

**Creating connections across Te Waitematā
to deliver a thriving and sustainable Tāmaki Makaurau.**

*Whiria te taura here, whakawhitia a Te Waitematā, e tōnui ai,
e toitū aihoki a Tāmaki Makaurau.*



Waitematā Harbour Connections

Community and Stakeholder
Feedback Report

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Executive Summary

Waitematā Harbour Connections is one of Aotearoa New Zealand's largest infrastructure projects, which will shape Tāmaki Makaurau Auckland for generations to come. It's been talked about in different forms for decades and is of high public and media interest.

In 2022, the Waitematā Harbour Connections project was tasked with taking the best of previous findings and delivering an Indicative Business Case (IBC). Public participation and seeking stakeholder and wider community feedback to help shape a recommended way forward is critical for this long-term city shaping project.






Project engagement needed to capture the diverse levels of understanding, provide a clear picture of the project going forward and build an ongoing platform for participation in this stage and the future stages to come.

This report presents the feedback received from stakeholder and community engagement between 30 March to 1 May 2023. This engagement phase gave partners¹ key stakeholders and the community an opportunity to have their say on how they want to cross the Waitematā Harbour in the future, and different rapid transit connections through the North Shore. Engagement also focused on understanding what is important to people for their transport network. This report also summarises earlier engagement held between August 2022 to January 2023.

Feedback was gathered primarily through an online survey with information housed on a dedicated engagement portal. Promoting the engagement through physical and digital advertising campaigns, meant we reached more than six million people nationwide², and a further 2.5 million potential radio listeners. Our online engagement portal attracted more than 21,000 unique visitors, with more than 100,000 visits to the site.

We received 3,215 survey responses in total. In addition, we also received 80 direct emails and 21 pieces of feedback to the dedicated project email address. We held 21 community events and spoke to more than 800 people. High-quality feedback strongly painted a picture about crossing Te Waitematā and what factors were most important to the public clarifying previous business case assumptions.

The key themes from the survey included support for:

-  Transport choice – people want to see all modes provided for.
-  Public transport, in particular light rail (as a bridge or tunnel) increasing ability to travel to and around the North Shore.
-  Tunnels rather than a bridge for greater resilience.
-  Relieving congestion and disruption to and from the North Shore.
-  Good long-term planning, future proofing of Tāmaki Makaurau Auckland's transport network.

Feedback showed people want a more efficient and resilient transport network. High levels of support were given to efficiency (2,700 people), resilience (2,600 people), and growth

¹ Partners are Nga Iwi Mana Whenua o Tamaki Makaurau, Auckland Council and Auckland Transport

² Not individual people. It is the number of times the campaign was viewed.

opportunities (2,400 responses). Resilience came through repeatedly in open ended questions, with this front of mind with the extreme weather events in early 2023. An indicative cost range was provided but affordability did not feature as a key theme.

When thinking about delivery we asked what was important to people and they told us that light rail (around 2,400 people), general traffic (around 2,150 people) and goods, services, and freight (around 2,080 people) were most important to people for crossing Te Waitematā. Walking and cycling was fourth important (around 2,000 people); however, it was also the least important (around 820 people).

Place based feedback from North Shore communities told us people think the Northern Busway's capacity should be increased (around 2,000 people), or that it should be converted to light rail (around 1,800 people). Of the light rail options, the western route was the most favoured (1,800 people), and the eastern route (Devonport side) was polarising.

People said a direct link to Takapuna from the Central City was the most important when connecting the North Shore (around 1,000 people), with almost equal numbers of respondents preferring the link via Highbury, Bayswater or having no preference. Most people want to see an increase in housing, jobs, and services around both the existing Northern Busway corridor and existing communities on the North Shore.

Independent market research was conducted throughout May to ensure a representative sample of the population was surveyed. The research shows support for what the online survey found. The sample consisted of ~1500 people living in Auckland, ~250 in Waikato or Northland and ~500 in the rest of NZ.

Key stakeholders from a wide range of groups were engaged with across the engagement programme and were encouraged to complete the online survey or provide direct feedback. A number of these stakeholder groups provided written feedback and the key themes identified centred on climate change and efficient movement of goods, services and people.

The summary of feedback has informed consideration of options and will contribute to the IBC document and reporting.

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1. Introduction

The Waitematā Harbour Connections project (WHC) was established to determine the recommended option for new connections across the Waitematā Harbour – Te Waitematā and rapid transit infrastructure on the North Shore.

Alliance partners, Waka Kotahi NZ Transport Agency (Waka Kotahi), Nga Iwi Mana Whenua o Tāmaki Makaurau, Auckland Council, Auckland Transport, are working together to investigate and align on the way forward in addressing the key issues that affect travel between North Shore and the Auckland Isthmus. The primary outcome from the IBC is confirmation of the recommended programme of work, with a particular focus on:

- The mode, form, and alignment for additional rapid transit connections, including integration with the North Shore, the enhanced busway, proposed rapid transit corridors and the wider public transport network
- The form and alignment of the long-term cross-harbour walking and cycling connection
- The form and alignment of the road connectivity and resilience improvements for freight and general traffic; and
- Other interventions to address key challenges in the project area, such as the long term future of the Auckland Harbour Bridge, demand management initiatives and how land use can shape and influence project demand and outcomes.

The Strategic Case for the project identifies four main project objectives:

- Provide multi-modal cross harbour connection(s):
 - that is integrated with the current and future networks
 - provides improved travel choice
 - supports a compact urban form for a growing Tāmaki Makaurau
- Improve reliability and efficiency for movement of people, goods, and services
- A transport response that reduces Tāmaki Makaurau Auckland’s carbon footprint and enhances the Waitematā Harbour
- A more resilient and reliable transport system.

Communications and engagement with partners, key stakeholders, and the community is an important part of the IBC process. Waka Kotahi business case engagement guidance³ recommends that the focus of engagement at an IBC phase is to:

- Understand community aspirations and local context.
- Set direction and develop objectives for investment with partners and stakeholders.
- Explore options and gain insights into proposed aspects of the design and outcomes.

³ Waka Kotahi NZ Transport Agency, *Engagement focus throughout business case development*, Te Kāwanatanga o Aotearoa New Zealand Government, 2023.

A high-level summary of the Waka Kotahi business case process, and focus for engagement is summarised in Figure 1 below:



Figure 1: Waka Kotahi NZ Transport Agency, Engagement focus throughout business case development.

1.1 Purpose and scope

This report provides a summary of communications and engagement activities from the IBC engagement phase from March to May 2023. This report includes the following sections:

- a summary of key themes from the public survey
- feedback on engagement scenarios for crossing Te Waitematā
- feedback on options for connecting the North Shore
- summary of feedback from key stakeholders' written responses
- the engagement process – the background, pre-engagement survey, and engagement events that accompanied the project since mid-to late 2022.

The purpose of this report is to inform consideration of options and contribute to the IBC document and reporting, and provide decision makers with sufficient knowledge of public and stakeholder views. This is a point-in-time summary of engagement to May 2023. Targeted engagement with key stakeholders has continued and will continue as appropriate in subsequent project phases.

2. Methods and Demographics

2.1 Methods

The team used a range of methods to engage with the public and gather feedback, including:

- a bespoke Social Pinpoint website and online survey
- paper version of the survey
- various community events
- a dedicated project email and phone.

There is more detail on the engagement process in Section 7 below.

2.2 Online survey results

We received 3,215 survey responses from individuals. Additionally, we received 21 survey responses from organisations. All survey responses from individuals have been analysed. Survey responses from organisations that were identified as key stakeholders are summarised in section 6.3.

Survey questions included a mix of closed and open questions (see Appendix A for the full survey). Questions in the online survey were based on four topics:

- Key features of five proposed scenarios for crossing Te Waitematā
- Public transport options for crossing Te Waitematā
- Connections around the North Shore
- Delivery.

Demographic information was also collected, the results are outlined below.

2.3 Demographics of respondents

Demographics are reported for individuals only, organisations are excluded.

2.3.1 Location

The majority of respondents were from Auckland (93%). This is shown in Figure 2 (all respondents – 3215).

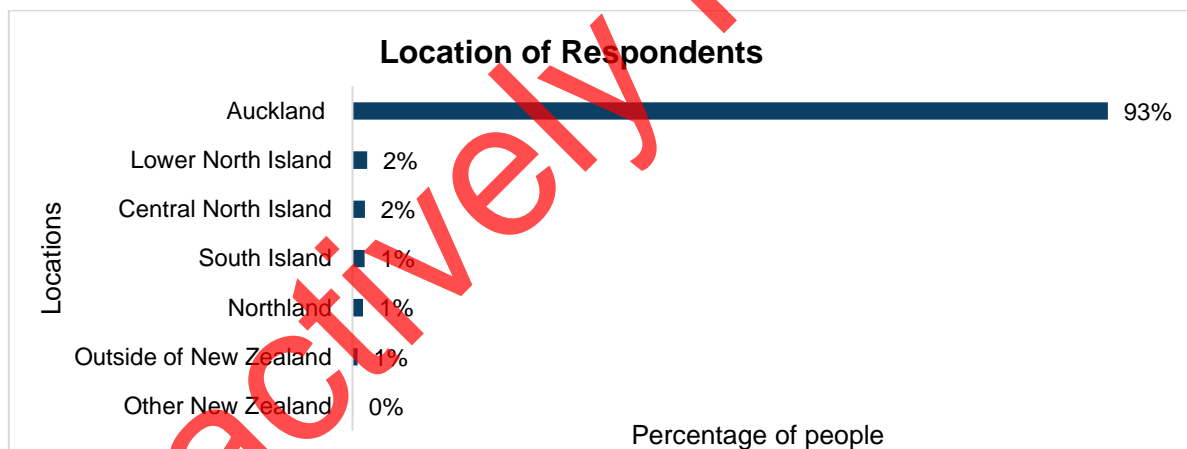


Figure 2: Responses to “where do you live?”.

For Tāmaki Makaurau Auckland respondents, we asked which suburb they lived in. This was coded to local board as shown in Figure 3 below. Respondents were spread across the Auckland region, with higher response levels from the Kaipātiki, Devonport-Takapuna and Waitematā local board areas.

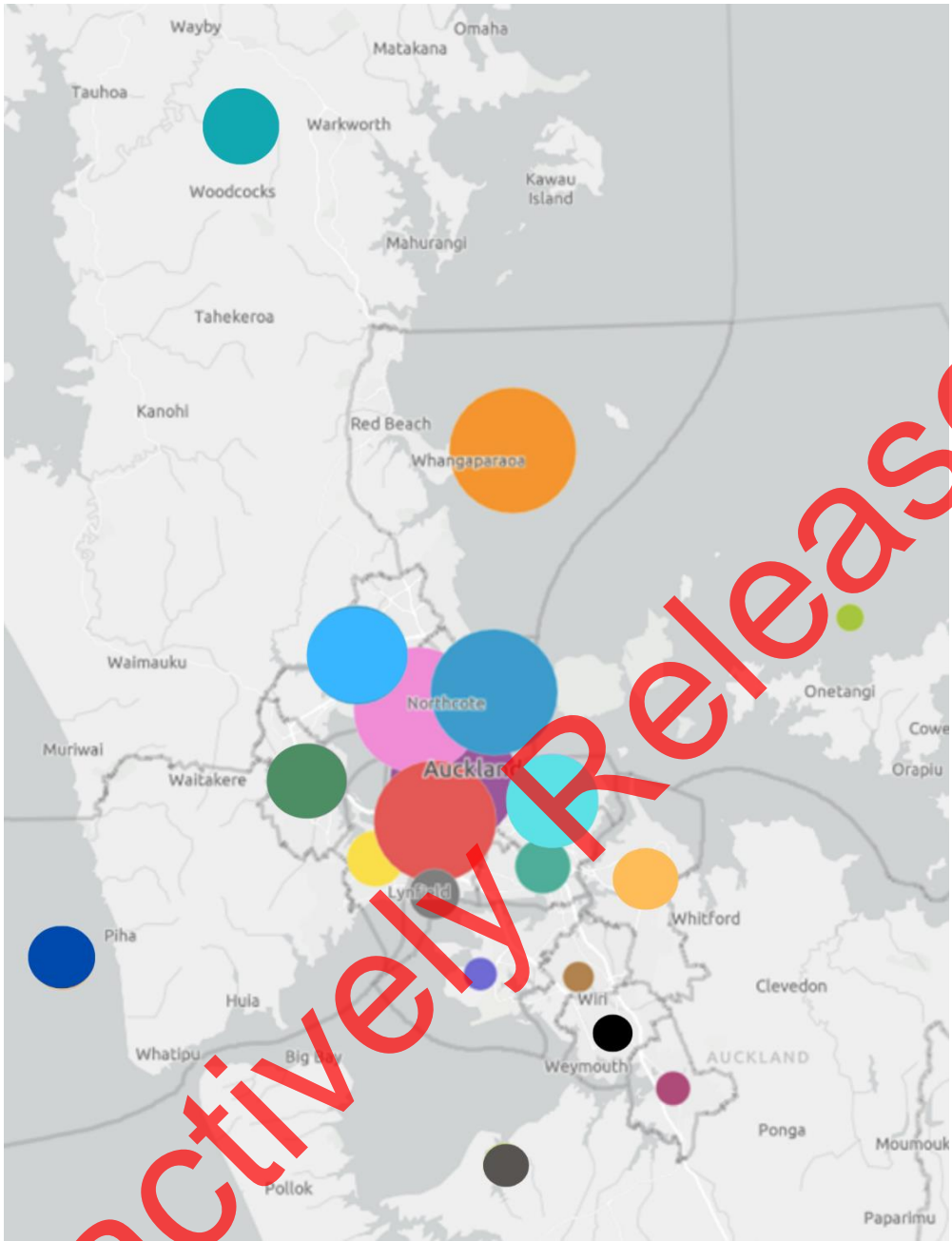


Figure 3: Map of respondents by local board area (circle size represents the number of responses).

2.3.2 Age

The age range of respondents, when compared to Census NZ 2018 data, show that we received more responses from the 30-59 age group than we would expect. This is shown in Figure 4 (all respondents – 3215).

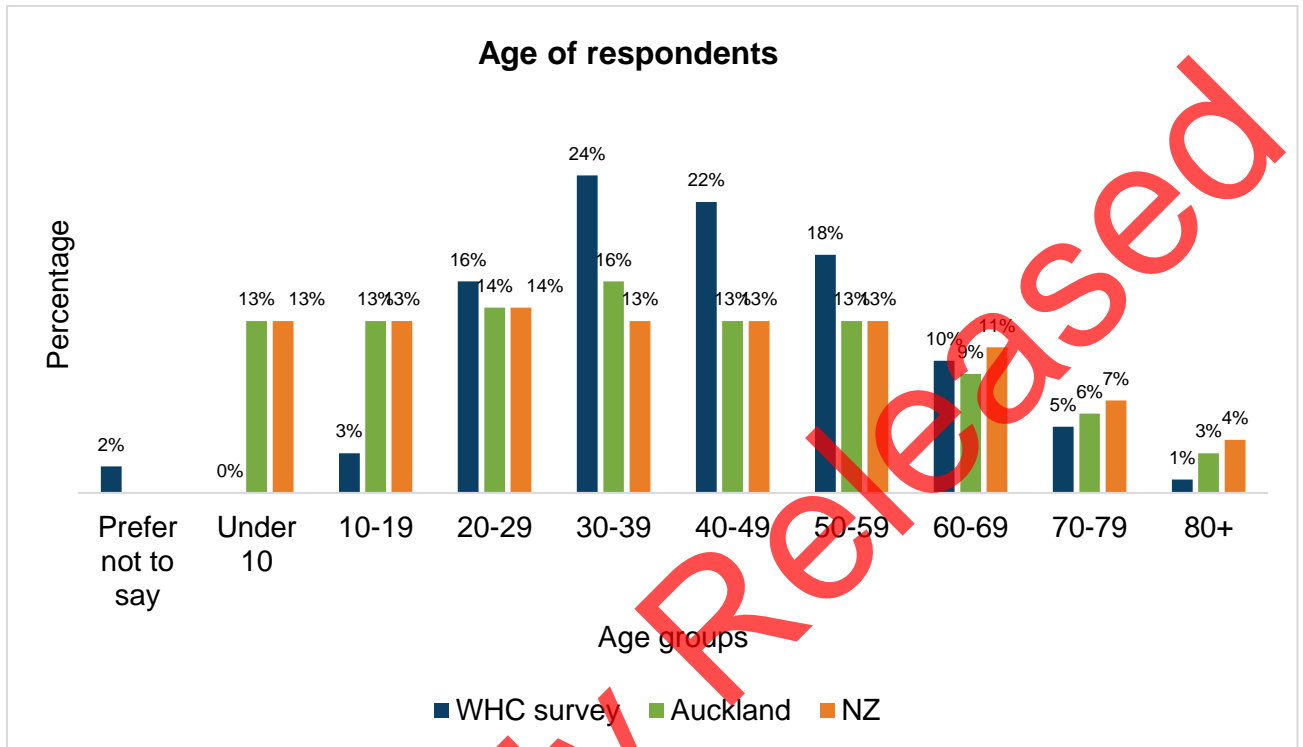


Figure 4: Responses to “what age group are you in?”.

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2.3.3 Ethnic group

The ethnicity of respondents is compared to Census 2018 proportions below. This is shown in Figure 5 (all respondents – 3215).

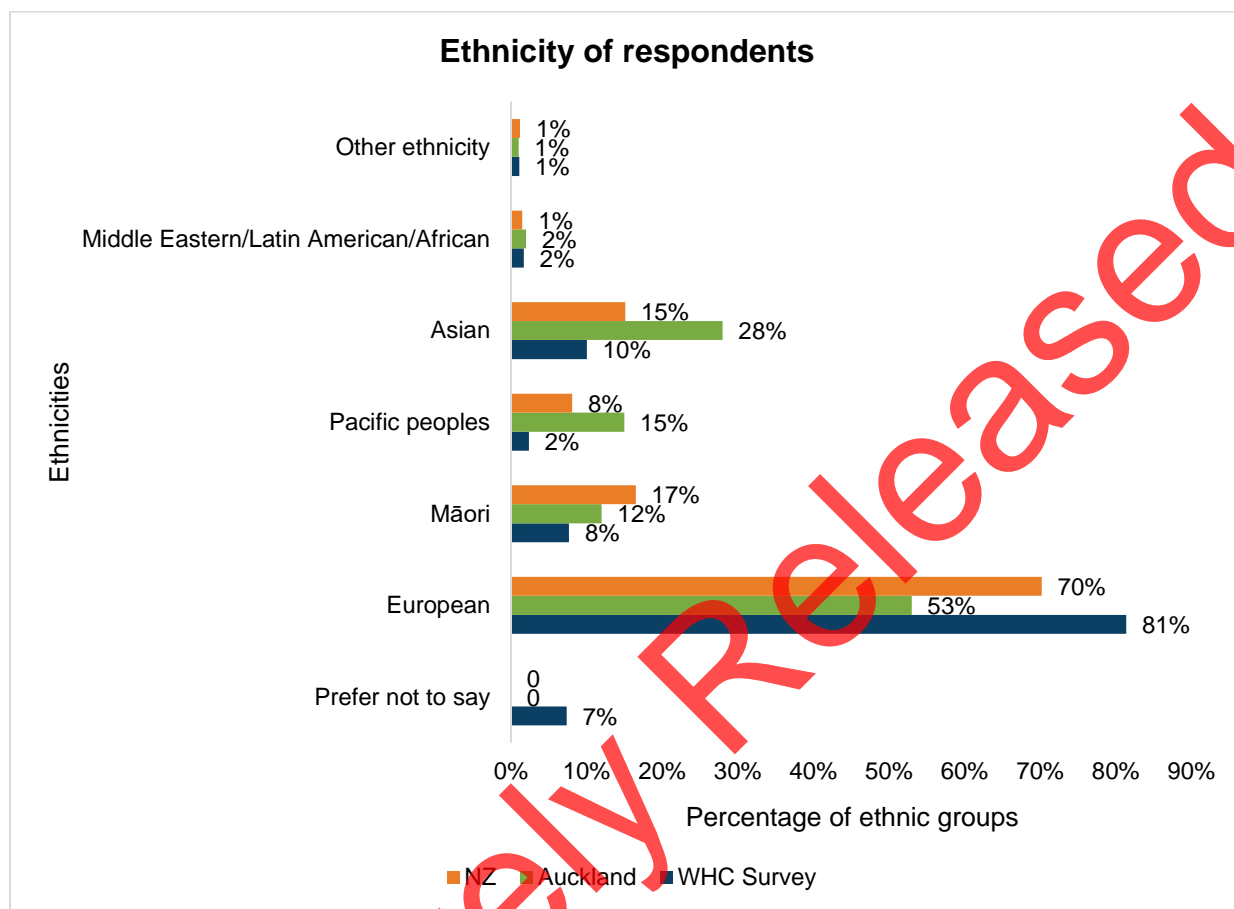


Figure 5: Responses to “which ethnic group(s) do you identify with?”.

2.3.4 Iwi

For Māori respondents, we asked which iwi they were affiliated with. Sixteen survey respondents were affiliated with at least one iwi/ hapū recognised as Ngā Iwi Mana Whenua o Tāmaki Makaurau as shown in the table below.

Table 1: Breakdown of respondents by rōpū.

Ngā Iwi Mana Whenua o Tāmaki Makaurau	Count
Marutūāhu Rōpū (Ngāti Maru, Ngāti Paoa, Ngāti Tamaterā, Ngāti Whanaunga, Te Patukirikiri)	3
Ngāti Whātua Rōpū (Ngāti Whatua Ōrākei, Ngāti Whātua o Kaipara)	9
Te Waiohua Tāmaki Rōpū (Ngāi Tai ki Tāmaki, Ngāti Tamaoho, Ngāti Te Ata, Te Ākitai Waiohua, Te Kawerau ā Maki)	4

Mātāwaka (those living in Auckland who are not Mana Whenua) identified with a wide range of iwi/ hapū from across New Zealand as shown in the table below.

Table 2: Breakdown of mātāwaka hāpori respondents.

Mātāwaka	Count
Ngāpuhi	43
Waikato	12
Maniapoto	4
Ngāi Tahu/Kai Tahu	24
Tūhoe	2
Te Whānau ā Apanui	2
Te Ātiawa	5
Ngāti Kahungunu	13
Ngāti Ranginui & Ngāti Te Rangi	4
Taranaki	5
Whanganui/Wanganui	1
Ngāti Awa	4
Whakatōhea	2
Rongomaiwahine	1
Te Arawa	15
Ngāti Manuhiri	1
Ngāti Porou	10

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2.3.5 Gender

Male respondents made up 62% of the survey responses, with 33% respondents female, 1% gender diverse and 4% preferring not to answer. This is shown in Figure 6 (all respondents – 3215).

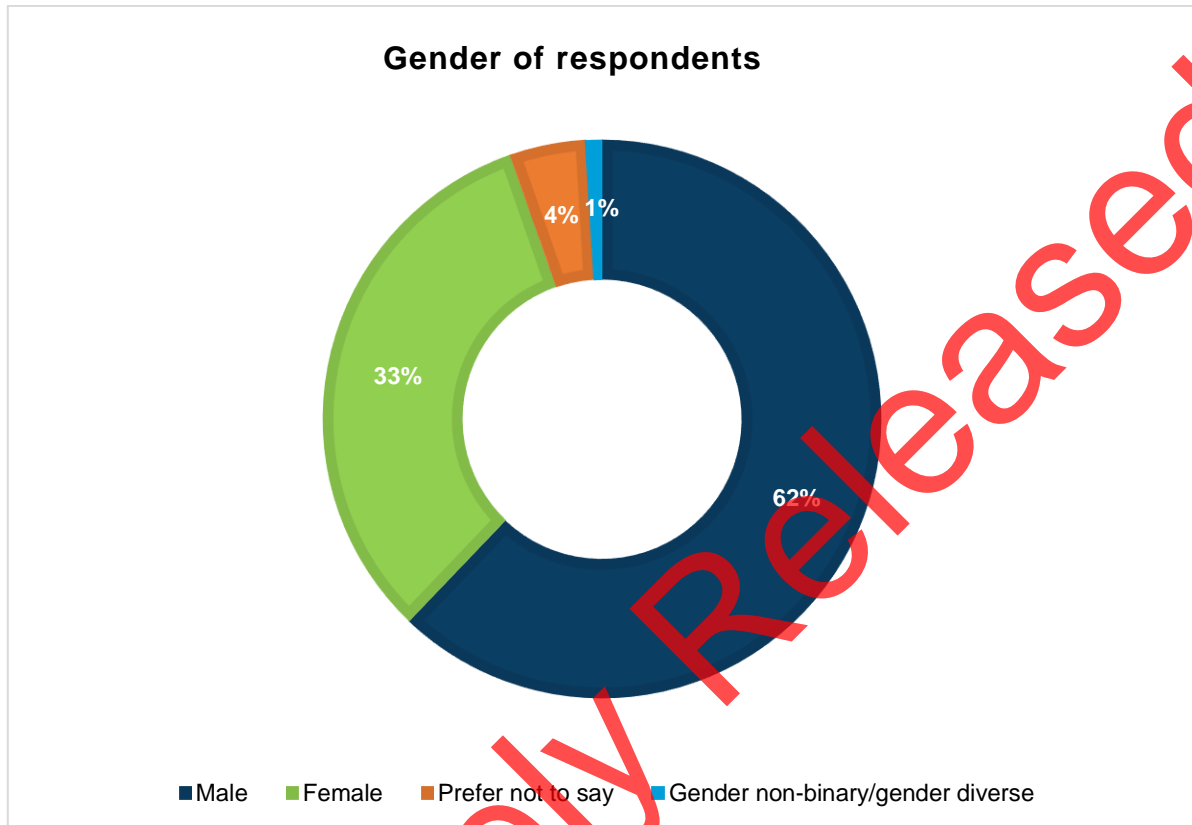


Figure 6: Responses to "which gender do you identify as?"

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3. Summary of Engagement

3.1 Key themes

Across all the open-ended written responses (12349 comments from 3210 respondents) in the survey, key themes were identified that covered a variety of topics, positions, and views with support for:

- Multi-modal options for transport (928 comments)
- Increased connectivity on the North Shore (451 comments)
- Relieving congestion and disruption to and from the North Shore (379 comments)
- Potential light rail routes/ connections (346 comments)
- Better access to the central city (328 comments).

3.2 Feedback on scenarios

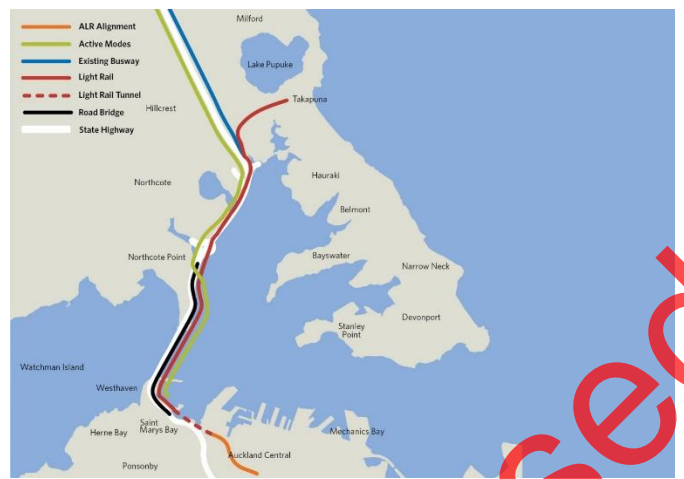
The public survey presented **five scenarios** for crossing Te Waitemata including summarised information about the benefits and challenges of each scenario (see Table 3 or Appendix A).

The scenarios represented a range of potential solutions that could be put in place over the next 15-20 years. Table 3 shows each scenario with a map.

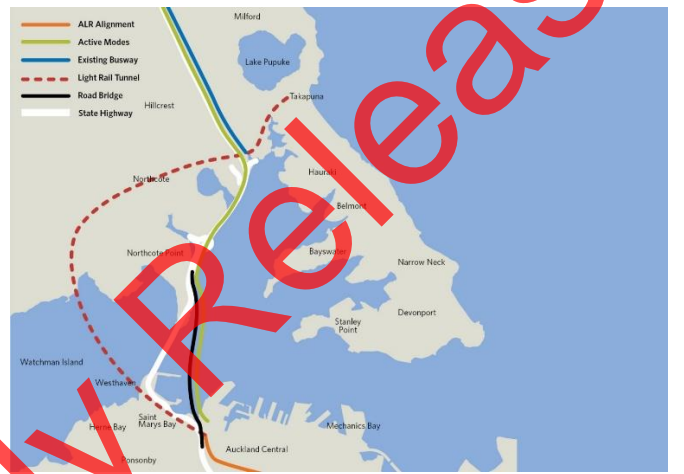
Table 3: Five engagement scenarios.

Scenario	Map
Scenario 1: New light rail tunnel (east), road tunnel, walking and cycling on Auckland Harbour Bridge	

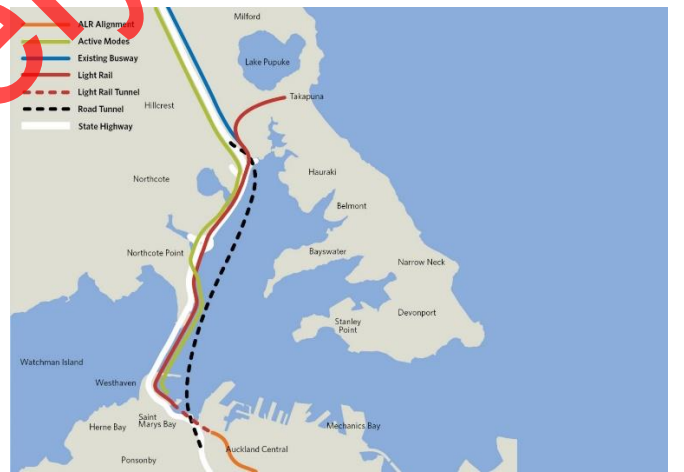
Scenario 2: New light rail, walking and cycling and road bridge



Scenario 3: New light rail tunnel (west), new walking and cycling and road bridge.

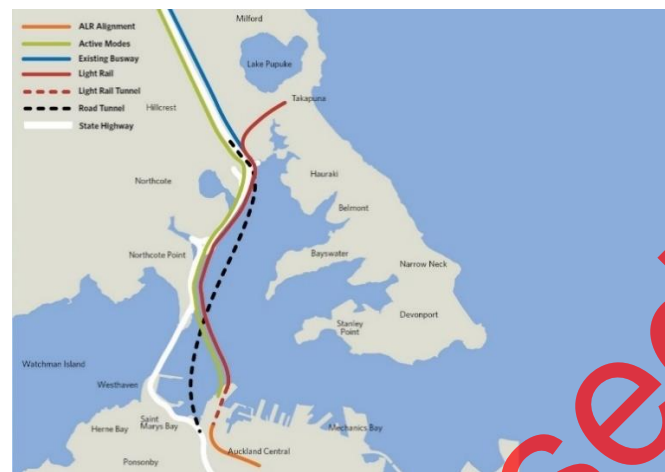


Scenario 4: New light rail, walking and cycling bridge and road tunnel.



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Scenario 5: New light rail, walking and cycling bridge and road tunnel.



Respondents were asked to give feedback on the scenarios via three open ended questions, what they like, what they didn't like, and if anything was missing. The comments for each question were coded into key themes and counted to understand public sentiment on the proposed scenarios.

3.2.1 What people like

The key themes identified by what survey respondents said they like were:

- Tunnels are better and more resilient (160 comments)
- Support for walking and cycling options (104 comments)
- Connect more areas by light rail (81 comments)
- All transport modes need to be catered for (66 comments)
- Make sure there is a low impact on the environment (58 comments)
- Better transport options to and from the North Shore (51 comments)
- Requests for public transport routes that connect North Shore suburbs (37 comments)
- Mixed sentiment for a light rail connection to Devonport Peninsula (34 comments)
- The project needs to future proof Auckland's transport network (31 comments)
- Improve car capacity over the bridge (28 comments)
- Speed to construct (27 comments)
- Support for options that cause minimal disruption during construction (23 comments)
- Direct light rail links to Takapuna (21 comments)
- Making sure there is a separation of local and through traffic (20 comments).

3.2.2 What they don't like

The key themes identified by what survey respondents said they didn't like were:

- More roads that will create or worsen congestion (78 comments)
- The project does not prioritise rapid transit and active modes (45 comments)
- This will be expensive to construct and operate (42 comments)
- Auckland's transport network needs greater resilience (29 comments)
- A proportion of people do not support light rail (23 comments)

- People are concerned that there will be lengthy delays in construction (21 comments)
- Concern that all options will increase emissions (20 comments)
- Some people are unsupportive of long rail tunnels (18 comments)
- Providing cycle lanes will not reduce traffic (18 comments)
- That there is too great a reliance on the existing Auckland Harbour Bridge (17 comments)
- There is not enough walking and cycling access to Devonport (14 comments)
- Some people dislike light rail, so we need to future proof existing rail connections (13 comments)
- That there is not a western light rail route (12 comments)
- Extra cost provision for walking and cycling options (11 comments).

3.2.3 Anything we've missed.

Fifty five per cent (1,177 of survey respondents) responded to this question by providing a free text comment. The key themes were:

- The project needs a greater emphasis on public transport (208 comments)
- There needs to be more light rail connections (122 comments)
- There also needs to be more walking and cycling options (86 comments)
- Long term planning is important to people (47 comments)
- Operational carbon needs to be considered (28 comments)
- Requests for a cost benefit analysis (24 comments)
- An earlier start date would be vastly preferred (15 comments).

3.2.4 Factors important to the community

Respondents were asked to rate the importance of key factors of the scenarios using a 7-point Likert scale. Figure 8 below shows the proportion of those respondents who ranked the factor as important (Top 3 box score), neutral (4) and not important (bottom 3 box score). The most highly rated factor was efficiency followed by the resilience of an option to accidents or weather events. Figure 7 shows the full range of sentiment (all respondents – 3215).



Figure 7: Responses to “thinking about the possible scenarios, what factors are important to you?”.

3.3 Public transport across Te Waitematā

Feedback was sought on how to connect public transport across Te Waitematā to the North Shore. We asked people to tell us what was more important to them when connecting to the North Shore. Information on the three options was included in the online survey (see Appendix A).

Respondents preferred a direct link to Takapuna from the Central City. There were similar levels of sentiment for ‘no preference’ towards the Highbury and Bayswater routes. Figure 8 displays this sentiment across all respondents (3,215), respondents from the northern local board areas (Rodney, Upper Harbour, Hibiscus and Bays, Devonport-Takapuna, Kaipātiki) (1,599), as well as respondents from all other boards (1,616).

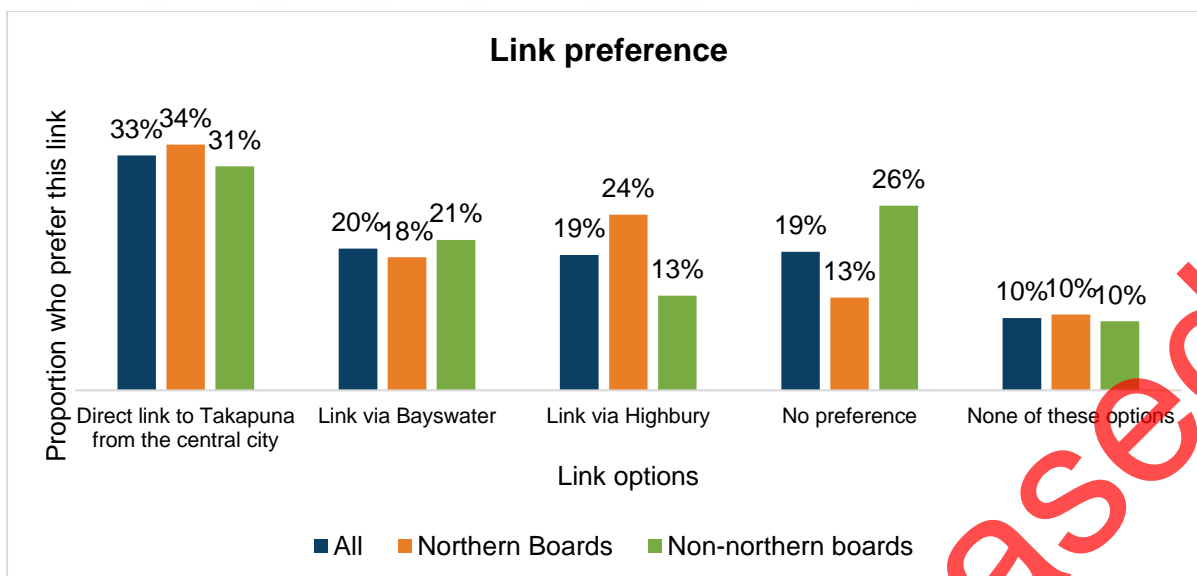


Figure 8: Responses to “what is important when connecting to the North Shore”.

Respondents from the northern local board areas (Rodney, Upper Harbour, Hibiscus and Bays, Devonport-Takapuna and Kaipātiki) favoured a direct link from Takapuna to the central city, however there was a clear preference for a Highbury link rather than a Bayswater link.

We asked people to tell us why they thought their favoured option for connecting to the North Shore was more important. As shown in Table 4, we heard:

Table 4: Key themes for the question “what is more important when connecting to the North Shore”.

Option	Total comments	Breakdown of key themes
Direct link to Takapuna from the Central City	765 comments	Takapuna is a key destination (265 comments).
		Shortest route (225 comments).
		Fastest to build (86 comments).
		Lower cost (76 comments).
Link via Bayswater to Takapuna	532 comments	Area currently has limited transport options (247 comments).
		Would ease Lake Road congestion (221 comments).
Link via Highbury to Takapuna	507 comments	Serves a large number of people (247 comments).
		Area currently has limited transport options (191 comments).
		Would ease Onewa Road congestion (96 comments).

No preference	295 comments	Don't live in or travel to the North Shore often (134 comments).
None of these options	294 comments	Too much focus on Takapuna (48 comments).
		Do not support light rail in general. (38 comments).

3.3.1 Connecting the North Shore

The survey asked people for their feedback on:

- five options for improved public transport though the North Shore; and
- where an increase and housing, jobs, and services should occur.

The results of these questions are included below. We have included the overall survey results, and then the specific feedback from North Shore residents. This is useful for understanding the local community viewpoint. All options are included in the survey (see Appendix A).

3.3.1.1 Feedback on options for improved public transport through the North Shore

Respondents rated the favourability of each option on a 7-point Likert scale. Increasing the current capacity of the Northern Busway (Options 1) and Converting the Northern Busway to Light Rail (Option 2) were rated highly. Option 2 did have a higher proportion of 'not at all favourable' than Option 1. When broken down by regions, those from the northern local boards ranked the conversion as not at all favourable. This is shown in Figure 9 (all respondents – 3.215).

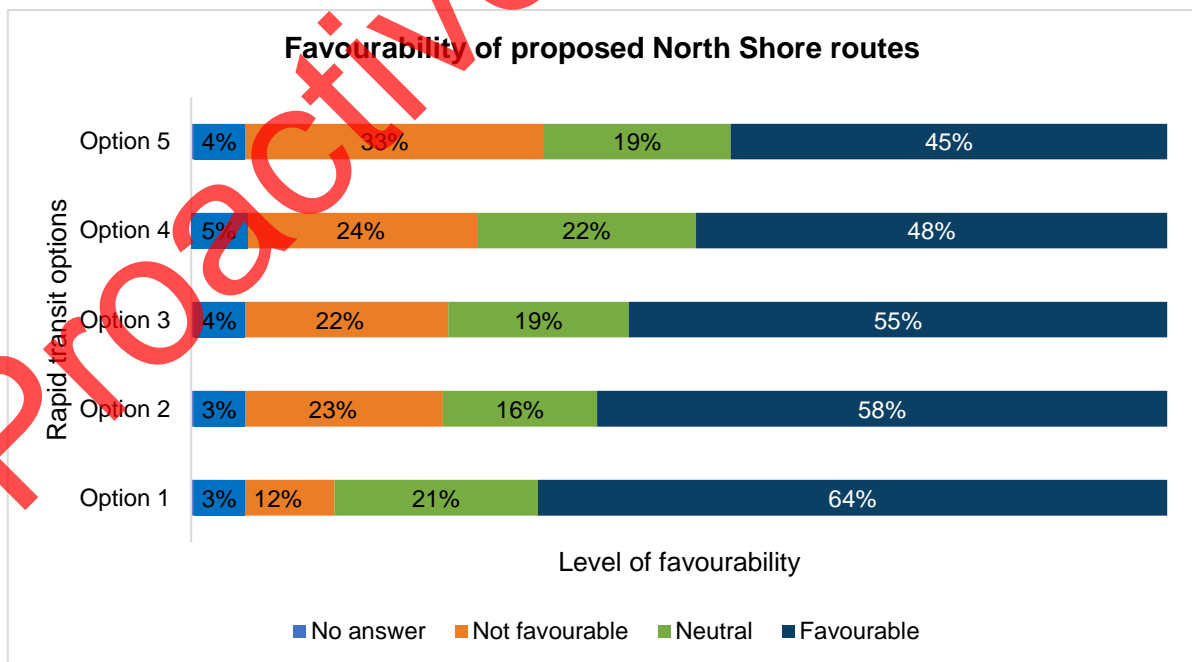


Figure 9: Sentiment towards rapid transit options for the North Shore.

For the options for a new route, the western route (Option 3,) was the most favourable for respondents. The route towards Devonport (Option 5) was the least favoured, particularly when looking at people living in the northern local board areas. Figure 10 demonstrates this, and it also shows respondents from the northern local board areas (Rodney, Upper Harbour, Hibiscus and Bays, Devonport-Takapuna, Kaipātiki – 1,599).

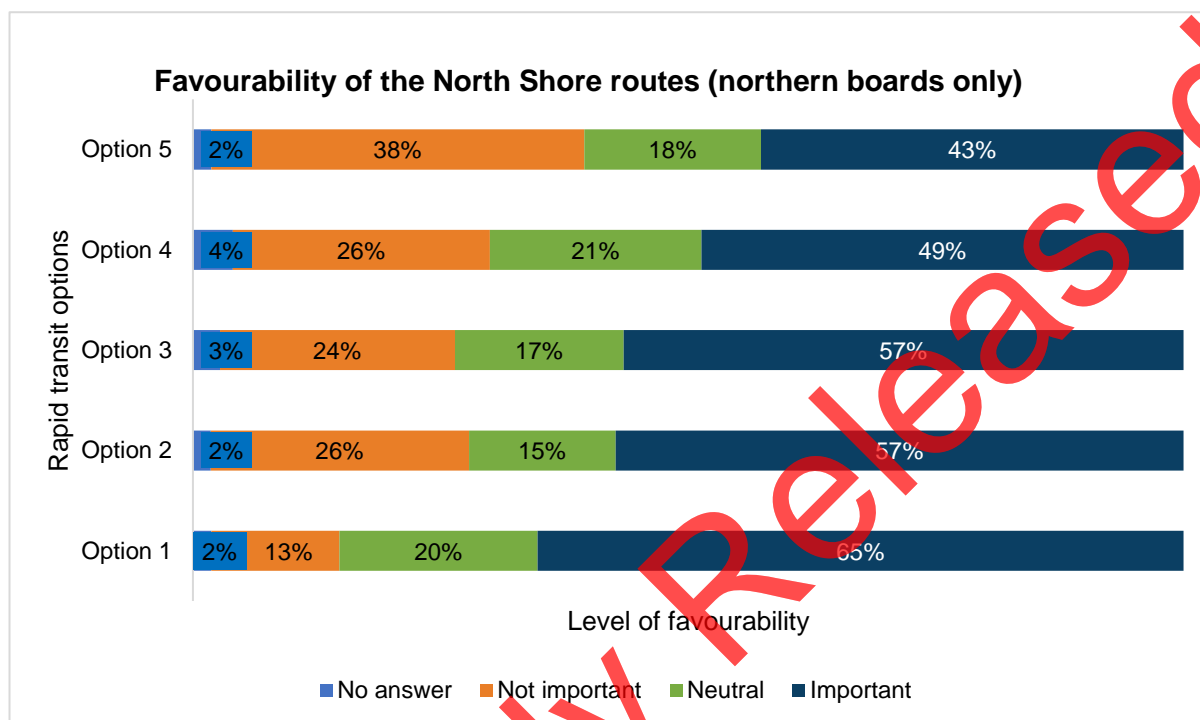


Figure 10: Sentiment towards rapid transit options for the North Shore – North Auckland responses only.

We also asked if there were any new areas that we did not identify to grow and connect with light rail. There were 1,405 responses to this question, with suggestions for many specific locations around Auckland. The key areas that were mentioned most frequently were:

- Albany (215 comments)
- Silverdale (119 comments)
- Devonport (108 comments)
- Glenfield (95 comments)
- Birkenhead (79 comments)
- Orewa (77 comments)
- Northcote (64 comments)
- Beach Haven (51 comments)
- Hobsonville (42 comments)
- Warkworth (37 comments)
- Milford (23 comments).

3.3.1.2 Where people want to see an increase in housing, jobs, and services.

Respondents selected the area they would like to see an increase in housing, jobs, and services on the North Shore. All options are included in the survey (see Appendix A).

Figure 11 shows respondents would prefer there was development around both the Northern Busway and other existing communities on the North Shore. It includes all respondents (3215), respondents from the northern local board areas (Rodney, Upper Harbour, Hibiscus and Bays, Devonport-Takapuna, and Kaipātiki – 1599), and all other local boards (1616).

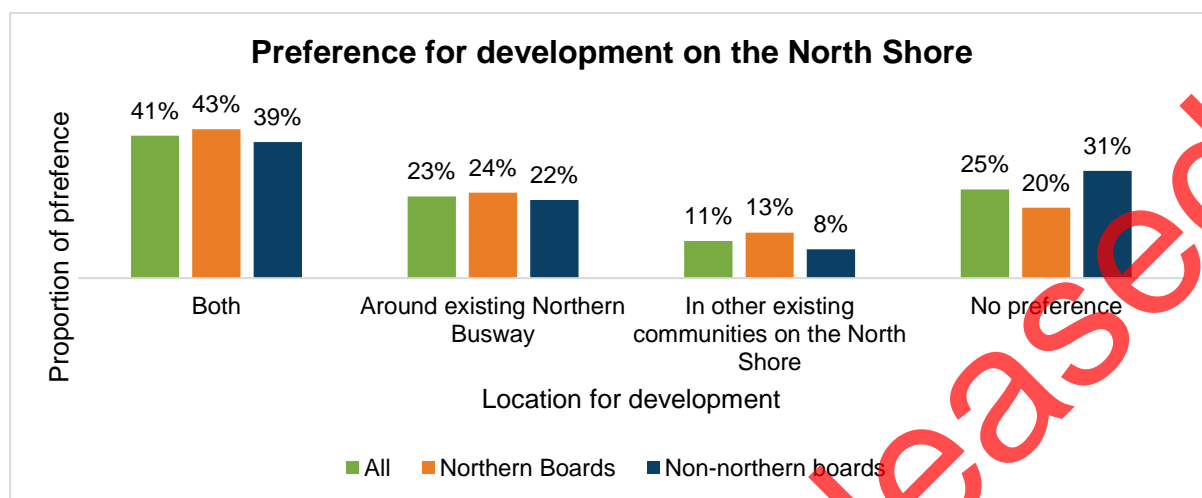


Figure 11: Response to the question “do you want an increase in housing, jobs and services around the Northern Busway or in other existing areas of the North Shore?”.

When we look at the results for the respondents from the northern local board areas, we see a similar story to that from all respondents, with slightly fewer people selecting no preference.

3.4 Delivery

To inform the staging and final delivery of project components, the survey asked respondents to rate the importance of key elements of the project. All elements are included in the survey (see Appendix A).

Key themes in response to this question were:

- Light rail connections had the highest proportion of respondents who rated it ‘most important’.
- Walking and cycling options had the second highest proportion of respondents ranking it as ‘most important’, but also the highest proportion of respondents ranking it as ‘least important’, with the smallest neutral response.
- General traffic had the second highest proportion of respondents who rated it of importance and the highest proportion when separating respondents in the northern local board areas.
- Northern Busway improvements and goods, services and freight were not rated as most important or least important by respondents, however both rated higher in importance than walking and cycling overall.

Results from all respondents (3,215) are shown in Figure 12; respondents from the northern local board areas (Rodney, Upper Harbour, Hibiscus and Bays, Devonport-Takapuna, Kaipātiki – 1,599) are shown in Figure 13.

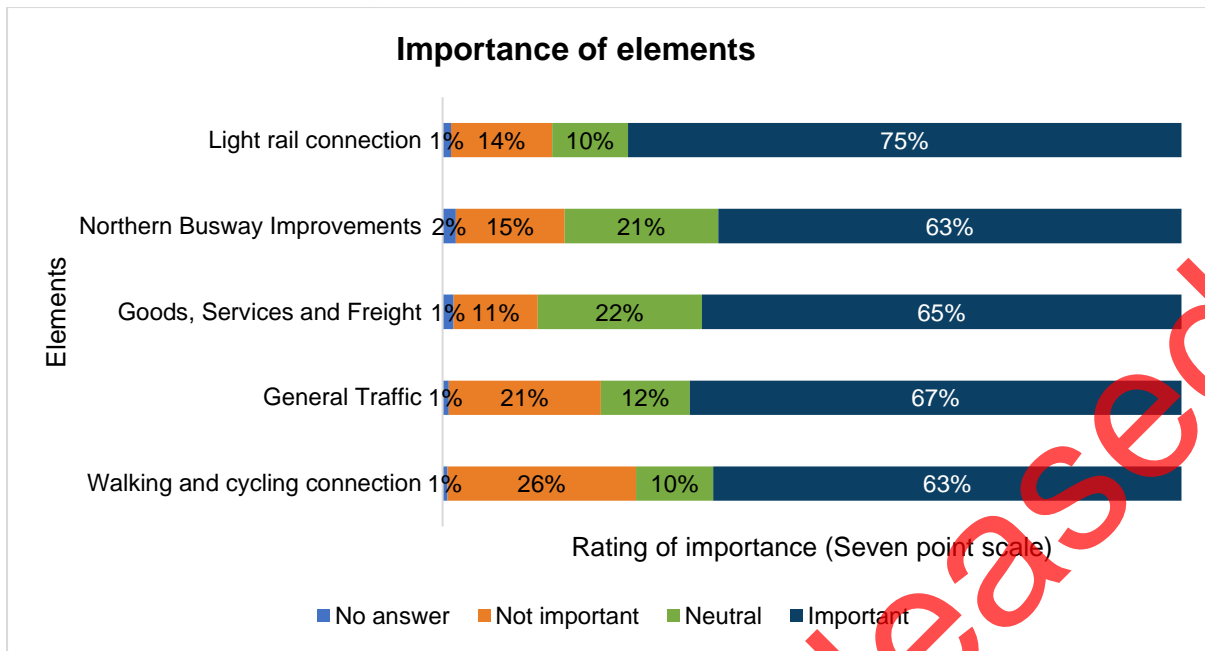


Figure 12: Response to the question “how important are the following elements to you?”

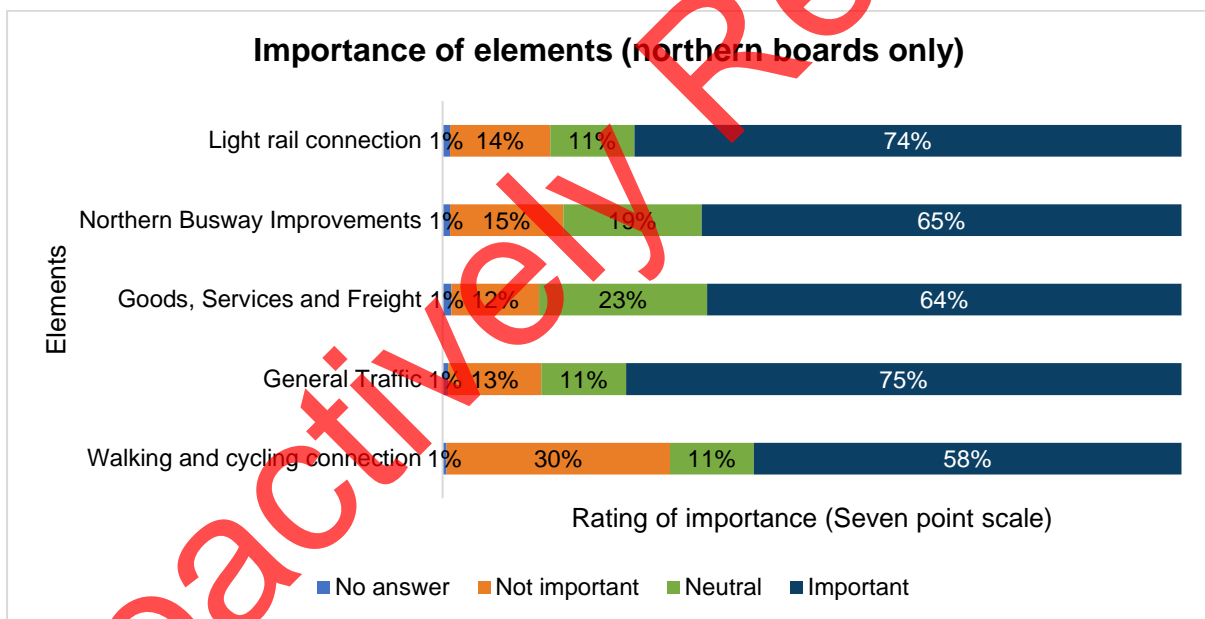


Figure 13: Response to the question “how important are the following elements to you?” – North Auckland responses only.

3.4.1 Other feedback

The survey gave people the chance to leave feedback on any other aspect of the project. There were 1,822 comments on various topics. The key themes identified were:

- The importance of providing for walking and cycling options to cross Te Waitematā (104 comments)
- More tunnel options for crossing Te Waitematā, instead of more bridges for road traffic (71 comments)

- The project needs to cater to all transport modes (66 comments)
- Support for more transport options to and from the North Shore (51 comments)
- Support for a tunnel option, to ensure resilience for Auckland's transport network (48 comments)
- Support for Scenario 3 (New light rail tunnel (west), new walking and cycling and road bridge) and the opportunities it provides for future light rail connections (46 comments)
- Support for a light rail tunnel (41 comments)
- Advocacy towards a low impact on the environment (38 comments)
- Request for more transport routes that support moving around North Shore suburbs (37 comments)
- Support for light rail (35 comments)
- Support for a light rail connection to Devonport peninsula (34 comments)
- Importance of futureproofing 'our' transport network (31 comments)
- Need for improved car capacity over the bridge (28 comments)
- Desire to have something constructed quickly (27 comments)
- Preference for options that minimise disruption during construction (23 comments)
- Support for light rail to Takapuna (21 comments)
- Support towards scenarios with the lowest carbon emissions during construction (20 comments)
- Importance of separating local traffic from through traffic (20 comments)
- Support for using the existing Auckland Harbour Bridge for walking and cycling (19 comments).

We received 35 emailed pieces of feedback on the project through our dedicated project inbox. Some of these pieces of feedback suggested alternative scenarios to what was presented in the engagement material. These included:

- Adding a toll to the motorway to reduce congestion
- Suggestions to replace the existing Auckland Harbour Bridge with a like-for-like structure
- Reconstructing the existing Auckland Harbour Bridge with different provisions for certain modes (e.g., clip-ons for walking and cycling)
- Shifting the proposed alignment of all options to other areas around Te Waitematā, such as Meola Reef
- Adding gondolas, monorail, or a sky train mode to either the existing Auckland Harbour Bridge or a new bridge connection
- Alternative alignments for the proposed bridge options and tunnel options
- Alternative scenarios with options not under consideration
- A multi-staged plan for reconstruction of the Auckland Harbour Bridge.

3.4.2 Feedback on information

Survey respondents were asked to give feedback on the information provided during the engagement process. Respondents who found the information useful for giving feedback (top three box score) was 75%. The proportion of respondents who did not find the information useful (bottom three box score) was 7% as shown in Figure 14 (all respondents – 3215).

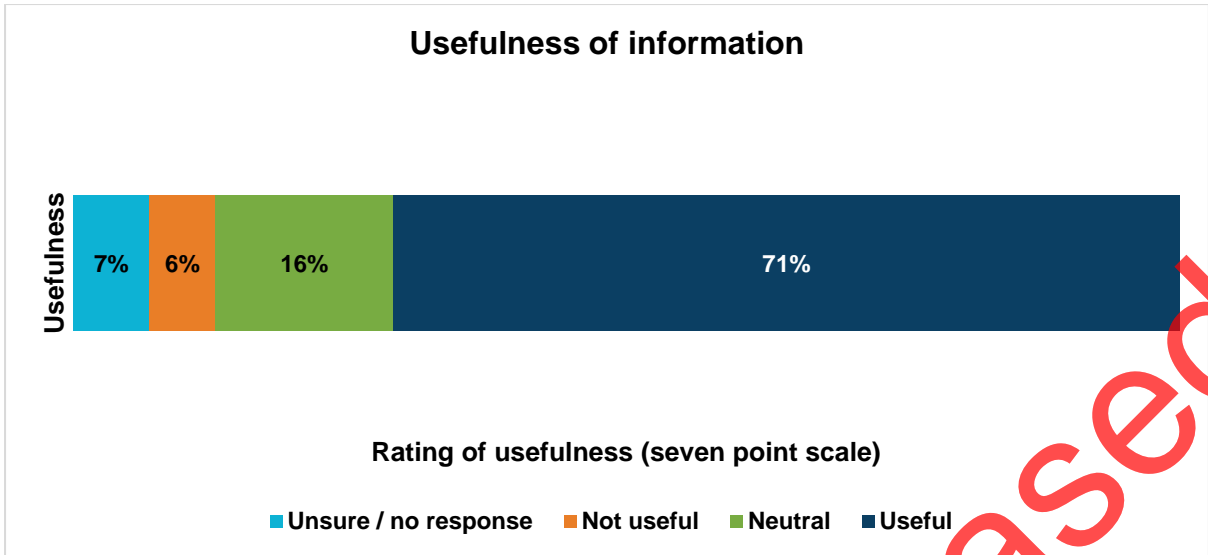


Figure 14: Sentiment towards the usefulness of the information in the survey.

3.5 Hapori Māori Engagement

Engagement principles include partnering for outcomes with Māori, being early, targeted, genuine, and meaningful engagement with Māori was driven by the Māori Partnerships team, who ensured iwi, hapū, marae, kura, hapori and whānau were given an opportunity to provide feedback through targeted engagement with Mana Whenua and mātāwaka - those who do not whakapapa to Ngā Iwi Mana Whenua o Tāmaki Makaurau. This included targeted Hapori Māori engagement with kura kaupapa, marae and the hapori whānui (wider community). There are large populations of Māori in south Auckland and west Auckland areas, which the project team sought to engage with specifically during the engagement period.

Feedback was gathered both on the consultation options and wider employment, social and economic opportunities, and implications that could feed into the business case outcomes. A summary of the process and feedback was provided by the Māori Partnerships team.

4. Reach and media

During the formal engagement period, our print and digital campaigns to raise awareness on the project had a potential reach of more than 20 million impressions⁴. More than six million impressions were measured overall. The radio campaign potentially captured more than 2.5 million listeners, and outdoor advertising reached many Aucklanders. Additionally, the advertorial in the NZ Herald (first published 26 April 2023) reached more than 1.3 million daily readers, and more than 2.2 million weekly readers. Table 5 below summarises impressions and clicks.

Table 5: Summary of advertising - impressions and clicks.

Campaign	Duration	Impressions	Clicks
Social media (Facebook - boosted)	30 March – 26 April 2023	773,830	3,598
Digital display	3 April – 16 April 2023	1,179,032	1,480
Video YouTube Display	11 April – 25 April 2023	119,052	97
Social media	14 April – 25 April 2023	1,010,850	3,515
Craccum – Instagram and Facebook	4 April – 20 April 2023	2,937	N/A
Commuter Network digital posters	3 April – 24 April 2023	552,000	N/A
ROVA	3 April – 24 April 2023	250,178	N/A
Chinese Herald (mobile)	3 April – 9 April 2023	206,236	174
Chinese Herald (desktop)	3 April – 9 April 2023	21,503	30
Digital display (re-targeting)	26 April – 1 May 2023	465,028	4,374
Social media (re-targeting)	26 April – 1 May 2023	598,512	
NZ Herald advertorial – print and online	26 April 2023 (print) 1 May 2023 (online)	888,394 (online)	3,282
Totals:		6,067,552	16,550

A social media tile and wording was provided to numerous websites and e-newsletters in support of the engagement period. The project was featured by:

⁴ This figure includes all paid media only. It does not take into account earned media stories covering the launch of engagement and beyond.

Table 6: Summary of e-newsletter and website features during engagement.

Date	Channel
20 March – 20 April 2023	Waitematā Local Board area e-newsletter
13 April – 27 April 2023	Business North Harbour fortnightly e-newsletter
14 April 2023	Hibiscus and Bays, Rodney, and Upper Harbour Local Board areas Facebook pages
20 April – 20 May 2023	Kaipātiki Local Board area e-newsletter
21 April 2023	Wynyard Quarter Transport Management Association website and e-newsletter
24 April 2023	Devonport-Takapuna and Kaipātiki Local Board area Facebook pages

Additionally, media stories were monitored across the engagement period. These were recorded as the engagement period ran. A summary of these stories is included as Appendix B.

Proactively Released

5. Partner Network Engagement

Our project partners include Ngā Iwi Mana Whenua o Tāmaki Makaurau, Auckland Council and Auckland Transport. Representatives from our partners are working alongside our team to ensure partner interests are heard throughout the IBC process. Partners participate at a governance and kaitiaki/ operational level, reviewing and inputting into engagement planning and attending stakeholder events. Engagement opportunities were extended to their wider networks, with senior representatives invited to all key stakeholder events. This ensured partner's communities were given an opportunity to have their say.

5.1 Ngā Iwi Mana Whenua o Tāmaki Makaurau

WHC is committed to partnering with Mana Whenua, meeting statutory obligations under Te Tiriti o Waitangi, and recognising the importance of the Mana Whenua relationship to the lands and places of significance in Tāmaki Makaurau.

The Communications and Engagement team worked closely with the Māori Partnerships team, who put processes in place to capture, respond, and communicate the feedback received from Mana Whenua to the wider team.

5.2 Auckland Council

Auckland Council elected bodies include the governing body and 21 local boards. Engagement with these elected members is considered essential given their role in representing the communities of Tāmaki Makaurau. Engagement activities targeted elected representatives and Council employees.

5.2.1 Council staff

The project team worked with Engagement Advisors and Local Communications Advisors from six local boards to spread the word about engagement to their local board areas. This helped the team understand appropriate methods of engagement within each community and identify key community stakeholders. Discussions with Council staff are ongoing and will continue across all phases of the project.

5.2.2 Elected representatives

An essential focus of engagement was with elected representatives who are democratically elected to represent the people of Tāmaki Makaurau and understand the issues and strategic vision for their communities. Four of the local boards provided formal submissions (see section 8.3).

Table 7 below summarises engagement opportunities provided to Auckland Council staff and elected members across the formal engagement period.

Table 7: Table of engagement opportunities presented to Auckland Council Elected Members.

Date	Event
2022 (pre-Alliance)	<p>Prior to the Alliance forming Waka Kotahi undertook the following engagement:</p> <ul style="list-style-type: none"> - Memo circulated to local boards and councillors providing a general update on the project and raising awareness. - Local Boards Chairs Forum meeting attended. - Six local boards were met to provide a general awareness of the project and advise of the proposed engagement approach.
2 December 2022	Local Board Joint Meeting (all 21 local boards invited) attended to provide a general update and awareness raising.
7 February 2023	Hibiscus and Bays Local Board workshop presentation
8 February 2023	Kaipātiki Local Board workshop presentation
8 February 2023	Waitematā Local Board workshop presentation
9 February 2023	Upper Harbour Local Board workshop presentation
16 February 2023	Transport and Infrastructure Committee public business meeting attended (pre-engagement)
28 February 2023	Devonport-Takapuna Local Board workshop presentation
2 March 2023	Hauraki Gulf Forum (information provided where presentation was cancelled due to Cyclone Gabrielle)
6 March 2023	Rodney Local Board workshop presentation
30 March 2023	Engagement launch event
5 April 2023	Stakeholder workshop series with attendance at Elected Representatives breakfast session
17 April 2023	Kaipātiki Local Board Plan event
18 April 2023	Ministerial stakeholder event
20 April 2023	Six most affected local boards joint presentation and interactive world café session – attended by Waitematā Local Board, Devonport-Takapuna Local Board, and Kaipātiki Local Board
24 May 2023	Auckland Council staff engagement (at council building) – Part 1
7 June 2023	Auckland Council staff engagement (at WHC office) – Part 2
12 June 2023	Hauraki Gulf Forum Presentation

14 June 2023

Transport and Infrastructure Committee Workshop (part of ongoing engagement)

Table 7 excludes events and opportunities that were offered to elected representatives that did not take place or were outside the preparation of this report.

5.3 Auckland Transport

Wider Auckland Transport personnel were given several targeted opportunities to engage with the project team, summarised in Table 8 below.

Table 8: Table of engagement opportunities presented to Auckland Transport.

Date	Event
13 February 2023	Freight Working Group presentation
21 February 2023	Freight Reference Group
30 March 2023	Engagement launch event
3 April 2023	Freight Working Group presentation
5 April 2023	Stakeholder workshop series
18 April 2023	Ministerial stakeholder event
19 April 2023	Public Transport Accessibility Group presentation

6. Stakeholder feedback

Key stakeholders from a wide range of groups were engaged with across the engagement programme and were encouraged to complete the online survey or provide direct feedback between March and May 2023, which many did. This section outlines the meetings and events held with stakeholders. It also contains a summary of feedback received from key stakeholders.

6.1 Stakeholder events

Key stakeholders were invited to, and a number attended, one or more of our targeted stakeholder events. These were framed to bring stakeholders along the journey for this project and help them understand the options considered. The events are summarised in Table 9.

These events were held in addition to individual stakeholder meetings (see section 2.2). Two of these events were significant for the project; the stakeholder workshop series (more than 260 invitations sent), and the Ministerial stakeholder event (more than 180 invitations sent).

Table 9: Summary of key stakeholder events.

Date	Event	Summary
5 April 2023	Stakeholder workshop series	<p>The stakeholder workshop series was a four-session event held across the day. Each of the four sessions had a different audience of identified stakeholders, with bespoke teams presenting at each and interactive discussions with the project team. The sessions were:</p> <ul style="list-style-type: none"> • Elected Representatives breakfast, • Transport and Freight morning tea • Sustainability, Environmental, Social Outcomes Working Session • Professional Associations World Café Industry event. <p>There were more than 180 invitations sent for this event. Additionally, we welcomed sign-ups from Professional Association members for the world café session only.</p>
18 April 2023	Ministerial stakeholder event	<p>This event was an invite-only breakfast event for key stakeholders. This was a world café style session that gave participants the chance to speak to their organisation's ideas and aspirations for the project. More than 260 invitations were sent out for this event.</p>
20 April 2023	Elected Representatives	<p>The Elected Representatives workshop was held to give an additional opportunity for Local Board members to learn about the project and ask questions</p>

	World Café workshop	of a range of experts from the project team. Attendees consisted of representatives from Devonport-Takapuna Local Board, Kaipātiki Local Board, and the Waitematā Local Board.
26 April 2023	Webinar information session, online	Online information session on the project. This was open to the community as well as key stakeholders.

6.2 Stakeholder meetings

Individual meetings were held with key stakeholders as summarised in Table 10. Groups with several key stakeholders are identified by a list. This table represents meetings held between February 2023 to May 2023 only.

Ongoing targeted engagement with key stakeholders has continued past May 2023 to inform further project phases.

Table 10: Stakeholder meetings.

Organisation	Date
Freight Working Group Representatives from: Auckland Transport, Ministry of Transport, Auckland Council, Waka Kotahi NZ Transport Agency, KiwiRail, Auckland International Airport, NZ Couriers, Post Haste. National Road Carriers, Ira Ara Aotearoa Transporting NZ, Ports of Auckland, Mainfreight, Automobile Association, and the NZ Heavy Haulage Association.	13 February 2023
Freight Reference Group Representatives from: Auckland Transport, Auckland Council, KiwiRail, Ira Ara Aotearoa Transporting NZ, National Road Carriers, Bonneys, NZ Couriers, NZ Heavy Haulage Association, Mainfreight, Ports of Auckland, Automobile Association, Auckland International Airport, Waka Kotahi NZ Transport Agency, and the Ministry of Transport.	21 February 2023
Department of Conservation Representatives from: Waka Kotahi, Project Team, and Auckland office of DOC. <ul style="list-style-type: none"> Sharing of information on options development and constraints. 	21 February 2023
Pouhere Taonga Heritage NZ <ul style="list-style-type: none"> Update on the project. 	23 February 2023

Transpower – Utilities coordination meeting.	1 March 2023
Hauraki Gulf Forum Representatives for the Minister of Conservation, the Minister of Fisheries, and Te Puni Kōkiri Representatives from: Auckland Council (Councillors), Waiheke Local Board, Aotea/Great Barrier Local Board, Hauraki District Council, Matamata-Piako District Council, Thames-Coromandel District Council, Waikato District Council, Tangata Whenua.	2 March 2023
Department of Conservation Representatives from: Waka Kotahi, Project Team, and Auckland office of DOC. <ul style="list-style-type: none">Update on options development.	21 March & 18 April 2023
Transpower – Utilities coordination meeting.	21 March 2023
Freight Working Group Representatives from: Auckland Transport, Ministry of Transport, Auckland Council, Waka Kotahi NZ Transport Agency, KiwiRail, Auckland International Airport, NZ Couriers, Post Haste, National Road Carriers, Ira Ara Aotearoa Transporting NZ, Ports of Auckland, Mainfreight, Automobile Association, and the NZ Heavy Haulage Association.	3 April 2023
Wynyard Quarter Transport Management Association Representatives from: ASB, Auckland Theatre Company, Auckland Transport, BC11328, Genesis, Mott MacDonald, NZ Marine, Park Hyatt Hotel, Eke Panuku, Precinct Properties, Sanford, Viaduct Harbour Holdings, and Waitematā Local Board.	5 April 2023
Forest and Bird <ul style="list-style-type: none">Update on the project.	13 April 2023
City Centre Residents' Group <ul style="list-style-type: none">Project update and presentation from project team.	13 April 2023
St Mary's Bay Residents Association <ul style="list-style-type: none">Project update and presentation from project team.	13 April 2023
Eke Panuku <ul style="list-style-type: none">Project update and presentation from project team.	17 April 2023
Automobile Association <ul style="list-style-type: none">Project update and presentation from project team.	18 April 2023
Public Transport Accessibility Group	19 April 2023

<p>Internal representatives from: Auckland Transport and Auckland Council.</p> <p>Organisational representatives from: Auckland University: Brain Research Clinic, Association of Blind Citizens of New Zealand, Blind Foundation, CCS Disability Action, Deaf Aotearoa, The Brain Injury Association, People First New Zealand, and the Seniors Advisory Panel.</p> <ul style="list-style-type: none"> Meetings were also open to people with general or physical impairment, vision impairment, hearing impairment, cognitive impairment, and/or senior citizens – all must have been attending in a professional capacity. 	
<p>Auckland International Airport</p> <ul style="list-style-type: none"> Update on the project. 	27 April 2023
<p>Takapuna Beach Business Association</p> <ul style="list-style-type: none"> Presentation to the monthly meeting and Q&A session. 	27 April 2023
<p>Auckland Housing and Urban Growth Joint Programme</p> <p>Representatives from: Auckland Council, Auckland Transport, Ministry of Business, Innovation and Employment, Eke Panuku, Ministry for the Environment, Ministry of Housing and Urban Development, Ministry of Transport, Kāinga Ora – Homes and Communities, AucklandNZ, and the Ministry of Education.</p>	28 April 2023
<p>Campaign for Better Transport</p> <ul style="list-style-type: none"> Update on the project. 	28 April 2023
<p>Kāinga Ora and Ministry of Housing and Urban Development (MHUD)</p> <ul style="list-style-type: none"> Update and presentation on the project. 	1 May 2023
<p>Wynyard Quarter Transport Management Association</p> <p>Representatives from: ASB, Auckland Theatre Company, Auckland Transport, BC11328, Genesis, Mott MacDonald, NZ Marine, Park Hyatt Hotel, Eke Panuku, Precinct Properties, Sanford, Viaduct Harbour Holdings, and Waitemātā Local Board.</p> <ul style="list-style-type: none"> Update on the project. 	5 May 2023
<p>Automobile Association</p> <ul style="list-style-type: none"> Follow up to feedback and discussion of next steps including sharing results of AA survey 	9 May 2023
<p>Eke Panuku</p> <ul style="list-style-type: none"> Update on the project. 	17 May 2023

6.3 Stakeholder feedback summaries

Some key stakeholders provided written feedback, which is summarised in the Tables 11 to 16 below.

6.3.1 Central government

Table 11: Table of summarised feedback from central government.

Who	Summary of feedback
Department of Conservation	<ul style="list-style-type: none"> Feedback from DOC favours scenarios that minimise further impacts on the ecology of Te Waitematā. Reclamation at Oneoneo / Shoal Bay was brought up as a significant area where adverse environmental effects are to be avoided. While recognising that cost is a significant factor in this project, DOC emphasise the value of the natural environment of Te Waitematā, These factors need to be given weight in option assessments. This feedback appreciates the advantages of tunnelling options that avoid impacts on the natural landscape. However, DOC suggest further investigation is made into the feasibility of re-purposing the existing corridor without the need for any further reclamation.

6.3.2 Elected representatives

Table 12: Table of summarised feedback from elected representatives.

Who	Summary of feedback
Devonport-Takapuna Local Board	<ul style="list-style-type: none"> Devonport-Takapuna Local Board strongly support the addition of a new connection across Te Waitematā. Their submission recognises the need to integrate land use planning outcomes into decision making while also providing a resilient solution that considers the increasing effects of sea-level rise and high winds. Their response commented on the project's opportunities for engagement as rushed, lacking time for constituents to provide meaningful input on how the scenarios may affect their locality. When interpreting each scenario's assessment criteria, the local board questioned the absence of a marker for mana whenua views or carbon emissions post construction. They would have also liked a measure for expected trips for each mode travelling on each option. Additionally, interest was shown for greater information on net benefit of scenarios and the provision of light rail over heavy rail or other alternatives. For the Devonport-Takapuna area, the local board support options that provide a direct connection here. They speak to how this could be supported by an east-west connection on the North Shore with

	<p>Takapuna recognised as a central hub across to Devonport Peninsula and Sunnynook.</p> <ul style="list-style-type: none"> In addressing timing of delivery, their submission supports prioritised progress of walking and cycling facilities across the Waitematā Harbour. Specific support is given to the Northern Pathway cycle path between Constellation and Akoranga while noting the fragile ecological environment of this area.
<p>Kaipātiki Local Board</p>	<ul style="list-style-type: none"> Kaipātiki Local Board support the tunnel option for light rail included in Scenario 3 for its direct connection from the city to Kaipātiki and its ability to alleviate congestion on Onewa Road. If progressed, stations servicing this route are desired at: Highbury town centre, Glenfield Town Centre, Northcote Town Centre, and Wairau Valley commercial area. As a greater level of growth is predicted for Kaipātiki than the Devonport-Takapuna Local Board area, Kaipātiki Local Board do not support a light rail tunnel to Belmont and Hauraki. Importance was placed on the need for an adequate ‘east-west’ connection from Kaipātiki to Takapuna and the North Shore Hospital. At present, the Northern Busway is ineffective and only partially services this route. In the delivery of active travel modes, the Kaipātiki Local Board support the reallocation of road space as per Scenario 1 or an additional bridge crossing as in scenarios 2 and 4. Support is also given for an active modes corridor along the western side of State Highway 1 between Akoranga Drive to Constellation Drive. Kaipātiki Local Board suggest that this element is prioritised and be staged early on in the delivery of project. Due to the visual impact on the Te Waitematā, no support is given for a bridge connection between Westhaven and Sulphur Beach. The Kaipātiki Local Board recommend the integration of Māori motif and public art along the route as well as continued collaboration on delivery of the project. Kaipātiki Local Board also seek that Chelsea Sugar are consulted on the height requirements of any new bridge. Support is given for the tunnel options in Scenarios 1, 4 and 5 when providing for general traffic and freight for its resilience against increasingly severe weather events. Kaipātiki Local Board suggest investigation innovative solutions such as the self-propelled vehicles being utilised by Brisbane City Council as an alternative to higher cost rail options.
<p>Rodney Local Board</p>	<ul style="list-style-type: none"> Rodney Local Board request that a new harbour crossing has limited impact on the success of Northern Busway. Their submission details a

	<p>desire to keep frequent transit services from Albany and Silverdale into the CBD without requiring an interchange.</p>
Upper Harbour Local Board	<ul style="list-style-type: none"> The Upper Harbour Local Board's submission seeks the recognition of Albany and surrounding suburbs as fast-growing urban areas. These areas enjoy the direct routes currently provided by the Northern Busway and would not want any disruptions to this reliable service. Delivery of walking and cycling across Te Waitematā are strongly supported. Their submission recognises that if walking and cycling options may be delivered 'decades away' that this should be separated from the WHC project and prioritised. Upper Harbour suggest integration of a rapid transit system along SH18 into new roading networks. In addition, they recommend priority of an accessible, inclusive and climate resilient solution to crossing the Waitematā Harbour.
Waitematā Local Board	<ul style="list-style-type: none"> Selecting a cost-effective and aesthetically designed solution is a priority for the Waitematā Local Board. Due to pricing concerns, support is shown for an additional bridge providing for active and public transport modes. Support is given for the prioritised delivery of walking and cycling across the Waitematā Harbour as this connection is absent at present. Scenarios 2, 4 and 5 are suggested as viable options to fill this gap effectively. Waitematā Local Board emphasise the effect this project will have on carbon emissions in the future. No support is given for an additional structure solely for petrol driven traffic. Due to the significant impacts of construction works in Scenarios 1, 3 and 5, Scenarios 2 and 4 are better favoured for Waitematā residents. Waitematā Local Board support the integration of ferry services offering increased resilience to the transport network.

6.3.3 Economic and development groups

Table 13: Table of summarised feedback from economic and development groups.

Who	Summary of feedback
Auckland City Centre Residents' Group	<p>The City Centre Residents' Group (CCRG) is 'one of the entities' that advises Auckland Council on the expenditure of the City Centre Targeted Rate.</p> <ul style="list-style-type: none"> While acknowledging the metrics provided for the embedded carbon in each scenario, the CCRG call for greater clarity regarding total carbon emissions resulting from a new harbour crossing. The CCRG recognise a need for efficient short and medium-term transport solutions while construction is underway. Their suggestions

	<p>include increased access to electric double-decker busses and improved utilisation of frequent ferry services.</p> <ul style="list-style-type: none"> • This submission emphasises the need for transport infrastructure to follow the geographic trends of urban development, i.e., ‘Place comes before movement’. • The CCRG also seek further investigation into the suitability of the current city centre location of State Highway 1 and its impacts on air quality and traffic flows in our city centre. Other suggestions relate to the provision of alternative routes away from the densely populated city centre for both light and heavy traffic and the life expectancy of the current bridge if used exclusively for public and essential traffic only.
Employers and Manufacturers Association	<p>Employers and Manufacturers Association (EMA) is New Zealand’s largest business association, with membership of over 4,000 businesses in the Upper North Island.</p> <ul style="list-style-type: none"> • EMA support the tunnelled options from scenarios 1, 4, and 5. This is due to the resilience they provide to the wider network, as well as alternative routes for freight. However, EMA think that the bulk of traffic is driving through, not to, central Auckland. They have a view for a connection bypassing the city – reducing congestion – that incorporates tolling. • EMA support public transport in principle. They acknowledge that light rail may not go ahead, so design needs to be flexible to cater to any public transport option. • EMA are sceptical towards proposals including light rail due to the high cost this could potentially have, when compared to other public transport options.
Heart of the City	<p>Heart of the City is Auckland city centre’s business association, representing the interests of both businesses and property owners.</p> <ul style="list-style-type: none"> • Heart of the City express their desire for the project team to consider the city centre more throughout business case development and the options evaluation process. They want full consideration of the benefits and challenges for central Auckland (especially Wynyard Quarter) when options are assessed. • Consideration for city centre amenity and development capacity, including the potential property impacts on locations such as Wynyard Quarter and Westhaven Marina. • They submit their reservations towards a bridge option at Wynyard Quarter. Reference is made towards the way in which impacts to Wynyard Quarter are evaluated, ensuring this aligns with the intent of both the City Centre Management Plan and Waterfront Plan. • Heart of the City also want the project to consider accessibility to and from the city centre, options that shift non-city centre traffic away from city centre traffic.

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<p>Takapuna Beach Business Association</p>	<p>Takapuna Beach Business Association represent nearly 1000 businesses and commercial property owners in the Takapuna area.</p> <ul style="list-style-type: none"> • The Association want to see infrastructure that improves the resilience of the network, citing weather events that close the Auckland Harbour Bridge as evident to the vulnerability of current infrastructure. • The Association would like Takapuna metropolitan centre to receive direct rapid transit links on the main north connection, and not be a 'spoke'. Specifically, they would like feeder connections from around the North Shore directed into Takapuna and a direct high speed frequency connection directly between Auckland CBD and Takapuna Metro centre as a priority. They feel this recognises those that travel around the North Shore and from Tāmaki Makaurau Auckland's inner suburbs to Takapuna. In the event of any rapid transit upgrades on State Highway 1, the Association's view is that links to Takapuna should be staged as a priority directly following the upgrade.
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6.3.4 Community and social groups

Table 14: Table of summarised feedback from community and social groups.

Who	Summary of feedback
<p>Fire and Emergency New Zealand</p>	<p>Fire and Emergency New Zealand (FENZ) respond to medical emergencies, vehicle crashes or other incidents, as well as transport accidents.</p> <ul style="list-style-type: none"> • FENZ submit that the existing Auckland Harbour Bridge is an important cross-region route for fire appliances, part of a roading network critical to their ability to respond. • Following numerous engagements with the project team, FENZ express their support for connectivity, safety, and resilience outcomes. • FENZ do not yet have a preferred scenario. • A 'preferred' option to FENZ would incorporate design features laid out in their Firefighting Operations Emergency Vehicle Access Guide; ensure all facilities have fire appliance access; unobstructed access for emergency response through elements like wide shoulders or bus only lanes; provide adequate space for emergency personnel to carry out their work.
<p>Herne Bay Residents Association Incorporated</p>	<p>Herne Bay Residents Association Incorporated (HBRAI) is a group set up to protect the special character of the community, reflecting the interests of residents and businesses.</p> <ul style="list-style-type: none"> • HBRAI submit four considerations that are important to them – resilience, the urgency of a second connection, cost, and disruption. • Resilience is expressed as the most crucial. HBRAI submits that an additional vehicle-based connection needed to be staged first, to

	<p>reduce dependency on the existing Auckland Harbour Bridge. An additional connection in a different mode would follow to add capacity.</p> <ul style="list-style-type: none"> • HBRAI is concerned with cost and what could be realistically achieved before, during, and after construction. However, they state that the cheapest solution would not necessarily have the best outcomes in the long term. • Aesthetics are an additional consideration highlighted for features that are above the ground; integration with the Waterfront between Westhaven Marina to Britomart should be retained. Disruption should be avoided. • HBRAI state that the recommended way forward that provides efficiency, has minimal disruption, and demonstrates a clear understanding of cost and risk.
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6.3.5 Transport, environment and sustainability groups

Table 15: Table of summarised feedback from transport, environment and sustainability-based groups.

Who	Summary of feedback
Big Street Bikers	<p>Big Street Bikers is a local business and social enterprise focused on the removal of barriers to e-bike access across the country.</p> <ul style="list-style-type: none"> • Big Street Bikers broadly support improvements to walking and cycling infrastructure that helps to reduce Tāmaki Makaurau’s carbon emission reduction goals. • They support immediate improvements to the existing Auckland Harbour Bridge to cater to walking and cycling. This would be achieved by the reallocation of space. It is, in their view, low cost whilst providing long-term benefits. • Their feedback asks that should a bridge element proceed – like in scenario 4 – that this only be planned once the impacts of mode shift through existing infrastructure and congestion risks are assessed. • Big Street Bikers comments that separate engagement be held to explore priority staging for walking and cycling facilities and public transport across Te Waitematā.
Bike Auckland	<p>Bike Auckland is a non-profit organisation advocating for safe routes and good roads for cycling, hosting more than 25,000 members.</p> <ul style="list-style-type: none"> • Bike Auckland strongly support walking and cycling facilities to cross Te Waitematā. They believe this project has great potential to encourage mode shift. Bike Auckland also support increased public transport options around Tāmaki Makaurau. They think it should be staged first.

	<ul style="list-style-type: none"> • In terms of reducing emissions, Bike Auckland share the view that increasing road capacity would not encourage mode shift. They think that this does not honour emissions reduction plans that want to encourage less vehicle use. Demand for all modes depends on efficiency and cost. • Bike Auckland included comments from Bike Kaipātiki in their submission. Bike Kaipātiki is a chapter of Bike Auckland, representing the Kaipātiki Local Board area. In the event of light rail, an active modes corridor, or an upgraded busway (in the Kaipātiki area) the group would like to see easy access to all stations. Bike Kaipātiki also touch on the importance of an east to west connection(s) to allow people access to facilities.
<p>Campaign for Better Transport</p>	<p>Campaign for Better Transport are a volunteer society committed to better transport alternatives in Auckland and wider New Zealand.</p> <ul style="list-style-type: none"> • Campaign for Better Transport provided four principles that guide their perspective, expressing that they do not favour any of the scenarios where they contravene these principles. • They do not agree with additional capacity across the Waitematā Harbour, holding the view that traffic over the existing Auckland Harbour Bridge is at a consistent volume. They do not believe there is demand for more lanes and – due to cost - are concerned about the impacts that additional capacity would have either side of the Waitematā Harbour. • Broadly, they are concerned about the cost of upgrading SH1 to support capacity upgrades on the existing bridge. • Campaign for Better Transport propose a three-lane bridge option, with the centre lane as a tidal lane. They propose it be staged as a single package with active modes and public transport provisions to spread the cost across all modes. They would accept a “like for like” replacement of the existing Auckland Harbour Bridge. • Heavy rail is preferred over light rail. They do not support the latter due to the view that light rail would not resolve Northern Busway’s capacity issues. Light rail is also not supported due to slower travel times that would not compliment capacity issues. They express the view that slow travel times would not attract patronage from North Shore residents. • Campaign for Better Transport are not supportive of tunnelled options due to the carbon emissions during construction. They acknowledge lifetime carbon emissions as a consideration and a high uptake to maximise carbon reduction. • Concern is expressed towards past planning not catering for growth in the North Shore and Rodney area. They do not think that the project would future proof the wider transport network, and that it does not integrate with the rapid transit corridor proposed as part of Te Tupu

	<p>Ngātahi Supporting Growth's North transport network. They state that this isolates the needs of people north of Albany.</p> <ul style="list-style-type: none"> • Regarding disruption to sea level rise, Campaign for Better Transport suggest a public transport crossing act as a seawall, citing an example from the Netherlands. This is proposed as an alternative to raising the section of SH1 at Akoranga Drive / Esmond Road. • General comment placed around resilience and ensuring that the main access to the North Shore withstands extreme weather events. Campaign for Better Transport understand the resilience benefits a tunnel offers - but point to weather closing tunnels for periods of time – citing New York during Hurricane Sandy as an example.
<p>Cycling Action Network</p>	<p>Cycling Action Network (CAN) is a national charity advocating for a better cycling environment.</p> <ul style="list-style-type: none"> • CAN are supportive towards provisions for light rail and walking and cycling. • They are unsupportive of scenarios that add general traffic lanes. Tunnels are not supported due to the high cost and carbon emissions, and low BCRs.
<p>Extinction Rebellion Tāmaki Makaurau</p>	<p>Extinction Rebellion Tāmaki Makaurau is the local arm of an international movement that want to prevent mass extinction and minimise social collapse.</p> <ul style="list-style-type: none"> • Extinction Rebellion submit that the premise of an additional connection across Te Waitematā is unnecessary, and that reallocating space on the existing Auckland Harbour Bridge should happen instead. • They are unsupportive of all scenarios where they increase road capacity, create ecological damage through tunnelled options that are costly, and the expenses related with construction, maintenance, and offsetting carbon. Extinction Rebellion hold the view that this would burden the next generation already at risk from historic emissions. • Extinction Rebellion state that an additional connection would only worsen traffic, slow movement, create more congestion and induce climate collapse. • They are against public transport options connecting to the North Shore where the options are pre-constrained and do not identify several factors. • A preference for light rail is suggested but only where this reallocates arterial streets and uses existing infrastructure on the Auckland Harbour Bridge. • Freight, goods, and services are unimportant and should continue to rely on the Western Ring Route.

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<p>GetAcross</p>	<p>GetAcross is a campaign run by Movement for walking and cycling facilities across Te Waitematā.</p> <ul style="list-style-type: none"> • GetAcross are unsupportive of the scenarios. They are concerned with extra traffic (resulting in more emissions) and feel the project team have not considered VKT and the Emissions Reduction Plan.
<p>Protect Our Winters NZ</p>	<p>Protect our Winters NZ is a group who love winter and wish to protect it through positive climate outcomes. They are part of a wider international movement.</p> <ul style="list-style-type: none"> • Protect Our Winters support a tunnel option that would provide a high-capacity public transport link between the North Shore and central city. They think that this would improve public transport options on the North Shore. Support is also given for an active modes lane on the existing Auckland Harbour Bridge. • Their feedback proposes that a trial active modes lane be temporarily opened to measure public support. • They do not support options that add more vehicle capacity. Protect Our Winters state they would have preferred options discouraging personal vehicle use and reducing capacity.
<p>Royal Forest and Bird Protection Society of New Zealand Inc</p>	<p>Royal Forest and Bird Protection Society of New Zealand Inc (Forest and Bird) is the country's oldest conservation organisation, with seven branches in the Auckland region.</p> <ul style="list-style-type: none"> • Forest and Bird submit on their longstanding relationship with Hauraki Gulf/ Tikapa Moana. They note the gulf is at risk from pollution, habitat destruction and climate change stressors. They make general comments in relation to an additional connection at Te Waitematā. • A key priority is protection of the Hauraki Gulf Marine Park. Key considerations they put forward are avoiding seabed disturbance, minimise vibration disturbance of marine life (during construction and use), and minimise the impacts of activities and structures on the shore and sea birds of the Gulf. <p>Forest and Bird want to minimise the disruption to the seafloor, and avoid increase in sedimentation, land reclamation and the adverse effects to wildlife, Significant Ecological Areas, Significant Natural Areas and/or Marine Protected Areas.</p> <ul style="list-style-type: none"> • Forest and Bird state that infrastructure should not hinder the ability of species to adapt to climate change implications, should avoid land reclamation and vegetation clearance, and prioritise nature-based solutions when designing and constructing supporting infrastructure.

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Urban Auckland	<p>Urban Auckland is a group of urban specialists passionate about Tāmaki Makaurau. Their aim is to protect and enhance the natural and built environments of Auckland Central Business District and the waterfront.</p> <ul style="list-style-type: none"> • Urban Auckland is supportive towards scenario 2, namely a new bridge adjacent to the existing Auckland Harbour Bridge. They support this where it includes missing modes, adds resilience through providing an alternative, is cheap, achievable, and has the least carbon footprint. • Urban Auckland is less supportive of connections to and around the North Shore. Their view is that longer routes will make the project too expensive to go ahead. They also want the project team to consider freight rail transport and the potential Ports of Auckland relocation. • They would like the project to start construction as soon as possible, adding a light rail and active modes bridge. Support is not given for other bridge locations, out of concern for opposition from harbour users that would hamper the consenting process.
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6.3.6 Infrastructure based groups

Table 16: Table of summarised feedback from infrastructure-based groups feedback.

Who	Summary of feedback
Automobile Association	<p>The Automobile Association (AA), the country's biggest automobile club, prepared its submission with input from its Northland and Auckland District Councils, which represent the interests of almost 400,000 Members across the two regions.</p> <ul style="list-style-type: none"> • The AA's submission was also informed by a survey of its Auckland Members, which it ran during April. This was held after consultation with the project team. The AA survey received 9,180 unique responses. The following were some of the survey findings highlighted in the AA's submission: <ul style="list-style-type: none"> ○ 96% of respondents think Tāmaki Makaurau Auckland needs a new connection across Te Waitematā. ○ More than three-quarters of respondents consider peak congestion on or around the Auckland Harbour Bridge a major problem. ○ 90% of respondents think the new crossing should improve peak period congestion, including 65% who say it is crucial. ○ Two thirds of respondents consider closures of the Auckland Harbour Bridge due to weather is a major problem and this increases to 81% of respondents who cross the Auckland Harbour Bridge daily or most days.

	<ul style="list-style-type: none"> ○ Four out of five respondents think it is important that the new connection minimises disruption from adverse weather conditions. ○ Four out of five respondents think it is important that disruption to motorway users is minimised during construction of the new crossing. <ul style="list-style-type: none"> • AA submit there is likely to be widespread public expectation that an additional crossing will bring congestion down. However, they note that as all the scenarios are focused on crossing Te Waitematā, and not on the motorway network either side which is where cross-harbour congestion issues typically arise, none of them are capable of addressing the congestion problem. The AA consider this needs to be made clear to Aucklanders. • The AA supports the tunnelled road option as this option would separate traffic heading to/from the city centre with traffic heading to/from other locations, between Akoranga Drive and the Central Motorway Junction. In doing so it would improve efficiency, provide more reliable travel times, and better provide for growth than other options. • They state that a road tunnel is the only option which addresses the significant, specific and increasing resilience problem with the Harbour Bridge’s ability to operate in high winds. They also note it is the only road option that would minimise significant and unacceptable levels of disruption to the 250,000 daily motorway person trips when the Northern Motorway is raised, by enabling a significant proportion of traffic to be moved to the new connection. • They agree that the road tunnel would be more expensive, produce more carbon emissions and take longer to construct, but consider that taking all factors into account it would provide better overall outcomes. <p>The AA state that a light rail and active modes bridge from Wynyard Quarter to Sulphur Beach and Takapuna via Akoranga busway station is the most direct and efficient route.</p>
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<p>Infrastructure New Zealand</p>	<p>Infrastructure New Zealand (INZ) is the country’s peak membership organisation for those in the infrastructure sector.</p> <ul style="list-style-type: none"> • INZ state that a solution for crossing Te Waitematā should be accessible by all modes of transport. They would like to see this solution future proofed to support both freight and population growth projections. • INZ recognise the trade-offs of both tunnel and bridge options; ultimately, the recommended options should not prioritise one mode over others. • INZ want more information on the socio-economic objectives, impact on travel time for personal, business, and freight, emissions
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	<p>reductions, and contributions to housing and development opportunities.</p> <ul style="list-style-type: none"> • INZ raised the issue of cost and want to see the Government meet the costs of building the recommended connection – several funding options were listed in their submission.
Ira Ara Aotearoa Transporting New Zealand	<p>Ira Ara Aotearoa Transporting New Zealand (Transporting NZ) is the national representation for several regional trucking associations and is the peak body of the freight transport industry.</p> <ul style="list-style-type: none"> • Transporting New Zealand emphasise that freight crossing Te Waitematā is essential to the success of Aotearoa New Zealand's economy; noting that a significant volume of freight passes through, which will only increase over time. • The project aligns with Transporting NZ's Green Compact framework for decarbonising road freight by 2050, and in particular the pillar named 'designing infrastructure'. The options align where light rail provides mobility and higher frequency travel, which is an investment to reduce carbon emissions. • Transporting NZ supports this initial high-level approach being taken to narrow down the most viable options for further detailed design and analysis. • Transporting NZ prefers scenario 4 due to the benefits it delivers in the areas of resilience, efficiency, disruption to avoid sea level rise, and the protection and enhancement of Te Waitematā. It notes that scenario 2, while the cheapest, would deliver less benefits than scenarios that provide a tunnelled option. • For the next stage of engagement, Transporting NZ recommends that the scenarios put forward are accompanied by a more detailed analysis, to provide stakeholders with confidence towards the benefits of the preferred option.
Connexa Limited	<p>Connexa is an independent mobile towers business operating a portfolio of over 1240 mobile sites in New Zealand.</p> <ul style="list-style-type: none"> • Connexa express their view that telecommunications infrastructure needs to be considered, as well as the impact on existing sites and providing coverage moving forward.
National Road Carriers	<p>National Road Carriers (NRC) is a non-profit representing 1,500 members with over 20,000 trucks from the commercial road transport industry.</p> <ul style="list-style-type: none"> • NRC want infrastructure that sustains a high performing economy and avoids economic disruption. • Their view is that an additional connection, providing better access to State Highways 1 and 16, would create a critical freight connection to Auckland and the wider North Island.

	<ul style="list-style-type: none"> • NRC state that the 2029 start date for construction is too late, due to the significant economic impact and detrimental effects congestion across Auckland has on New Zealand’s productivity. • NRC support scenario 4. They state that this scenario would have less disruption where the road tunnel is staged first; this would bring economic benefits to Auckland and the rest of the country as well. • Generally, support was expressed for the provision to build new light rail, an active modes bridge, and a three-lane road tunnel to ensure Auckland’s transport network is future proofed. • Additional comments are made around a tunnel needing the maximum number of lanes to support flow of SH1, as well as support for shared paths with separated facilities for active modes users.
Northern Infrastructure Forum	<p>The Northern Infrastructure Forum (NIF) is a policy and advocacy organisation seeking to raise the standard of infrastructure planning and decision-making in the Upper North Island. It has several members such as Auckland Business Chamber, EMA, Ports of Auckland Ltd, and others.</p> <ul style="list-style-type: none"> • NIF is supportive towards a tunnelled option, especially where this would provide a stronger link to SH 1 than general traffic. • They gave support for scenarios 1, 4, and 5. • NIF is not as supportive for scenarios 2 and 3 where there would be greater disruption during construction, and that each would deliver a poor resilience outcome. • NIF feel that congestion needed to be included as criterium in the comparison of scenarios. • NIF state that they would like to see a strategic approach to the project that unlocks transformation opportunities for Tāmaki Makaurau.
New Zealand Heavy Haulage Association	<p>New Zealand Heavy Haulage is the national trade association for companies that transport overweight and oversized loads.</p> <ul style="list-style-type: none"> • New Zealand Heavy Haulage support all scenarios that support the requirements for freight, with a focus on oversized freight. Features to ensure efficient outcomes for oversized freight were listed. These include providing a direct route between the Auckland CBD and North Shore; a bridge structure with modern capacity standards to allow oversized freight; wider traffic lanes that allow operations to not obstruct other traffic lanes; greater overhead height; a multi-modal crossing to central Auckland or to Northland, the Waikato and beyond; using an at least three-lane connection at off-peak times for oversize freight movement; active modes facilities with a provision for physical separation from heavy traffic.

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	<ul style="list-style-type: none"> • Current issues for oversized freight wanting to cross Te Waitematā via the Auckland Harbour Bridge were listed, which Heavy Haulage want a new connection to address. • Heavy Haulage are unsupportive of a tunnelled option due to oversized loads being unable to use this route. This would mean oversized vehicles would continue to rely on the Western Ring Route. • They are also unsupportive of above ground light rail options due to the restrictions this might place on overhead loads, either by catenary wires above ground or level crossings. • Overall, staging elements that cater to goods, services and freight are the most important to Heavy Haulage.
<p>NZ Transport 2050 Inc</p>	<p>NZ Transport 2050 Inc is a society aiming to encourage better decision making around public transport infrastructure.</p> <ul style="list-style-type: none"> • NZ Transport 2050 are unsupportive of light rail as a solution, holding the view that no business case would confirm the need for it, there would not be strong stakeholder support, and that the current and future government(s) will not fund or support it. Concern was expressed for light rail's slower speed, limitations, and capacity. • Support is not given for the conversion of the existing Northern Busway into a light rail route. • NZ Transport 2050 would like to see investment into the existing heavy rail infrastructure instead, or other high-speed transport alternatives. • They are supportive of either a bridge or tunnel option, provided it benefits resilience of Auckland's transport network and economic wellbeing. • NZ Transport 2050 identify that the existing Auckland Harbour Bridge needs reinvestment to maintain its condition. Any additional bridge would need to look overseas to ensure a resilience and efficient connection.
<p>Spark Trading New Zealand Ltd</p>	<p>Spark Trading New Zealand Ltd (Spark) provides national telecommunication and digital services and oversees its related infrastructure.</p> <ul style="list-style-type: none"> • Spark are neutral towards the scenarios, and instead are focused on aligning with the project's organisation, design, and construction phases. This is to ensure that telecommunication connectivity is provided along the route. Spark would like to continue discussing this as the project moves forward. • Spark state that they will potentially utilise a new structure that crosses Te Waitematā to run around fibre cables, providing an alternative route for resilience.

	<ul style="list-style-type: none"> Scenario features important to Spark are minimising the impact on Te Waitematā (including the seabed), minimising the carbon emission during construction, operations, and maintenance of the new connection structure.
<p>Wynyard Quarter Transport Management Association</p>	<p>Wynyard Quarter Transport Management Association (WQTMA) is an independent group of numerous sectors, who collectively have an interest in the development of Wynyard Quarter.</p> <ul style="list-style-type: none"> WQTMA do not have a preferred option, due to their view of a lack of detail in the engagement material. Broadly, WQ TMA support a connection that has fast, frequent, and reliable public transport options to reduce vehicle use. They do not want to see an increase in road capacity. WQTMA are unsupportive of a bridge option with an alignment impacting Wynyard Quarter. They are concerned about severance during and after construction, the impact on Waterfront development, Council and private investment in the area, and expectations established with key stakeholders through prior engagement. WQTMA are more supportive of a tunnel where this avoids major disruption to the Waterfront. They recommend that connections across Fanshawe Street and along the waterfront be upgraded to ensure connectivity. Staging should prioritise active modes, both as an interim solution and to encourage mode shift. If this was to be provided on the existing Auckland Harbour Bridge, infrastructure improvements would need to happen either side of the bridge. WQTMA want to understand what the modal priorities of the project are and how modes could use a connection at different times of the day. The benefits of the project are promoted to be around urban growth and urban development, yet these appear to have not been quantified. If urban growth, regeneration, and urban development are the drivers for this project they need to be reprioritised and quantified.

7. Engagement Process

This section outlines the engagement process for the IBC phase, which began November 2022. It covers the project background by way of previous studies, investigations, and engagement that informs the current work. This includes the 2023 survey and community events from the formal engagement period.

An overarching communications and engagement strategy and action plans guided the work and sets clear expectations for the duration of the IBC. This structured the overall approach to engagement, taking the form of three phases of engagement, as shown in Figure 15 below:



Figure 15: Phases of engagement during the IBC phase, November 2022 – late 2023.

The three phases of engagement aim to raise the project's profile, inform about the options assessment process and inputs, and generate advocacy for the project to move ahead.

7.1 Background

Investigations into options for additional crossings have been under consideration since 1988. As part of the IBC phase, planning work was informed by several past studies and investigations into crossing Te Waitematā, including the 2008-2010 options analysis, and the strategic case and programme business case investigating North Shore rapid transit options in 2016-2018.

The most significant study looked at is the 2019/2020 Business Case, which recommended a programme of investments for a connection across Te Waitematā. Key components of this programme were:

- Further investigate options to optimise existing infrastructure and delay the need for major investment
- Upgrade and enhance the Northern Busway to increase its capacity, reliability, and overall service quality
- Develop an additional rail-based rapid transit connection for the North Shore (including across Te Waitematā to the city centre) that supplements and integrates with the upgraded Northern Busway and wider public transport network
- Improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge.

Engagement for the 2018-2020 business case phase, targeted high-level partner and key stakeholder engagement. This was undertaken at an inform level to help shape the 2018-2020 business case response.

Overall, during previous historical phases of the project, there has been limited engagement with communities.

Waka Kotahi investigated walking and cycling facilities across Te Waitematā as part of the Northern Pathway project, between 2018-2021. The public was consulted on this in 2020, where a walking and cycling bridge component was proposed; however, this did not progress. Instead, the Government asked for this be investigated as part of the WHC IBC.

7.2 Phase 1 – Pre-engagement

The objective of phase 1 was to launch the project and gather public feedback on the project to help shape our option development.

The project was formally launched at the Smales Farm market by the Minister of Transport Hon. Michael Wood on November 13, 2022. We engaged with the public at six local community markets, to raise awareness about the project throughout November and December, with events held at Devonport, Smales Farm, Britomart, Highbury, Takapuna, and Grey Lynn.

On November 30, 2022, the project hosted a breakfast with 76 stakeholders at Westhaven Marina. This launched an online survey, which ran between November 2022 to January 2023. The purpose was to understand people's views on a desired connection across Te Waitematā. We asked questions on how people wanted to be able to travel in the future across Te Waitematā and gathered information on what was important to communities along the route.

The pre-engagement survey received 4,389 responses – 97% of respondents said they cross Te Waitematā with key destinations identified at central Auckland and Takapuna; 88% of people said they would bus or train across the harbour if they could, with strong support for rail options a key theme. Other key themes touched on people's desire for public transport options that are reliable, fast, and convenient. For the complete Summary of Engagement (Aug 2022 to Jan 2023) see Appendix C.

Prior to project launch we worked with a research partner to capture sentiment insights from a sample of 1000 people (750 Auckland residents, and 250 Waikato and Northland residents). 85% of Aucklanders agreed that an additional harbour connection would be needed in the next 25 years. An infographic of this is included in Appendix C.

7.3 Phase 2 – Formal engagement

Phase 2 engagement focused on seeking feedback from the public via an online survey on a suite of options for crossing Te Waitematā represented as five scenarios. The survey was open between March 30 to May 1, 2023, a communications and engagement campaign was launched in support of the wider engagement strategy to:

- raise awareness of the project
- inform the community of the possible options
- understand community perspectives, and
- increase trust and support for the project.

This campaign aimed to encourage stakeholder and community feedback on several bridge and tunnel options, with a focus on the relative differences and potential merits, benefits, challenges, and impacts of each. The online survey was held as the main feedback gathering tool. In support of the engagement, a dedicated 0800 number for the project was started and a dedicated project inbox (info@awhc.co.nz) established for questions and written feedback.

7.3.1 Community events

Community events were held across Tamaki Makaurau to further support the formal engagement period, to talk about the project with public and encourage survey participation.

These were mainly within the project's study area, with additional events outside of the project footprint to ensure wider communities could have their say. We spoke to more than 800 people across all events.

Table 17 below provides a high-level summary of our community events, locations, and our target audience for each event.

Table 17: Community engagement events.

Date	Event and location	Target
28 February 2023	O-Week, University of Auckland	University students
12 March 2023	Big Gay Out	LGBTQIA+ communities
18 February – 19 February 2023	Pasifika Festival	Pasifika communities
31 March 2023	Karanga Plaza drop-in, Wynyard Quarter	Central Auckland
1 April 2023	Te Ara Awataha greenway opening, Northcote	Northcote / North Shore
6 April 2023	Auckland Light Rail drop-in, Māngere Town Centre	South Auckland
11 April 2023	Karanga Plaza drop-in, Wynyard Quarter	Central Auckland
13 April 2023	Karanga Plaza drop-in, Wynyard Quarter	Central Auckland
15 April 2023	Albany Mall pop-up, Westfield Mall Albany (day 1)	Albany/ North Shore
15 April 2023	Warkworth pop-up, Warkworth New World	Rodney/ Warkworth
16 April 2023	Albany Mall pop-up, Westfield Mall Albany (day 2)	Albany/ North Shore
17 April 2023	Kaipātiki Local Board event, Beach Haven	Beach Haven, Birkdale, and Chatswood/ North Shore
18 April 2023	Karanga Plaza drop-in, Wynyard Quarter	Central Auckland

19 April 2023	Public Transport Advisory Group presentation, Auckland Transport	Disability communities
21 April 2023	Takapuna pop-up, Takapuna Beach Playground (cancelled due to wet weather)	Takapuna/ North Shore
23 April 2023	Karanga Plaza drop-in, Wynyard Quarter	Central Auckland
26 April 2023	Webinar information session, online	Online
27 April 2023	Presentation to Urban Planning students, University of Auckland	University students
27 April 2023	Henderson Night Market, Henderson	Northwest Auckland/ Hāpori Māori
30 April 2023	Manurewa Market, Manurewa	South Auckland/ Hāpori Māori

7.3.2 School engagement

Dedicated school engagement took place with the intent of collecting feedback from tamariki – future users of a connection across Te Waitematā. Table 18 below summarises the schools that participated, the activity, and the key themes heard.

Table 18: Summary of school engagement.

School	Activity	Key themes from their feedback
Bayfield Primary	In class programme designing a crossing	Connections to friends and family Honouring Te Ao Māori in design Protecting the environment An iconic crossing for Auckland
Point England Primary	In class programme designing a crossing	
Sancta Maria/ St Thomas's School	All day workshop on connections and designing a crossing using CAD	Using future technology and materials Safety
Auckland Girls' Grammar	In class activity- designing and running an engagement programme on the topic	Connections with other transport networks in the central city Public transport options at place people want to go

Orewa College	Year 11 workshop on the scenarios	<p>Sustainability- how will this impact on our carbon targets</p> <p>Safety – how resilient are the options to weather events</p> <p>Influence of key organisations on the decision-making process.</p>
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8 Acknowledgement

The Communications and Engagement Team would like to acknowledge all those that contributed to the engagement and thank the public, stakeholders and partner networks who took time to help shape the future of this legacy project.

This IBC phase of engagement has created the opportunity to establish strong relationships that we can take through to subsequent phases and further engagement for this significant city-shaping project.

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Appendices

Appendix A – Feedback/ Survey form

WAITEMATĀ HARBOUR CONNECTIONS

Have your say

As a major part of Tāmaki Makaurau Auckland's transport network, Waitematā Harbour Connections is Aotearoa New Zealand's most significant city-shaping project.

It will change the way we cross Te Waitematā (Waitematā Harbour) and use the wider transport system in the future — whether that's walking, cycling, taking the bus, travelling by light rail, driving or transporting goods, services or freight — connecting people to transport options across the region and beyond.

Waitematā Harbour Connections is looking at what new infrastructure is needed to cater for these modes, where it will go, and how we make the best use of what we already have, including the Auckland Harbour Bridge.

A key connection for Tāmaki Makaurau Auckland's future rapid transit network, Waitematā Harbour Connections will recommend ways to integrate transport improvements with quality urban development, to enable a thriving and sustainable city for generations to come.

We're in the planning stage and to help us develop preferred connections, we are now seeking feedback on potential scenarios and options. We want to understand what is important to you and your community.

How to have your say

Complete this form and send it to us by:

- Email to info@awhc.co.nz
- Post to: Waka Kotahi NZ Transport Agency
National Office
Private Bag 6995
Wellington 6141
ATTENTION: WAITEMATĀ HARBOUR CONNECTIONS
- Bring it to us at one of our in-person events. Details available at nzta.govt.nz/awhc
- If you need help filling out this form, call our helpline 0800 210 311

All information and a digital version of this form is available on our website nzta.govt.nz/awhc

The feedback period is from 30 March – 1 May 2023



Waitematā Harbour Connections



Waitematā Harbour Connections

About you

We are now going to ask some questions about you. The purpose of these questions is to understand who we've heard from. All personal information will be kept confidential.

1 Who are you responding on behalf of?

- Myself or my family
- A group, organisation or other entity (please let us know which group/organisation/entity you are responding on behalf of) _____

2 Where do you live?

- Northland
- Auckland (please tell us which suburb) _____
- Central North Island
- Lower North Island
- South Island
- Other New Zealand
- Outside of New Zealand

3 Which age group are you in?

- Under 10
- 10-19
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80+
- Prefer not to say



Ngā Iwi Mana Whenua
o Tāmaki Makaurau

Waitematā Harbour Connections



Ngā Iwi Mana Whenua
o Tāmaki Makaurau

Waitematā Harbour Connections

4 Which ethnic group(s) do you identify with?

Select all that apply to you

- New Zealand European
- Māori
- Samoan
- Cook Island Māori
- Tongan
- Niuean
- Chinese
- Indian
- Other (please specify)

Prefer not to say

5 If you have selected Māori, please tell us which iwi you are affiliated with.

You may write as many iwi as are applicable. Skip this question if unknown or you do not wish to answer

6 Which gender do you identify as?

- Male
- Female
- Gender non-binary/gender diverse
- Prefer not to say

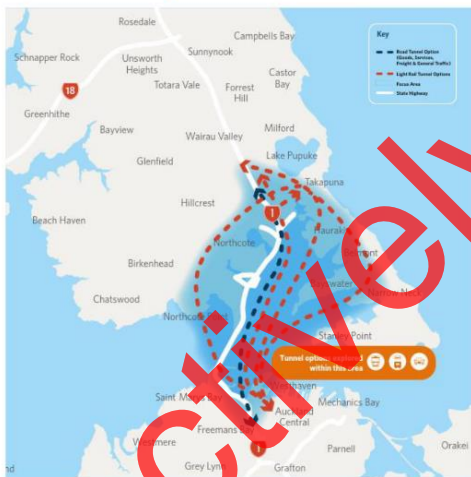
Crossing Te Waitematā

Considering the long-term outcomes we want from the new crossing investment and work done in previous studies and projects, we've looked at multiple options. We've carried out an assessment of how we could cross Te Waitematā in the future via new connections (bridges, tunnels, or a combination of the two), while also looking at how to best use the existing Auckland Harbour Bridge. With all the options, there are a range of impacts, opportunities and constraints.

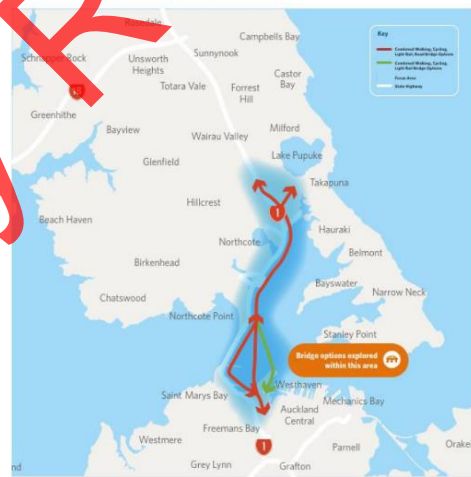
The options considered provide facilities for all modes of travel, whether it be by walking, cycling, light rail, bus, goods and service vehicles, freight and general traffic. This means that everyone will get better accessibility, travel choice and resilience crossing Te Waitematā.

The two maps below show new bridge and tunnel crossings being considered. It is important to note each option being considered has different combinations of how the existing harbour bridge is used, the modes using new bridges or tunnels varies, and in some situations, options considered include a new bridge and a new tunnel. We have identified scenarios that show how these options work in different ways.

Tunnel options



Bridge options



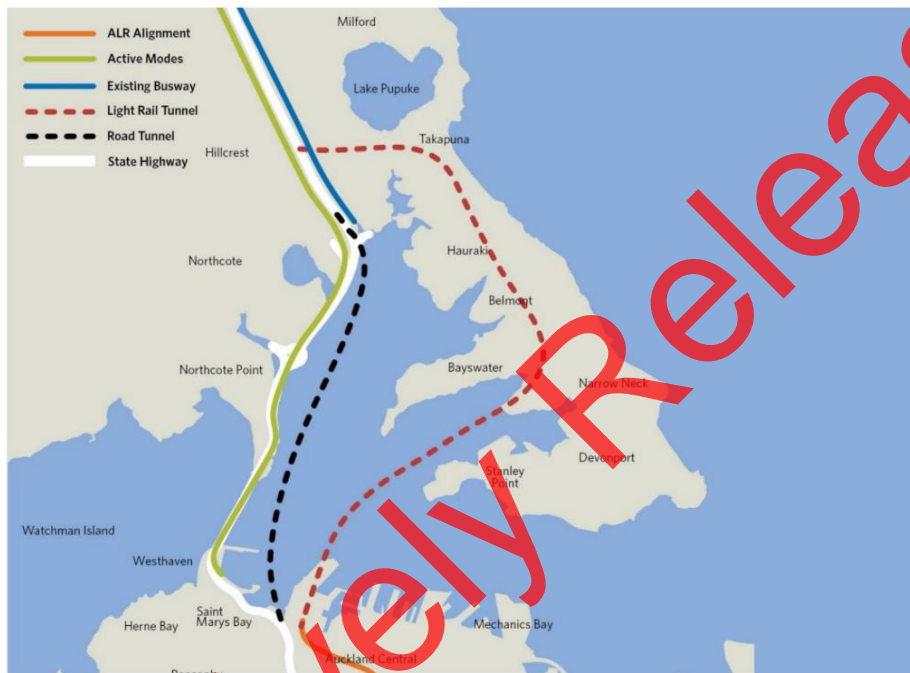
We are considering a range of scenarios for crossing Te Waitematā and have included some high-level information about the various benefits and challenges of each scenario.

All scenarios include:

- a new walking and cycling link across Te Waitematā
- a new light rail link across Te Waitematā connecting to Auckland Light Rail
- the ability to improve resilience of SH1 and the existing Auckland Harbour Bridge to maintenance and climate events such as high winds, sea level rise and flooding.

Scenario 1: New light rail tunnel (east), road tunnel, walking and cycling on Auckland Harbour Bridge

Tunnelled Light Rail to the east connecting Wynyard to Smales Farm via Belmont and Takapuna communities. Tunnelling to create a new section of SH1 directly between the Central Motorway Junction and Akoranga Drive. Walking, cycling and buses provided for by reallocating road space on the existing Auckland Harbour Bridge once tunnel is available for goods, services, freight and traffic.



Benefits

- Would provide alternative transport corridors for all modes to cross the harbour, making a more resilient network
- Light rail connects the Devonport peninsula communities to social and employment opportunities in the city centre and Takapuna
- Enables the best opportunity to protect and enhance Te Waitematā, and avoids impact on wāhi tapu, the need for reclamation, and structures on the seabed
- Allows the existing corridor to be raised in the same location, with much less disruption to movements across Te Waitematā in the same footprint
- Would allow for removal of Victoria Park Viaduct and relocation of space within St Mary's Bay.

Challenges

- Most expensive to construct and operate
- Highest carbon emissions to construct
- One of the longest durations to construct
- Walking and cycling connection can only be delivered after road tunnel completed.

Scenario 2: New light rail, walking and cycling, and road bridge

A new bridge next to the existing Auckland Harbour Bridge for light rail, walking, cycling and three additional general traffic lanes. This will provide five general traffic lanes in each direction at all times. This route connects Light Rail from Wynyard to Takapuna via Akoranga Station. The new bridge would be of a similar gradient and height to the existing bridge.



Benefits

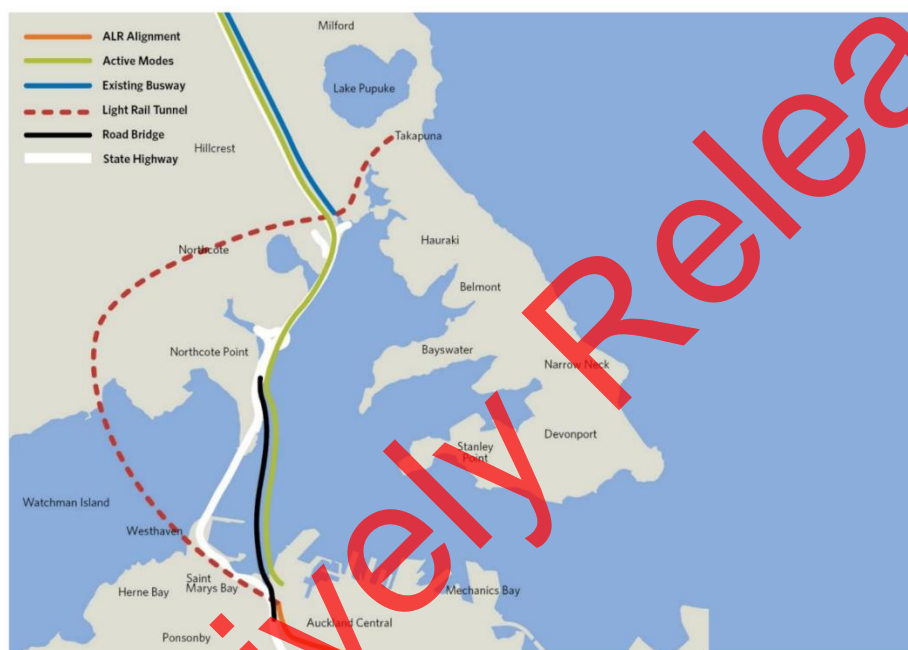
- Least expensive to construct and operate
- Lowest carbon emissions to construct
- Shortest duration to construct
- Would enable the walking and cycling connection to open at the same time as all other modes.

Challenges

- Least resilience for all modes due to reliance on a single transport corridor to cross Te Waitematā
- Significant impact on Te Waitematā and wāhi tapu due to structures on the headlands, the need for reclamation, and structures on the seabed
- Significant disruption to SH1 between Akoranga Drive and Onewa Road to address impacts of sea level rise
- Significant impact on Westhaven and St Mary's Bay.

Scenario 3: New light rail tunnel (west), new road and walking and cycling bridge

Tunnelled Light Rail to the west connecting Wynyard to Takapuna via Birkenhead (Highbury), Northcote and Akoranga Station. A new bridge for SH1 traffic directly between the Central Motorway Junction and Sulphur Beach. Walking and cycling provided on the new bridge linking Westhaven to Sulphur Beach. The existing Auckland Harbour Bridge is retained for local traffic and buses.



Benefits

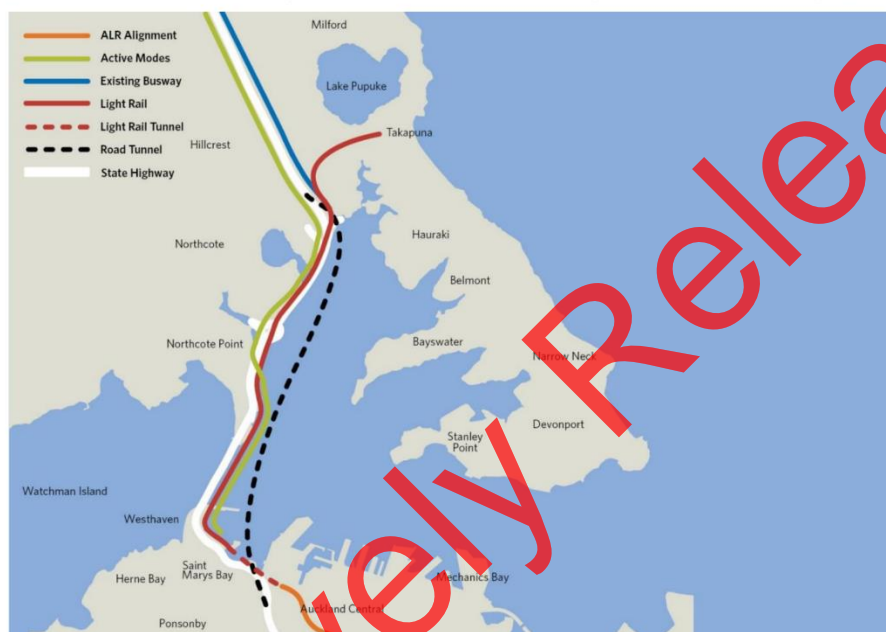
- Walking and cycling connection open with new bridge completion
- More direct walking and cycling routes to the city centre.
- Light rail connects the Birkenhead and Northcote communities to social and employment opportunities in the city centre and Takapuna
- Some improved resilience due to separation of the light rail and road system.

Challenges

- Expensive to construct and operate
- High carbon emissions to construct
- One of the longest durations to construct
- Significant impact on Te Waitematā and wāhi tapu due to structures on the headlands, the need for reclamation, and structures on the seabed
- Significant disruption to movement across Te Waitematā while raising the existing State Highway 1
- Significant impact on Wynyard Quarter, Westhaven and St Mary's Bay
- Significant engineering complexity due to station depth at Highbury.

Scenario 4: New light rail, walking and cycling bridge and road tunnel

A new bridge next to the existing Auckland Harbour Bridge for light rail, walking and cycling landing at Sulphur Beach. The new bridge would be of a similar gradient and height to the existing bridge. This route connects light rail from Wynyard to Takapuna via Akoranga Station. Tunnelling to create a new section of SH1 directly between the Central Motorway Junction and Akoranga Drive.



Benefits

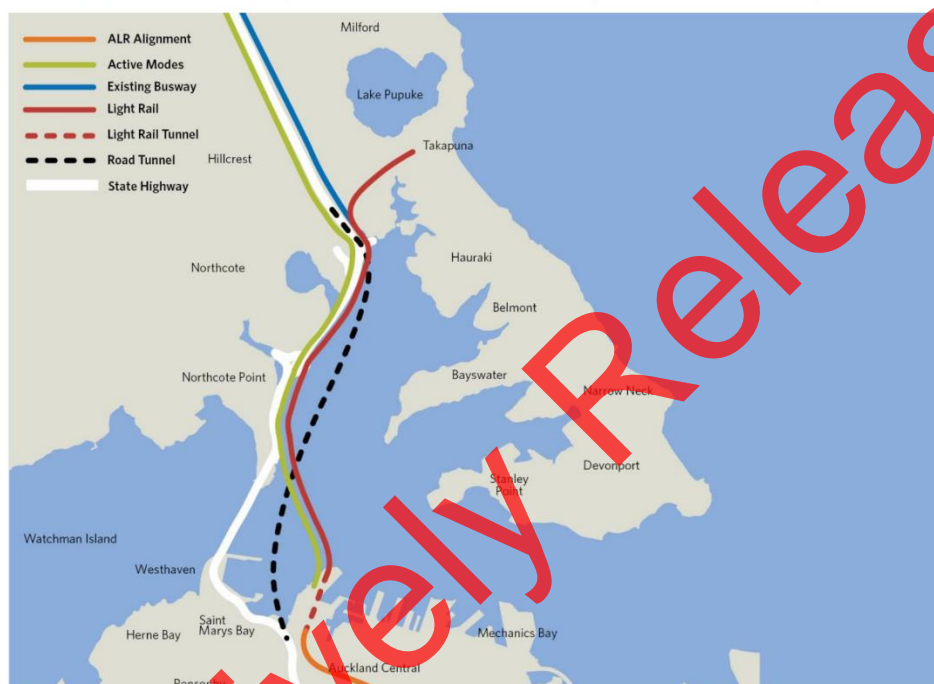
- Reduced disruption for movement across Te Waitematā as maintenance requirements increase for the ageing Auckland Harbour Bridge
- Would provide alternative transport corridors for all modes to cross Te Waitematā, making a more resilient network
- Allows the existing corridor to be raised, with much less disruption to movements across Te Waitematā
- Walking and cycling and cycle connection open with the new bridge completion.

Challenges

- Expensive to construct and operate
- High carbon emissions to construct tunnel
- Impact on Te Waitematā and wāhi tapu due to structures on the headland and on the seabed – extent of reclamation will be less compared to other bridge options
- Impact on Westhaven and the marina - this would be more significant if light rail constructed before road tunnel.
- One of the longer durations to construct
- Significant engineering and staging complexity due to road and light rail crossing at both ends.

Scenario 5: New light rail, walking and cycling bridge and road tunnel

A new bridge for light rail and walking and cycling from Wynyard Point landing at Sulphur Beach. This route connects light rail from Wynyard to Takapuna via Akoranga Station. Tunnelling to create a new section of SH1 directly between the Central Motorway Junction and Akoranga Drive.



Benefits

- Reduced disruption for movement across Te Waitematā as maintenance requirements increase for the ageing Auckland Harbour Bridge
- Provide alternative transport corridors for all modes to cross Te Waitematā
- Allows the existing corridor to be raised, with much less disruption to movements across Te Waitematā
- Walking and cycling connection open with new bridge completion
- A more direct walking and cycling connection to the city centre.

Challenges

- Expensive to construct and operate
- High carbon emissions to construct tunnel
- Impact on Te Waitematā due to the need for reclamation, and structures on the seabed
- Significant impact on Wynyard Quarter due to transition from tunnel to bridge
- Impact on vessels navigating to Westhaven marina from the east
- One of the longer durations to construct
- Significant engineering and staging complexity due to road and light rail crossing at Akoranga Drive.

To help develop a recommend option, there are some important criteria to consider and trade-offs to be made. This is a key part of developing the indicative business case. The table below represents a quantitative and qualitative comparison of the scenarios against several criteria.

Criteria	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Cost	\$\$\$ \$\$	\$\$ \$	\$\$ \$\$	\$\$ \$\$	\$\$ \$\$
Resilience	🛡️🛡️🛡️	🛡️	🛡️🛡️	🛡️🛡️🛡️	🛡️🛡️🛡️
Efficiency	👍👍	👍👍	👍	👍👍	👍👍
Opportunity to protect and enhance Te Waitematā	🐟🐟🐟	🐟	🐟🐟	🐟🐟🐟	🐟🐟🐟
Carbon emissions during construction	🏠🏠 🏠🏠	🏠	🏠🏠 🏠	🏠🏠 🏠	🏠🏠 🏠
Disruption to address sea level rise	🏠	🏠🏠	🏠🏠	🏠	🏠
Time to build	🕒🕒	🕒🕒	🕒🕒	🕒🕒	🕒🕒
Staging and sequencing	Tunnel for road or light rail first, cycle upgrade follows road tunnel	Bridge for road, light rail and cycle improvements all together	Either bridge for road and cycle improvements first, or tunnel for light rail first	Either bridge for light rail and cycle improvements first, or tunnel for road first	Either bridge for light rail and cycle improvements first, or tunnel for road first

- Each symbol represents a \$5 billion cost range.
- More symbols represent an enhanced ability to provide alternative corridors, more mode choices across Te Waitematā and reduce reliance on the ageing Auckland Harbour Bridge.
- More symbols represent a greater opportunity to segregate local and state highway movements crossing Te Waitematā as well as the ability to improve directness for most users.
- More symbols represent a greater opportunity to avoid wāhi tapu, reduce reclamation into Te Waitematā and limit the impact on the seabed.
- More symbols represent a higher likely magnitude of emissions generated to construct the new tunnels and bridge combinations envisaged for each scenario. It takes into account the length of the crossings and factoring in that tunnel construction is likely to generate more carbon emissions than bridges.
- More symbols represent a higher likely magnitude of disruption to northern busway services and state highway traffic when raising the section of motorway between Onewa Road and Akoranga Drive.
- Each symbol represents an approximate 5-year construction period.



Waitematā Harbour Connections



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7 What features of these scenarios do you like?

8 What features of these scenarios don't you like?

9 Is there anything we have missed?

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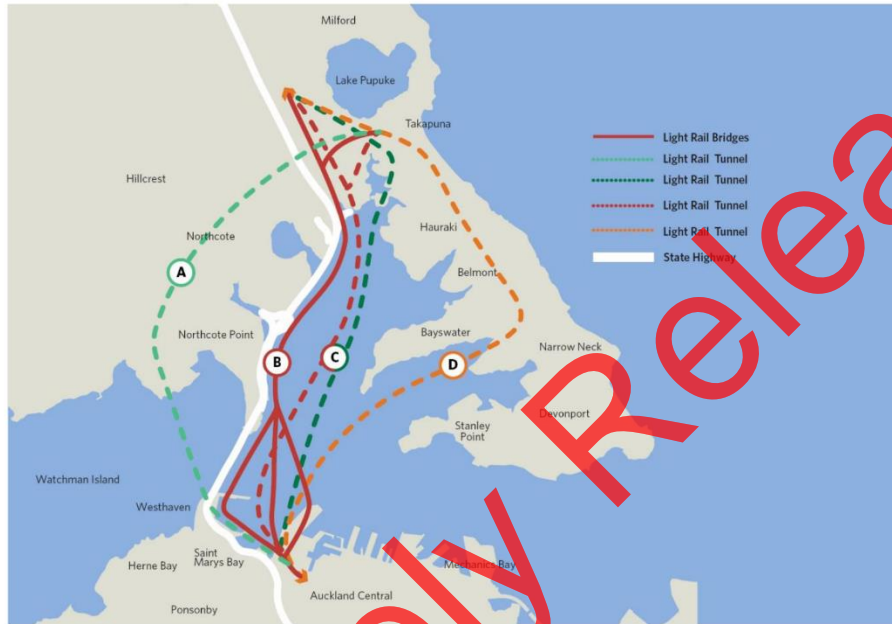
10 Thinking about the possible scenarios, what factors are important to you?

	1 – least important	2	3	4 - neutral	5	6	7 – Most important	Unsure
Cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential land impacts at connection points on North Shore and City Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Efficiency – getting around faster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Resilience to differing events – like accidents or extreme weather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carbon emissions during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sea level rise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timing – how long it takes to complete	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Growth opportunities – developing and enhancing communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protect and enhance the harbour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Public transport across Te Waitematā

We know from our previous survey that you want to see more reliable rapid transit to and from the North Shore, and that Takapuna is a key destination. The project will decide how to enhance the existing busway and connect Auckland Light Rail at Wynyard to the North Shore. There are a number of possible corridors that we are considering.



11 What is more important when connecting to the North Shore?

- Link via Highbury to Takapuna (Option A)
- Direct link to Takapuna for the Central City (Options B and C)
- Link via Bayswater to Takapuna (Option D)
- No preference
- None of these options

12 Please tell us why:

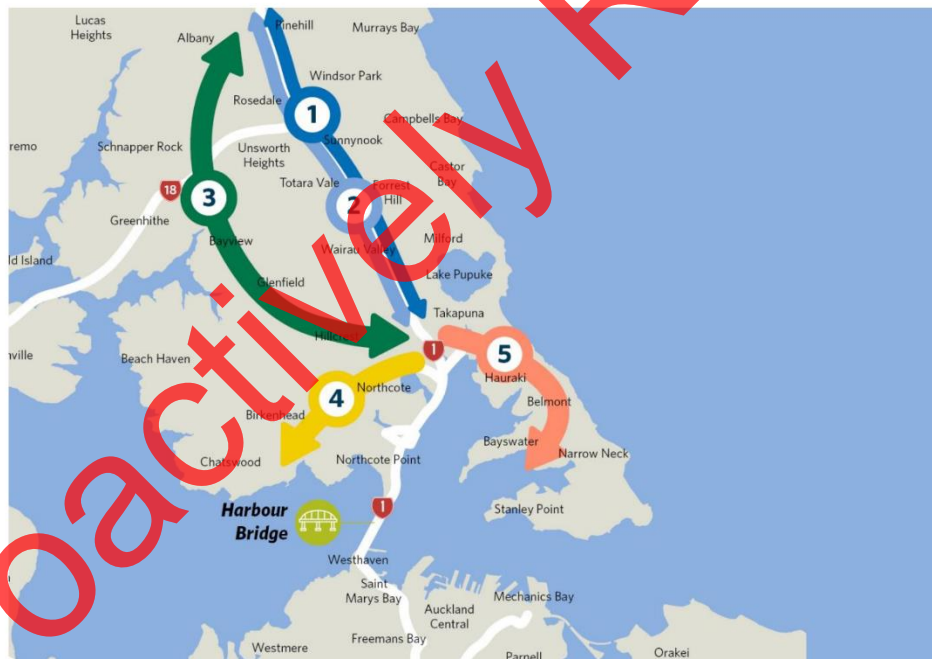
Connecting the North Shore

The North Shore is expected to see significant population growth in the coming years, with most of the growth and activity expected in areas such as Albany and Takapuna, which are already key employment and activity areas. To accommodate this growth, we are considering ways to improve the public transport network around the North Shore and across Te Waitematā, to make getting around safer, more convenient, sustainable, and resilient in the long term. Each option displays different ways growth and rapid transport could occur in the future creating opportunities for associated communities. This could happen in stages over the coming decades as growth and demand increases.

13 Do you want to see an increase in housing, jobs and services around the Northern Busway corridor or in other existing communities on the North Shore?

- Around existing Northern Busway
- In other existing communities on the North Shore
- Both
- No preference

Improved public transport connections can be achieved through a combination of the options listed below, please tell us what you think of each. The corridors could be designed to run on the surface (using existing roads) or in a tunnel.



Option 1: Increase capacity of the existing Northern Busway

- [Detailed Business Case](#) by Auckland Transport has been completed and work is being progressed
- More improvements could be considered to increase capacity in the future
- Efficient use of existing corridor
- Growth will occur in communities along the busway that are identified in existing plans and policies.

14 How favourable is increasing capacity of the existing Northern Busway?

	1 – Not at all favourable	2	3	4 - neutral	5	6	7 – Extremely favourable	Unsure
Option 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Option 2: Convert the existing Northern Busway to light rail

- Efficient use of existing corridor
- Significant impact during construction on the existing busway with sections of this will be out of action during construction
- Opportunities for additional urban development.

15 How favourable is converting the Northern Busway to light rail?

	1 – Not at all favourable	2	3	4 - neutral	5	6	7 – Extremely favourable	Unsure
Option 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Option 3: New light rail to the west of SH1 and retain Northern Busway

- Increases the number of communities with access to rapid transit on the North Shore.
- More capacity and resilience for the public transport network by retaining the existing busway and construction of a new light rail line.
- Facilitates changes in land use planning to deliver more diverse housing and employment choices.



Ngā Iwi Mana Whenua o Tāmaki Makaurau

Waitematā Harbour Connections



Ngā Iwi Mana Whenua o Tāmaki Makaurau

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16 How favourable is new light rail to the west of SH1 and retaining the Northern Busway?

	1 – Not at all favourable	2	3	4 - neutral	5	6	7 – Extremely favourable	Unsure
Option 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Option 4: New light rail to the lower/south-west and retain Northern Busway

Similar outcomes to Option 3, and:

- Directly connects lower-west communities to Takapuna, AUT and the rest of the Rapid Transit Network.
- Significant opportunities for urban development.

17 How favourable is new light rail to the lower/south-west and retaining the Northern Busway??

	1 – Not at all favourable	2	3	4 - neutral	5	6	7 – Extremely favourable	Unsure
Option 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Option 5: New light rail to the Devonport Peninsula and retain Northern Busway

Similar outcomes to Option 3, and:

- Directly connects lower-east communities to Takapuna and the rest of the Rapid Transit Network.

18 How favourable is new light rail to the Devonport Peninsula and retaining the Northern Busway?

	1 – Not at all favourable	2	3	4 - neutral	5	6	7 – Extremely favourable	Unsure
Option 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19 What new areas would you like to see grow and connect with light rail that are not identified above?

Delivery

The timing and staging of improvements for the Waitematā Harbour Connections project is a key part of the project. Careful consideration needs to be given to how it integrates with Auckland Light Rail, enhancements to the busway, the timing for walking and cycling, as well as the urgency to address resilience concerns.

This is a complex project with more planning, design and consenting work to do following confirmation of a preferred option. Elements of the project could be delivered within the decade and construction is likely to begin by 2029.

20 How important are the following elements to you?

	1 – Very unimportant	2	3	4 - neutral	5	6	7 – Very important	Unsure
Northern Busway improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking and cycling connection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Light rail connection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Goods, services and freight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21 Do you have any other feedback?

If you have any supporting documentation or extra pages, you can attach these to this feedback form.

22 Did you find the information useful for giving feedback?

	1 – Not at all useful	2	3	4 - neutral	5	6	7 – Very useful	Unsure
Usefulness of the information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23 If you would like us to keep you informed about the project through our e-newsletter, please write your email address below:

Thank you for your feedback. You can stay up to date on the project on our website nzta.govt.nz/awhc

Privacy information

The information requested is to enable Waka Kotahi to contact you in relation to your feedback and to provide you with updates for the Waitematā Harbour Connections project. To help make it quick and easy for you to provide feedback we use Consultation Manager, a company based in Australia, to collect and process your information. Consultation Manager collect and process your information using their interactive geo mapping and tagging tool, Social Pinpoint. The information you provide will be used by Consultation Manager in accordance with its privacy policy. Waka Kotahi will use your information only for the purposes for which it has been collected. Your information will be treated as confidential by Waka Kotahi, subject to the Official Information Act 1982 and the Privacy Act 2020.

[Consultation Manager privacy policy](#)

Providing your information is voluntary. Should you chose to provide us with your feedback you are required to agree to Consultation Manager's terms and conditions. Should you choose to provide us with your information you have the right, under the Privacy Act 2020 to request access to and correction of any personal information you supply as a part of this process from Waka Kotahi. Should you wish to exercise these rights, please contact:

Waka Kotahi NZ Transport Agency
Private Bag 11777
Palmerston North 4442
Email: info@nzta.govt.nz

If you chose not to provide your information, you'll be required to write anonymous into spaces where your information is requested and your consultation feedback will be submitted anonymously.



Waitematā Harbour Connections



Waitematā Harbour Connections

Appendix B – Media

Table 19: Summary of media stories

Date	Media outlet	Title	Key points
30 March 2023	1News	<i>Five options for new Auckland harbour crossing revealed</i>	Engagement scenarios launch.
30 March 2023	Newshub	<i>Five options for new Auckland harbour crossing revealed as timeline brought forward</i>	Engagement scenarios launch and announcement of 2029 construction date.
30 March 2023	New Zealand Herald	<i>Second Auckland harbour crossing: Prime Minister Chris Hipkins to bring forward construction to 2020s</i>	Engagement scenarios launch and announcement of 2029 construction date.
30 March 2023	Interest.co.nz	<i>Government outlines five options for a second central city Waitemata harbour crossing and wants to begin construction this decade</i>	Engagement scenarios launch and announcement of 2029 construction date.
30 March 2023	New Zealand Herald	<i>Second Auckland harbour crossing: Five combinations of tunnels and bridges revealed, construction begins 2029</i>	Engagement scenarios launch and five engagement scenarios.
30 March 2023	Radio New Zealand	<i>Options for second harbour crossing in Auckland proposed</i>	Engagement scenarios launch.
30 March 2023	Newstalk ZB	<i>Simon Bridges: Now is the time for action on second Auckland harbour crossing</i>	Simon Bridges wanting more than an engagement scenarios launch
30 March 2023	Radio New Zealand	<i>Five Auckland Harbour crossing options unveiled by Transport Minister</i>	Engagement scenarios launch.
30 March 2023	Stuff	<i>Government unveils five options for second</i>	Engagement scenarios launch and announcement of 2029 construction date.

		<i>Auckland harbour crossing</i>	
30 March 2023	The Spinoff	<i>The Bulletin: Second Auckland harbour crossing to be fast-tracked</i>	Part of their daily live updates bulletin.
30 March 2023	The Spinoff	<i>Five new Auckland harbour crossings on the table</i>	Part of their daily live updates bulletin.
30 March 2023	Radio New Zealand	<i>Mixed reactions to second Auckland harbour crossing proposals</i>	Reaction to the project announcement from key figures.
30 March 2023	Newstalk ZB	<i>Experts discuss the five new proposals for second Auckland harbour crossing</i>	Discussion of the five scenarios.
30 March 2023	New Zealand Herald	<i>Simon Wilson: The problem with the PM's 'concrete commitment' to a new Waitematā harbour crossing for Auckland</i>	Opinion piece on the project.
30 March 2023	New Zealand Herald	<i>Second Auckland harbour crossing: Mayor Wayne Brown wants light rail, port land to be considered first</i>	Mayor of Auckland's opinion on the project considering light rail and the relocation of the port.
30 March 2023	Interest.co.nz	<i>A new crossing over the Waitematā Harbour carries an enormous price tag but has broad political support</i>	Project announcement. Article focuses on the cost of the project and the trade-offs associated with cost.
30 March 2023	Newstalk ZB	<i>Heather du Plessis-Allan: No way the second harbour crossing will begin construction in 2029</i>	Disagreement towards the announced 2029 construction date.
30 March 2023	Greater Auckland	<i>Harbour Crossing Project now estimated to cost \$15-25 billion</i>	Focus on the changes to the cost of the project since it was previously announced.

30 March 2023	Otago Daily Times	<i>New options for Auckland Harbour crossing unveiled</i>	Engagement scenarios launch.
30 March	Times Online	<i>MP: Delivery is key to second Auckland Harbour crossing</i>	National Party MP Simeon Brown's position on the project.
31 March 2023	Radio New Zealand	<i>Green Party seeing red over latest harbour crossing proposal</i>	Green Party position on the project after the announcement.
31 March 2023	Stuff	<i>Fast lane for \$25b Auckland harbour crossing, despite lack of transport deal</i>	Project given a fast track without a transport agreement
31 March 2023	New Zealand Herald	<i>Auckland Harbour second crossing: Matthew Hooton - Labour doubles down on light rail</i>	Labour Party continues to support light rail.
31 March 2023	New Civil Engineer	<i>New Zealand government reveals Auckland Harbour Crossing options</i>	Engagement scenarios launch.
31 March 2023	Radio New Zealand	<i>New Auckland harbour crossing: Tunnel and tolls would support economic productivity - National Road Carriers Association</i>	National Road Carriers expressed their support for a tunnel option and how construction might be funded.
31 March 2023	Newshub	<i>Second Auckland Harbour crossing: Construction expert warns it could become 'political football'</i>	Concern from expert towards the project being impacted by a possible new government.
31 March 2023	The Spinoff	<i>The five Auckland harbour crossing proposals, explained</i>	Project announcement and explanation of the five scenarios.
3 April 2023	New Zealand Herald	<i>Opinion: A short history of doomed second harbour crossing proposals for Auckland – and a quicker, cheaper option</i>	Opinion piece on the project.

5 April 2023	The Conversation	<i>Timothy Welch provides a short history of doomed second harbour crossing proposals for Auckland and offers a quicker, cheaper option</i>	History of studies and investigations for coursing the harbour.
11 April 2023	New Zealand Herald	<i>Auckland harbour crossing: Light rail to Takapuna option included in Chris Hipkins' Waitematā Harbour plan</i>	Opinion piece on the project, with overview of scenarios.
11 April 2023	New Zealand Herald	<i>Project Auckland: Crossing bridges on new harbour link</i>	Commentary on the Labour Government's financial commitment to the project.
14 April 2023	New Zealand Herald	<i>Garth Falconer: Waitematā Harbour crossing options just more of the same</i>	Opinion piece on the project.
28 April 2023	Radio New Zealand	<i>Auckland harbour crossing: Multi-billion dollar options</i>	Tim Welch and Garth Falconer speaking with Kathryn Ryan about WHC and story online.

Proactively Released

Appendix C – Pre-engagement summary

Waitematā Harbour Connections Project

Summary of Engagement
Aug 2022-Jan 2023

How we engaged with people

Between August and January 2023, we asked for people's views about the Waitematā Harbour Connections project. We asked questions on how people want to be able to travel in future across the harbour, and to understand what is important to communities along the route.

This feedback helps inform our option development. There will be full public consultation on options from March 2023, with a recommended way forward for this city-shaping project by mid 2023.

How we engaged

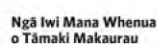
1200+ people at 6 community events
250,000+ impressions via social media
76 attendees at stakeholder ministerial breakfast
2 primary schools visited

Feedback we received

4389 survey responses
80% of people support the project (data from our formal sentiment survey conducted with **1000** people)

Raising awareness

18 pieces of media coverage with **potential reach of over 19M people**
6 short videos released with over **10K views** capturing community sentiment and vision
2 project newsletters sent to more than **2000 email subscribers**
6 community events around Tāmaki Makaurau



Waitematā Harbour Connections

Up-front sentiment research results

Prior to project launch we worked with a research partner to capture sentiment insights from a sample of 1000 people (750 Auckland residents and 250 Waikato and Northland residents)

Desire for future additional Waitematā Harbour Connections



8 in 10
Aucklanders

expressed a need for additional connections over Te Waitematā Harbour

85% of Aucklanders agree that additional harbour connection options are needed within the next **25 years**



The main motivation for additional connections over Te Waitematā Harbour was to make commuting easier

The **top three** reasons to introduce additional harbour connections for Aucklanders:

- 1.** easier commuting **68%**
- 2.** concerns about increasing traffic volumes **64%**
- 3.** the need to improve productivity and enhance economic benefits **38%**

Use of existing Auckland Harbour Bridge

The survey found **almost every** Aucklander has travelled over the Auckland Harbour Bridge in the last 12 months

5 out of 10 Aucklanders are frequent weekly users of the harbour bridge



50% of all Aucklanders expect the harbour bridge to be supplemented by alternate connection options in the future

Community Engagement Events

We engaged at six local community markets across six weeks in the lead-up to Christmas sharing information, talking and listening to the communities in Tāmaki Makaurau.

Devonport

- Saturday 5th November, 9am-2pm
- Auckland Light Rail team in attendance



Smales Farm

- Sunday 13th November, 9am-2pm
- Hon Michael Wood officially launched the community engagement phase to media
- Northcote MP Shanah Halbert, Councillor Chris Darby in attendance
- Auckland Light Rail team in attendance



Britomart

- Saturday 19th November 8am-2pm
- Hon Michael Wood and MP Helen White in attendance
- Auckland Light Rail team in attendance



Highbury

- Sunday 27th November, 4.30pm-8:30pm
- Northcote MP Shanah Halbert in attendance



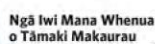
Takapuna

- Saturday 3rd December, 10am-3pm
- Councillor Richard Hills in attendance



Grey Lynn

- Sunday 11th December 8.30am- 12pm
- MP Helen White in attendance



What we heard

Survey questions were designed to uncover specific insight into how and why people currently use the crossing, and what they would like to see in the future.



This is a once in a century opportunity to lay the foundation for our future generations.

Please invest in doing it right first time. Having options to walk and cycle safely would be incredible. Key is that it is designed right so that everyone is safe and has their own space so everyone feels comfortable using it.

Focus on reliable public transport and discourage car use.

Auckland could be a world class liveable city if we connected the city better. We are lagging behind other cities in liveability which have nowhere near as beautiful a landscape or harbour, yet actually make it easy for people to move around.

School engagement

Following the commencement of the IBC phase, the project team began outreach to primary schools offering interactive learning opportunities facilitated by project experts.

These sessions consisted of an engaging discussion of the future possibilities presented by this project, and a task brief for the students: imagining and building their own future harbour connections.

So far the team have piloted learning sessions with two primary schools, Bayfield Primary School and Point England Primary School, with more planned in 2023.

Bayfield Primary School



Point England Primary School



What we heard

Our survey results show strong support for new Waitematā Harbour Connections

97% of respondents cross the harbour

30% of respondents currently cross the harbour by bus

88% said they would catch a bus or a train over the harbour if they could

66% would walk or cycle across the harbour

Most common themes in the open comments



Key destinations were **Central City & Takapuna**



Strong support for **rail options**

Reliability, speed and convenience are the most important factors in encouraging future public transport usage

Current bus trips are most commonly for **employment**, then **social activities**

Respondents said they would use more public transport in the future for trips to social activities, if more options were available



Open comments on cycling and walking connections were mixed

19% mentioned support for future connections

16% said cycling is not a priority

There was also strong support for cycling infrastructure sooner, rather than later, with comments suggesting a cycle lane on the current bridge

To help with the **decision-making process** on options in the next phase, respondents want information about **cost, timelines** and **modes**