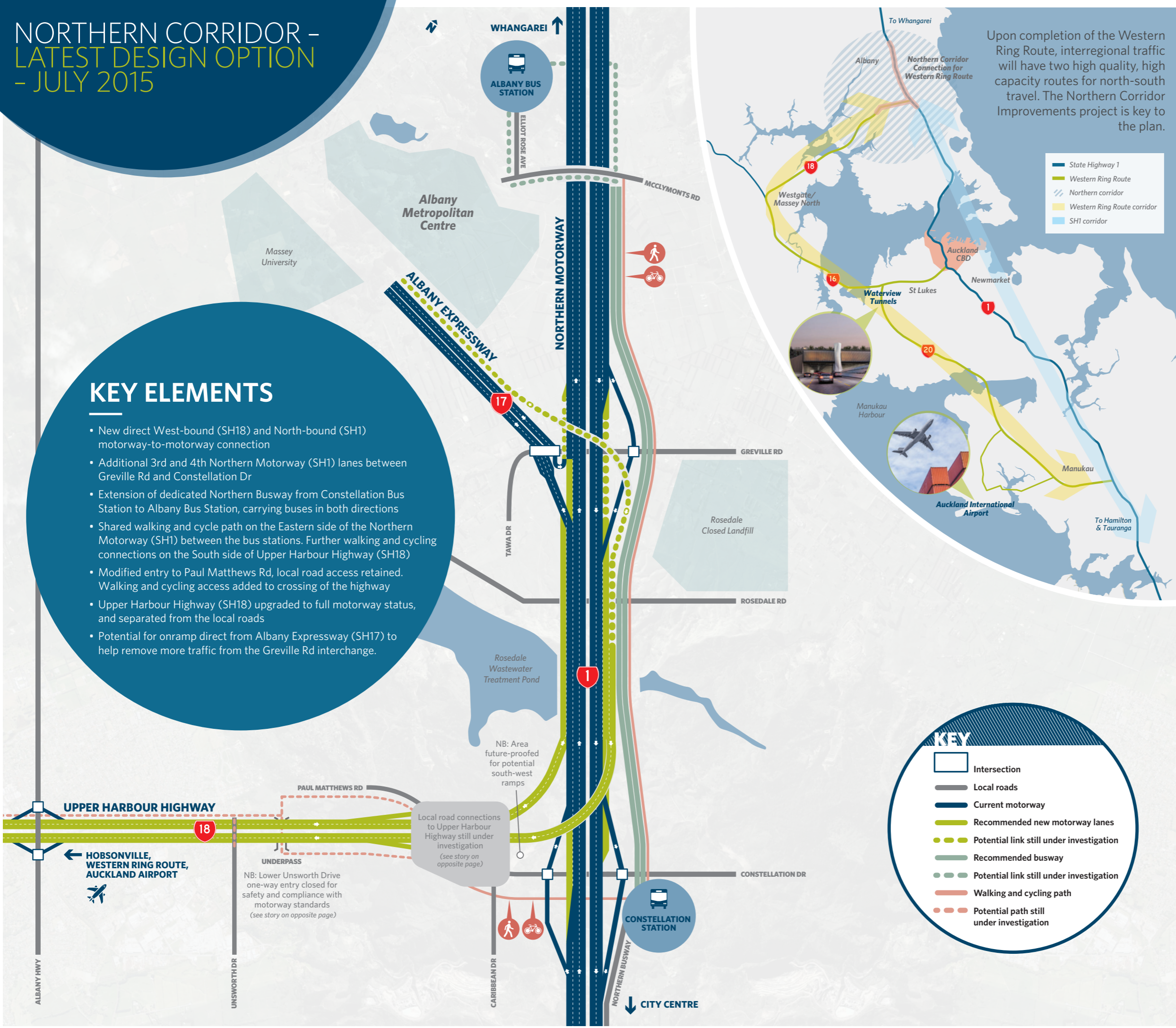
As part of the project, the Transport Agency is working with Auckland Transport on plans to extend the highly successful Northern Busway from Constellation Bus Station through to Albany Bus Station.

Over 5km of new walking and cycling paths are also proposed.

NORTHERN CORRIDOR – LATEST DESIGN OPTION – JULY 2015

KEY ELEMENTS

- New direct West-bound (SH18) and North-bound (SH1) motorway-to-motorway connection
- Additional 3rd and 4th Northern Motorway (SH1) lanes between Greville Rd and Constellation Dr
- Extension of dedicated Northern Busway from Constellation Bus Station to Albany Bus Station, carrying buses in both directions
- Shared walking and cycle path on the Eastern side of the Northern Motorway (SH1) between the bus stations. Further walking and cycling connections on the South side of Upper Harbour Highway (SH18)
- Modified entry to Paul Matthews Rd, local road access retained. Walking and cycling access added to crossing of the highway
- Upper Harbour Highway (SH18) upgraded to full motorway status, and separated from the local roads
- Potential for onramp direct from Albany Expressway (SH17) to help remove more traffic from the Greville Rd interchange.



Upon completion of the Western Ring Route, interregional traffic will have two high quality, high capacity routes for north-south travel. The Northern Corridor Improvements project is key to the plan.

KEY

- State Highway 1
- Western Ring Route
- Northern corridor
- Western Ring Route corridor
- SH1 corridor

KEY

- Intersection
- Local roads
- Current motorway
- Recommended new motorway lanes
- Potential link still under investigation
- Recommended busway
- Potential link still under investigation
- Walking and cycling path
- Potential path still under investigation

HOW WE GOT HERE

Since 2014 the Transport Agency has been working with Auckland Council, Auckland Transport, local board members, iwi and businesses to develop a range of options for the Northern Corridor's new motorway connection, Upper Harbour Highway upgrade, the Busway extension and new walking/cycle paths. We also sought community feedback at a series of open day events in November 2014.

Since then, we've been working through the results of this consultation and a more detailed geotechnical, traffic and safety analysis. This process has resulted in the latest design options presented here. Overall, this design has the smallest "footprint" or physical impact on the area compared to the other concepts, and is the most cost-effective - both of which were key feedback themes we received from the community.

CHANGES WE'VE MADE AS A RESULT OF FEEDBACK AND ANALYSIS INCLUDE:

- More lanes on the Northern Motorway in both directions to address safety, weaving and congestion
- A bridge, instead of an underpass, for the new westbound connection to Upper Harbour Highway (SH18)
- A decision to retain the northbound onramp at Greville Rd
- Plans to extend the Busway on the eastern side of the Northern Motorway
- A proposal to include over 5kms of new walking and cycle paths.

WE'RE STILL INVESTIGATING:

- The potential for a new onramp straight from Albany Expressway (SH17) onto SH1 to help remove further traffic from the Greville Rd interchange
- With Auckland Transport, how the Busway extension will cross over the motorway and link into Albany Bus Station
- The exact alignment of Paul Matthews Rd and the new intersection/s at Caribbean Dr, as well as whether a bridge from Unsworth Dr over to Omega PI (either a low speed local road or pedestrian bridge) would be useful for the local community when the current one-way entry at Unsworth Dr has to close
- All other detailed design aspects including bridge plans, landscaping and urban design for the Busway, walking and cycle paths.

NEXT STEPS: WE'D LIKE YOUR INPUT

In September 2015 the NZ Transport Agency will be seeking the community's feedback on these latest design plans at a series of events. Feedback can also be sent to us using our online 'Have your say' form at www.nzta.govt.nz/auckland-northern-corridor. We particularly would like your input on the aspects below:

Find out how to give us your views on these key aspects by **18 September 2015** overleaf, either in person or online.

LOCAL ROAD CHANGES AT UPPER HARBOUR HIGHWAY

A central part of the Northern Corridor Improvements project involves upgrading Upper Harbour Highway and separating local road users from motorway traffic. At the moment, both types of traffic share the same stretch of highway, changing between 50kph and 80kph speeds and negotiating three sets of lights. We are proposing to connect the two motorways with a bridge and upgrade Upper Harbour Highway to full motorway status. This means high speed traffic will not have to leave the motorway and local traffic

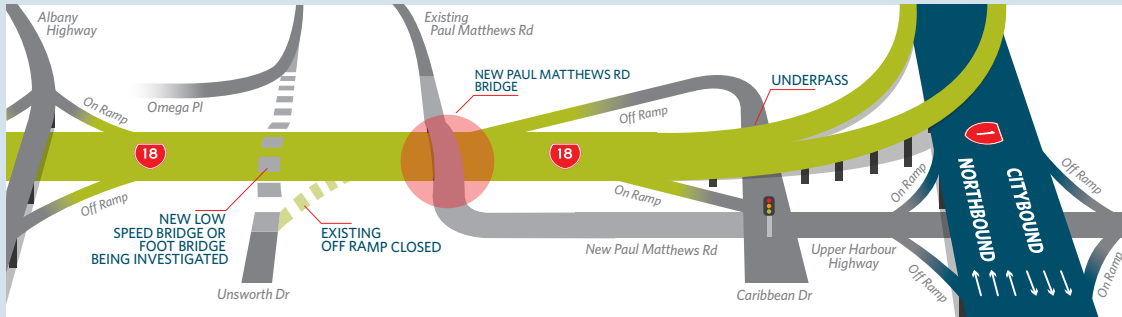
will instead use the local roads.

To comply with motorway and onramp safety and design standards when we make this change, we will need to make changes to some of the local roads that connect to Upper Harbour Highway. These are:

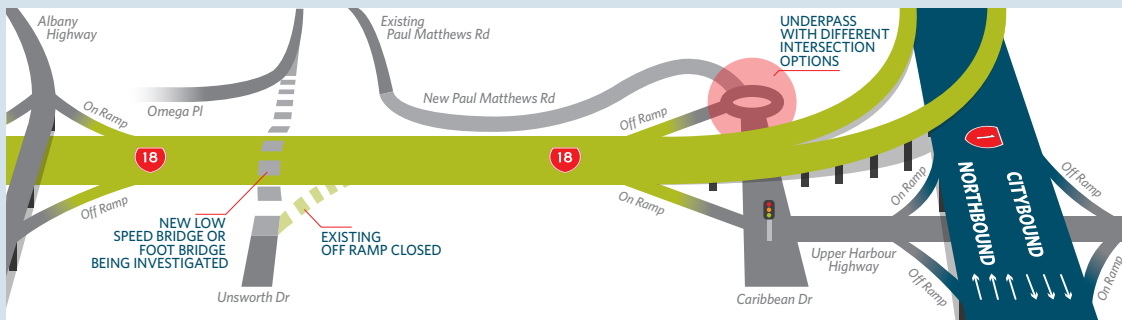
- Caribbean Dr - intersection changes required
- Paul Matthews Rd - intersection and road alignment changes required
- Unsworth Dr - the one-way offramp from Upper Harbour Highway would need to close. To mitigate this, a new overbridge to Omega Pl is being considered.

There are still multiple options for how these changes might look. All of the options are based on variations of two main base options, illustrated in the graphic pictured here. Some of the multiple variations are based on feedback the community gave us last time we held a public consultation. We are liaising with property owners to choose the most workable option.

We want your feedback on these options for changes at Caribbean Dr, Paul Matthews Rd, and Unsworth Dr/Omega Pl. What would they mean for you?



BASE OPTION -
Bridge & Underpass



BASE OPTION -
Underpass & Intersections

NEW WALKING AND CYCLING PATHS

In our last round of public consultation, you told us you would be interested in new walking and cycling paths between the bus stations, schools, sports facilities and other major destinations in the area. You also said you were interested in paths heading towards Greenhithe and the Harbour Bridge, and better connecting across Upper Harbour Highway.

In response we are now proposing a new shared path between the bus stations following the Busway extension, and multiple options and crossings for paths along Upper Harbour Highway, that link up to the new paths being built along Albany Highway. We are also working closely with Auckland Transport to ensure our paths link with other existing and future paths in the area. A map

showing how all these proposed new routes link into each other is on our website at www.nzta.govt.nz/auckland-northern-corridor. This proposal supports a wider \$200 million cycle programme by the Transport Agency, Auckland Transport and Auckland Council over the next three years.

We want to know your thoughts on these paths: what are the important aspects for us to consider?



NEXT STEPS: WE'D LIKE YOUR INPUT

In September 2015 the NZ Transport Agency will be seeking the community's feedback on these latest design plans at a series of events. Feedback can also be sent to us using our online 'Have your say' form at www.nzta.govt.nz/auckland-northern-corridor. We particularly would like your input on the aspects below:



THE NORTHERN BUSWAY EXTENSION

Demand is continuing to grow for bus services on the Northern Busway, and the Transport Agency is working on a plan with Auckland Transport to extend the dedicated Busway from Constellation Bus Station all the way to Albany Bus Station. The Busway extension would carry buses travelling in both directions, meaning buses would no longer have to merge with traffic and could travel at a consistent speed. This would speed up bus trip times and increase their reliability. It would also futureproof for the Busway to be extended further in the future to Silverdale.

The extension also supports Auckland Transport's New Network bus route changes, which propose that more people will transfer from local buses at these stations in the future, and use the Busway.

At our last public consultation, the community's support for the Busway extension came through as a clear theme. Since then, the Transport Agency has confirmed it is seeking to bring forward funding for the construction of the extension, to align it with the accelerated timelines planned for the wider Northern Corridor Improvements project. In tandem, Auckland Transport is investigating station options in the Rosedale/lower Albany area, and is considering issues such as the local topography, connections to residential and business areas, and how best to serve future growth.

Do you support the idea of another station between Albany and Constellation? What would make the station attractive for you to use?



GIVE US YOUR FEEDBACK

During September 2015 we are seeking feedback on these latest design plans. Your views are important as they will be considered in refining the designs. There are a number of ways to give your feedback:

- In person, at one of our events:
 - **Westfield Albany** – Sat 5 Sept and Sun 6 Sept, centre court location, all day
 - **Local businesses' coffee drop in session** – Tues 8 Sept, 7.30-8.30am, Café Noir, 7A Triton Drive, Rosedale
 - **Local businesses' coffee drop in session** – Weds 9 Sept, 7.30-8.30am, North Shore Cosmopolitan Club, 65 Paul Matthews Road, Albany
 - **Unsworth Heights community event** – Fri 11 Sept, 2pm-6pm, Meadowood Community Centre, 55 Meadowood Drive.
 - **North Harbour Business Association Expo** – Thurs 17 Sept, QBE Stadium (stand 80)
 - Anytime between 9-4pm Monday to Friday at our office: drop in or make an appointment. We're at 33A Apollo Drive, Rosedale.
- Or by calling us, emailing us or filling out our 'Have your say' form on our website:

- www.nzta.govt.nz/auckland-northern-corridor
- Email northerncorridor@nzta.govt.nz
- Phone: 0800 NCI PROJECT.

Your feedback needs to be received by Friday 18 September. In 2016 we will come back to you to share the final design, and our project team will start to work on urban design aspects, seek planning approvals and lodge resource consents. This may take up to two years. Construction is therefore planned from 2018, and will be completed within three years.

TO KEEP UPDATED – JOIN OUR EMAIL LIST:

To receive regular e-updates just email us at northerncorridor@nzta.govt.nz with 'Please subscribe me' in the subject line.



GREVILLE RD AND LANE WIDENING PROJECT COMPLETED

You may have already noticed a third northbound lane added to the Northern Motorway and changes to the Greville Rd interchange in the past year. We're pleased to report that our traffic monitoring is showing time savings for people's evening rush hour journeys home as a result. This work also included building a 1km bus shoulder city-bound between Greville Rd and Constellation Dr (making your trip faster if you are a morning bus commuter), and a new shared path that is helping pedestrians and cyclists travel along Greville Rd and Albany Expressway safely.

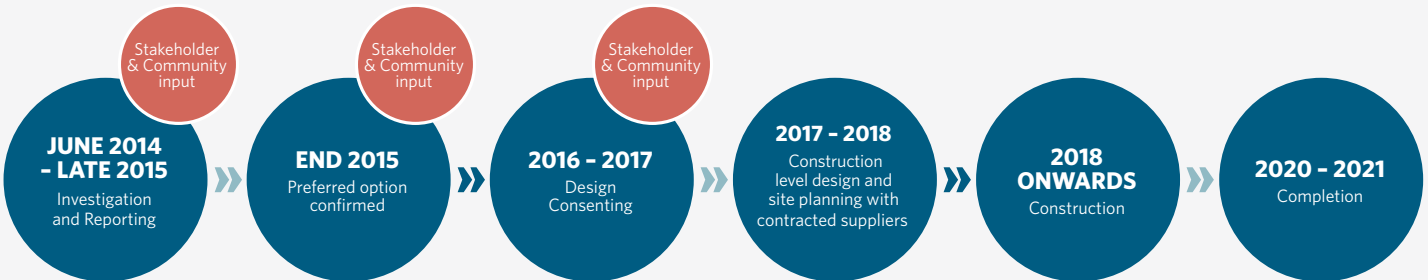
These works are also part of the overall Northern Corridor Improvements project, and were brought forward to provide some immediate benefits while the rest of the project is investigated.

WORKING WITH PROPERTY OWNERS

The NZ Transport Agency is committed to engaging with potentially affected property owners as early as possible while the Northern Corridors plans develop over the next few years. If your property is potentially affected, we will be contacting you to explain what might happen and the timelines for this process. If you have any questions regarding your property, please do not hesitate to contact the project team.



INDICATIVE TIMELINE FOR THE NORTHERN CORRIDOR IMPROVEMENTS



Produced by the Northern Corridor Improvements project team, at the NZ Transport Agency.

Phone 0800 NCI PROJECT, **email** northerncorridor@nzta.govt.nz or visit us at 33A Apollo Drive, Rosedale, Mon-Fri 9am-4pm.

Have your say, sign up to our e-newsletter or find out more at www.nzta.govt.nz/auckland-northern-corridor



NORTHERN CORRIDOR IMPROVEMENTS

The NZ Transport Agency welcome your views on the Northern Corridor Improvements project. Please feel free to fill out as many or few of the below questions as you like.

Please respond using this feedback form by 5pm Friday 18 September, 2015. You can complete this online or you can print it and post it to us at The Northern Corridor Improvements Project, NZ Transport Agency, Private Bag 106602, Auckland, 1143.

For more information on this project or to view images of the designs please visit www.nzta.govt.nz/auckland-northern-corridor

A. MAIN MOTORWAY IMPROVEMENTS

1. *What do you see as the benefits or issues as a result of the new connection between SH1 and SH18 (the two motorways), and the other motorway changes and additional lanes on SH1?*

B. BUSES, WALKING AND CYCLING

2. *What do you see as the benefits or issues as a result of the busway extension?*

3. *Do you support the idea of another station between Albany and Constellation?*

4. *What would make the station attractive for you to use?*

5. *What are your thoughts about walking and cycling in the area?*

E.g. your feedback on the main central routes next to the two motorways, and the wider surrounding network of proposed paths. What access points, crossings, safety aspects, major destinations are important to you? Which paths would you use and why? What other local paths would you would like these to link to? What are the benefits / issues for you of the proposed pathways?

C. LOCAL ROAD CHANGES

6. What do you see as the benefits or issues of the realignment of Paul Matthews Road and intersection at Caribbean Drive?

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.....

7. What do you see as the benefits or issues as a result of the proposed closure of the offramp from SH18 Upper Harbour Highway to Unsworth Drive?

.....
.....

8. Do you like the proposal for an overbridge for vehicles, pedestrians and cyclists linking Unsworth Drive through to Omega Street?

Yes No I don't know

Please explain why...

.....
.....

Are you a local to this area?

Yes No

12. Are there any other comments you wish to make about the NCI project?

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.....

Name

Organisation (if applicable)

Address / Suburb

Email

If you choose to enter your contact details above, your personal details will not be published.

If you enter your email address, we will add you to our future e-newsletter subscriber list.

It is anticipated this newsletter would be sent approximately every few months.

To opt out of receiving the e-newsletter updates, please tick this box.

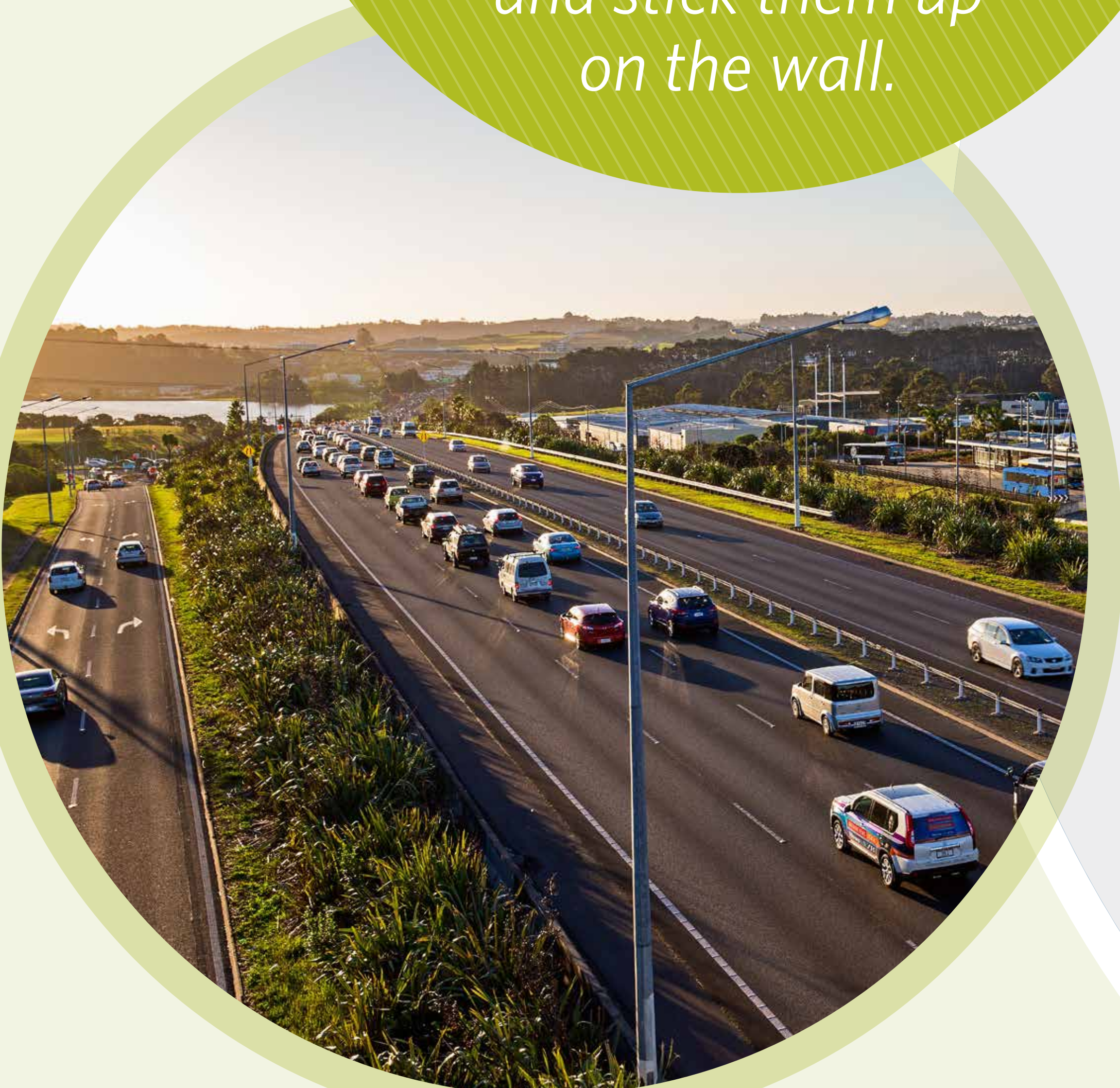
THE NORTHERN CORRIDOR IMPROVEMENTS PROJECT

The Northern Corridor Improvements Project will provide the last link in the Western Ring Route, connecting the north with the west along SH1 and SH18. Major benefits of completing the Northern Corridor Improvements Project include:

- A second high quality, high capacity route for north-south travel, providing an alternative access through Auckland that avoids the central city.
- A route for freight movements from Northland.
- Providing for and managing local road pressure in Albany, the North Harbour industrial area and other areas further north and north-west.
- Improving public transport options by extending the successful Northern Busway.
- Over 5kms of new safe cycling and walking facilities and over 25kms of proposed surrounding paths in the Auckland Cycle Network.

HAVE YOUR SAY

Please let us know your thoughts on our latest design options – pick up a feedback form, reply to our online form or write your comments and stick them up on the wall.



FEEDBACK FROM OUR PREVIOUS CONSULTATION

In November 2014 we presented a number of options and ideas to the community and stakeholders. Feedback received from then has been incorporated with further design considerations, with the results presented here in the latest design plans (shown in the remainder of the display boards).

HAVE YOUR SAY

Please let us know your thoughts on our latest design options – pick up a feedback form, reply to our online form or write your comments and stick them up on the wall.

YOU SAID...

SO WE HAVE...

- "We love the Busway and would like to see it extended"** — Taken this into account and confirmed we will seek to bring funding forward so we can build it with the rest of the project.
- "Retain Greville Road northbound on-ramp"** — Kept the Greville Road on-ramp open in all of our design options.
- "Consider a bridge at Paul Matthews Road"** — Looked at this as an option and it is now being considered as one of the two base options presented.
- "Incorporate walking and cycling options"** — Included over 5kms of walking and cycling as part of the project plans, including a walking and cycling path the length of the Busway extension from Constellation to Albany Station. We are also working with Auckland Transport to propose over 25kms of surrounding paths through the Auckland Cycle Network.
- "Keep the footprint as small as you can"** — Chosen the simplest option of the initial concepts, with the smallest footprint.
- "Ensure the project is cost-effective"** — Continued to consider costs as part of narrowing down options and have put forward the most cost-effective concept as our recommendation.



NORTHERN CORRIDOR – LATEST DESIGN OPTION – JULY 2015

WHANGAREI ↑

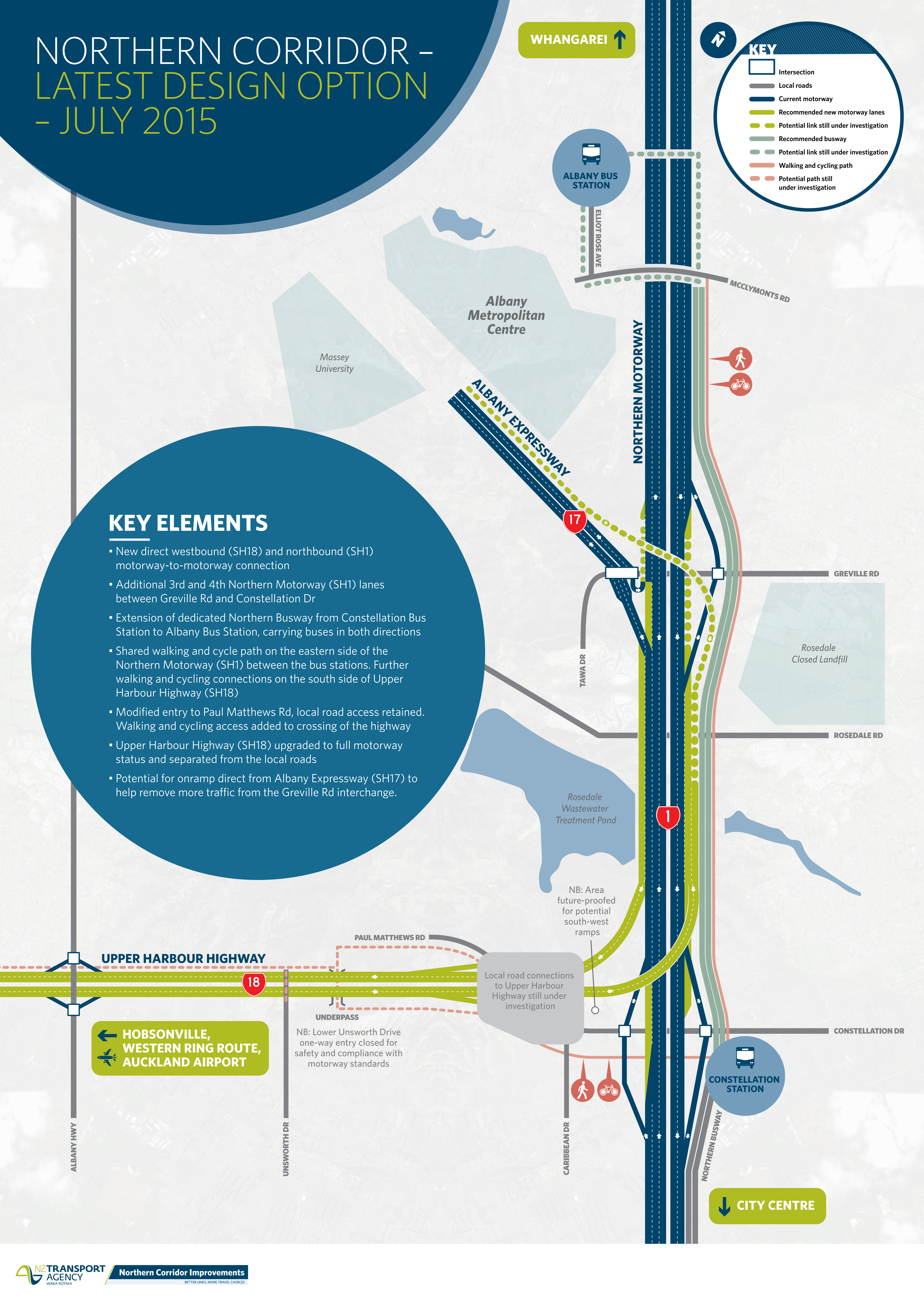


KEY

- Intersection
- Local roads
- Current motorway
- Recommended new motorway lanes
- Potential link still under investigation
- Recommended busway
- Potential link still under investigation
- Walking and cycling path
- Potential path still under investigation

KEY ELEMENTS

- New direct westbound (SH18) and northbound (SH1) motorway-to-motorway connection
- Additional 3rd and 4th Northern Motorway (SH1) lanes between Greville Rd and Constellation Dr
- Extension of dedicated Northern Busway from Constellation Bus Station to Albany Bus Station, carrying buses in both directions
- Shared walking and cycle path on the eastern side of the Northern Motorway (SH1) between the bus stations. Further walking and cycling connections on the south side of Upper Harbour Highway (SH18)
- Modified entry to Paul Matthews Rd, local road access retained. Walking and cycling access added to crossing of the highway
- Upper Harbour Highway (SH18) upgraded to full motorway status and separated from the local roads
- Potential for onramp direct from Albany Expressway (SH17) to help remove more traffic from the Greville Rd interchange.



← HOBSONVILLE, WESTERN RING ROUTE, AUCKLAND AIRPORT

NB: Lower Unsworth Drive one-way entry closed for safety and compliance with motorway standards

Local road connections to Upper Harbour Highway still under investigation

NB: Area future-proofed for potential south-west ramps

LOCAL ROAD CHANGES AROUND UPPER HARBOUR HIGHWAY

As part of the project work, we will need to separate motorway traffic from local road traffic. Doing this will improve travel times and deliver safety benefits.

Key changes include:

- Realignment of Paul Matthews Road and a new intersection at Caribbean Drive (there are still multiple options for these changes – all of which are based on one of two types of base option – as shown on the graphic).
- Closure of Unsworth Drive off-ramp.
- A possible new vehicle or pedestrian bridge from Unsworth Drive to Omega Place is also being considered.




HAVE YOUR SAY

- *What do you see as the benefits or issues as a result of the realignment of Paul Matthews Road and intersection at Caribbean Drive?*
- *What do you see as the benefits or issues as a result of the proposed closure of access from SH18 Upper Harbour Highway to Unsworth Drive?*
- *Do you like proposal for an overbridge for vehicles, pedestrians and cyclists linking Unsworth Drive through to Omega Street?*

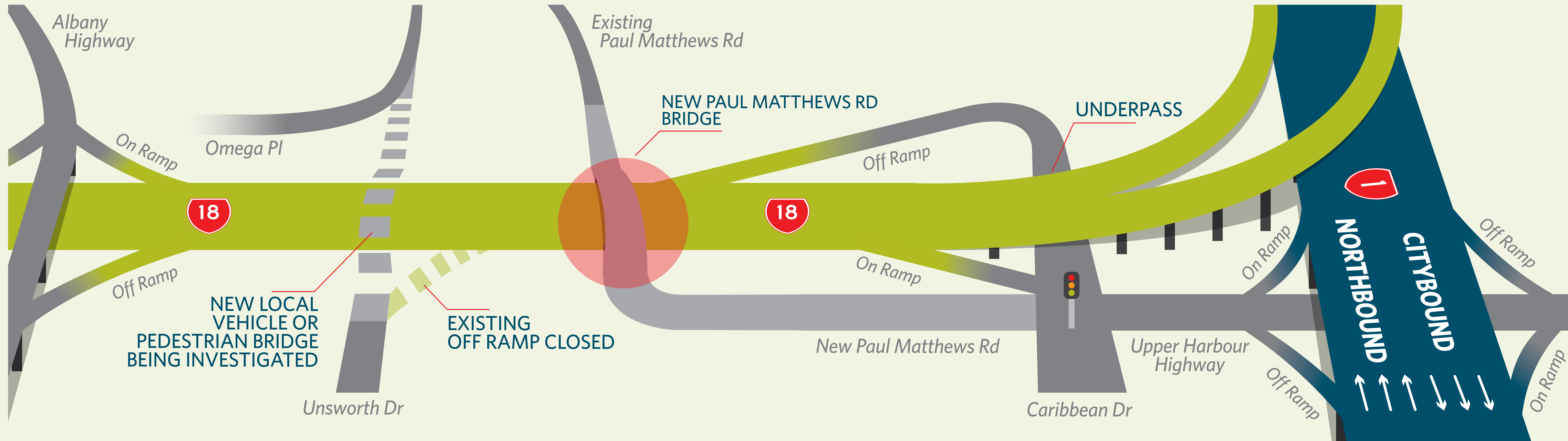
LOCAL ROAD CHANGES AROUND UPPER HARBOUR HIGHWAY

There are still multiple options for these changes - all of which are based on one of two types of base option - as shown below.

KEY

-  New motorway lanes
-  Local roads
-  Multiple design options still being considered

BASE OPTION Bridge & Underpass



BASE OPTION Underpass & Intersections



NORTHERN BUSWAY EXTENSION

The NZ Transport Agency is working closely with Auckland Transport to plan an extension of the Northern Busway from Constellation Bus Station through to Albany Bus Station. A new walk and cycle path will run alongside it. Auckland Transport is also investigating station options along the extension around Rosedale/lower Albany.

HAVE YOUR SAY

- Do you support the idea of another station between Albany and Constellation?
- What would make the station attractive for you to use?



18

Upper Harbour Highway

1

NORTHBOUND
CITYBOUND

Albany Expressway

ALBANY
STATION

McClymonts Road

Greville Road

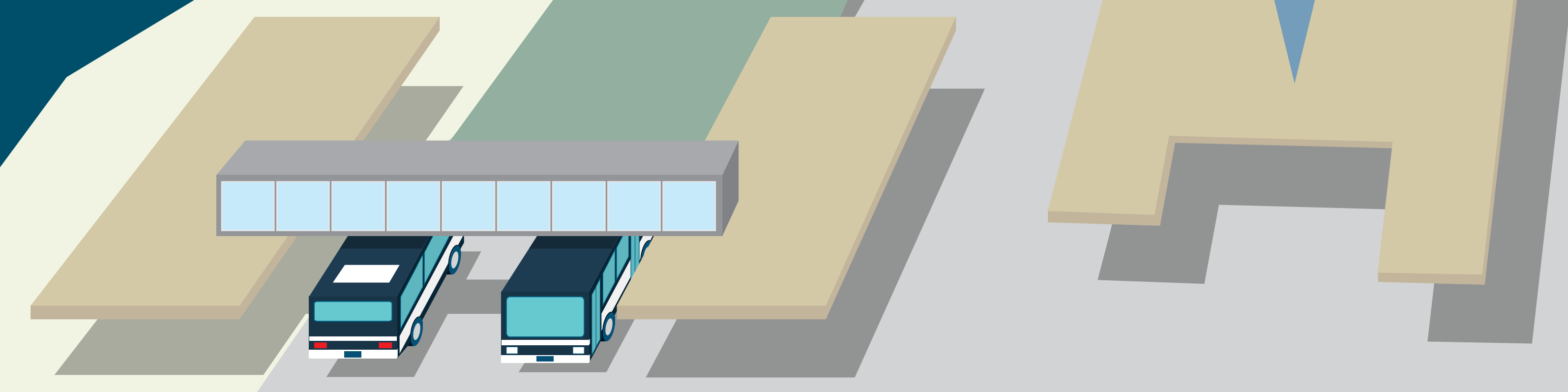
Rosedale Road

Walking &
Cycling Path

Busway

Constellation Drive

CONSTELLATION
STATION





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