
Southern Corridor Improvements

October 2014

Consultation Report – Development of Scheme Design



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1. OVERVIEW OF THE CONSULTATION REPORT

This consultation report will provide an overview of the stakeholder management and consultation activities completed during development of the scheme design for the Southern Corridor Improvements project, over a six month period from April – September 2014.

Engagement has been based on activities outlined in the Stakeholder Management and Consultation Plan, prepared in April 2014 and will be referenced throughout this report.

The Consultation Report has been prepared to form part of the Assessment of Environmental Effects Report- this Report will be lodged in October with a suite of documents required for Auckland Council's consenting process.

In particular, the report will provide information on:

- Who we engaged with
- How we engaged with them
- What feedback was received
- How that feedback has shaped the development of the scheme design
- Next steps for consultation

1.1 Objectives of the consultation process

The following objectives were outlined in the Stakeholder Management and Consultation Plan (prepared in April 2014) and were frequently referred to during the consultation process to ensure we were on track:

- To seek feedback and/or input from stakeholders on options relating to the scheme design and location of this project
- To maintain two-way communication between NZTA and our stakeholders so stakeholders feel engaged and involved at all times
- To provide multiple ways for people to provide input and/or feedback
- To create an ongoing record of the decision process and make it available to stakeholders
- To report back to stakeholders at relevant intervals how their input and feedback was or was not incorporated into the decision process
- To maintain the reputation of the Transport Agency
- To comply with the principles and requirements for consultation under the RMA, LTMA legislation and NZTA policy.

1.2 Key messages during consultation

A number of key messages were developed early on to ensure the project team shared a consistent voice when communicating with stakeholders and the community. These key messages were also replicated throughout all communications collateral.

The background story

- In 2013, the Government announced an accelerated programme for investment in key projects, including the Southern Corridor Improvements.
- The accelerated projects will help ensure that these routes, which provide the backbone to national economic growth and productivity, provide better links and improved journeys for both commercial and private use.
- The Southern Motorway (SH1) is an essential part of Auckland's transport network and is the primary route from the north, connecting Auckland to Hamilton, Tauranga and the rest of New Zealand.
- Recent growth predictions forecast that Auckland's population will grow by another one million residents over the next three decades. This includes an additional 160,000 people, equivalent to a city the size of Hamilton, located in the southern area alone. South Auckland has also been identified as a significant growth area in the Auckland Plan and Unitary Plan, with a special housing area identified in Takanini.
- Our focus is on meeting the immediate demands of the city's growth, whilst future-proofing for the long-term picture for Auckland, to make the most of new infrastructure such as the completed Western Ring Route, City Rail Link, AMETI, additional Waitemata Harbour Crossing and the Puhoi to Wellsford motorway extension.
- The Transport Agency's aim is to deliver an integrated and reliable journey to customers - whether they are travelling by car, truck, bike or public transport, on local roads or the state highway network
- Keeping people and freight moving will be vital to ensuring that the economic viability of New Zealand is sustained.

Project objectives

- To increase capacity, reliable journey times and address safety issues on State Highway 1
- To support national and regional economic growth and productivity by improving transport efficiency
- To deliver a transport network that supports growth anticipated by the Auckland Plan and in the South of Auckland
- To realise the full benefits of the Western Ring Route and the Waikato Expressway for the efficient inter and intra-regional movement of people and freight.

Problems/ issues

- An imbalance of lane capacity and bottlenecks at several locations along the corridor, including the Takanini Interchange, is creating significant delays and eroding journey reliability
- Congestion and delays are adversely affecting travel times for commercial vehicles and restricting growth in the industrial areas around Takanini
- There are known safety risks at the Takanini Interchange, particularly at the northbound merge onto the motorway
- Improvements to SH16 and SH20, with the completion of the Waterview Connection project in 2017 and the entire Western Ring Route in 2021, will increase the amount of traffic reaching SH1 heading southbound particularly during peak times
- Buses are currently delayed along Great South Road due to traffic trying to access the motorway
- A lack of cycling facilities along the Southern Motorway and on local roads means fewer trips are made by foot or bike, leading to more car use for short distance trips and community disconnection from employment and recreational areas.

Project scope

The \$210m Southern Corridor Improvements project covers the stretch of Southern Motorway from the SH20/SH1 connection at the northern end to Papakura in the south.

The Southern Corridor Improvements project incorporates:

- Southbound widening
 - to four lanes between SH20 and Hill Road
 - to three lanes between Hill Road and Papakura
- Northbound widening
 - To three lanes from Papakura to Takanini
- Improvements to the Takanini Interchange
- Incorporation of walking and cycling facilities (feasibility study underway)
- Improved safety barriers
- Improved lighting
- Bridge improvements
- Future investigations include (longer-term):
 - additional northbound lane between Hill Road and the SH20/SH1 connection (Manukau) along with upgrading the Hill Road interchange.
 - additional third lane in both directions between Papakura and Drury

Benefits

- Improved journey reliability on the Southern Motorway (SH1)
- Upgraded Takanini interchange to provide easier and safer access to the motorway

- Improved connections between the local roads and state highway network to ease congestion
- Better connections for freight and public transport
- More lanes between SH1/20 and Papakura to improve traffic flow
- Improved walking and cycling facilities to connect communities
- Improved safety barriers and lighting
- Improved noise walls, urban design and landscaping
- Improved stormwater treatment options

Project specific

- Construction is scheduled to start late-2015
- We will take a staged approach to construction to minimise disruption to motorists
- Sections of the projects will be completed to coincide with the opening of the Waterview Connection project in 2017
- Improvements to the state highway form part of a package of improvements within the wider network, which is likely to include:
 - Mill Road Corridor
 - Electrification of the rail line and improvements to services
 - Increased bus frequency along Great South Road
 - Enhanced cycling facilities including Great South Road
 - Investigation into other local road improvements

Link with other transport initiatives

- The project is a component in the success of the Waterview Connection project and overall completion the Western Ring Route (WRR), a road of national significance. This project is key to ensuring the safe and efficient operation of SH1 is maintained where the WRR joins the Southern Motorway
- Further south, the Transport Agency's Waikato Expressway is well underway – the Southern Corridor Improvements will feed into the work already completed on the northern sections of the Waikato Expressway (Pokeno and Mercer)
- SH1 is an essential link between Auckland and Northland and will play an important role in feeding traffic to the recently consented Puhoi to Wellsford motorway link

2. CONSULTATION PROCESS

2.1 Process overview

This section outlines how we have communicated with key stakeholders and the community during the consultation process and the methods used to achieve this. All material was produced to introduce the project, provide an overview of the scheme design and encourage feedback via a number of different channels.

2.2 Methods used

2.2.1 Website and online feedback portal

The project website (www.nzta.govt.nz/auckland-southern-corridor) was developed to provide information on the project and was used as a reference tool for stakeholder and public queries.

Information available on the website included:

- Information about the accelerated programme of work and project background
- An overview of the project scope
- Consultation information – a link to an interactive version of the scheme design and online feedback form
- Project information newsletter
- Recent media releases
- Information posters
- Project team contact information – link to project email address and freephone 0508 number

The success of the website was measured using the Google Analytics tool, with data indicating that the website received 3,351 unique page views since going live in mid-June. The ‘Consultation’ section of the website was most frequently visited with 547 unique page views during the consultation period.

2.2.2 Project information newsletter

A comprehensive four-sided information newsletter was produced to provide detailed information on the project, advertise the open days and promote channels to provide feedback and stay in touch.

The information newsletter was distributed in a number of ways:

- To a total number of 31,918 residential households in the following areas:
 - Alfriston Heights
 - Conifer Grove
 - Drury
 - East Tamaki

- Goodwood Heights
- Hill Park
- Karaka
- Manurewa
- Pahurehure
- Papakura
- Pukekohe
- Randwick Park
- Red Hill/ Papakura
- Rosehill
- Takanini
- The Gardens
- Totara Heights
- Wattle Downs
- Wiri

See **Appendix A** for a copy of the information newsletter and residential distribution map.

- Electronic copies of the newsletter were emailed to Manurewa, Papakura and Franklin Local Board Offices for distribution to Local Board members
- Copies left for customers at Manukau, Manurewa and Papakura Libraries
- Copies left at Manurewa East School, Auckland Botanical Gardens
- Copies distributed at all stakeholder briefing meetings
- Copies left at Transport Agency reception and social hub areas
- Uploaded to project website
- Copies available at community open days

2.2.3 Public advertising

Print advertising was used as an effective way to provide a high-level overview of the project and promote the community open day dates and locations. Selected local suburban papers were selected to target residents who live within the project area, two weeks and a week prior to commencement of the open days:

- Manukau Courier – full page colour adverts – 15 and 22 July
- Papakura Courier – 16 x 4 colour adverts – 16 and 23 July
- Franklin County News – 16 x 4 colour adverts – 15 and 22 July

Due to a number of open days taking place at the same time, a full page advert was prepared for the Manukau Courier providing information on three different open days - the Southern Corridor, Mangere Bridge replacement and East-West Connections.

See **Appendix B** for copies of the print adverts.

2.2.4 Media release

A media release was written and distributed to local and national media outlets to encourage coverage on the project and to promote the open days. The content included our key messages with quotes from the Transport Agency's Acting State Highway Manager, Steve Mutton.

The media release was picked up by online media outlets and an article featured in the Manukau Courier – widely read in the project area.

See **Appendix C** for a copy of the media release.

2.2.5 Correspondence with neighbouring residential property owners

A letter was produced and distributed to a total number of 419 residential property owners located within the project area, directly next to the southern motorway. These property owners were identified to be potentially affected with a portion of their land required temporarily during construction - either for the installation of noise walls, tree removal and landscaping, construction of the additional lanes and/or cycleway.

The letter invited these owners to attend the open days to gain more information, where the Transport Agency's property team was available to answer questions.

Further consultation with these property owners is required later this year, once the design has been further refined and the technical assessments completed, to provide more information on the specific impacts on each property.

See **Appendix D** for a copy of the letter to residential property owners.

2.2.6 Correspondence with neighbouring commercial property owners

A letter was also produced and distributed to a total number of 178 commercial property owners to advise on the consultation process and encourage online feedback. Commercial property owners were located within the industrial hub around Takanini.

A second letter was produced and distributed to 22 commercial property owners to provide more detailed information and advise that we may require a portion of their land temporarily during construction.

See **Appendix E** for a copy of the letters to commercial property owners and distribution map.

The team met with several commercial property owners to further explain any potential impacts the project may have on their property or business operation.

2.2.7 Community open days

Four community open days were held in well-known locations close to the project area. The Manurewa, Papakura and Franklin Local Board members were consulted on these locations so we could best target members of the local community. Open days were held at:

- Manukau Golf Club, Takanini – 28 July, 3pm – 7pm (attended by approximately 100 people)
- Papakura Library – 30 July, 3pm – 7pm (attended by approximately 100 people)
- Pukekohe Racing Club – 31 July, 3pm – 7pm (attended by approximately 40 people)
- Manurewa East School – 2 August, 10am – 2pm (attended by approximately 150 people)

These events served to inform the community on the project and gather feedback on the scheme design. 12 large display posters were produced to provide information on various aspects of the project, along with two roll out plans of the scheme design.

See **Appendix F** for the display material information panels.

The open days were manned by 6 – 8 members of the project team including Transport Agency staff and technical experts.

A feedback form was produced to elicit comments on key elements of the project, such as the Takanini Interchange design and stormwater treatment methods, and was the main feedback record. The community could also write their comments on a post-it note and attach it to the wall scheme plan.

A summary of the open days and full analysis of the feedback received can be found in section 4.2 *Community engagement and feedback*.

2.2.8 Meetings and briefings with key stakeholders

Face-to-face meetings were an effective way to engage with stakeholders. Initial meetings provided an overview of the project and then meeting agendas were tailored to suit the specific needs and interest levels of each stakeholder. The key focus of each meeting was to provide an update on how the scheme design stage was progressing and to gather feedback on particular areas of interest. These meetings were mainly led by the Southern Corridor Improvements Project Manager, Jim Sephton.

Presentations were provided when presenting to large groups, i.e. local board meetings, and minutes recorded outcomes from each meeting. We also gave an overview of the Auckland accelerated programme to set the scene during initial meetings and presentations.

A full breakdown of stakeholder engagement, meeting minutes and feedback can be found in section *3.2 Stakeholder engagement and feedback*.

3. STAKEHOLDER CONSULTATION

3.1 Stakeholder identification

Refer to **Appendix G** for the full stakeholder matrix taken from the Stakeholder Engagement and Consultation Plan. The stakeholder matrix outlines internal and external stakeholder groups and the level of consultation that was required for each group.

Key stakeholder groups included:

- NZ Transport Agency (internal) and project team (consultants)
- Minister's office
- Auckland Council
- Auckland Transport
- KiwiRail
- Transpower
- Transport user groups i.e. Automobile Association (AA), National Road Carriers
- Ecological/ environmental groups
- Emergency services
- Iwi groups
- Affected commercial property owners

3.2 Stakeholder engagement and feedback

3.2.1 Purpose and overview

A number of consultation methods were used to engage with stakeholders during development of the scheme design with an aim to inform and gather feedback. Meetings and emails between the Southern Corridor Improvements project team and stakeholders proved to be the most effective method of consultation.

3.2.2 Summary of stakeholder consultation

The section below outlines each stakeholder, how and when they were consulted with and how their feedback shaped the development of the scheme design.

3.2.2.1 NZ Transport Agency and Consultants

NZ Transport Agency and Consultants			
	How we consulted	When we consulted	How feedback shaped the project
Network Operations	Regular meetings and email correspondence	From 01.05.14 and ongoing correspondence	<ul style="list-style-type: none"> - Development of network operations plan - Consideration of wider network operations plans and modelling - Reviews of interchange design to optimise network performance - Impact of completion of other NZTA projects on our project i.e. Waterview completion
Safety	Regular meetings and email correspondence	From 31.04.14 and ongoing correspondence	<ul style="list-style-type: none"> - Safety reviews throughout scheme design development - Revision of Takanini Interchange design to optimise safety
P & I	Regular meetings and email correspondence	From 13.05.14 and ongoing correspondence	<ul style="list-style-type: none"> - Inform on scheme design and planning process
Environment and Urban Design	Regular meetings and email correspondence	From April - ongoing	<ul style="list-style-type: none"> - Stormwater treatment and mitigation development (alongside Aurecon team) - Culture and heritage - Development of urban design framework
Property	Regular meetings and email correspondence	From April - ongoing	<ul style="list-style-type: none"> - Support with commercial property acquisition - Design has been altered to accommodate requirements from commercial property owners
Iwi Liaison Officer	Regular meetings and	From April - ongoing	<ul style="list-style-type: none"> - Development of iwi engagement process

	email correspondence		
National Outcomes Team (various key NZTA teams)	Team workshop sessions	From 13.08.14 and ongoing meetings	- Feedback received on network optimisation, safety, ITS components, barriers, signage, pavement design, traffic modelling, bridges and highways
SCI Project Team meetings	Weekly meetings	Weekly effective 23.04.14	- Ongoing discussion around scheme design outcomes and changes
Auckland Motorways Alliance	Regular meetings and email correspondence	From 29.04.14 and ongoing	- Development of stormwater treatment and mitigation measures - Use of AMA yard during construction and cycleway design - Landscaping/ planting plan - Maintenance plan
JTOC	Regular meetings and email correspondence	From 29.04.14 and ongoing	- Development of network operations plan - Briefing to emergency services and JTOC

3.2.2.2 Auckland Council

Auckland Council			
	How we consulted	When we consulted	How feedback shaped the project
Planning and Resource Consenting	Regular meetings and email correspondence	From May 2014	- Development of consenting process, information required and timings
Stormwater Unit	Regular meetings and email correspondence	From May 2014	- Development of stormwater treatment options and mitigation measures - Mitigation of environmental effects on streams and waterways

Parks and Reserves	Regular meetings and email correspondence Site visits to Auckland Botanic Gardens	From May 2014 and ongoing Site visit 09.07.14	<ul style="list-style-type: none"> - Relationship with Auckland Botanic Gardens - Integration of stormwater design - wetlands - Noise and visual effects - retaining walls - Impacts during construction - Pylons within Botanic Gardens - Potential use of other parks and reserves during construction - Integration of cycleway with existing parks and reserves
Local Boards: - Manurewa - Papakura - Franklin	Presentations at local board meetings and workshop sessions	Local board meetings - May Workshop sessions - June More workshop sessions tentatively booked for October/ November 2014	<ul style="list-style-type: none"> - Feedback on scheme design elements including: <ul style="list-style-type: none"> - Takanini Interchange design - Connection to industrial area - Level crossing closures required - Spartan Road closure - opposition - Growth and improvements required further south to Pukekohe - Potential cycleway connections
Ward Councillors: - Cr Penrose - Cr Walker - Cr Cashmore	Meetings with Councillors - also attended by David Warburton (AT) and Ernst Zollner (NZTA) Ministerial responses	May/June 2014 6 November 2014	<ul style="list-style-type: none"> - Review Takanini Interchange design - Resolve connection issue with industrial area - Investigation of options to resolve connectivity issues - additional to scope

3.2.2.3 Auckland Transport

Auckland Transport			
	How we consulted	When we consulted	How feedback shaped the project
Investigation and Design Team – Southern	Regular meetings and email correspondence	From May 2014	<ul style="list-style-type: none"> - Integration with other AT projects in southern area i.e. Mill Road - Ensure consistency of key messages
Rail Team	Regular meetings and email correspondence	From May 2014 and ongoing	<ul style="list-style-type: none"> - Review of level crossing issues - delays and safety and impact on our project - Potential closure of Spartan Road, impact on commercial property owners - Shaped design of Takanini Interchange
Public Transport and Cycling Teams	Regular meetings and email correspondence	From May 2014 and ongoing	<ul style="list-style-type: none"> - Cycleway design and connections to existing AT cycling infrastructure - Ensure efficient movement of buses along Great South Road through the Takanini Interchange
Traffic Operations	Regular meetings and email correspondence	Local board meetings – May Workshop sessions – June	<ul style="list-style-type: none"> - Integration with local network - Optimisation of Hill Road and Takanini Interchange
Iwi Liaison Officer	Attendance at initial AT Hui for Mill Road	From May 2014	No feedback required

3.2.2.4 National Government

National Government			
	How we consulted	When we consulted	How feedback shaped the project
Minister of Transport - Hon Gerry Brownlee's office	Regular updates from management teams 'No Surprises' reporting	June 2014	- Update on scheme design - inform only

3.2.2.5 Affected Key Stakeholders

Affected Key Stakeholders			
	How we consulted	When we consulted	How feedback shaped the project
KiwiRail	Ongoing meetings and email correspondence	Ongoing	Block of line requirements during construction – impact on construction timings and methodology Potential closure of level crossings and impact on Takanini Interchange design
Transpower	Ongoing meetings and email correspondence	Ongoing	Relocation of Transpower pylon and impact on Takanini Interchange design Investigation of impact on Transpower pylons along Botanic Gardens during construction
Other utility providers: - Telecom - Vodafone - Vector	Ongoing meetings and email correspondence	Ongoing	No impact on current design – ongoing consultation

Housing NZ	Email on affected Housing NZ properties	July 2014	Inform on affected Housing NZ tenants
	Meetings to review affected property owners	September 2014	
Fletcher Residential/ Manukau Golf Club	Meeting and ongoing email correspondence	Meeting: 10.06.14	Incorporate joint stormwater treatment methods as part of residential development Impact of development on network operations, with a particular focus on Takani Interchange design

3.2.2.6 Business Groups and Transport User Groups

Business Groups and Transport User Groups			
	How we consulted	When we consulted	How feedback shaped the project
Manurewa Business Association	Email invitation to open days Link to online feedback portal	July 2014	Feedback included as part of the community consultation analysis – see Section 5
Papakura Business Association/ Papakura Business Community/ Progressive Papakura	Email invitation to open days Link to online feedback portal	July 2014	Business groups sent invitation onto local businesses to attend open day. Feedback included as part of the community consultation analysis – see Section 5
Auckland Chamber of	Update email with info on	July 2014	- No participation at this stage of design

Commerce	scheme design and consultation process Presentation on Accelerate Auckland projects including SCI		
Auckland Business Forum	Update email with info on scheme design and consultation process	July 2014	- No participation at this stage of design
NZ Council for Infrastructure Development	Update email with info on scheme design and consultation process	July 2014	- No participation at this stage of design
Automobile Association (AA)	Update email with info on scheme design and consultation process		- Positive feedback on consultation process and information available to stakeholders
Transport User Groups: - National Road Carriers - NZ Road Transport Association - Road Transport Forum - Bus and Coach Association	Update email with info on scheme design and consultation process Presentation with certain groups on Accelerate Auckland projects	June/ July 2014	- No feedback to impact on this stage of scheme design - Follow up consultation planned during specimen design

- NZ Bus - Taxi Federation - Heavy Haulage - Carr & Haslam - Cycle Action Auckland - Walk Auckland	including SCI		
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3.2.2.7 Community Groups

Community Groups			
	How we consulted	When we consulted	How feedback shaped the project
Hill Park Resident's Association	During open day sessions	July 2014	- No participation at this stage of design
Conifer Grove Resident's Association	During open day sessions	July 2014	Feedback included as part of the community consultation analysis – see Section 5
Takanini Resident's Action Group	Project newsletter	July 2014	Feedback included as part of the community consultation analysis – see Section 5

3.2.2.8 Emergency Services

Emergency Services			
	How we consulted	When we consulted	How feedback shaped the project
NZ Police Counties Manukau District	Update email with info on scheme design and consultation process	July and September 2014	- Advised on the scheme design and given the opportunity to provide feedback - Presentation at JTOC

NZ Fire Region 1	Update email with info on scheme design and consultation process	July and September 2014	<ul style="list-style-type: none"> - Advised on the scheme design and given the opportunity to provide feedback - Presentation at JTOC
St John	Update email with info on scheme design and consultation process	July and September 2014	<ul style="list-style-type: none"> - Advised on the scheme design and given the opportunity to provide feedback - Presentation at JTOC

3.2.2.9 Environmental Groups and Associations

Environmental Groups and Associations			
	How we consulted	When we consulted	How feedback shaped the project
Department of Conservation (DOC)	<ul style="list-style-type: none"> Meeting on scheme design Presentation on Accelerate Auckland projects 	18.07.14	<ul style="list-style-type: none"> - Environmental update provided – no impacts on scheme design – consultation to continue throughout design - Ensure we integrate DOC iwi liaison processes
Heritage NZ	Email with Heritage Assessment Report	August 2014	Project information supplied to Clough & Associates for inclusion in Heritage Assessment Report
Pahurehure Inlet Protection Society	Briefing session at members meeting	15.07.14	<ul style="list-style-type: none"> - Overview on causeway design and reclamation - Consideration of tidal gates requested - Consider links to local cycle paths

Auckland Botanic Gardens	Site visit and ongoing meetings and email correspondence	Site visit: 29.07.14	<ul style="list-style-type: none"> - Stormwater treatment and integration of wetlands within gardens - Potential land requirements - Development of retaining walls/planting/bunds
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3.2.2.10 Iwi Groups

Note: More detailed information regarding consultation with iwi groups and the accompanying Maori Values Assessments (MVAs) and Cultural Impact Assessments (CIAs) will be provided within the AEE documentation.

Iwi Groups			
	How we consulted	When we consulted	How feedback shaped the project
Ngati Tai Ki Tamaki	Letter sent to groups to request involvement in project Hui – monthly group meetings Site visit	May 2014 Monthly hui Site visit – 23 July	MVA/CIA Distribution of draft technical reports
Te Kawerau a Maki	Letter sent to groups to request involvement in project	May 2014	Received notification that they would like to defer interest in this project to other iwi involved
Te Akitai	Letter sent to groups to request involvement in project	May 2014 Monthly hui Site visit – 23 July	CIA Distribution of draft technical reports

Ngati Maru	Letter sent to groups to request involvement in project	May 2014	Received email that they have an interest in this area, however due to the nature of this project they do not require further consultation at this time
Ngati Paoa	Letter sent to groups to request involvement in project Hui – group meeting	From May 2014 – ongoing Hui – 16.07.14	MVA Distribution of draft technical reports
Ngati Tamaoho	Letter sent to groups to request involvement in project Hui – monthly group meetings Site visit	May 2014 Monthly hui Site visit – 23 July	Continue with updates on stormwater treatment methods and mitigation Plan required for future work on causeway to indicate improvements to water flow/quality into Pahurehure Inlet Further consultation required on planting types and species MVA/CIA Distribution of draft technical reports
Ngati Tamatera	Letter sent to groups to request involvement in project	From May 2014 – ongoing	Received email that they have an interest in this area, however due to the nature of this project they do not require further consultation at this time
Ngati Te Ata Waiohua	Letter sent to groups to request involvement in project	From May 2014 – ongoing Initial hui with	CIA Distribution of draft technical reports

	Initial hui	AT - 04.07.14	
Ngati Whanaunga	Letter sent to groups to request involvement in project	From May 2014 - ongoing	No response received
Tainui - Waikato	Letter sent to groups to request involvement in project	From May 2014 - ongoing	Indicated they will leave to Auckland based iwi. Would like their environmental management plan considered as a part of any solution

3.2.2.11 Commercial Property Owners

Affected Commercial Property Owners

	How we consulted	When we consulted	How feedback shaped the project
Affected commercial property – land acquisition/ partial land acquisition	Meetings, letters, emails	From May 2014	<ul style="list-style-type: none"> - The design of the Takanini Interchange has evolved following consultation with these affected commercial property owners to minimise land-take effects - Due to confidentiality constraints, we are unable to disclose specific details on property owner consultation – negotiations with particular owners in progress
Commercial property owners – Takanini industrial area	Letters, emails, meeting	Initial letter sent in July with follow up July - September	<ul style="list-style-type: none"> - Several design options have been considered following feedback from commercial property owners to provide a better connection from the Interchange into the Takanini industrial area

			<p>- Following consultation, it has been decided that the closure of Spartan Road will not be included as part of the project scope, however AT are still investigating options in this space</p>
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4. COMMUNITY CONSULTATION

4.1 Community identification

The local area was reviewed and communities selected based on their proximity to the project, reliance on the Southern Motorway and interest in the project. Neighbouring property owners living adjacent to the motorway were targeted with specific information on construction effects, whilst the wider community received more generic information.

Commercial property owners were targeted – those who operate businesses within close proximity of the Takanini Interchange and who have a reliance on the Southern Motorway to transport goods and services.

4.2 Community engagement and feedback

4.2.1 Purpose and overview

This section provides a summary of the community engagement and consultation process that took place from Monday 28 July – Friday 15 August 2014.

The analysis includes all feedback received during the community open days and from the online feedback portal on the project website.

Open days: Four community open days took place in July and August – see section **2.2.7 Community open days** for more information:

- 28 July 2014 in Takanini (attended by approx. 100 people)
- 30 July 2014 in Papakura (attended by approx. 100 people)
- 31 July 2014 in Pukekohe (attended by approx. 40 people)
- 2 August 2014 in Manurewa (attended by approx. 150 people)

Online portal: Feedback could be submitted via the project website – www.nzta.govt.nz/auckland-southern-corridor. Stakeholders and the community could view the scheme plan and leave comments using an online feedback form. The questions on the online feedback form replicated those on the manual feedback form to ensure we received consistent feedback from both the online portal and the open days.

4.2.2 Summary of community consultation

4.2.2.1 Area breakdown

The majority of feedback was received from people living within close proximity of the project and who used the Southern Motorway and local interchanges on a regular basis. This section also includes feedback received from the commercial sector and businesses operating in the area.

87 feedback forms were submitted by hand during the community open days and 42 submitted online via the project website.

Table A shows where each respondent is from, the number of feedback forms received and how they submitted feedback.

TABLE A		
Location of respondent	No. of feedback forms completed at <u>open days</u>	No. of <u>online</u> feedback forms
Manukau	2	1
Takanini	12	16
Manurewa	7	1
Conifer Grove	17	2
Hill Park	8	0
Wattle Downs	5	1
The Gardens	3	0
Totara Heights	1	0
Randwick Park	0	1
Alfriston	0	1
Pahurehure	4	1
Papakura	11	5
Karaka	4	3
Drury	1	0

Pukekohe	2	4
Other	4	4
Undisclosed	5	2
SUB TOTALS	87	42
GRAND TOTAL	129	

4.2.2.2 Key themes

All feedback has been analysed to identify the key themes for each of the eight questions asked during consultation. The full database containing all open day and online feedback can be found in **Appendix H**.

A summary of each question is summarised below:

1. What do you think about widening the Southern Motorway to provide additional lanes between Manukau and Papakura?

The majority of feedback indicated that widening the motorway to provide additional capacity is long overdue and essential to address congestion issues and bottlenecks in the area. Many people feel that it is a good short-term solution, however the bigger picture must be considered if the project is to be a success. The bigger picture involves the significant growth that is predicted in this area, both residential and industrial, along with connections with the local road network.

Several people would like to see the motorway widened further south to Drury and further north to Mt Wellington.

A couple of comments to note were from residents living next to the motorway who were concerned with potential effects during construction and the impact of traffic lanes coming closer to their property boundary as a result of widening the motorway.

Key words: 'Long-overdue', 'Fantastic idea', 'O' for 'Owesome', 'Needs to be done', 'Essential'

2. Feedback on the Takanini Interchange

There is mixed feedback on the current design of the Takanini Interchange. We received lots of positive feedback with many members of the community feeling that the new design is a huge improvement on the current arrangement.

On the other hand, the majority of feedback provided from industrial and commercial operators in Takanini has indicated a strong desire for better connections from the motorway to the industrial area. Many request consideration of a dedicated off-ramp to access the industrial area around Spartan Road, much like at Highbrook. Others believe that the 'Aintree Development' plan has merit and would like this option to be considered.

The potential closure of Spartan Road has received mainly negative feedback due to the surrounding roads, in particular Manuroa Road, already operating at full capacity. It is suggested that Auckland Transport should consider local upgrades to the surrounding roads before the potential closure of Spartan Road.

Many people recognise the safety and congestion issues relating to the current operation of rail level crossings in the area and the urgent need for grade separation.

The Special Housing Area in Takanini is also a key concern with future residential growth adding to congestion issues in this area.

Several respondents also refer to the delayed response time for emergency service vehicles operating around Takanini and congestion/access issues must be addressed and improved as part of the project design.

Key words: 'Well considered', 'Fantastic', good removal of single lane loop on-ramp', 'anything is better than current arrangement', 'short-sighted views in proposed plan', 'a solution must be found to access the industrial area', 'I absolutely DO NOT support Spartan Road being closed to traffic'

3. Feedback on the Hill Road Interchange

Most members of the community recognise the issues at the Hill Road Interchange and congestion during peak hours in a densely populated area. Locals suggest the interchange should be closed completely and support the decision to NOT include a new southbound-on-ramp. The local road network cannot cope at present and more ramps would add to this problem.

Contradictory to the above comments, there were also a few people who would like to see the inclusion of a new southbound on-ramp as part of the design.

Other local road issues relating to the Hill Road Interchange include:

- Trucks accessing the motorway via a busy residential area – they currently bypass the Takanini Interchange due to congestion
- Congestion on Claude Road
- Signals needed at intersection of Claude Road and Alfriston Road

- Remove signals at Charles Prevost Drive
- Lack of pedestrian crossing facilities

The Hill Road Interchange is seen by some as being badly designed and dangerous.

Many would like to see the Hill Road bridge widened to improve safety and access for cyclists and pedestrians.

Key words: ‘Looks good, support no southbound on-ramps’, ‘Hill Road at peak hour is even worse than Takanini’, ‘wasn’t designed for large volumes’, ‘no trucks in residential area’.

4. Feedback on ecological, environmental and stormwater treatment options

Overall, people were generally happy with what has been proposed in relation to environmental and stormwater treatment options. Most supported measures to protect the local waterways and would like to see the natural environment maintained wherever possible. The proposed wetlands were considered a great mitigation measure.

Property owners adjacent to the motorway commented that there needs to be robust stormwater treatment and catchment methods as the flood zone level is high in this area.

Providing additional culverts under the causeway was a reoccurring request to improve the flow of water in and around the Pahurehure Inlet.

Future-proofing or inclusion of a tidal gate to enhance the use of the Pahurehure Inlet was also a reoccurring request from submitters.

Key words: ‘Confident issues will be dealt with responsibly’, ‘Just do it well’, ‘Use native screens’, ‘Don’t kill the fish’, ‘needs to be of paramount consideration’.

5. Feedback on the proposed cycleway/ walkway

There is a lot of support for a cycling and walking path with respondents seeing it as another way of easing congestion. A few submitters suggest the money would be better spent on improved motorway links rather than a cycleway.

Security is raised as an issue from neighbouring property owners and it is requested we consider incorporating a noise wall next to the boundary fence, and then incorporate the cycleway and motorway lanes. It is suggested that lighting should also be carefully considered - another concern is that the cycleway would be unsafe after dark.

Suggestions about potential cycleway connections to link to the local communities include:

- Relocating the cycleway to the eastern side of the motorway to better link in with the local community areas
- Provision of a footbridge between Pahurehure and Karaka to link communities on Hingia Peninsula
- A link to access the Pahurehure Inlet, Conifer Grove and Longford Park communities

Another request is to consider extending the cycleway further north to Manukau.

Key words: 'Please do build it', 'my family would bike more often and my husband would bike to work', Northwestern Cycleway is a great example', 'good for the future but sort out traffic flow first'

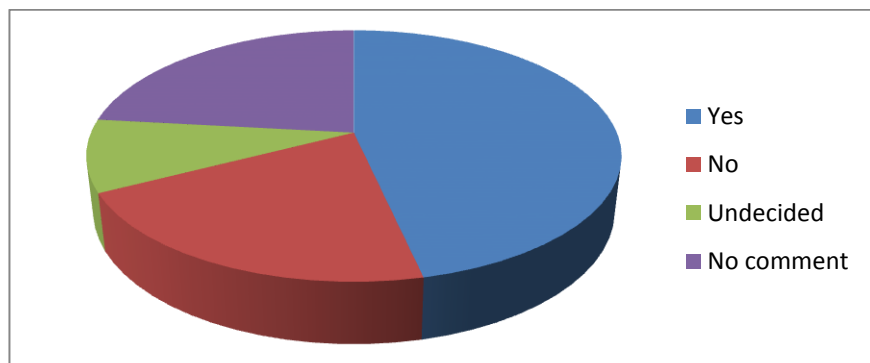
6. Would you use a cycleway/walkway if one was constructed as part of the project?

Yes - 57

No - 27

Undecided - 12

No comment - 27



7. Feedback on additional features, i.e. landscaping, noise walls, LED lighting, safety barriers

The majority of respondents feel that every effort should be made to mitigate noise. Noise walls should screen from noise but also guard against any visual and environmental (pollution) effects as a result of tree and vegetation removal. It was suggested that noise walls should be the appropriate height and look appealing - Papakura noise walls were referred to as a good example.

Several respondents referred to the installation and then removal of noise walls along the Auckland Botanic Gardens (Manurewa) and would NOT like to see the incorporation of walls along this stretch of motorway.

The open days were attended by a large number of neighbouring property owners who are concerned with the potential noise and visual effects the project may bring. Another round of consultation with these property owners is recommended once the specific impacts are known. One respondent suggests the inclusion of focus groups as part of the next round of consultation.

There is an issue with a number of properties on Morewa Place and Takato Place where double-glazing was supposed to have been provided by the developer when the houses were built. Owners are hoping noise mitigation measures will be considered for these properties as part of the project. It is requested that we incorporate native planting and trees as part of our landscaping plan and that urban design themes should reflect the local area – locals would like to be consulted with on these features.

Many respondents are pleased to see upgraded safety barriers and LED lighting incorporated in the project.

Key words: ‘Love noise walls at Papakura – keep up the good work’, ‘don’t make them orange like at Hobsonville’, ‘screen from light spill as well as noise’, ‘don’t like noise walls as they block ones visual enjoyment of the ride’.

8. Additional comments

Many additional comments were from neighbouring property owners who require more information on potential impacts during construction. These owners will be contacted in October 2014 following the results of the baseline studies. Consent may be required from some property owners at this time. Wider motorway network feedback included comments on ramp signals, plans to improve the motorway network further north to Mt Wellington and further south to Pukekohe. This feedback will be responded to by the Transport Agency. Any feedback regarding maintenance will be sent to the Auckland Motorways Alliance.

There were several comments regarding the local road network, public transport and rail that will be directed to Auckland Transport for response.

4.2.2.3 Analysis of key issues following community consultation

There are a number of issues that have been highlighted during consultation with the community and industry members. A summary of these key issues and recommended approach can be found in this section. Many of these issues are outside of the scope for the Southern Corridor Improvements project and we are working closely with Auckland Transport and Auckland Council on a recommended approach.

KEY ISSUE	FEEDBACK	RECOMMENDED APPROACH
Takanini Interchange and connection with the commercial industrial area	<p>The majority of respondents from the commercial sector who operate businesses in or within close proximity to the Takanini Interchange would like to see better connections between the motorway and the industrial area.</p> <p>Several options have been suggested on how to best achieve this connectivity, including a fly-over link into Spartan Road and a dedicated freight only ramp into the industrial area.</p>	<p>The Transport Agency and Auckland Transport are currently investigating the feasibility of these options; however it is unlikely anything of scale can be included within in the current project scope due to funding and timing constraints.</p> <p>The Transport Agency will continue to investigate this issue and ensure it works with the local commercial and industrial representatives to develop plans for any future projects.</p>
Rail level crossing closures	<p>The Transport Agency advised during this round of consultation of the potential closure of the level crossing at Spartan Road, currently being investigated by Auckland Transport.</p> <p>The majority of feedback opposed the closure of Spartan Road at this time.</p>	<p>It has been agreed between the Transport Agency and Auckland Transport that the closure of Spartan Road will not be included as part of the design scope for the Southern Corridor Improvements project.</p> <p>Auckland Transport is still investigating options for the Spartan Road level crossing and other level crossings in the area to address safety, access and congestion issues and will consult with affected parties and the local community once an approach has been agreed.</p>

<p>Local road improvements</p>	<p>Several local road issues have been highlighted during consultation on the Southern Corridor Improvements, and although most are not directly associated with the project, they have an effect on the performance of the entire network.</p>	<p>Auckland Transport is investigating options for local road improvements and ways to optimise connections between the state highway and local road network.</p>
<p>Neighbouring property owners</p>	<p>Property owners adjacent or within close proximity of the project are concerned with a number of effects both during and post construction.</p> <p>These include the removal/replacement/provision of new noise and retaining walls, landscaping removal and the visual effects associated with this.</p> <p>Owners also requested more detailed information on how their property boundary may be affected during construction and what kind of access is required.</p>	<p>The Transport Agency has advised all property owners that we will be in contact again once the investigations into noise effects and possible mitigation measures have been completed so we can advise on the specific details for each property.</p> <p>We will be holding a number of community ‘sausage sizzle’ style events to further consult with these owners in October/November 2014.</p>

5. NEXT STEPS

All feedback received from stakeholders and the community during this round of consultation is currently being considered and will help to shape the next stage of design (specimen design). We will continue to work closely with stakeholders and the community as we further refine key project features such as noise mitigation, urban design and stormwater treatment options.

The details of all respondents provided during this round of consultation have been logged into a central database and we will continue to communicate with these groups and individuals during each stage of the project.

The next round of consultation with affected property owners will begin from October 2014.

A full Consultation and Stakeholder Engagement Plan will be developed to support future engagement activities associated with the progression of the specimen design.