

East West Connections

Feedback summary

Consultation in October 2014 gave the NZ Transport Agency and Auckland Transport valuable feedback on the proposals for the projects to improve connections into and out of Onehunga-Penrose and Bus Priority between Māngere, Ōtāhuhu and Sylvia Park.

In total around 170 online or written pieces of feedback were received and over 200 people came along to open days, meetings, workshops and hui. Thank you to everyone who provided feedback.

How feedback was used

The feedback, along with a range of technical assessments, has been used to evaluate the options developed for the projects and identification of the preferred approaches to be progressed for more detailed investigation.

What was asked

For the six options developed for the Onehunga-Penrose area we asked for general feedback on each of these options and specifically:

- How well you thought each option will solve the transport issues people currently experience in the area and why
- What you liked about each of the options put forward
- How each of the options could be improved

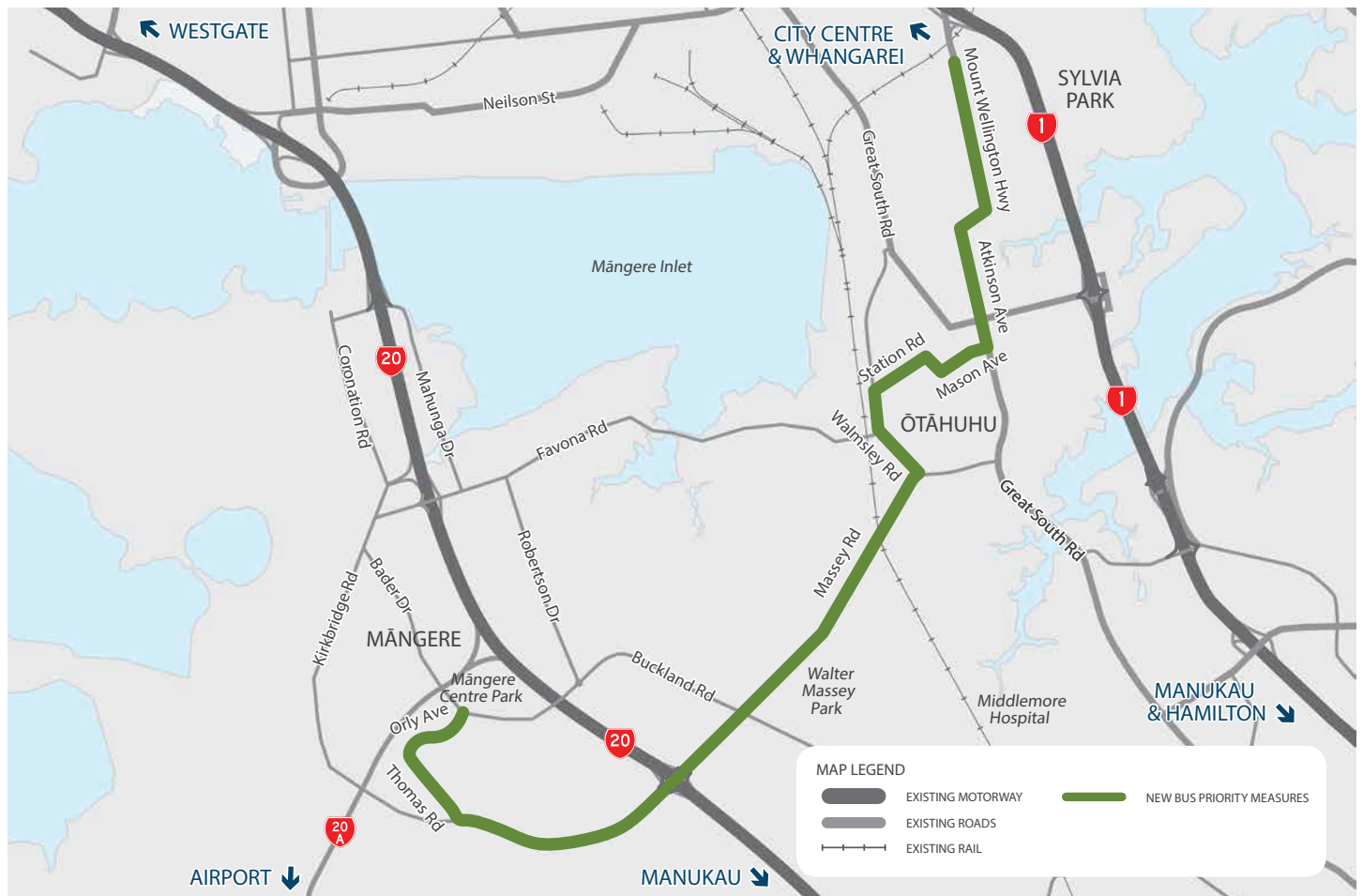
In addition we also asked you to let us know their thoughts on bus priority measures to improve public transport connections between Māngere, Ōtāhuhu and Sylvia Park.

Bus priority between Māngere, Ōtāhuhu and Sylvia Park

What people told us

Overall, improvements to public transport was supported. Many people sought improvements to reduce the amount of private vehicles on our roads. We were told that providing bus priority lanes would make travel times more reliable.

There was support for the bus priority between Māngere, Ōtāhuhu and Sylvia Park and people wanted to see more detail on where bus lanes will be. There was also feedback that spacing of bus stops and inclusion of good walking and cycling facilities is needed. People also noted that they would like to see good quality bus shelters and lighting to address safety concerns and encourage more people to use the bus.



Onehunga-Penrose Connections

What people told us

General feedback provided to us covered a number of key themes. In addition we were given more specific feedback on each option, this feedback is summarised below.

OPTION A EXISTING ROUTE UPGRADE



SOLVING THE TRANSPORT ISSUES:

- The majority of people did not think this would be enough to address the transport problems in the area (though some told us it could be a good first step)
- Some identified it would likely increase the congestion on Neilson/Church Streets and create more conflict between trucks and commuter traffic.

WHAT WAS LIKED:

- Uses existing roads so no need to build new ones
- Low cost
- Doesn't use the harbour edge or impact on the Gloucester Park area.

HOW IT COULD BE IMPROVED:

- Look at improving the Neilson Street interchange at SH20, such as including a flyover
- Lower the gradient of the railway bridge
- Add more freight lanes.

OPTION B UPGRADE WITH SOUTH EASTERN HIGHWAY RAMP



SOLVING THE TRANSPORT ISSUES:

- The majority of people did not think this would be enough to address the transport problems in the area (though some told us it could be a good first step)
- Some identified it would likely increase the congestion on Neilson/Church Streets and create more conflict between trucks and commuter traffic
- Could improve access to SH1 but concern about construction impacts on the existing State Highway, South-Eastern Highway and Mutukarua-Hamllins Hill.

WHAT WAS LIKED:

- Uses existing roads so no need to build new ones, except the new ramps to SH1
- Relatively low cost
- Doesn't use the harbour edge
- Includes freight lanes.

HOW IT COULD BE IMPROVED:

- Lower the gradient of the railway bridge
- Add more freight lanes
- Add additional lanes onto SH1 at Mt Wellington Highway
- Significant concerns about the impact of the option on Mutukarua-Hamllins Hill.

OPTION C UPGRADE WITH NEW GALWAY ST AND INLAND CONNECTIONS



SOLVING THE TRANSPORT ISSUES:

- Some people told us this could be a good middle ground but others did not think it would be enough to resolve the transport issues and that it would also negatively impact on industrial zoned land
- Some identified it would likely increase the congestion on Neilson Street and create more conflict between trucks and commuter traffic
- Upgrading of Sylvia Park Road could relieve pressure on Great South Road and Church Street
- Concern that route would not be direct and therefore not improve travel times.

WHAT WAS LIKED:

- Provides more access and route options
- Reduces freight traffic from Onehunga Mall
- Does not preclude future rail
- Doesn't use the harbour edge
- Upgrades Sylvia Park Road
- Includes freight lanes
- Adds additional lanes on SH1
- Lower impact option (e.g. for Mutukaroa-Hamlin's Hill and Gloucester Park).

HOW IT COULD BE IMPROVED:

- Add a cut and cover interchange to SH20
- Have separated cycleways
- Maintain existing route between Sylvia Park Road and Mt Wellington Highway
- Maximise existing infrastructure so new roads don't have to be built
- Reduce the number of intersections.

OPTION D UPGRADE WITH GLOUCESTER PARK INTERCHANGE, NEW GALWAY STREET AND INLAND CONNECTIONS



SOLVING THE TRANSPORT ISSUES:

- Some people told us this could be a good middle ground but others did not think it would be enough to resolve the transport issues and that it would also negatively impact on industrial zoned land
- Could increase the congestion on Neilson Street and other local roads in Onehunga, and create more conflict between trucks, commuter traffic, and town centre activities
- Upgrading of Sylvia Park Road could relieve pressure on Great South Road and Church Street
- Incomplete route will not be enduring.

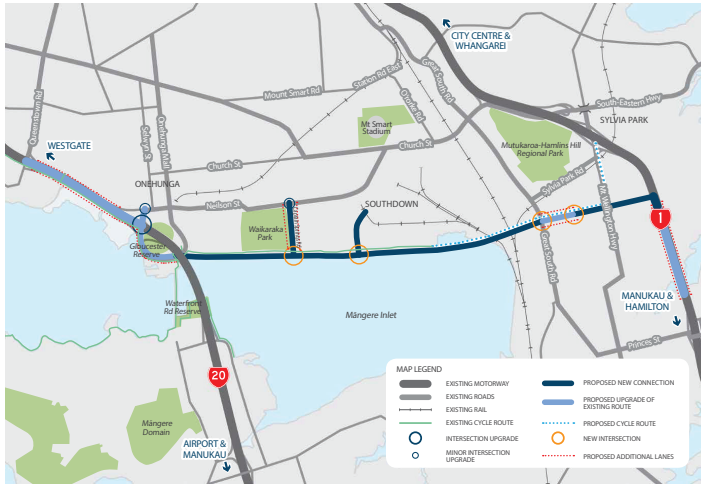
WHAT WAS LIKED:

- Provides more access and route options
- Reduces freight traffic in Onehunga town centre and on Onehunga Mall
- Does not preclude future rail
- Doesn't use the harbour edge
- Upgrades Sylvia Park Road
- Includes freight lanes
- Adds additional lanes on SH1.

HOW IT COULD BE IMPROVED:

- Minimise impact on Gloucester Park by having a cut and cover interchange to SH20
- Have separated cycleways
- Maximise existing infrastructure so new roads don't have to be built
- Maintain existing route between Sylvia Park Road and Mt Wellington Highway
- Would need to work closely with residential and business communities to progress this option (particularly for construction impacts).

OPTION E NEW FORESHORE CONNECTION



SOLVING THE TRANSPORT ISSUES:

- Some people considered this to provide the most transport benefits
- Removes traffic from Neilson/Church Streets which will reduce congestion
- Provides the most direct connection among the options
- Relieves pressure on Great South Road and Mt Wellington Highway.

WHAT WAS LIKED:

- Additional lanes on SH1
- Low number of stop/start intersections
- Foreshore alignment minimises impact on businesses and industrial land
- Access to Southdown can allow for future growth and road/rail connectivity
- Reduces traffic on Neilson/Church Streets
- Has potential to improve people's connection to the coastal area.

HOW IT COULD BE IMPROVED:

- Reduce impact on resident areas, specifically along Panama Road
- Have separated cycleways
- Link cycleway to Carbine Road
- Keep intersections to a minimum
- Add a north facing connection at SH1
- Shouldn't restrict people's access to the coastal area, could provide an opportunity to improve access
- Minimise impact on Gloucester Park by having a cut and cover interchange to SH20
- Need to consider the environmental impacts of reclamation on the Māngere Inlet.

OPTION F NEW FORESHORE AND INLAND CONNECTION



SOLVING THE TRANSPORT ISSUES:

- Some people considered this to provide the most transport benefits but others thought this option was too expensive
- Removes traffic from Neilson/Church Streets which will reduce congestion
- Relieves pressure on Great South Road and Mt Wellington Highway.

WHAT WAS LIKED:

- Access to Southdown can allow for future growth and road/rail connectivity
- Reduces traffic on Neilson/Church Streets
- Cycleways to Sylvania Park
- Additional lanes on SH1
- Has potential to improve people's access to the coastal area
- Sylvia Park Road alignment reduces impact on business and residential property.

HOW IT COULD BE IMPROVED:

- Have separated cycleways
- Look at connection at Hugo Johnston Drive
- Improve access to Mutukaroa-Hamlin's Hill
- Keep intersections to a minimum
- Avoid industrial land by creating road along foreshore
- Shouldn't restrict people's access to the coastal area, could provide an opportunity to improve access
- Need to consider the environmental impacts of reclamation on the Māngere Inlet.

Current and future transport performance

Transport performance was a key theme that people provided feedback on, with many providing insights into their current experiences with traffic in the area. Transport issues highlighted most often were congestion and difficulties turning in and out of businesses along Neilson and Church Streets. For freight, congestion was highlighted as a key issue due to the negative impact of unpredictable travel times.

People reiterated the importance of freight in this area and specifically the need to anticipate the continued growth of Southdown freight terminal. There was support for dedicated freight lanes, separation of freight and general traffic and reducing freight travelling through residential streets. Improvements to public transport were supported in order to provide more reliable alternatives to the private motor vehicle. Feedback also emphasised that options should not preclude other potential future development in the area such as rail to the airport.

Industrial and residential property

Communities, especially around Panama Road, expressed concerns about how options could impact on residential properties in the area. People also highlighted that options may reduce the viability of businesses if they were to lose land. This is especially important for businesses that need to be sited in heavy industrial area.

Many people expressed concerns about the impacts the options may have on the ability for vehicles to safely and efficiently access properties and roads along the Neilson/Church Street Corridor. Concerns were raised regarding business viability if businesses were to lose land or have restricted access to their property during construction if existing roads were upgraded.

The environment and cultural heritage

People gave feedback on important features in the area, including Gloucester Park (Hopua tuff ring), Ann's Creek, Mutukaroa-Hamllins Hill and the Māngere Inlet. They also commented on the history of the area, including settlements, business development and reclamation that has occurred along the foreshore. People highlighted that new reclamation of land along the foreshore has potential for both negative and positive environmental and social implications.

Access to the foreshore

People indicated that they value the Waikaraka cycleway and the access it provides to the foreshore and Old Māngere Bridge. There were concerns that either an increase in traffic along existing routes, or the creation of a new route along the foreshore, could reduce future access to the foreshore. There was a general desire for improved access to the foreshore all the way around the Inlet.

Walking and cycling facilities

A number of people stated it is important for the options to take into consideration all modes of transport and liked the proposal to link the Waikaraka cycleway to Sylvia Park which would improve opportunities for people wanting to cycle to and from work. Many people suggested that separated cycle ways, bus ways and pedestrian facilities should be included in the design.

People also commented on the need to improve cycle safety by providing segregated cycle facilities where heavy vehicles are present.



CONTACT US



If you have any questions, you can contact us on:

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**More information can be found at: www.nzta.govt.nz/east-west
or www.at.govt.nz/projects-roadworks/east-west-connections**