


An aerial photograph of a city, likely Auckland, New Zealand, showing a dense residential area with a multi-lane highway and a railway line running through it. The city extends to the horizon under a clear sky.

TECHNICAL REPORT 11

SOCIAL IMPACT ASSESSMENT

NOVEMBER 2016

Quality Assurance Statement	
Prepared by	Sarah MacCormick
	Amelia Linzey
Reviewed by	Amelia Linzey
Approved for release	 Patrick Kelly (EWL Alliance Manager)

Revision schedule					
Rev. N°	Date	Description	Prepared by	Reviewed by	Approved by
0	November 2016	Final for Lodgement	Sarah MacCormick / Amelia Linzey	Amelia Linzey	Patrick Kelly

Disclaimer

This report has been prepared by East West Link Alliance on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which East West Link Alliance has not given its prior written consent, is at that person's own risk.

EXECUTIVE SUMMARY

Assessment Methodology

1. The preparation for this report has included:
 - Various site visits over the course of the previous Business Case phases (for the East West Connections Project) and in the preparation of this report;
 - Review of other technical reports including noise, vibration, air quality, urban design, economic, landscape and visual and construction and operational traffic impacts;
 - Literature review of social impacts associated with roading projects, both in New Zealand and off-shore as relevant;
 - Review of media commentary on the Project;
 - Review of stakeholder and community engagement through previous business case phases of the East West Connections Project (EWC) in 2013, 2014 and 2015, and the authors were involved in the engagement process during these timeframes;
 - Stakeholder and community engagement from March 2016 through to July 2016 for the EWL Project (including a 3-week period of public engagement). Amelia Linzey is Engagement Manager for the EWL Project and Sarah MacCormick is a member of the Engagement Team;
 - Scope and review of face to face surveys in the community undertaken for specific issues of the Project including:
 - Community movements / desire lines / connectivity and amenity values for communities and their access to / from the centres of Old Māngere Bridge, Onehunga and Ōtāhuhu; and
 - Community accessibility and amenity considerations for walking and open space areas of Manukau Foreshore East/West Walkway, Old Māngere Bridge, the Onehunga Foreshore and Ōtāhuhu.
 - Review of manual traffic surveys undertaken which have shown the current typical use of the Manukau Foreshore East and West Walkways.

Existing Environment

2. This SIA has established a Project Study Area (Study Area) for the purposes of profiling the existing environment and for assessing local social impacts associated with the Project. This is broken up into three community areas, including:
 - Community Area 1 that includes the Census Area Units (CAUs) of Onehunga South West and Onehunga South East;
 - Community Area 2 that includes two CAUs of Te Papapa and Penrose and 33 meshblocks in the Mt Wellington South CAU; and
 - Community Area 3 that includes 85 meshblocks in the Mt Wellington and Ōtāhuhu CAU's.
3. The SIA community areas differ from the route sections used in the AEE and in various technical reports which support the NoR and AEE as the Study Area is based on a combination of surrounding CAUs and meshblocks. The Study Area extends over the Maungakiekie-Tāmaki and Māngere-Ōtāhuhu Local Board areas.

Potential Environmental Effects

4. This report assesses the social impacts of the East West Link Project (EWL or the Project). Changes resulting from the Project and their key positive and negative social impacts cover the three phases of the Project including planning, construction and operation and are assessed on a regional and local scale.

Regional Social Impacts

Transport, accessibility and connectivity

5. The Project is expected to deliver significant social and community benefits related to transportation, accessibility and connectivity. The key benefits include:
 1. Increased transport choice; and
 2. Improved connectivity.
6. These benefits relate to improved public transport connections (such as buses travelling to and from Auckland Airport and into Auckland city from Māngere Bridge and Onehunga), improved walking and cycling infrastructure as well as more efficient road transport connections.

Culture and heritage

7. The Project has the potential to deliver significant benefits to the wider Auckland Region in regards to recognition of cultural, heritage and physical features within the Project area. These include various volcanological and geological features and identified sites of significance to Mana Whenua. The Project provides an opportunity through the proposed walking and cycling connections along in the Neilson Street Interchange and along the Māngere Inlet foreshore to incorporate interpretive and informative material about these features. This could include signs containing scientific information about the composition and origins of the features. This would have a positive benefit in increasing knowledge and awareness from people in the wider Auckland Region about these features.

Growth and development

8. Growth and development (and subsequent creation of jobs) in the Study Area will result in increased pressure on the existing transport system or conversely the lack of transport investment will hinder further growth and development in the area (e.g. shift growth demand elsewhere in the City). The EWL is therefore a significant positive social impact as it will provide for growth and development to occur in the area.

Health and sustainable communities

9. The Project has the potential to facilitate community health benefits through encouraging the use of active modes (walking and cycling). The EWL walking and cycling connections will make it feasible for people from a range of suburbs in the Project area to access places of recreation, services and employment at very little cost with the benefits of it being a healthier alternative to driving. The Project will also have a wider benefit of reducing environmental impact through encouraging sustainable transport options and potentially reducing carbon dioxide emissions.

Local Social Impacts

Planning Phase

10. Anxiety from residents that the Project was going to destroy the newly created Taumanu Reserve in Onehunga;
11. The project delivery and the pressure this puts on the community to participate and respond (e.g. consultation fatigue); and
12. Anxiety and uncertainty for tenants and landowners whose sites (both residential and business) have been identified for potential land impact, partial or full property acquisition or for wider changes in the areas where they live.

Construction

13. Increased local business activity and subsequent employment in the area during the construction phase of the Project as construction activities generate demand for goods and services from local businesses (drawing from experience of construction projects around Auckland including the Manukau Harbour Crossing project in this local area);
14. Potential impacts on quality of life for residents, particularly associated with disruption from construction noise, dust, vibration as well as physical accessibility constraints. Mitigation includes measures for community liaison, construction management and complaints management. Some potential adverse effects avoided by requiring pedestrians connections to be maintained during construction, particularly key connections for school children;
15. Disruption to people's way of life and community cohesion as a result of construction activities affecting daily patterns of living and access to facilities, in particular this will be as a result of temporary closures to walkways and linkages and open space areas (where these are used for construction areas on the project or where construction may impact on the safe use of these); Staged implementation of walkway linkages is recommended to provide maintained opportunities for recreation walking during construction to mitigate social disruption effects;
16. Early development of northern part of Waikaraka Park south to mitigate loss of Manukau Foreshore West and East walkway during construction;
17. Disruption to businesses including access for industrial properties and foot traffic for retail/commercial properties as a result of increased construction traffic in the area, and as a result the potential impact this might have for both customers to these businesses and potentially to employees. Mitigation includes construction management planning and liaison with business owners;
18. Disruption to businesses as a result of loss of land, or the need to reconfigure business assets and property accesses. This also has the potential to impact both customers to these businesses and potentially employees (dependent on the scale and significance of impact); mitigation through early notification of land acquisition process;
19. Loss or relocation of jobs from acquisition of business land. Mitigation through early notification of land acquisition process; and
20. Staged implementation of walkway linkages to provide maintained opportunities for recreation walking during construction to mitigate social disruption effects.

Operation

21. Improved amenity of the coastal edge for recreational use, improving public access to and along the coast, which is seen as a positive social impact on people's quality of life and supportive of the planned urban growth in the wider Onehunga area (improving recreation facilities to support this future population);
22. Future walking and cycling link across Ōtāhuhu Creek will provide benefit for residents between these communities and potential for the wider greenways linkage for recreation and recognition of the Ōtāhuhu portage (a site of significance to Mana Whenua), which is considered a positive social effect both in regard to quality of life but also in respect of recognising the cultural values of this area;
23. Greater access to public transport (which will be more frequent and reliable, especially from Māngere to Onehunga), and access to new and improved walking and cycling networks both of which are considered positive social impacts for people's way of life. For example approximately 1.6km reduction in travel distance between Onehunga and Sylvia Park. Promoting improved mode choice and enhancing recreation options for residents in this area, which is seen as a positive social impact on people's way of life and quality of life and supportive of the planned urban growth in the wider Onehunga area (improving recreation facilities to support this future population);
24. Improved connectivity to community facilities (including schools, recreational centres and reserves), and the Onehunga town centre and Sylvia Park through the provision of better quality walking and cycling networks, reliable bus transport, and pedestrian crossings and links, which are considered positive social impacts for people's way of life and quality of life;
25. Improved capacity for future development of the Onehunga Wharf. While this is acknowledged as a consequential impact of the Project, the project enables (by providing network capacity) this opportunity, which supports the aspirations of the community (e.g. through the local plans for the future use of this area) and the wider network improvements on Neilson Street (in the Onehunga town centre), which similarly enable opportunities for the development of this area (removing conflicts of through traffic movements on this route);
26. Improvements in road safety, for vehicle users and in particular for pedestrians and cyclists which is considered a positive social impact for the health and wellbeing of people;
27. Improvements to pedestrian and cycle connections between Princes Street East and Princes Street recognising this is important connectivity for residents of Ōtāhuhu to services (e.g. schools, shops and community facilities), which is considered a positive social impact in terms of health and safety for residents (wellbeing) and people's quality and way of life;
28. Improved walking and cycling connections east-west on Panama Road, providing improved accessibility for the Panama Road community with Ōtāhuhu/Mount Wellington which is considered a positive social impact for people's way of life; and
29. Potential negative change in amenity for users at Waikaraka Cemetery due to the new road. This will be mitigated by the existing stone wall and mature pōhutukawa that will remain.

Table of Contents

EXECUTIVE SUMMARY	ii
1 Introduction	1
1.1 Purpose and scope of this report	1
1.2 Assumptions	1
1.3 Exclusions.....	1
1.4 Project description	1
2 Experience	3
2.1 Amelia Linzey	3
2.2 Sarah MacCormick	3
3 Assessment Methodology.....	4
3.1 Preparation for this Report	4
3.2 SIA Process and Framework.....	4
3.3 Methodology overview.....	5
3.4 Scope, context and literature review	5
3.5 Engagement methodology.....	6
3.6 Impact identification and assessment	10
3.7 Assessing impacts on vulnerable members of the community	12
4 Statutory Framework for Considering Social Impacts	13
4.1 Statutory parameters	13
4.2 Regional and Local Plan context.....	13
4.3 Other matters.....	14
5 Existing Social Environment.....	17
5.1 Overview.....	17
5.2 Community Area 1	21
5.3 Community Area 2.....	29
5.4 Community Area 3.....	34
5.5 Construction and land acquisition across the study area.....	44
6 Regional Social Impact Assessment	48
6.1 Introduction	48
6.2 Transport, accessibility and connectivity	48
6.3 Culture and heritage	49
6.4 Growth and development	49
6.5 Healthy and Sustainable Communities	50
7 Local Social Impact Assessment	51
7.1 Introduction	51
7.2 Pre-application and Planning Phase	51
7.3 Construction Impacts.....	54

7.4 Operation Impacts	64
8 Recommendations	71
8.1 Planning Phase	71
8.2 Construction Phase	71
8.3 Operation Phase.....	73
9 Assessment of Effects Following Mitigation.....	75
9.1 Positive impacts.....	75
11 Conclusion.....	81
12 Bibliography	82

Appendices

- Appendix A: Screen of potential social impacts
- Appendix B: June Newsletter and Feedback Form
- Appendix C: Social Impact Survey Result Report
- Appendix D: Press release and media response to the Project

List of Figures

Figure 3-1: Summary of SIA Methodology.....	5
Figure 3-2: Summary of EWL Engagement 2016-2017	7
Figure 5-1: Auckland region.....	17
Figure 5-2: Overall project study area and Community Areas.....	18
Figure 5-3: Road infrastructure in the Project Area	19
Figure 5-4: Walking and Cycling Infrastructure in the Project Area.....	20
Figure 5-5: Community Area 1 – Onehunga.....	21
Figure 5-6: Key community facilities in Community Area 1	22
Figure 5-7: School zones in Community Area 1	24
Figure 5-8: View of Old Māngere Bridge from the Māngere Bridge suburb end	26
Figure 5-9: Connection from Manukau Harbour Crossing and Old Māngere Bridge to the underpass	26
Figure 5-10: Entrance to Onehunga Train Station.....	27
Figure 5-11: Gloucester Park.....	28
Figure 5-12: Taumanu	28
Figure 5-13: Community Area 2.....	29
Figure 5-14: Key community facilities in Community Area 2	30
Figure 5-15: Manukau Foreshore East Walkway	33

Figure 5-16: Mutukāroa-Hamlins Hill	34
Figure 5-17: Community Area 3.....	35
Figure 5-18: Key community facilities in Community Area 3	36
Figure 5-19: Ōtāhuhu Gurudwara Sahib.....	37
Figure 5-20: Ōtāhuhu College Zoning	39
Figure 5-21: Panama Road School	40
Figure 5-22: Panama Road Bridge	41
Figure 5-23: Potential pedestrian movements through Princes Street Interchange and quality of the environment	42
Figure 5-24: Seaside Park, Ōtāhuhu	43
Figure 5-25: Bedingfield Memorial Park	43
Figure 5-26: Indicative construction timing across the Study Area.....	44
Figure 5-27: Construction yards and designation in Community Area 1	45
Figure 5-28 Construction yards and designation in Community Area 2	46
Figure 5-29: Construction yards and land requirement in Community Area 3	47

List of Tables

Table 3-1: Partners for the Project.....	8
Table 3-2: Key stakeholders for the Project.....	8
Table 3-3: Matrix to determine scale of social impacts in this SIA	12
Table 5-1: QV property data April-June 2016	23
Table 5-2: QV property data April-June 2016	31
Table 5-3: QV property data April-June 2016	38
Table 7-1: Summary of likely social impacts during construction	54
Table 7-2: Construction Yards and nearby social environment.....	59
Table 7-3: Summary of social impacts from operation of EWL	64
Table 9-1: Summary of relevant positive impacts and recommendations.....	75
Table 9-2: Summary of negative impacts and scales with mitigation	76

Glossary of Technical Terms/Abbreviations

Abbreviation	Term
AEE	Assessment of Effects on the Environment
AMETI	Auckland-Manukau Eastern Transport Initiative
BoI	Board of Inquiry
CMA	Coastal Marine Area
CPTED	Crime prevention through environmental design
DOC	Department of Conservation
dB	Decibel
DBC	Detailed Business Case
EPA	Environmental protection authority
EWL	East West Link
EWLA	East West Link Alliance
GPSLT	Government Policy Statement on Land Transport
HAIL	Ministry for the Environment’s hazardous activities and industries list
IBC	Indicative Business Case
LTMA	Land Transport Management Act
MCA	Multi Criteria Analysis process
NES	National Environmental Standard
NPS	National Policy Statement
NoR	Notice of Requirement
The Transport Agency	The NZ Transport Agency
Panuku	Panuku Development Auckland
PBC	Programme Business Case
PAUP	Proposed Auckland Unitary Plan
PPFs	Protected Premises and Facilities
PWA	Public Works Act 1981
RMA	Resource Management Act 1991
SH(x)	State Highway (number)
The Plan	The Auckland Plan
TSI	The Southern Initiative
ULDF	Urban and Landscape Design Framework

1 Introduction

1.1 Purpose and scope of this report

This Social Impact Assessment (SIA) forms part of a suite of technical reports prepared for the NZ Transport Agency's East West Link project (the EWL or Project). Its purpose is to inform the Assessment of Effects on the Environment Report (AEE) and to support the resource consent applications, new notice of requirement and alteration to an existing designation required for the EWL.

This report assesses the social effects of the proposed alignment of the Project as shown on the Project Drawings in *Volume 2: Drawing Set*.

The purpose of this report is to:

- Identify and describe the existing social environment;
- Describe the potential general project wide and specific local social impacts of the Project;
- Recommend measures as appropriate to avoid, remedy or mitigate potential adverse social impacts (including any conditions/management plan required); and
- Present an overall conclusion of the level of potential adverse social impacts of the Project after recommended measures are implemented.

1.2 Assumptions

This report has been prepared on the basis of the scheme design developed up to September 2016. In addition, it is recognised that the mitigation and measures proposed to address some potential effects have the potential themselves to generate social impacts (for example, management regimes to treat stormwater runoff from the Project can result in additional land take or changes to the use of land that may give rise to different social outcomes). On this basis, it is important to acknowledge that this SIA is an assessment on the information available at the time of preparing the report. Engagement will be on-going with key stakeholders and project partners up until final lodgement of the AEE.

Measures are recommended to address potential social effects of the project. Depending on the implementation of these measures, the assessed effects of the Project will change. This again, will be reviewed as the final scheme design and construction management regime is finalised. Specific management measures, particularly in respect of managing design and implementation details seek to provide a mechanism to consider and respond to potential social impacts arising from subsequent design development.

1.3 Exclusions

The SIA does not cover regional or local economic impacts and business disruption, except where it may potentially impact on employment (this is covered in Section 12.3 of the AEE). It also does not cover impacts on Tangata Whenua / Mana Whenua values, this is covered in Chapter 12.5 of the AEE and has been the process of specific Maori values assessments (led by Mana Whenua themselves).

1.4 Project description

The EWL Project involves the construction, operation and maintenance of a new four lane arterial road from State Highway 20 (SH20) at the Neilson Street Interchange in Onehunga, connecting to State Highway 1 (SH1) at Mount Wellington as well as an upgrade to SH1 between the Mount Wellington Interchange and the Princes Street Interchange at Ōtāhuhu. New local road connections are provided at Galway Street, Captain Springs Road, the port link road and Hugo Johnston Drive. Cycle and pedestrian facilities are provided along the alignment.

The primary objective of the Project is to address the current traffic congestion problems in the Onehunga, Penrose and Mount Wellington commercial areas which will improve freight efficiency and travel reliability for all road users. Improvements to public transport, cycling and walking facilities are also proposed.

A full description of the Project including its design, construction and operation is provided in Part C: Description of the Project in the Assessment of Effects on the Environment Report contained in *Volume 1: AEE* and shown on the Drawings in *Volume 2: Drawing Set*.

2 Experience

2.1 Amelia Linzey

The author of this report has the following qualifications and core experience in social impact assessment:

- 18 years professional experience in environmental impact assessment and consultation;
- Master of Science in Geography (First Class Honours) from the University of Auckland and Bachelor of Science;
- Full member of the New Zealand Planning Institute (NZPI) and a member of the International Association of Public Participation (IAP2) and has undertaken the IAP2 Certificate Programme in Public Participation (2003);
- Involved in social impact assessments for the following projects:
 - Peer review of the SIA for the Redoubt Road-Mill Road Corridor Project – 2015;
 - The designations for the City Rail Link for Auckland Transport;
 - The resource consent applications to abandon the wreck of the MV Rena on the Astrolabe Reef and for any future discharge of contaminants from the wreck;
 - The Drury South Plan Change, which was a private plan change initiated by Stevenson Ltd to extend the Metropolitan Urban Limit and change the zoning of rural land in Auckland (Drury) to a mix of urban land uses (including industrial and business park land);
 - The Ruakura Inland Port Proposed Plan Change (2013-2014);
 - The Waterview Connection Proposed Plan Change for the Transport Agency (2010-2011); and
 - Peer review of the McKays to Pekapeka SIA (2012).
- Been involved in consultation for the East West Connections (EWC) and EWL Project since 2013.

2.2 Sarah MacCormick

The author of this report has the following qualifications and core experience in social impact assessment:

- Been involved in consultation for the EWC and EWL Project since 2014;
- Bachelor of Planning (Honours) from the University of Auckland;
- Member of the NZPI and IAP2; and
- Has undertaken the IAP2 Certificate Programme in Public Participation (2014/2015).

3 Assessment Methodology

3.1 Preparation for this Report

The preparation for this report has included:

- Various site visits over the course of the previous Business Case phases (for the East West Connections Project) and in the preparation of this report;
- Review of other technical reports including noise, vibration, air quality, cultural, urban design, economic, landscape and visual and construction and operational traffic impacts;
- Literature review of social impacts associated with roading projects, both in New Zealand and off-shore as relevant;
- Review of media commentary on the Project;
- Review of stakeholder and community engagement through previous business case phases of the East West Connections Project (EWC) in 2013, 2014 and 2015, and the authors were involved in the engagement process during these timeframes;
- Stakeholder and community engagement from March 2016 through to July 2016 for the EWL Project (including a 3-week period of public engagement). Amelia Linzey is Engagement Manager for the EWL Project and Sarah MacCormick is a member of the Engagement Team;
- Scope and review of face to face surveys in the community undertaken for specific issues of the Project including:
 - Community movements / desire lines / connectivity and amenity values for communities and their access to / from the centres of Old Māngere Bridge, Onehunga and Ōtāhuhu; and
 - Community accessibility and amenity considerations for walking and open space areas of Manukau Foreshore East/West Walkway, Old Māngere Bridge, the Onehunga Foreshore and Ōtāhuhu.
- Review of manual traffic surveys undertaken which have shown the current typical use of the Manukau Foreshore East and West Walkways.

3.2 SIA Process and Framework

The NZ Transport Agency's 'Guide to Assessing Social Impact for State Highway Projects' accepts the definition of a Social Impact Assessment (SIA) from The International Association for Impact Assessment (IAIA) as being:

'... the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions'¹

The IAIA notes that SIA can be undertaken in different contexts and for different purposes, but that the following principle is important across all SIA:

'The improvement of social wellbeing of the wider community should be explicitly recognised as an objective of planned interventions and as such should be an indicator considered by any

¹ International Association for Impact Association, 2003 *Social Impact Assessment International Principles*

form of assessment. However, awareness of the differential distribution of impacts among different groups in society, and particularly the impact burden experienced by vulnerable groups in the community should always be of prime concern.'

The methodology adopted for this SIA has been developed to identify and predict the key social impacts of the EWL from the perspective of those potentially affected by it for technical assessment to support the AEE.

3.3 Methodology overview

This section outlines:

- The social science methods used to gather, analyse and present social data;
- Community and stakeholder engagement activities used to understand social impacts including the information provided and questions asked; and
- The methods used to identify and evaluate social impacts.

The methodology undertaken for the EWL Project SIA is summarised in Figure 3-1.

Figure 3-1: Summary of SIA Methodology



Each of the above steps is detailed further below.

3.4 Scope, context and literature review

A range of information sources and methods have been used to prepare this SIA. These include:

3.4.1 Census and GIS data

- Census Data: to confirm profile of communities as recorded by Statistics New Zealand Census 2013 (and where relevant, 2006);
- GIS data to assist in establishing the existing environment.

3.4.2 Site Visits

- Various site visits have occurred throughout the East West Connections Project (Indicative and Detailed Business Cases) (“EWC Project”) and EWL Projects. These have been undertaken with internal Project team members and key stakeholders including Mana Whenua and Auckland Council (in which Project team members were present);
- One site visit was undertaken during the writing of this draft SIA in order to observe the social environment in the Project area which was undertaken by Sarah MacCormick and Amelia Linzey.

3.4.3 Literature Review

- Relevant EWL Technical Reports;
- Social/environmental impact assessments of similar projects in New Zealand and internationally;
- Auckland Council policies;
- Local community plans;
- Media coverage;
- Schools data (i.e. school rolls, decile ratings for school communities² and Education Review Office reviews³);
- Socioeconomic Deprivation data⁴ and analysis and literature to consider impacts on vulnerable communities (particularly in respect of housing) as cited in this report; and
- Real estate data (from QV).

3.5 Engagement methodology

3.5.1 Community and Stakeholder Consultation and Engagement

Community and stakeholder consultation and engagement has informed the SIA. In accordance with the Transport Agency’s guideline⁵, the community engagement has been undertaken by the authors of this SIA in alignment with the stakeholder engagement plan for the Project. A full summary of engagement is included in Part E: Consultation and Engagement (Chapter 13 of the AEE). Below is a summary of key activities that were undertaken.

² Decile ratings relate to the socio-economic makeup of surrounding individuals and households based on census data. It is a tool used by the Ministry of Education to review the resource requirements education facilities and their access to particular resources.

³ ERO reviews look at how an early learning service or school reaches ‘positive learning outcomes’ (knowledge, skills, attitudes and habits) for all children in young people. They outline what is working well and what needs to be improved.

⁴ The NZ Deprivation Index 2013 combines census data relating to income, home ownership, employment, qualifications, family structure, housing, access to transport and communications. A score of 1 represents the least deprived areas and 10 the most deprived areas. A value of 10 therefore indicates that a meshblock is in the most deprived 10% of areas in New Zealand.

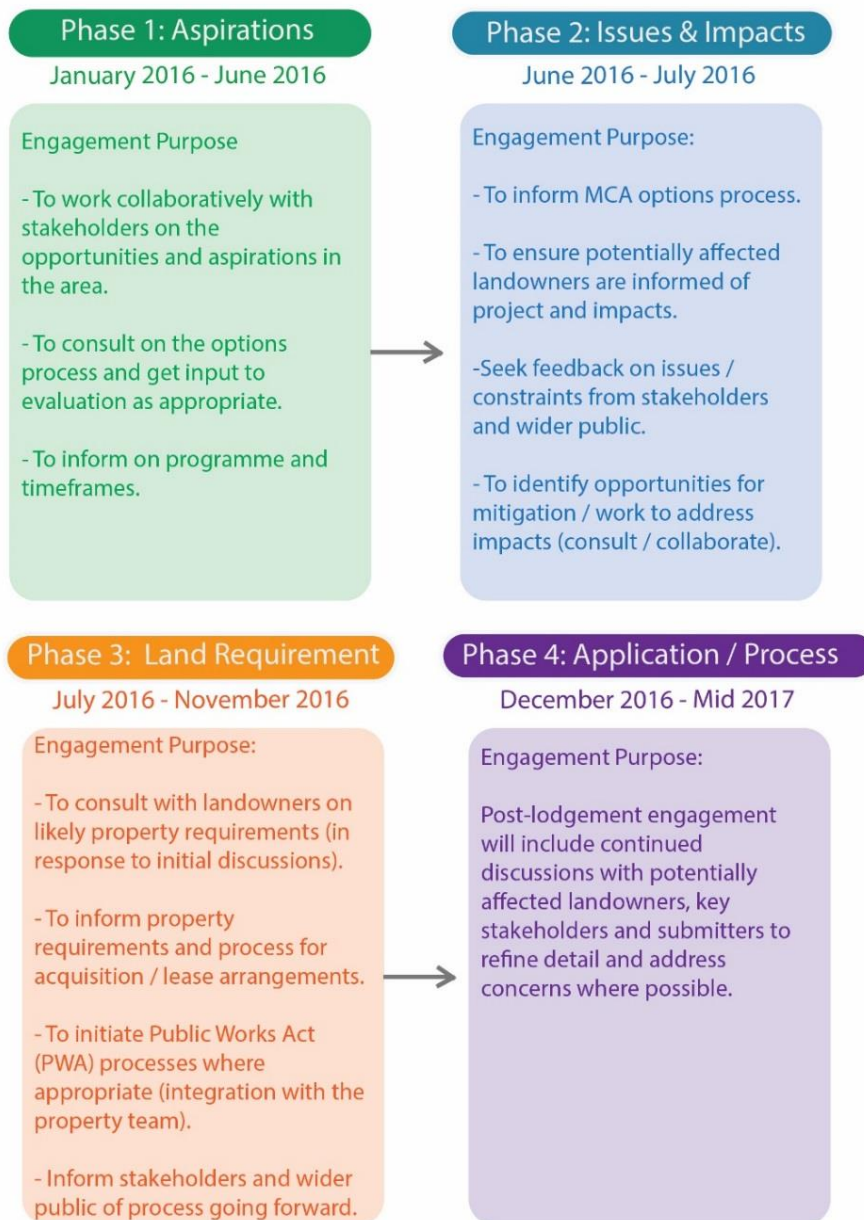
⁵ NZ Transport Agency: Draft Guide to assessing social impacts for state highway projects, October 2015, Version 1.

There has been previous stakeholder and public engagement for the EWC Project in 2014 and 2015, which included:

- Engagement on the main transport issues in the EWC Study area from July to August 2014;
- Engagement on the shortlisted options for Onehunga-Penrose Connections and Māngere, Ōtāhuhu and Sylvia Park Connections from October to November 2014 (for input into the Indicative Business Case); and
- Engagement on the Preferred Approach (for input into the Detailed Business Case) from January to July 2015.

Recent engagement for the EWL Project has been undertaken in three phases (with a fourth phase focusing on post-lodgement of the applications) (see Figure 3-2).

Figure 3-2: Summary of EWL Engagement 2016-2017



Engagement with stakeholders and Project partners (see Table 3-1 and Table 3-2) has been ongoing since January 2016. However, a targeted three-week public consultation period was undertaken in June-July 2016 (i.e. Phase 2) on the draft scheme design (dated 6 June 2016). The purpose of consultation was to:

- Inform potentially affected landowners and tenants of the potential effects on their properties and understand key information about the sites (i.e. where people’s outdoor living spaces are, their business operations).
- Engage with vulnerable users. Those that were engaged with from Project area those adjoining the project and affected by the work. Engagement was undertaken through door knocking (of all affected residential properties) and follow up one on one meetings. This enabled those with language barriers to have a translator or those that were particularly housebound to have a discussion in their own home; and
- Seek feedback from key stakeholders and the general public on the draft scheme design.

Table 3-1: Partners for the Project

Project partners	
	Auckland Council, including: <ul style="list-style-type: none"> ■ Auckland Council Project Reference Group (officer representation from various departments at Council).
	Auckland Transport
	Mana Whenua <ul style="list-style-type: none"> ■ Te Akitai Waiohua ■ Ngāti Te Ata Waiohua ■ Ngāti Paoa ■ Ngāti Maru Runanga ■ Te Kawerau ā Maki ■ Ngāi Tai Ki Tāmaki ■ Ngāti Whātua Ōrākei ■ Te Runanga o Ngāti Whātua ■ Te Ahi Waru ■ Ngāti Tamaoho

Table 3-2: Key stakeholders for the Project

Key Stakeholders	
Government	Auckland Council, including <ul style="list-style-type: none"> ■ Auckland Council Project Reference Group (officer representation from various departments at Council, which included Panuku).
	Panuku
	NZ Transport Agency
	Department of Conservation (DOC)
	KiwiRail
	Auckland Transport (a CCO)
	Heritage New Zealand Pouhere Taonga
Political	The Minister for Transport
	Auckland Council Mayor’s Office
	Auckland Councillors (through the Auckland Council Development Committee)
	Maungakiekie-Tāmaki Local Board
	Māngere-Ōtāhuhu Local Board

Key Stakeholders	
Business / Freight Groups	National Road Carriers (NRC)
	Auckland Business Forum (ABF)
	New Zealand Council for Infrastructure Development (NZCID)
	The Onehunga Business Association (OBA)
	NZ Heavy Haulage Association
	Penrose Business Association
Community Groups	The Onehunga Enhancement Society (TOES)
	Bike Auckland
	Manukau Harbour Restoration Society (MHRS)
Landowners	Residential landowners
	Business landowners
Utilities	Transpower
	Watercare
	Vector

Information about the Project was communicated to the public, and feedback collected through a variety of methods, including:

- Newsletters and feedback forms (including online) – See Appendix B;
- Email updates;
- NZ Transport Agency website and Arc GIS Story Map;
- Open Days / Office drop in sessions;
- Stakeholder workshops;
- One-on-one interviews; and
- Stakeholder feedback.

3.5.2 Social Impact Community Surveys

Surveys were undertaken for this SIA in five locations within the Project Area, including:

- Onehunga town centre;
- Taumanu;
- Māngere Bridge Town Centre;
- Old Māngere Bridge; and
- Manukau Foreshore West Walkway.

These surveys were not intended to be representative (in a statistical sense) of the residents of the communities in which they were located, but rather representative of users and pedestrians in the areas surveyed (noting that a number were from the local community area).

A total of 273 people were interviewed across the five locations. The purpose was to understand how people used local facilities, their travel patterns and how they may react to certain upgrades in the area as part of the EWL Project. The full survey results are included in **Appendix C**. Questions asked included:

- **General travelling behaviour:**

At all the locations stated above, participants were asked where they travelled from, what transportation method they used, their main reason for travelling and how frequently they travelled to the relevant location;

- **Importance of Taumanu:**

At the Onehunga town centre and Taumanu, participants were asked about the importance of Taumanu for the Onehunga community;

- **Development at Māngere Inlet:**

At the Onehunga town centre and Taumanu, participants were asked how they would like the Māngere Inlet and cycleway to be developed in the future;

- **Walkway extension to Sylvia Park Shopping Centre:**

Participants on the walkway were asked whether they would support its extension to the Sylvia Park Shopping Centre;

- **Connecting the Walkway:**

Participants interviewed on the Manukau Foreshore West Walkway were asked whether they would use a connection from the Walkway along Alfred Street to connect with Neilson Street.

The surveys have been used to understand the community's use of certain facilities in the Study Area and how people typically travel around. It is noted that there were no surveys undertaken in Ōtāhuhu, however informal interviews were undertaken during open days, drop-in sessions and landowner meetings in order to understand the views of local residents.

3.6 Impact identification and assessment

3.6.1 Regional social impacts

This report outlines the potential impacts at a regional level as a result of the operation of the Project. These impacts are grouped under the following themes, including:

- **Transport, accessibility and connectivity:** meaning the benefits through increased transport choice and connectivity to the rest of the Auckland Region;
- **Culture and heritage:** meaning the benefits through wider recognition of regionally significant geological and cultural features in the Project area;
- **Growth and development:** meaning the benefits that can be realised as part of the Project relating to growth and development, including the potential for new jobs to be created and existing ones to be sustained; and
- **Health and sustainability:** meaning the potential benefits the Project can realise in relation to health of people through provision of active transport infrastructure.

3.6.2 Local social impacts

This report then identifies and assesses the key social impacts experienced across the whole study area and for each of the individual community areas (where relevant) effects have been grouped for assessment by Project phases, being:

- Pre-application and planning phase;
- Construction phase; and
- Operation phase.

The potential social impacts experienced by people as a consequence of development or intervention are outlined in Section 7.3 of the NZ Transport Agency's *Draft Guide to assessing social impacts for state highway projects* 2015. A full screen of the potential social impacts and their relevance to the Project was undertaken prior to the drafting of this report, this is included in Appendix A (that have been outlined in the Transport Agency's guide). The key social impacts identified in this report include:

- **The quality of the living environment and amenity:** meaning the 'sensory' and as a result the potential health impacts on people from construction and operation of the project i.e. noise, visual and air quality;
- **Social cohesion:** meaning access to community facilities and potential meeting places for locals such as public spaces or recreational transport routes. It also relates to stability of an area (e.g. a reduction/increase in crime or loss of community members) and impacts on services available to people this includes sense of and physical safety of people;
- **Material wellbeing:** meaning impacts on private properties, employment opportunities and access/accessibility i.e. changes to transport patterns and movements; and
- **Culture and identity:** meaning impacts on the distinctiveness or unique values of a place and any important cultural sites/values experienced there.

3.6.2.1 Scale, duration and probability

Each potential local social impact has been assessed and categorised by duration and overall scale of the impact in Section 7 of the SIA. An explanation of the categorisation is as follows:

Duration:

- Short term: 0-12 months;
- Medium term: 1-2 years;
- Sustained: 2-5+ years.

Scale of the impact:

The overall scale of each potential social impact has been assessed based on the severity of the impact (i.e. low, moderate and high related to the disturbance/change to current social conditions) and distribution (i.e. the amount of people who will likely experience the impact). The matrix that has determined the overall scale is shown in Table 3-3.

Table 3-3: Matrix to determine scale of social impacts in this SIA

		Severity		
		<u>Low:</u> <i>i.e. Intermittent disturbance/annoyance for people or minor change to current social conditions;</i>	<u>Moderate:</u> <i>i.e. Regular disturbance/annoyance for people or measurable change to current social conditions;</i>	<u>High:</u> <i>i.e. Major and permanent changes to current social conditions</i>
Distribution	<u>Small:</u> <i>i.e. Will likely be experienced by <50 people</i>	Low	Low - Moderate	Moderate
	<u>Medium:</u> <i>i.e. Will likely be experienced by between 50-100 people</i>	Low - Moderate	Moderate	High
	<u>Large:</u> <i>i.e. Will likely be experienced by >100 people</i>	Moderate	High	Very High

Probability

Effects have been considered as to whether they are likely or unlikely e.g. unlikely is <10% of being realised. Only very high unlikely effects have been specifically identified in this report; to assist with contingency planning.

3.6.2.2 Recommendations

In Section 8, the SIA outlines recommendations and provides an assessment of the adverse effects taking into account the proposed mitigation recommendations. The conclusion provides an overall assessment of the positive and adverse effects of the Project.

3.7 Assessing impacts on vulnerable members of the community

To date, engagement by the Project team in regards to vulnerable members of the community has been on those adjoining the project and affected by the work. This engagement has included door knocking and follow up one on one meetings with these people, usually at their place of residence. This enabled those with language barriers to have a translator, and those that were more or less housebound (the Project team spoke with several elderly people, some of who had reduced mobility due to illness and physical impairment and one household with residents who had significant limited physical accessibility) to discuss the Project in their own homes.

In addition, we have considered impacts on children, particularly as pedestrians / cyclists and on buses using routes that will be potentially impacted on from construction of the EWL Project to get to surrounding schools. *Technical Report 1* has assessed the potential impacts on school bus routes as a result of the EWL. This SIA has looked specifically at the current walking / cycling routes through the Princes Street Interchange which is a likely route for school children who walk to school and who live in Ōtāhuhu east. The Princes Street Interchange is the closest connection for these children to access one of the many schools in the Ōtāhuhu west area (as outlined in Section 5.4 below). The SIA has identified a potential impact on the walking and cycling route of children from Māngere Bridge who are in zone for Onehunga High School and Royal Oak Intermediate School during construction. This is addressed in Sections 7.3 and 8.2 of this SIA.

4 Statutory Framework for Considering Social Impacts

4.1 Statutory parameters

4.1.1 Land Transport Management Act 2003 (LTMA)

The Land Transport Management Act 2003 (LTMA) provides the legal framework for managing and funding land transport activities. The purpose of the LTMA is to contribute to an effective, efficient and safe land transport system in the public interest.

The LTMA requires that in meeting its objective and undertaking its functions, the Transport Agency must exhibit a sense of social and environmental responsibility.

4.1.2 Resource Management Act 1991 (RMA)

The Resource Management Act 1991 (RMA) requires the decision making process to include consideration of the actual and potential effects of activities on the environment. The RMA definition of the environment in Section 2 include (emphasis added):

- a) *Ecosystems and their constituent parts, **including people and communities**;*
- b) *All natural and physical resources; and*
- c) *Amenity values; and*
- d) ***The social, economic, aesthetic, and cultural conditions** which affect the matters stated in paragraphs (a) to (c) of this definition or which are affected by those matters.*

This definition is central to define the social impacts with respect to the environment. Other sections of the RMA such as Section 5 are also integral to an assessment of social effects. Section 5 defines the purpose of the RMA: *to promote the sustainable management of natural and physical resources.* Sustainable management means (emphasis added):

*“Managing the use, development and protection of natural and physical resources in a way, or at a rate, which **enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety...**”*

Section 7(c) states that (emphasis added) *“all persons exercising functions and powers under the Act... shall have particular regard to... the maintenance and enhancement of **amenity values.**”*

Schedule 4(2) states that any person preparing an assessment of the effects on the environment should consider the following matters (emphasis added):

*“Any effect on those in the neighbourhood and, where relevant, the wider community **including any socio-economic and cultural effects.**”*

4.2 Regional and Local Plan context

4.2.1 The Auckland Plan

The Auckland Plan is the strategic plan to make Auckland ‘the world’s most liveable city’ over a 30-year timeframe. The East West Link project is identified as one of three highest priority transport projects in the Auckland Plan.

The Plan recognises that the AMETI and East-West Link Project are critical to Auckland’s future growth and Directive 13.5 states:

“Jointly progress planning for AMETI and the East-West Link and implementation by 2021”

The Plan describes the Project as a critical project for Auckland’s future growth which will address the high traffic and freight movements between SH20 and SH1, and between industrial areas and the port and the airport as well as improvements for public transport, walking and cycling.

Completion of the East-West Link is identified as a priority project in the first decade 2011 to 2020 and a High Priority Transport Project.

4.2.2 The Southern Initiative

The Southern Initiative (TSI) is one of two major geographical priorities identified in the Auckland Plan for social, economic and physical regeneration (the other is the City Centre). The TSI encompasses the Māngere-Ōtāhuhu Local Board area (as well as the Otara-Papatoetoe, Manurewa and Papakura Local Boards). The TSI has formed a unique model as a change agency for South Auckland, working across government, council, iwi, community and business.

It supports, facilitates and enables community and social innovation in South Auckland through:

- Design-led innovation;
- Social entrepreneurship;
- Community-based economic development;
- Technology and creativity;
- Procurement;
- Employment and up skilling; and
- Health and wellbeing.

4.2.3 Maungakiekie-Tāmaki Local Board Plan 2014

The Maungakiekie-Tāmaki Local Board Plan 2014 recognises that the EWC Project is a key transport initiative which is being delivered to meet the needs of important local businesses in the area (along with other transport projects such as AMETI). The key objective the Board would like to see achieved in relation to this is: *“Road systems that enable businesses to move freight efficiently with minimal impact on residents”* and they will do that through advocating *“...for the East-West Connections to deliver on community and business expectations”*.

4.2.4 Māngere-Ōtāhuhu Local Board Plan 2014

The Māngere-Ōtāhuhu Local Board Plan 2014 recognises the EWL as an important transport project to support the economic and population growth in the area.

4.3 Other matters

These documents are highlighted because they demonstrate community and stakeholder perceptions of the Project and the plans, aspirations and / or wider context of social change anticipated in these communities.

4.3.1 Māngere-Ōtāhuhu Area Plan 2013

The Māngere-Ōtāhuhu Area Plan 2013, identifies a number of key community transformative changes for the area over the next 25 years. Some key themes identified in the Plan include transforming the area into one that attracts visitors and a place where people want to live, work and play. In particular,

it highlights opportunities to increase local employment (in and around Auckland Airport) and the need for works and programmes to address challenges of health, housing, unemployment and low educational achievement. Transformative projects or changes indicated in the Plan include:

- Revitalising and enhancing the centres of Māngere-Ōtāhuhu, which include Māngere Bridge and Ōtāhuhu;
- Providing and improving transport connections to Auckland International Airport and between communities and the CBD;
- Improving water quality of the Manukau Harbour and promoting opportunities for appropriate public access to the coast;
- Promoting business areas for local and regional employment, tourism and recreation destinations and as a gateway to Auckland;
- Progressively enhancing Māngere and Ōtāhuhu residential areas through comprehensive redevelopment, planning and partnerships with major landowners; and
- Recognising the kaitiaki role of Mana Whenua, and conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity.

This Area Plan explicitly recognises the East West Link Project as an important Project for Auckland's transport network, as part of the work to contribute to the transform programme.

4.3.2 Māngere Inlet Environmental Strategy

The Māngere Inlet Environmental Strategy is a collaborative, multi-organisational vision from agencies (NZ Transport Agency, Auckland Council, Auckland Transport, KiwiRail, Watercare, DOC) and Mana Whenua *“to restore the Mauri of the Māngere Inlet”*. The strategy was developed following early engagement on the EWL project, with outcomes and indicators developed to support the key values of the inlet. It is intended for use by contributing members within their own organisations and has an important focus on integrating different projects within a collective vision.

4.3.3 Panuku: Onehunga and Ōtāhuhu Transformation

Panuku Development Auckland (Panuku) is a Council Controlled Organisation (CCO). Panuku is involved throughout the lifecycle of property, from buying, managing and selling property on behalf of Auckland Council and CCOs, through identifying when property is no longer required or when it can be used to better meet community needs.

Panuku has identified Onehunga and Ōtāhuhu as 'transformational areas'. Panuku is looking to the Onehunga Wharf as part of this 'transform programme', seeking outcomes to develop it for greater public use, they see this as key to *'unlocking the economic, recreation, tourism and transportation potential of the Manukau Harbour.'* Panuku has indicated plans to:

- Acquire Onehunga Port;
- Create more housing, including an affordable housing components in Onehunga including the wharf location; and
- Deliver sustainable, high quality developments that leverage off existing investment in the area and take into account the area's historic and natural heritage.

Ōtāhuhu is also identified as a key area for transformation. Panuku is working with Auckland Council specifically on the regeneration of the Town Centre and the portage route through to Middlemore Hospital. The key current priorities for the Ōtāhuhu Town Centre regeneration include:

- Maintain and enhance the historic character of the town centre;

- Assist with connecting the town centre to the rail station; and
- Provide direction on how key sites should be developed in future.

5 Existing Social Environment

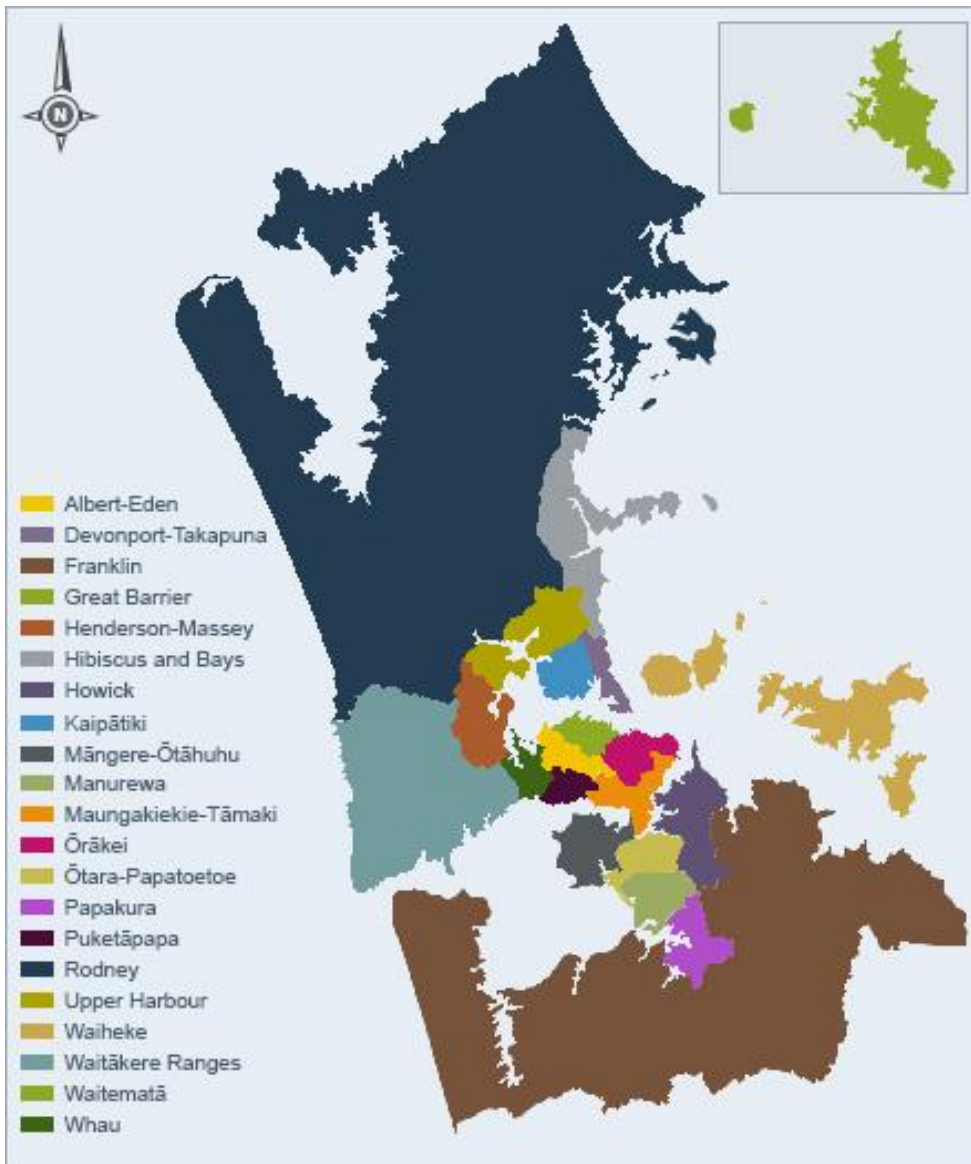
5.1 Overview

Whilst the EWL is regarded as a key transport project for the Auckland Region (Directive 13.5 of the Auckland Plan), it is important to recognise that the social impacts of the Project (in particular adverse impacts) extend over a more localised area.

5.1.1 Auckland region

The SIA identifies potential regional social impacts as a result of the Project. For the purposes of this assessment, the region includes the wider Auckland Region, as shown in Figure 5-1 showing local board areas.

Figure 5-1: Auckland region



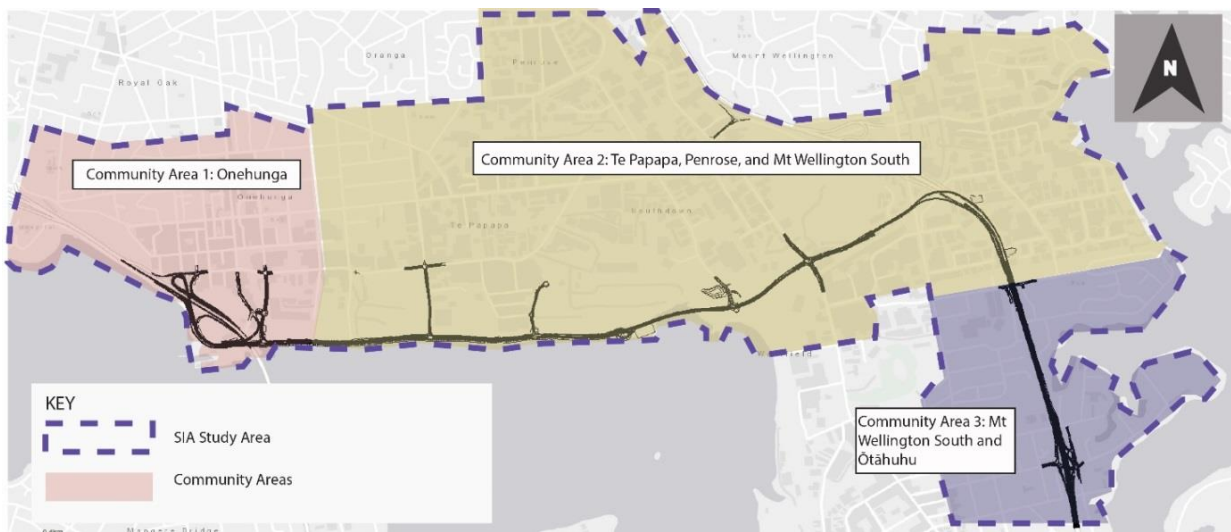
5.1.2 Project ‘Community Areas’

5.1.2.1 Project Study area

This SIA has established a Project Study Area (Study Area) for the purposes of profiling the existing environment and for assessing local social impacts associated with the Project. This is broken up into three Community areas (see Figure 5-2). Figure 5-3 shows the transport links in the Study Area and Figure 5-4 shows the local of the walking and cycling infrastructure.

The SIA community areas differ from the route sections used in the AEE and in various technical reports which support the NoR and AEE as the Study Area is based on a combination of surrounding Census Area Units (CAUs) and meshblocks. The Study Area extends over the Maungakiekie-Tāmaki and Māngere-Ōtāhuhu Local Board areas.

Figure 5-2: Overall project study area and Community Areas



The following sections outline the following in each of the Community Areas:

- A brief description of land occupation / acquisition and construction yards for the purposes of constructing the EWL;
- Maps and descriptions of key community facilities are included within the description of each Community Area (below)⁶. The use of community facilities provides insight into how people live, work, play and interact;
- Population information and key trends in the area including residential property data; and
- Existing movement demand and travel patterns.

⁶ Maps highlight sites of particular importance from an SIA perspective, but are not intended to provide an exhaustive list of community sites of interest in the area. Sites have been identified from site visits, consultation feedback and internet sources.

Figure 5-3: Road infrastructure in the Project Area



Figure 5-4: Walking and Cycling Infrastructure in the Project Area



5.2 Community Area 1

5.2.1 Overview

Community Area 1 (see Figure 5-5) covers the suburb of Onehunga. Onehunga is a light industrial and residential suburb located on the northern edge of the Manukau Harbour around the small Onehunga port 10km from the CBD. There are 4,341 occupied dwellings in the three CAUs of Community Area 1. The majority of residential dwellings are located north of the Onehunga town centre with some on Onehunga Harbour Road.

Figure 5-5: Community Area 1 – Onehunga



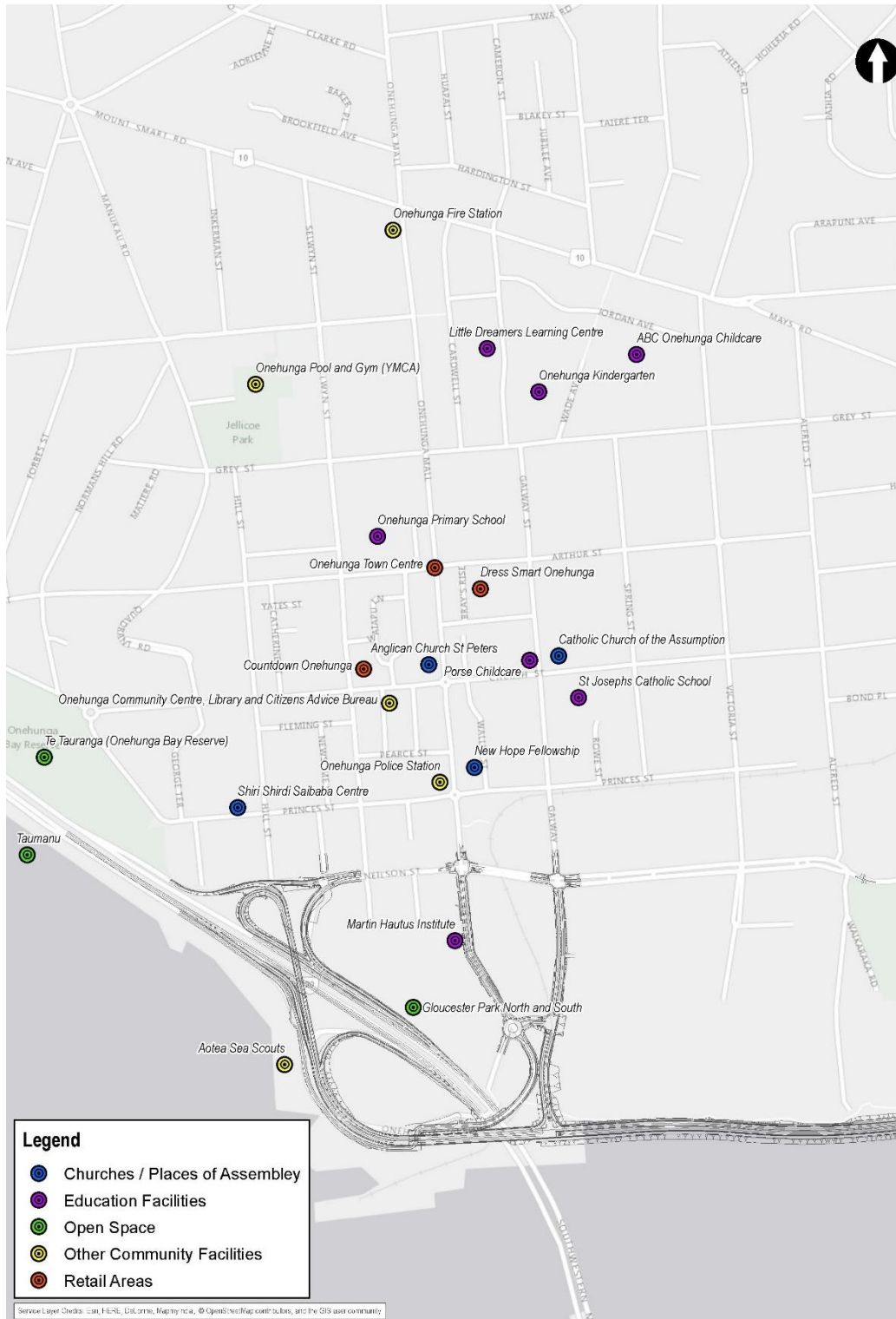
Post-European contact, the settlement of Onehunga grew up around its small port and thrived until land transport links in the 1950s and 1960s diminished the importance of smaller-port settlements. In recent years Onehunga includes light industrial and commercial activities. Dress Smart is a notable large-scale retail outlet. Onehunga Mall, the main street, has cafes, restaurants, convenience stores, retail, a police station and fire station. There are a number of recreational areas including Gloucester Park and Taumanu. The upper part of the Town Centre (north of Arthur Street) has had recent streetscape upgrades. The Town Centre is represented by the Onehunga Business Association.

As previously mentioned, Panuku has identified Onehunga as a ‘transformation area’ and are in the early stages of investigating potential development in the area. Panuku has identified the land around the Onehunga Port area as a key element for the wider Onehunga urban renewal project.

In terms of community facilities Onehunga has a number of heritage buildings, including (but not limited to) the Aotea Sea Scouts Hal as well as parks, a swimming pool and gym centre, community centre with library, and a number of churches and schools. The Aotea Sea Scouts Hall was built in

1911 at the time for the Manukau Yacht & Motor Boat Club. It is currently home to the Onehunga Sea Scouts. The building is in a strategic location near the water and with good visibility for the community. The Countdown in Onehunga is important as it is the closest supermarket to the Town Centre and is also utilised by Māngere Bridge residents.

Figure 5-6: Key community facilities in Community Area 1



5.2.2 Community profile

The suburb of Onehunga has a less demographically diverse community compared to the rest of the study area. The suburb is somewhat severed by SH20 (between Onehunga and Old Māngere Bridge, which used to be local road bridge) but there is still some connectivity between these communities (e.g. school roll indicates school kids from Old Māngere Bridge go here and that people travel to Onehunga from Māngere Bridge, especially for the Countdown).

Community Area 1 is comprised of two CAUs, including:

- Onehunga South West; and
- Onehunga South East.

2013 Census data indicates that the usually resident population of Community Area 1 is approximately 7392 people. Within Community Area 1, the population growth for Onehunga South West and Onehunga South East CAUs between 2006 and 2013 was 507 people or 7%. The predominant ethnic group in Community Area 1 is European, followed by Asian. In terms of household composition there is a higher proportion of people living in homes that they do not own in Onehunga South East (59%), whereas in Onehunga South West there are more people living in their own home (47%).

Onehunga South West and Onehunga South East both have quite different deprivation ratings. Onehunga South West has a rating of 4, whereas Onehunga South East has a rating of 8. Both have different median household incomes (\$86,600 and \$66,700 respectively). 6% of people in Onehunga South West are unemployed and 7% in Onehunga South East. The average percentage of people in full time work across the two CAUs is 54%.

Onehunga is included in the Auckland City Police District. Recently in the media it has been reported there have been a number indecent assaults in the Onehunga area, some in Buchanan Park on Victoria Street, and one that occurred outside the Onehunga Community Centre. In 2014 there were 623 recorded burglaries, with only 37 (or 6%) that were resolved.

5.2.2.1 Residential Property values and Housing Trends

QV property data in Onehunga has been used to give provide an overall picture of an idea of housing market sales in the area, median sale prices and percentage differences between sale prices and the registered Capital Value (CV) of a property. The period of this data is from April 2016 – June 2016 and is included in Table 5 1 below:

Table 5-1: QV property data April-June 2016

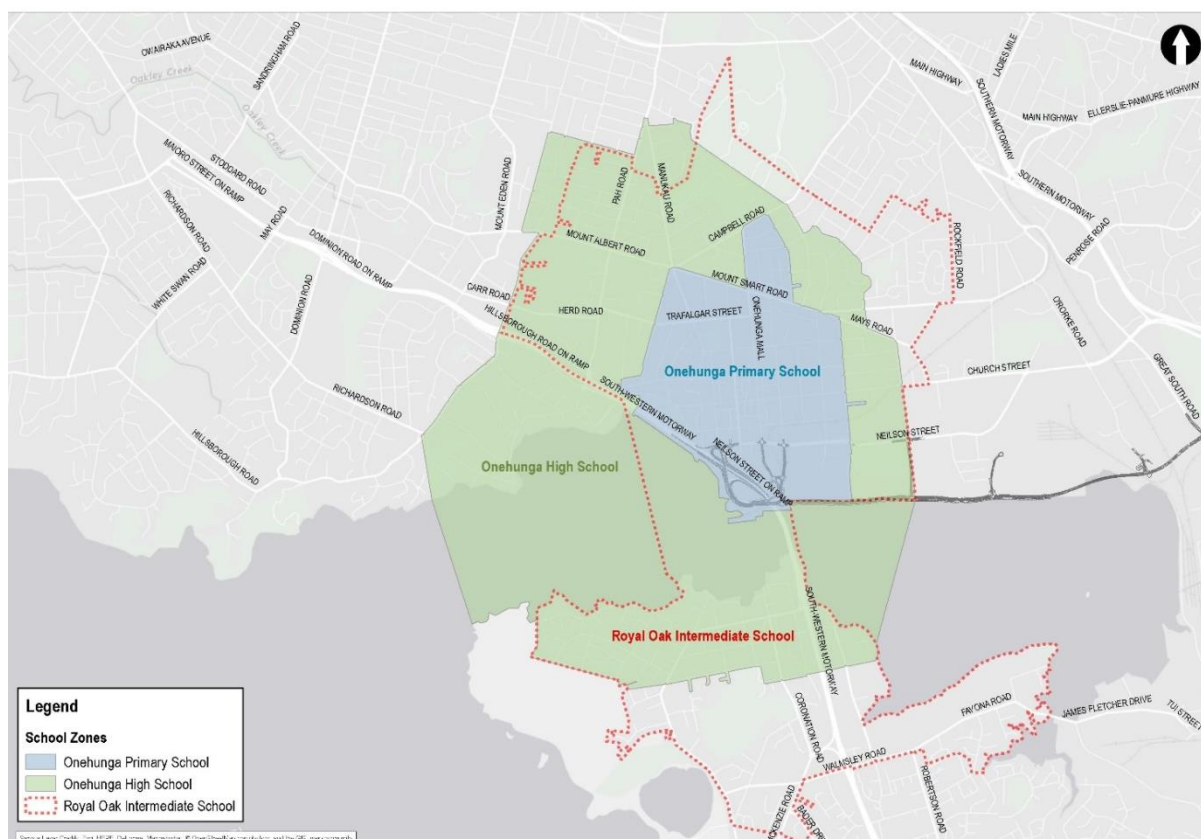
Suburb	Number of sales	Median sale price	Difference between sale price and CV	CV Date
Onehunga	64	\$877,500	38%	July 2014

The median sale price is \$877,500 compared to the Auckland average of \$767,000. There is a 38% difference between the sale prices and the CV of a property (the Auckland average is 33%). There is a relatively high rate of sales in this suburb. The overall trend shows an area of increasing market desirability and attractiveness in the Auckland housing market.

5.2.3 Educational Facilities

The Community Area contains zoning for Royal Oak Intermediate School, Onehunga Primary School and Onehunga High School (see Figure 5-7). Onehunga High School and Royal Oak Intermediate (noting these extend outside Community Area 1 into the Māngere Bridge and the wider Onehunga area).

Figure 5-7: School zones in Community Area 1



The following three schools are the key education facilities in the Community Area 1:

5.2.3.1 Onehunga Primary School

Onehunga Primary School is a state primary school with a roll of 395 students in 2016. The school decile rating is 4. This indicates the roll sits around the middle range with respect to the proportion of students from lower socio-economic communities. The zone extends from the Onehunga Port Wharf to the south, Campbell Road to the north, Beachcroft Avenue to the west and Alfred Street to the east (see Figure 5 7). The Education Review Office (ERO) Report from 2015 has noted that the School has an increasing and ethnically diverse roll which includes a large number of Pacific students. It also states that overall students achieve well (noting that, however Māori and Pacific students tend to achieve less favourably relative to others in the school).

5.2.3.2 Onehunga High School

Onehunga High School is a state secondary school (years 9-13) with a roll of 1390 students in 2016. The school has a decile rating of 3. This indicates that the roll sits in the first third of students from lower socio-economic communities. The zone is considerably larger than the Onehunga Primary School, as it extends from Taylor Road (Māngere Bridge) to the south, Hillsborough Road to the west,

Ngaroma Road to the north and Captain Springs Road to the east. The 2015 ERO report describes the school as culturally diverse, with many bilingual students from a wide geographic area.

5.2.3.3 St Joseph's School

St Joseph's School is a state integrated primary school (with no zone) and has a roll of 272 students in 2016. The school has a decile rating of 3 which means students are in a similar percentile to Onehunga High School.

5.2.3.4 Early Childhood

Early childhood education centres in Community Area 1 include:

- ABC Onehunga Childcare (Jordan Avenue);
- Onehunga Kindergarten (Cameron Street);
- Little Dreamers Learning Centre (Cameron Street); and
- PORSE Childcare (Church Street).

5.2.4 Existing Movement Demand/Travel Patterns

The 2013 Census indicates that the majority of residents are in full-time employment and that the majority of residents travel to work by private vehicle (only 11% of residents in Onehunga South West and 18% of residents in Onehunga South East travel to work via active/public transport). Approximately 10% of households across the Community Area 1 do not have access to a motor vehicle, therefore with the remaining at least 90% having access to one or more motor vehicle (or more).

SH20 is a vital transport link for Onehunga residents to access other areas of Auckland such as Manukau to the south and Mt Albert/Sandringham to the west. SH20 is the only road link between Māngere Bridge and Onehunga. During interviews and at open days many people highlighted the importance of this connection. Old Māngere Bridge (see Figure 5-8) is a key north-south movement for pedestrians and cyclists primarily from Māngere Bridge suburb accessing Onehunga town centre and other services/facilities. There is a plan by the NZ Transport Agency to replace the bridge in 2017, with a new pedestrian/cycle bridge.

The walking and cycling link contains an underpass which passes under the Manukau Harbour Crossing and through to Onehunga Mall. There were differing opinions from local residents garnered during open days and site visits in regards to this underpass. Some noted they did not feel safe because of lack of surveillance, and also because of some homeless people who are often in this area. However, most respondents consider it a good linkage into the Town Centre.

Figure 5-8: View of Old Māngere Bridge from the Māngere Bridge suburb end



There is an alternative walking and cycling route under the Manukau Harbour Crossing. The majority of respondents noted they do not feel safe in this area and observations from the Project team showed there were not many people using this facility. However, it appears to be a popular alternative in wet weather for groups (e.g. Aotea Sea Scouts members). The walking and cycling infrastructure in this area then links to the Manukau Foreshore West walkway along the northern edge of the Māngere Inlet.

Figure 5-9: Connection from Manukau Harbour Crossing and Old Māngere Bridge to the underpass



Key north-south connections along local roads in the area include Onehunga Mall (with retail and other services on each side), which leads up to Campbell Road and Selwyn Street, which leads up to

Mount Smart Road. The majority of east-west movements in the area are done via Neilson Street, Princes Street and Church Street. Church Street contains a mix of light industrial, commercial and residential uses whereas Neilson Street is primarily light and heavy industrial.

Figure 5-10: Entrance to Onehunga Train Station



Onehunga is relatively well serviced by public transport, with the Onehunga train station accessed from Onehunga Mall. The trains run along the Onehunga line which links to Penrose, where users are able to transfer to the southern line through to Manukau, or else continue to the city centre (Britomart).

Buses are primarily accessed from Upper Municipal Place. As noted in *Technical Report 1: Traffic and Transportation* and from discussions with local residents, these services can be unreliable mainly due to the congestion that is experienced in the Neilson Street Interchange for buses getting on and off SH20. Auckland Transport is currently converting the existing bus routes into the new South Auckland and Central Suburbs bus networks. The new bus networks will be simpler and more integrated with high frequency services on fewer routes. The goal is for people to have the ability to 'turn up and ride'. To achieve this frequent, connector, local and peak services will be implemented. The proposed new South Auckland bus network is anticipated to be implemented in October 2016. The new Central Suburbs network in 2017. For details of these proposed new bus routes refer to Chapter 4 of *Technical Report 1*.

From an operation level discussions with the NZ Fire Service, they have noted that their Onehunga Fire Station does sometimes service the Māngere Bridge area, so they often use the Neilson Street Interchange and SH20 to access this area in an emergency.

5.2.5 Reserves and Recreation Areas

Figure 5-11: Gloucester Park



The key reserves and recreational areas in Community Area 1 include Gloucester Park, Te Tauranga (Onehunga Bay Reserve) and Taumanu (Onehunga Foreshore). Gloucester Park (see Figure 5-11) is located within Te Hōpua ā Rangi (the Hopua Tuff Ring). It includes sports fields to the north of SH20 which are accessed via the main entrance on Onehunga Mall or on Onehunga Harbour Road. From informal discussions with Auckland Council Parks department they have noted the sports fields are not used at the moment. There is a reserve and salt marsh to the south of SH20 which can be accessed by Onehunga Harbour Road.

Figure 5-12: Taumanu



To the west of Gloucester Park is Te Tauranga and Taumanu (see Figure 5-12). Te Tauranga is accessed from Beachcroft Avenue and includes a car park, toilets, children’s playground and the lagoon (which is used for water sports and can be swum in during high tide). Taumanu and the Reserve are linked via a recently constructed pedestrian footbridge over SH20. Taumanu is also accessible from Orpheus Drive. Taumanu was opened in 2015 following a three-year construction period creating 6.8ha of new parkland on reclaimed land.

5.3 Community Area 2

5.3.1 Overview

Community Area 2 (see Figure 5-13) covers the suburbs of Te Papapa, Penrose and Mount Wellington (to the north of Panama Road Bridge). Te Papapa contains a mix of residential and industrial land uses, many located on land that was historically reclaimed from the Māngere Inlet and are old landfills. Penrose is a predominately commercial, light and heavy industry area with a relatively small resident population compared to the rest of the study area. The Onehunga Rail Line runs through Te Papapa and Penrose and through to Onehunga. This was the first Government funded railway line in New Zealand. The industrial and residential properties in the area are primarily accessed via Neilson Street and Church Street, which provide the existing east-west movements from the existing state highway network. There is an active Penrose Business Association.

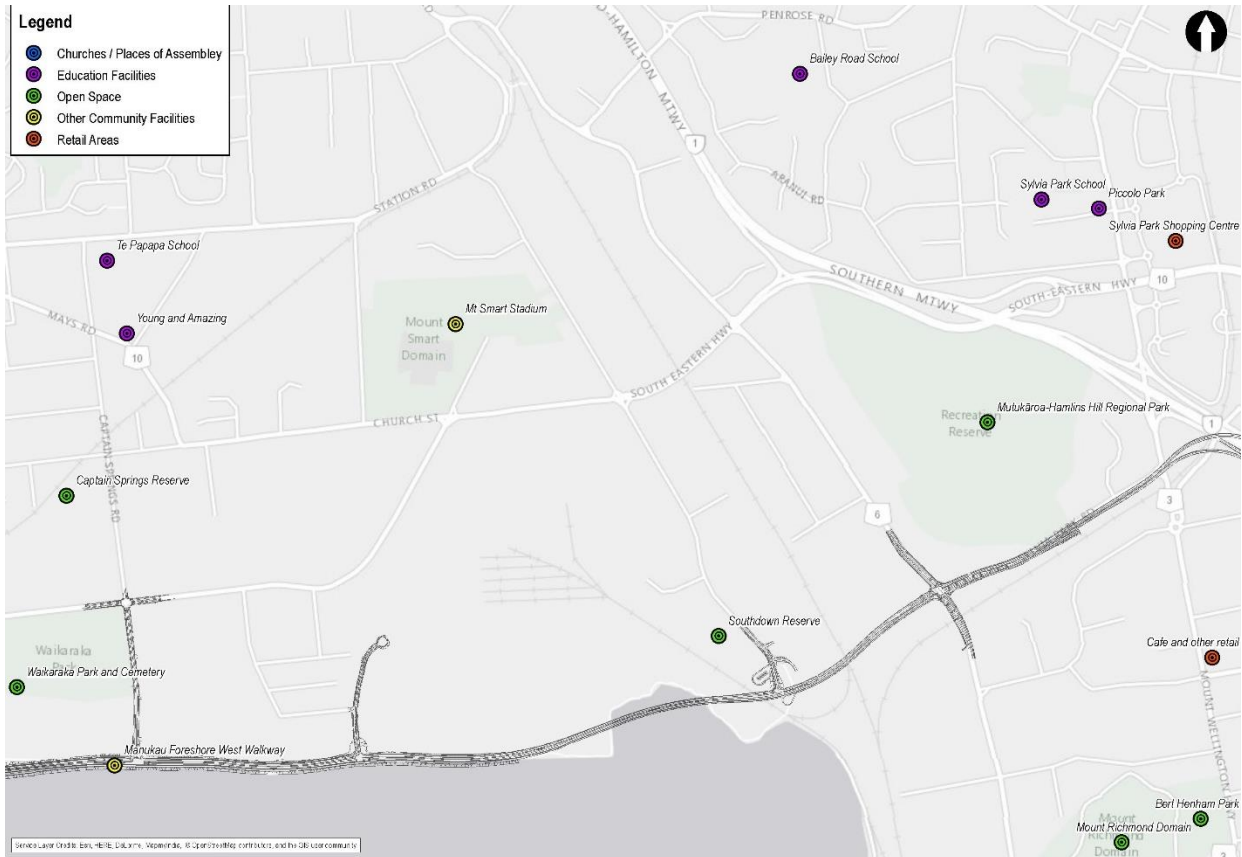
Figure 5-13: Community Area 2



The area of Mount Wellington is primarily commercial and industrial use, with some large lot sizes with light industry/commercial uses and large format retail including the Sylvia Park Mall. The existing Mount Wellington Interchange provides key access onto SH1 north and south and links to Sylvia Park Road and Mount Wellington Highway. The Sylvia Park Mall and wider community are also serviced by the eastern train line with a station at Sylvia Park that links to Britomart to the north and Ōtāhuhu and eventually Pukekohe to the south.

The Waikaraka Cemetery is another key community facility.

Figure 5-14: Key community facilities in Community Area 2



5.3.2 Community Profile

Community Area 2 is comprised of two CAUs and 33 meshblocks, including:

- Te Papapa;
- Penrose; and
- 33 meshblocks in Mount Wellington South CAU.

2013 Census data indicates that the usually resident population of Community Area 2 is approximately 5,480 people. Within Community Area 2, the population growth for Te Papapa and Penrose CAUs between 2006 and 2013 was 246 people or 6%, within the Mount Wellington meshblocks the growth was 0.7%. The area is predominately business and industrial land use with some large areas of public open space (Waikaraka Park and Mutukāroa-Hamirns Hill). The predominant ethnic group in Te Papapa is European (53%), in Penrose is Asian (40%) and in Mount Wellington is European (30%). The average percentage of unemployment is in Community Area 2 is 6%. More than half of the resident population is in full time employment (58%).

In terms of household compositions there are a high proportion of people living in homes that they do not own, 48.8% in Te Papapa and 57.4% in Penrose (potentially people who are boarding or renting). Te Papapa and Penrose have deprivation ratings of 8 and 6 respectively. The average of the median household incomes of both CAUs is \$77,300 (compared to the median income in the Auckland Region which is \$76,500).

In the Penrose / Mount Wellington area there were 650 burglaries recorded in 2014. Fifty six of these were resolved (or 9%)⁷.

5.3.3 Residential Property Trends

QV property data in Penrose area gives an idea of recent sales in Community Area, median sale prices and percentage differences between sale prices and the registered CV of a property. This has been used to provide an insight into the housing market in the area. The period of this data is from April 2016 – June 2016, and is included in Table 5-2 below:

Table 5-2: QV property data April-June 2016

Suburb	Number of sales	Median sale price	Difference between sale price and CV	CV Date
Penrose	1	\$597,000	68%	July 2014

There was one registered sale in Penrose from April – June 2016. There was a 68% difference between the sale price and registered CV. This area has a small number of residential property sales and therefore this data needs to be considered cautiously.

5.3.4 Educational Facilities

The Community Area contains zoning for a secondary school One Tree Hill College, in addition the following schools are physically located in the area:

5.3.4.1 Te Papapa School and Te Papapa Preschool

Te Papapa is a state school located on Mount Smart Road with no formal school zoning. It has a current roll of 237 and a decile rating of 2 (indicating the school roll has a relatively high proportion of students from lower socio-economic condition, when compared to the wider New Zealand population). Te Papapa Preschool is located on the same site and has a total roll of 37 (with a maximum capacity of 40). The students are primarily of Pacific (73%) and Māori (23%) descent. The most recent ERO report (December 2014) states that Te Papapa School ‘provides an inclusive learning environment that promotes student achievement and wellbeing.’ It also states that family members amongst the community are engaged in learning which has resulted in positive outcomes for students and is described overall as an ‘asset to the community’. The Preschool was opened in 2011 and is seen as an important community facility.

5.3.4.2 Sylvia Park School

Sylvia Park School is a state school for children years 1 to 8, located on Longford Street, Mount Wellington and has no formal school zoning. It has a current school roll of 468 students and a decile rating of 2. The students are primarily of Māori (26%) and Tongan (26%) descent. The latest ERO report (December 2014) states that the School is ‘dynamic and successful... with a well-designed curriculum, and high levels of collaboration with students, whānau, teachers and leaders.’ A special feature of the School is a bilingual unit: Te Puna Waiora.

⁷ Crime statistics relate to the broader NZ Police reporting area and do not relate specifically to the CAUs and meshblocks in Community Area 2, the purpose is to describe the general nature of crime in the area.

5.3.4.3 Early Childhood

Early childhood education in Community Area 2 include:

- Young and Amazing (Mays Road);
- Kindercare Learning Centres (Aranui Road);
- Sylvia Park Kindergarten (Hamlin Road);
- Piccolo Park Early Learning Centre (Mount Wellington Highway);
- Scribbles Early Education Centre (Mount Wellington Highway);
- The Treehouse Children’s Crèche (Mount Wellington Highway); and
- City Impact Church Childcare Centre (Mount Wellington Highway).

5.3.5 Existing Movement Demand/Travel Patterns

The 2013 Census indicates that the majority of residents are in full-time employment (an average of 54% across the Community Area). A high percentage of these people travel to work by private vehicle (81% in Te Papapa, 76% in Penrose, 86% in Mount Wellington South) on average, only 12% of the Community Area travelled to work via public or active transport modes. About 5% of the households do not have access to a motor vehicle, which means that at least 95% have access to one or more vehicles.

For east-west vehicle movements residents and local employees are likely to use Neilson Street and Church Street. Church Street links to the South-eastern Highway on-ramp (going north on SH1) and the South-eastern Highway to access areas further east. Those with the Community Area can access SH1 south-bound via the on-ramp at Mount Wellington Highway.

The key existing walking and cycling route is the Manukau Foreshore East Walkway (see Figure 5-15). This links Waikaraka Park to Anns Creek and terminates at Hugo Johnston Drive. Engagement with the community throughout the Project has indicated that this walkway is a very important part of the community. Surveys have shown that both commuters and recreational users frequent the area, although face-to-face surveys done for this SIA have indicated it is used more for recreation.

The Community Area contains the Onehunga Branch Line (with the Te Papapa and Penrose stations) and the Eastern Branch Line (with the Sylvia Park station). Buses primarily run along Church Street and travel to Great South Road to go north or south through the Community Area.

5.3.6 Reserves and Recreation Areas

The key reserves and recreational areas are Waikaraka Park (including the Speedway), Mt Smart Stadium, the Manukau Foreshore East Walkway and Mutukāroa-Hamlins Hill. There are also smaller reserves including Captain Springs Reserve, Simson Reserve and Southdown Reserve. Waikaraka Park and the Speedway are accessed via Captain Springs Road, Neilson Street and Alfred Street. Waikaraka Park is primarily used as sports fields for a number of clubs including the Onehunga Sports Football Club. There are some community facilities accessed from Captain Springs Road situated on the Park.

Figure 5-15: Manukau Foreshore East Walkway

Mutukāroa-Hamllins Hill is a 48ha Regional Park that is accessed from Great South Road (there is a car park open 24/7 but only walking tracks to get to the top). The Park offers views over the industrial area of Penrose and Mount Wellington, Anns Creek and the Māngere Inlet (see Figure 5-16). Mutukāroa-Hamllins Hill is the largest non-volcanic hill in the Auckland Isthmus. It was believed to be one of the region's largest undefended settlements (c.1400-1700 AD), it provided a strategic position across the Ōtāhuhu portage on a narrow part of the isthmus separating the Māngere Inlet and Waitemata Harbours. Remains of early Māori habitation can be seen in the form of pits, terraces and midden.

Mutukāroa-Hamllins Hill is managed by the Hamllins Hill (Mutukāroa) Management Trust. The Trust is made up of members nominated by Auckland Council, Ngāti Whātua Ōrākei Trust Board, Ngāti Paoa Trust Board and Tainui Māori Trust Board, together with the Member of Parliament representing the electorate. The primary object of the trust relates to the Trust sub-leasing the land to the Auckland Council as a regional park and participating in the statutory management of the park. The adjoining open space land on the hill owned by Council is included in the park for management purposes.

Figure 5-16: Mutukāroa-Hamlins Hill



5.3.7 Future projects

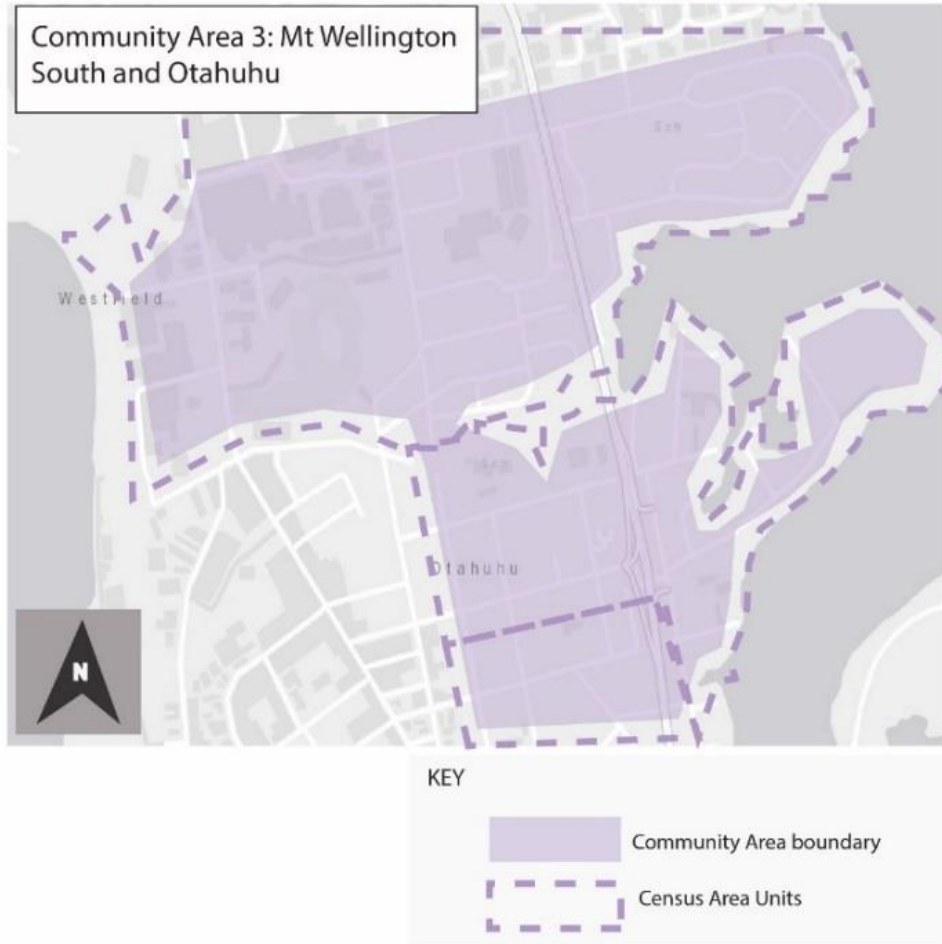
Auckland Council and the Maungakiekie-Tāmaki Local Board are in the early design phase for new playing fields on the vacant section of land in Waikaraka Park to the east of the Waikaraka Cemetery. This section of the Park (Waikaraka Park South) is being expanded due to the anticipated growth in the Onehunga area and the need for more space for sports activities.

5.4 Community Area 3

5.4.1 Overview

Community Area 3 (see previous Figure 5-17) includes the suburbs of Mount Wellington and Ōtāhuhu. The area to the north is the residential area of Mount Wellington, around the Panama Road Bridge. Ōtāhuhu is a mix of industrial / commercial uses to the west and primarily residential dwellings to the east. The suburb is accessed via SH1, through the existing Princes Street Interchange. Ōtāhuhu has been identified as one of the 10 priority areas for development in the region in the Auckland Plan and an area that is signalled for growth (e.g. it was a Special Housing Area (SHA) and has more recently been up-zoned in the PAUP for residential intensification) The area is also a pilot Spatial Priority Area (SPA) for Auckland Council which means that there is a focus from the Council in the creation of more jobs, houses, improved recreation, better transport and a higher quality environment overall.

Figure 5-17: Community Area 3



The main shopping destination in Community Area 3 is the Ōtāhuhu Town Centre, though the major retail area of Sylvia Park also sits to the north of this Community Area. For residents close to the interchange, and especially for those located at Ōtāhuhu east (where there are no shops), there are a few local shops on Princes Street, such as the Motorway Dairy and takeaway shop and both retail areas require travelling across SH1.

Across the road from the Motorway Dairy is the Ōtāhuhu Gurudwara Sahib (The Sikh Worship Place) see Figure 5-19.

Figure 5-18: Key community facilities in Community Area 3

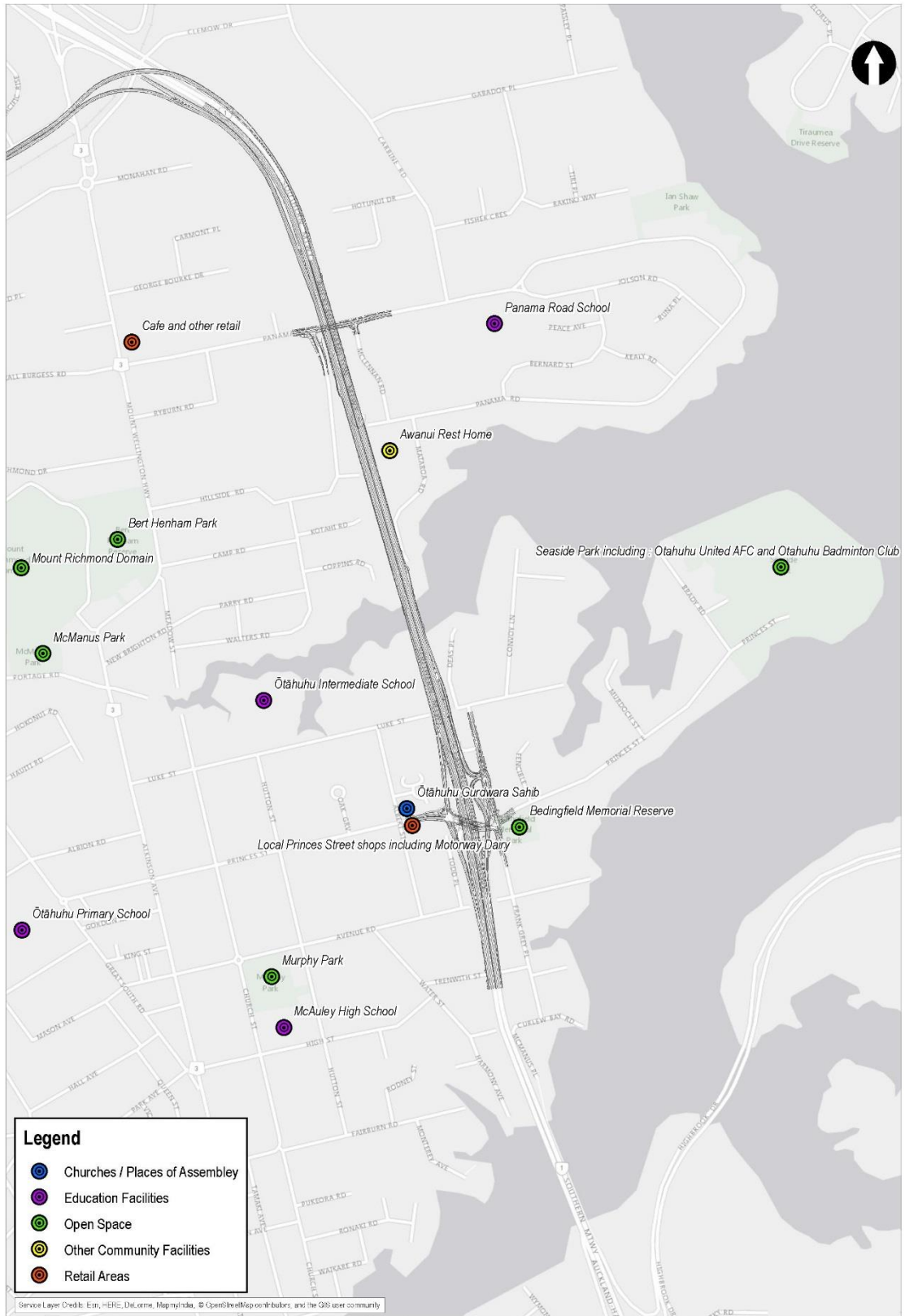


Figure 5-19: Ōtāhuhu Gurudwara Sahib



5.4.2 Community Profile

In order to understand the profile of Community Area 3, statistics within 85 meshblocks across the Mount Wellington and Ōtāhuhu areas have been analysed in order to capture those people who live in proximity to the works proposed in this area (rather than the large CAUs). The area is primarily characterised by residential land use with some pockets of business and commercial activities.

2013 Census data indicates that the usually resident population of Community Area 3 is 11,955 people. There was a 3% growth in population in this area from the 2006 census to the 2013 census. The predominant ethnic group is Pacific Peoples (40%) followed by Asian (25%). Across the community area, the percentage of unemployment is 8% (noted this is higher than Community Area 1 and 2) with only 39% of the population employed in full-time work.

In terms of household composition, over half of the total households in private dwellings (56%) do not own the homes they live in. The average median household income across all meshblocks is \$57,584 per year (compared to the Auckland median which is \$76,500). The deprivation index of the area is primarily 10 (see footnote 5, page 21).

In the Ōtāhuhu area, there were 421 recorded burglaries in 2014. Thirty nine of these were resolved (or 9%)⁸.

5.4.3 Residential Property Trends

QV property data in Mount Wellington and Ōtāhuhu area gives an idea of sales in area, median sale prices and percentage differences between sale prices and the registered CV of a property. This data

⁸ Crime statistics relate to the broader NZ Police reporting area and do not relate specifically to the CAUs and meshblocks in Community Area 3, the purpose is to describe the general nature of crime in the area.

has been used to provide an insight into the housing market in this community area. The period of this data is from April 2016 – June 2016, and is included in Table 5-3 below:

Table 5-3: QV property data April-June 2016

Suburb	Number of sales	Median sale price	Difference between sale price and CV	CV Date
Mount Wellington	99	\$694,000	38%	July 2014
Ōtāhuhu	34	\$637,000	52%	

The median sale price across the two suburbs is \$665,500 compared to the Auckland average of \$767,000. Houses in Ōtāhuhu have a high difference between sale prices and CV compared to Auckland (52% in Ōtāhuhu and 33% Auckland average). The number of sales in the two suburbs represent 1.9% of the total sales in Auckland. This data indicates that the area is experiencing a comparatively high rate of housing change, including increasing market attractiveness. However, the rate of house sales is lower than for the Onehunga area.

5.4.4 Key educational facilities

5.4.4.1 Ōtāhuhu College

The Community Area is only zoned for Ōtāhuhu College (see Figure 5-20). This is a state secondary school (years 9-13) located on Māngere Road. It has a current school roll of 1073 and has a decile rating of 1. The College had a recent ERO report done in March 2016. This report states the school has been on its current site since 1931 and therefore has a long standing allegiance with the local community. Students are primarily of Māori or Pacific descent. The ERO report notes: “*Ōtāhuhu College is undergoing substantial change with a view to increasing student success. There have been some notable gains in student achievement...*”

Figure 5-21: Panama Road School



5.4.4.3 Ōtāhuhu Intermediate School

Ōtāhuhu Intermediate is a state intermediate school located on Luke Street. It has a current roll of 327 and it too has a decile rating of 1. The school caters for Year 7 and 8 students who are mainly of Pacific, Indian and Māori descent. The most recent ERO report in 2015 noted that the school had made good progress since the 2013 report including students demonstrating an increased level of engagement and focus on learning.

5.4.4.4 McAuley High School

McAuley High School is a Catholic state integrated secondary school (years 9-13) for girls only. It is located on High Street. The current roll is 783 and it too has a decile rating of 1. 88% of the roll are Pacific students. The school aims *'to provide an education that enables young people to rise above the barriers of poverty and to achieve to their potential regardless of their background'*. The school has high levels of academic achievement. For example, the 2012 rate of NCEA Level 2 achievement was 85.2%. This is very high for schools of similar socio-economic profile (e.g. averaging around 59% in decile 1 schools), above the national figure for girls (78.2%), and exceeded the Best Public Service (BPS) target of 85 percent of all 18-year-olds achieving NCEA Level 2.

5.4.4.5 Ōtāhuhu Primary School

Ōtāhuhu Primary School is a state primary school located on Station Road. It has a current school roll of 464 and also has a school population decile rating of 1. The School includes Māori, Samoan and Tongan bilingual units. More than three-quarters of the students at the school are from Māori and Pacific families. The latest ERO report in 2014 states that: *'The school is well placed to sustain and improve its performance. It is well governed and led.... Students have access to a homework centre and also get support from Kings College students to learn to read. The school has recently joined an initiative called Mutukaroa that aims to accelerate learning for students in Years 1 to 3 by working in partnership with parents and whanau.'*

5.4.4.6 St Joseph’s School

St Joseph’s School (Ōtāhuhu) is a Catholic state integrated primary school located on High street. It has a current school roll of 281 and the school population gives the school a decile rating of 1. The latest ERO report in 2015 has found that the school has a strong sense of community and there is ongoing focus on children’s literacy and mathematics with good levels of achievement. The ERO notes that students are: *‘confident, articulate advocates for the school’*.

5.4.4.7 Early Childhood

Early childhood education in Community Area 3 includes:

- Good Seed’s Children’s Centre (Mount Wellington) (Peace Avenue);
- Community Kindergarten (Portage Road);
- Church Street Childcare (Church Street);
- Taulama Home-Based ECE (Princes Street);
- Early Learning @ Home (Great South Road); and
- Ōtāhuhu Kindergarten (Hutton Street).

5.4.5 Existing Movement Demand/Travel Patterns

The 2013 Census indicates that of those people in employment, 11% travelled to work via public transport or walked/jogged. 69% of the area went to work via a private vehicle or as a passenger in a private vehicle. 10% of the households in the area were recorded to have no access to a motor vehicle and therefore at least 90% of households have access to one or more vehicles.

SH1 traverses through Community Area 3⁹ with a number of key east-west connection points for the community’s travel movements. To the north, residents in Mount Wellington cross over SH1 at the Panama Road Bridge (see Figure 5-22), which is currently two lanes and a narrow footpath on both sides with barriers (and no dedicated cycling provision).

Figure 5-22: Panama Road Bridge



⁹ As SH1 already traverses through this area (i.e. not a new road) the potential effects of the works are considered in the context of change to this facility (rather than of SH1 itself).

The Princes Street Interchange is a key connection over SH1 for residents of Ōtāhuhu West and East and also for access on and off the motorway. The bridge is one lane in each direction with a narrow footpath on either side. In order for pedestrians to travel through the interchange they currently have to cross over the motorway on and off ramps at un-signalised crossing points (see Figure 5-23). Residents have an alternative east-west connection under SH1 on Trenwith Street which is further away.

Figure 5-23: Potential pedestrian movements through Princes Street Interchange and quality of the environment



5.4.6 Reserves and Recreation Areas

The key reserves and recreational areas in Community Area 3 include Seaside Park and Bedingfield Memorial Park (both located east of the Princes Street Interchange). Seaside Park (see Figure 5-24) has sports fields (and hosts the Ōtāhuhu United AFC soccer club), the Ōtāhuhu Badminton Club hall, the TS Gambia Headquarters (Sea Cadets) and a children’s playground.

Figure 5-24: Seaside Park, Ōtāhuhu



Bedingfield Memorial Park is located on Princes Street East, near the Interchange (see Figure 5-25). The park contains a children’s playground and bike/skate park. The engagement team ran an Open Day there during the public consultation period and many people said it was used a lot in the summer and in weekends for informal sports by the local community, but some noted there was an issue with parking (there is no dedicated parking area, users would just use the surrounding on-street parking).

Figure 5-25: Bedingfield Memorial Park



5.4.7 Future Growth

The area is expected to grow in the future. An example of land use intent in the area is the ‘Ōtāhuhu Coast Strategic’ Special Housing Area (SHA). This covers most of the Ōtāhuhu suburb. It is intended that some of this area be developed with approximately 1000 new dwellings and sections. More recently, a consent for 22-26 Ronaki Road and 1-3 Petrie Place, Ōtāhuhu was approved for 18 residential units (May 2015). There is a current resource consent with council for local residents at 142 Princes Street and 13 Frank Grey Place to develop their section into a number of residential houses under the SHA legislation (these properties are also potentially affected by the EWL alignment).

The PAUP zoning includes large pockets of Terraced Housing and Apartments (THAB) zoning, as well as Mixed Housing zones. The area’s zoning pattern has changed since the notified version of Plan to include more THAB zoned areas.

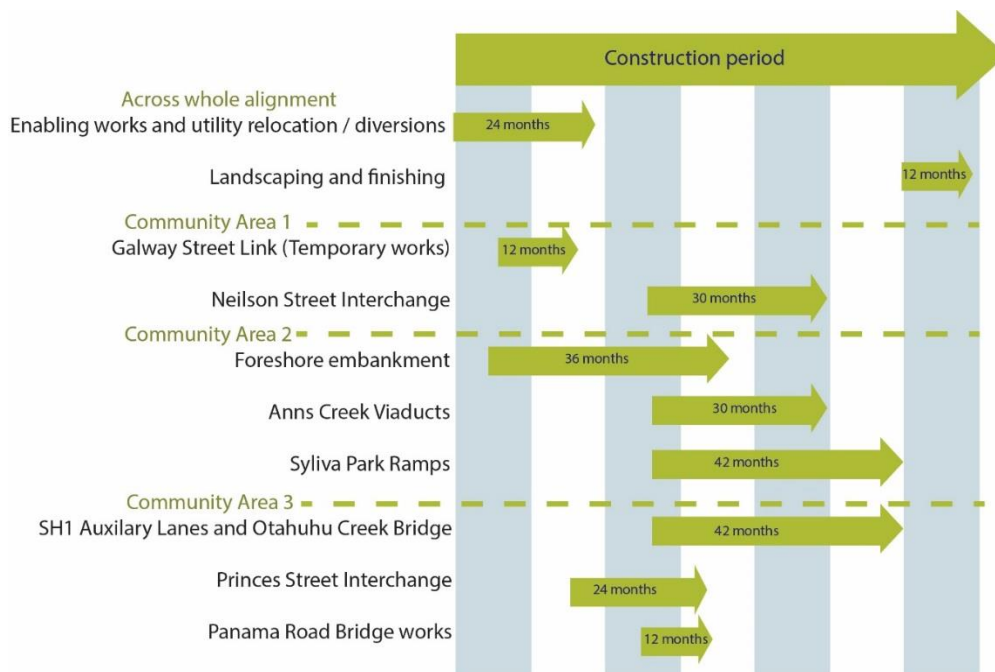
5.5 Construction and land acquisition across the study area

5.5.1 Anticipated Construction programme

The following is a summary of the anticipated construction programme for the Project. More detailed information is included in Section 7.0 of the AEE. Construction is expected to be completed by 2025. This date is dependent on funding processes and property acquisition. Many elements of the Project may be undertaken concurrently during the construction period.

Figure 5-26 shows the approximate timing of the proposed works and how the different elements may progress within the construction timeframe for works across the whole alignment and within each community area. As noted in Section 7.0, while there are some dependencies between construction elements, the specific staging and phasing of the work will be dependent on the methods of procurement, land acquisition, the availability of contractors and availability of other resources (such as materials and construction equipment).

Figure 5-26: Indicative construction timing across the Study Area



5.5.2 Construction yards and land acquisition

5.5.2.1 Community Areas 1 and 2

The Project requires 396,000m² of business and industrial land which will affect approximately 40¹⁰ businesses of which:

¹⁰ Some sites have multiple tenants and businesses operating on site.

- Approximately 50% of businesses on these sites are required to be purchased in ‘full’ (such that the business operations on these sites will be required to relocate or be reconfigured). However, two of these sites are undeveloped (Hugo Johnston Drive and one at Mt Wellington);
- Land requirements will impact on the existing operation of a number of businesses, including:
 - On buildings and site operations on businesses (e.g. the impacts at the Turners and Growers site requiring potential reconfiguration of operations on site); and
 - On site access and site servicing (which have the potential to impact on business operations) (e.g. for remaining businesses on Gloucester Park Road, Captain Springs Road, and Sylvia Park Road).

Constructions yards in Community Areas 1 and 2 are shown on Figure 5-27 and Figure 5-28 below. This requires some land, which is shown on the plans as well as the rest of the land required for the Project.

Figure 5-27: Construction yards and designation in Community Area 1



Figure 5-29: Construction yards and land requirement in Community Area 3



6 Regional Social Impact Assessment

6.1 Introduction

This section contains an assessment of the wider social impacts of the Project that are likely to be experienced at a regional level (as identified in Section 5.1.1) i.e. they will impact on people outside of the local study area. The wider social impacts relate to:

- Transport, accessibility and connectivity;
- Culture and heritage;
- Growth and development (including population and economic growth); and
- Healthy and sustainable communities.

6.2 Transport, accessibility and connectivity

The Project is expected to deliver significant social and community benefits related to transportation, accessibility and connectivity. The key benefits include:

- Increased transport choice and
- Improved connectivity.

An increase in transport choice will be experienced in the study area, connecting to other parts of the Auckland Region. This will be through improved public transport connections (especially reliability of buses from the Airport through Onehunga into the city) and walking and cycling infrastructure. As outlined in *Technical Report 1*, travel time reliability for buses¹¹ between SH20 and Onehunga town centre is a current key transport issue. There is regular congestion throughout most of the day, this impacts on access to rail connections and buses to other areas such as the central city. Technical Report 01 has noted although there is a focus on bus routes between SH20 and the Onehunga town centre all the bus routes and stops along the Project alignment have been assessed. Key travel time benefits include:

- The three northbound connector bus services in Onehunga will have travel time savings of approximately 5 minutes in the AM peak and 2 minutes in the PM peak. The significant traffic reduction on Neilson Street and Onehunga Mall will allow buses to move more easily towards and through the Onehunga town centre;
- The three southbound connector bus services in Onehunga will have a travel time saving of 1 minute in 2026 with the Project. Buses will be given priority as the existing T2/truck lane (on Neilson Street, Gloucester Park Road and the on-ramps) will be converted to a bus only lane. The significant traffic reduction on Neilson Street of 39% in 2026 with the Project will deliver travel time savings for bus passengers.

Overall, the Project will deliver improved connectivity via new walking and cycling routes including a continuous walking and cycling network to Sylvia Park Mall Shopping Centre, closing network gaps and providing new connections between the Māngere Inlet foreshore and adjacent communities. The shared path will tie in with the AMETI bus lane works under SH1 and continue into Sylvia Park Mall Shopping Centre. This link is included in the designation footprint of the Project. By linking the Manukau Foreshore East Walkway to Sylvia Park Town Centre / Shopping centre there is a significant opportunity to connect to the wider regional transport connections. This direct and off-road

¹¹ All travel time savings for buses have been predicted using the SATURN model. More information is contained in Section 8 of Technical Report 01.

facility will be approximately 1.6km shorter than the current route. Overall, the Project will deliver approximately 16km of replaced and new pedestrian and cycling facilities. This is considered to provide significant benefits to walkers and cyclists (for both accessibility and recreation/health).

Road users will also experience greater connectivity throughout the area and therefore better ease of movement through the area to the wider Auckland region. This will be due to the reduction in congestion, greater capacity and resilience at key intersections and more predictable travel times (including for buses in Onehunga). The key significant benefit will be experienced by users of SH1 through reduction in congestion as a result of additional lanes proposed as part of EWL.

6.3 Culture and heritage

The Project has the potential to deliver significant benefits to the wider Auckland Region in regards to recognition of cultural, heritage and physical features within the Project area. These include various volcanological and geological features and identified sites of significance to Mana Whenua. A number of these features are identified as 'Outstanding Natural Features' in the Unitary Plan. As outlined in *Technical Report 4: Geological Heritage Assessment*, the volcanological features along the foreshore are not currently well displayed such as Te Hōpua ā Rangi and Anns Creek basalt remnants. However, the Project provides an opportunity through the proposed walking and cycling connections along the Māngere Inlet foreshore to incorporate interpretive and informative material about these features. This could include signs containing scientific information about the composition and origins of the features. This would have a positive benefit in increasing knowledge and awareness from people in the wider Auckland Region about these features.

The Project also provides the opportunity to increase recognition of important cultural features in the area, as identified by Mana Whenua and outlined in Chapter 19.3, including but not limited to the various portages (including the Karetu and the Ōtāhuhu portages) and Mutukāroa-Hamiltons Hill. Many of the geological / volcanological features in the area also have cultural importance, so there is an added benefit of incorporating early Māori history and values into the narrative provided for the features along the cycleways and walkways of the Project.

6.4 Growth and development

Following the 2013 Census¹², the Auckland Region was predicted to account for three-fifths of New Zealand's population growth between 2013 and 2043. Auckland's population is projected to reach 2 million by 2033. Over the next 25 years, Auckland is expected to be home to 42% of New Zealand's population compared with 33% today. In 2012, approximately 135,400 people were employed in the wider EWC area (noting that this is wider than the EWL Study Area), accounting for over 21 per cent of Auckland's employment. The largest concentrations of employees are found in the Penrose, Auckland Airport and East Tamaki sub-areas.

The economic contribution of the EWL area is both regionally and nationally significant (this is outlined in more detail in Part A of the AEE).

Growth and development (and subsequent creation of jobs) in the Study Area will result in increased pressure on the existing transport system or conversely the lack of transport investment will hinder further growth and development in the area (e.g. shift growth demand elsewhere in the City). The EWL is therefore a significant positive social impact as it will provide for growth and development to occur in the area.

¹² Statistics New Zealand, 'Subnational Projections Overview' (19 February 2016) <stats.govt.nz>

6.5 Healthy and Sustainable Communities

The Project has the potential to facilitate community health benefits through encouraging the use of active modes (walking and cycling). This is through the provision of more walking and cycling infrastructure and making it easier for people to link to other areas (i.e. Sylvia Park or Māngere Bridge along the Manukau Foreshore Walkway or even further east via existing connections) for recreational reasons. There is also the potential for more people to be incentivised to walk or cycle to commute to their place of employment (given the high number of people employed in the study area).

The Auckland Regional Public Health Service (ARPHS) have made public submissions on a number of walking and cycling projects throughout the Auckland Region¹³. The ARPHS is Auckland's regulatory public health agency which focuses on health protection, prevention and promotion. ARPHS feedback focuses on strong support for walking and cycling infrastructure due to significant public health benefits. The submissions cite the World Health Organisation (WHO) guidelines and research¹⁴ which has determined the benefits of prioritising active modes of transport. These include:

- Providing safe and accessible active transport opportunities offers a significant return on investment in terms of reduced wider health costs arising from obesity and other weight or fitness related conditions;
- Physical activity can specifically protect against obesity and cardiovascular disease;
- Access to social facilities and opportunities, including work, is a key determinant of positive physical and mental health;
- Providing an alternative transport mode at very little cost to the user; and
- Active transport options contribute to reducing air pollution, carbon dioxide emissions and overall environmental impact.

The EWL walking and cycling connections will make it feasible for people from a range of suburbs in the Project area to access places of recreation, services and employment at very little cost with the benefits of it being a healthier alternative to driving. The Project realises the Auckland Plan which places strong emphasis on increasing levels of physical activity of all Aucklanders. The Project will also have a wider benefit of reducing environmental impact through encouraging sustainable transport options and potentially reducing carbon dioxide emissions. As outlined in Section 6.2 above, this is considered a positive impact on the Project due to the improvement in bus travel times to and from the airport and into the city from Māngere Bridge and Onehunga. The social impacts are therefore at a moderate scale of benefit. These impacts relate to health, quality of life and quality of environment at a study area level.

¹³ ARPHS Submissions in 2016 included: *Submission on walking and cycling path connecting Northcote Point with Esmonde Road in Takapuna* (April 2016), *Submission on Point Chevalier to city cycle improvements project* (March 2016).

¹⁴ ARPHS The World Health Organisation Regional Office for Europe 'The Case for Investing in Public Health (2014).

7 Local Social Impact Assessment

7.1 Introduction

The attitudes, expectations, aspirations, wellbeing and way of life of residents and visitors in an area are all potentially impacted by development. Social impacts can be defined as impacts (positive, adverse or both) on the liveability and amenity, culture and identity of an area. This section contains an assessment of the key social impacts for the three identified Community Areas, described in Section 5 of this SIA. Social impacts will be experienced during the three phases of the Project, including:

- Pre-application and planning phase;
- Construction phase; and
- Operation phase.

The social impacts of each phase of activities are described and tabulated below. Impacts for the three Community Areas are discussed together.

7.2 Pre-application and Planning Phase

7.2.1 Attitudes, Expectations and Aspirations

Stakeholders and representative groups have expressed varied attitudes towards, expectations and aspirations of the Project. Responses have varied by area. A mixed response was expected due to the scale of this Project and the diverse range of stakeholders involved. Key themes are described below. The themes emerged through discussions with local residents, business owners, landowners and employees across the study area during open days, open office sessions, feedback collected and face-to-face surveys.

Attitudes

Feedback at open days, one-on-one meetings and other stakeholder consultation occurring July 2015 and June-July 2016 indicates there is still overall support for the proposed alignment. However, there is some opposition to the Project as a whole. For example, some questioned the cost of the Project and whether the funds could alternatively be spent on the public transport network. This was expressed consistently throughout consultation.

Expectations and Aspirations

There has been a strong desire from representatives of business and freight groups that the Project be 'fast-tracked' and confirmed for construction as soon as possible from stakeholder engagement from 2013 through to 2015. There has been support generally for the Project to not only proceed, but to be completed as a priority. The Project has been through a few rounds of public consultation periods and engagement has been on-going with stakeholders since 2013. There is therefore the potential for consultation fatigue due to the pressure this puts on the community to participate and respond.

There is an expectation that the Project will enable the future growth and development of the Onehunga town centre, specifically enabling a change in use of the Onehunga Wharf site. This sentiment has been expressed throughout the previous consultation phases of the Project by the stakeholders in the Onehunga Community Area and other stakeholder groups. Residents, local community groups, Panuku (and Auckland Council), and political groups (including the Maungakiekie-Tāmaki Local Board) expressed a strong desire for the project to not preclude the development of the Onehunga Wharf.

Panuku has stated that:

In addition to the 4ha of council-owned sites in Onehunga town centre, Panuku has entered into negotiations ... to purchase the Onehunga Port - a 4ha site plus water-space opportunities. Changing the port to more public use is seen as the key to unlocking the economic, recreation, tourism and transportation potential of the Manukau Harbour. These sites will offer developers the opportunity to build high quality, mixed styles of housing close to the town centre, public transport and the water's edge¹⁵.

This aspiration will be supported by the Project as a result of the reduction in traffic along Neilson Street and Onehunga Mall as a result of the Project (see Section 7.4.2) will result in significant opportunities for re-allocation of the road space for pedestrians and cyclists and local traffic, to encourage better connections from the Wharf / Old Māngere Bridge area to the Onehunga town centre. It is also considered that these changes may encourage urban redevelopment along Onehunga Mall to for activities more in character to the Town Centre to the north (this is recognised only as a potential positive social change, given the private land tenure through this area).

Media Response

Media also impacts attitudes towards, and expectations of, a Project. Media response to the Project has been varied. A range of press release and articles are contained in Appendix D. In December 2015 the NZ Transport Agency issued a press release that announced the preferred approach (from the Detailed Business Case) would be progressing to the planning phase. Prior to this there had been frustration amongst the business community about the slow progress of the Project and need to fast-track it to the next stage of planning¹⁶. In June 2016 another press release called for feedback on the draft scheme alignment; subsequent media reports focused on the projected cost of the Project, including: *"Critics of the project say it could be completed for much less with the New Zealand Transport Agency opting for the priciest option."*¹⁷.

Reports in early August 2016 stated incorrectly that the project was going to 'bulldoze' the newly completed Taumanu. This has caused anxiety from residents and some distrust about the outcomes of the Project. The reports were retracted but unfortunately the idea would still have reached members of the community, especially those who did not see the retraction.

7.2.2 Personal and Property Rights

7.2.2.1 Residential

The Project requires the full acquisition of 14 residential properties in Community Area 3 near the Panama Road Bridge, along SH1 and at the Princes Street Interchange. There are a number of other properties where partial acquisition is required.

It is acknowledged these properties are already in close proximity to SH1 and the environment of these properties is strongly affected by this transport corridor. In addition, some sites are also beneath electrical transmission corridors. From engagement with these residents, the following characteristics of those impacted are noted:

- A number of first home buyers, including new immigrants to New Zealand who were attracted to these properties as a way of accessing the Auckland property market;

¹⁵ Panuku Development Auckland, 'Onehunga Town Centre and Port' (2016 <panuku.co.nz>

¹⁶ Auckland Business Forum "East-West Link project delay – unacceptable" (press release, 5 October 2015).

¹⁷ Amelia Wade "East West Link a 'waste of money'" *New Zealand Herald* (29 June 2016).

- Residents who have been in the area for a number of years to stay close to existing family and networks (not necessarily in the same house);
- Properties that are investments and are tenanted (including one Housing NZ property)

The investigation and planning phase has resulted social impacts including anxiety amongst residents that their house will be taken for the Project. There has also been uncertainty from residents about when their property is needed for the Project (as the construction timeframes were not confirmed at the initial period of landowner discussions). It has been difficult for a number of landowners and tenants to understand the scale of the project and therefore that actual acquisition of their property could still be many years away. In response to this the Project team have aimed to undertake active property engagement. A few landowners that were spoken to just wanted to 'get on with their lives' which meant they wanted to explore selling their site, if it meant less stress in the future (such as having to deal with tenants or the stress of selling later in a potentially unknown market). Others expressed that they don't want to leave the area and nearly all commented that the housing market in Auckland is 'tight' and they have 'few choices' for relocation elsewhere.

We have sought to mitigate these impacts through early engagement with property owners and tenants and lodgement of the designation footprint will provide more certainty to these property owners about what is required.

7.2.2.2 Business

The Project requires the full acquisition of land on which 40 businesses are located. These are primarily all small to medium businesses, potentially employing between 1-5 people.

From engagement with these business owners, the following characteristics of those impacted are noted:

- Majority are small businesses (i.e. less than five employees) and some medium sized businesses;
- Business affected include small scale manufacturing, service industries and some retail and industry trade; and
- Some businesses that have been established in the area for a long time but overall there appears to be an average rate of business turnover in affected areas.

We have sought to mitigate these impacts particularly on large and geographic businesses through early engagement with property owners and tenants to amend (where practicable), the Project design to avoid these businesses. Some medium sized businesses that are geographic specific (i.e. Turners & Growers) are being shown as full acquisitions, however engagement to date has aimed to find a solution for these businesses to remain, which may require re-arranging of buildings/services on these sites.

The property acquisition process for business land is expected to be undertaken between 2016-2021. In New Zealand, businesses are 'dynamic' e.g. in five years approximately 40% of businesses employing between 1-5 employees will cease to exist, noting over this period a number of new businesses will be established¹⁸. Small business enterprises are also more flexible in location, although acknowledging some are more location specific. Early engagement with other affected parties will provide an opportunity for affected businesses to commence their planning for business relocation or other response to the Project. Nothing in our engagement to date has identified specific

¹⁸ Small Businesses in New Zealand *MBIE* (July 2015).

resource requirements that would affect the ability of these businesses to cope with the displacement/relocation¹⁹.

7.3 Construction Impacts²⁰

The main potential social impacts arising from construction activities are considered to relate to:

- Construction noise and vibration effects;
- Air quality effects;
- Traffic and access effects; and
- Landscape and visual impacts.

The Project is acknowledged as having a significant scale of construction both in terms of the size of construction area and timeframes for the works. As such, anxiety about construction effects and disruption to the community are also potential adverse social impacts arising from construction of the Project. It is noted that all of these impacts are temporary in nature however some may be sustained for a long period of time (in comparison with operational impacts that are permanent). Particular activities could have a social impact due to general disruption (i.e. noise/visual), reduction in the quality of people’s surrounding environment (i.e. quality of life) or reduction of access (i.e. way of life).

It is noted that there are also potential positive benefits arising from construction, including opportunities for local people to be employed on the Project having a positive impact on their material well-being. The effects are summarised and are given an anticipated duration and scale in Table 7-1.

The Construction Environmental Management Plan (CEMP) and related subsidiary plans for traffic, noise/vibration and air quality will form part of the suite of consent and designation conditions, which the Transport Agency will require their contractors to adhere to. This will be important in regards to managing stakeholder and community expectations. For the most part, communication is the key tool to manage potential social effects, as people can tolerate a fair degree of disruption if they are communicated with and kept informed of what to expect and when.

7.3.1 Summary of social impacts from construction

Table 7-1: Summary of likely social impacts during construction²¹

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
1. Quality of the living environment and amenity					
Community Area 1					
1.1	General noise, dust and visual impacts during construction	Nearby residents and other sensitive land uses	Medium term (in any one place) acknowledging cumulative duration across	Negative	Moderate

¹⁹ This conclusion is limited to consideration of the social effects of business disruption and does not reflect property and compensation process of the PWA.

²⁰ Without mitigation

²¹ See Section 9-1 for impacts assessed following mitigation measures

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
			Project area		
Community Area 2					
1.2	Construction in areas of high contamination and therefore risk to human health	Those in close proximity to construction works in landfill areas (including workers and adjoining businesses)	Medium term	Negative	Moderate
1.3	General noise, dust and visual impacts during construction	All residential in the area and other sensitive land uses (including the Waikaraka Cemetery)	Medium term (in any one place) acknowledging cumulative duration across Project area	Negative	Low
Community Area 3					
1.4	General noise, dust and visual impacts during construction	All residential in the area and other sensitive land uses	Short term (those adjacent to SH1) Medium term (those nearby Panama Road and Princes St)	Negative	Moderate
2. Social cohesion					
Community Area 1					
2.1	Involvement in the delivery of Project elements e.g. open space, foreshore restoration	Local residents and community representatives	Sustained	Positive	Moderate
2.2	Constraints to access to and from Aotea Sea Scouts during construction (e.g. potential closure of Orpheus Drive) and therefore cannot safely operate (given vulnerable users of this facility).	Current and future users of the Scout Hall	Medium term	Negative	Low-moderate
2.3	Disruption to local open space access (Gloucester Park) due to surrounding construction	Current users of the Park (primarily sports clubs)	Medium term	Negative	Low-moderate
2.6	Closure of the Manukau Foreshore West Walkway during construction	Commuters (primarily during the week) – section between Captain Springs Road and Hugo Johnson Drive	Medium term	Negative	Low-Moderate (due to relatively low numbers)
		Recreational users (on weekends and during the week)	Sustained		High

TECHNICAL REPORT 11 – SOCIAL IMPACT ASSESSMENT

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
Community Area 2					
2.7	Disruption to the Waikaraka Cemetery during construction	Visitors	Sustained	Negative	Low
2.8	Disruption to local open space (Waikaraka Park) due to occupation for construction, including loss of parking for this facility on Captain Springs Road	Current users of the Park including sports clubs, local community and community buildings	Sustained	Negative	Moderate
2.9	Closure of the Manukau Foreshore East Walkway during construction	Commuters (primarily during the week) – section between Captain Springs Road and Hugo Johnson Drive	Medium term	Negative	Low-Moderate
		Recreational users (on weekends and during the week)	Sustained		High
Community Area 3					
2.10	Involvement in the delivery of Project elements e.g. open space, foreshore restoration	Local residents and community representatives	Medium term	Positive	Moderate
2.11	Loss of social cohesion due to acquisition of residential properties notably those people that have lived in the area a long time.	Community surrounding properties acquired	Sustained	Negative	Low
2.12	Disruption to Gurudwara Sahib Ōtāhuhu temple during construction	Users of this facility	Short term	Negative	Moderate
3. Material well-being					
Community Area 1					
3.1	In-flow of construction workers into the area and therefore increase in trade	Local businesses such as The Landing, cafes (potentially up to 20 businesses)	Sustained	Positive	Low-moderate
3.2	Changes to local access on Onehunga Harbour Road, including to businesses (inability for passing trade to stop)	Customers and businesses (including those at 2-4 Onehunga Harbour Road, and those on the Port) and residents at 2 Onehunga Harbour Road	Medium term	Negative	Moderate
3.3	Change in access to business at Gloucester Park Road south during construction	Businesses on Gloucester Park Road south	Short term	Negative	Low-moderate

TECHNICAL REPORT 11 – SOCIAL IMPACT ASSESSMENT

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
3.4	Disruption of pedestrian/cycling link between Māngere Bridge and Onehunga town centre / Schools (i.e. along Orpheus Drive to Onehunga High School) during construction	Māngere bridge residents (primarily commuters and school children)	Medium term	Negative	Moderate
3.5	Potential loss or relocation of jobs from acquisition of business land	Employees of businesses.	Sustained	Negative	Low
Community Area 2					
3.6	In-flow of construction workers into the area and therefore increase in trade	Local businesses along Sylvia Park Road (on northern side) and along Mount Wellington Highway and Great South Road.	Medium term	Positive	Low-moderate
3.7	Change in access and disruption to businesses on Sylvia Park Road during construction	Customers and employees at Sylvia Park Road	Medium term	Negative	Moderate
3.8	Change in access and disruption to businesses on Pacific Rise during construction	Customers and employees on Pacific Rise	Medium term	Negative	Low - moderate
3.9	Potential loss or relocation of jobs from acquisition of business land	Employees of businesses	Sustained (potentially this will be reduced if business relocations phased prior to construction)	Negative	Low
Community Area 3					
3.10	Opportunity for local employment during construction	Local residents (Southern Initiative area in particular)	Sustained	Positive	High
3.11	Disruption to access across Panama Road bridge during construction	Pedestrians / Cyclists Motorists	Short term	Negative	Moderate
3.12	Disruption to access through Princes St Interchange and onto / off motorway during construction	Pedestrians / Cyclists Motorists	Medium term	Negative	Moderate
3.13	Disruption to traffic on SH1 during construction of Ōtāhuhu Creek Bridge	Users of SH1	Medium term	Negative	High

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
3.11	Loss of residential properties in areas which reflect low housing values (compared to the wider Auckland Region) with limited choice for relocation elsewhere due to wider pressure on housing	All residential properties requiring full acquisition in Community Area 3	Sustained	Negative	Moderate
3.15	Loss of local housing development plans	<ul style="list-style-type: none"> ■ 42 Princes St East ■ 11 Frank Grey Place 	Sustained	Negative	Moderate

7.3.2 Summary of “unlikely” social impacts from construction

These social impacts have a low probability of happening but the consequences of the impact have been assessed for contingency planning.

No. Ref	Impact	Who	Duration	Nature of Effect	Scale
Community Area 1					
1.1.1	Potential reduction in crime resulting from presence of people and passive surveillance – the probability of this impact is unquantified	All those in public spaces	Sustained	Positive	Low
1.1.2	Changes to emergency services access to SH20 to Māngere Bridge (primarily the NZ Fire Service) from on/off-ramp closures at Neilson Street Interchange	Residents of Māngere Bridge (only if southern facility is not available)	Short term	Negative	Moderate
Community Area 2					
Community Area 3					
2.2.1	Potential reduction in crime resulting from presence of people and passive surveillance – the probability of this impact is unquantified	All those in public spaces	Sustained	Positive	Low

7.3.3 Assessment of social impacts from construction

7.3.3.1 General benefits within the study area

Potential benefits to the community can also arise during the construction period. Other major construction projects undertaken by the Transport Agency have often experienced a range of benefits to the local community, arising from an increased activity brought about by construction and new workers in the area. There will be a daily influx of temporary construction workers (which could be in the order of 300-500 workers) during peak construction times. Benefits may include:

- Patronage of local businesses – people buying their lunch and groceries, shopping locally for essential goods, and using services nearby to where they work;
- Local community events organised by the Project team relating to the project, which could specifically involve young people in the area (and present opportunities for educational programmes) as shown during construction of the Waterview Connection which involved a number of community events such as BBQs/picnics;
- Reduction in crime resulting from the presence of people and passive surveillance; and
- Employment opportunities for local people.

It is acknowledged that these benefits or outcomes rely on measures likely to be outside the Resource Management Act to deliver them.

7.3.3.2 Quality of the living environment

The potential social impacts across the study area relate to the quality of the living environment and amenity values affected by an increase in noise, dust and visual disruption during the construction period. The construction period in the Project area will be significant (total time period potentially up to approximately 5 years) and will therefore have a notable impact on the liveability and enjoyment of the area for people. Construction impacts for this project will be greatest for those living, working or travelling near construction yards (see maps in Section 5.5.2 above). The social environment close to these yards in each of the community areas are outlined in Table 7-2:

Table 7-2: Construction Yards and nearby social environment

Construction Yard	Sensitive sites / social environments in vicinity
Community Area 1	
1 (11 Gloucester Park Road)	Gloucester Park North
2 (Onehunga Wharf)	<ul style="list-style-type: none"> • 2 Onehunga Harbour Road apartments • Residential on Onehunga Mall
3 (under MHX)	
Community Area 2	
4 (south of Waikaraka Park)	<ul style="list-style-type: none"> • Waikaraka Park • Waikaraka Cemetery • Manukau Foreshore East Walkway
5 (141-199 Hugo Johnston Drive)	<ul style="list-style-type: none"> • Southdown Reserve • Manukau Foreshore East Walkway
6 (801-803 Great South Road)	n/a
7 (20 Sylvia Park Road)	Mutukāroa-Hamlins Hill
8 (9-11 Sylvia Park Road)	
9 (430 Mount Wellington Highway)	n/a
10 (103 Carbine Road)	<ul style="list-style-type: none"> • Tip Top sign

Construction Yard	Sensitive sites / social environments in vicinity
Community Area 3	
11, 12, 13 (112 Hillside Road, 69 Panama Road and 1A McLennan Road)	Residential properties
14, 15 (59 Mataroa Road, 16 Coppins Road)	
16 (14 Deas Place)	
17, 18, 19 (Princes St Interchange)	<ul style="list-style-type: none"> • Residential properties • Bedingfield Memorial Reserve

Any construction works have the potential to be disruptive. Effective management of works can mitigate annoyance to local residents and road users.

The Construction Noise and Vibration Assessment (*Technical Report 8*) shows areas where properties contain buildings exposed to 70 and 75 dbL_{Aeq}. The areas include a number of business properties but also include areas where people live. In Community Area 1, the apartment buildings at 2 Onehunga Harbour Road are likely to experience noise levels of 75 dbL_{Aeq} as well the Airport View Motel and the residential building on Onehunga Mall. In Community Area 2 the majority of sites that will receive higher noise levels from construction are heavy and light industry and commercial. In Community Area 3 the construction works will be the most disruptive due to the high numbers of residential properties in the area. This will be more evident around the Panama Road Bridge and Princes Street Interchange where construction will be close to houses. The SH1 widening works will generally be at a lower level than adjacent residential properties although there will be disruption for construction of retaining and noise walls on the boundaries. These impacts will be of a low scale.

During engagement, some landowners identified the rear of their property as important to their daily lives i.e. where their children might play, or where their outdoor living area is located.

However, all residential property owners consulted with in the evaluation of the Project (for this SIA) were supportive of the noise mitigation proposed as the current noise levels from SH1 traffic at most adjacent properties is very high. The feedback from landowners was strongly opposed to a large amount of land take from properties just for the sake of noise mitigation, and it was generally requested that the design be amended to take as little land as possible (i.e. potentially integrating noise and retaining walls).

In Community Area 2 there is the potential for negative social impacts due to construction in landfill areas which can potentially pose a risk to human health. Those most likely affected are construction workers and surrounding businesses. Two areas within Community Area 2 that are particularly sensitive in terms of existing contamination risks are outlined in detail in *Technical Report 17* and include:

- The asbestos area at 141-199 Hugo Johnston Drive. There is potential risks to workers here from inhalation of mobilised asbestos fibres, contact with contaminated soils and inhalation of dust and volatile vapours; and
- The Galway and Pikes Point landfills. There is potential risks to workers here from contact with contaminated soils and inhalation of dust and volatile vapours.

As outlined in *Technical Report 17*, these risks will be managed through minimising soil disturbance and adoption of the Contaminated Land Management Plan (CLMP). The CLMP contains measures for protecting construction workers such as requiring them to wear correct PPE to avoid coming into contact and inhaling contaminants. In regards to surrounding properties, there is the potential for

contamination to be carried by the air to these properties. However, the CLMP outlines dust control and management of contaminated materials to avoid this impact. Impacts on people are therefore moderately negative in respect on human health risk from contaminated land.

The Air Quality Assessment (*Technical Report 9*) report indicates that general dust generated from various construction activities could potentially impact people living and working in all community areas. This has a social impact in regards to the amenity of the area but also the health of residents. *Technical Report 9* concludes that provided there is appropriate dust control, adverse effects arising from construction will be minimal. Provided this is delivered, the social effects are considered appropriately managed.

7.3.3.3 Social cohesion

Impacts on social cohesion, services and facilities in the study area may arise temporarily as a result of construction. In Community Area 1 there are potential impacts on the Aotea Sea Scouts Hall as a community facility and Gloucester Park as the primary area of open space in the area. The severance of the Sea Scouts hall to Gloucester Park and Orpheus Drive is a potentially moderate effect as providing access to this facility during construction may be challenging. It is concluded that impacts to Gloucester Park will be low, as there is currently only a small amount of users (there is currently no active formal sports clubs using the Park) and a low usability by the local community (as understood through face-to-face interviews with members of the public). This SIA has also identified the possibility of works disrupting NZ Fire Service (NZFS) activities, as discussions with the NZFS have indicated the Onehunga Fire Station sometimes services the northern Māngere Bridge area.

As evident through public consultation and surveys, the Manukau Foreshore West and East Walkway (in Community Areas 1 and 2) is a key community facility, this is proposed to be closed through construction in this area which will have a potential social impact on social cohesion experienced in the area. Walking and cycling manual counts (as outlined in *Technical Report 1*) have been undertaken during a weekend and a weekday. Key findings included that the Walkway is used by significantly more cyclists on a weekend compared to a weekday (250 cyclists used the path on the Sunday compared to 55 on a Monday). Recreational trips were also more likely to occur during the weekend while commuter trips were more likely to occur on weekdays. During SIA surveys (see Appendix B), 45% of those interviewed stated they travel to the Walkway a few times a week, and 14% once a week. The impact of this from a social perspective is considered to be significant for recreational users due to the number of people potentially affected and the value that this area has for the local community. The Walkway is also an important link to other recreational areas such as the Old Māngere Bridge; for example one respondent interviewed during SIA surveys said that they travelled 'to Māngere Bridge to Sylvia Park and back to Māngere Bridge' along the Walkway. The closure is considered to be a moderate impact for commuters as there will be potentially less people affected although there is no established alternative for commuters on that section of Church Street between Captain Springs Road and the intersection of Hugo Johnston Drive.

In Community Area 3, the community may feel some impact due to an acquisition of residential properties with people who have potentially lived in the area a long time. During the landowner engagement period, the team spoke to a number of residents who noted that they had lived in the area a while (i.e. 10-20 years), with many confirming they would like to stay in the area (i.e. if they had to be moved, they would like to be nearby). This has the potential to impact on the social cohesion in the local area. However, this is assessed as being a low negative impact as it is generally accepted that people will adapt to any new situation and surrounding residential developments in the area will balance the loss of houses from the Project.

7.3.3.4 Material well-being

Impacts on material well-being of people and businesses is anticipated to occur primarily due to disruption to transport routes and access to private property. A positive impact has been identified due to the influx of construction workers in the area who will likely use local businesses such as cafes and restaurants, service industries and other retail shops during the construction period. However,

there will be disruption to a number of sites in the area, including local businesses which could have a potential impact on employment in the area. A key transport disruption in Community Area 1 will be the existing walking/cycling connection between the Old Māngere Bridge and the Onehunga town centre. During public consultation and surveys it was made clear that this link is very important to the community and those people from Māngere Bridge who use this route to commute to schools (primarily Onehunga High School and Royal Oak Intermediate, as the zone extends over to Māngere Bridge), employment and services in the Onehunga town centre. School children from Māngere Bridge who attend Onehunga High School and Royal Oak Intermediate are walk or cycle along Old Māngere Bridge and then access schools via Orpheus Drive and across the Taumanu over-bridge. It is noted in *Technical Report 10* that this connection will be maintained during construction. Effects of construction on this connection is therefore moderate.

The construction of the Project has the potential to impact on people's material well-being and private property rights. In Community Areas 1 and 2 this will be felt through potential job losses or relocations related to acquisition of business land. This will be especially evident at the Storage King and Galway Street businesses in Community Area 1 and along Sylvia Park Road in Community Area 2 (and full acquisition on other properties adjacent to SH1, Mt Wellington). In Community Area 2 the social impacts relating to material well-being relate to disruption to employment from construction and acquisition of land from businesses and services in the area. These are predominantly small to medium enterprises including service and retail trade and show rooms. Other larger businesses include VTNZ, Hirepool, Turners & Growers and Stratex. In the case of the former two, they are complete acquisition and early property engagement is being undertaken to facilitate business relocation. In the case of the latter two, business discussions are ongoing to ensure the viability of these business operations on their current sites. There are other areas of disruption anticipated such as for customers and employees of businesses (not being acquired) along Sylvia Park Road and Pacific Rise due to change in access and impacts from widening the road.

On this basis these effects are assessed to be moderate as the job market in Auckland is relatively stable, the businesses requiring relocation or full acquisition do not have very high numbers of employees and there is potential, given the timing for business relocations. It is therefore considered relatively practicable / feasible these people can find work elsewhere (or at a new location if the business is relocated). Acknowledging the dynamic impact of the business activity (e.g. the natural 'churn' of small businesses enterprises) and the potential for the Project to impact both positively and negatively on employment, the figure about which businesses will be displaced has not been further quantified.

In Community Area 3 a key impact on material wellbeing will be experienced through opportunities for local employment during the construction period (recognising that delivery of this outcome is likely to be through measures beyond the RMA, for example through the Agency's procurement processes). This will be experienced by local people but also across the wider area for Mana Whenua and Mataawaka. This aligns with the TSI through helping to foster economic development in South Auckland (which including includes Community Area 3). This opportunity relates to the existing skill base in South Auckland and higher average unemployment rate in the area. According to a recent report from the Ministry of Business, Innovation & Employment²², South Auckland's²³ population has lower employment rates compared to the rest of Auckland and has higher rates of people who are NEET (not in education, employment or training). South Auckland workers compared to the rest of Auckland tend to be employed in lower-skilled jobs. These statistics offer a unique opportunity for the Project to partner with the TSI and also to deliver training and employment opportunities for the community, especially those NEET during construction. This opportunity can be realised through

²² Quarterly Labour Market Report *MBIE* (August 2015)

²³ South Auckland is defined by four Auckland local boards - Māngere-Ōtāhuhu, Ōtara-Papatoetoe, Manurewa and Papakura. This definition is used by the Auckland Council.

incentives or proactive performance measures for contractors that employ and train local people. This positive impact will be experienced by local residents and will result in a moderate to significant scale of impact depending on the number of local people given employment through construction of the EWL.

Material well-being is potentially negatively affected in Community Area 3 due to the acquisition of a small number of residential properties²⁴. The area has a low average house value compared to the Auckland Regional average (as outlined in Section 5.4 above), this is probably due to the close proximity to the motorway and electricity transmission corridors, the existing noise and visual environment (lack of noise walls adjacent to the motorway) and older housing stock.

Currently Auckland is described as having a 'housing crisis' as there is generally a lack of affordable houses and also housing choice. Similarly, any renters that are required to relocate may struggle in the current market, where the average housing rents are increasing all the time (without a comparable increase in income). It is noted that the Ōtāhuhu area has been a priority for SHAs and is currently recognised by Panuku as a focus for urban regeneration. At the time of preparing this report, a number of sites in the Ōtāhuhu area are being developed for housing. Notwithstanding this trend of development, as a result of the other factors, residents in Community Area 3 are significantly impacted due to acquisition of housing due to wider regional pressures and therefore limited choice for relocation to comparable housing options. To minimise the number of people experiencing this effect, the Project design and designation footprint have sought to avoid property take, particularly complete acquisition, to the greatest extent practicable.

In Community Area 3 the key disruptions will be felt by all road users (motorists, pedestrians and cyclist) through the construction of the new Panama Road Bridge and at the Princes Street Interchange. These impacts are assessed as moderate. Panama Road Bridge and Princes Street Interchange are connections that are important for pedestrians and cyclists to access services within the area. These are particularly important for children who use these routes to get to schools such as Panama Road School (across Panama Road Bridge) and McAuley High School and Ōtāhuhu Intermediate School (across Princes Street Interchange). As outlined in *Technical Report 10* these key routes will be kept open for pedestrians and cyclists and if they need to close this will occur at night. There will however be significant high impacts for users of SH1 during the construction of the Ōtāhuhu Creek Bridge, given SH1 is an important part of Auckland's transport network (and connection to other regions).

²⁴ Acknowledged this will be experienced from Construction, but as a permanent impact has been evaluated under operational effects.

7.4 Operation Impacts²⁵

The operation of EWL could have a social impact due to general disruption (i.e. noise/visual), reduction in the quality of people's surrounding environment (i.e. quality of life) or reduction of access (i.e. way of life).

The potential social impacts arising from the operation of the Project have been assessed for each community area with a summary in Table 7-3 and Section 7.4.2 below.

7.4.1 Summary of social impacts from operation

Table 7-3: Summary of social impacts from operation of EWL

No. Ref	Impact	Who	Nature of Effect	Scale
4. Quality of the living environment and amenity				
Community Area 1				
1.1	Removal of heavy through traffic in Onehunga town centre (along and around Onehunga Mall) improving amenity of the area and opportunities for the area to develop along the 'transform programme' for the wider area	Customers, businesses, local residents	Positive	High
1.2	Removal of heavy through traffic on Onehunga Harbour Road and improved facilities for pedestrians / cyclists and safety/usability of the route	Customers and businesses (including those at 2-4 Onehunga Harbour Road, and those on the Port) and residents at 2 Onehunga Harbour Road	Positive	High
1.3	Improved streetscape through landscaping and planting	Users of the road environment around the Neilson Street Interchange	Positive	Low
1.4	New Galway St Connection increased noise and visual impacts	Residents at 2 Onehunga Harbour Road,	Negative	Moderate
Community Area 2				
1.5	Removal of traffic along Neilson Street and Church Street improving amenity of the area	Customers, employers and employees of businesses, residents	Positive	High
1.6	Change in amenity at Waikaraka Cemetery due to proximity of new road	Visitors	Negative	Low-moderate
1.7	New wetlands and access via boardwalks to the coast along	Current users of the Manukau Foreshore East Walkway and future	Positive	High

²⁵ Without mitigation

No. Ref	Impact	Who	Nature of Effect	Scale
	Māngere Inlet foreshore improving amenity	walkers / cyclists (primarily recreational)		
Community Area 3				
1.8	Change to amenity for properties (currently very noisy from the existing motorway traffic) adjacent to SH1, Panama Road bridge and Princes Street Interchange, from proposed noise walls	Immediately adjacent properties to new road alignment	Positive	High
1.9	Pedestrian and cycling connection north-south across Ōtāhuhu Creek post construction (using temporary motorway bridge east of SH1), and opportunity to link to the connection to Highbrook, providing opportunities for the community to better realise identified growth and development aspirations of this area (as per the Area Plan)	Future recreational users of the path north and south of Ōtāhuhu Creek (east of SH1 – currently isolated) and those school children who currently walk along SH1.	Positive	High
1.10	Change to the environment along SH1 due to loss of planting for extra northbound /southbound lanes	Users of SH1	Negative	Moderate
1.11	General reduced amenity (quality of life) impact for residents and activities where land taken	Residents and activities along SH1 where partial land take occurring (whilst usability of space by area is reduced for some, all will have a positive impact from noise walls)	Negative	Low-moderate
1. Social cohesion				
Community Area 1				
2.1	Change in amenity for the Aotea Sea Scouts building (note heritage values assessed elsewhere). The scale of this impact will in particular be related to the connectivity between the hall and Gloucester Park and the amenity impacts (visual)	Current and future Sea Scouts as users of the building	Negative	Moderate
2.2	Improvement to current poor access to open space (Gloucester Park) and provision of streetscape improvements to Onehunga Harbour Road.	Current users of the Park (primarily sports clubs) and future users in the local community	Positive	Moderate
2.3	Changes to emergency services access to SH20 to Māngere Bridge (primarily the NZ Fire Service). Improved movements through upgrades to Neilson Street Interchange.	Residents of Māngere Bridge	Positive	Moderate
Community Area 2				

No. Ref	Impact	Who	Nature of Effect	Scale
2.4	Loss (displacement) of community services on southern side of Sylvia Park Road	Customers e.g. VTNZ, HirePool	Negative	Moderate
2.5	Change to walking and cycling access along Māngere Inlet foreshore with addition of new coastal path and link to Sylvia Park	Current and future recreational users Current and future commuters	Positive	High
2.6	Change in access to Waikaraka Park through Alfred St shared path connection	Current and future recreational users	Positive	Moderate
2.7	Improved pedestrian and cycling connection to Mutukāroa-Hamllins Hill through upgrades to Great South Road/Sylvia Park Rd intersection	Current and future recreational users	Positive	Low-moderate
2. Material well-being				
Community Area 1				
3.1	Changes to local access on Onehunga Harbour Road	Residents at 2 Onehunga Harbour Road.	Positive	Low-Moderate
3.2	Change in access to business at Gloucester Park Road north due to cul-de-sac (increased diversion)	Businesses on Gloucester Park Road north	Negative	Low
3.3	Increase in business productivity and resulting increase in employment opportunities for remaining and new businesses because of improved land use efficiencies provided by transport connections (includes ability or potential for Onehunga Wharf redevelopment, in accordance with the transform programme from Panuku).	Employees of remaining and new businesses, both within or beyond the Project area.	Positive	Moderate <i>(note further changes to land use needed to deliver higher level of benefits)</i>
3.4	Changes to pedestrian link between Māngere Bridge, Onehunga town centre / Schools including completing the link to Taumanu Reserve.	Māngere Bridge and Onehunga residents (primarily commuters and school children)	Positive	High
3.5	Improvement reliability of public transport services through the Neilson Street Interchange, anticipated to support mode shift.	Users of public transport getting to and from Māngere Bridge / Onehunga town centre	Positive	High
Community Area 2				
3.6	Increase in business productivity and resulting increase in employment opportunities for remaining and new businesses because of improved land use efficiencies provided by transport connections. Facilitates the Area Plan aspirations for economic growth in	Employees of remaining and new businesses, both within or beyond the Project area.	Positive	High

No. Ref	Impact	Who	Nature of Effect	Scale
	the area.			
3.7	Restriction to access to remaining businesses on Sylvia Park Road (i.e. left out only)	Businesses 20-24 Sylvia Park Road	Negative	Low
3.8	Closure of an accessway into business land on Pacific Rise from Sylvia Park Road due to ramps from Sylvia Park Road (impacts on access to employment, business activity)	<ul style="list-style-type: none"> ■ 8 Sylvia Park Road ■ 1 Pacific Rise 	Negative	Low
3.9	Increase in passer-by traffic on Sylvia Park Road	Remaining businesses	Positive	Low
3.10	Reduction in congestion along Neilson Street and Church Street – impact on accessibility in and around the area. Ease of access to employment and services	Primarily for customers / employees of businesses on Neilson Street and Church Street. Some residents on Church Street	Positive	Moderate
Community Area 3				
3.11	Improvements to safety and usability of the Princes Street Interchange	Pedestrians / cyclists and motorists, especially those travelling west through the interchange e.g. to schools and services	Positive	High
3.12	Improvements to safety and usability of the Panama Road Bridge and as a result connectivity of this area to the west.	Primarily pedestrians / cyclists	Positive	Moderate
3. Culture and Identity				
Community Area 1				
4.1	Raising awareness of the significant cultural history and values of the area (Te Hōpua ā Rangi, Onehunga town centre, Gloucester Park and the Onehunga Wharf)	Local residents and Mana Whenua	Positive	Moderate
Community Area 2				
4.2	Raising awareness of the significant cultural history and values of the area (Karetu Portage, Anns Creek and the Māngere Inlet Foreshore)	Local residents and Mana Whenua	Positive	Moderate
Community Area 3				
4.3	Raising awareness of the significant cultural history and values of the area (Ōtāhuhu Portage)	Local residents and Mana Whenua	Positive	Moderate

7.4.2 Assessment of social impacts from operation

7.4.2.1 Quality of the living environment and amenity

There are a range of social impacts both positive and negative which relate to the quality of the living environment and amenity with the operation of the EWL. The Project will result in a significant positive impact in Community Area 1 due to the reduction in traffic on many of the local roads and re-distribution of heavy vehicle traffic. This is outlined in more detail in Section 5.5 of *Technical Report 1: Traffic and Transport Assessment*, however a summary of the reduction in traffic flows in Community Area 1 is as follows:

- Significant reductions (17-20%) on Gloucester Park Road;
- Onehunga Mall north of Neilson Street is predicted to have a reasonable reduction in traffic (20-23%);
- South of Neilson Street, Onehunga Mall is expected to reduce significantly (81-83%); and
- The flows on Neilson Street (Selwyn to Onehunga Mall) are expected to reduce significantly (35-39%).

These changes provide significant opportunities for the road network to transform to be more pedestrian and cycling friendly. In regards to health, the re-distribution of heavy traffic on local roads (as they will use strategic routes instead) has the opportunity to result in positive air quality impacts on sensitive sites such as residential areas and schools / early childhood centres.. However there are some potential negative impacts on the quality of the environment in the area including the new extension and connection at Galway Street to EWL. This will be an increase of vehicle movements in an area where there is currently not a road, with quite a large intersection. It will change the environment for both users of the Manukau Foreshore West Walkway and businesses and residents in the surrounding area.

In Community Area 2 there will be a significantly positive change to the environment with the construction of new wetlands on the northern side of the Māngere Inlet and access to these via boardwalks. This will give people more access to the coastal area, and provide a positive recreational experience, similar to that at Taumanu. Face-to-face surveys with the local community identified this area as very important (70% of participants stated this). Many also indicated they would be supportive of an upgraded foreshore that was similar to Taumanu. Through all phases of consultation on the Project it was made clear by local residents and businesses that current high levels of traffic on Neilson Street and Church Street makes accessing work and home difficult, especially due to the high number of heavy vehicles in the area. As a result of the EWL being operational, the through traffic along Neilson Street and Church Street will be significantly reduced.

The new road however will result in a potentially negative change for landuse that currently borders the Māngere Inlet such as the Waikaraka Cemetery and adjacent proposed new sports fields. The Cemetery is a quiet and reflective area for visitors. *Technical Report 6: Landscape and Visual Impact Assessment* concludes that, although the new road will detract from ‘*the visual amenity and the current secluded and relatively quiet atmosphere*’; the effects will be ‘softened’ by the existing stone wall and row of Pōhutukawa along the boundary (that will be retained).The scale of these potential negative effects on the quality of the environment and amenity will therefore be low. It is noted that the physical effects on landscape and visual amenity are considered in *Technical Report 6* and the impacts on heritage are considered in *Technical Report 6*.

In Community Area 3 there will also be significant positive benefits as a result of noise mitigation proposed along SH1. Residents currently experience a high level of noise from SH1 and through the consultation period it was clear that many have waited a long time for any noise mitigation, and some have quite poorly constructed noise barriers on their property. *Technical Report 10* states there are some properties in which noise barriers are not appropriate including those that are elevated and cannot be shielded and the need for barriers that may be too large in size in a residential context. However, the new lanes on SH1 are not anticipated to result in noise levels that will be noticeable above what is currently experienced. The Project has a significant positive effect because it will be mitigating existing noise effects in this environment through the construction of noise walls. Therefore

the impacts of noise from the additional lanes on SH1 are considered to be appropriately mitigated (from a noise perspective) and enhance the existing amenity for residents and their quality of life.

As a result of construction of the new Ōtāhuhu Creek Bridge, there will be an additional structure adjacent to SH1 (to provide for diverted traffic during construction) which will provide for a future pedestrian and cycling link. The bridge is approximately 250m in length (which is a reduction in distance of 4km from the current situation) and will link the Deas Place cul-de-sac with the Mataroa Road cul-de-sac. Both communities are currently severed, therefore this connection will be a high positive impact and will go a long way to connect these communities. There is also anecdotal evidence of children walking along SH1 in this location so this proposed walking and cycling bridge will address this existing safety risk.

7.4.2.2 Social cohesion

The Project has some potential positive and negative impacts on social cohesion and community facilities across the study area. In Community Area 1 Gloucester Park north is a large area of public open space which is on the whole, very under-utilised. During the public engagement period a number of community members confirmed this, with a few even commenting they did not know how to even access it. The upgrades to the Neilson Street Interchange will result in a positive impact of improving access to the Park through interpretive signage, landscaping and way finding (recommended in *Technical Report 6* and this SIA). However, the EWL will result in some severance to the Aotea Sea Scouts Hall on Orpheus Drive (noting it will improve connectivity north-south; by completing the shared path connection between Onehunga Wharf and Taumanu reserve areas), as pedestrians will no longer be able to cross the EWL to access Gloucester Park west (the east-west connection). Although access will still be retained on Orpheus Drive, there will still be some physical separation of the facility from Gloucester Park. While, the facility will experience improved connections due to the separation of the EWL and the local road and will also experience reduced traffic volumes directly outside the building (improving safety outcomes for users, especially young people). The Project team have engaged with the Sea Scouts who have identified that they consider the effects on their operation to be significant and will undermine the contribution this facility provides for the local community.

Following construction, emergency services will be able to more easily access areas around the Neilson Street Interchange (and also east-west movements along Neilson Street and Church Street, due to a significant reduction in traffic) as well as SH20 heading south to other areas such as Māngere Bridge.

Community Area 2 will experience a negative social impact due to the loss of a variety of services on Sylvia Park Road, due to property acquisition. Amongst others, these include the VTNZ, Z Sylvia Park Truck Stop, HirePool and Central Landscapes & Garden Supplies. This is assessed to be a low negative impact, as there will be other services in the nearby area that can accommodate any potential needs of the local community. It is proposed to extend the existing Manukau Foreshore West and East Cycleway up Alfred Street. During face-to-face surveys people were asked whether they would use this connection, over half of the respondents stated they would (59%), and the majority of these respondents (27%) stated it would be a good thing as it offers choice to cyclists and would encourage more cycling in the area. The connection to Waikaraka Park is also a good social outcome, as it will offer safe and legible access to this area of public open space. Another result of the surveys was an overwhelming response that an extension of the existing Manukau Foreshore East walkway to Sylvia Park would be supported (94% of respondents). Twenty seven percent responded that it would be a great opportunity to keep cyclists safer / keep them off the roads, and 24% responded it would encourage more cycling and provide better options for cycling in the area. Therefore, the extension of the Manukau Foreshore East Walkway to Sylvia Park along the EWL is a significantly positive social impact.

7.4.2.3 Material well-being

Across Community Area 1 and 2, remaining businesses (i.e. not required by the Project) will experience moderate-high positive impacts due to improved accessibility and travel time reliability. This will improve business operations and efficiency (as outlined in Section 12.3 of the AEE). This in turn will have a

positive impact on employment in these areas as businesses are able to expand and potentially increase production.

In Community Area 1, people that commute to Onehunga for work and schools and also use services in Onehunga town centre will experience a positive impact from upgrades to the pedestrian/cycling link between Old Māngere Bridge and the Onehunga town centre. As outlined in *Technical Report 1*, a continuous off-road 3m shared path from Old Māngere Bridge will connect with the existing walking and cycling facilities at Taumanu via Onehunga Harbour Road, the Onehunga Warf and Orpheus Drive (a total of 300m of new facilities). This will benefit school children who are in zone for Onehunga High School and are likely to commute from Māngere Bridge (probably via bike as walking would be over a long distance).

In Community Area 3, the current walking and cycling facilities near to schools are of poor quality. As a result of the Project, school children commuting across Panama Road Bridge to get to Panama Road School can use a shared path on both sides of the bridge which will be off-road and therefore separated from traffic. Likewise, school children commuting from east of the Princes Street Interchange to schools in Ōtāhuhu west (such as McAuley High school and Ōtāhuhu Primary School) will experience significant improvements through wider and more direct walking and cycling facilities. These include larger pedestrian refuges, a 3m shared path on both sides of the Bridge, controlled crossing points and a 1.8m footpath along both sides of Frank Grey Place.

7.4.2.4 Culture and identity

In all community areas there will be a positive impact on culture and identity through the operation of the Project and enhanced recognition and raising of awareness of significant cultural sites and the history of the area. This will be achieved through initiatives such as artwork, signage and landscaping (as outlined in *Technical Report 6*). It is noted this history is Māori and European history as well as other cultures in the area. This will have a moderate to significant benefit to local residents and Mana Whenua in all community areas.

In Community Area 1 this includes increased recognition and knowledge of Te Hōpua ā Rangi, Gloucester Park, the Onehunga town centre and wider settlement and the Onehunga Wharf. In Community Area 2 this includes the Māngere Inlet foreshore (and understanding of its context within the wider Manukau Harbour), Anns Creek and the Karetu Portage. These initiatives will have moderate to significant benefits to local residents and Mana Whenua across the study area. It is noted that in Community Area 3, there will be potentially significant cultural benefits realised relating to recognition of the Ōtāhuhu portage for Mana Whenua.

8 Recommendations

8.1 Planning Phase

There have been a number of initiatives to inform people of the Project, incorporate feedback and alleviate concerns of the community, especially in regards to potential property impacts. These included:

8.1.1 Engagement Process

The scope of the public engagement process for this Project has recognised the potential for positive and adverse social (as well as environmental, economic and cultural) effects. There has been a high level of public interest in the Project and therefore significant opportunity for feedback and input from project partners, the public and other stakeholders to assist in the decision making on the corridor, alignment and design of the Project. As outlined in Part E: Consultation and Engagement of the AEE, a range of communication and engagement tools were used to inform people of the Project and receive feedback at various stages of the design. These included a project telephone number, a website, media release and advertisements, community open days, workshops, hui, letter drops and face to face meetings. On-going communication and engagement has assisted in mitigating the impacts of stress and uncertainty during the planning phase.

8.1.2 Design Development

The Project design, consultation process and the SIA have been carried out in parallel. This has enabled a process whereby community / stakeholder feedback and other social considerations have informed the Project development and design.

8.1.3 Property Purchase Process

In order to minimise the impacts of complete property purchase, proactive and early property purchase has played a role in reducing the uncertainty for individual households and businesses in the Project area. The Transport Agency has begun some early property negotiations prior to the NoR documentation being lodged for specific strategic sites. This acquisition strategy has given the opportunity for people to move on with their lives and provides a transition period prior to the commencement of construction.

Many residents have expressed a preference to stay in the area if their property is required to be purchased in full. It is recommended that the Transport Agency provide further assistance to vulnerable households (e.g. elderly, those with a language barrier and those with special health needs) to assist them in the process of re-settlement. This assistance would be defined on a case-by-case basis and may include support through information, translation or other support agencies. This support would need to be integrated with any formal support services that may be available through other mechanisms including Ministry of Social Development or the provisions under the Public Works Act.

At the time of writing, the Transport Agency has begun negotiations for purchasing some of the business land required. It is noted that many purchases will be progressed before the designation is confirmed. The Transport Agency will work with affected parties to assist with relocation where practicable.

8.2 Construction Phase

For the construction phase of the Project, a CEMP and subsidiary plans will be prepared. The CEMP will be the key implementation tool to facilitate the mitigation of adverse effects identified in relation to the quality of the living environment, social cohesion, material well-being and culture and identity. As part of the CEMP, it will be crucial that contractors perform to a high level in relation to managing

stakeholder and community expectation, which is an important factor in managing social effects during construction.

Communication will be a particularly important tool. This will allow the Transport Agency and contractors to understand how the community feels and ascertain the most appropriate way to manage community concerns as they arise through the construction period. Therefore a Communication Plan should be put together to provide a framework for consultation and communication with affected parties and the wider community.

The following outlines some of the key SIA specific recommendations (across the Project area and site specific) relating to social impacts during construction, identified in Section 7.

8.2.1 Project area recommendations:

- Set up of a Community Liaison Group (CLG) or groups to minimise potentially adverse effects during construction through awareness of activities and input into more detailed design;
- Mitigation of the physical effects of construction activities are set out in *Technical Report 10 - Construction Traffic*, *Technical Report 8 - Construction Noise and Vibration* and *Technical Report 9 -Air Quality*. In order to mitigate the effects on residents from these activities, regular communication and liaison should be provided to inform people of the works, and respond to specific constraints or issues that people may have. This approach will assist residents to go on with their lives during the construction period. For night works, it is recommended that 'sensitive' residents be moved to alternative accommodation for the duration of the works (e.g. people with young children). This will be particularly relevant for works in Community Area 3 where there is a large number of residential properties surrounding the construction works;
- Nomination of a full-time contact phone number for residents to liaise with the construction team on any issues that arise during construction (as a single point of contact). This process will also ensure that grievances can be dealt with in a timely manner;
- Early planting of open spaces, management of graffiti on construction sites and yards and maintenance of adequate lighting of those areas identified for public access during construction. This will provide residents and the wider community with useable community linkages and open spaces (recognising the disruption to recreational areas through the construction period);
- Early engagement on the land acquisition process, particularly for properties required in full (to enable people who want to get on with their lives to do so with certainty, including consideration of opportunities for people to stay in the area until necessary (if they do not want to move straight away));
- Preparation of a communications plan which may include communication of construction timeframes on signs close to key community transport linkages to enable the community to plan and be aware of potential disruptions resulting from construction. This plan and engagement materials should specifically consider accessibility of materials for members of the community e.g. offering translation services and a wide range of media for access by visually and aurally impaired people;
- Formalisation of a complaints and response process (and monitoring thereof) for the above communications plan;
- Community engagement initiatives to include local events to showcase construction activities and inform people on progress to address potential impacts on community cohesion over the construction programme;

- Work with Auckland Transport to as far as practicable provide a temporary commuter cycle facility on Church Street, in particular between Captain Spring Road and Hugo Johnson Drive; and
- The Transport Agency should work with The Southern Initiative (TSI)²⁶ to promote training and employment opportunities for young people, as per the TSI objectives. While beyond the RMA, the Agency's procurement processes could include requirements (or use such requirements as an incentive evaluation criteria) for contractors who hire a certain percentage of local people and work with the Transport Agency and TSI.

8.2.2 Site Specific

- Recommendations for key actions that are site specific to mitigate social effects during construction include:

8.2.2.1 Community Area 1:

- Provide and sign parking areas to users of the Manukau Foreshore walkway for the period that the Onehunga Harbour Road parking area is lost due to construction (e.g. at Waikaraka Park or in other nominated locations);
- Temporary relocation of the Aotea Sea Scouts activity if required, in consultation with the Scouts; and
- Key walking and cycling connections are kept open and closures only occur at night. Diversions in place for Manukau Foreshore West and East where closures are undertaken for a medium term.

8.2.2.2 Community Area 2:

- Provide weekend car parking surrounding the Waikaraka Park sports fields and community buildings (e.g. on Captain Springs Road or in the construction yard at Waikaraka Park south); and
- Early establishment of additional recreation areas (e.g. potentially as sports field) to the north of the southern Waikaraka Park area to provide for ongoing recreational use and replacement open space during construction. This will assist to offset areas lost and/or disrupted open space areas impacted during construction.

8.2.2.3 Community Area 3:

- Larger number of sensitive residential receivers in this community area, so consider mechanisms to enable liaison with residents and, if impacts are identified, provision for alternative accommodation during night-works; and
- Key walking and cycling connections are kept open and closures only occur at night outside periods where community use of such facilities is higher (i.e. SH1, Panama Road Bridge and Princes Street Interchange).

8.3 Operation Phase

The following outlines some of the key SIA specific recommendations (across the Project area and site specific) relating to social impacts with the operation of the EWL, identified in Section 7. Once operational, adverse effects will be mitigated.

²⁶ For the definition, see Section 4.2.2

8.3.1 Project area recommendations:

- To mitigate adverse effects on people's quality of life from noise and vibration on the road, noise barriers will be constructed near private properties as outlined in *Technical Report 7*. In delivering this mitigation, it is important that residents are consulted both on the site specific design requirements and to confirm the implementation programme and that the implementation design seeks to minimise encroachment on residents outdoor living areas as much as is practicable;
- To mitigate the potential adverse effects on visual amenity and the quality of the living environment there will be landscaping included along the Project alignment. This is outlined in detail in the drawings in *Volume 2: Drawing Set 4- Landscape*. Opportunities to enhance community outcomes (e.g. community cohesion) including input into the design (through the established CLGs) and potentially community planting days or similar to involve them in the implementation of the Project works;
- A signage plan be prepared for community linkages and connections between walkways and open space / recreation areas (key areas outlined in Figure 36 below); and
- Involvement of the CLGs in detailed design of certain facilities along the route.

8.3.2 Site Specific

Recommendations for key actions that are site specific to mitigate social effects once the Project is operational include:

8.3.2.1 Community Area 1:

- Signs for the community linkage between Old Māngere Bridge and other areas of open space such as Taumanu, Gloucester Park, the new coastal walkway, Waikaraka Park and through to Sylvia Park for pedestrians and cyclists. There should be clear identification for routes that are suitable for commuters or recreational users; and
- Way-finding between Old Māngere Bridge and the foreshore walkways through to Onehunga including locational signage of recreation areas at Gloucester Park (e.g. along and as part of local road works on Onehunga Mall and Onehunga Harbour Road).

8.3.2.2 Community Area 2:

- In order to mitigate impacts on open space areas, the construction yard site at Waikaraka Park will be reinstated for suitable future sports field development in partnership with Auckland Council and the Maungakiekie-Tāmaki Local Board;
- Design of the pedestrian / cycle bridge connection from Alfred Street to the foreshore; and
- Signs surrounding Mutukāroa-Hamlins Hill to show clearly the entrance to the reserve for pedestrians and cyclists. This should also be included along the new coastal shared path.

8.3.2.3 Community Area 3:

- Walking and cycling connections between Panama Road and Frank Grey Place to be undertaken in consultation with the local community and residents, including consideration of design for vehicle crossings where property accessways interface with the shared path.

9 Assessment of Effects Following Mitigation

Overall it is considered that the potential adverse effects can be mitigated through measures identified in this SIA. These are summarised in Table 9-2, with an overall scale given to each impact as a result of proposed mitigation.

9.1 Positive impacts

In regards positive impacts identified in Section 7.4, the following are outlined in Table 9-1 with specific recommendations so these can be realised.

Table 9-1: Summary of relevant positive impacts and recommendations

Impact	Nature of Effect	Scale	Recommendation
Construction			
Involvement in the delivery of Project elements e.g. open space, foreshore restoration	Positive	Moderate	Set up of the CLG during construction. Partnership with Auckland Council and Maungakiekie-Tāmaki Local Board to deliver northern sports field at Waikaraka Park.
Opportunity for local employment during construction	Positive	High (depending on number of employment)	Partnership with the TSI to encourage training and employment of local people – note that delivery likely beyond RMA measures. E.g. performance measures for contractors could include either requirement or assessment criteria if they hire a certain percentage of local people.
Operation			
Improved streetscape through landscaping and planting	Positive	Low	Recommendations in <i>Technical Report 6</i> are realised.
Change to amenity for properties (currently very noisy from the existing motorway traffic) adjacent to SH1, Panama Road bridge and Princes Street Interchange, from proposed noise walls	Positive	High	Proposed noise walls are installed in consultation with residents / landowners.
Pedestrian and cycling connection north-south across Ōtāhuhu Creek post construction (using temporary motorway bridge east of SH1), and opportunity to link to the connection to Highbrook	Positive	High	Working with CLG to realise positive benefit of this connection and design
Improvement to current poor access to open space (Gloucester Park) and provision of streetscape improvements to Onehunga Harbour Road.	Positive	Moderate	Wayfinding signage and landscaping/interpretive signage as recommended in <i>Technical Report 6</i> delivered in consultation with CLG
Change in access to Waikaraka Park through Alfred St shared path connection	Positive	Moderate	The connection (and design of connection) between Alfred Street and the EWL is delivered in consultation with the CLG or

Impact	Nature of Effect	Scale	Recommendation
			other method with the community
Improved pedestrian and cycling connection to Mutukāroa-Hamllins Hill through upgrades to Great South Road/Sylvia Park Rd intersection	Positive	Low Moderate	The connection to Mutukāroa-Hamllins Hill is delivered in consultation with the CLG or other method with the community
Raising awareness of the significant cultural history and values of the area (Te Hōpua ā Rangī, Onehunga town centre, Gloucester Park and the Onehunga Wharf)	Positive	Moderate	Interpretive signage, artwork and landscaping as outlined in <i>Technical Report 6</i> and the ULDF should be realised and done in partnership with Mana Whenua and collaboration with the local community (e.g. through the CLG)
Raising awareness of the significant cultural history and values of the area (Karetu Portage, Anns Creek and the Māngere Inlet Foreshore)	Positive	Moderate	
Raising awareness of the significant cultural history and values of the area (Ōtāhuhu Portage)	Positive	Moderate	

Table 9-2: Summary of negative impacts²⁷ and scales with mitigation

Impact	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation
Construction			
General noise, dust and visual impacts during construction impacting nearby residents and other sensitive land uses	Moderate	Preparation of a communications plan and effective stakeholder engagement in CEMP	Low
Construction in areas of high contamination and therefore risk to human health – those close to construction works i.e. workers	Moderate	CEMP	Low
Constraints to access to and from Aotea Sea Scouts during construction (e.g. potential closure of Orpheus Drive) and therefore cannot operate, impacts on current and future users of the Aotea Sea Scouts Hall	Moderate	Maintain access and parking. If unable to, find alternative location in consultation with the Club (and balancing issues of heritage impacts)	Low
Disruption to local open space access (Gloucester Park) due to surrounding construction, impacts on users of the Park)	Low	Signage and preparation of a communications plan and effective stakeholder engagement	< Low

²⁷ Only potential adverse impacts including in this table

TECHNICAL REPORT 11 –SOCIAL IMPACT ASSESSMENT

Impact	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation
Changes to emergency services access to SH20 to Māngere Bridge (primarily the NZ Fire Service), impacts to residents of Māngere Bridge	Low	Signage and preparation of a communications plan and effective stakeholder engagement (with specific engagement required with the NZFS relating to major construction works).	< Low
Closure of the Manukau Foreshore West and East Walkway during construction, impacts on commuters and recreational users	Moderate (commuters) Significant (recreational)	Alternative connections provided where practicable (including temporary provision on Church Street in conjunction with Auckland Transport) and signage of these and information on construction timeframes. Early establishment of Waikaraka Park south sports field (to north of construction yard)	Low
Disruption to the Waikaraka Cemetery during construction, impacts on visitors	Low	Signage (especially timeframes)	< Low
Disruption to local open space (Waikaraka Park) due to occupation for construction, including loss of parking for this facility on Captain Springs Road. Impacts on current users of the Park including sports clubs, local community and community buildings	Moderate	Maintain carparking for sports field users in the weekend and on evenings where sport is taking place. Maintain access for community buildings. Communication and signage Reinstate southern site in a form suitable for sports field development	Low - moderate
Disruption to Gurudwara Sahib Ōtāhuhu temple during construction. Impacts on users of this facility	Low	Communication with facility when major construction activities happening in vicinity. Avoid construction activities when there are large events happening at the facility	< Low
Changes to local access on Onehunga Harbour Road, including to businesses (reduced local traffic and therefore passing trade volumes). Note this will have alternative impact of easier access to and from these businesses for those people seeking to access them (due to reduced traffic volumes). Impacts on customers and businesses (including those at 2-4 Onehunga Harbour Road, and those on the Port) and residents at 2 Onehunga Harbour Road	Moderate	Signage and information for road users on changing road networks and communication with businesses	Low
Change in access to business at Gloucester Park Road north due to 'cul-de-sac'. Impacts on businesses on Gloucester Park Road north	Low	Signage and information for road users on changing road networks and communication with businesses	< Low

TECHNICAL REPORT 11 –SOCIAL IMPACT ASSESSMENT

Impact	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation
Change in access to business at Gloucester Park Road south during construction. Impacts on businesses on Gloucester Park Road south	Low	Signage and information for road users on changing road networks and communication with businesses	< Low
Disruption of pedestrian/cycling link between Māngere Bridge and Onehunga town centre / Schools during construction. Impacts on Māngere bridge residents (primarily commuters and school children)	Significant	Alternative routes. Signage and preparation of a communications plan and effective stakeholder engagement. Link to be maintained during construction period	Low
Change in access and disruption to businesses on Sylvia Park Road during construction. Impacts on customers and employees at 20-24 Sylvia Park Road	Moderate	Signage and information for road users on changing road networks and communication with businesses	< Low
Change in access and disruption to businesses on Pacific Rise during construction. Impacts on customers and employees on Pacific Rise	Low	Signage and information for road users on changing road networks and communication with businesses	Low
Disruption to access across Panama Road bridge during construction. Impacts on pedestrians, cyclists and motorists	Moderate	Limit closure to night works Signage and preparation of a communications plan and effective stakeholder engagement Community involvement through CLG and local events	Low
Disruption to access through Princes St Interchange and onto / off motorway during construction. Impacts on pedestrians, cyclists and motorists.	Moderate	Limit closure to night works Signage and preparation of a communications plan and effective stakeholder engagement Community involvement through CLG and local events	Low
Disruption to traffic on SH1 during construction of Ōtāhuhu Creek Bridge. Impacts on users of SH1	Significant	Signage and preparation of a communications plan and effective stakeholder engagement – including wider communication of SH1 delays (other mitigation outlined in <i>Technical Report 10</i>)	Moderate
General reduced amenity (quality of life) impact for residents and activities where land taken. Impacts on residents and activities along SH1 where partial land take occurring	Low	Landscaping on private properties on noise walls in consultation with residents	< Low
Loss of community services on southern side of	Low	Information on alternative services	< Low

TECHNICAL REPORT 11 –SOCIAL IMPACT ASSESSMENT

Impact	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation
Sylvia Park Road. Impacts on customers		elsewhere (signage)	
Loss of social cohesion due to acquisition of residential properties notably those people that have lived in the area a long time. Impacts on residents in Princes Street Area	Low	Property strategy, communication plan and local community events/involvement	< Low
Potential loss of jobs from acquisition of business land. Impacts on land requiring full acquisition.	Low	Property strategy, communication plan (giving people enough time to find alternative employment and for business relocation).	< Low
Loss of residential properties in areas which reflect low housing values (compared to the wider Auckland Region) with limited choice for relocation where due to wider pressure on housing. Impacts on all residential properties requiring full acquisition in Community Area 3	Significant	Property strategy, communication plan and local community events/involvement	Moderate
Loss of local housing development plans.	Low	Continued proactive engagement with property owners through property strategy, communication plan and local community events/involvement	Low
Operation			
New Galway St Connection increased noise and visual impacts. Impacts on residents at 2 Onehunga Harbour Road, current users of the Waikaraka Shared Path and business on Onehunga Harbour Road relying on passing trade	Low	Opportunity for mitigation in Outline Plan of Works (OPW)	Low
Change in amenity at Waikaraka Cemetery due to proximity of new road. Impacts on visitors	Low	Existing stone wall and existing large Pōhutukawa trees	Low
Change to the environment along SH1 due to loss of planting for extra northbound /southbound lanes. Impacts on users of SH1	Low	Landscaping on SH1 where possible within designation boundary	< Low
Changes to local access on Onehunga Harbour Road, including to businesses (loss of passing trade). Impacts on customers and businesses (including those at 2-4 Onehunga Harbour Road, and those on the Port) and residents at 2 Onehunga Harbour Road.	Low	Signage (for road users indicating where services are) and communication with local businesses.	< Low
Change in access to business at Gloucester Park Road north due to cul-de-sac. Impacts on businesses on Gloucester Park Road north	Low	Signage and information for road users on changing road networks and communication with businesses	< Low
Restriction to access to remaining businesses on Sylvia Park Road (i.e. left out only). Impacts on businesses 20-24 Sylvia Park Road	Moderate	Signage and information for road users on changing road networks and communication with businesses	Low

TECHNICAL REPORT 11 –SOCIAL IMPACT ASSESSMENT

Impact	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation
Closure of an accessway into business land on Pacific Rise from Sylvia Park Road due to ramps from Sylvia Park Road (impacts on access to employment, business activity).	Low	Signage and information for road users on changing road networks and communication with businesses	Low

10 Conclusion

From a social perspective, it is considered that once operational, the EWL will offer significant regional and local benefits. In particular, key benefits include improving reliability and frequency of public transport, providing new and upgraded walking and cycling connections, improving access to local facilities and opportunities for recreational development. The EWL will also contribute to a reduction in congestion which is a significant issue in the study area.

Key regional benefits include:

- Increase in transport choice and improved connectivity;
- Recognition of important cultural, heritage and physical features within the Project area that have regional significance (including volcanic features);
- Contribution to the growth and development in the area including sustaining population growth and employment opportunities; and
- Facilitating potential community health benefits through encouraging the use of active modes (walking and cycling).

The majority of adverse effects on the local social environment are those experienced during the planning and construction phases. These will be mitigated by the implementation of initiatives within the CEMP and other measures included in the suite of management plans. A key mitigation will be communication which will be vital to address concerns from the local community which will be implemented through a Communication Plan. Communication should be initiated through media releases but also physical signs close to construction works which will help to inform the local community of the activities being undertaken and also timeframes (i.e. when to expect that work will be finished, to give some certainty for daily activities). It is generally expected that people will accept some form of disruption if they are aware when it will be 'over' and they can then just get on with their lives.

It will also be important to establish a CLG or similar to involve the community through the construction phase and into the operation of the EWL. Potential adverse effects from operation primarily relate to permanent acquisition of properties and the impacts this may have on the stability and cohesion of the local area and well-being of people.

In regards to realising positive impacts identified in Section 7.4, it is noted that the following is recommended:

- Management plans that commit to engaging the community and collaboratively developing those elements of the Project that are there to mitigate community impacts (such as construction management plans and communications and engagement plans) e.g. walkways, signage;
- Involvement of the local community in the design and implementation of some architectural features (e.g. Alfred Street pedestrian / cycle bridge), landscape and local project elements; and
- Documentation in contracts to encourage local employment for construction and commitment by the Transport Agency to consider these through tender evaluations.

Overall it is considered that the potential adverse effects can be mitigated through measures identified in this SIA and that there will be a range of impacts from the <low to moderate following implementation of the measures recommended in this SIA.

11 Bibliography

Face to face interviews with Onehunga Community members (8 July 2015).

Feedback from feedback received (June-July 2016).

Open Days and Open Office Sessions (June-August 2016).

Appendix A

Screen of Potential Social Impacts

Screen of Potential Social Impacts

Section 7.3 of NZ Transport Agency’s ‘Guide to assessing social impacts for state highway projects’ (October 2015, Version 1) outlines potential social impacts that may be experienced by people as a consequence of a development or intervention. Section 7.3 outlines development may impact on people, groups or communities and can include aspects of their:

- Way of life;
- Cohesion, stability, character, services and facilities in a community;
- Biophysical environment and resources;
- Quality of the living environment and amenity;
- Family, community and social networks;
- Health and wellbeing;
- Material, wellbeing

In accordance with the Transport Agency’s Guide, the SIA has been scaled to be proportionate to the potential social impacts of the EWL, avoids duplication and ‘double counting of impacts’ (in other technical assessments) and recognises that the Project extends through different environments and populations and has been assessed accordingly.

This screen was undertaken prior to the SIA report being finalised. Table 1 below outlines the potential social impacts outlined in Section 7.3 of the Transport Agency’s Guide and comments on the relevance to the EWL Project and the SIA and whether it is anticipated to be covered in other technical assessments.

Table 1: Screen of potential social impacts

Impact	List of other technical assessments this is relevant to	Relevance to SIA
<i>Changes to access and accessibility, transport patterns and movements. Movement via active transport, public transport and private vehicle.</i>	<ul style="list-style-type: none"> ■ Urban Landscape Design Framework ■ Project design plans ■ Traffic and Transportation Assessment (construction and operation) 	<p>The first two are inputs to assessments.</p> <p>Transport and Traffic Assessment describes how local residents move into, out of and around the area and how this will be affected by construction and operation</p>
<i>Social impacts related to changes in air quality, noise, vibration, water quality, access, transport mode, safety, economy or public health during construction or operation.</i>	<ul style="list-style-type: none"> ■ Air quality assessment ■ Noise Assessment (construction and operation) ■ Surface water assessment ■ Groundwater assessment ■ Construction management plan 	<p>Provides input to assess changes in the physical environment during construction and operation for the purpose of assessing quality of life for residents.</p> <p>Construction Management Plan provides input to management measures that may enable the community to get involved in the process and a tool for social mitigation of construction effects.</p>

Impact	List of other technical assessments this is relevant to	Relevance to SIA
<p><i>Social connectedness: Social connectedness includes interactions, relationships and networks that people have with others and the benefits these relationships can bring to individuals as well as to society.</i></p>	<ul style="list-style-type: none"> ■ Consultation process and reporting ■ ULDF ■ Transport assessment ■ Economic assessment 	<p>Provides assessment of physical changes to the environment which may impact on social connections and political structures.</p> <p>Consultation provides input into understand people's perceptions of effects from the above</p>
<p><i>Community severance: Severance includes:</i> <i>(1) The separation of people from facilities, services and social networks they wish to use within their community;</i> <i>(2) Changes in comfort and attractiveness of areas; and/or</i> <i>(3) People changing travel patterns due to physical, traffic flow and/or psychological barriers created by transport corridors.</i></p>	<ul style="list-style-type: none"> ■ Design plans ■ ULDF ■ Landscape and Visual Assessment ■ Transport Assessment ■ Consultation 	<p>Provides assessment of physical changes to the environment which may impact on social connections to facilities, services and networks and to places and values associated with these.</p> <p>Consultation provides input into understand people's perceptions of effects from the above</p>
<p><i>Changes to facilities such as cemeteries, burial areas, heritage, parks, gardens, waterways, wetlands</i></p>	<ul style="list-style-type: none"> ■ Design plans ■ ULDF ■ Landscape and Visual Assessment ■ Heritage Assessment ■ Consultation reporting ■ Ecological Assessments 	<p>Provides assessment of physical changes to the environment which may impact on social connections to facilities and places and values associated with the quality of the environment.</p>
<p><i>Changes to local movement patterns not already referenced under another technical assessment such as detours; local road closures; altered public transport routes, changes in parking availability; timetables and the economic sustainability of services; changes to informal walkways and routes.</i></p>	<p>As for transport above.</p>	
<p><i>Changes to modes of transport including active modes.</i></p>	<p>As for transport above.</p>	
<p><i>Impacts on community aspirations. Many of these may be contained in local government policy and strategic documents, although aspirations of other communities should be considered including non-governmental organisations and business groups.</i></p>	<ul style="list-style-type: none"> ■ Consultation report 	<p>Consultation reporting provides record of stakeholder and community aspirations regarding these policy and strategic documents</p>
<p><i>Social impacts arising from uncertainty while awaiting project plans and planning decisions (which in turn may affect household plans and investment decisions, community service investment; and sense of control over ones' life).</i></p>	<p>Consultation report</p>	<p>This has been assessed in relation to impacts on the social cohesion of areas and material well-being of people. In particular this is relevant to residents in Community Area 3 who have been told that some or all of their house may be required for the Project.</p>
<p><i>Social impacts arising from and in-flow of construction workforce into an area, and subsequent impacts on services and the community.</i></p>	<ul style="list-style-type: none"> ■ Economic assessment ■ Construction traffic assessment 	<p>This has been assessed in relation to impacts on social cohesion and material well-being. Assessment of</p>

TECHNICAL REPORT 11 –SOCIAL IMPACT ASSESSMENT

Impact	List of other technical assessments this is relevant to	Relevance to SIA
		construction workers using local services, and also providing passive surveillance in public spaces.
<i>Social impacts arising from displacement of residents with subsequent individual, family and community impacts.</i>	<ul style="list-style-type: none"> ■ Consultation reporting ■ Designation plans ■ Construction plans 	This has been assessed in relation to impacts on community cohesion and material well-being
<i>Social impacts arising from displacement of businesses and community services / facilities.</i>	<ul style="list-style-type: none"> ■ Consultation reporting ■ Designation plans ■ Construction plans ■ Construction traffic management ■ Traffic operation assessment 	This has been assessed in relation to impacts on material well-being.

Appendix B

June Newsletter and Feedback Form



**EAST
WEST
LINK**

We invite you to have your say on the latest plans for one of Auckland and the NZ Government's top priority transport projects – the East West Link.

The East West Link will provide a new transport link on the north side of the Mangere Inlet between State Highway 20 at Onehunga, connecting to State Highway 1 at Mt Wellington.

It includes improvements on SH1 through to Princes Street. The key feature is a new

four lane road along the foreshore with connections to key local roads.

The project will improve travel times making it easier for local business owners, truck operators and customers to get in and out of Onehunga-Penrose.

It includes new and improved walking and

cycling routes between Mangere Bridge, Onehunga town centre and Sylvia Park and upgraded connections to local roads.

This will support the growing Onehunga town centre and businesses by reducing local traffic on Neilson Street. The road will be a state highway to improve access to key roads (not a motorway).

GROWING AUCKLAND

The project is one of Auckland's top priority transport projects and is featured in the 'Auckland Plan' - the planning guide for the city. The link is critical to support the Onehunga and Penrose areas which are the industrial and manufacturing engine room of the economy. Together with Auckland Airport and East Tamaki, these areas contribute over 15% of the city's GDP.

WE WOULD LIKE YOUR FEEDBACK

In March this year a new project team was formed to progress the design and carry out detailed investigations to better understand the potential effects of the project on the local environment. Community feedback in 2014 and 2015 has helped shape the project's plans to date and now we would like to hear your feedback and comments on the project.

OUR ENVIRONMENT

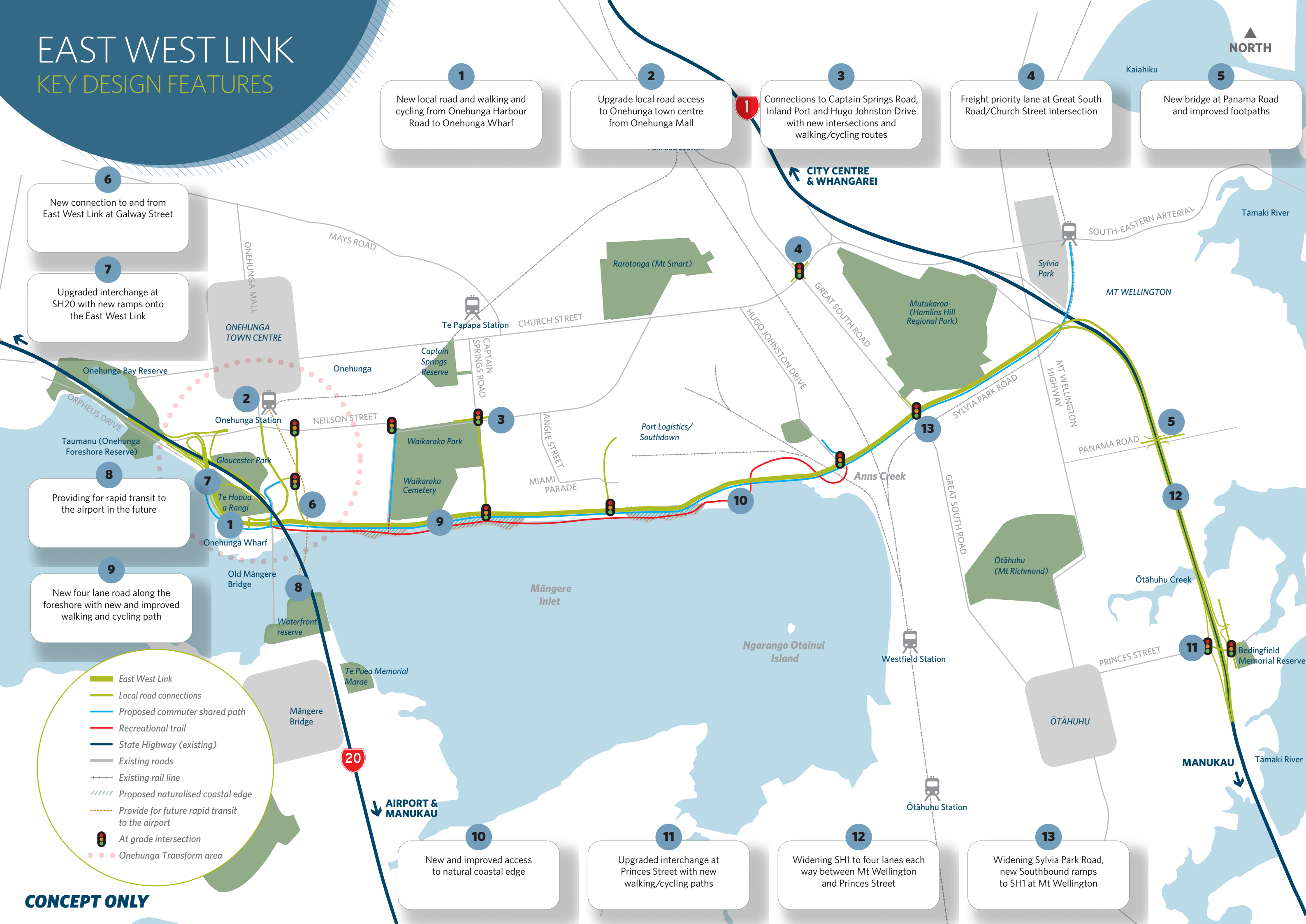
This project offers an opportunity to improve the environment around the edge of the Mangere Inlet (north side). We would value your input on what you think of this area and how you like to get around by bike or on foot.

For more information on this, please visit our website. You can fill out your feedback online using our new feedback tool at www.nzta.govt.nz/east-west



EAST WEST LINK

KEY DESIGN FEATURES



1
New local road and walking and cycling from Onehunga Harbour Road to Onehunga Wharf

2
Upgrade local road access to Onehunga town centre from Onehunga Mall

3
Connections to Captain Springs Road, Inland Port and Hugo Johnston Drive with new intersections and walking/cycling routes

4
Freight priority lane at Great South Road/Church Street intersection

5
New bridge at Panama Road and improved footpaths

6
New connection to and from East West Link at Galway Street

7
Upgraded interchange at SH20 with new ramps onto the East West Link

8
Providing for rapid transit to the airport in the future

9
New four lane road along the foreshore with new and improved walking and cycling path

Legend:

- East West Link
- Local road connections
- Proposed commuter shared path
- Recreational trail
- State Highway (existing)
- Existing roads
- Existing rail line
- Proposed naturalised coastal edge
- Provide for future rapid transit to the airport
- At grade intersection
- Onehunga Transform area

10
New and improved access to natural coastal edge

11
Upgraded interchange at Princes Street with new walking/cycling paths

12
Widening SH1 to four lanes each way between Mt Wellington and Princes Street

13
Widening Sylvia Park Road, new Southbound ramps to SH1 at Mt Wellington

CONCEPT ONLY

RAIL IN OUR FUTURE

We are working closely with Auckland Transport to make sure that the East West Link design enables a rapid transit connection to the airport in the future.

More information and a flythrough of Auckland Transport's current designs for rail are available at www.at.govt.nz



WORKING WITH PROPERTY OWNERS

The Transport Agency is committed to engaging with all property owners and tenants who may be affected by the project. We are contacting all owners who are affected, to explain what might happen and the timelines for this process. If you have any questions about property, please contact the project team.

CURRENT PROJECT TIMELINE

LATE 2016

Lodge planning applications with Environmental Protection Authority

EARLY 2017

Notification and public submissions

LATE 2017

Planning approvals granted via Board of Inquiry

LATE 2018

Construction starts

2025

Target completion

HAVE YOUR SAY

A series of open days in the area and drop in sessions at the project office will take place in July. You can view large plans of the route and the project team will be available to answer any questions.

You can also find more information and give us your feedback at www.nzta.govt.nz/east-west. **Please give us your feedback by Friday 15 July.**

DROP IN SESSIONS

East West Link project office
10 Gloucester Park Road, Onehunga

Wednesday 6, Thursday 7 July
1pm-7pm

Wednesday 13, Thursday 14 July
1pm-7pm

OPEN DAYS

Saturday 2 July, 9am-1pm
Tuesday 12 July, 5.30pm-9pm

Library Café
55 Princes Street, Onehunga

Saturday 9 July, 10am-3pm

Beddingfield Memorial Park
Princes Street, Otahuhu

NEXT STEPS

This stage of the project focuses on a two year environmental investigation and consenting programme. Community feedback and further environmental work will help us to refine the design before we lodge applications. We will lodge these with the Environmental Protection Authority at the end of this year. It is expected that applications will be publicly notified in early 2017 with a hearing process taking place in mid 2017. Construction is scheduled to begin in 2018 (subject to gaining approvals).

CONTACT US

Email: eastwest@nzta.govt.nz

Freephone:

0508 NZTA EWL (0508 698 2395)

Website: www.nzta.govt.nz/east-west

If you need a translation of this brochure please email us at eastwest@nzta.govt.nz

EAST WEST LINK FEEDBACK FORM

We value your feedback to help us shape the latest plans for the East West Link.

1. *At the Neilson Street Interchange / Onehunga, our scheme design seeks to:*

- *Provide good connectivity between SH20 and the East West Link ("EWL");*
- *Maintain local road connections to SH20 and provide for connections to EWL (e.g. the Galway Street Extension);*
- *Maintain local road access to the Onehunga Port and Orpheus Drive;*
- *Improve walking and cycling connections between Onehunga, Old Māngere Bridge, Taumanu and Waikaraka Park; and*
- *Provide for future opportunities for rapid transit to the airport.*

Do you have any ideas on how our design can improve delivery of these outcomes?

.....

.....

.....

.....

.....

2. *Would you use the walking / cycling connection from the EWL on Alfred Street? If yes, we welcome your thoughts on how we could improve this connection.*

.....

.....

.....

.....

.....

3. *Along the Māngere Inlet, our scheme design seeks to:*

- *Provide for 4 lanes of traffic with good local road connections to business areas;*
- *Provide for pedestrian and cycle connections (e.g. Shared Path) along EWL;*
- *Provide for a new recreation pedestrian / cycle path along the coastal edge;*
- *Restore the natural character of the coastal edge of the inlet; and*
- *Improve water quality outcomes for the harbour through management of stormwater and leachate discharges along the northern coastal edge.*

Do you have any ideas on how our design can improve delivery of these outcomes?

.....

.....

.....

.....

.....

4. At Mt Wellington, our scheme design seeks to:

- Provide direct connections between the EWL (Sylvia Park Road) and SH1 for traffic going to and from SH1 south;
- Maintain the existing Mt Wellington interchange connections to SH1;
- Improve pedestrian and cycle connections to Sylvia Park and Mutukāroa;
- Avoid significant adverse impacts on the ecological area of Anns Creek.

Do you have any ideas on how our design can improve delivery of these outcomes?

.....

.....

.....

.....

5. At Princes Street (Ōtāhuhu) our scheme design seeks to:

- Improve traffic safety for trucks and vehicles on SH1 and at the interchange;
- Provide for 4-lanes (in each direction) on SH1;
- Improve safety and connections for pedestrians and cyclists on Princes Street (Ōtāhuhu).

Do you have any ideas on how our design can improve delivery of these outcomes?

.....

.....

.....

.....

6. Any other comments

.....

.....

.....

.....

7. We are currently carrying out further investigations on the potential effects of the EWL.

If you are interested in getting more information on any of these topics / attending information sessions on these topics, please indicate and provide your details below, so we can get in touch.

- Noise Ecology Landscape / visual Pedestrian / Cycle connections
- Other

Name:

Organisation (if relevant):

Address / email address:

Phone (if you want us to contact you in regards to information sessions):

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

Please tick if you would like to receive email updates on the East West Link project.

Please give us your feedback by Friday 15 July 2016.

You can email this form back to us at eastwest@nzta.govt.nz or post to:

East West Link Alliance, PO Box 105-071, Auckland 1143.

For more information please visit:

www.nzta.govt.nz/east-west



East West Link

Appendix C

Social Impact Survey Result Report

East West Link Project: Social Impact Assessment Research results

Report

15 July 2016

Prepared for



Prepared by Buzz Channel

T: 09 379 8920

E: ben@buzzchannel.co.nz

W: <http://www.buzzchannel.co.nz>

Executive summary

The purpose of this research was to gather local user feedback on the existing transport network in the East West Connection programme area. Buzz Channel interviewed 273 people face-to-face across five locations in the study area.

General travelling behaviour

All participants were asked where they travelled from, what transportation methods they used, their main reason for travelling and how frequently they travelled to the relevant location.

- Close to a third of participants came from Māngere (30%) followed by Onehunga (19%), Hillsborough (7%) and Old Māngere Bridge (4%).
- The majority of participants used a car to travel to the five key locations (74%) followed by cycling (14%) and walking (14%).
- Recreation was the most frequently cited reason for travelling to the locations (35%) followed by shopping (30%), eating and drinking out (26%) and taking a walk (21%).
- Those interviewed on the Waikaraka Shared Path were more likely to have travelled there for recreational purposes (88%) with many cycling through the area. Similarly, those interviewed along the Onehunga Foreshore were more likely to have travelled there to take a walk (67%) and for recreational purposes (54%). Conversely, participants interviewed at the Māngere Bridge Town Centre and Onehunga Town Centre were more likely to have travelled there for shopping (58% and 57% respectively).
- Close to three-quarters of participants interviewed at Old Māngere Bridge and the Onehunga Town Centre were frequent visitors (72% and 71% respectively), compared to 47% of participants interviewed on the Onehunga Foreshore. Old Māngere Bridge also attracted new visitors as well however, with 16% saying this was the first time they had come to the bridge.

Those travelling to Onehunga Town Centre

Participants interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore were asked whether they travel to Onehunga Town Centre and if so, how frequently.

- More than a third of participants interviewed at the Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore indicated they travel to Onehunga Town Centre frequently, with 25% visiting a few times a week and 13% visiting once a week.

- However, 5% of these participants stated they never travel to Onehunga Town Centre.
- Similar to those interviewed at Onehunga Town Centre, a majority of participants interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore indicated they take the car to travel to the Onehunga Town Centre (82%).
- Interestingly, those interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore were more likely to say they use the Onehunga Town Centre to shop (84%) in comparison to those interviewed at the Onehunga Town Centre (57%).
- Participants interviewed at the Onehunga Town Centre, Māngere Bridge Town Centre, Onehunga Foreshore and Old Māngere Bridge were asked to think about the recreational areas and spaces in and around Onehunga and whether there are any areas that they would like better pedestrian and/or cycling connections.
- While half of participants were happy with existing recreational areas and spaces in and around Onehunga (51%), one in seven participants (14%) suggested creating a loop to provide better links between certain areas such as Favona, Old Māngere Bridge, Queenstown Road bridge and Hillsborough Road.
- One in ten participants specifically wanted better connections and access to Onehunga and the Onehunga Foreshore (10%). A few participants (9%) mentioned the need to improve Old Māngere Bridge.

Importance of the Onehunga Foreshore

Participants interviewed on the Onehunga Foreshore and at the Onehunga Town Centre were asked about the importance of the Onehunga Foreshore for the Onehunga community.

- Close to three-quarters of participants (70%) stated that the Onehunga Foreshore is extremely or very important to the community.
- The main reasons it was regarded as an important asset included its use as a recreation area (53%), the benefits associated with having an open space where local residents can enjoy a wide range of outdoor activities (35%) as well as having an area that can be utilised by everyone in the community, irrespective of gender, age or ethnicity (22%).

Development at Māngere Inlet

Participants interviewed on the Onehunga Foreshore and at the Onehunga Town Centre were asked how they would like the Māngere Inlet and the cycleway to be developed in the future.

- Close to a third of participants indicated they would use it for cycling (31%) and as a walkway (28%).
- Other participants specifically mentioned the need to enhance the natural surroundings of the area (18%) as well as extending the cycleway to other areas such as Old Māngere Bridge, Stonefields and Ambury Farm (16%).

Cycleway extension to Sylvia Park Shopping Centre

Participants interviewed on the Waikaraka Shared Path were asked whether they would support a possible extension of the Waikaraka Cycleway to Sylvia Park Shopping Centre.

- The vast majority of participants were supportive (94%), and only 6% of participants would oppose this proposal.
- More than a quarter of participants indicated they would support it because it would keep cyclists off busy roads and it would be safe for them (27%).
- This was followed by a quarter of participants who stated they would support any option that encourages cycling (25%). Some participants specifically mentioned they would use it as a connection point to other areas such as Pakuranga, Mt Wellington and Eastern suburbs (15%).
- Only 6% of participants stated they would oppose this proposal because it would take away the community feel and make the area too busy and crowded.

Connecting Waikaraka Shared Path

Participants interviewed on the Waikaraka Shared Path were asked whether they would use a connection from the Waikaraka Shared Path along Waikaraka Park (Alfred Street) to connect to Neilson Street.

- More than half of participants (59%) said they would use such a connection.
- More than a quarter of participants indicated they would use this connection because it will encourage more cycling (27%), while other participants said they would use it for general recreation and training (20%), walking and/or dog walking (11%).
- On the other hand, those who would not use this connection predominantly mentioned Neilson Street being too busy (11%).
- Participants were more likely to use such a connection for recreation purposes rather than commuting.

Contents

Executive summary.....	2
Contents	5
Objectives and method	6
Research findings	9
1. General travelling behaviour	9
2. Those travelling to Onehunga Town Centre	15
3. Importance of the Onehunga Foreshore	20
4. Development at Māngere Inlet	23
5. Cycleway extension to Sylvia Park Shopping Centre	25
6. Connecting Waikaraka Shared Path	28
7. Demographic profile	32
Conclusion	34

Objectives and method

Background and objectives

East West Connections is a joint NZ Transport Agency and Auckland Transport programme to improve freight efficiency, commuter travel, public transport, walking and cycling options over the next 30 years. The programme area covers Onehunga, Penrose, Mt Wellington, Māngere, Otahuhu and East Tamaki.

As part of this programme, the East West Link Alliance team sought feedback from local residents on the existing transport network in the East West Connection programme area. In particular, this research was predominantly interested in getting feedback on 5 key locations:

- Onehunga Town Centre;
- Onehunga Foreshore;
- Waikaraka Shared Path;
- Old Māngere Bridge;
- Māngere Bridge Town Centre.

The research objectives were to:

- determine the profile of current users and non-users of existing transport networks in the East West Connection programme area (e.g., cycle ways, walkways);
- examine how frequently these existing transport networks are being used and for what purpose (e.g., are local residents using them to get to certain areas such as Sylvia Park);
- understand where current users have travelled from and what transportation methods they are using;
- explore the reasons why non-users are not using existing transport networks;
- determine whether current users and non-users see value in the suggested approaches (e.g., restoration of the coastal edge) and how likely they are to use these new connections;
- discover what kind of experience potential users are looking for in new connections (e.g., recreational coastal experience vs., commuter experience).

The aim of this research was to provide the East West Link Alliance team evidence-based findings on existing and new potential transport networks to help support and grow the programme area.

Research methodology

To achieve the above objectives, Buzz Channel conducted on-street interviews in key locations around the study area, to capture the views of a wide sample of users, the community and passers-by. Two Buzz Channel senior interviewers and one New Zealand Transport staff member walked the five target areas and conducted face to face interviews with local residents (both users and non-users) over several shifts, at different times and days to make sure we reached a broad sample of the local population.

Below are the 5 survey locations:

- Onehunga Town Centre and Onehunga Foreshore



- Waikaraka Shared Path



➤ Old Māngere Bridge and Māngere Bridge Town Centre



The survey was live in field from 25 June 2016 to 2 July 2016 and a total of 273 responses were collected:

Location	Fieldwork	Number of responses	Proportion of responses
Onehunga Town Centre	Saturday 25 June (10.15am – 2.45pm)	49	18%
	Tuesday 28 June (11.30am – 12:30pm)		
	Saturday 2 July (9.45am – 1.30pm)		
Onehunga Foreshore	Tuesday 28 June (10.30am – 11.30am)	72	26%
	Saturday 2 July (10.00am – 2.00pm)		
Waikaraka Shared Path	Tuesday 28 June (10.30am – 11.30am)	49	18%
	Friday 1 July (10.30am – 1pm)		
	Saturday 2 July (9.45am – 11.00am)		
Old Māngere Bridge	Thursday 30 June (9.30am – 1.30pm)	43	16%
	Friday 1 July (10.30am – 1.30pm)		
Māngere Bridge Town Centre	Wednesday 29 June (10.30am – 3pm)	60	22%
	Thursday 30 June (10.30am – 1pm)		
Total		273	100%

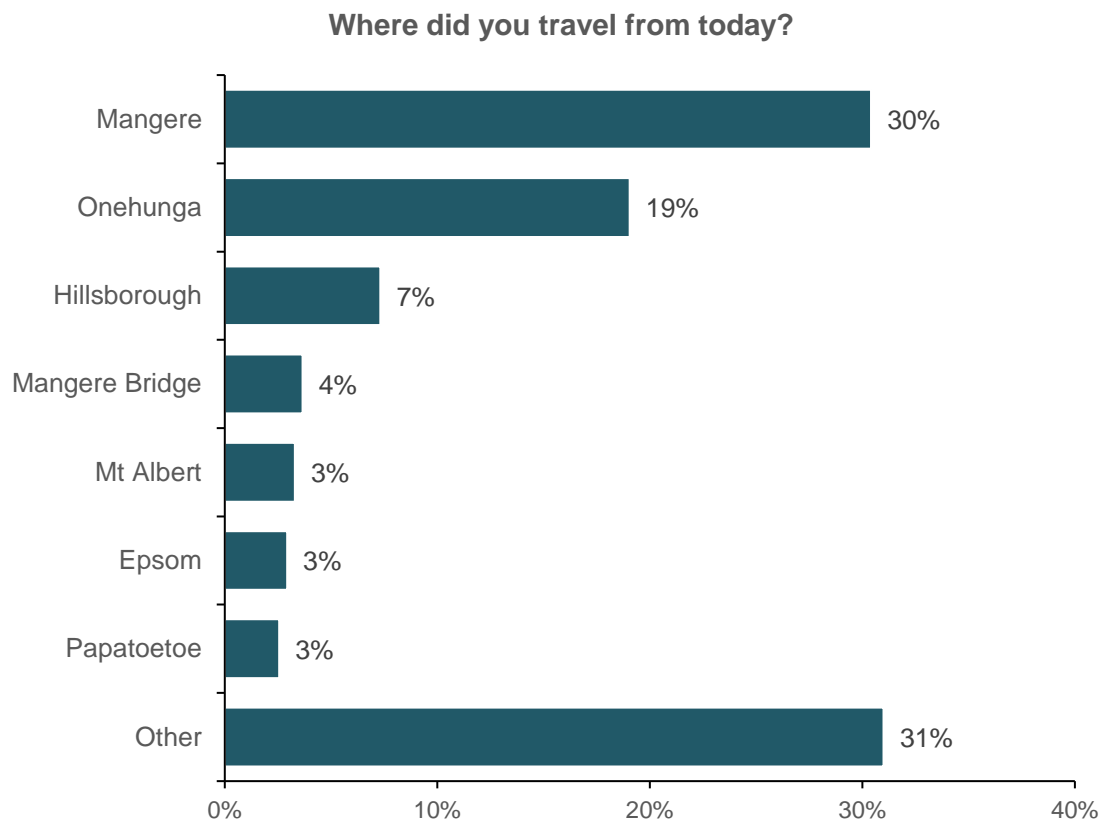
The total survey sample of n=273 has a margin of error +/- 6%, meaning we can be confident that the general perception of local residents will be within 6% of the results from the survey.

Research findings

1. General travelling behaviour

All participants were asked where they had travelled from, what transportation method they had used, their main reason for travelling and how frequently they travelled to the interview location.

1.1: Location of origin



Base: 273 responses.

Close to a third of participants came from Māngere (30%), followed by Onehunga (19%), Hillsborough (7%) and Old Māngere Bridge (4%).

Those who came from 'Other' areas (31%) included Manukau City, Mt Wellington, Otahuhu, Auckland Central and Titirangi.

Not surprisingly, close to three-quarters of those interviewed at Māngere Bridge Town Centre came from Māngere (70%). Similarly, close to two-thirds of those interviewed at Old Māngere Bridge came from Māngere (63%).

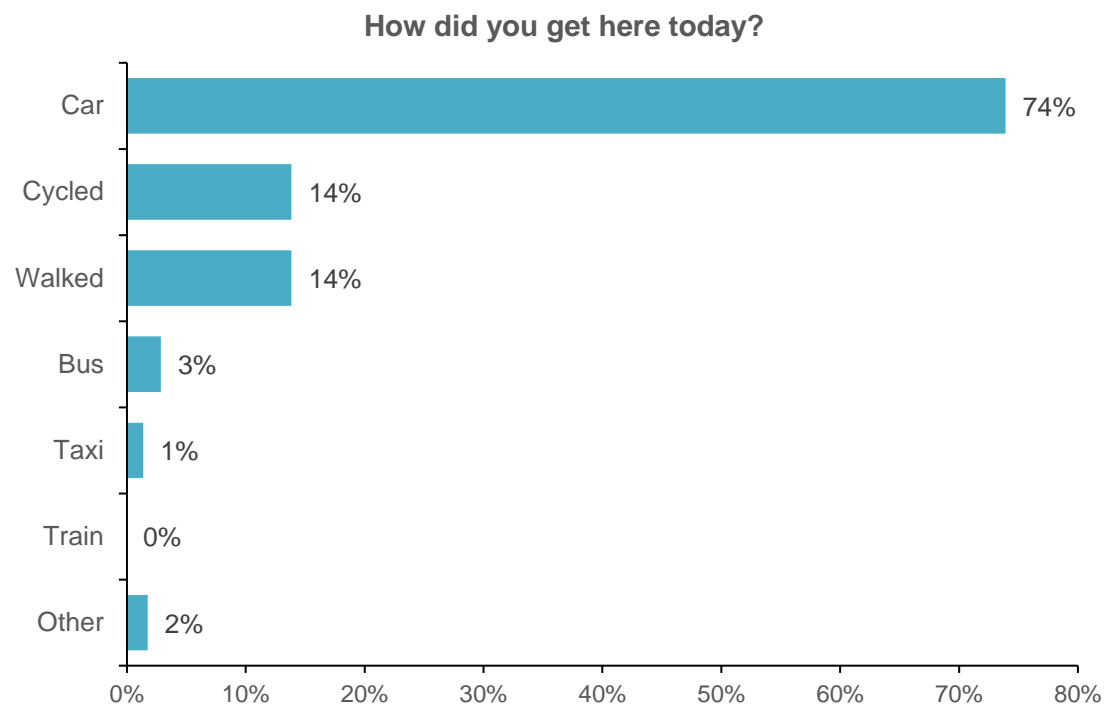
On the other hand, participants interviewed in the Onehunga Town Centre and along the Waikaraka Shared Path came from a wide variety of areas. While two in five participants interviewed at the Onehunga Town Centre came from

Onehunga (41%), 43% of participants came from 'Other' areas such as Otahuhu, Ellerslie, Remuera, Avondale, Manukau City, Mt Roskill and Flat Bush. Similarly, while one in five participants interviewed on the Waikaraka Shared Path came from Onehunga (20%), close to half of participants came from 'Other' areas (51%) such as Manukau City, Howick, Titirangi and Mt Wellington.

Interestingly, those interviewed at the Māngere Bridge Town Centre were more likely to be younger with half between the ages of 15 and 29 (51%). On the other hand, those interviewed on the Waikaraka Shared Path were more likely to be older with close to two in five aged 70 years and above (38%).

In terms of ethnicity, those interviewed at the Onehunga Foreshore and Waikaraka Shared Path were more likely to be NZ European (35% and 30% respectively) whereas there were higher proportions of Pacific (62%) and Māori (43%) participants at the Māngere Bridge Town Centre and more Māori participants at Old Māngere Bridge (43%).

1.2: Transportation method



Base: 273 responses. Note multiple responses were allowed, so the figures add to over 100%

Three quarters of participants used a car to travel to the five key locations (74%) followed by cycling (14%) and walking (14%).

People were more likely to travel by car to certain locations over others - most participants interviewed at the Onehunga Town Centre used a car (82%) followed by Māngere Bridge Town Centre (78%) and Onehunga Foreshore (75%). On the

other hand, those interviewed at Waikaraka Shared Path were more likely to have cycled (61%) in comparison to other locations (0% cycled to Onehunga Town Centre; 0% cycled to Māngere Bridge Town Centre; 3% cycled to the Onehunga Foreshore).

Waikaraka Shared Path and Old Māngere Bridge were popular destinations for certain recreational activities such as walking, running and cycling. Many participants interviewed at these two locations indicated that it was part of their recreational route:

“Drove to [Old] Māngere Bridge and rode to Sylvia Park and back again.”

“Drove to Sylvia Park and cycled from there.”

“[Old] Māngere Bridge to Sylvia Park back to [Old] Māngere Bridge.”

“Car to Pukekohe and cycled from Manukau City.”

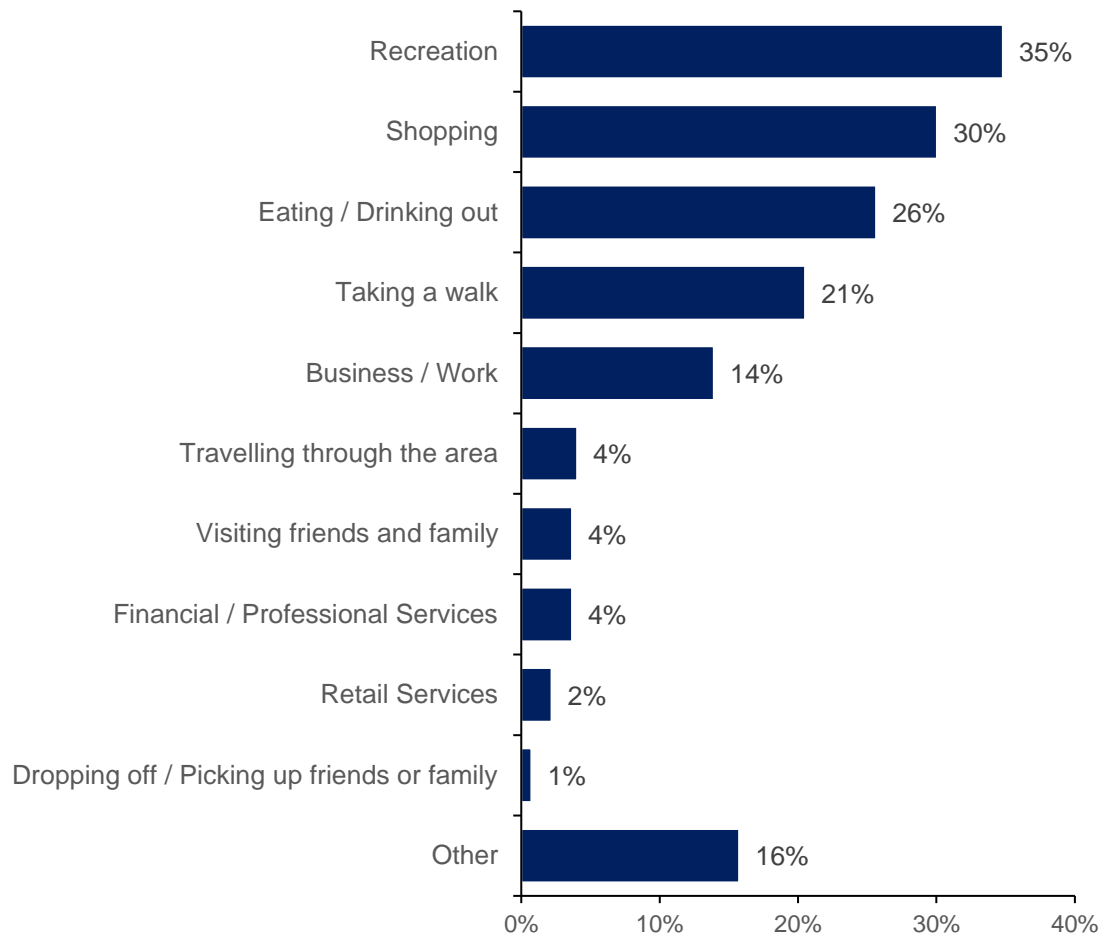
“[Old] Māngere Bridge to Sylvia Park back to [Old] Māngere Bridge.”

Younger participants were more likely to have taken a bus (8%) to these locations whereas older participants were more likely to have cycled (35%).

In terms of an ethnic breakdown, NZ Europeans were more likely to have cycled to these locations (23%) in comparison to Pacific People (0%). On the other hand, Māori participants were more likely to have used the bus (14%) to get to these locations.

1.3: Reason for travel

For what purpose have you travelled to [area]



Base: 273 responses. Note multiple responses were allowed, so the figures add to over 100%

Recreation was the top reason participants had travelled to the study locations (35%) followed by shopping (30%), eating and drinking out (26%) and taking a walk (21%).

As to be expected, those interviewed on the Waikaraka Shared Path were more likely to have travelled there for recreational purposes (88%) with many cycling through the area as discussed above. Similarly, those interviewed on the Onehunga Foreshore were more likely to have travelled there to take a walk (67%) and for recreational purposes (54%).

On the other hand, participants interviewed at the Māngere Bridge Town Centre and Onehunga Town Centre were more likely to have travelled there for shopping (58% and 57% respectively).

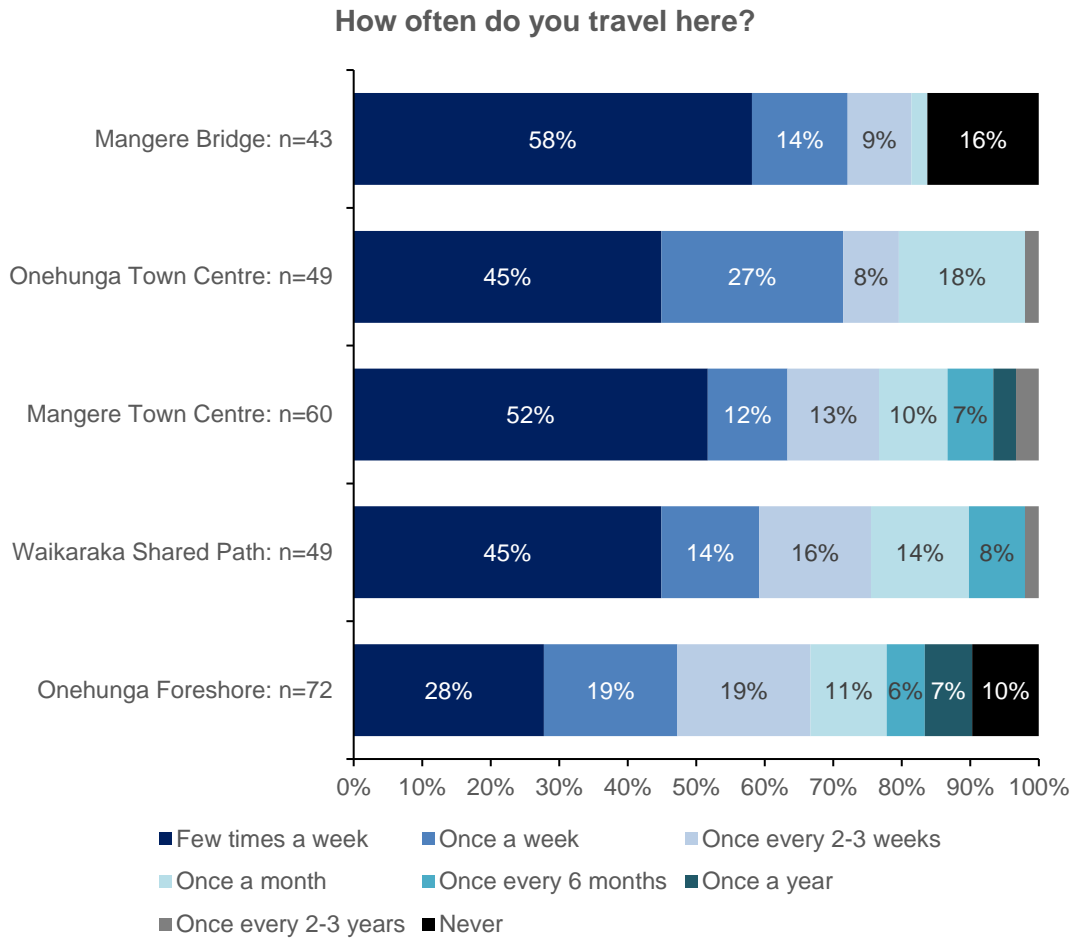
Interestingly, in terms of dining out (i.e., eating and drinking out), those interviewed at Old Māngere Bridge and Onehunga Town Centre were more likely to have travelled for that particular reason (60% and 47% respectively).

Male participants were more likely to be at these locations for recreational purposes (45%) in comparison to female participants (26%).

On the other hand, younger participants were less likely to be at these locations for recreational purposes (12% of those aged under 30 years), and slightly more likely to be either shopping (44%) or eating/drinking out (34%).

As evident in the previous section, NZ European participants were more likely to be at these locations for recreational purposes (52%) or to take a walk (29%). On the other hand, Pacific participants were more likely to be at these locations for shopping purposes (52%) but less likely to be there for recreation (6%) or to take a walk (5%).

1.4: Frequency of travel



Base: 273 responses.

Close to three-quarters (72%) of participants interviewed at Old Māngere Bridge were frequent visitors, with 58% travelling there a few times a week and 14% visiting once a week. Likewise, 71% of those at the Onehunga Town Centre were frequent visitors, with 45% visiting a few times a week and 27% once a week.

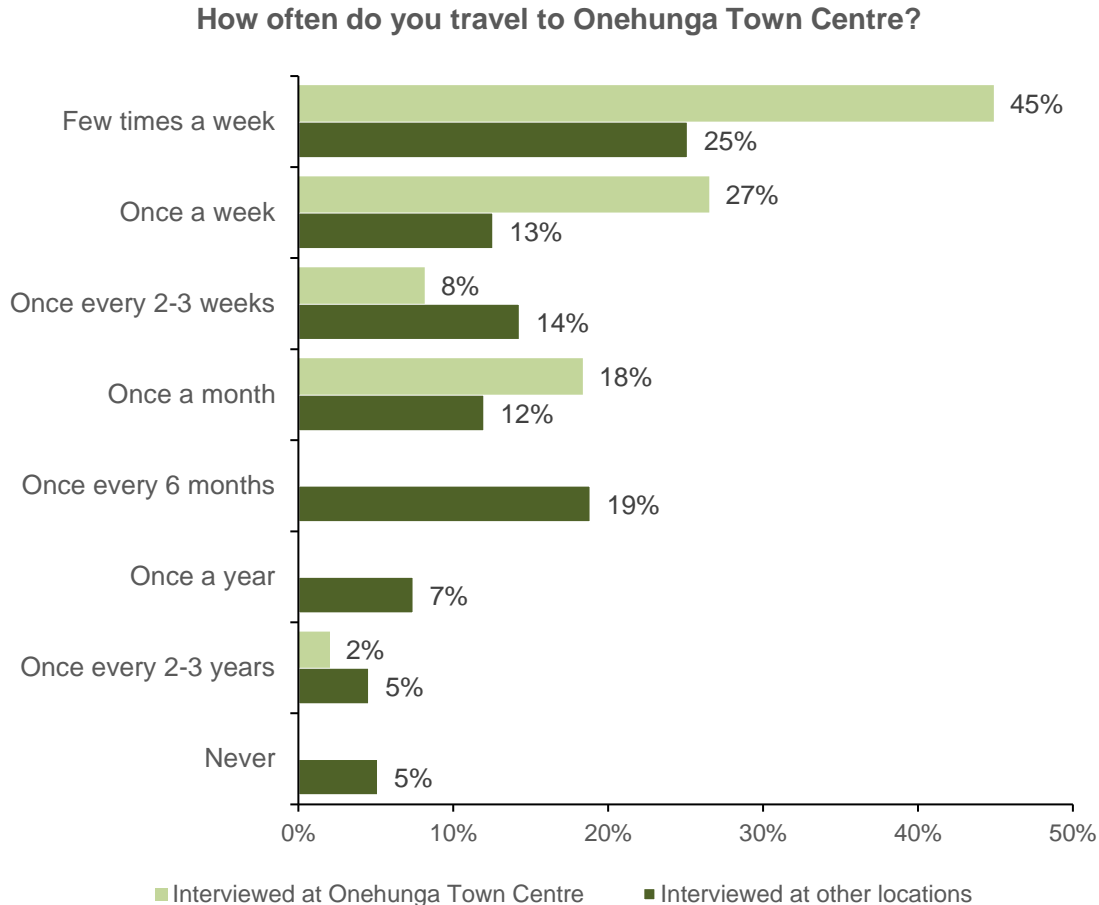
On the other hand, participants interviewed along the Onehunga Foreshore tended to visit somewhat less frequently, with 28% coming a few times a week.

Old Māngere Bridge and the Onehunga Foreshore also attracted new visitors as well however, with 16% and 10% (respectively) saying this was the first they had visited the area.

2. Those travelling to Onehunga Town Centre

Participants interviewed at the Māngere Bridge Town Centre, Old Māngere Bridge and the Onehunga Foreshore were asked whether they travel to the Onehunga Town Centre and if so, how frequently. Since we also asked participants in the Onehunga Town Centre these questions as well, the results have been charted together, as below.

2.1: Frequency of travel



Base: 175 responses for those interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore. 49 responses for those interviewed at Onehunga Town Centre.

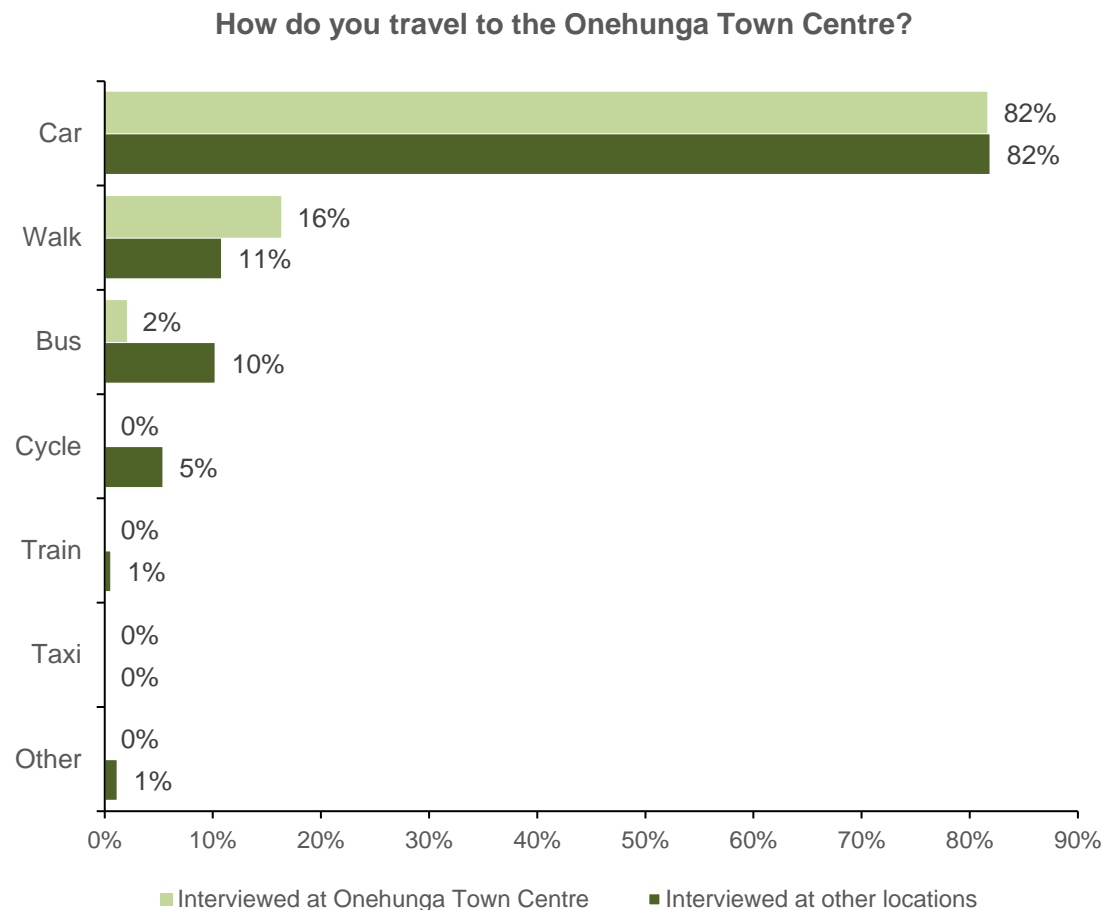
More than a third of participants interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore indicated they travel to Onehunga Town Centre frequently – including a quarter (25%) who use the town centre a few times a week and 13% who visit once a week. However, 5% of these participants stated they never travel to Onehunga Town Centre.

Interestingly, those interviewed along the Onehunga Foreshore were more likely to travel to the Onehunga Town Centre a few times a week (39%) in comparison to those interviewed at Māngere Bridge Town Centre (12%). Accordingly, those

interviewed at Māngere Bridge Town Centre were more likely to indicate they travel to Onehunga Town Centre once every 2-3 years (12%) or never (15%).

For those interviewed at the Onehunga Town Centre itself, close to three-quarters visited the Town Centre often, with 45% coming a few times a week and 27% visiting once a week, as discussed above.

2.2: Transportation method



Base: 166 responses for those interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore. 49 responses for those interviewed at Onehunga Town Centre.

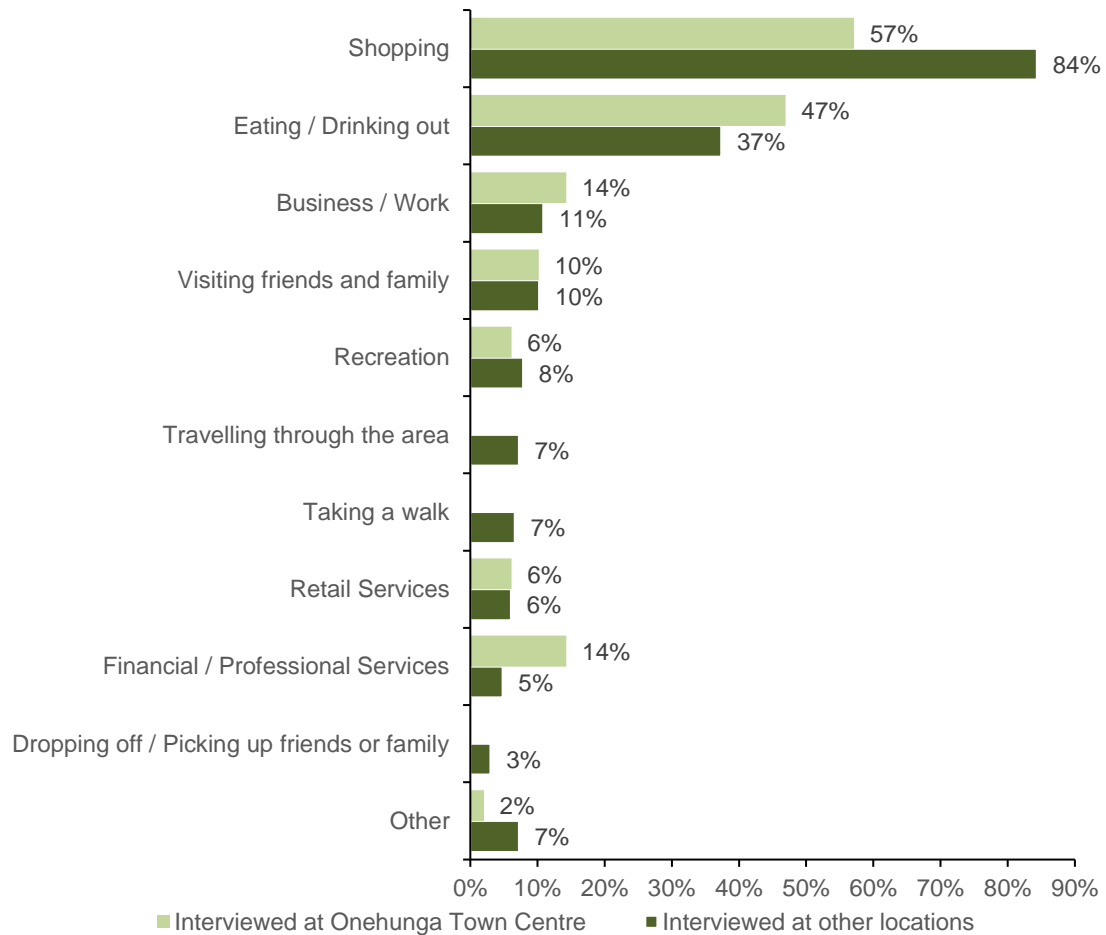
In line with those interviewed at the Onehunga Town Centre, the majority of participants interviewed at the Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore indicated they take the car to travel to Onehunga Town Centre (82%).

Interestingly, those interviewed at Māngere Bridge Town Centre were more likely to indicate they take the bus to Onehunga Town Centre (24%) whereas those interviewed at Onehunga Foreshore were more likely to indicate they walk to

Onehunga Town Centre (19%). Those interviewed at Old Māngere Bridge were more likely to indicate they cycle to Onehunga Town Centre (14%).

2.3: Reason for travel

For what purpose would you travel to Onehunga Town Centre?



Base: 166 responses for those interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore. 49 responses for those interviewed at Onehunga Town Centre.

Interestingly, those interviewed at Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore were more likely to go to the Onehunga Town Centre to shop (84%) in comparison to those interviewed at the Onehunga Town Centre (57%).

This was followed by eating and drinking out (37%) and business and/or work purposes (11%).

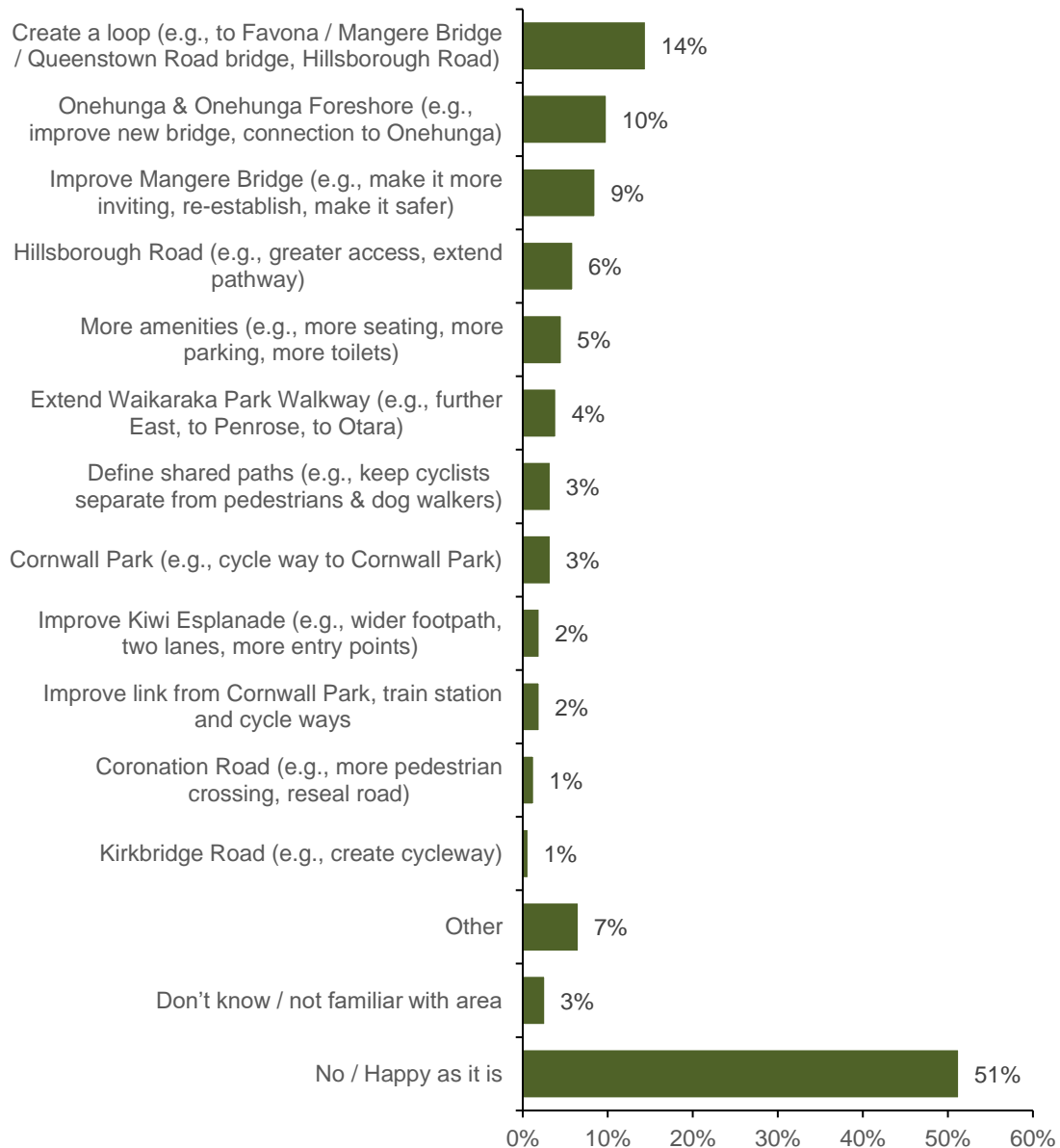
2.4: Better pedestrian and cycling connections

Participants interviewed at the Onehunga Town Centre, Māngere Bridge Town Centre, Onehunga Foreshore and Old Māngere Bridge were asked to think about

the recreational areas and spaces in and around Onehunga (e.g., Onehunga Lagoon Reserve, Gloucester Park, Kiwi Esplanade, Waterfront Reserve and Waikaraka Park), how they access these and whether there are any areas to which they would like better pedestrian and/or cycling connections.

Please note, this was an open-ended question where thematic analysis was conducted to identify key dominant themes and codes.

Are there any areas that you would like better pedestrian and/or cycling connections?



Base: 152 responses. Only asked those interviewed at Onehunga Town Centre, Māngere Bridge Town Centre, Old Māngere Bridge and Onehunga Foreshore.

While half of participants were happy with existing recreational areas and spaces in and around Onehunga (51%), one in seven participants (14%) suggested a

loop with better links between certain areas such as Favona, Old Māngere Bridge, Queenstown Road bridge and Hillsborough Road:

“Join the loop back to [Old] Māngere Bridge.”

“Cycle way around the harbour - a loop.”

“Connect lagoon area to the Queenstown road bridge with a walkway. To create a loop.”

“A great big loop from Old Māngere Bridge through Favona and back to [Old] Māngere Bridge.”

“Complete the loop from Waikaraka Park cycleway back through Favona to [Old] Māngere Bridge. A cycleway from 'Stonefields' to connect through to Onehunga.”

“Māngere Bridge Town Centre to Onehunga. A cycle or walkway to join at the old Māngere Bridge.”

“Walk from Onehunga to the coast walk-link up to the Hillsborough coastal walk.”

One in ten participants specifically wanted better connections and access to Onehunga and the Onehunga Foreshore (10%):

“Link from Onehunga to the city. A cycle way direct.”

“Difficult to access to the South Onehunga Foreshore.”

“Bridge to new Onehunga Foreshore needs better flow for pedestrians. At peak traffic in times its very dangerous. Lighting could be improved.”

“The new board walk from Onehunga Lagoon to connect to the Hillsborough beach.”

“Better connection between Onehunga and the lagoon.”

A few participants (9%) mentioned the need to improve Old Māngere Bridge:

“Not very appealing from under [Old] Māngere Bridge at start of Waikaraka Park cycle way - that area needs to be made more open and inviting.”

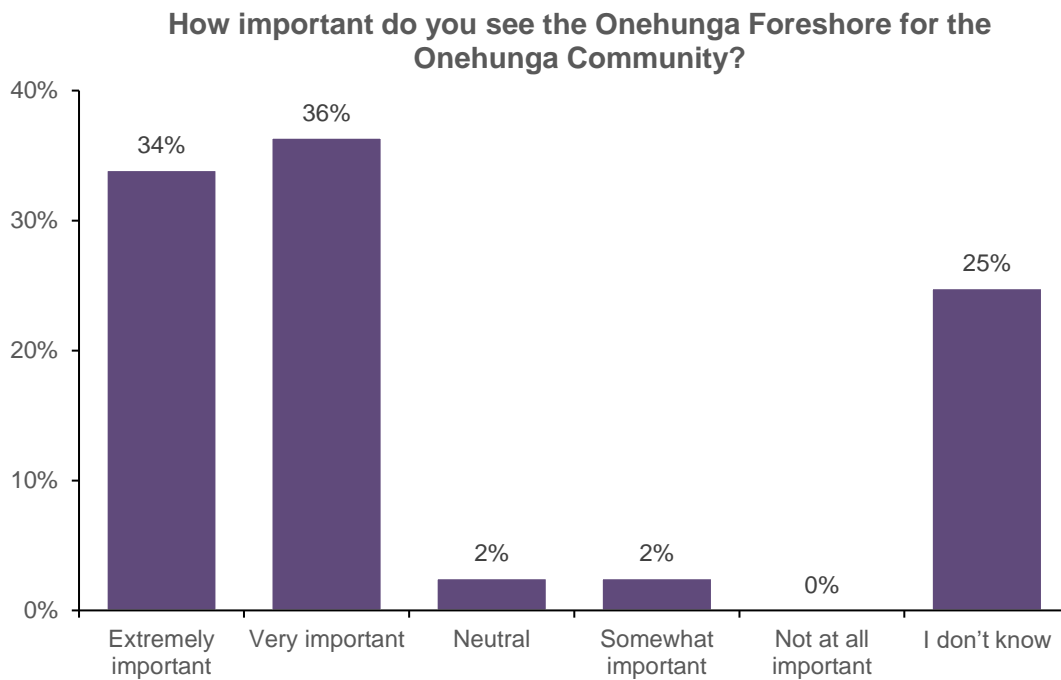
“I sometimes walk from [Old] Māngere Bridge - under the bridge – it’s a bit unsafe especially in the afternoon. Maybe a designated area for walking and cycling to get over the bridge.”

“Make the way to [Old] Māngere Bridge a bit nicer I might be compelled to use it more-example landscaping it - bit beyond where it is already developed.”

3. Importance of the Onehunga Foreshore

Participants interviewed at the Onehunga Foreshore and Onehunga Town Centre were shown the information below and asked about the importance of the Onehunga Foreshore for the Onehunga Community:

The Onehunga foreshore officially opened on 14 November 2015. The joint Maungakiekie-Tāmaki Local Board and NZ Government project created 6.8ha of parkland between SH20 and the Manukau Harbour with new beaches, a boat ramp and turning bay, and a pedestrian/cyclist bridge linking the foreshore to Onehunga Bay Reserve.



Base: 121 responses. Only asked those interviewed at Onehunga Foreshore and Onehunga Town Centre.

Close to three-quarters (70%) of participants stated that the Onehunga Foreshore is important to the Onehunga Community.

On the other hand, 25% of participants stated that they did not know.

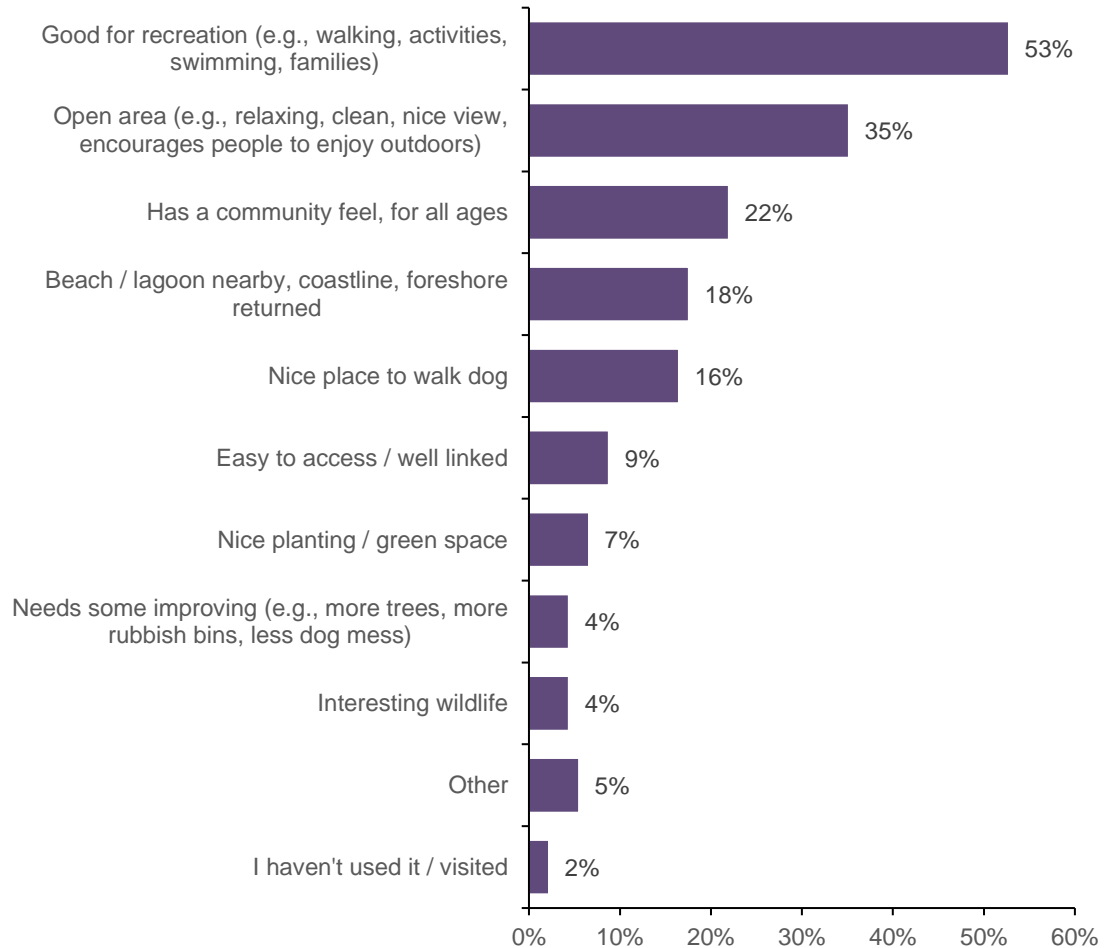
While not statistically significant, 42% of those interviewed at the Onehunga Foreshore indicated the Onehunga Foreshore is extremely important to the Onehunga Community in comparison to 22% of those interviewed at Onehunga Town Centre (those at the Onehunga Town Centre were more likely to say they didn't know – 41% vs 14% of those interviewed on the foreshore).

This may be related to the fact that participants interviewed in the Onehunga Town Centre came from a wide range of areas and hence were less likely to have a personal affiliation with the Onehunga Foreshore.

Participants were then asked to elaborate on the perceived importance of the Onehunga Foreshore for the Onehunga Community.

Please note, this was an open-ended question where thematic analysis was conducted to identify key dominant themes and codes.

Please tell us the reason why:



Base: 91 responses. Only asked those interviewed at Onehunga Foreshore and Onehunga Town Centre.

Half of participants regarded the Onehunga Foreshore as being important to the Onehunga community because of the recreational opportunities it provides (53%):

“For a recreation area for the community + beautifies the coastline.”

“Gives the local community a place for leisure and recreation.”

“Gets people out into the fresh air and things for kids to do.”

“Good open space for activities - walking your dog taking families.”

“Great for running and cycling.”

“Links the lagoon to the beach extra recreation - safe cycle way for my work.”

“More pleasant for walking. Better than walking along pavements.”

“Opened up the area for a considerable number of people for all age groups. Families-dogs-made a fantastic job. Lagoon improved boat launching ramp.”

Further, some participants specifically highlighted the benefits of having an open space where local residents can enjoy a wide range of outdoor activities (35%):

“Good to have an area to enjoy the outdoors.”

“Open space, ocean utilisation; clean free space; bird nesting opportunity; dog walking space.”

“Gives nice outdoor space hopefully some events, creation of wake boarding cable - getting space back after the motorway.”

“It's great, I go swimming here every day in summer. Saves going over to mission bay area.”

Other participants also highlighted that it is an area that can be utilised by everyone in the community, irrespective of gender, age or ethnicity (22%):

“Love seeing ages of people races down here a new community area which nature focused instead of consumeristic.”

“Gives community a better feel about the area.”

“It's a bit of a focal point to draw the community together.”

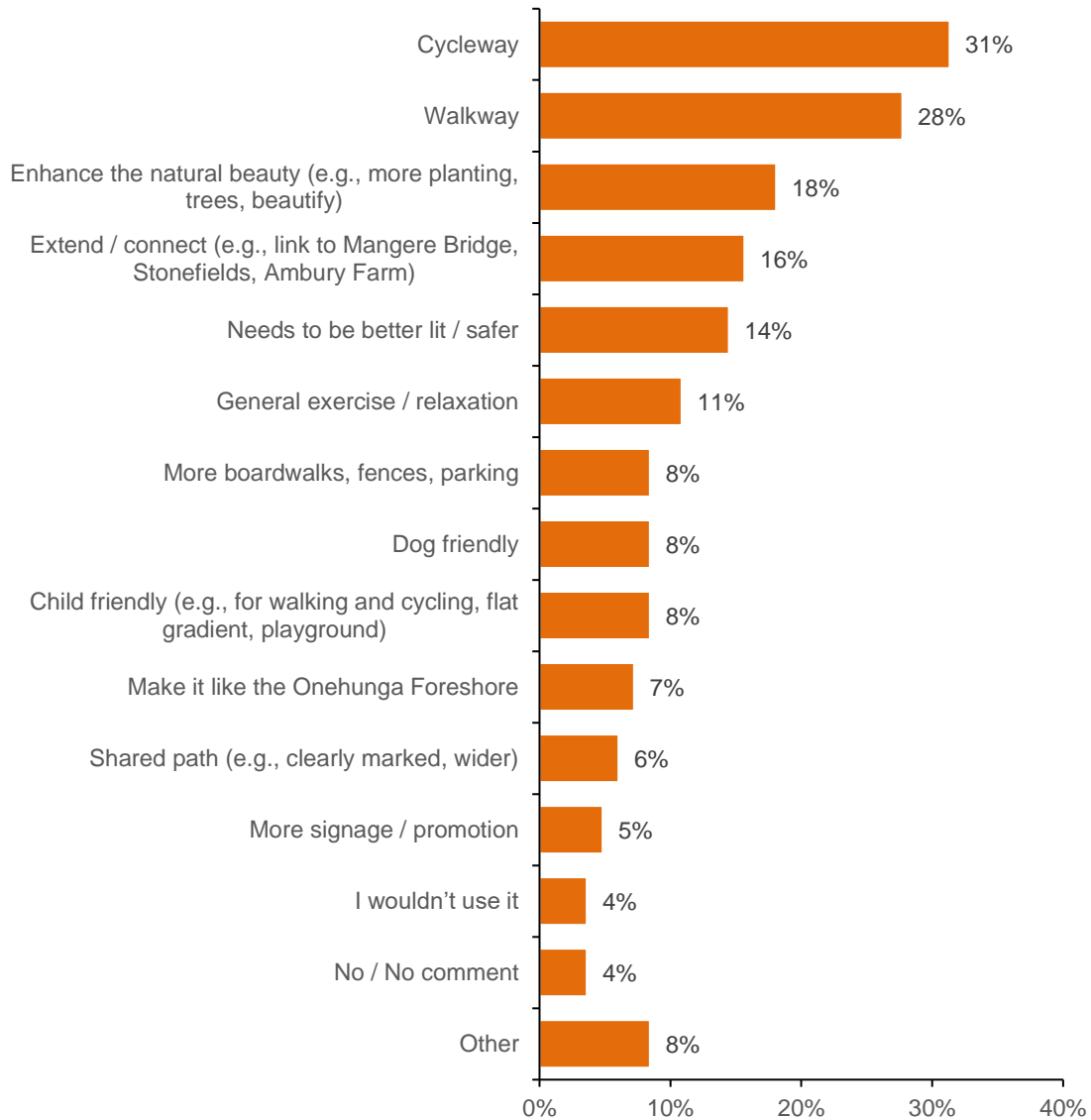
“People can congregate from community.”

4. Development at Māngere Inlet

Participants interviewed at the Onehunga Foreshore and Onehunga Town Centre were shown the information below and asked how they would like the Māngere Inlet and the cycleway to be developed in the future (this was an open-ended question).

The inlet lies between the two [former] cities of Auckland City and Manukau City. The Old Māngere Bridge crosses the western end of the inlet where it joins the main body of the Manukau Harbour. The Waikaraka Cycleway also travels along the northern shoreline of the inlet.

How would you like this environment and cycle way to be in the future and how might you use it?



Base: 83 responses. Only asked those interviewed at Onehunga Foreshore and Onehunga Town Centre.

Close to a third of participants indicated they would use it for cycling (31%) and/or as a walkway (28%).

“Great for walking and cycling keeps vs off the road and flat gradient for all age groups.”

“Bike the whole inlet.”

“Maybe our family would cycle around there. Family friendly, little picnic seating, toilet, maybe a cafe or food outlet close to pathway.”

“A cycle and pedestrian way would be good for recreation.”

“A walkway. plenty of greenery/planting somewhere nice to walk along or maybe to sit and enjoy the view.”

“Walking and dog walking, maybe cycling.”

Other participants specifically mentioned the need to enhance the natural surroundings of the area (18%):

“More naturalised beautified space.”

“Plenty of greenery/planting somewhere nice to walk along or maybe to sit and enjoy the view.”

“More native plants, I would walk (have walked it and done a couple of fun runs) on track.”

“More planting...More trees.”

Some participants suggested extending and connecting it to certain areas such as Old Māngere Bridge, Stonefields and Ambury Farm (16%):

“Join it up with [Old] Māngere Bridge. Like the Onehunga Foreshore path surface which is really good in all weather.”

“A loop back to [Old] Māngere Bridge. People don't like back tracking. Better to start and finish in a loop. Our family would use it for cycling.”

“Could connect to Otahuhu around the coast.”

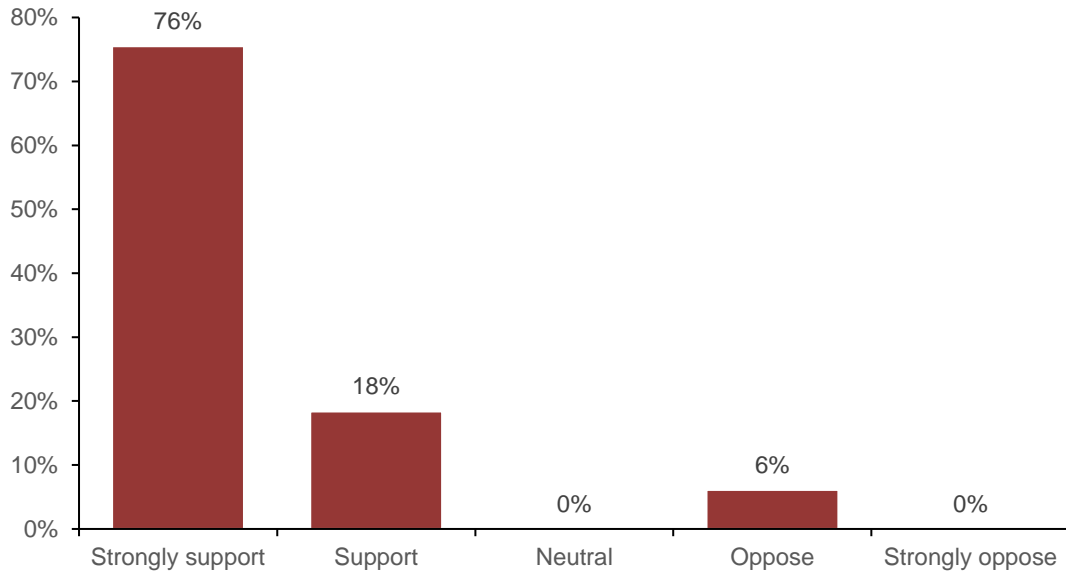
“More cycle ways - connecting through to the Stonefields further on from Ambury Park.”

“Connect it to eastern Auckland regional park could be visited more. They need to complete the loop back to [Old] Māngere Bridge.”

5. Cycleway extension to Sylvia Park Shopping Centre

Participants interviewed along the Waikaraka Shared Path were asked whether they would support a possible extension of the cycleway to Sylvia Park Shopping Centre.

As part of the East West Connections programme, there is a possibility that the Waikaraka Cycleway might be extended to the Sylvia Park Shopping Centre. Would you support this?



Base: 49 responses. Only asked those interviewed at Waikaraka Shared Path

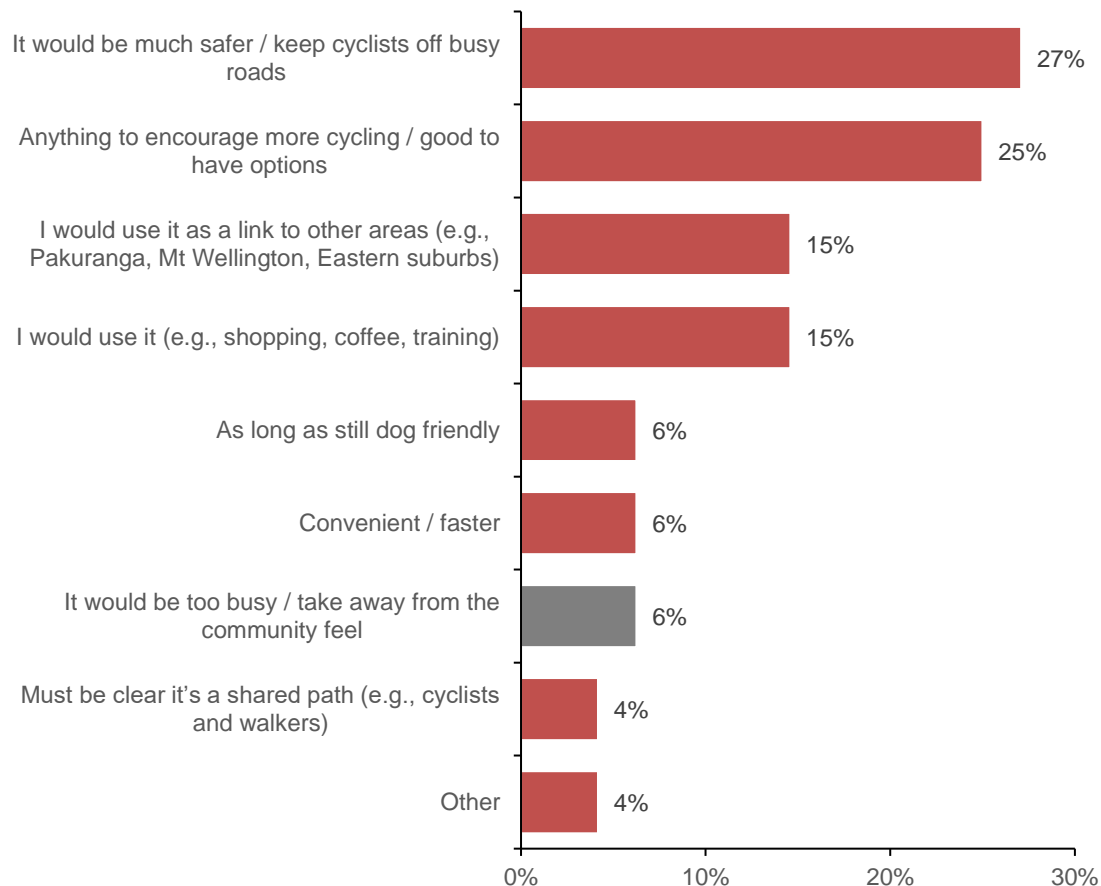
The vast majority of participants (94%) would support this idea, with three-quarters strongly supportive. Only 6% of participants would oppose this proposal.

Interestingly, those who cycled to the Waikaraka Shared Path were more likely to strongly support (90%) this proposal whereas those who took the car to the Waikaraka Shared Path were more likely to just support (30%) this proposal. While there was overall support for this initiative irrespective of whether participants are cyclists or motorists, cyclists appeared to show much stronger support in comparison to motorists.

Participants were also asked to elaborate on why they would support or not support this proposal to extend the Waikaraka Cycleway to Sylvia Park Shopping Centre.

Please note, this was an open-ended question where thematic analysis was conducted to identify key dominant themes.

Please tell us the reason why:



Base: 48 responses. Only asked those interviewed at Waikaraka Shared Path

More than a quarter of participants indicated they would support it because it would keep cyclists off busy roads and it would be safe for them (27%):

“Always commuted on my bike its safer - I have been hit a couple of times on the road.”

“Heavy traffic, safety, keep us off the road.”

“Keeps us off road and away from traffic.”

“Safe for us especially as we cycle from Mt Wellington.”

“To keep us off the road. Heavy trucks are very dangerous for cyclists.”

A quarter of participants stated they would support any option that encourages cycling (25%):

“Anything to get people on bikes.”

“In favour of as many cycling links as possible. Need to be dedicated to cyclists & pedestrians.”

“The more cycle ways the better.”

“Better than driving a car. Alternatives are good.”

Some participants specifically mentioned they would use it as a connection point to other areas such as Pakuranga, Mt Wellington and Eastern suburbs (15%):

“Partner works in Mt Wellington and would use it as a route for cycling to work in Carbine Road.”

“I live in the eastern suburbs if it’s a cycle way to Sylvia Park I could potentially cycle to work from Glendowie.”

“I ride out to Pakuranga so would use it to get there.”

“It links up with other cycle paths in the eastern suburbs - it’s a bit of a hub to visit so a good destination.”

Other participants highlighted they would use it for other purposes such as training and shopping (15%):

“I think it would be handy to do shopping by cycling.”

“More direct connections between shopping centres.”

“We would use as extended training roads are too busy. We would go backwards and forwards on extended cycle ways.”

Only 6% of participants stated they would oppose this proposal because it would take away the community feel and make it too busy and crowded:

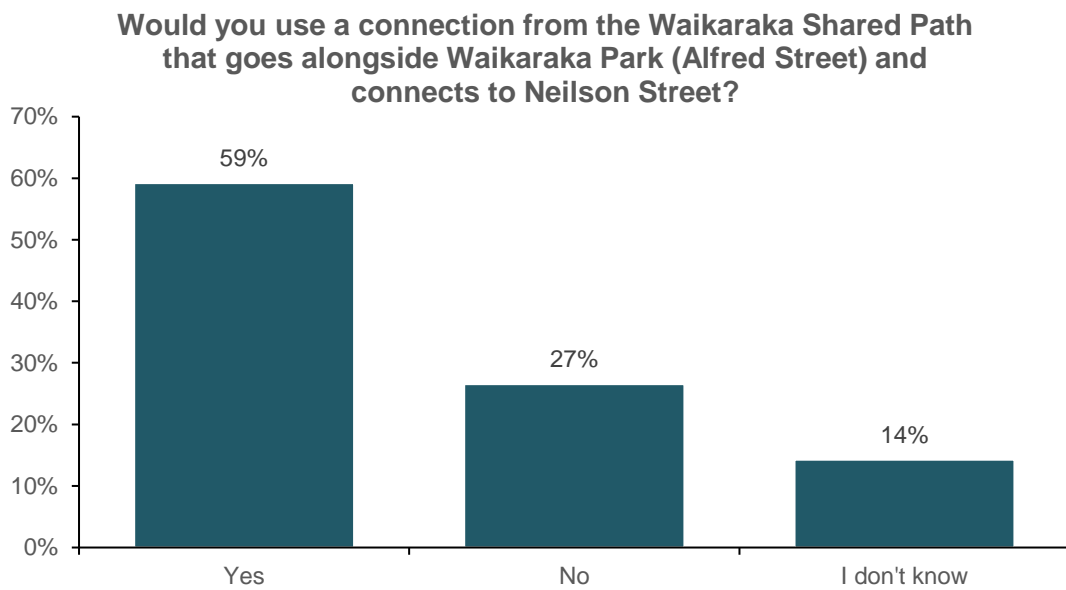
“Because it would take away from the community aspect of the cycle path.”

“I like how quiet it is and think it would become busier and it would compromise the off leash aspect of the walk which is the most important thing for me.”

6. Connecting Waikaraka Shared Path

Participants interviewed at the Waikaraka Shared Path were shown the information below and asked whether they would use a connection from the Waikaraka Shared Path alongside Waikaraka Park (Alfred Street) to connect to Neilson Street.

As part of the East West Link project, there is a possibility of a shared path connecting from the Māngere Inlet foreshore to Neilson Street along Alfred Street.



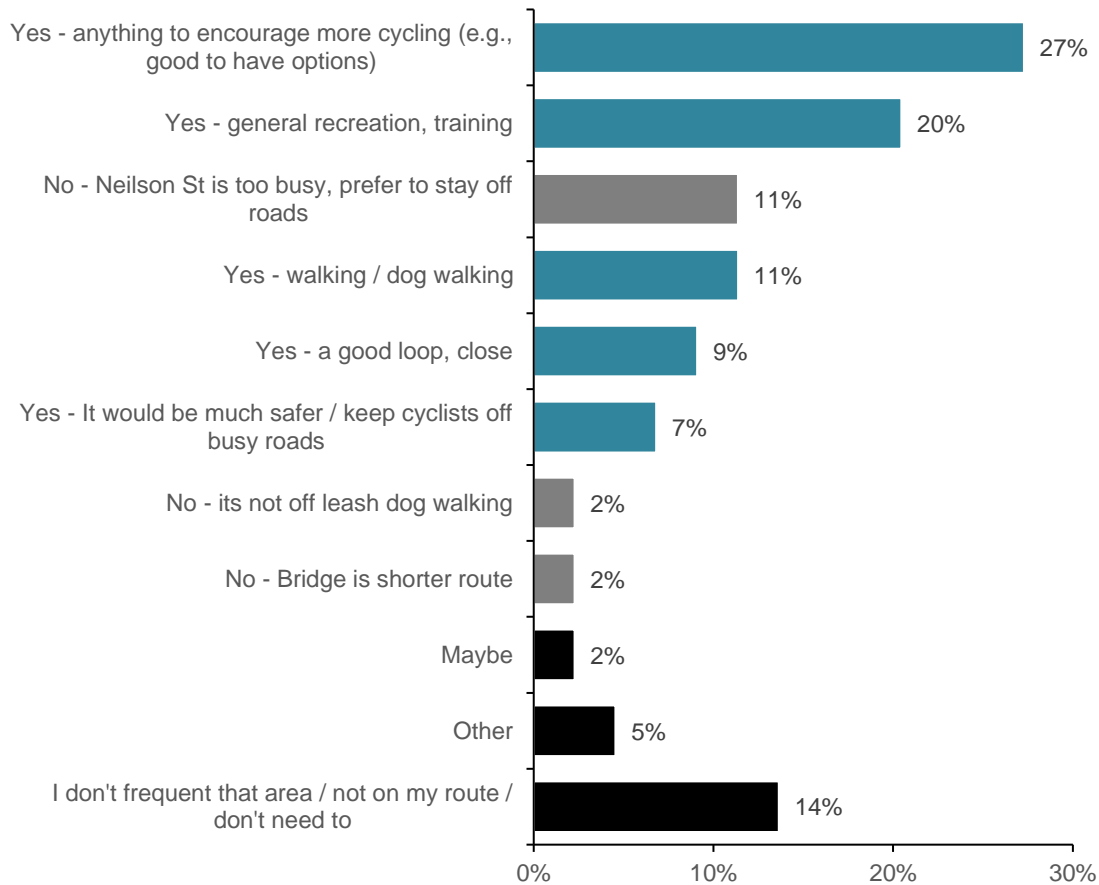
Base: 49 responses. Only asked those interviewed at Waikaraka Shared Path

More than half of participants would use a connection from the Waikaraka Shared Path to Neilson Street (59%), while a quarter of participants said they would not (27%).

There was no statistical difference via age, gender, ethnicity or their preferred method of transportation (e.g., cycling, walking, car).

Participants were also asked to elaborate on why they would or would not use such a connection (again, via an open-ended question).

Please tell us the reason why:



Base: 44 responses. Only asked those interviewed at Waikaraka Shared Path

More than a quarter of participants indicated they would use this connection because it will encourage more cycling (27%):

"All cycleways are good. Helps take us off the road among the traffic."

"Encouraging people to use bikes for transport."

"More opportunity for safe cycling to move areas."

"More shared paths active transport is awesome."

Other participants indicated they would use this connection specifically for general recreation and training (20%):

"We would use it as extended training."

"Worth supporting recreational purposes."

"I stop at Onehunga and have a coffee quite often so would go that way instead of going all the way to [Old] Māngere Bridge to get to Onehunga."

This was followed by those who would use it for walking and/or dog walking (11%):

“An extra walkway.”

“Dog walking.”

“To walk the dog - difficult they cyclists hit the dogs I can't let dog off, only in an unleashed dog park.”

On the other hand, those who would not use this connection predominantly mentioned Neilson Street being too busy (11%):

“Because it would go onto Neilson St it's far too busy with industrial traffic - a cycleway along Neilson St to connect would be OK.”

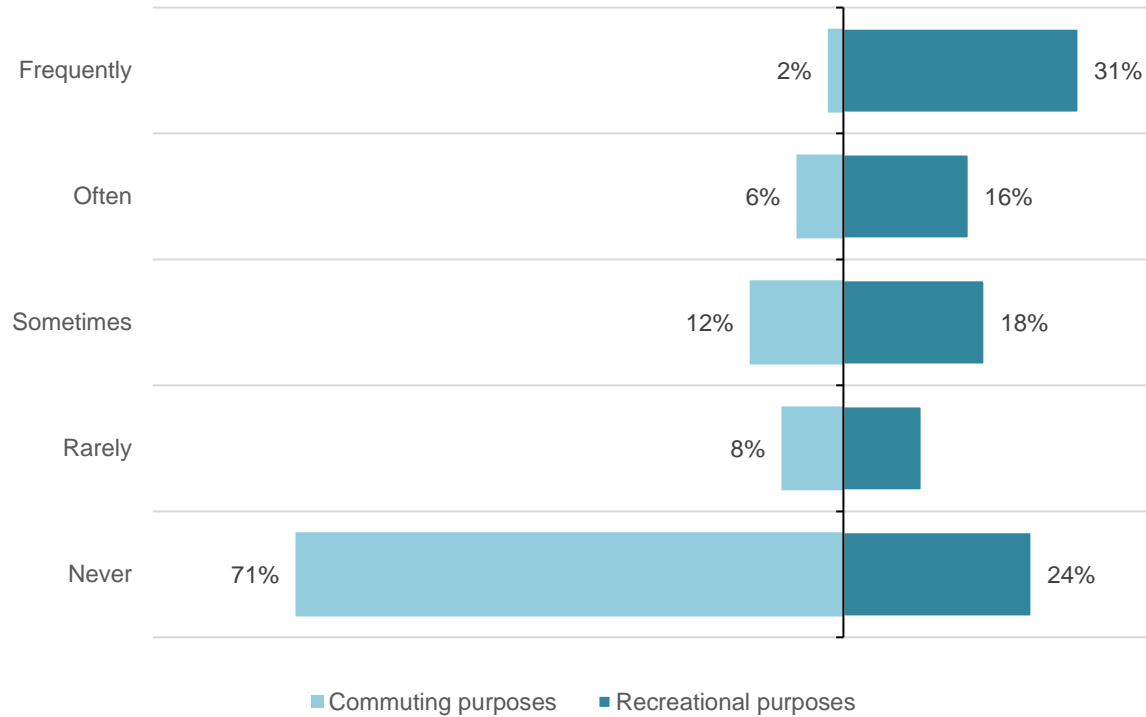
“I fear heavy traffic so wouldn't attempt cycling in the heavy Neilson St traffic unless there was a safe cycleway.”

“Neilson St is too busy. Not sure why cyclists would want to go to Neilson Street.”

“It may be that I would then walk from home to get here. Its crossing Nelson St. You take your life in your hands at the moment.”

Finally, those who would use this connection were asked how they would mainly use it – either for commuting or recreational purposes.

If there was a walking/cycling connection from the Waikaraka Shared Path alongside Waikaraka Park (Alfred Street) to Neilson Street, how would you mainly use it?



Base: 49 responses. Only asked those interviewed at Waikaraka Shared Path

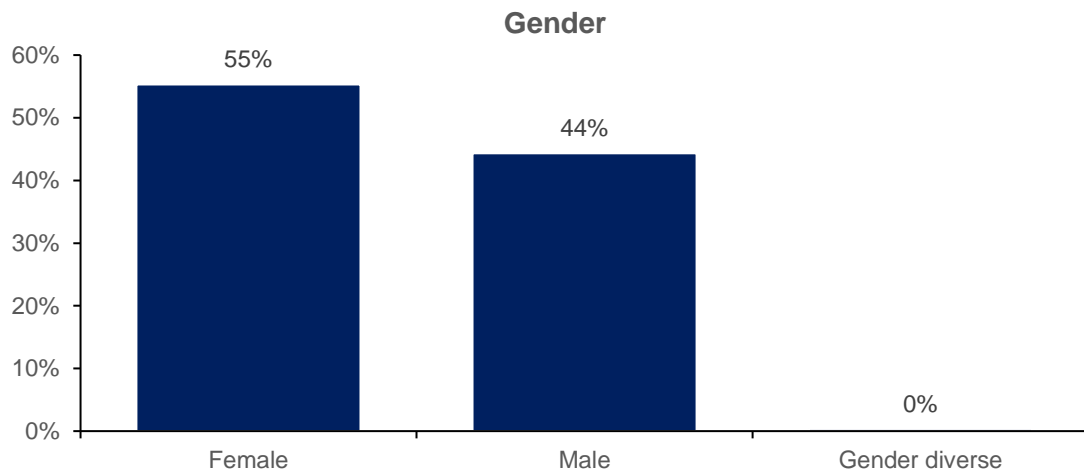
Participants were more likely to use such a connection for recreation purposes rather than commuting.

While close to half of participants would use a connection from the Waikaraka Shared Path alongside Waikaraka Park (Alfred Street) to Neilson Street for recreational purposes frequently (31%) and often (16%), close to three-quarters would never use it for commuting purposes (71%).

There was no statistical difference via age, gender, ethnicity or their preferred method of transportation (e.g., cycling, walking, car).

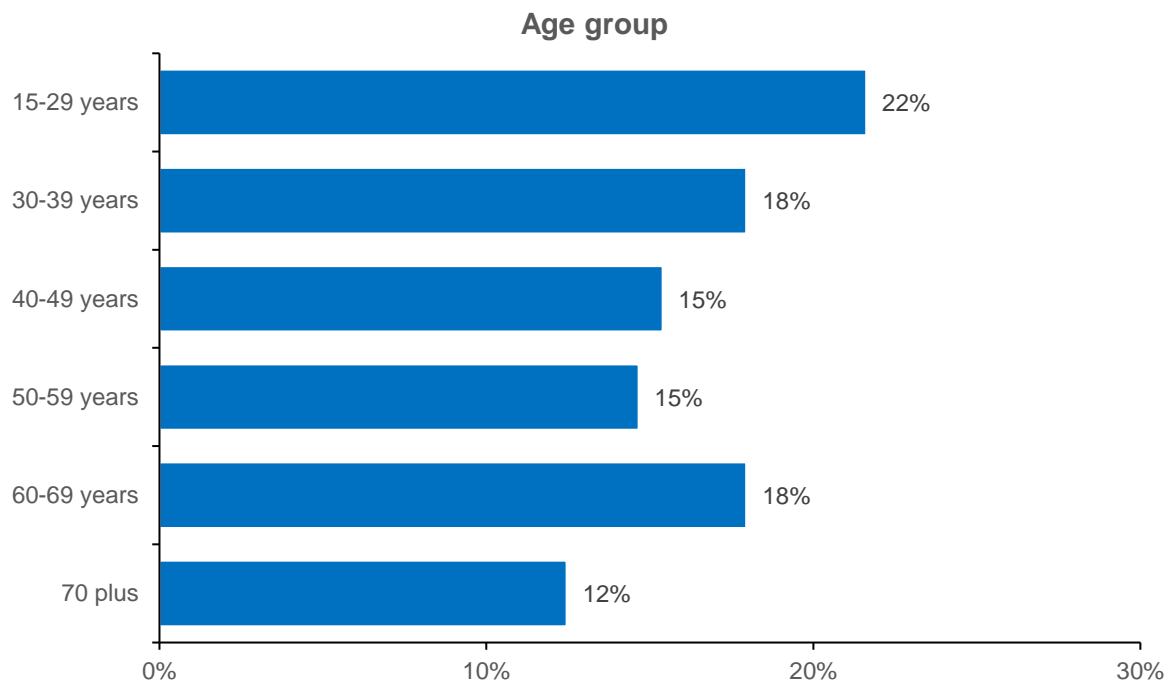
7. Demographic profile

This section shows the demographic breakdown of all the participants.



Base: 273 responses.

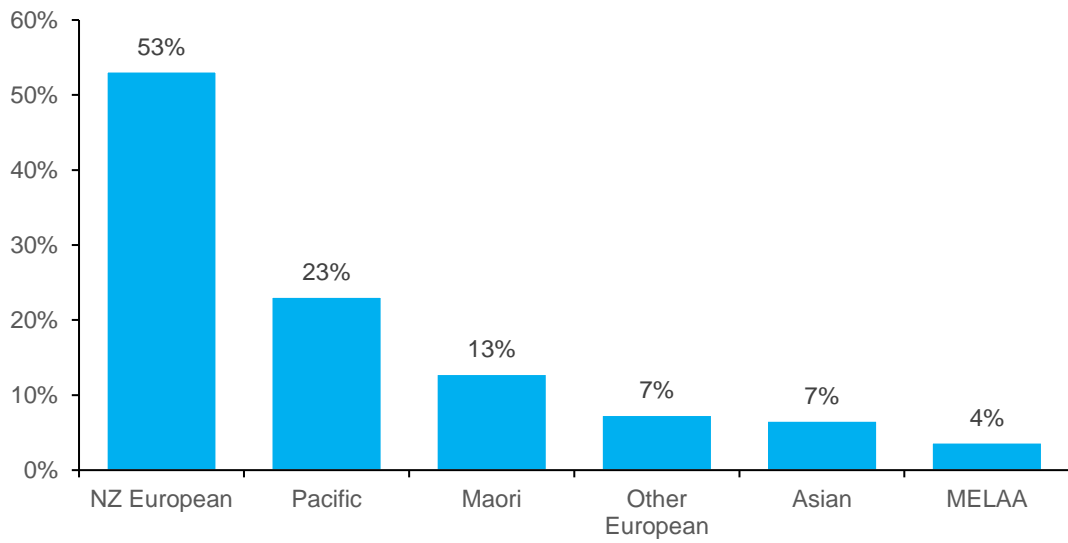
More than half of the participants were female (55%) and 44% were male. No participant selected the gender diverse category.



Base: 273 responses.

In terms of the age breakdown, two in five participants were aged between 15 and 29 years (22%) and 30 and 39 years (18%). Close to a third of participants were aged between 60 and 69 years (18%) and above 70 years (12%).

Ethnicity



Base: 273 responses.

More than half of participants were NZ European (53%) followed by Pacific (23%) Māori (13%), Other European (7%) and Asian (7%).

Conclusion

The East West Link research captured a representative view of local residents (both users and non-users) across all key locations. Participants came from various different areas such as Māngere, Onehunga, Hillsborough, Old Māngere Bridge and Mt Albert and engaged with the relevant areas as cyclists, dog walkers, motorists and public transport users.

Some of the key findings from the research revolved around local residents' feedback around access to recreational areas and spaces in and around Onehunga, the importance of the Onehunga Foreshore, the proposed extension of the Waikaraka Cycleway travelling along the northern shoreline of the Māngere Inlet, the level of support for the possible extension of the Waikaraka Cycleway to Sylvia Park Shopping Centre as well as the proposal to connect the Waikaraka Shared path to Neilson Street.

While half of participants were happy with existing recreational areas and spaces in and around Onehunga, some made the following suggestions:

- create better linking between certain areas such as Favona, Old Māngere Bridge, Queenstown Road bridge and Hillsborough Road;
- create better connections and access to Onehunga and Onehunga Foreshore;
- need to improve Old Māngere Bridge.

The Onehunga Foreshore was perceived to be an important asset to the Onehunga community, primarily for allowing space for recreation.

Participants would predominantly use the Waikaraka Cycleway travelling along the northern shoreline of the Māngere Inlet as a cycleway and walkway. Some also made some suggestions around the proposed initiative:

- enhance the natural surroundings of the proposed extension;
- extend and connect it to other areas such as Old Māngere Bridge, Stonefields and Ambury Farm;
- ensure it is well lit and safe for everyone to use.

There was strong support for the possible extension of the Waikaraka Cycleway to Sylvia Park Shopping Centre for the following reasons:

- keeps cyclists off busy roads and making it safer for them;
- encourages more people to cycle;
- connects to other areas such as Pakuranga, Mt Wellington and Eastern suburbs.

There was a positive response towards the proposal to connect the Waikaraka Shared Path to Neilson Street for similar reasons:

- encourages more people to cycle;
- creates more opportunities to engage in recreation and training;
- provides a suitable area for walking and dog walking.

On the other hand, those who indicated they would not use this connection predominantly mentioned that Neilson Street was already too busy and it may be quite dangerous for cyclists to use this extended cycleway.

Not surprisingly, the majority of participants indicated they would use this proposed extension for recreational rather than commuting purposes.

Appendix D

Press release and media response to the Project

Reports in NZ Herald about East West project are incorrect

1 Aug 2016 02:30 pm | NZ Transport Agency

The NZ Transport Agency says a story published by the NZ Herald earlier today (1 August) about the East West Link project is incorrect. The NZ Herald has since corrected the story.

The Transport Agency has no intention of bulldozing or undoing any of the work it recently completed as part of the regenerated and developed Onehunga Foreshore.

The East West Link will provide a variety of positive outcomes for the environment and local communities and media reports this morning suggesting the waterfront development which was opened in November last year is going to be affected by the East West project are inaccurate.

The Transport Agency's East West project is to the east of the recently opened foreshore area and the design plans for this project have been and continue to be developed alongside Auckland Council, Panuku Development Auckland, the community and stakeholders.

“As well as transport improvements this project will help enhance important features in the area including the foreshore and help clean up environmental pollution that is a century old,” says Brett Gliddon the Transport Agency's Auckland Highway Manager.

“The aim of the project is to make this special area more accessible, safer and more pleasant, by moving most truck and other through traffic off the overloaded local streets. The new link road will also significantly improve access to the foreshore through more connections and new walking and cycling paths, and is a major opportunity to improve the quality of run off into the harbour.”

“The East West project will not undo any of the work that the Transport Agency funded and is proud to have helped complete in November last year to reconnect the Onehunga community with the foreshore again.”

“Many of the community facilities that are part of the \$30m Onehunga Foreshore development will in fact be replicated further east along the Harbour as part of the East

West project,” says Mr Gliddon.

The Transport Agency is working closely with Auckland Council and Panuku Development Auckland to provide improved access to the port area, the project will not block access.

“Rather than hindering any future development, the design of the upgraded interchange at State Highway 20 enables development on the Onehunga Wharf to take place and provide access between the wharf, the town centre and the railway station.”

“Providing this access has always been part of the project plans. We are committed to and will continue to work closely with Panuku Development Auckland to progress a design which enhances access to the wharf, enables future development and considers the physical and visual impacts on the surrounding environment.”

For more information please contact:

Sarah Azam
Media Manager | Auckland and Northland
NZ Transport Agency

T: 09 928 8720

M: 021 103 9227

E: Sarah.Azam@nzta.govt.nz

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Tags

Media release Auckland and Northland

How can thinking open change your team?

Get your ticket to OS//OS 2016 now!

opensourceopensociety.com
OS//OS 2016
Open Source, Open Society Conference
22/23 August | Wellington, NZ



<http://www.scoop.co.nz/stories/AK1510/S00073/east-west-link-project-delay-unacceptable.htm>

East-West Link project delay – “unacceptable”

Monday, 5 October 2015, 11:11 am

Press Release: Auckland Business Forum

East-West Link project delay – “unacceptable”

The slow pace of decision-making over the long-promised new East-West road on the north side of Mangere Inlet between SH1 at Mt Wellington and SH20 at Onehunga is shaping as a classic case study of why Auckland’s infrastructure provision is failing to keep pace with the city’s growth.

Calling on the agencies responsible for the project to take urgent action and get their act together with a scope and cost that addresses all critical issues, Auckland Business Forum chairman Michael Barnett said at the current rate of progress Auckland will have added another 180,000 people, road freight volumes will have doubled and gridlock on local roads will be end-to-end throughout the working day before construction begins.

“It is bad enough that it took from 2007 to 2013 for warnings about growing congestion at the Mt Wellington and Onehunga ends of the route to be taken seriously, when the Prime Minister John Key announced that the project would be accelerated.

Those warnings included that Auckland’s growth justified a new road being in place by 2020.

In 2014 the former Transport Minister Gerry Brownlee provided a written assurance that as soon as there was greater certainty over the project’s scope and cost “decisions about financial assistance to support construction will be provided.”

More than a year on there is still no satisfactory scope. A preferred route concept acceptable to the Forum and other stakeholders was announced months ago, but decisions are awaited on important detail like the absence of a SH1 connection for northbound traffic and ensuring it is fit for purpose with the rest of the network.

“We’re 90% of the way there with the planning for this project - don’t spoil it by getting the last 10% wrong. As we have repeatedly said a partial solution will not be acceptable,” said Mr Barnett.

What’s holding up progress?

“Given the Prime Minister’s 2013 announcement that the project would be part of the Auckland Accelerated projects package, and the assurance about funding once the scope was agreed, we should be close to starting construction.”

The private sector would fund this project tomorrow as a PPP – the same as Wellington’s Transmission Gully.

Instead it seems that the two agencies co-ordinating the project, NZTA and Auckland Transport, are still arguing over the scope (even through respective Boards have signed off at a high level), and critical issues raised by stakeholders including the Forum are being ignored.

It is clearly not good enough for a City struggling to keep ahead of the growth curve and be a progressive city that New Zealanders can be proud of, concluded Mr Barnett.

Note to Editors: The East-West Connection was first proposed in the mid-1960s as part of the Auckland strategic road network needed by 1990 when Auckland’s population was projected to reach 1 million from its then 300,000. The area has grown into Auckland’s second highest employment area after the CBD and is New Zealand’s industrial heartland accounting for about 18% of Auckland’s GDP.

ENDS

Another step forward on East West Connections project

18 Dec 2015 03:00 pm | NZ Transport Agency

The NZ Transport Agency and Auckland Transport have taken another step towards construction of the East West Connections project, confirming that the preferred option will go ahead to the next stage.

The project, which is one of the top three transport priorities for Auckland, will now start gathering the necessary planning approvals and consents to protect the route between Onehunga and Mt Wellington.

This follows a wide range of feedback received in July on the preferred approach. The project will improve connections into and out of Onehunga-Penrose and also speed up bus travel times between Mangere, Otahuhu and Sylvia Park.

“A team of consultants has now been engaged to start the planning and consent phase of this key project,” says the NZ Transport Agency’s Highway Manager Brett Gliddon.

“People will also have more opportunities to provide further input and feedback as the design is developed.”

The Transport Agency plans to apply to the Environmental Protection Authority for the Notice of Requirement to obtain the necessary land and approvals for the project later in 2016.

At the same time, the Transport Agency and Auckland Transport are planning to start work in early 2016 on a package of early improvements. These are aimed at providing some early benefits to freight and public transport users on both the motorway and local road network.

Auckland Transport spokesperson Andrew Scoggins says this will include upgrades needed for the introduction of the new south Auckland public transport network. This incorporates an upgraded Mangere town centre bus station and new bus stops in Otahuhu town centre.

“Auckland Transport and the Transport Agency will also begin improving journeys for drivers moving around busy Onehunga local roads, starting with four laning a section of Neilson Street.”

The Southwestern Motorway will also be widened to four lanes in each direction between Queenstown Road and Neilson Street and bus shoulder lanes will be added all the way to Kirkbride Road towards the airport.

For more information about the East West Connections project, please visit www.nzta.govt.nz/east-west (<http://www.nzta.govt.nz/east-west>) and www.at.govt.nz/projects-roadworks/east-west-connections (<http://www.at.govt.nz/projects-roadworks/east-west-connections>)

For more information please contact:

Sarah Azam
Media Manager | Auckland and Northland
NZ Transport Agency

T: 09 928 8720

M: 021 103 9227

E: Sarah.Azam@nzta.govt.nz

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Tags

Media release Auckland and Northland

Another opportunity for public to have their say on East West Link

28 Jun 2016 09:00 am | NZ Transport Agency

The public are being given another opportunity to have their say on one of Auckland Council and the Government's top priority transport projects in Auckland.

The latest round of consultation is getting underway on the design for the East West Link project which is a significant step in the project's planning and consenting process.

The NZ Transport Agency says the East West Link project, which will improve connections into and out of the Onehunga-Penrose area, is vital to Auckland and New Zealand's economy so it's important that people have their say at this stage to help shape the design.

The project is located in the engine room of New Zealand's industrial and manufacturing economy, together with East Tamaki and Auckland Airport more than 130,000 people are employed in the wider area and generate \$10 billion a year in GDP.

"As well as the transport improvements this project will also help enhance important features in the area by improving access to the foreshore and providing a more natural coastal edge and adding new walking and cycling paths," says Brett Gliddon the Transport Agency's Auckland Highway Manager.

"Along with improving connections for Onehunga-Penrose the project will also improve travel times for freight, motorists and public transport users."

"There will also be several intersection upgrades, including changes that will make it easier for local business owners and their customers to get in and out of key roads. This will support the growing Onehunga Town Centre and businesses by reducing local traffic on Neilson Street," says Mr Gliddon

A series of public open days and drop in sessions are being held in July. The public will be able to speak with the project team about the plans. They will also be able to have their say on key interchanges at Neilson Street and Princes Street, walking and cycling connections in the area and key aspects of the environment.

Community feedback and further environmental work will help to refine the design before applications are lodged by the Transport Agency with the Environmental

Protection Authority at the end of this year. Construction is scheduled to begin in 2018, subject to approvals.

Open Days

Saturday 2 July: Library Café, 55 Princes Street, Onehunga (9am-1pm)

Saturday 9 July: Bedingfield Memorial Park, Princes Street, Otahuhu (10am-3pm)

Tuesday 12 July: Library Café, 55 Princes Street, Onehunga (5.30pm-9pm)

Drop in sessions

East West Link project office, 10 Gloucester Park Road, Onehunga

Wednesday 6, Thursday 7 July: 1pm-7pm

Wednesday 13, Thursday 14 July: 1pm-7pm

For more information please call our freephone 0508 NZTA EWL (0508 698 2395). People can also give their feedback using a new feedback tool at: www.nzta.govt.nz/east-west (<http://www.nzta.govt.nz/east-west>)

For more information please contact:

Sarah Azam
Media Manager | Auckland and Northland
NZ Transport Agency

T: 09 928 8720

M: 021 103 9227

E: Sarah.Azam@nzta.govt.nz

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Tags

Media release Auckland and Northland