
Southwest Gateway Programme

November 2019

Engagement Summary December 2017 to December 2018



EXECUTIVE SUMMARY

This report provides a summary of engagement activities carried out and feedback received for the 20Connect and Airport to Botany Rapid Transit Single Stage Business Cases (SSCBs). The summary of engagement covers the period December 2017 to December 2018.

The Southwest Gateway is a programme of three key transport projects to create a well-connected transport system that will provide choice and reliability for how people and freight travel around southwest and southeast Auckland, including to and from the airport.

The NZ Transport Agency (the Transport Agency), Auckland Transport (AT) and Auckland International Airport Limited (AIAL) are working together to deliver the works to connect communities and support population, business and airport growth. There is an identified need to provide; better public transport; walking and cycling facilities to match population growth; improve safety and to improve the efficiency of freight. Together this will improve access to jobs, education and social opportunities, support economic prosperity and provide health, cultural and environmental benefits.

This report focuses on the engagement undertaken as part of the development of the SSCBs to date.

Engagement to date

The objective of the engagement to date has been for partners, key stakeholders, community and potentially directly or indirectly affected property owners / occupiers to contribute to the development of the solutions to address the transport problems identified in the Southwest Gateway Programme area.

Engagement with partners and key stakeholders to date has been via workshops, emails, small group meetings and one-on-one meetings. Information gathered during these engagement activities has and will continue to assist with decision making at key points in the development of the SSCBs.

The methods used to engage with the community and potentially affected property owner / occupiers included a series of community open days, letters and emails as well as phone calls and meetings. Information gathered during these engagement activities has been and will continue to be considered in the design including walking and cycling provision as well as the minimisation of environmental effects.

We engaged with:

- Mana Whenua
- Internal stakeholders from AT, the Transport Agency and AIAL
- Auckland Council Controlled Organisations, including specific local boards
- advocacy groups
- operation and maintenance providers
- utility providers
- emergency services
- government agencies
- business groups
- local community / residents
- general public.

Feedback to date

Overall, feedback has been supportive of potential improvements to provide rapid transit to the airport, improving Puhinui Station facilities and safety, making State Highway 20 and State Highway 20B safer and providing /enhancing walking and cycling opportunities.

Key points of feedback provided include:

Airport to Botany Rapid Transit

- service needs to be frequent, reliable, meet timetables and operate for extended hours
- connect close to the Manukau bus and train station and Botany town centre
- connect easily to Puhinui Station allowing for efficient train/bus changes
- ensure destination labelling works for visitors unfamiliar with Auckland
- strong support for extending the existing rail infrastructure to provide a “one seat journey from the city centre” that is easy to use, fast and reliable
- be easily accessible for those less abled and be safe.

Puhinui Station

- provide a safe, well lit, high amenity environment
- include excellent wayfinding to simplify mode change
- ensure destination labelling works for visitors unfamiliar with Auckland.

20Connect

- provide for faster journeys and improve access to the airport
- provide separate lanes for public transport
- ensure access is maintained for those whose properties border the road
- improve safety on SH20B for traffic turning onto or off the highway
- allow for cycling to the airport area.

General

- improve environmental outcomes
- improve safety
- allow better connections between modes and across southeast and southwest Auckland
- enhance cycling and walking opportunities.

Next steps

The next stage will be to engage on the outcomes of the SSBCs including a preferred option for improvements.

The project teams will continue to work closely with partners, Mana Whenua and with key stakeholders to provide feedback, supply information and assist with decision making at key points in the development of the SSBCs, where possible.

The project teams will continue to work closely with other initiatives including the City Centre to Māngere Light Rail, Eastern Busway, Panuku Development and Supporting Growth Alliance.

The project teams plan to engage the public again in late 2019 once the preferred options have been identified.

This report will be updated to include all feedback taken during the development of the SSBCs prior to the final SSBCs being submitted to the AT and Transport Agency boards, where approval will be sought to progress the projects into the next phase of development.

While some aspects of the Airport to Botany Rapid Transit and 20Connect projects may be prioritised for construction in the next few years, overall a number of aspects of the programme will be delivered over the coming decades in line with growth.

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Southwest Gateway Programme

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GLOSSARY OF ABBREVIATIONS

| ABBREVIATION | TERM |
|----------------------|---|
| AC | Auckland Council |
| AMA | Auckland Motorway Alliance |
| AT | Auckland Transport |
| ATEED | Auckland Tourism, Events & Economic Development |
| ATOC | Auckland Transport Operation Centre (ATOC) |
| ATAP | Auckland Transport Alignment Project |
| BRT | Bus Rapid Transit |
| CMA | Coastal Marine Area |
| DBC | Detailed Business Case |
| Heritage NZ | Heritage New Zealand Pouhere Taonga |
| IAP2 | International Association for Public Participation |
| ILM | Investment Logic Map |
| IBC | Indicative Business Case |
| km | Kilometre |
| LRT | Light Rail Transit |
| MVA | Māori Values Assessment |
| PBC | Programme Business Case |
| RTC | Rapid Transit Corridor |
| SH (#) | State Highway (number) |
| SSBC | Single Stage Business Case (combined Indicative and Detailed Business Case) |
| The Transport Agency | NZ Transport Agency |
| TSI | The Southern Initiative |

TERMS AND DEFINITIONS

| TERM | DEFINITION |
|--|--|
| AT Southern Mana Whenua Table | Auckland Transport's iwi integration group for the South Auckland area. |
| Partners | 'Partners' in the context of the Airport to Botany Rapid Transit and 20Connect projects are NZ Transport Agency, Auckland Transport, Auckland Airport, Auckland Council and the AT Southern Mana Whenua Table. |
| Key workshops | Workshops held with partners and key stakeholders used to collaborate and decide on the options taken forward. These include the Investment Logic Mapping, Long List Options, Short List Options, and Likely Preferred Option workshops. |
| Key stakeholders | 'Stakeholders' in the context of the projects are key parties who have been engaged on the project. |
| The project team | The NZ Transport Agency, Auckland Transport and the appointed consultant, Aurecon. |
| Southwest Gateway Programme | The overarching programme of works comprising projects recommended from the Auckland Airport Programme Business Case including: <ul style="list-style-type: none"> • 20Connect Single-Stage Business Case • Airport to Botany Rapid Transit Single-Stage Business Case • Auckland Airport Precinct Improvements. |
| 20Connect | This Single-Stage Business Case, focuses on state highway access to Auckland Airport and the surrounding transport network in south-west Auckland. Led by the Transport Agency in conjunction with investment partners Auckland Transport and Auckland International Airport. |
| Airport to Botany Rapid Transit | This Single-Stage Business Case, focused on public transport access between Auckland Airport and Botany (via Manukau). Led by the Auckland Transport in conjunction with investment partners the Transport Agency and Auckland International Airport. |
| Auckland Airport Precinct Improvements | The airport area will undergo a dramatic transformation over the next 30 years with a combined international and domestic terminal, new airfield infrastructure, second runway and upgraded departures and arrivals areas as well as upgrades to public transport, roading and walking infrastructure within the airport precinct. This project will be delivered by Auckland International Airport. |

1. INTRODUCTION

1.1 Purpose of this report

This report provides a summary of engagement and activities carried out for the Airport to Botany Rapid Transit SSBC and 20Connect SSBC as part of the Southwest Gateway Programme between December 2017 and December 2018.

This report focuses on engagement with partners and key stakeholders, community and potentially directly or indirectly affected property owners / occupiers.

1.2 Southwest Gateway Programme background

1.2.1 Growth in South Auckland

Southeast and southwest Auckland are expected to experience significant commercial and residential development over the next 30 years. Auckland Airport's activities are projected to grow substantially due to increasing passenger numbers and freight activities.

Within 10 years, passenger numbers are predicted to almost double to 24 million passengers per year; and almost double again to 40 million passengers by 2044. It is projected this will enable up to 27,000 more jobs and result in an increase of daily trips to/from the area from 86,000 now to around 180,000 in the next 30 years.

Significant new transport infrastructure will be needed to support this growth.

1.2.2 Auckland Airport Access Programme Business Case

In November 2017, the Auckland Airport Access Programme Business Case (PBC) was developed by AT, AIAL and the Transport Agency. The PBC identified a programme of investment that included influencing behaviour change, improved network management and increased capacity provision, including the use of technology, improvements to state highway infrastructure and public transport services and infrastructure.

The PBC recommended that the following improvements be delivered by 2020/2021:

- bus/ high occupancy lanes on State Highway 20A (SH20A) and SH20B (where feasible) to support enhanced public transport services
- improved network management
- improved links with rail network
- promote and incentivise behaviour change.

Proposed improvements to be delivered by 2028:

- improved capacity on SH20
- improved network resilience with a direct connection from SH20A to SH20 southbound
- SH20 and SH20B connection
- Pukaki Creek Bridge improvements
- further enhancements for public transport priority
- rapid transit integration.

Proposed improvements to be delivered by 2038:

- increased capacity on SH20
- rapid transit integration.

1.2.3 Auckland Transport Alignment Project

The 2018 Auckland Transport Alignment Project (ATAP) identified the need to improve access to the growing employment area at and around the airport, an upgrade of the SH20B corridor, and the need for a high quality public transport link between the airport and Puhinui rail station in time for Auckland's hosting of major events in 2021 including the Asia-Pacific Economic Cooperation and the America's Cup.

1.2.4 Southwest Gateway programme

The Southwest Gateway programme is an outcome of the Auckland Airport Access PBC and ATAP. This long-term programme of investment consists of three projects:

Airport to Botany Rapid Transit will deliver a frequent Rapid Transit Corridor (RTC) between the airport, Manukau and Botany. It will significantly improve transport choice, reliability, and journey times in south and east Auckland – as well as provide an important public transport link to the rail network at an upgraded Puhinui Station. This project will be delivered by AT.

20Connect will improve journey reliability and safety along SH20, 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport. It will provide priority lanes for public transport, improve access and safety, walking and cycling facilities. This project will be delivered by the Transport Agency.

Auckland Airport Precinct Improvements – the airport area will undergo a dramatic transformation over the next 30 years with a combined international and domestic terminal, new airfield infrastructure, second runway and upgraded departures and arrivals areas as well as upgrades to public transport, roading and walking infrastructure within the airport precinct. This project will be delivered by AIAL.

The programme will be delivered in stages over the next 20 years with short-term improvements expected to be delivered by 2021.

The short-term improvements will encourage public transport and active mode usage. It will include state highway network improvements and priority lanes along SH20B, an upgrade to Puhinui Station to provide a quality transport interchange that enables easy connections between bus and trains, additional bus services to wider Auckland as well as walking and cycling improvements. Figure 1 outlines the improvements to be delivered by 2021 as identified in the Auckland Airport Access PBC.

Figure 1: Improvements to be delivered by 2021 (as identified in the Auckland Airport Access PBC)



Improvements to be delivered beyond 2021 include rapid transit between the airport and Botany (via Manukau) and further state highway improvements. AIAL will deliver a combined international and domestic terminal upgrade and future second runway. Figure 2 below shows the study area for potential improvements to be delivered beyond 2021.

A decision to finance the delivery of the Transport Agency and AT projects has yet to be made. To secure funding, both organisations will develop long-term improvement SSBCs to confirm the Auckland Airport Access PBC’s key recommendations and to identify various alternatives. As part of this process, stakeholders and the community have been and will continue to be engaged, providing feedback on where investment should be made.

Figure 2: Study area for potential improvements to be delivered beyond 2021

1.3 20Connect SSBC

Following on from the Auckland Airport Access PBC, and in alignment with other elements identified in the Auckland Airport Access PBC, a SSBC is being developed for the 20Connect project.

This SSBC seeks to identify innovative solutions that improve the overall experience for customers travelling to and from the airport and the surrounding area via the land transport system. In doing so, it strives to identify and deliver outputs above and beyond ‘traditional’ options assessment and design approaches, which typically result in a sole focus on infrastructure-based solutions to transport problems

The project area covers the intersection of SH20 and SH20A to the intersection of SH20A and SH20B (excluding land owned by AIAL) and the intersection of SH20B and SH20. SH20A and SH20B are the key corridors that connect the airport to the wider region.

The project will build on improvements that have recently completed including upgrades work on SH20A including a trench to separate the motorway and local traffic at the SH20A/Kirkbride Road intersection and additional capacity that is being built on the SH1 southern motorway; as well as extra capacity on the Western Ring Route.

1.3.1 SH20B Short-Term SSBC

The SH20B Short Term SSBC is being developed for the first stage of the 20Connect project. This SSBC recommends the introduction of priority lanes along SH20B between the eastern end of Pukaki Creek Bridge and SH20 to allow for frequent bus services between the airport, Puhinui and Manukau. Other improvements to be delivered in the short term include; two new intersections one between Campana and Orrs Road and one at Manukau Memorial Gardens; walking and cycling facilities; localised road widening and resurfacing; drainage and storm water treatment.

1.3.2 Problems and benefits

In January 2018, key project sponsors were invited to attend an initial Investment Logic Map (ILM) workshop for the 20Connect SSBC.

Attendees were asked to contribute ideas and views reflecting those of their represented organisation and departmental strategies. The two ILM problem statements were confirmed as follows:

- **Problem statement 1:** inadequate transport system capacity, connections and management to, from and within the airport precinct area risks economic growth and prosperity (55%)
- **Problem statement 2:** lack of reliable and readily accessible travel choices limits access to the airport and surrounding area for customers, and the reliable movement of people and goods (45%).

The ILM benefits were confirmed as follows:

- a more prosperous airport precinct area, Auckland and New Zealand
- high public confidence in the area's transport system
- a more liveable Auckland through a more reliable, efficient and accessible transport system for the airport area allowing better travel choice.

A further ILM workshop was held in July 2018, to align the project problems and benefits with the Airport to Botany Rapid Transit project. Four new 20Connect ILM problem statements were confirmed as follows:

- **Problem statement 1:** inadequate transport system capacity, connections and management to, from and within the airport precinct area risks economic growth and prosperity
- **Problem statement 2:** lack of reliable and readily accessible travel choices limits access to the airport and surrounding area for customers, and the reliable movement of people and goods
- **Problem statement 3:** current transport system has adverse environmental effects and does not recognise cultural identity and taonga
- **Problem statement 4:** perceptions of poor personal safety limit uptake of public transport and active modes.

The new 20Connect ILM benefits were confirmed as follows:

- a more reliable and resilient transport system
- a more prosperous airport precinct area, Auckland and New Zealand
- local environment is protected and enhanced
- healthier and safer people.

1.4 Airport to Botany Rapid Transit SSBC

Following on from the Auckland Airport Access PBC, and in alignment with other elements identified in the Auckland Airport Access PBC, a SSBC is being developed for the Airport to Botany Rapid Transit project to identify improvements which will improve accessibility, reliability and travel choices for customers travelling in south and east Auckland.

The purpose of this SSBC is to provide a case for investment in a new RTC between Botany and the airport via Manukau. The SSBC will confirm the preferred route, costs and benefits of implementing the new connection and provide a business case for decision makers and funding.

The Airport to Botany Rapid Transit SSBC focuses on public transport service plans and supporting infrastructure to connect people in south and east Auckland to jobs, education and other needs.

1.4.1 Short-Term Auckland Airport Improvements SSBC

The Short-Term Auckland Airport Improvements SSBC is being developed for the first stage of the Airport to Botany Rapid Transit project. The SSBC recommends early construction of a bus/rail interchange at Puhinui Station, revised bus services, bus priority lanes between the airport and Manukau and localised walking and cycling improvements, in Māngere and along Puhinui Road and Lambie Drive.

1.4.2 Problems and benefits

In July 2018, key project sponsors were identified and invited to attend combined Airport to Botany Rapid Transit and 20Connect ILM workshop to align project problems and benefits.

Attendees were asked to contribute ideas and views reflecting those of their represented organisation and departmental strategies. The four Airport to Botany Rapid Transit ILM problem statements were confirmed as follows:

- **Problem statement 1:** costly, unreliable, long and complicated trips severely limit people's ability to meet daily needs for work, learning and socialising, reinforcing ongoing deprivation
- **Problem statement 2:** poor east-west travel choices in the southern area constrain current and future growth, undermining prosperity for Aucklanders
- **Problem statement 3:** current transport system has adverse environmental effects and does not recognise cultural identity and taonga
- **Problem statement 4:** perceptions of poor personal safety limit uptake of public transport and active modes.

The Airport to Botany Rapid Transit ILM benefits were confirmed as follows:

- more equitable access to jobs, learning and social activities
- provide public transport for south and east Auckland that is easy to use, reliable, fast, resilient and affordable
- promote urban regeneration improved built environment and economic opportunities
- reduce the effects of the transport system on the environment and taonga
- healthier and safer people.

1.5 Other initiatives in southeast and southwest Auckland

With recent residential and commercial growth in south and east Auckland and more forecast, significant new transport infrastructure and services are needed. There are a number of different transport changes happening across Auckland. The project teams have been and will continue to work closely with other initiatives as identified in Figure 3, including the City Centre to Māngere Light Rail and Eastern Busway projects to ensure a connected transport system that supports accessibility and growth in Auckland.

Panuku Development is developing a business case for future development of the Manukau City Centre, whilst the Supporting Growth Alliance is developing a business case for infrastructure improvements associated with future growth south of Auckland. The project teams have been and will continue to meet regularly with both initiatives throughout the development of the SSBCs.

Figure 3: Co-ordinated transport approach



2. SUMMARY OF ENGAGEMENT ACTIVITIES

2.1 Approach

The engagement approach for the programme and related projects is guided by:

- Southwest Gateway Programme Communication and Stakeholder Engagement Strategy
- Airport to Botany Rapid Transit Communication and Stakeholder Engagement Plan
- 20Connect Communication and Stakeholder Engagement Plan

The documents have been and will continue to be updated regularly throughout the development of the SSBCs to adapt to change in programme, scope and the level of stakeholder interest. The plans are based on the principles and core values of the International Association for Public Participation (IAP2) (see Figure 4 and Table 1 below), which is the core tool at the heart of AT’s and the Transport Agency’s engagement guidelines.

IAP2 provides internationally recognised consultation best practice principles. The community engagement spectrum of participation is based on the decisions to be made and the associated level of influence (if any) the community has on project decision making.

In addition, the project teams have been and will continue to work closely with the Southern Communication Coordination Group, to coordinate engagement on transport projects in south Auckland. The group which meet on a quarterly, consists of engagement and project leads from AT, Auckland Council (AC), the Transport Agency and KiwiRail. New project leads are invited to attend the group discussion as and when new transport projects arise.

Figure 4 IAP2 Public Participation spectrum

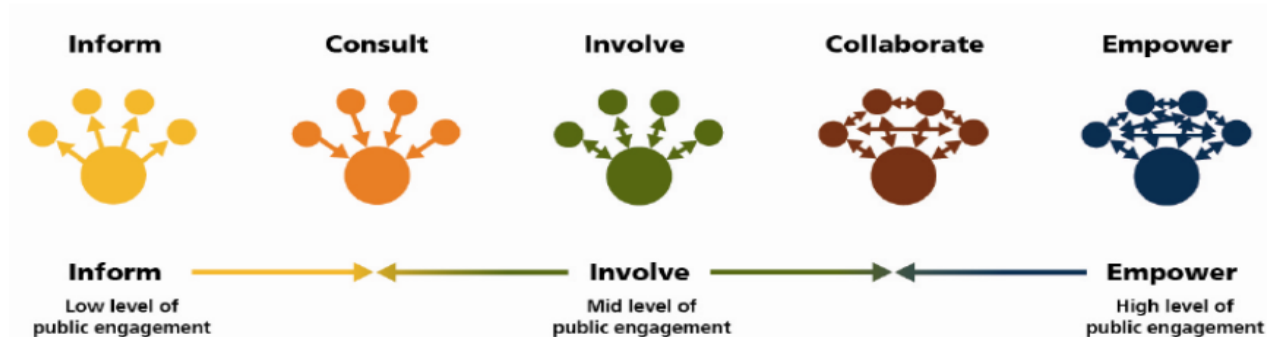


Table 1 Summary of IAP2 spectrum levels

| INFORM | CONSULT | INVOLVE | COLLABORATE | EMPOWER |
|---|--|---|--|---|
| Provide the audience with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. | Obtain public / stakeholder feedback on analysis, alternatives and/or decisions. | Work directly with the public / stakeholder throughout the process to ensure that public concerns and aspirations are consistently understood and considered. | Partner with the public/stakeholder in each aspect of the decision including the development of alternatives and identification of the preferred solution. | Place final decision-making in the hands of the public / stakeholder. |

2.2 Methods used

Where appropriate, activities for both SSBCs have been and will continue to be coordinated and/or combined with the wider programme to avoid duplication of engagement processes and reduce possible ‘consultation fatigue’.

The methods used with partners and key stakeholders to date includes workshops, small group meetings and one-on-one meetings. Stakeholders have been and will continue to be engaged to provide feedback, supply information and assist with decision making at key points in the development of the SSBCs, where possible. The project teams provided feedback to partners and key stakeholders on how their input has influenced the projects and decision making.

The community and potentially directly and indirectly affected property owner / occupiers have been and will continue to be engaged to provide feedback on proposed improvements, through community open days, letters, mail drops and online feedback forms. The project team will provide feedback to the public on how their input has influenced the projects and decision making.

All communication with partners, key stakeholders, community and potentially affected property owner / occupiers has been and will continue to be collected and recorded in Consultation Manager. Consultation Manager is a cloud-based management system used by the Transport Agency and AT to record, track and respond to feedback.

Programme and project specific webpages, email and phone number have been established to allow stakeholders and community to find out more about the programme/projects, contact the project teams and provide feedback. The project teams will continue to update the webpages during the development of the SSBCs.

2.3 Engagement

2.3.1 Mana Whenua

Mana Whenua are recognised as the Treaty Partner by the Transport Agency and AT, as per the Treaty of Waitangi 1840 / Te Tiriti o Waitangi. With relation to the development of the SSBCs, this means sharing decision making with iwi when identifying priorities for investment and identifying the best choice of transport system for their communities, both regionally and nationally.

The range of cultural, spiritual and historical values in the programme area require further consideration, in partnership with Mana Whenua as the projects progress to detailed design.

Mana Whenua who collaborated with the project teams to date as part of the SSBCs are representatives from AT’s Southern Mana Whenua Table. Iwi involved in the Table, are:

- Ngā Tai Ki Tāmaki
- Ngāti Maru
- Ngāti Paoa
- Ngāti Tamaoho
- Ngāti Tamaterā
- Ngāti Te Ata Waiohua
- Ngāti Whanaunga
- Ngāti Whātua o Ōrākei
- Te Ahiwaru Waiohua
- Te Ākitai Waiohua
- Te Kawerau a Maki
- Te Patukirikiri
- Waikato-Tainui.

The project teams have engaged Mana Whenua regularly since April 2018 and will continue to engage with Mana Whenua regularly during the development of the preferred options for improvements.

2.3.2 Partners

‘Partners’ in the context of the Southwest Gateway programme are the Transport Agency, AT, AIAL and the AT Southern Mana Whenua Table. Representatives from various departments within these organisations have been and will continue to be engaged through workshops and meetings to exchange information, formulate solutions and assist in the decision making on the options proposed.

2.3.3 Key stakeholders

A number of key stakeholders have been identified as having a potential influence on the outcome of the projects. Key stakeholders who have been and will continue to be engaged to discuss and exchange information include:

- Advocacy groups
 - NZ Heavy Haulage Association
 - Road Transport Association
 - NZ Taxi Federation
 - National Road Carriers
 - Bike Auckland
 - Automobile Association
 - Infrastructure New Zealand
- Operation and Maintenance
 - Auckland Motorway Alliance (AMA)
 - Auckland Transport Operation Centre (ATOC)
- Utility providers
 - Wiri Oil Services
 - Refining NZ
 - Watercare
 - Transpower
 - Vector
 - Chorus
 - Spark
 - Vodafone
- Emergency services
 - NZ Police
 - St Johns Ambulance
 - NZ Fire
- Government agencies
 - Heritage NZ Pouhere Taonga
 - Department of Conservation
 - Housing NZ
 - HLC
 - KiwiRail

- AC Controlled Organisations
 - AC Local Boards (Howick, Ōtara–Papatoetoe, Manurewa, Māngere– Ōtāhuhu)
 - Auckland Tourism, Events and Economic Development (ATEED)
 - AC Cemeteries team (Manukau Memorial Gardens)
 - The Southern Initiative (TSI)
 - Panuku Development
- Business groups
 - Auckland Business Forum
 - Auckland Chamber of Commerce
- Local community / residents

2.3.4 General Public

Public engagement has been focused on enabling stakeholders and the community to:

- consider the relative strengths and weaknesses of the short-listed options;
- provide feedback on the short-listed options; and
- provide key customer insights and user experience aspirations, i.e. journey patterns and what people value regarding the transport system.

A public feedback period was undertaken during November and December 2018 and included a series of community open days and feedback forms (online and flyer mail drop). The project teams plan to engage the public again in late 2019 once the preferred options have been identified.

2.4 Engagement activities

Engagement with partners and key stakeholders has been centred on workshops at key milestones during the development of the SSBCs. A full account of attendees for stakeholder engagement activities between December 2017 and December 2018 is shown at Appendix 1.0.

The project teams will continue to engage with partners and key stakeholders on the outcomes of the SSBCs including the preferred options for improvements.

Public engagement during November and December 2018 was the first time the projects shared materials publicly.

The following describes the key engagement activities carried out between December 2017 and December 2018.

2.4.1 Stakeholder workshops

The key workshops attended by AT, AIAL, AC, Mana Whenua, the Transport Agency and key industry stakeholders include:

- Long List to Short List Option (August 2018)
- Short List to Preferred Option (December 2018).

Prior to each workshop, pre-meetings were held with attendees to give stakeholders the opportunity to raise issues, provide feedback or ask questions ahead of the workshop. The pre-meetings allowed the project teams time to consider these comments prior to the workshop itself.

Workshop attendees have generally been consistent; this has helped to develop and maintain relationships. Not all iwi have been represented at each workshop.

2.4.2 Hui

Monthly meetings (hui) have been held with Mana Whenua of the south Auckland area through the existing AT Southern Mana Whenua Table.

The project teams will continue to attend the Southern Mana Whenua Table on a regular basis during the development of the preferred options.

2.4.3 Southwest Gateway Integration Group

Fortnightly meetings have been held with representatives from AT, AIAL, AC and the Transport Agency since December 2017. These meetings have been an opportunity to discuss and provide updates on respective projects, align project programmes and to coordinate upcoming consultation and engagement activities, where appropriate.

The Southwest Gateway Integration Group representatives will continue to meet on a regular basis during the development of the preferred options.

2.4.4 Socialisation sessions

In July 2018, five informal socialisation sessions were held with the staff of the three delivery organisations and key industry and community stakeholders.

The objectives were:

- to inform attendees about the programme/ projects
- to begin building relationships in the early stages of project planning
- to understand the concerns that key stakeholders and project partner staff may have, their thoughts and organisational/ historical knowledge of the area that could potentially help decision making
- to give key stakeholders and project partner staff the opportunity to engage with the project team early
- to discuss and seek to identify a range of potential solutions to the issues identified in this area.

For a more detailed summary for the socialisation sessions refer to Appendix 2.0.

2.4.5 One-on-one meetings

Several one-on-one meetings were held with other key stakeholders. The meetings provided opportunities for the project team to inform other stakeholders of the SSBCs and the proposed improvements under investigation.

One-on-one meetings were held with representatives from road users, utility providers, emergency services, statutory agencies, industry groups, local boards and potentially directly and indirectly affected property owner / occupiers along SH20B, as requested.

The project teams will continue to engage with these stakeholders on the outcomes of the SSBCs including the preferred options for improvements.

2.4.6 Emails

In November 2018, the project teams issued emails to key stakeholders to inform them of the public consultation dates and invite any feedback via the online feedback forms.

2.4.7 Property owner letters

On the 19 June 2018, the Transport Agency issued a letter to 22 potentially directly and indirectly affected property owner / occupiers along SH20B to notify them of the Southwest Gateway programme, the 20Connect project and the long term and short-term proposals for future upgrades.

During November 2018, the Transport Agency issued another letter to notify them of the public engagement period. AT issued letters to 140 potentially, directly and indirectly affected property owner / occupiers surrounding Puhinui Station.

Two additional letters were issued to the SH20B property owners (16 October and 20 December 2018) to notify them of upcoming ground investigation work to support the short-term improvements.

Refer to Appendix 3.0 for letter templates.

The project teams will continue to engage with potentially directly and indirectly affected property owner / occupiers on the outcomes of the SSBCs including the preferred options for improvements.

2.4.8 Mail drop/ flyers

In November 2018, a joint Airport to Botany Rapid Transit and 20Connect flyer was issued to 17,539 properties in the Southwest Gateway programme area to announce the projects publicly. The flyer consisted of project information, opportunities to provide written feedback and information about the nine open days (venue/ date/ time). Refer to Appendix 4.0 for map of the mail drop area.

In addition, the project teams visited four train stations in the programme area to hand out the flyers at peak travel periods. Table 2 provides detail on the Auckland stations and the number of flyers distributed.

The feedback received in response to the flyer mail drop comments was collated and categorised into themes.

Please refer to Appendix 5.0 a copy of the flyer.

Table 2 Auckland stations and number of flyers distributed

| Date | Time | Location | Number of handouts |
|--------------------|-----------------|--------------------------|--------------------|
| Wed, 22 November | 7:30am – 8:30am | Puhinui Train Station | 66 |
| Wed, 22 November | 4:30pm – 5:30pm | Puhinui Train Station | 24 |
| Thurs, 22 November | 7:30am – 8:30am | Middlemore Train Station | 53 |
| Thurs, 22 November | 4:30pm – 5:30pm | Papatoetoe Train Station | 30 |
| Fri, 23 November | 7:30am – 8:30am | Manukau Train Station | 55 |
| Total | | | 228 |

2.4.9 Media release

On the 20 November 2018, the Transport Agency issued a media release to publicly announce the Southwest Gateway programme, its projects and to promote opportunities to provide feedback and engage with the project teams. Refer to Appendix 6.0 for a copy of the media release.

2.4.10 Website

In August 2018, the Southwest Gateway programme, 20Connect and Airport to Botany Rapid Transit project webpages were published. The webpages provide a high-level overview of the problems, benefits and proposed improvements.

In November 2018, the webpages were updated with community open day information and links to online feedback forms.

The project teams will continue to update the webpages during the development of the SSBCs.

2.4.11 Social media

During the public consultation period November and December 2018, the Transport Agency and AT shared a series of posts on both organisations' social media platforms.

The AT post reached over 30,000 people and received around 230 likes and 150 comments. For a more detailed summary of the AT social media reach please refer to Appendix 7.0.

The Transport Agency post had a much lower reach of 7,000 with 11 likes and 0 comments. For a more detailed summary of the Transport Agency social media reach please refer to Appendix 8.0.

2.4.12 Online feedback forms

The Transport Agency and AT established online feedback forms which were available for public and stakeholders to submit feedback between 20 November and 14 December 2018.

The Transport Agency survey in relation to the 20Connect project received 27 responses.

The AT survey in relation to the Airport to Botany Rapid Transit project received 77 responses.

There was a mixture of personal submissions and representatives of organisations.

2.4.13 Community open days

During September 2018 the project teams attended two Supporting Growth Alliance (south) community open days in Papakura and Manukau to provide support and answer any public enquiries. No formal feedback was taken during the events.

In November and December 2018, the project teams organised and attended nine community open days, listed in Table 3 below. The open days were the first opportunity for the project teams to socialise the projects with the public.

The open days were held in open, inviting spaces located central to the communities in the programme area. The project teams attended a community event at the Tupu Youth Library to broaden engagement reach following feedback from the Ōtara–Papatoetoe Local Board. Eleven information boards were developed and displayed based on the event location.

The community was invited to read and discuss the programme and the project/s, project staff were available to answer queries. People were encouraged to provide feedback by writing post-it notes, discussion with project staff or by taking a flyer and providing feedback by Freepost or via online feedback.

The project team members recorded feedback by writing it a post-it notes and sticking it onto the relevant information board or in a notebook.

During the AC Local Board briefings, prior to the community open days, it was requested that the project team provide a variety of languages to actively engage the community. In response to this request the project team included staff who spoke English, Tongan, Sāmoan, Māori, Chinese, Hindi and Urdu.

Approximately 850 people were engaged with across nine events and staff managed to record around 500 written comments. The breakdown of these is detailed below in Table 3. These comments have been collated and categorised into themes.

Table 3 Open day event locations and attendee and feedback snapshot

| Date | Time | Location | Number of attendees | Number of comments received |
|-------------------|------------------|------------------------------------|---------------------|-----------------------------|
| Thur, 22 November | 4:00pm – 6:00pm | Pakuranga Plaza | 5 | 0 |
| Sat, 24 November | 9:00am – 6:00pm | Westfield Shopping Centre, Manukau | 188 | 120 |
| Sat, 24 November | 7:00am – 12:00pm | Ōtara Markets | 95 | 42 |
| Sun, 25 November | 10:00am – 5:30pm | Westfield Shopping Centre, Manukau | 137 | 110 |
| Sun, 25 November | 11:00am – 3:30pm | Countdown Botany Downs | 250 | 141 |
| Mon, 26 November | 11:00am – 2:00pm | The Cloak, Auckland Airport | 26 | 23 |
| Sat, 1 December | 7:00am – 12:00pm | Māngere Markets | 46 | 25 |
| Sun, 2 December | 9:00am – 12:00pm | Manurewa Southmall | 33 | 11 |
| Fri, 7 December | 5:00pm – 7:00pm | Tupu Youth Library, Ōtara | 55 | 20 |
| Total | | | 835 | 492 |

The project teams plan to engage the public again in late 2019 once the preferred options have been identified.

3. SUMMARY OF FEEDBACK

Overall, partners, key stakeholders and community have been supportive of improvements within the Southwest Gateway programme study area. They recognise the strategic need for the SSBCs and the interrelationship with other transport infrastructure in south and east Auckland.

The following summarises the key points raised during engagement with partners, key stakeholders and community between December 2017 and December 2018. The key points are summarised into the following themes:

- safety
- connectivity and integration of projects with other infrastructure (current and proposed future) in southeast and southwest Auckland
- customer centric public transport
- potential environmental and social opportunities and effects
- growth and development.

The next stage will be to engage on the outcomes of the SSBCs including the preferred options for improvements. This report will be updated to include all feedback taken during the development of the preferred options prior to the final SSBCs being submitted to the AT and Transport Agency boards where approval will be sought to progress the projects into the next phase of development.

3.1 Safety

Feedback from partners, key stakeholder and the community during the development of the SSBCs to date indicated that improving safety within the programme area is important.

There was strong public support for the improvements to Puhinui Station with acknowledgement that at present the station feels unsafe, is not well connected and provides only basic facilities. In general, public feedback recommended stations, stops and park and rides to be well lit, easily accessible, provide shelter and be well connected to local bus services and walking and cycling routes.

Public feedback highlighted the need for separated rapid transit facilities, uninterrupted by traffic to allow for safe access and operation.

There was a high amount of interest in providing separated active mode facilities along the rapid transit route and SH20B between Puhinui and the airport. Public expectations for safe, dedicated walking and cycling facilities is high for these projects including to the airport.

How we have responded

Safety will be a critical component of the design of the preferred options and will be designed in accordance with CPTED (Crime Prevention Through Environmental Design) principles. Elements, such as separated facilities, station, and width of corridors, will form part of the detailed design.

The SH20B Short-Term Improvements will address a range of existing safety issues including provision of right turn bays where the absence of such facilities has contributed to crashes, safety barriers in the median and edge, lowering of the existing speed limit.

The Manukau Memorial Gardens intersection upgrade, the new intersection at Campana Road and improvements to the barriers on Waokauri Creek bridge to a higher containment standard will address concerns voiced by users and the community.

Cycle facilities and footpaths will be designed with safety front of mind including providing for physical separation, where feasible, on existing arterials and along SH20B.

Assessment of long-term improvements has included safety elements to address existing safety issues and to ensure no new issues are introduced as a result of the short-term improvements.

3.2 Co-ordination and integration

Partners and key stakeholders raised the need to integrate and coordinate the SSBCs with current and planned infrastructure projects in south Auckland to improve access to jobs, education and social opportunities.

AT recognises that the existing public transport network will need to be modified around rapid transit to improve connectivity, using the hub and spoke model. Neighbouring centres like Ōtara, Ormiston and Highbrook will need to be able to connect to rapid transit using local services.

During community engagement there was strong support for state highway improvements that support and provide improved public transport and active mode facilities that integrate with the wider network.

Local boards raised concerns around construction impacts on local communities with the amount of infrastructure that is planned in the area.

Road user associations requested a long-term vision and planning for the projects, ensuring that they integrate with future plans at the airport and allow for smooth freight and oversized vehicle operation.

Meetings were held with utility operators to establish the existing services within the project extents and any requirements in the event of relocation/protection. In addition, any planned future works were discussed to identify opportunities to integrate with the project.

How we have responded

The project teams recognise the importance of collaborating to deliver infrastructure to support future growth in south and east Auckland.

The project teams have been and will continue to engage with other key infrastructure projects such as City Centre to Māngere Light Rail and Eastern Busway to ensure the rapid transit connects key destinations, links to public transport routes and interchanges.

The project teams have been and will continue to engage with Panuku Development and Supporting Growth Alliance as the projects progress to create a connected transport system that supports accessibility and growth.

The project teams have been and will continue to engage with AIAL regarding future access to development areas on the south side of SH20B.

Public transport options will be integrated, with walking/cycling connections to all major public transport stations. Rapid transit will increase in frequency, which will better connect with existing public transport services.

The project teams have been and will continue to work closely with Southern Communication Coordination Group to ensure consistent messaging around integrating the projects.

3.3 Customer centric public transport

The SSBCs seek to identify customer-centric initiatives that improve the overall experience for customers travelling to and from the airport and the surrounding area.

Community and stakeholders were very supportive of public transport upgrades that provide choice and reliability for how people and freight travel around south and east Auckland, including to and from the airport.

They expected rapid transit to be efficient and reliable with frequent services that support the travel needs of users, most importantly shift workers. Smooth transfers and easy to navigate connections that link residential areas and the arterial network to jobs, health, education and social opportunities. Public expectation was that fares will be affordable and integrated with the wider network.

The Puhinui Station upgrade was well received by partners, key stakeholder and the community who supported the connection it would provide between bus and rail services. Feedback received highlighted the need for it to be safe, secure and accessible for all users.

For the SH20B Short-Term Improvements, community and stakeholders agreed that increasing bus services and providing priority will provide some immediate benefits to people travelling in the area.

Feedback received during the development of the SSBCs to date indicated that shift workers would use an upgraded cycling network at times when public transport services are limited or would use cycling as an alternative to both private vehicles and public transport.

Specific suggestions included; cycling facilities that are easily accessible at both ends of the journey, including secure lock up points at Botany, Puhinui Station and around the airport precinct.

How we have responded

Enhanced walking and cycling facilities that provide safe, off-road amenities will be included in the short-term improvements, encouraging active mode use by users of all ages and abilities.

The proposed improvements at Puhinui Station will provide facilities and amenities that are suitable for all users. It is being designed to enable people with disabilities can use the facilities and amenities safely and with the same convenience as those who do not have disabilities.

Planning will consider the span of services over the day to accommodate shift workers and families to ensure that the outcome meets the needs of the community.

The scope of the next stages of the Airport to Botany Rapid Transit project will consider the design of access routes to stations to ensure that the whole journey door-to-door is safe and meets people's expectations.

The project teams will continue to work with AT's Customer Insights Team to build the findings of that research into the project to ensure that the outcomes will meet what people's needs.

3.4 Potential environmental and social opportunities and effects

Potential environmental and social opportunities and effects were raised by key stakeholders and Mana Whenua during workshops and during the monthly hui.

The following environmental topics were discussed throughout the development of the SSBCs:

- the strong Mana Whenua connection to the area
- the Puhinui Peninsula, in particular, the area between Pukaki Creek Bridge and Orrs Road is of cultural significance in terms of habitation (Papahinua), gardening, food gathering and portage
- Pukaki and Waokauri Creeks have significant cultural values
- Ngā Kapua Kohu Ora/ Crater Hill is of outstanding archaeological and cultural significance
- significant ecological area in the Coastal Marine Area (CMA) – the potential effects on the CMA have been of interest to Mana Whenua, Heritage NZ and Department of Conservation
- closed landfill site and Wiri Transfer Station
- areas with substantial trees
- water quality and stormwater treatment been a key matter for Mana Whenua – Pukaki and Waokauri Creeks are included within the Mana Whenua Management Precinct
- the visual effects of ramps and overbridges need to be considered
- the potential for property loss and resulting impact on the neighbourhoods along SH20 needs careful consideration, as people have chosen to live in this area to be in proximity to family
- Te Ahi Waru representatives expressed concern regarding the ability of emergency vehicles to reach their community due to traffic volumes on roading network in area.

During public engagement there was support for green corridors alongside the state highway and rapid transit route that encourage active mode use. There was support for using electric rapid transit for a more sustainable, low emission service.

How we have responded

The project teams have been and will continue to work with Mana Whenua to better understand cultural values and how we can protect them.

The project teams have highlighted environmental and social constraints throughout the development of the SSBCs and options. The CMA at Pukaki and Waokauri Creeks are known areas of environmental interest.

Project ecologists, coastal processes and landscape and visual specialists will be engaged during the development of the SSBCs to provide advice on the possible effects once design information is available.

3.5 Growth and development

Partners, key stakeholders and community acknowledged that south and east Auckland was set for significant population, tourism and commercial growth over the next 30 years and new and improved infrastructure will essential to enable and support this.

Feedback from the public on current travel experiences confirmed that public transport was unreliable with limited travel choices and poor journey experiences. At times, users are impacted by significant congestion and lack of resilience in the direct transport connections that access the airport and surrounding areas. In addition, time sensitive freight and cargo is often impacted by inefficient freight supply chains.

Partners and key stakeholders highlighted that any short-term improvements need to work in the with long term plans and where possible future proof the current infrastructure.

For Puhinui Station, local boards raised the possibility of developing the area around the station to include retail and/or apartments.

How we have responded

The Southwest Gateway programme will be delivered in stages over the next 20 years to support recent and future growth in south and east Auckland.

The short-term improvements proposed along SH20B have been developed with the longer-term improvements in mind. Efforts have been made to futureproof the short-term design and avoid abortive works where possible.

Future works planned by utility providers have been discussed, and opportunities to implement these works as part of the short-term improvements have been identified. This will minimise disruption to the SH20B corridor.

3.6 Airport to Botany Rapid Transit – option specific

The Airport to Botany Rapid Transit online feedback form asked about the issues and opportunities for the public transport network across four route options along the project study area, refer to Figure 5. Figure 6 highlights the public sentiment towards each option. The following themes were expressed:

Option 1 Ronwood Avenue

- people who preferred this option said it needed to be easy for pedestrians to walk to the bus and train stations in Manukau and said it provided a better connection to the Manukau shopping areas and employment areas
- recognition given to the lack of connection with other transport infrastructure – making it less accessible for all users (especially for the elderly or mobility impaired)
- this option would deliver a faster route between Botany and Puhinui.

Option 2 Manukau Station Road

- there was stronger public support for the Manukau Station Road option as it would connect better to the bus and train stations in Manukau and maximise the use of current infrastructure
- preference that it does not directly enter the bus station area as it would slow down services
- a station/ stop here would be accessible – flat, short walk to other stations and people can see where they are going when transferring between rapid transit, bus and rail.

Option 3 SH20B

- very strong public support for this route option
- direct, fast and connects into industrial employment areas
- service would need to have priority at intersections
- “ensure that separated cycling infrastructure is prioritised alongside the rapid transit route”.

Option 4 SH20/SH20A

- strong public opposition for this route option

- indirect and services would take much longer than the SH20B route option
- duplicates the proposed City Centre to Māngere Light Rail route
- would not appeal to people travelling from the south.

Figure 5 Airport to Botany Rapid Transit route options map

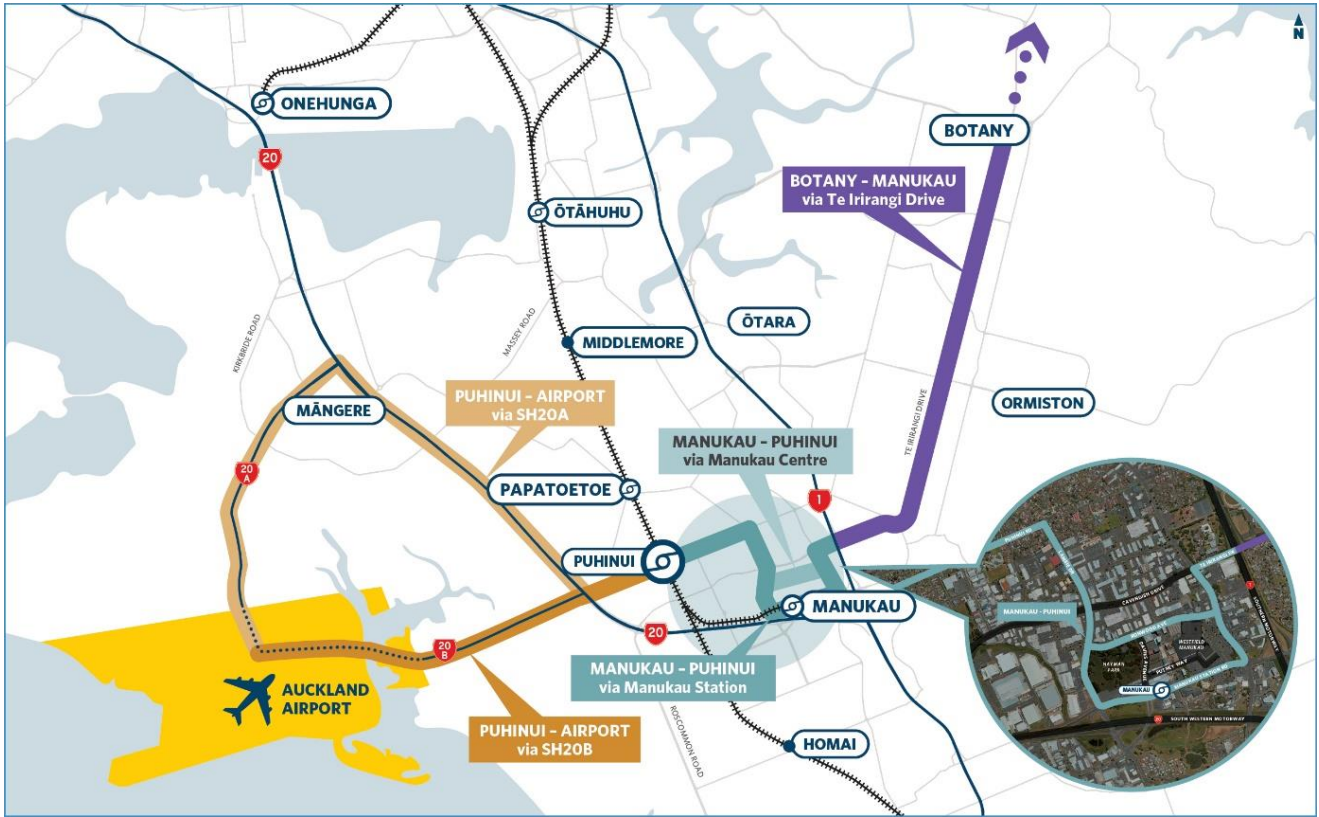
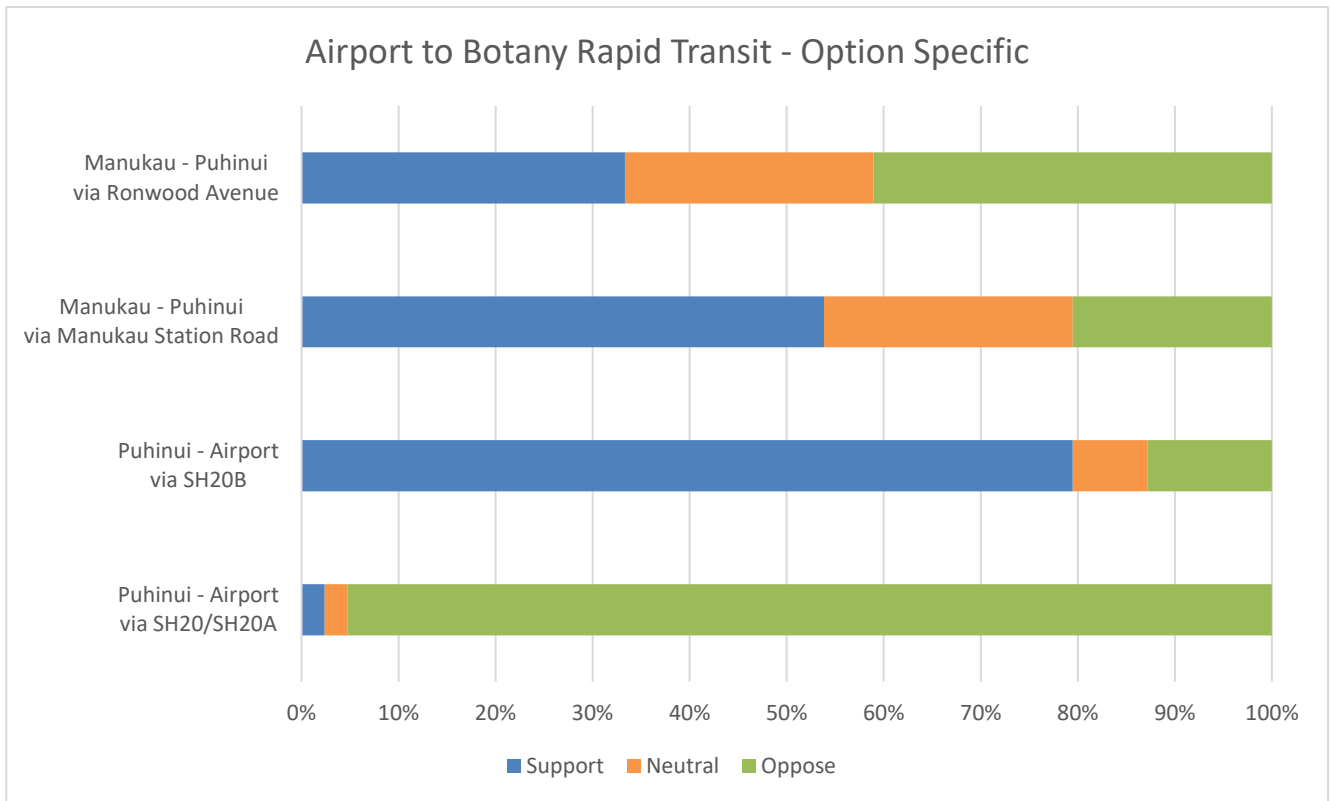


Figure 6 Airport to Botany Rapid Transit public sentiment towards options



How we have responded

Feedback, along with a range of technical assessments, will be used to evaluate the options developed for the Airport to Botany Rapid Transit route.

3.7 Mode / Type of vehicle

The Airport to Botany Rapid Transit online feedback form asked about the issues and opportunities for the public transport network in south and east Auckland. There was no question specific to mode. The following themes were expressed:

Heavy rail

- strong support for utilising and extending the existing infrastructure to provide a “one seat journey from the city centre” that is easy to use, fast and reliable
- extension of the network would support freight services in and around the airport area.

Light Rail Transit (LRT)

- quicker and better than buses, providing more options for transport.

Bus Rapid Transit (BRT)

- a short-term solution that offered the opportunities for future proofing with a view to being developed into LRT in the longer term
- an opportunity to connect communities with a frequent, reliable service on dedicated corridors unaffected by traffic congestion.

How we have responded

While the type of vehicle for the Airport to Botany Rapid Transit project is still being considered, initial technical assessments indicate the most appropriate mode for the corridor will be BRT. BRT can address current and forecast patronage demand on the corridor and can directly serve key destinations along the route and improve access to current and future employment and housing.

Specialised BRT vehicles on a dedicated corridor can provide a high-quality light-rail-like rapid transit experience that delivers the key outcomes highlighted by customers during public consultation. BRT can be delivered in stages meaning access to jobs, education and social opportunities in south and east Auckland can be delivered earlier.

The project team will complete further technical assessments and continue to evaluate the preferred option for the Airport to Botany Rapid Transit mode.

3.8 Key interest group submissions

In addition, we received submissions from key interest groups. Feedback from the online submissions has been summarised below.

Campaign for Better Transport

Campaign for Better Transport supported the rapid transit route option that travels via Manukau Station Road and raised concerns about public safety and the ease of transferring between services if the rapid transit travelled along Ronwood Avenue.

It supported the rapid transit route option that travels along SH20B as it is the most direct route from Puhinui Station through to the airport and would be of maximum convenience to passengers. The submission suggested the rapid transit should be designed completely off-road, with the potential to upgrade to heavy rail in the future, to support future development planned along this corridor

Campaign for Better Transport commented that Puhinui Station should be future proofed to allow for a future heavy rail service to Auckland Airport to support future growth and development opportunities.

The submission opposed the rapid transit route option that travels along SH20/SH20A as it is indirect.

Public Transport Users Association

The Public Transport Users Association (PTUA) expressed strong support for utilising and extending the existing heavy rail infrastructure from Puhinui Station to the airport.

The PTUA provided feedback that Puhinui Station should be future proofed to allow for planned rail infrastructure improvements and to allow for a future heavy rail service to Auckland Airport.

The submission opposed that rapid transit route option that travels along SH20/SH20A as it is indirect and would be an unattractive option for public transport users.

Road Transport Association of New Zealand

The Road Transport Association acknowledged that Auckland Airport is set for significant expansion, in particular near SH20A and SH20B. This needs to be considered when determining capacity for Pukaki Creek Bridge, state highway improvements and future City Centre to Māngere Light Rail. Freight and heavy vehicle traffic movements need to be efficient.

The submission supported separated walking and cycling facilities.

NZ Transport 2050 Inc

The NZ Transport 2050 Inc support state highway improvements that allow for separated heavy rail facilities between Puhinui Station and the airport.

4. NEXT STEPS

The next stage will be to engage on the outcomes of the SSBCs including a preferred option for improvements.

The project teams will continue to work closely with partners, Mana Whenua and with key stakeholders to provide feedback, supply information and assist with decision making at key points in the development of the SSBCs, where possible.

The project teams will continue to work closely with other initiatives including the City Centre to Māngere Light Rail, Eastern Busway, Panuku Development and Supporting Growth Alliance.

The project teams plan to engage with the public again in late 2019 once the preferred options have been identified.

This report will be updated to include all feedback taken during the development of the SSBCs prior to the final SSBCs being submitted to the AT and Transport Agency boards for where approval will be sought to progress the projects into the next phase of development.

While some aspects of the Airport to Botany Rapid Transit and 20Connect projects may be prioritised for construction in the next few years, overall a number of aspects of the programme will be delivered over the coming decades in line with growth.

APPENDIX

APPENDIX 1.0 – STAKEHOLDER LIST

| Stakeholder Group | Organisation | Socialisation Session | One on One / Briefing | Email Correspondence | LL to SL Workshop | SL to PO Workshop | Stakeholder Email (Public Announcement) |
|-------------------------------|---|-----------------------|-----------------------|----------------------|-------------------|-------------------|---|
| Advocacy Group | Be. Accessible | | | | | | |
| Advocacy Group | Bike Auckland | | | | | | |
| Advocacy Group | Campaign for Better Transport | | | | | | |
| Advocacy Group | CCS Disability Action | | | | | | |
| Advocacy Group | Civil Contractors NZ | | | | | | |
| Advocacy Group | Employment Manufacturers Association | | | | | | |
| Advocacy Group | Environmental Defence Society | | | | | | |
| Advocacy Group | HLC (formally Hobsonville Land Company) | | | | | | |
| Advocacy Group | Infrastructure NZ | | | | | | |
| Advocacy Group | New Zealand Property Council – Auckland Branch | | | | | | |
| Advocacy Group | NZ Walking Access Commission | | | | | | |
| Advocacy Group | Royal New Zealand Foundation for the Blind | | | | | | |
| Advocacy Group | Walk Auckland | | | | | | |
| Agency | Auckland Council | | | | | | |
| Agency | Auckland Council – Panuku Development | | | | | | |
| Agency | Auckland Council – The Southern Initiative | | | | | | |
| Agency | Auckland Tourism, Events and Economic Development | | | | | | |
| Agency | Aviation Security Services | | | | | | |
| Agency | Department of Conservation | | | | | | |
| Agency | Heritage NZ | | | | | | |
| Agency | Housing New Zealand | | | | | | |
| Agency | KiwiRail | | | | | | |
| Agency | Ministry of Business, Innovation and Employment | | | | | | |
| Agency | Supporting Growth Alliance | | | | | | |
| Aviation Industry Association | Board of Airline Representatives | | | | | | |

| | | | | | | | | |
|---------|-------------------|--|--|--|--|--|--|--|
| Utility | Wiri Oil Services | | | | | | | |
| Ward | Howick | | | | | | | |
| Ward | Manukau | | | | | | | |
| Ward | Manurewa-Papakura | | | | | | | |

APPENDIX 2.0 – ENGAGEMENT SUMMARY REPORT – SOCIALISATION SESSION

Southwest Gateway Programme

Consultation Summary Report – Socialisation Sessions July 2018

July 2018

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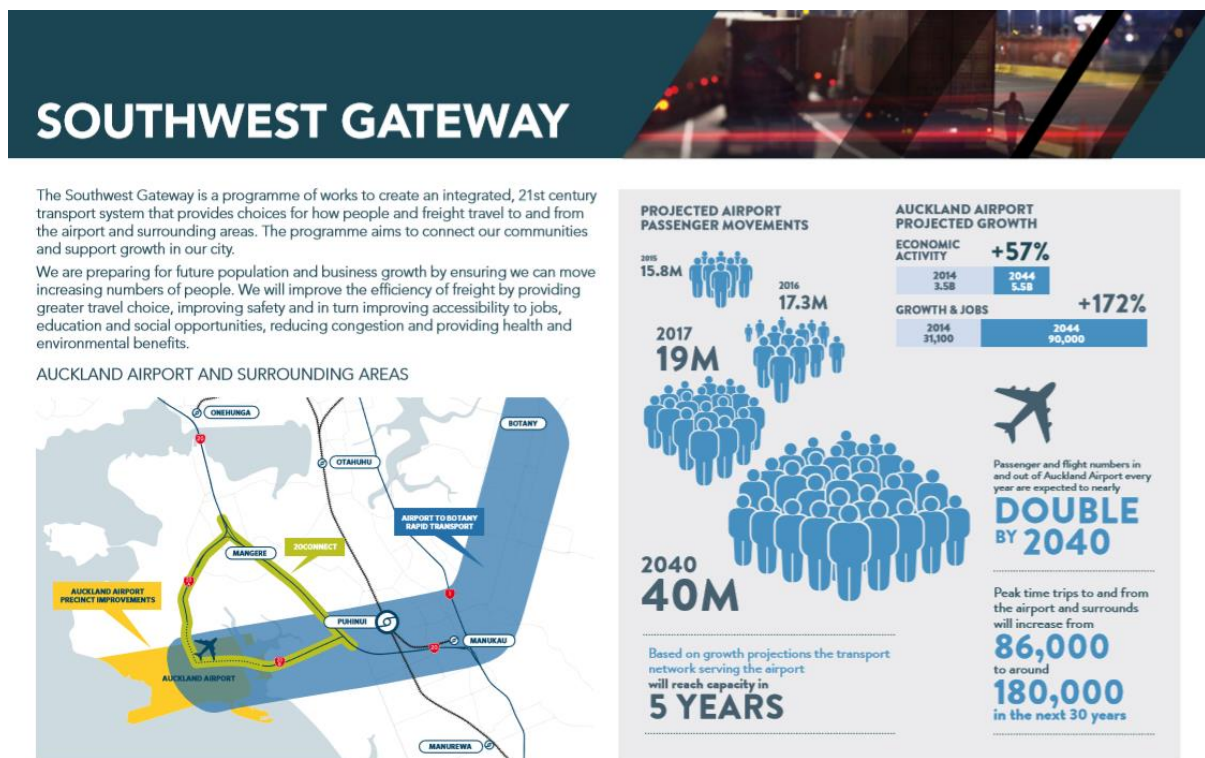
1. Programme Overview

Auckland is growing rapidly. Auckland Airport’s activities are projected to grow substantially over the next 30 years due to increasing passenger numbers, as well as nearby commercial and residential development and freight activities.

Within 10 years, passenger numbers are predicted to almost double to 24 million passengers per year; and almost double again to 40 million passengers by 2040. It is projected this will enable up to 27,000 more jobs and result in an increase of daily trips to/from the area from 86,000 currently to around 180,000 in the next 30 years.

Currently customers experience unreliable travel times, limited travel choices and poor journey experiences and at times, significant congestion and lack of resilience in the direct transport connections that access the airport. In addition, freight and cargo is often time sensitive and is impacted by inefficient freight supply chains.

Figure 1: Southwest Gateway Overview – Information Board



The Southwest Gateway Programme is being delivered by the NZ Transport Agency (Transport Agency), Auckland Transport (AT) and Auckland Airport. It is a programme of works to create an integrated, 21st century transport system that provides choices for how people and freight travel to and from the airport and surrounding areas. The programme aims to connect our communities and support growth in our city.

This programme is about preparing for future population and business growth by ensuring we can move increasing numbers of travellers and improve the efficiency of freight by providing greater travel choice, improving safety and in turn improving accessibility, reducing congestion and providing health and environmental benefits.

Southwest Gateway is a long-term programme of investment and consists of three projects:

1. Airport to Botany Rapid Transit Single Stage Business Case

This project aims to deliver a fast, free frequent and reliable public transport system between the Airport, Manukau and Botany to provide a strategic public transport link between these areas and improve public transport accessibility for the southern and eastern areas of Auckland. AT is leading the development and delivery of this project.

2. 20Connect Single Stage Business Case

This project aims to improve people's journeys to and from the airport and surrounding areas. We'll be identifying ways to improve journey reliability and provide more choices for people when they travel along the state highway network – whether its walking, cycling, driving or catching public transport. This project will be delivered by the Transport Agency.

3. Auckland Airport Precinct Improvements

The airport area will undergo a dramatic transformation over the next 30 years with a combined international and domestic terminal upgrade, new airfield infrastructure, second runway and upgraded departures and arrivals areas. The airport is also investing in public transport, roading and walking infrastructure on the airport precinct. It will be delivered by Auckland Airport.

The programme will be delivered in stages over the next 20 years, with short-term improvements expected to be delivered by 2021. Improvements to be delivered beyond 2021 will be identified as part of the Single Stage Business Cases that are currently being developed.

The short-term improvements will encourage public transport usage. It will include some state highway network improvements, an upgrade to Puhinui Station to become a major interchange and the extension of direct bus service routes to the airport from central and wider Auckland, as identified in the Airport Access Programme Business Case.

2. Socialisation Session Overview

In July 2018, we held five informal socialisation sessions for key stakeholders and project partner staff. The socialisation sessions were the first opportunity for the project teams to socialise the projects with the staff of the three delivery organisations and key industry and community stakeholders.

Please refer to Appendix 1.0 for a detailed list of stakeholders who were invited to the sessions. This list also highlights which stakeholder attended the sessions.

The objectives of these session were:

- to inform key stakeholders and project partner staff about the projects.
- to begin building relationships with key stakeholders and project partner staff in the early stages of planning
- to understand the concerns that key stakeholders and project partner staff may have, their thoughts and organisational/ historical knowledge of the area that could potentially help decision making
- to give key stakeholders and project partner staff the opportunity to engage with the project team early
- to discuss and seek to identify a range of potential solutions to the issues identified in this area.

Five socialisation sessions were held at the following dates and locations:

- Wednesday, 4 July– Auckland Transport office
- Thursday, 5 July – Transport Agency office
- Friday 6, July – Auckland Council, central office
- Monday 9, July – Auckland Airport
- Tuesday 10, July – Auckland Council, Manakau office

The sessions were held in open, inviting spaces with information boards on display. Attendees were invited to read about the programme and the project/s, project staff were available to answer queries. There was also a programme area map for people to post their ideas and thoughts.

When a new group / individual entered the space, they were greeted by a member of one of the project teams who welcomed them and talked them through the information provided on the information boards and map. In some circumstances, individuals circulated the room reading the information and providing feedback at their own leisure.

Each project team member recorded the comments and feedback by writing it on a post it note and sticking it onto the programme area map or in a notebook.

3. Invitations and attendance

Each delivery organisation was responsible for sharing the invite with staff and internal advertising. For stakeholders the hosting organisation was responsible for sharing the invite.

Where stakeholders held common interests, we jointly invited them to attend the same session so that ideas could be circulated and discussed in an open forum. Please refer to Appendix 1.0 for a detailed list of stakeholder groups.

Table 1: Numbers of attendees for each socialisation session

| Organisation / Host | Invited | Attended |
|---------------------------|------------------------|----------|
| Auckland Transport | Staff | 88 |
| Transport Agency | Staff | 50 |
| Transport Agency | Stakeholders | 16 |
| Auckland Council, central | Staff | 7 |
| Auckland Council, Manukau | AC and AT staff | 15 |
| Auckland Airport | Stakeholders and staff | 55 |
| Total | | 231 |

4. Feedback and comments overview

We reached approximately 230 people across the 5 sessions and have managed to record around 200 written comments. These comments have been collated and categorised into themes. Please note, there may have been additional feedback the project team received verbally that has not been included in this report. Please refer to Appendix 2.0 for a full report of the written feedback received.

Overall, feedback was supportive for potential long-term and short-term improvements outlined in the Airport to Botany Rapid Transit and 20Connect projects. Delivery partner staff and key stakeholders have recognised the strategic need for the improvements and the interrelationship with other transport infrastructure in Auckland’s south east.

Table 2: Number of comments received at each socialisation session

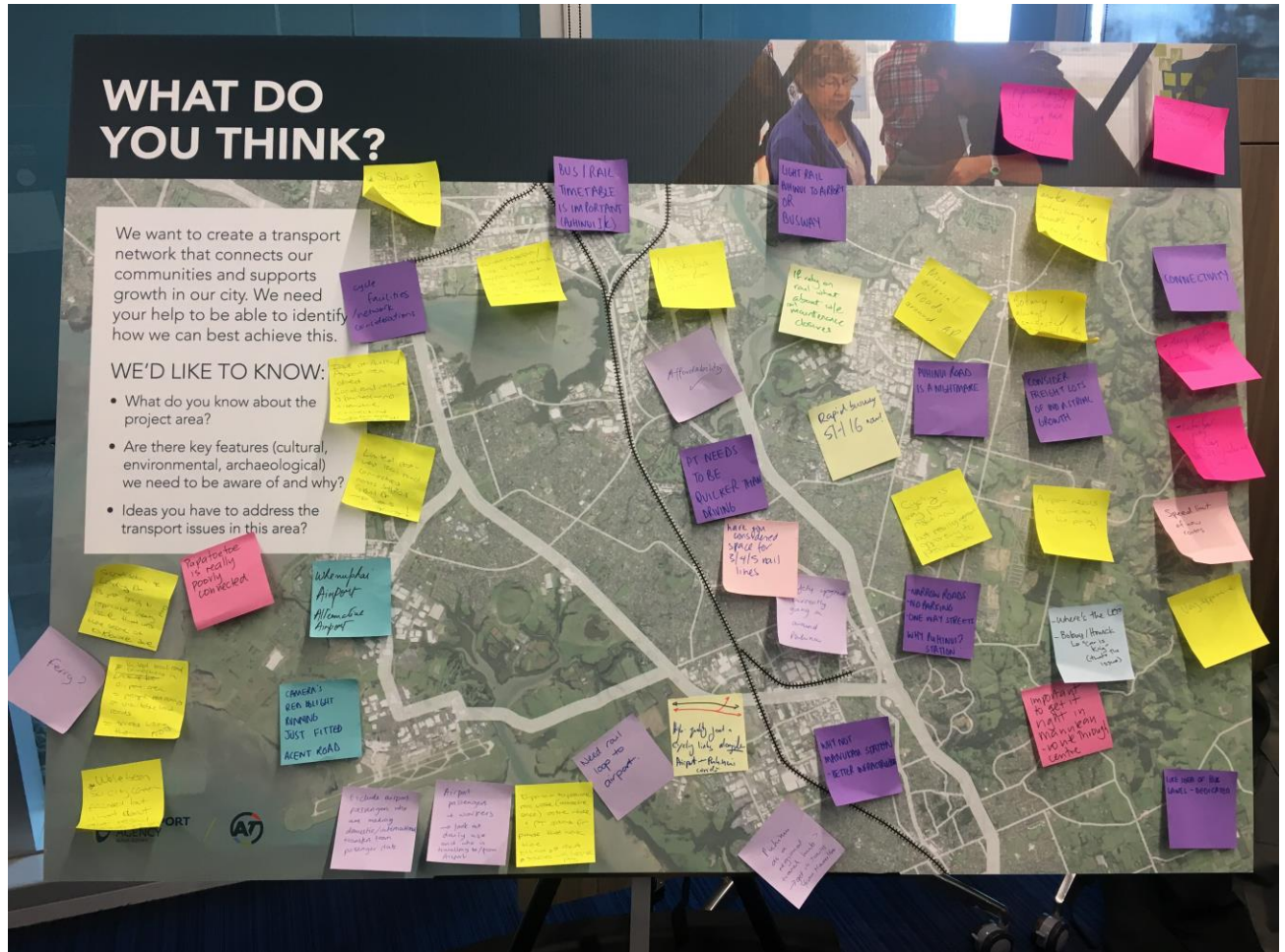
| Agency / Host | Invited | Comments received | Attended |
|---------------------------|------------------------|-------------------|----------|
| Auckland Transport | Staff | 72 | 88 |
| Transport Agency | Staff | 22 | 50 |
| Transport Agency | Stakeholders | 36 | 16 |
| Auckland Council, central | Staff | 18 | 7 |
| Auckland Council, Manukau | AC and AT staff | 6 | 15 |
| Auckland Airport | Stakeholders and staff | 46 | 55 |
| Total | | 200 | 231 |

For the purpose of this report we have identified the top 6 themes raised at the socialisation session and provided a summary of each theme with specific comments received.

Table 3: Top 6 themes raised at the socialisation session and number of comments received

| Themes | Comments received |
|---------------------|-------------------|
| Public Transport | 169 |
| Walking and Cycling | 25 |
| Current Network | 21 |
| Engagement Feedback | 18 |
| Freight | 16 |
| Future Network | 14 |

Figure 2: Programme area map



4.1. Public Transport

By and far the greatest number of comments and feedback received from the socialisation sessions related to public transport.

The comments that have been collected can be categorised into common themes. In the case of public transport these were:

General public transport

Specific comments included:

- timetable and connection times between public transport modes needs to be quicker
- connection / transfer points between transport modes needs to be easier and smoother
- public transport should be quicker, or not much slower than driving directly
- a good public transport system will reduce congestion and free up roads for freight
- overwhelmingly feedback called for more services, and for them to be more reliable.

Additional comments were received in relation to locations that public transport is particularly poor, slow or infrequent. These included: Onehunga, Onehunga to the airport, Mangere to Manakau, and generally South Auckland.

Public transport – buses

There were many comments about increasing bus services and making services more accessible.

Specific comments included:

- buses do not stop where workers need to be
- buses need to be given priority (bus services and bus priority lanes)
- like the idea of dedicated bus lanes.

Rail (heavy and light rail)

New heavy rail and light rail options were popular options in the feedback and comments received. Despite the investment costs, and the length of time it takes to create new rail corridors, many people suggested new rail links.

Specific rail connections were suggested between: Botany and the airport, the city and the airport and Manakau and the airport.

Light rail comments included support for routes from the city to the airport, and from Puhinui Station to the airport.

There was a mixed response to the type of mode that should be implemented.

Specific comments included:

- heavy rail, not light rail

- Light Rapid Transit (LRT) instead of bus lanes between the airport and Puhinui Station.

Puhinui Station

Comments about the upgraded interchange at Puhinui Station were mixed in their support. There was concern about traffic, parking and safety. Manakau Station was suggested as an alternative interchange.

Specific comments included:

- why Puhinui Station and not Manukau? There is better infrastructure that already services Manukau
- make the interchange smooth, easy and quick
- LRT instead of bus lanes between airport and Puhinui Station
- provide quality interchanges.

4.2. Walking and Cycling

Walking and cycling comments were the second most common topic of all the feedback we received. There was a lot of interest in cycling options along State Highway 20B (SH20B – Puhinui Road) between Puhinui and the airport. This high level of interest, is a good indication that public expectations for good walking and cycling facilities will be high for these projects.

Most of the cycling comments indicated that shift workers would use an upgraded cycling network at times when public transport was limited, or would use cycling as an alternate to both private vehicles and public transport.

Specific suggestions included: cycling facilities that are easily accessible at both ends of the journey, including secure lock up points at Puhinui Station and around the airport precinct.

Specific comments included:

- Walking within the airport precinct is difficult. There is a lack of footpaths.
- Would cycle from Puhinui if it was safe.
- Link walking and cycling facilities with open and multi-use spaces.
- Install bike lock ups at park & rides stations.

4.3. Current Network

Comments about the current network reinforced our understanding of the issues we already know exist on a network that is struggling to meet current needs. These comments include issues such as: journeys are getting longer, congestion is increasing, and that people are encountering bottle necks and bad traffic everywhere.

SH20B (Puhinui Road) and SH20A were singled out in a number of comments for having significant queues, having regular bottle necks and often congested.

Specific comments included:

- one-hour trip from New Lynn to Leonard Issit Drive – used to take 20 minutes
- Puhinui Road is a nightmare – always congested
- Botany and Howick – ‘Car is King’ that is the issue
- people rat running on unsuitable local roads.

4.4. Engagement Feedback

This category covered feedback received about the information on offer and the socialisation sessions themselves. The socialisation session attendees were pleased to have the opportunity to find out more about the projects and the overall programme.

The programme was viewed in a positive way by all attendees. The only concerns expressed were about ensuring that all parties and projects were aligned.

Suggestions were made about ensuring that the information was made available for a wider audience, via websites.

Specific comments included:

- great to know more about projects and timelines
- super keen to see good outcomes on the ground
- good to have visibility as to what is happening for east to west connections
- sync with other works in the area.

4.5. Freight

Freight attracted sector specific comments and questions. There was significant interest in knowing numbers and statistics about freight movements in the area.

Specific feedback included:

- trade cargo is time critical – needs to be there 90 mins before flight
- consider freight when developing the network in this area and there is lots of industrial growth in the area
- HPMV and 50MAX are not allowed to use certain areas of the network surrounding the airport and this needs to be considered.

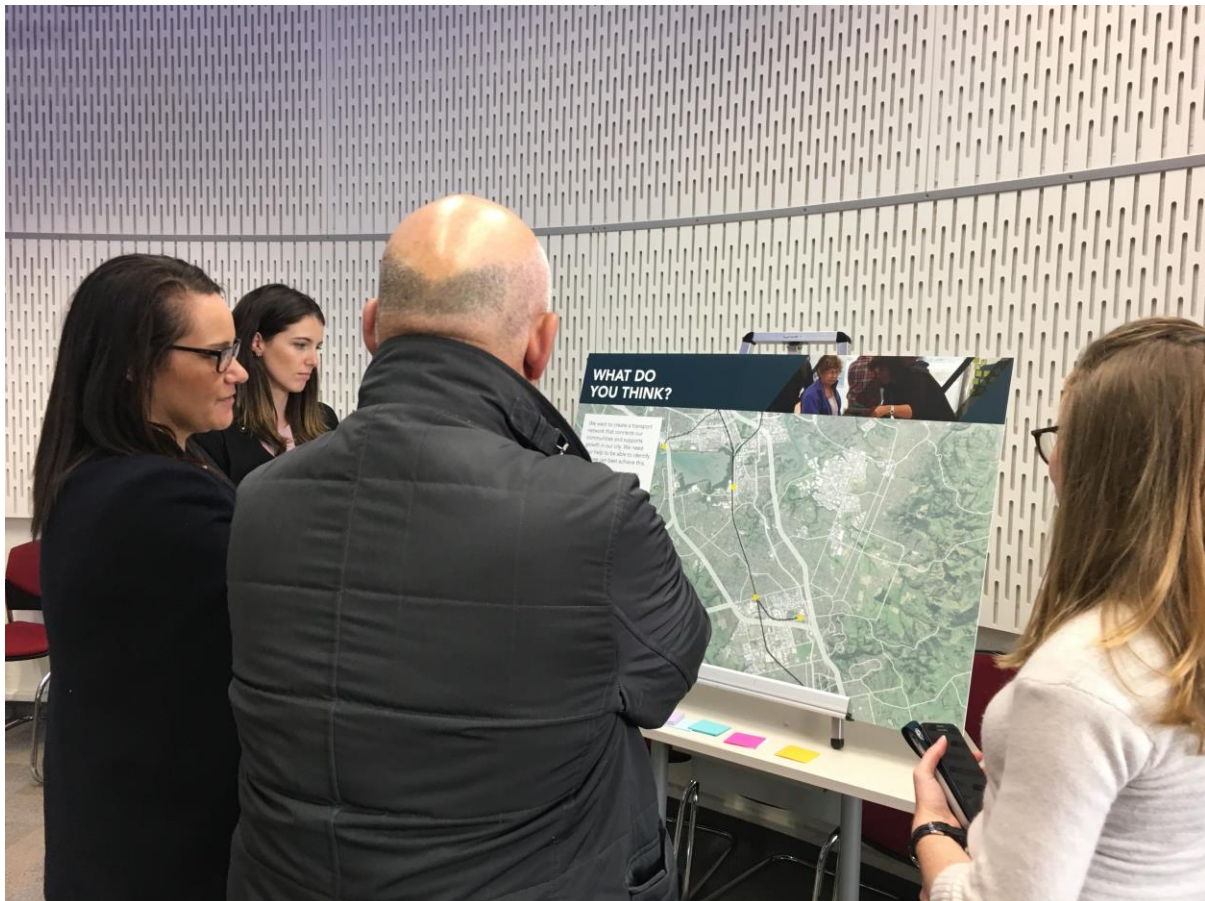
4.6. Future Network

We received a diverse set of questions and comments relating to planning for future needs, covering issues like financial investment, future network resilience and technology improvements.

Specific comments included:

- include multi-modal lanes on SH20B (Puhinui Road) – T3 / bus and motorcycles lanes
- what technology improvements will be included?
- future proof – spend / invest in rail
- need to consider resilience of the network
- future proof beyond 30 years. E.g. 60 years = rail
- future proof for utilities.

Figure 3: Auckland Council, Manukau – Socialisation Session



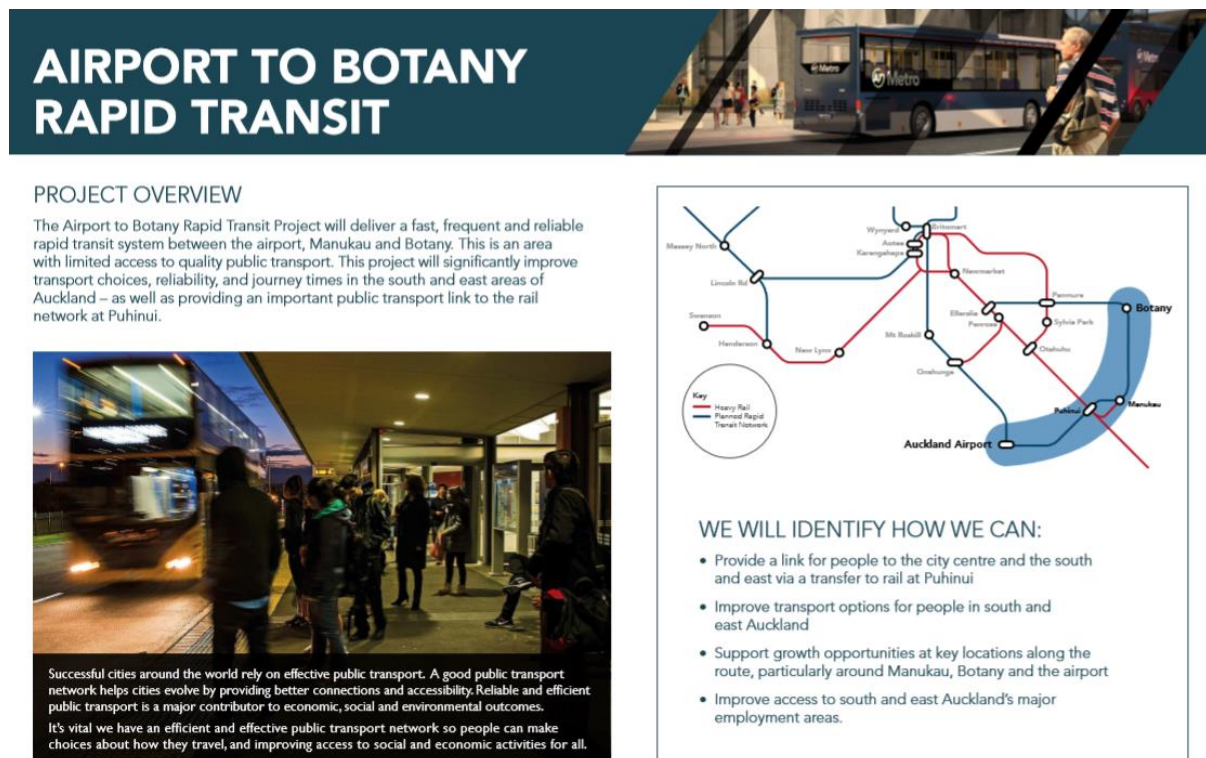
5. Airport to Botany Rapid Transit – Specific Feedback

The comments and feedback received in relation to the Airport to Botany Rapid Transit project reflected the general need for making travel options easier between the airport, Manukau and Botany. Connectivity is the key, it's about linking housing areas and the arterial network, giving communities better access to jobs, health, education and recreation options.

Specific comments included:

- we need airport to Botany connections now
- population growth around Botany and the rest of the east. What's happening there?
- there are only 2 ways in and out of Botany – too hard
- consider connections to Airport to Botany Rapid Transit project from surrounding housing areas.

Figure 4: Airport to Botany Rapid Transit Overview – Information Board



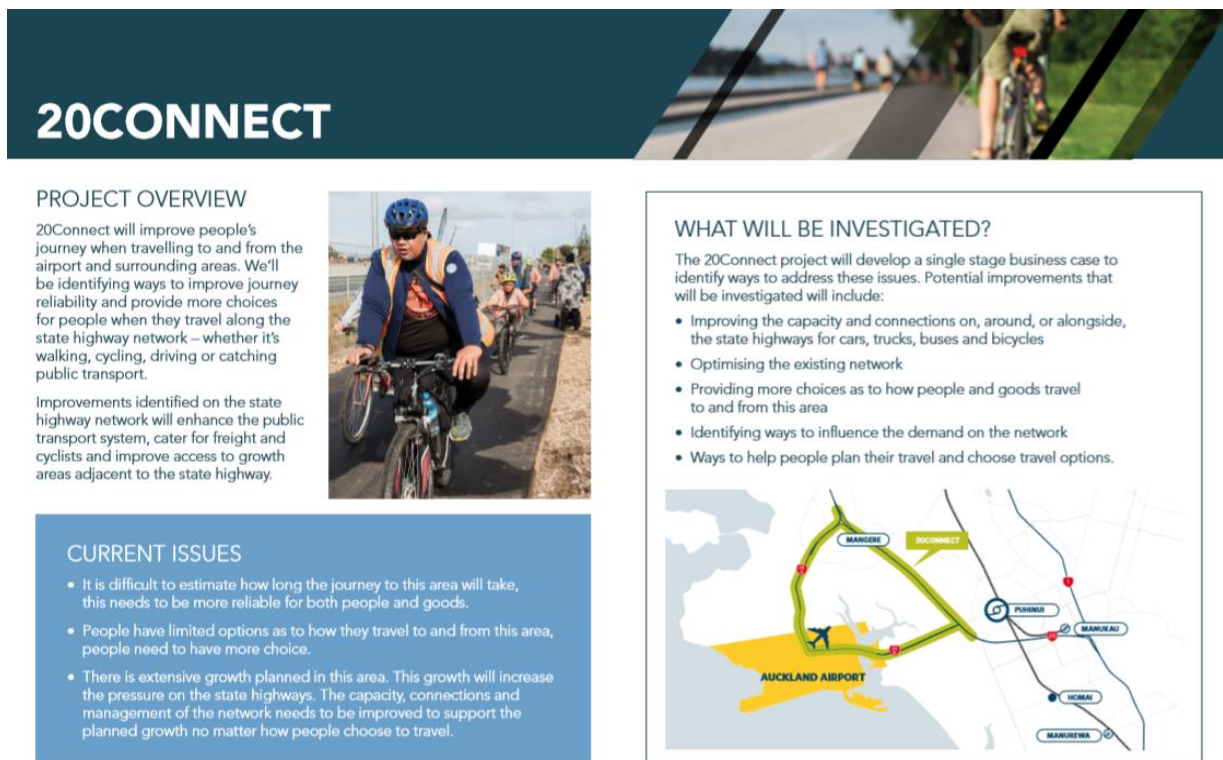
6. 20Connect – Specific Feedback

Comments and feedback relating to 20Connect concentrated on many of the current issues that already exist on the network. Generally, the project was well received, with attendees recognising that the existing network is struggling to cope with current needs.

Specific comments included:

- local trips rely on the state highway
- T2 lane leaving to the airport on SH20A is dangerous
- SH20B (Puhinui Road) – southbound off ramp experiences significant queuing in the PM peak
- there are lots from freight movements from industrial areas on SH20A to SH20B (Puhinui Road) who travel via airport land not SH20. Can you encourage them to travel along SH20?

Figure 5: 20Connect Overview – Information Board




20CONNECT

PROJECT OVERVIEW

20Connect will improve people's journey when travelling to and from the airport and surrounding areas. We'll be identifying ways to improve journey reliability and provide more choices for people when they travel along the state highway network – whether it's walking, cycling, driving or catching public transport.

Improvements identified on the state highway network will enhance the public transport system, cater for freight and cyclists and improve access to growth areas adjacent to the state highway.




CURRENT ISSUES

- It is difficult to estimate how long the journey to this area will take, this needs to be more reliable for both people and goods.
- People have limited options as to how they travel to and from this area, people need to have more choice.
- There is extensive growth planned in this area. This growth will increase the pressure on the state highways. The capacity, connections and management of the network needs to be improved to support the planned growth no matter how people choose to travel.

WHAT WILL BE INVESTIGATED?

The 20Connect project will develop a single stage business case to identify ways to address these issues. Potential improvements that will be investigated will include:

- Improving the capacity and connections on, around, or alongside, the state highways for cars, trucks, buses and bicycles
- Optimising the existing network
- Providing more choices as to how people and goods travel to and from this area
- Identifying ways to influence the demand on the network
- Ways to help people plan their travel and choose travel options.



7. Auckland Airport Precinct Improvements- Specific Feedback

Generally, people were supportive to the precinct improvement plans for Auckland Airport. There was interest in the access in and out of the airport area for vehicles, and for cyclists, as well as walking routes within the area.

Specific comments included:

- cycleways ways to lead to and through airport area
- include special fares for airport staff, like on SkyBus
- Auckland Airport is like a city centre – huge employment zone
- how does the airport improvements integrate with the projects?
- Auckland Airport development and delivery needs to be integrated.

Figure 6: Auckland Airport – Socialisation Session



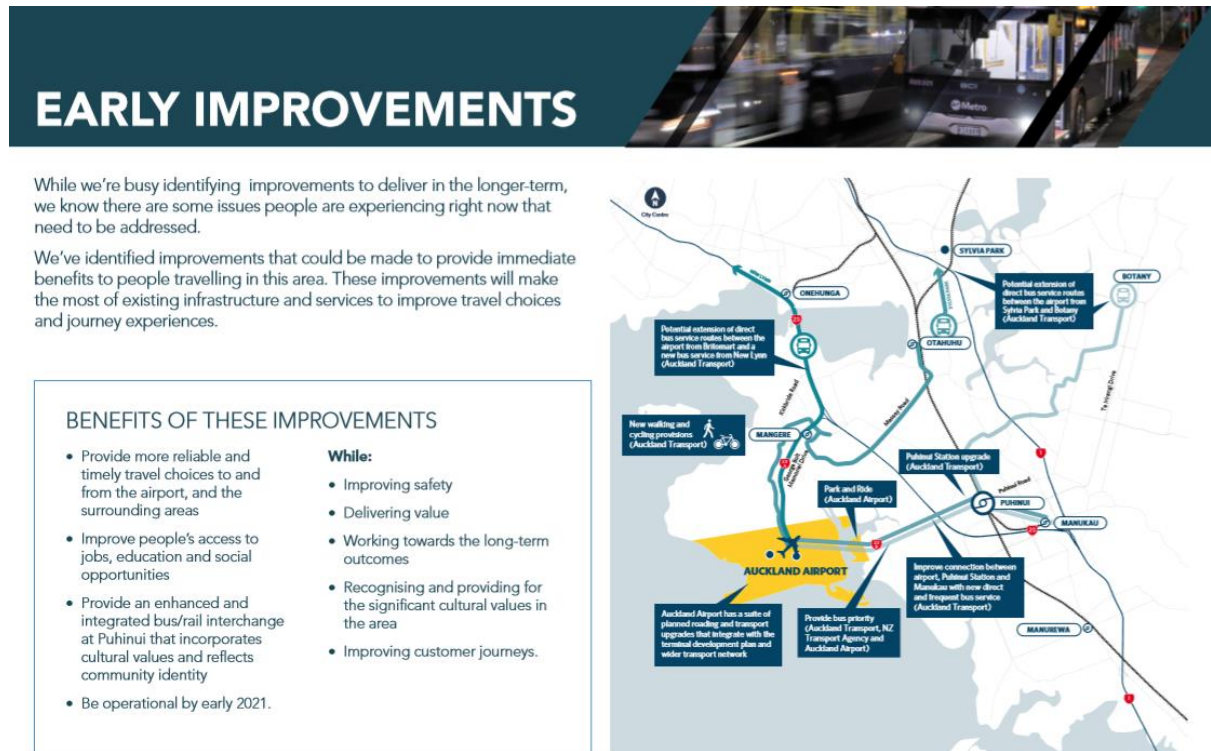
8. Early Improvements – Specific Feedback

Overall, the support for the proposed early improvements has been positive. People agree that increasing bus services and providing bus priority will provide some immediate benefits to people travelling in the area.

Specific comments included:

- SH20B (Puhinui Road) needs to be widened for bus priority
- include priority bus lanes to airport
- include walking and cycling along SH20B (Puhinui Road).

Figure 7: Early Improvements – Information Board



9. Next Steps

Where specific feedback in relation to a project or organisation have been received we have shared the comments with the relevant project team member or organisation to follow up.

The next stage of engagement will be to complete further one on one meetings / briefings and group meetings with key stakeholders who were unable to attend the socialisation sessions. This feedback will be recorded in a supplementary appendix once complete.

Appendix

Appendix 1.0 – detailed list of stakeholders

The below provides a detailed list of stakeholders who were invited to the sessions. This list also highlights which stakeholders attended the sessions in green and who stakeholders declined the invite or didn't attend in red.

| Time | Group |
|--|--|
| Wednesday, 4 July 2018 – Auckland Transport, Room 1.01, 20 Viaduct Harbour | |
| 1pm to 4pm | Auckland Transport staff drop-in session |
| Thursday, 5 July 2018 – Transport Agency –Totara and Kauri Rooms, L11, 1 Queen Street | |
| 10am to 11am | <p>Group 1: Freight and road user groups</p> <ul style="list-style-type: none"> Automobile Association Road Transport Association National Road Carriers NZ Heavy Haulage Association KiwiRail <p>Group 2: Advocacy and interest groups</p> <ul style="list-style-type: none"> Department of Conservation Housing NZ HLC MBIE Infrastructure NZ <p>Group 3: Emergency Services</p> <ul style="list-style-type: none"> NZ Police NZ Fire Service |

| | |
|--|---|
| | St John Ambulance |
| 11am to 12pm | <p>Group 3: Utilities</p> <p>Spark</p> <p>Chorus</p> <p>Vector</p> <p>Transpower</p> <p>WaterCare</p> <p>Wiri Oil Services Ltd and</p> <p>New Zealand Refining Company Ltd / Jet Fuel Transmission Pipeline</p> |
| 12pm to 1pm | Group 4: Bike Auckland |
| 2pm to 5pm | <p>Transport Agency staff drop-in session and will include staff from:</p> <p>Auckland Transport Operations Centre (ATOC)</p> <p>Auckland Motorway Alliance (AMA)</p> |
| Friday 6 July 2018 - Auckland Council, Room 10, Level 11, Albert St | |
| 11:30am to 2:30pm | <p>Auckland Council staff drop-in session</p> <p>Invitation to staff from these teams:</p> <ul style="list-style-type: none"> - Healthy Waters - Auckland Design Office - Development Programme Office - Transport and Infrastructure Strategy - Te Waka Angamua - Maori Strategy and Relations |

| | |
|--|--|
| | <ul style="list-style-type: none"> - Plans and Places - City Parks Services - Panuku Development Auckland <p>All other staff will be invited via intranet</p> |
| Monday 9 July 2018 – Auckland Airport, Te Kaikaka – The Cloak – 1a Leonard Isitt Drive | |
| 11am to 3pm | <p>Auckland Airport staff, precinct workers and businesses and stakeholder drop-in session, including stakeholders:</p> <p>Auckland Business Forum</p> <p>Sustainable Business Council</p> <p>Airport Connect</p> <p>Civil Aviation Authority (CAA)</p> <p>Board of Airline Representatives (BARNZ)</p> |
| Tuesday, 10 July 2018 – Auckland Transport and Auckland Council South – 31–33 Manukau Station Road, Manukau | |
| 12pm to 2pm | Auckland Transport and Auckland Council South staff drop-in session |

Appendix 2.0 – full report of written feedback

| Session | Subject | Comment / Feedback |
|--------------------------|----------------------|--|
| Auckland Airport | Airport Improvements | Airport development and delivery – integration |
| Stakeholder | Airport Improvements | How does the airport improvements integrate with the projects? |
| Transport Agency | Public Transport | A cultural change is needed to encourage the use of public transport, in addition to improvements encourage cultural change – personal narrative to support behavioural change |
| Auckland Airport | Connectivity | We need airport to Botany connections now |
| Auckland Council CENTRAL | Connectivity | Opportunity to support connectivity for town centres – rather than speed |
| Auckland Transport | Connectivity | We need more arterial roads around the airport |
| Auckland Transport | Connectivity | Connectivity |
| Auckland Transport | Connectivity | Limited east to west local road connections across SH20A – Bader Drive |
| Auckland Transport | Connectivity | Papatoetoe is really poorly connected |
| Auckland Transport | Connectivity | Limited local road connections in airport area |
| Stakeholder | Connectivity | Consider connections to Airport to Botany Rapid Transit project from surrounding housing areas. |
| Transport Agency | Connectivity | Connectivity is key – not just to connect the stations but linking into arterial network |
| Stakeholder | Construction | Construction impacts on – habitat / water quality / especially bird wading habitats |
| Auckland Airport | Cultural | Consider archaeological sites |
| Auckland Council CENTRAL | Cultural | Storytelling – remember to include people in the journey and understand the cultural narrative |
| Auckland Council CENTRAL | Cultural | Portages – cultural importance |
| Auckland Airport | Current Network | 1hr trip New Lynn to Leonard Issit Drive – used to take 20 mins |
| Auckland Airport | Current Network | SH20B is a bottleneck |
| Auckland Airport | Current Network | There are only 2 ways in / out of Botany – too hard |
| Auckland Airport | Current Network | It takes 45 mins from Botany to airport on a good run – but varies depending on shift time |
| Auckland Airport | Current Network | T2 lane leaving to the airport on SH20A is dangerous |
| Auckland Airport | Current Network | There is no resilience in the network |
| Auckland Airport | Current Network | Commute to uni from / to east – could it be better? |
| Auckland Airport | Current Network | Traffic from construction |
| Auckland Transport | Current network | Puhinui Road is a nightmare – always congested |
| Auckland Transport | Current network | AT have just installed red light running cameras on Accent Drive – needs to be considered |

| | | |
|--------------------------|---------------------|---|
| Auckland Transport | Current Network | Current network: Congestion / Not appropriate / No secondary route – especially for logistic industry located in the area |
| Auckland Transport | Current Network | Issue at Auckland Airport area direct – the local road network is limited with no alternative connections |
| Auckland Transport | Current Network | Local trips rely on the state highway |
| Auckland Transport | Current Network | Botany/ Howick “Car is King” that’s the issue |
| Auckland Transport | Current Network | Signalisation of Landing Drive is just going to replicate safety issue that was there before at Kirkbride Road due to the high speed nature of the corridor |
| Auckland Transport | Current Network | People rat running on unsuitable local roads |
| Stakeholder | Current Network | What is the no of people moving around this area? |
| Transport Agency | Current Network | SH20B/Puhinui Road – southbound off ramp experiences significant queuing in the PM peak |
| Auckland Airport | Current Network | Leaving shifts at 5:30pm and starting shifts at 6pm – there is lots of traffic |
| Auckland Airport | Current Network | The bridges are a major constraint |
| Auckland Airport | Current Network | Laurence Street is Air NZ logistic centre plus 2x new car rental companies |
| Auckland Airport | Engagement Feedback | Sync with other works in the wider area |
| Auckland Council CENTRAL | Engagement Feedback | Placemaking |
| Auckland Council CENTRAL | Engagement Feedback | Super keen to see good outcomes on the ground ie. Design and placemaking embedded from the start all the way to delivery |
| Auckland Council CENTRAL | Engagement Feedback | Good to have visibility as to what is happening for east to west connections |
| Auckland Transport | Engagement Feedback | Airport needs to come to the party |
| Auckland Transport | Engagement Feedback | Involve the Travel Demand Management team (Auckland Transport) |
| Auckland Transport | Engagement Feedback | Very supportive |
| Auckland Transport | Engagement Feedback | What’s the human experience? Work with Customer Central Team (Auckland Transport) |
| Auckland Transport | Engagement Feedback | Put figures as daily passengers / workers and exclude flight to flight |
| Auckland Transport | Engagement Feedback | Annualise jobs and show proportion of passengers/ work trips daily |
| Auckland Transport | Engagement Feedback | Privacy – would be interested in having access to peoples contact details – for projects outside of project scope |
| Auckland Transport | Engagement Feedback | Show Manukau as heavy rail |
| Auckland Transport | Engagement Feedback | Exclude airport passengers who are making domestic / international transfers from passenger stats |
| Auckland Transport | Engagement Feedback | Airport needs to come to the party |
| Auckland Transport | Engagement Feedback | Airport passengers and workers: Look at daily use and who is travelling to/from the airport / On the numbers on the boards – what are the numbers of people who just transfer and never leave the airport |
| Stakeholder | Engagement Feedback | Share links to websites for Airport to Botany and 20Connect |
| Transport Agency | Engagement Feedback | Come talk to connected journeys (Transport Agency) |
| Transport Agency | Engagement Feedback | Great to know more about the projects and timelines |

| | | |
|------------------------|------------------------|--|
| Auckland Airport | Environment | Include lots of trees please |
| Auckland Airport | Freight | Lots of through traffic – 15% (trucks, sea freight) |
| Auckland Airport | Freight | Trade cargo is time critical – 90 mins before flight |
| Auckland Transport | Freight | Consider freight and lots of industrial growth |
| Stakeholder | Freight | Transport network for the future – one common database for information on trucks – HPMV maps and 50 max maps – carry permit on phone on database |
| Transport Agency | Freight | There are lots from freight movements from industrial areas on SH20A to SH20B who travel via airport land not SH20. Can you encourage them to travel along SH20? |
| Auckland Airport | Freight | Allow for freight – Airport Freight Strategy – plans increase volume (most airlines are under capacity of freight) |
| Auckland Transport | Freight | Trucks using unsuitable local roads – Freight issue |
| Stakeholder | Freight | Airport permits and access – what is the process of this? |
| Stakeholder | Freight | HPMV and 50 max are not allowed to use certain areas of the network surrounding the airport |
| Stakeholder | Freight | Need MoU 45/46 and are ok use the network surrounding the airport area – why not HPMV and 50 max? |
| Stakeholder | Freight | Pukaki Bridge – HPMV and 50Max vehicles are not allowed to use Pukaki bridge – why? |
| Stakeholder | Freight | Transport Agency PM will know the no of HPMV or 50MAX permitted vehicles for the airport area |
| Stakeholder | Freight | What is the airports plan for moving freight? |
| Stakeholder | Freight | Ports of Auckland / Ports of Tauranga – Statistics for proposed new ports near Hamilton |
| Stakeholder | Freight | Where are the trucks coming from/ to? |
| Stakeholder | Freight | Metro port and connection through to Hamilton |
| Auckland Airport | Future Network | Include multi-modal lanes on SH20B / Puhinui Road. T3 / Bus and motorcycle lanes |
| Auckland Airport | Future Network | How long will it take to travel from Botany to the airport? |
| Auckland Airport | Future Network | Creating services and charge toll for certain times |
| Auckland Airport | Future Network | Puhinui to airport link? |
| Auckland Airport | Future Network | SH20B is a bottleneck – fix earlier than Q4 2020 to support constraints within the airport area |
| Auckland Airport | Future Network | Future proof, spend / invest for rail |
| Auckland Transport | Future Network | Need to be mindful of what solutions we put in |
| Stakeholder | Future Network | When the new ports near Hamilton – will that create more congestion on State Highway 1 – South? |
| Stakeholder | Future Network | Overview of what is planned for the network at the airport |
| Stakeholder | Future Network | Need to consider resilience of the network |
| Stakeholder | Future Network | Future proof network beyond 30 years e.g 60 years = Rail |
| Stakeholder | Future Network | Future proof for utilities |
| Auckland Council SOUTH | Growth and Development | Manukau's development is restricted by major roads |

| | | |
|--------------------------|------------------------------------|---|
| Auckland Transport | Growth and Development | What about Whenuapai Airport – alternative airport? |
| Auckland Transport | Growth and Development | Massive housing plans for Mangere |
| Auckland Transport | Growth and Development | Population growth around Botany and the rest of the east. What's happening there? |
| Auckland Transport | Growth and Development | Memorial Gardens due for expansion. Currently difficult access |
| Auckland Transport | Growth and Development | Airport is like a city centre – huge employment zone |
| Auckland Transport | Growth and Development | The area is growing |
| Auckland Transport | Growth and Development | We've been so city centre focussed but what about other centres – north / south / west / east |
| Auckland Transport | Growth and Development | Current congestion / lack of travel options to/ from airport is a very bad look for visitors coming to Auckland |
| Stakeholder | Growth and Development | This is for the benefit of NZ incorporated rather than individual agencies. (KiwiRail) |
| Stakeholder | Growth and Development | For future planning of road networks consideration of the likely increased capacity of road should be considered per 3rd / 4th main extension through Westfield to Pukekohe |
| Transport Agency | Growth and Development | Some northern sections of SH20B are currently un zoned. How do the transport networks get integrated into SH20B plans? |
| Auckland Transport | Other project – Airport to City | 1 train from airport to CBD |
| Transport Agency | Other project – Airport to City | What about upgrading the line into the city? |
| Transport Agency | Other project – Development | Large development north of precinct – what is it and have we considered it in the modelling? |
| Auckland Transport | Other project – Safety Puhinui | Safety upgrades currently going on around Puhinui |
| Auckland Airport | Other project – SH1 | Integration with SH1 works |
| Auckland Transport | Other project – SH16 | Rapid busway SH16 now! |
| Transport Agency | Other project – Speedway | Relocation of speedway to Colin Dale Precinct and how to manage conflict with airport traffic |
| Stakeholder | Other projects – Southern Corridor | Southern Corridor Improvements example – not allowing HPMV through project area – issue for Drury to Papakura |
| Auckland Airport | Park & Ride | Promote park & ride |
| Auckland Council SOUTH | Park & Ride | Are park & rides part of the long term design / solution? |
| Transport Agency | Park & Ride | Have airport branded park & ride facilities in suburbs |
| Transport Agency | Park & Ride | Have park & ride facilities at Skybus pick u/drop off locations (inc. Northshore) |
| Auckland Airport | Park & Ride | Include park & ride facilities to support LRT |
| Transport Agency | Property | Is there an opportunity to part fund the purchase of Puhinui crater as an offset for impact on SH20B project? |
| Auckland Airport | Public Transport | Good messaging and comms to support uptake in public transport |
| Auckland Airport | Public Transport | Include special airfares for Airport staff – like Skybus |
| Auckland Council CENTRAL | Public Transport | Onehunga to airport (train to bus) is to slow |

| | | |
|--------------------------|--------------------------|---|
| Auckland Council CENTRAL | Public Transport | Transport alternative for workers out at the airport |
| Auckland Transport | Public Transport | Affordability |
| Auckland Transport | Public Transport | Important to get it right in Manukau – route through centre |
| Auckland Transport | Public Transport | Will the airport add a surcharge to public transport? |
| Auckland Transport | Public Transport | Bus / rail timetable is important they must connect with short transfers |
| Auckland Transport | Public Transport | Public transport needs to be quicker than driving |
| Auckland Transport | Public Transport | Will it be light rail or busway between Puhinui and the airport? |
| Auckland Transport | Public Transport | Important to provide a real viable (active / attractive / safe) active mode and public transport options for people that work there. It's not just about travellers with luggage. |
| Stakeholder | Public Transport | A good public transport system will reduce congestion and free up roads for freight |
| Transport Agency | Public Transport | The Skybus runs 24/7 but the public transport network that connects to the pickup points does not |
| Transport Agency | Public Transport | Efficient public transport service for airport workers 24/7 from all over Auckland |
| Auckland Airport | Public Transport | There are not enough bus stops to support staff movements in / out of airport / precinct and surrounding area |
| Auckland Airport | Public Transport | Frequency / predictability and reliability is key |
| Auckland Council SOUTH | Public Transport | Mangere to Manukau public transport options don't work |
| Auckland Council SOUTH | Public Transport | Public transport – speed |
| Auckland Council SOUTH | Public Transport | Connected wait times |
| Stakeholder | Public Transport | Bus would make sense and then light rail |
| Auckland Airport | Public Transport – Bus | Short term bus route – include North Shore option |
| Auckland Airport | Public Transport – Bus | Include priority bus lanes to airport |
| Auckland Airport | Public Transport – Bus | Buses don't stop where shift workers need to be |
| Transport Agency | Public Transport – Bus | Guided buses: benefits narrower corridor, retrofit bus fleet, allows dynamic bus services on local roads / spaced benefits |
| Auckland Airport | Public Transport – Bus | Go to the gym in Onehunga and would like to catch a bus there |
| Auckland Council CENTRAL | Public Transport – Bus | SH20B needs to be widened for bus priority |
| Auckland Transport | Public Transport – Bus | Like the idea of dedicated bus lanes |
| Auckland Transport | Public Transport – Bus | No Skybus option for the south |
| Auckland Transport | Public Transport – Bus | Skybus is only real public transport option to airport but it is so expensive |
| Auckland Transport | Public Transport – Bus | Bus priority is needed |
| Transport Agency | Public Transport – Bus | Provide express public transport services |
| Auckland Transport | Public Transport – Ferry | Ferry? South to airport |
| Auckland Council CENTRAL | Public Transport – Rail | Heavy Rail |

| | | |
|--------------------------|----------------------------|--|
| Auckland Council CENTRAL | Public Transport – Rail | Loop which connects airport to City with airport to Botany |
| Auckland Transport | Public Transport – Rail | Messy options – why not heavy rail? |
| Auckland Transport | Public Transport – Rail | Have you considered space for 3/4/5 rail lines? |
| Auckland Transport | Public Transport – Rail | Need rail to loop to airport |
| Auckland Transport | Public Transport – Rail | Secure airport to Puhinui and continue LRT to city centre (loop) |
| Auckland Transport | Public Transport – Rail | Where's the LRT? |
| Auckland Transport | Public Transport – Rail | LRT instead of bus lane between airport and Puhinui station |
| Auckland Transport | Public Transport – Rail | Heavy rail to Puhinui |
| Auckland Transport | Public Transport – Rail | Consider geometry. Straight track = high speed |
| Auckland Transport | Public Transport – Rail | If rely on rail what about the rail maintenance closures |
| Auckland Transport | Public Transport – Rail | Proper rail – not light rail |
| Auckland Transport | Public Transport – Rail | Puhinui as a regional travel hub? Get trains in from Hamilton |
| Stakeholder | Public Transport – Rail | How does this project interface with LRT? |
| Transport Agency | Public Transport – Rail | Light rail from Botany to the airport via Manukau |
| Auckland Council SOUTH | Public Transport – Station | Quality interchanges |
| Auckland Transport | Public Transport – Station | Botany is always congested – where will the station go? |
| Auckland Transport | Public Transport – Station | Why Puhinui Station and not Manukau? There is better infrastructure that already services Manukau |
| Auckland Transport | Public Transport – Station | Around Puhinui station there are narrow roads, no parking and lots of one way streets. Why Puhinui? |
| Auckland Transport | Public Transport – Station | Why Puhinui station? The roads servicing Puhinui are already bad for traffic |
| Auckland Transport | Public Transport – Station | Make the interchange smooth, easy and quick |
| Auckland Transport | Speed Limit | What will the speed limit of the new routes be? |
| Transport Agency | Technology | What technology improvements are you investigating? |
| Stakeholder | Utilities | Future proofing pipeline between Prices Road and viewing car park (6", 950m) (Wiri Oil Services) |
| Stakeholder | Utilities | Who is looking after Airport to Botany Rapid Transit utilities? When will engagement start as Transpower have services in this area (Transpower) |
| Stakeholder | Utilities | Consider Watercare improvements in Howick (Watercare) |
| Stakeholder | Utilities | Upgrade to Hingaia Pump Station to Manurewa – rising main (Watercare) |
| Stakeholder | Utilities | Watercare Waikato region pipe in the far future (Watercare) |
| Stakeholder | Utilities | Transpower have assets along State Highway 1 and Otahuhu power grid (Transpower) |
| Stakeholder | Utilities | Clearances are sufficient (Transpower) |
| Stakeholder | Utilities | No underground cables (Transpower) |
| Stakeholder | Utilities | No assets along SH20's (Transpower) |

| Stakeholder | Utilities | Asset crosses at SH20 near Mangere / Favona Road (Transpower) |
|--------------------------|-----------------------------------|--|
| Auckland Council CENTRAL | Walking and Cycling | Robertson Road is currently dangerous for walking and cycling |
| Auckland Council CENTRAL | Walking and Cycling | Develop links between regional parks and Onehunga |
| Auckland Transport | Walking and Cycling | Cycling is very poor right now but really great opportunity to provide a decent network – flat |
| Auckland Transport | Walking and Cycling | Cycle facilities / network considerations |
| Auckland Transport | Walking and Cycling | Cycling is a good alternative option for shift workers |
| Auckland Transport | Walking and Cycling | Provide high quality walking and cycling links along airport to Puhinui station |
| Transport Agency | Walking and Cycling | Include pedestrian and cycle crossings at Memorial Gardens intersection |
| Transport Agency | Walking and Cycling | SH20B cycle use: commuter / recreation / weekend users (airport cafes and businesses) |
| Auckland Airport | Walking and Cycling | Walking within the airport precinct is difficult. There is a lack of footpaths. |
| Auckland Airport | Walking and Cycling | Include cycleways between Puhinui and the airport |
| Auckland Airport | Walking and Cycling | E bikes will appeal to people who wouldn't have cycled – need to allow for them / cyclists |
| Auckland Airport | Walking and Cycling | Scenic route along SH20B and Puhinui |
| Auckland Airport | Walking and Cycling | Cyclist – George Bolt Memorial Drive |
| Auckland Airport | Walking and Cycling | Would cycle from Puhinui if it was safe |
| Auckland Airport | Walking and Cycling | Include walking and cycling on SH20B |
| Auckland Airport | Walking and Cycling | Walking and cycling upgraded maps – 3D walk through |
| Auckland Airport | Walking and Cycling | Make walking and cycling facilities easily accessible |
| Auckland Airport | Walking and Cycling | Cycleways lead to and through the airport area |
| Auckland Council CENTRAL | Walking and Cycling | Link walking and cycling facilities to Robertson Road (Centre Park). This will be developed into a heritage feature / destination site |
| Auckland Council CENTRAL | Walking and Cycling | Link walking and cycling facilities with the work Mr T (Bike Auckland) is doing in South Auckland |
| Auckland Council CENTRAL | Walking and Cycling | Consider walking and cycling developments along Favona Road |
| Auckland Council CENTRAL | Walking and Cycling | Link walking and cycling facilities with open and multi-use spaces |
| Auckland Council CENTRAL | Walking and Cycling | Include cycling connections between airport and Onehunga |
| Auckland Transport | Walking and Cycling | Lock bar parking |
| Transport Agency | Walking and Cycling / Park & Ride | Install bike lock ups at park & rides and stations |

APPENDIX 3.0 – LANDOWNER LETTER – TEMPLATES



Level 11, HSBC House
1 Queen Street
Private Bag 106602
Auckland 1143
New Zealand
T 64 9 969 9800
F 64 9 969 9813
www.nzta.govt.nz

19 June 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

You may be aware that the NZ Transport Agency is delivering the 20Connect project. 20Connect aims to improve people's journeys when travelling to and from the airport and surrounding areas. The project will identify improvements that could be made to State Highway 20 (SH20), State Highway 20A (SH20A) and State Highway 20B (SH20B) to improve public transport, cater for freight and cyclists and improve access to growth areas adjacent to the state highways.

While the project aims to identify improvements to deliver in the longer-term, it's been identified that providing bus priority on SH20B (between Pukaki Creek Bridge and SH20) - utilising the existing road designation - in the short-term could give some immediate benefits to people travelling in this area. As a landowner of property adjacent to SH20B we wanted to make sure you are aware of this project and keep you updated as the project progresses.

We are still in the very early stages of the project and further information, other than what is noted above, is limited. Please do not hesitate to contact the project team on 0800 133 331 or 20Connect@nzta.govt.nz if you have further questions.

For more information or to register for project updates visit www.nzta.govt.nz/20Connect.

Yours sincerely,

Ameer Bahho
Project Manager
NZ Transport Agency

16 October 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

We wrote to you in June 2018 regarding the 20Connect project being delivered by the NZ Transport Agency as part of the Southwest Gateway programme of work. 20Connect aims to improve people's journeys when travelling to and from the airport and surrounding areas.

We are still in the very early stages and prior to any works starting, the Transport Agency needs to survey the boundary of the road corridor. Our technical specialists tell us that some of the surveying may be best achieved from your property.

We would like our surveyors to be able to carry out this work one day between 7:00am and 7:00pm from Tuesday, 23 October to Tuesday 13, November 2018 (pending weather). Please note that work will not take place on a Saturday or Sunday. Our surveyors would have portable non-intrusive equipment and may be on site for a maximum of 1-2 hours. There would be no effects on your property, no need to access any building or service and you would not need to be in attendance.

Anyone visiting your property for survey purposes would be from Aurecon and would carry identification.

Please contact us on 0800 133 331 to:

- ask any questions
- discuss another time if the one proposed is not convenient.

For more information or to register for project updates visit www.nzta.govt.nz/20Connect.

Yours sincerely,

Ameer Bahho
Senior Project Manager
NZ Transport Agency

15 November 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

You may be aware that the NZ Transport Agency is delivering the 20Connect project as part of the Southwest Gateway programme. 20Connect aims to improve people's journeys when travelling to and from the airport and surrounding areas. The project will identify short and long-term improvements that could be made to State Highway 20 (SH20), State Highway 20A (SH20A) and State Highway 20B (SH20B) to improve public transport, cater for freight and cyclists and improve access to growth areas adjacent to the state highways.

The improvements may impact on connections between local roads and the state highways. We are still in the early stages of the project and these impacts may change as we continue to undertake further investigations and meet with landowners and the wider public.

We are available to meet with you to discuss the project and gather to your thoughts on the proposed improvements.

We can meet at a location convenient to you or we can meet with you at the Transport Agency's regional office, 1 Queen Street, Auckland.

Please contact us to arrange a time to meet on 0800 133 331 or 20Connect@nzta.govt.nz.

If your property is commercially leased and you would like your lessee to attend the meeting, feel free to invite them along.

Public information days

It would also be good to see you at the information days listed below.

| Date | Time | Venue |
|-------------|---------------------------|---|
| Thu, 22 Nov | 2:00pm – 6:00pm | Pakuranga Plaza (next to Porterhouse Grill) |
| Sat, 24 Nov | 9:00am – 6:00pm | Westfield Manukau City |
| | 6:00am – 12:00pm (midday) | Otara Markets Alexander Crescent, Otara |
| Sun, 25 Nov | 10:00am – 5:30pm | Westfield Manukau City |

| | | |
|-------------|------------------|--|
| | 11:00am – 4:00pm | Countdown Botany Downs Corner of Te Irirangi and Ti Rakau Drive |
| Mon, 26 Nov | 11:00am – 2:00pm | Auckland Airport, the Cloak 1A Leonard Isitt Drive |
| Sat, 1 Dec | 6:00am – 2:00pm | Māngere Markets Waddon Place, Māngere |
| Sun, 2 Dec | 10:00am – 2:00pm | Manurewa Southmall Shopping Centre |
| Fri, 7 Dec | 5:00pm – 8:00pm | Tupu Youth Library Dawson Rd, Otara |

More information about the 20Connect project is available on the Transport Agency website– www.nzta.govt.nz/20Connect.

I encourage you to contact the project team at your earliest convenience to arrange a time to meet and to answer any questions you have.

Yours sincerely,

Ameer Bahho
Senior Project Manager – NZ Transport Agency

DATE

NAME

ADDRESS

ADDRESS

ADDRESS

Dear resident/property owner,

Puhinui Station upgrade

As part of the Southwest Gateway programme of works, Auckland Transport is upgrading the Puhinui Station to become a rail and bus interchange and have a similar architectural look and feel to the Ōtāhuhu and Manukau stations.

The upgraded station will combine rail and bus services to form part of an integrated rapid transit network across the area, and to the airport.

The benefits of the upgraded Puhinui Station are:

- better connections between bus and rail networks, creating an integrated public transport network across the area, and to the airport
- a high-quality, modern facility, with architecture reflecting local and cultural values and identities
- increased shelter connecting bus and train platforms with a new concourse for passengers moving between services
- improved facilities for cyclists and pedestrians, and enhanced access options; escalators and lifts
- improved safety, waiting areas, lighting and services in a gated station.

Southwest Gateway programme

The Southwest Gateway is a programme of works to create a connected, future-focused transport system that provides choice for how people and freight travel around southwest and southeast Auckland, including to and from the airport.

Auckland Transport, NZ Transport Agency and Auckland Airport will deliver the programme to connect communities and support growth in our city.

Potential construction dates

Construction is expected to start in the second half of 2019 and be completed in two years. An update will be provided closer to the time.

Map and more information

A map of the proposed station upgrade is attached with this letter.

For more information, please contact Ben Levesque: Ben.Levesque@at.govt.nz or 021 195 2081

Or visit www.at.govt.nz/AtoB



21 December 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

Following on from our previous correspondence with you about the 20Connect project and the proposed improvements to State Highway 20B (SH20B), this letter is to advise you of upcoming ground investigation work along the state highway starting in mid-January.

We are still in the very early stages of design and prior to any works starting, the Transport Agency needs to complete ground investigation work along the road corridor.

The investigation work will take place over a six-week period until the end of February 2019 in various locations along the road corridor. There will be no work on private property during this investigation phase unless it has been agreed in advance with the relevant landowner.

The investigation work will help with the design of planned early improvements along SH20B between Pukaki Creek Bridge and SH20 which include:

- Priority lanes to allow new frequent bus services between the airport, Puhinui bus/train interchange and Manukau.
- New signalised intersections at Manukau Memorial Gardens and Campana Road.
- Walking and cycling facilities, pavement improvements, drainage and stormwater treatment.

The ground investigation works will take between 1-3 days at each location. Any work within the road corridor will primarily take place overnight to reduce traffic impacts. Exact hours of work have yet to be approved by Auckland Airport and/or the Transport Agency but is likely to be between 10pm-4am.

Some investigation works will be required in the berms outside the road corridor, but within Transport Agency land. These are likely to be carried out during the day, generally from 7am to 6pm.

The equipment and techniques chosen for the work will minimise noise where possible, but some limited aspects of the works may be noisy. Our teams will be monitoring this closely to minimise disturbance to you.

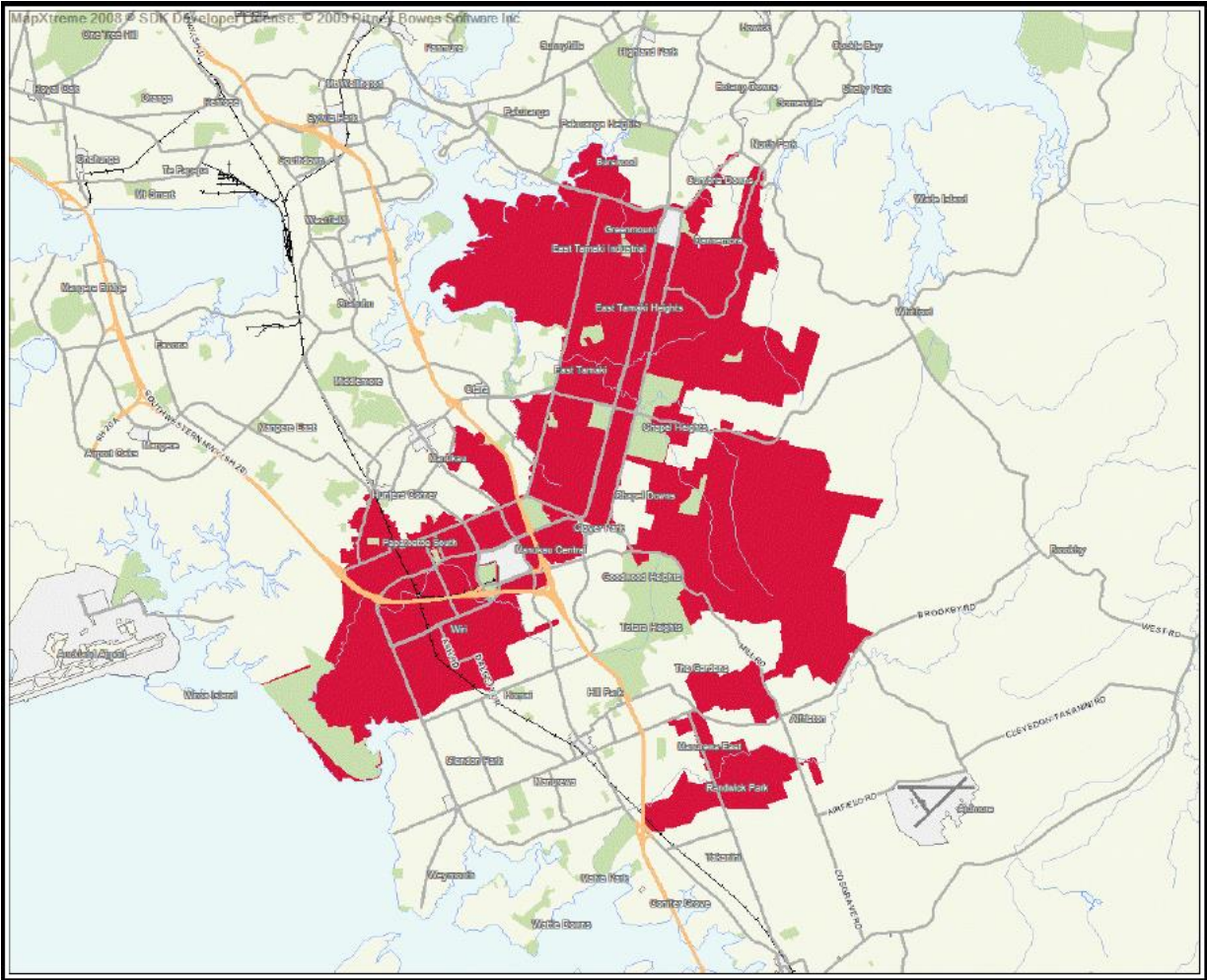
We appreciate your patience while the works are underway and if you have any questions about the work or the project, you can contact the project team on 0800 133 331 or by email on 20Connect@nzta.govt.nz.

Best wishes for the festive season and stay safe on the roads.

Yours sincerely,

Ameer Bahho
Senior Project Manager – NZ Transport Agency

APPENDIX 4.0 – MAIL DROP – MAP



APPENDIX 5.0 – MAIL DROP – FLYER

LONG TERM IMPROVEMENTS: 20CONNECT

In the longer term, this project will improve journey reliability along State Highway 20, 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport.

WE ARE CONSIDERING

- extra lanes on SH20 to support rapid transit to the airport and demand from the Western Ring Road
- new ramp connecting SH20A to SH20 (southbound) to free up local roads and improve freight efficiency
- new ramp between SH20B and SH20 to promote direct connection
- SH20B widening – motorway or urban expressway with high capacity of dynamic lanes to support Public Growth

HAVE YOUR SAY

What issues or opportunities should we be aware of when considering potential improvements in this area?

For more information and to have your say, visit: www.nzta.govt.nz/20connect

Consultation and Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: **SOUTHWEST GATEWAY**
Asst: **BEN LEVESQUE**

Phone: 09 308 8000

Name: _____ Organisation (if applicable): _____

Address/Postbox: _____

Email: _____

If you choose to enter your contact details above, your personal details will not be published. If you enter your email address we would like to receive future newsletters from us (tick box)

Be sure to fill feedback forms: 1. Please answer the above questions. 2. Tick along the participation 3. Follow 4 at the designated marks. 4. Adhere this advice with glue or tape. 5. Return completed form by post or at an open day session.

SOUTHWEST GATEWAY

A programme of works to provide choices for how people and freight travel around southwest and southwest Auckland, including getting to and from the airport.

The NZ Transport Agency, Auckland Transport and Auckland Airport are working together to deliver the works to connect communities, business and airport growth. The programme will be delivered in stages with short-term improvements expected to be delivered by 2022. To make up of these projects:

- Airport to Botany Rapid Transit** will deliver a frequent rapid transit system between the airport, Manukau and Botany. It will significantly improve transport choice, reliability, and journey times in the southwest and west of Auckland – as well as provide an important public transport link to the rail network at an upgraded Puhinui Station.
- 20Connect** will improve journey reliability along State Highway 20 (SH20), 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport – whether walking, cycling, driving or using public transport.
- Auckland Airport project improvements** – the project will undergo dramatic transformation over the next 20 years with a combined international and domestic terminal, new arrival infrastructure, second runway and upgraded airside and apron areas. The airport is also investing in public transport, road and walking infrastructure.

TIMELINE

| | | | |
|--|---|---|---|
| 2018 Develop business case and public and/or private feedback on options | EARLY 2019 Detailed design and obtain resource consents | LATE 2019 Construction starts on early improvements – Puhinui Station upgrade | 2020 / 2025 2020: Airport improvements complete |
| 2019 - 2020 Develop business case and obtain resource consents | 2020 - 2025 2020: Main production and staged construction major form elements | | |

HAVE YOUR SAY

We'd like to hear your views on the proposed improvements, please complete the feedback form and use the Transport envelope provided. Alternatively, visit www.nzta.govt.nz/southwest please to complete an online survey or come along to an open day.

Pakuranga Plaza (next to Porthouse Grill)
Thu, 22 Nov 2:00pm – 6:00pm

Westfield Manukau City
Sat, 24 Nov 9:00am – 6:00pm
Sun, 25 Nov 10:00am – 5:30pm

Otara Flea Markets
Sat, 24 Nov 6:00am – 12:00pm

Countdown Botany Downs
Sun, 25 Nov 10:00am – 4:00pm

Auckland Airport, the Clock (1A Leonard (left) Drive)
Mon, 26 Nov 10:00am – 2:00pm

Mtgarra Markets
Sat, 1 Dec 6:00am – 2:00pm

Manurewa Southmall Shopping Centre
Sun, 2 Dec 10:00am – 2:00pm

Tapu Youth Library, Otara
Fri, 7 Dec 5:00pm – 8:00pm

EARLY IMPROVEMENTS

While we identify improvements for the longer term, there are some that we are aiming to deliver by 2020/2023. We are upgrading Puhinui Station to provide a quality transport interchange that enables connections between bus and heavy rail and allows people to connect with a modern bus service direct to the airport.

Other early improvements include:

- priority lanes between the airport, Puhinui and Manukau via Larkhall Drive
- improved cycling and walking in the Mtgarra SH20/20A area
- potential new bus services to the airport from other centres (subject to funding)
- improved walking and cycling facilities between Puhinui, Cooks Bridge, Puhinui Station and Manukau
- improved cycling and walking in the Mtgarra SH20/20A area

PUHINUI STATION

We are reimagining and upgrading the station to become a major interchange like Otara, Puhinui and Manukau and we are taking the same environmental approach to upgrade the stormwater treatment.

LONG TERM IMPROVEMENTS: AIRPORT TO BOTANY RAPID TRANSIT

Successful cities rely on good public transport networks to provide better connections and improved accessibility. In the longer term, this project will deliver a rapid transit system between the airport through Puhinui and Manukau to Botany. We have identified the strategic route on this fact and need direct route between airport and Manukau.

As has the least construction and environmental effects on the local community. We are looking at two options between Puhinui and Botany to support urban regeneration and provide better connections to the transport network and between Puhinui and the airport while balancing environmental and cultural impacts.

MANUKAU AND BOTANY
via Honolulu Station Road OR via Honolulu Station Road

PUHINUI AND THE AIRPORT
via SH20B OR via SH20B and SH20A

HAVE YOUR SAY

What issues or opportunities should we be aware of when considering these route options?

For more information and to have your say, visit: nzta.govt.nz/20b

APPENDIX 6.0 – MEDIA RELEASE

**MEDIA
RELEASE**



20 November 2018 | AUCKLAND & NORTHLAND

Programme to deliver transport improvements for south west and south east Auckland including airport area

Aucklanders will soon be able to have their say on a series of projects aiming to improve access and travel choices, connect communities and support growth in the south west and south east of Auckland including Auckland Airport.

The NZ Transport Agency, Auckland Transport and Auckland Airport are working together on the Southwest Gateway programme to deliver three projects to create an integrated, 21st century transport system to move people and freight between the city's south east including Botany and south west including Onehunga, Mangere, as well as the south including Manurewa, Papakura and Pukekohe.

The NZ Transport Agency's Chief Executive Fergus Gammie says the programme will work alongside other initiatives including Light Rail and the City Rail Link to ensure a connected transport system that was identified in the Auckland Transport Alignment Project (ATAP).

"In the short term we are upgrading Puhinui Station to provide a quality transport interchange that enables seamless connections between bus and heavy rail and will then enable people to connect with a modern bus service to take them right to the airport terminal."

The upgrade of the interchange will be accompanied by fast, frequent services into and out of Puhinui, starting with priority lanes along State Highway 20B to increase efficiency and reliability. This will also include new direct bus services to run on the priority lanes between the airport, Puhinui Station and Manukau as well as improved walking and cycling facilities. This work will be finished in stages in 2020/21.

"In the longer term the NZ Transport Agency and AT are working on a rapid transit service from Botany and Flat Bush through Puhinui to the airport and could also include links to and from Manukau. This will integrate with the City Rail Link and a third rail line through Wiri – for express trains from the new Britomart Train Station in the city centre. Light Rail will then create yet another route to open up connections between Botany, Manukau, Mangere and then stations between Onehunga and the CBD.

This will give more people across Auckland access to a reliable, frequent connection to the employment hub of Mangere, including the airport.

"While getting air passengers quickly and reliably to and from their flights is important, data in ATAP suggests they make up only 4% of overall travel demand. Far more people need frequent, reliable options to get to work, education and other daily activities across the south west and south east."

Auckland Transport's Chief Executive Shane Ellison added that the Southwest Gateway programme aims to improve journey reliability and public transport options to and from Auckland Airport and the surrounding areas.

"By working with our project partners NZTA and the Auckland Airport, Auckland Transport is investing in a number of new public transport options to provide improved travel choices and enhanced accessibility to the airport, and its surrounding areas. By upgrading public transport in southern and eastern locations, Aucklanders and visitors will have better travel times and more reliability."

Adrian Littlewood, Auckland Airport's chief executive says the Southwest Gateway programme will help support the airport's significant investment into its transport network to better accommodate the increasing number of vehicles and buses that will travel to and from the airport in the future.

"We're investing \$100 million between now and 2022 to upgrade our transport network as part of our 30-year vision to build the airport of the future. This will ensure that we have the right transport infrastructure to allow people efficient access to our terminals and businesses in and around the airport precinct as well as surrounding areas. Our partnership with the Transport Agency and Auckland Transport is greatly contributing towards a better outcome for passengers, staff and freight."

The Transport Agency and Auckland Transport are now asking for public and stakeholder feedback to ensure customer and communities are at the centre of investment decisions. Please visit <https://www.surveymonkey.com/r/MDMD6NX> or <https://at.govt.nz/AtoB> to find out how you can participate.

Airport to Botany Rapid Transit will deliver a fast, frequent and reliable public transport system between the airport, Manukau and Botany. It will significantly improve transport choice, reliability, and journey times in the south and east of Auckland – as well as provide an important public transport link to the rail network at Puhinui.

20Connect will improve journey reliability along State Highway 20, 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport

To find out more about the projects go to:

- Southwest Gateway - www.nzta.govt.nz/southwestgateway
- 20Connect - www.nzta.govt.nz/20connect
- Airport to Botany Rapid Transit - <https://at.govt.nz/AtoB>
- Auckland Airport transport - <https://corporate.aucklandairport.co.nz/airport-of-the-future/transport>

For more information please contact:

Darryl Walker
Media Manager Auckland and Northland
NZ Transport Agency

T: 09 969 9824

M: 021 374 334

E: Darryl.Walker@nzta.govt.nz

W: www.nzta.govt.nz



APPENDIX 7.0 – AUCKLAND TRANSPORT – SOCIAL MEDIA

Auckland Transport
November 29, 2018 · 🌐

The Airport to Botany (A2B) project will deliver a fast, frequent and reliable rapid transit system between Auckland Airport, Manukau and Botany as part of the Southwest Gateway programme with NZ Transport Agency - Auckland & Northland and Auckland Airport

Stage 1 of the project will be delivered by 2021. This includes new bus and rail interchange at Puhinui, a new direct bus service between the airport, Puhinui station and Manukau with bus priority measures and improved walking and cycling measures.

Find out more about this project and have your say here: AT.govt.nz/AtoB

58 Comments 28 Shares

Auckland Transport
29 November at 14:56 · 🌐

The Airport to Botany (A2B) project will deliver a fast, frequent and reliable rapid transit system between Auckland Airport, Manukau and Botany as part of the Southwest Gateway programme with NZ Transport Agency - Auckland & Northland and Auckland Airport

Stage 1 of the project will be delivered by 2021. This includes new bus and rail interchange at Puhinui, a new direct bus service between the airport, Puhinui station and Manukau with bus priority measures and improved walking and cycling measures.

Find out more about this project and have your say here: AT.govt.nz/AtoB

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| 2 😞 Sad | 2 On post | 0 On shares |
| 1 😡 Angry | 1 On post | 0 On shares |
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APPENDIX 8.0 – TRANSPORT AGENCY – SOCIAL MEDIA



NZ Transport Agency - Auckland & Northland
Page Liked · November 27, 2018 · 🌐

We've been working with Auckland Transport on a programme to improve transport for south west and south east Auckland including the airport area and now we want to hear from you. For more information visit <https://www.nzta.govt.nz/southwest-gateway/>

11

Like Comment Share

Write a comment...

NZ Transport Agency - Auckland & Northland
November 27 at 7:00 PM · 🌐

We've been working with Auckland Transport on a programme to improve transport for south west and south east Auckland including the airport area and now we want to hear from you. For more information visit <https://www.nzta.govt.nz/southwest-gateway/>



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