

The East West Link Project will provide a new link on the north side of the Māngere Inlet between SH20 at Onehunga and SH1 at Mt Wellington. It includes improvements on SH1 through to Princes Street in Ōtāhuhu.

In June and July 2016, the NZ Transport Agency consulted community members and stakeholders on the scheme design to inform environmental assessments and more detailed design.

In addition to conducting a number of meetings and workshops with key stakeholders and landowners, the Transport Agency informed the local community of the Project via letters, newspaper advertisements, website updates and newsletters.

Feedback was also sought in the through a feedback form, surveys which were conducted in key locations and seven open days which were held in Onehunga and Otahuhu.

In total approximately 140 pieces of feedback were received stakeholders, This document summarises the outcomes of this stage of engagement.

### Feedback sought

Consultation sought feedback on how the current design for the East West Link could be improved.

Respondents were asked to provide feedback relating to the four geographical areas of the project:

- Neilson Street Interchange/Onehunga
- Māngere Inlet
- Mt Wellington
- Princes Street Interchange at Ōtāhuhu

Respondents were also asked if they would use the walking and cycling connection on Alfred Street for any suggestions on how the design could be improved.

The consultation also provided the opportunity for respondents to nominate to receive additional information on noise, ecology, landscape/ visual and pedestrian/ cycle connections.

### Feedback considered

Along with a range of technical assessments, the outcomes of community and stakeholder consultation, have been used to further develop the scheme design.

The design is undergoing a detailed assessment which will be lodged in December with the Environmental Protection Authority (EPA) along with the Notices of Requirement and resource consent applications.

We will continue to work with affected landowners and will be providing additional information on specific topics late October 2016.

## Key themes

### Transport performance

Many people mentioned existing problems with transport in the Project area including congestion and its associated impacts. A number of people supported the Project, noting it would solve many of the transport issues in the area. Some people expressed concern that the design contained too many signalised intersections and that traffic would therefore not be free flowing. Others suggested local road improvements instead of the new road could enhance east-west connectivity in the area.

The importance of freight in the area was reiterated in light of anticipated future growth. There was support for opportunities to provide freight priority and the need to consider large trucks in the more detailed design of the road.

### Walking and cycling

There was general support for the walking and cycling facilities, especially the opportunity to provide a full link from Onehunga to Sylvia Park. Key stakeholders and the public commented on the importance of walking and cycling for connecting people to community facilities and services (such as Old Māngere Bridge into the Onehunga Town Centre) and the need for the Project to enhance these connections. Some noted this would encourage greater take up of cycling and have wider health benefits. People also commented on the need to provide for cyclist safety through segregated cycle facilities along the entire route, especially where heavy vehicles may be present.

### Cost

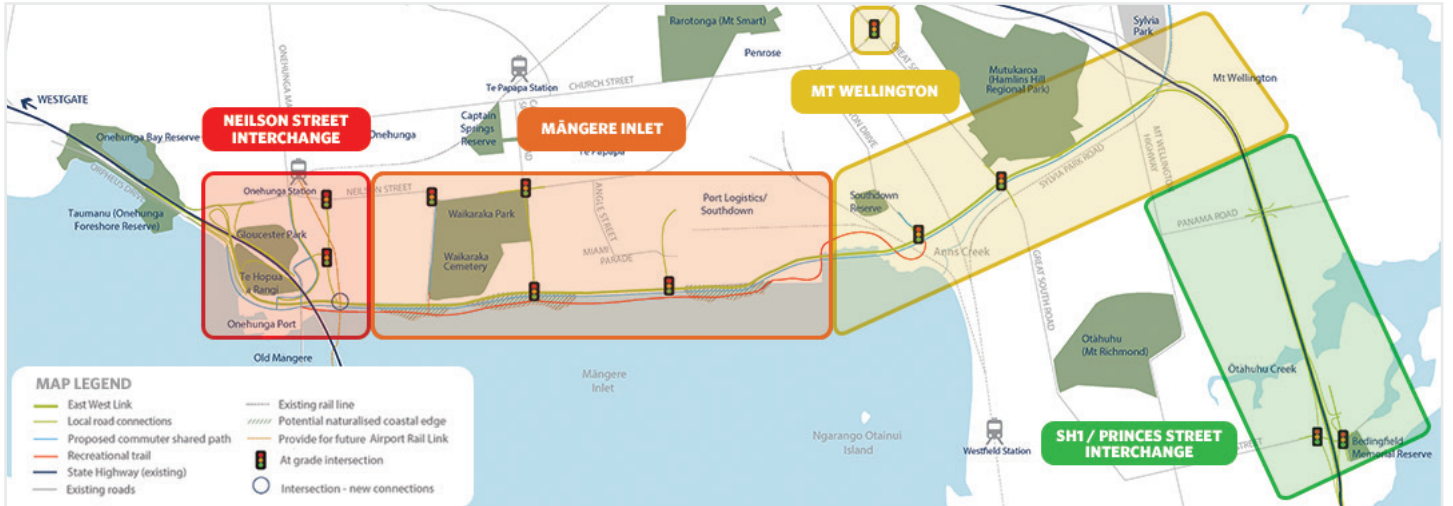
A number of people expressed concern about the estimated cost of the Project stating it was too expensive and that the money could be invested in smaller local improvements or public or active transport infrastructure.

### Business and residential properties

Many community members, especially those around Panama Road, Mt Wellington and Ōtāhuhu areas expressed concerns about how the scheme design could impact on residential properties. There was a general desire across the Project area for noise walls to be constructed to create a sound and visual barrier especially where there were residential properties nearby. Many people expressed concern regarding access to businesses during construction and potential impacts on business viability should particular sites lose portions of property.



## Geographical areas



- AC** Auckland Council
- ASSG** Aotea Sea Scouts Group
- L** potentially affected local residents/landowners
- B** Local businesses
- LB** Local Boards (including Maungakiekie-Tāmaki and Māngere – Ōtāhuhu local board)

- LC** Local community
- MW** Mana Whenua
- P** Public
- S** Stakeholders
- T** Freight transport operators

## Neilson Street Interchange

### Key issues

#### Traffic efficiency and movement

- Traffic movements may not be efficient at certain points in the intersection (i.e. the Galway Street connection should be 'free-flowing' not signalised<sup>1</sup>).

**LB + T**

- Support for the separation of through traffic and local traffic along the length Onehunga Wharf
- Support for the benefits of reduced traffic along Neilson Street, Onehunga Mall and Onehunga Harbour Road.

**B + AC**

- Support for bus travel time savings from the new Interchange as bus travel to and from Māngere and the Airport is an important transport connection that is currently unreliable.

**AC + LB**

#### Connections

- There should be provision for a local connection to the Onehunga Wharf (where future development may be occur)
- There should be enhanced connections to other existing public spaces such as Taumanu to the west (Onehunga foreshore) and Gloucester Park to the north and the Waikaraka Shared Path to the east.
- Prioritise pedestrian and cycle movements through the Onehunga Harbour Road area
- Improvements to vital existing connections such as the Old Māngere Bridge and the Manukau Harbour Crossing and improvement access to the Onehunga Town Centre for motorists, pedestrians and cyclists.
- Poor link between Old Mangere Bridge that the Mangere Inlet Foreshore walkway (requiring underpasses of the ramps or signals at Galway Street).

**L + AC**

- The connections at Galway Street might preclude future rapid transit to the Airport.<sup>2</sup>

#### Heritage

- The Aotea Sea Scouts Hall is an important heritage feature and community facility and effort should be put into retaining the building in its current location on Orpheus Drive. Should relocation be required, this should be done in consultation with the Aotea Sea Scouts Group and the local community and should not impact on the heritage value of the building.

**ASSG + AC + LC**

#### Mitigating impacts

- The EWL should be in a trench along the length of the Onehunga Wharf in order to reduce the amount of structures and surrounding noise and visual impacts.

**L + B + LC**

- Visual impacts of the SH20 overbridge from Neilson Street will sever the community from foreshore.

**LC**

#### Design

- The Interchange as currently proposed is too complicated and may be difficult to use.
- Re-design the interchange to reduce the need for private land take and make it 'simpler'

**LC + P**

- The take of business land proposed at Neilson Street will result in loss of development opportunity important to the Town Centre (e.g. the opportunity for residential development in this area).

**LC**

1 The Galway St free-flow ramps was released prior to a revised design showing signals  
 2 It is noted that the design of a signalised intersection at Galway Street provides for the current design proposals by Auckland Transport for the future rail link to the Airport.

# Māngere Inlet

## Key issues

### Traffic efficiency and movement

- Reduce the number of traffic lights, use roundabouts or grade separation
- Increase the speed limit
- Increase the capacity (e.g. three lanes in each direction along the new road).

**B + T**

### Pedestrian and cycling

- Strong support for the proposed shared path being placed on the coastal side of the new road.
- Concern was raised that the proposed design will sever access to the foreshore.

**AC + LB + LC + P**

- Manage potential conflicts between pedestrians and cyclists through separation.

**S**

- Support for a walking and cycling connection along Alfred Street, although some noted that this would lead people to Neilson Street which is currently not safe for cyclists.

### Environment

- Support for the restoration of the natural character of the coastal edge of the Inlet and the improvement of water quality through management of stormwater and leachate discharges.

**P + S**

- Reclamation should be minimised where possible
- Reclamation should be increased for a number of reasons including increased water quality outcomes, recreation and additional transport modes.

**P + S**

### Design

- Local roads should be upgraded (such as Neilson Street) instead of building a new road along the northern edge of the Māngere Inlet.
- Provide appropriate truck turning circles at the local road access points

**LB + T**

- Provision for future services and infrastructure, e.g. space for future Transpower lines to be undergrounded or rail corridor.

**LC**

# Mt Wellington

## Key issues

### Environment

- Concern over the potential destruction of the ecological and landscape features within the Anns Creek area. Structures should be minimised in size to reduce the footprint and effects on the landscape and ecological features.

**AC + MW + LC**

### Connections

- Address the Mt Wellington 'bottleneck'

**P**

- Support for the connection between the existing Waikaraka shared path through to Sylvia Park

**P + S**

- Include North-bound connections to SH1 and an extension beyond SH1 into Highbrook and East Tāmaki.

**LB + T**

- Improve local connections to Mutukāroa Hamilins-Hill.

**AC**

- Important to maintain local business access

- **L + B**

### Traffic efficiency and movement

- Concern about performance of Great South Road intersection and its impact on benefits of the Project.

**LB + T**

# State Highway 1 widening and Princes Street Interchange (Ōtāhuhu)

## Key issues

### Design

- Acknowledgement of significant issues with the existing Interchange.
- Concern that the new Interchange design may still be difficult to navigate.

**L**

### Land acquisition

- Support for the widening of State Highway 1 to include an extra lane in each direction but important to reduce residential land take for those properties adjoining the motorway.

**AC + LB + L**

- Some opposition to land take, particularly at Frank Grey where there are planned local developments (Special Housing Areas).

**L**

- Minimise and justify full acquisition of houses in this area.

**AC + LB + L**

### Potential impacts

- Support for the construction of noise walls where a property adjoins the motorway (whilst limiting the private land needed for this).

**L**

### Design

- Support for improvements to the Princes Street
- Interchange (especially improved walking and cycling connections)

**L**

### Pedestrian and cycling

- Opportunities to connect Ōtāhuhu through walking and cycling provisions across Ōtāhuhu Creek and connections to other existing and proposed cycleways in the area.

**AC + LC**

## When is the next opportunity for public input?

The project team is currently refining the project design and preparing the applications for the Notices of Requirement and resource consents. These will be lodged with the EPA in December, at which time these documents will be made available online. It is anticipated the application will be notified by the EPA in February 2017. When the EPA notifies, the public is invited to make submissions. More information on this process will be provided December.

## Current project timeline



### CONTACT US

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

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