

# Southwest Gateway Programme

September 2020

Engagement Summary January to December 2019



## Executive Summary

This report provides a summary of the second round of engagement activities carried out for the Airport to Botany Rapid Transit Single-Stage Business Case (SSBC) and 20Connect SSBC as part of the Southwest Gateway programme between January and December 2019.

The Southwest Gateway programme consists 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, south and east Auckland, including to and from the airport.

Waka Kotahi NZ Transport Agency (Waka Kotahi), Auckland Transport (AT) and Auckland International Airport Limited (AIAL) are working together to deliver the programme to connect communities and support population and economic growth in southwest, south and east Auckland, particularly around the airport. There is an identified need to provide better public transport; walking and cycling facilities; improve safety; and to improve the efficiency of freight. Together these will improve access to jobs, education and social opportunities and provide health, cultural and environmental benefits.

### Engagement to date

Partner, stakeholder and community engagement for the Southwest Gateway programme has been divided into two stages; the first from November 2017 to December 2018 and the second from January to December 2019. This two-staged approach has allowed the project teams to consider feedback from partners, key stakeholders and the community, along with a range of technical assessments, to evaluate options for the rapid transit route and state highway improvements. The first round of engagement is summarised in the [Southwest Gateway - Engagement Summary Report - November 2017 to December 2018](#).

The second round of engagement in 2019 was an opportunity for the project teams to provide an update to the community on the progress of the Airport to Botany Rapid Transit and 20Connect SSBCs and to provide more detailed information about the preferred options, rapid transit route and proposed mode. It was also an opportunity for the project team to provide the community with details on how feedback from the previous round of engagement had influenced the projects.

In addition, the project teams shared the detailed designs for the early improvements on State Highway 20B (SH20B), Puhinui Road and Lambie Drive and asked for feedback on the designs. Specific feedback was sought on the proposed speed limit review on SH20B and the and bus lane operational hours on Puhinui Road and Lambie Drive.

The second round of engagement for the Southwest Gateway programme was carried out through a range of methods. The different methods used for partners, stakeholder and the community included:

- **partners and key stakeholders:** presentations, small group meetings and one-on-one meetings as required;
- **potentially affected property owners/occupiers and businesses within the programme area:** mail drops/flyer, community open days, online information, visualisation and one-on-one meetings as required; and
- **general public:** community open days, online information and visualisation.

The project teams will continue to engage with partners, key stakeholders, the community and potentially affected property owners/occupiers once the SSBCs have been through the required endorsement processes and progress into the pre-implementation phase.

During the second round of engagement the project teams consulted with:

- mana whenua
- internal stakeholders from Waka Kotahi, AT and AIAL
- Auckland Council, Council Controlled Organisations and relevant local boards

- advocacy groups
- government agencies
- business associations and individuals
- local community / residents
- general public.

### **Feedback to date**

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

### **Key points of feedback provided include:**

#### **Airport to Botany Rapid Transit**

- strong support for the preferred rapid transit route
- support for the rapid transit having signal priority at intersections over general traffic
- desire to provide safe, separated cycling facilities along and connecting to the rapid transit corridor
- people supported the proposed mode and want the schedules of rapid transit, bus and train to be synchronised and transfer times between services need to be quick and easy
- consideration should to be given operation hours, need to cater for a wide range of users such as shift workers
- support for rapid transit services that are customer-focussed, cost-effective, fast and reliable
- support for rapid transit stations that are well lit, easily accessible, provide shelter, be well connected to local bus services and walking and cycling routes and provide for future development.

#### **Short Term Airport Access Improvements (Puhinui Road and Lambie Drive)**

- strong support for the AirportLink bus route and its frequency, travel times and cost of the service
- strong support for the bus lane along Puhinui Road and Lambie Drive and a preference for operating hours (6am – 7pm)
- concerns were raised about the removal of 1.2km of on-road cycling facilities on Puhinui Road, east of Puhinui Station Interchange without providing an alternative cycling facility
- people would like more consideration given to walking and cycling facilities surrounding Bridge Street, Airport Oaks, Māngere and Māngere Bridge.

#### **20Connect**

- strong support for walking and cycling improvements proposed along SH20B and SH20
- strong support for the SH20B/SH20 and SH20A/SH20 ramps to improve safety on local roads and the efficiency of freight
- people supported the preferred options but wanted public transport improvements to be delivered first
- concerns were raised about building extra traffic lanes and generating more congestion.

#### **SH20B Early Improvements**

- high amount of interest in reducing the speed limit along SH20B to improve safety
- acknowledgement that general traffic cannot travel at the current posted speed due to traffic volumes and congestion
- consideration should be given to allowing freight use of the priority lanes along SH20B.

#### **Next steps**

It is expected that the final SSBCs will be submitted to AT and Waka Kotahi boards 2020 where endorsement will be sought to progress the Airport to Botany Rapid Transit and 20Connect projects into the next phase of development.

The majority of the Southwest Gateway programme is planned for delivery over the coming decades in line with growth. However, some components of the Airport to Botany Rapid Transit and 20Connect projects may be prioritised for construction this decade to improve access for southwest, south and east Auckland sooner and build demand for the ultimate rapid transit service.

Construction of the Puhinui Station Interchange and SH20B Early Improvements are underway. The improvements planned along Puhinui Road and Lambie Drive are due to start construction in September 2020.

It is recommended that the project teams continue to engage with key stakeholders, the community and affected property owners/occupiers, with further consultation once the SSBCs have been through the required endorsement processes and progress into the pre-implementation and consenting phase.

Feedback received during future engagement will be assessed and used to further refine the design of the recommended options.

The project teams will continue to work closely with partners, mana whenua and key stakeholders while finalising the SSBCs and progressing through pre-implementation and construction.

The project teams will continue to work closely with other transport initiatives including the City Centre to Māngere Light Rail, the Eastern Busway and the Supporting Growth Alliance, and with other council and government agencies such as Panuku Development and Kāinga Ora.

#### **Covid-19**

This report reflects engagement undertaken prior to Covid-19. The potential changes to growth in airport activities is currently under consideration by the Southwest Gateway programme project partners.



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## Glossary of Abbreviations

ABBREVIATION	TERM
AC	Auckland Council
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
AIAL	Auckland International Airport Limited
BRT	Bus Rapid Transit
IAP2	International Association for Public Participation
km	Kilometre
LRT	Light Rail Transit
PBC	Programme Business Case
RTC	Rapid Transit Corridor
SH (#)	State Highway (number)
SSBC	Single Stage Business Case (combined Indicative and Detailed Business Cases)
Waka Kotahi	Waka Kotahi NZ Transport Agency

## 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 20Connect and Airport to Botany Rapid Transit projects are Waka Kotahi NZ Transport Agency, Auckland Transport, Auckland Airport, Auckland Council and mana whenua.
Key stakeholders	'Stakeholders' in the context of the projects are key parties who have been engaged on the project.
The project team	The Waka Kotahi 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"> <li>• Airport to Botany Rapid Transit Single-Stage Business Case</li> <li>• 20Connect Single-Stage Business Case</li> <li>• Auckland Airport Precinct Improvements.</li> </ul>
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 Waka Kotahi NZ Transport Agency in conjunction with investment partners Auckland Transport and Auckland International Airport.
Airport to Botany Rapid Transit	This Single-Stage Business Case focuses on public transport access between Auckland Airport and Botany (via Manukau). Led by Auckland Transport in conjunction with investment partners Waka Kotahi NZ 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 Airport International Limited.

# 1. Introduction

## 1.1 Purpose of this report

This report summarises the second round of engagement activities for the Airport to Botany Rapid Transit and 20Connect SSBCs as part of the Southwest Gateway Programme between January and December 2019.

It focuses on engagement with partners and key stakeholders, community and potentially affected property owners/occupiers. The first round of engagement is summarised in [Southwest Gateway - Engagement Summary Report - November 2017 to December 2018](#).

## 1.2 Southwest Gateway programme background

The Southwest Gateway programme is an outcome of the Auckland Airport Access Programme Business Case (PBC) and the Auckland Transport Alignment Project (ATAP). This long-term programme of investment consists of three projects:

**Airport to Botany Rapid Transit** will deliver a Rapid Transit Corridor (RTC) between the airport, Manukau and Botany. It will improve transport choice, reliability, and journey times and connect to the Eastern Busway in Botany and the rail network at Manukau Station and an upgraded Puhinui Station Interchange. This project will be delivered by AT.

**20Connect** will improve journey reliability and safety along SH20, 20A and 20B. It will provide priority lanes for public transport, improve access and safety as well as better walking and cycling connections. This project will be delivered by Waka Kotahi.

**Auckland Airport Precinct Improvements** – will deliver consistent, reliable journeys on a network that supports a shift to public transport options. This project will be delivered by AIAL.

The programme will be delivered in stages over the next 20 years, refer to Figure 1.

**Figure 1:** Southwest Gateway programme study area





The first stage of the Southwest Gateway programme is underway. Puhinui Station is being upgraded to provide a high-quality interchange to allow for easy connections between bus and train.

Other early improvements include priority bus lanes, new and upgraded intersections and improved walking and cycling connections along SH20B, Puhinui Road and Lambie Drive that integrate with improved transport facilities in the airport precinct.

The bus priority lanes will support a new, frequent AirportLink bus service between the airport, Puhinui Station Interchange and Manukau city centre. This will replace the southern section of the existing 380 bus service. In addition, a new route 36 bus service will link local town centres between Onehunga and Manukau, via Papatoetoe.

Electric vehicles will be used for the AirportLink service commencing in 2021, moving towards higher capacity electric vehicles over time for the future Airport to Botany Rapid Transit service.

Figure 2 outlines the improvements to be delivered by 2021.

**Figure 2:** Improvements to be delivered by 2021



Improvements to be delivered beyond 2021 include a congestion-free RTC 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.

Based on forecasted passenger demands, Bus Rapid Transit (BRT) has been identified as the most appropriate mode for the RTC. BRT can deliver a high-quality rapid transit experience for customers, with a light-rail style service and vehicle that is prioritised at intersections, while ensuring value for money – as well as maintaining flexibility around delivery staging to enable earlier delivery of benefits.

AT and Waka Kotahi are developing two SSBCs to confirm the key recommendations of the Auckland Airport Access PBC and investigate different options for both projects. As part of this process, partners, key stakeholders and the community have been engaged, providing feedback on where investment should be made. It is expected that the final SSBCs will be submitted to the Waka Kotahi and AT boards in 2020 to seek endorsement and funding.

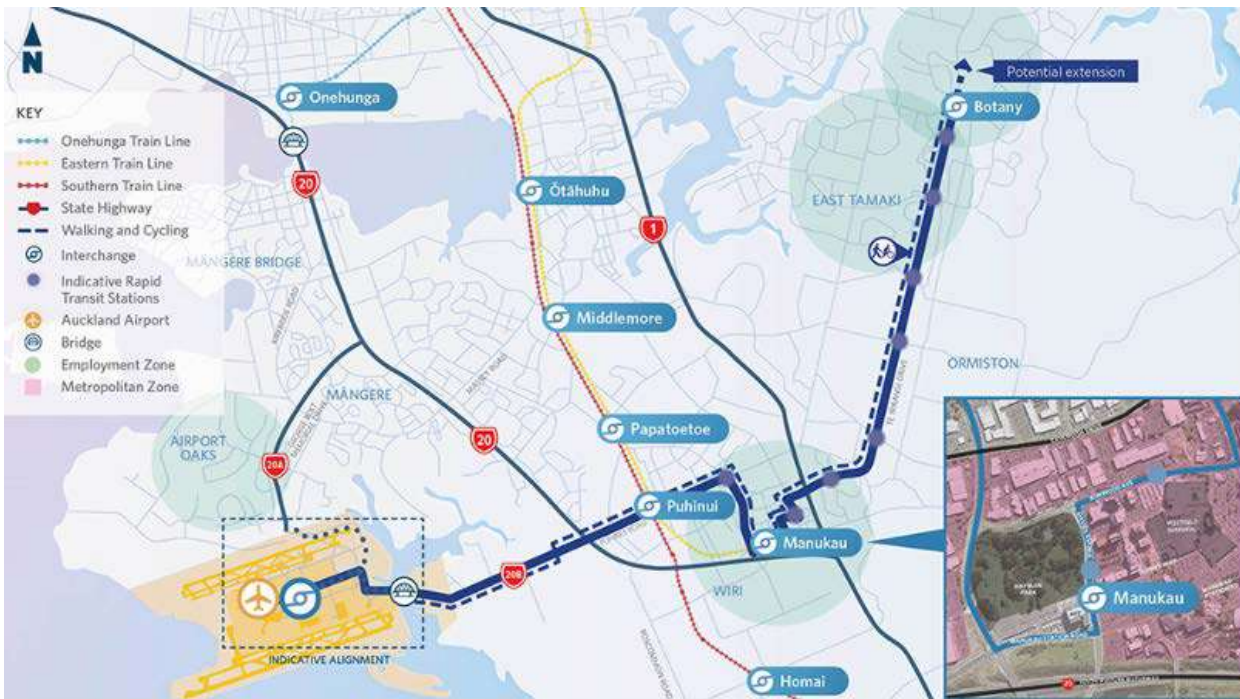
## 1.3 Airport to Botany Rapid Transit

### 1.3.1 Airport to Botany Rapid Transit SSBC

The Airport to Botany Rapid Transit SSBC has identified a preferred route for the rapid transit corridor, mode and station locations within the project area, refer to Figure 4. The development and refinement options has been completed in parallel to the assessment of the 20Connect project.

The proposed rapid transit route will travel from Auckland Airport, alongside SH20B and Puhinui Road to the upgraded Puhinui Station Interchange. From here, the RTC will continue along Puhinui Road and Lambie Drive and through the Manukau Centre via Manukau Station Road, Davies Avenue and Ronwood Avenue. It then travels via Great South Road and Te Irirangi Drive to a new high-quality interchange at Botany, where it will connect with the Eastern Busway. Stations along the route will provide easy transfers between Airport to Botany Rapid Transit services and local buses, heavy rail and other rapid transit facilities, with notable stations including Puhinui Station Interchange, a new Botany Interchange, and two stations within the Manukau Centre. The design and location of the Botany interchange is still being considered, and the station will be delivered as part of the Eastern Busway project.

**Figure 3:** Airport to Botany Rapid Transit preferred options for improvements



### 1.3.2 Short-Term Airport Access Improvements SSBC

The Short-Term Airport Access Improvements (STAAI) SSBC was developed as the first stage of the Airport to Botany Rapid Transit project led by AT, alongside investment partners Waka Kotahi and AIAL. The SSBC recommended construction of an upgraded bus/rail interchange at Puhinui Station and bus priority lanes along Puhinui Road and Lambie Drive that connect to planned improvements on SH20B to create a fast and reliable link between the airport and Manukau.

Puhinui Station Interchange will improve travel to and from the airport, and its surrounding areas by providing more reliable and timely travel choices - as well as connecting people to wider Auckland through southern and eastern line train services. The interchange will build on the existing train station, linking the rail platform with a new bus and 'kiss and ride' area via a new elevated concourse. Construction of the Puhinui Station Interchange started in September 2019 and completed in early 2021.

The STAAI SSBC also includes the Māngere Cycling Improvements project. This project consists of the five new cycleways, which will improve connectivity between Māngere Central and Māngere Bridge town centres to the airport, improving access to jobs, education and social facilities. Consultation for this project was scheduled for 2019, however funding was not available at that time. With funding approved, consultation on the Māngere Cycling Improvements is scheduled for later in 2020.

During the development of the detailed design for the other improvements identified in the STAAI, it was identified that the bus lanes would require the removal of some on-street parking during peak hours and a 1.2km section of an on-road cycle lane. In addition, some trees would be removed, and others planted.

The priority lanes will allow for a new, frequent AirportLink bus service between the airport, Puhinui Station Interchange and Manukau, which will replace the southern section of the existing 380 bus service. A new route 38 will replace the northern half of the existing 380 route between Māngere and the airport. A new route 36 bus service will link local town centres between Onehunga and Manukau, via Papatoetoe.

In addition, a shared use path will be provided on the northern side of Puhinui Road between SH20 and the Puhinui Station Interchange, and physical separators will be added to protect the existing on-road cycle lanes on Lambie Drive. Pedestrian crossings will be upgraded, and a new roundabout provided at Puhinui Station Interchange to improve safety and access to the station, shops, schools and parks. In some locations existing bus stops will be upgraded with new shelters, with two stops relocated to improve the efficiency of the AirportLink service.

Detailed design for these improvements is being finalised. Construction is expected to begin in September 2020 and completed in early 2021 before the start of the new AirportLink service.

## 1.4 20Connect

### 1.4.1 20Connect SSBC

The 20Connect SSBC has identified a series of recommended improvements to be made within the project area, refer to Figure 3. The development and refinement options have been completed in parallel to the assessment of the Airport to Botany Rapid Transit project.

The preferred options aim to improve journey reliability and safety along state highways 20, 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport. Improvements identified will encourage freight and heavy vehicles from local roads to the state highway network and include:

- **State Highway 20B:** in the long-term, SH20B will be a four-lane expressway with a dedicated RTC and walking and cycling facilities to support future rapid transit and improve capacity for people and freight
- **State Highway 20:** additional lanes and dedicated walking and cycling facilities will be provided on SH20 to allow for airport and business growth and provide transport choice
- **State Highway 20B/20 connection:** a new southbound ramp from SH20B to SH20 will enable rapid transit to move smoothly through the intersection, while improving safety and access to the south from the airport
- **State Highway 20A/20 connection:** a new southbound ramp will improve freight movements from the airport and surrounding industrial areas and remove heavy vehicles from local roads.



**Figure 4:** 20Connect preferred options for improvements

#### 1.4.2 SH20B Early Improvements

The SH20B Short Term SSBC was developed for the first stage of the 20Connect project led by Waka Kotahi, alongside investment partners AT and AIAL. The SSBC recommended the introduction of priority lanes along SH20B between Pukaki Creek Bridge and SH20 to allow for frequent bus services between the airport, Puhinui and Manukau.

Other improvements to be delivered as part of the SH20B Early Improvements project include; two new intersections, one at Campana Road and one at Manukau Memorial Gardens; walking and cycling facilities; localised road widening and resurfacing; drainage and stormwater treatment; safety improvements including central median barrier protection and improved lighting.

During the development of the detailed design, the road corridor was assessed for its crash history, average vehicle speeds, projected volumes of vehicles and development of the surrounding area. The assessment recommended introducing a consistent and reduced speed limit once construction on the early improvements is complete.

The detailed design for these improvements was completed in June 2019 and funding to proceed into construction was approved by the Waka Kotahi board in December 2019.

## 1.5 Engagement to date

Community and stakeholder engagement for the Southwest Gateway programme has been divided into two stages; the first from November 2017 to December 2018 and the second from January to December 2019. This two-staged approach has allowed the project teams to consider partner, key stakeholder and community feedback, along with a range of technical assessments, to evaluate options and the rapid transit route.



### 1.5.1 First round of engagement

The purpose of the first round of public engagement in November and December 2018 was to introduce the programme, projects and seek feedback on a number of options being considered for the 20Connect and Airport to Botany Rapid Transit projects. The [Engagement Summary Report](#) and a one-page summary was made available on Waka Kotahi and AT websites in November 2019. Project stakeholders and interested parties were made aware of the report via email on 18 November 2019, refer to Appendix 1.0.

In addition, the one-page summary was included in the flyer that was distributed to properties (week commencing 18 November 2019) in the Southwest Gateway programme area to provide the community with an update on the programme progress.

### 1.5.2 Engagement on related projects

Following the first round of engagement (and prior to the second round of engagement documented in this report) Waka Kotahi and AT completed a series of targeted engagement activities with partners, key stakeholders, community and potentially affected property owners/occupiers to inform the detailed design for:

- SH20B Early Improvements
- Puhinui Road and Lambie Drive Improvements
- Puhinui Station Interchange.

## 1.6 Other initiatives in southeast and southwest Auckland

With a million more people expected to call Auckland home in the next 30 years, improved transport networks will be critical to support this growth.

The Airport to Botany Rapid Transit is one of many public transport projects underway or planned across the region. The project has worked alongside other initiatives as identified in Figure 5, including the Eastern Busway and the proposed City Centre to Māngere Light Rail projects to create a connected transport system that delivers improved accessibility.

In addition, Panuku Development Auckland has developed a business case for future development of the Manukau City Centre, whilst the Supporting Growth Alliance is developing a business case for transport infrastructure improvements associated with future growth south of Auckland. Kāinga Ora is also planning development in Māngere over the next 10-15 years which will see an estimated 2,500 state homes replaced with up to 10,000 homes. The project teams have been met regularly with these initiatives throughout the development of the SSBCs.

Figure 5: Current and proposed rapid transit network



## 2. Summary of engagement activities

### 2.1 Approach

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

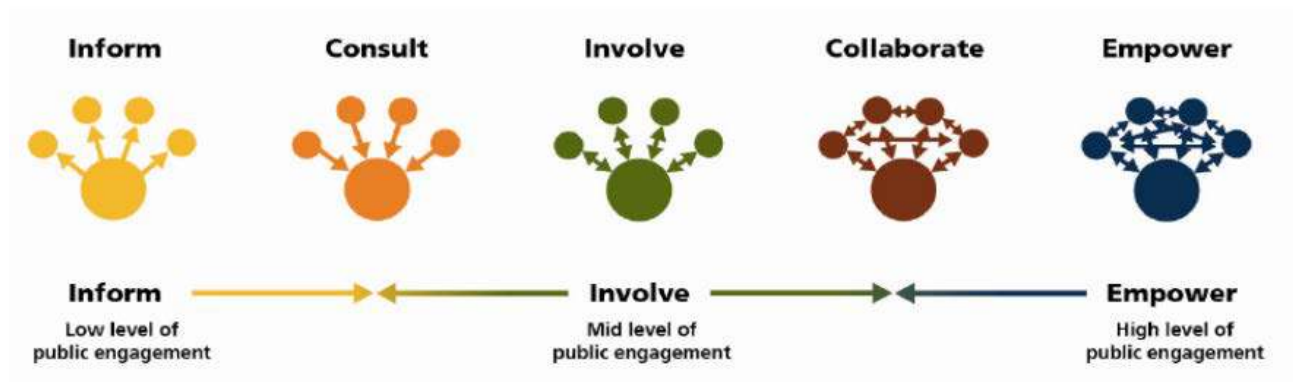
- Southwest Gateway programme Communication and Stakeholder Engagement Strategy
- Airport to Botany Rapid Transit Communication and Stakeholder Engagement Plan
- 20Connect Communication and Stakeholder Engagement Plan.

The documents have been 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 6 and Table 1 below), which is the core tool at the heart of Waka Kotahi and AT'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 worked closely with the Southern Communication Coordination Group, to coordinate engagement on transport projects in south Auckland. The group which meets quarterly, consists of engagement and project leads from Waka Kotahi, AT, Auckland Council (AC), KiwiRail, AIAL and Kāinga Ora.

**Figure 6** 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, preferred options, 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 identification of the preferred solution.	Place final decision-making in the hands of the public / stakeholder.

## 2.2 Engagement objectives

The second round of engagement was an opportunity for the project teams to provide an update to the community on the 20Connect and Airport to Botany Rapid Transit SSBCs progress and to provide more detailed information about the preferred options for the rapid transit route and state highway improvements.

In addition, the project teams shared the detailed designs for the SH20B Early Improvements and Puhinui Road and Lambie Drive Improvements projects and asked for feedback on the proposed speed limit review along SH20B and proposed bus lane operation hours for Puhinui Road and Lambie Drive.

It was also an opportunity for the project teams to provide the community with details on how feedback from the previous round of engagement has influenced the projects.

## 2.3 Stakeholders and interested parties

### 2.3.1 Mana whenua

Mana whenua are recognised as a Treaty Partner by Waka Kotahi 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 the pre-implementation and consenting phase and beyond.

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.

### 2.3.2 Partners

'Partners' in the context of the Southwest Gateway programme are the Waka Kotahi, AT, AIAL and Te Ākitai Waiohua. Representatives from various departments within these organisations have been engaged through workshops and meetings to exchange information, formulate solutions and assist in the decision making on the preferred options.



### 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 engaged to discuss and exchange information during the second round of engagement include:

- Advocacy groups
  - National Road Carriers
  - Bike Auckland
  - Howick and Pakuranga Grey Power.
- Government agencies
  - Kāinga Ora (formally Housing NZ and HLC).
- Auckland Council and Council- controlled organisations
  - AC local boards (Howick, Ōtara-Papatoetoe, Manurewa, Papakura, Māngere-Ōtāhuhu)
  - AC elected members
  - Panuku Development Auckland
  - The Southern Initiative.
- Business associations and individuals
  - Airport Connect
  - Auckland Business Forum (includes Auckland Chamber of Commerce, Ports of Auckland, Civil Contractors NZ, AIAL)
  - AMP Capital, Botany
  - Sentre Group, Westfield Manukau
  - Southern Gateway Consortium
  - Manukau Business Association.
- Local community / residents.

### 2.3.4 General Public

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

- consider the relative strengths and weaknesses of the preferred options and rapid transit route
- provide feedback on the preferred options, rapid transit route, proposed speed limit review and proposed bus lane operation hours
- 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 2019 and included a series of community open days and feedback forms (online and flyer mail drop).

It is recommended that the project teams engage the public again once the 20Connect and Airport to Botany Rapid Transit SSBCs have been through the required endorsement processes and the projects progress into the pre-implementation and consenting phase.

### 2.3.5 Potentially affected property owners/occupiers

Potentially affected property owners/occupiers (directly and indirectly) have been engaged to provide feedback on proposed improvements, through community open days, flyer mail drops and online feedback forms.

It is recommended that the project teams engage face to face with property owners/occupiers once the SSBCs have been through the required approval processes and progress into the pre-implementation consenting phase.

## 2.4 Engagement activities

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

The engagement activities with partners and key stakeholders has been centred on presentations, small group and one-on-one meetings. Partners and stakeholders have been 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. A full account of attendees for stakeholder engagement activities between January and December 2019 is shown at Appendix 2.0.

The community and potentially affected property owners/occupiers have been engaged to provide feedback on proposed improvements, through community open days, mail drops and online feedback forms. The project team will inform the public on how feedback provided in the second round of engagement has influenced the projects and decision making before the final SSBCs are submitted to the Waka Kotahi and AT boards in 2020.

Communication with partners, key stakeholders, community and potentially affected property owners/occupiers has been collated and recorded in Consultation Manager, a cloud-based management system used by Waka Kotahi and AT to record, track and respond to feedback.

Programme and project specific webpages, email and phone numbers have been established to allow stakeholders and community to find out more about the programme/projects, contact the project team and provide feedback. The project team will continue to update the webpages on the outcomes of engagement and once the SSBCs have been approved by the Waka Kotahi and AT boards.

The following describes the key engagement activities carried out between January and December 2019.

### 2.4.1 Hui

The project teams have continued to engage regularly with the mana whenua who form part of the AT Southern Mana Whenua Table through the monthly meetings (hui), during the development of the preferred options.

### 2.4.2 Southwest Gateway Integration Group

The Southwest Gateway Integration Group representatives (Waka Kotahi, AT, AIAL, Te Ākitai Waiohū and AC) have continued to meet on a regular basis during the development of the preferred options. The 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.

### 2.4.3 One-on-one meetings

Several one-on-one meetings were held with key stakeholders. The meetings provided opportunities for the project team to inform stakeholders on the progress that had been made on the SSBCs, the preferred options and rapid transit route alignment.

One-on-one meetings were held with representatives from advocacy groups, government agencies industry groups, local boards and business associations / individuals.

#### **2.4.4 Stakeholder presentations**

The project team presented to a number of advocacy group and business associations during the second round of engagement such as Bike Auckland, Howick and Pakuranga Grey Power, Eastern Busway Key Stakeholder Forum, Airport Connect, Auckland Business Forum and Manukau Business Association.

#### **2.4.5 Emails**

In November 2019, the project teams issued emails to over 400 key stakeholders and interested parties to inform them of the public consultation dates and invite any feedback via the online feedback forms, refer to Appendix 1.0.

In addition, the public facing collateral was sent to partners, mana whenua and key stakeholders such as local boards for them to share with stakeholders and interested parties.

#### **2.4.6 Mail drop/ flyers**

In November 2019, a joint 20Connect and Airport to Botany Rapid Transit flyer was issued to 32,929 properties in the Southwest Gateway programme area to provide the community with an update on the programme progress. The flyer consisted of programme and project information, summary of feedback to date and how it has influenced the projects, opportunities to provide written feedback and information about the open days (venue/ date/ time). Refer to Appendix 3.0 for map of the mail drop area.

In addition, the project team hand delivered the flyers to businesses along Puhinui Road and Lambie Drive.

Please refer to Appendix 4.0 a copy of the flyer.

#### **2.4.7 Media release**

In November 2019, Waka Kotahi issued a media release to promote opportunities to provide feedback and engage with the project teams for the Southwest Gateway programme. Refer to Appendix 5.0 for a copy of the media release.

#### **2.4.8 Website**

In November 2019, the Southwest Gateway programme, 20Connect and Airport to Botany Rapid Transit project webpages were updated to provide a high-level overview of the problems, benefits and provided further information on the preferred options and rapid transit route alignment.

The webpages provided more detailed information on the SH20B Early Improvements project, SH20B speed limit review and Puhinui Road and Lambie Drive Improvements project.

In addition, the project webpages provided information about the community open days and links to online feedback forms.

The project teams will continue to update the webpages to update stakeholders and the community on the outcomes of this round of engagement.

#### **2.4.9 Visualisation**

Waka Kotahi and AT created a visualisation of the Southwest Gateway programme to build greater understanding in the community. It incorporated feedback taken during the first round of engagement.

The visualisation has been viewed over 4,000 times on the Waka Kotahi and AT social media channels and was shared by the Minister of Transport and Auckland Mayor.

#### 2.4.10 Social media

During the public consultation period in November and December 2019, AT shared a series of posts on its social media platforms. The post reached 38,500 people and received around 200 likes and 115 comments.

For a more detailed summary of the social media reach, refer to Appendix 6.0.

#### 2.4.11 Online feedback forms

Waka Kotahi and AT established an online feedback form for public and stakeholders to provide feedback between Monday, 18 November and Sunday, 8 December 2019.

The survey received 221 responses. There was a mixture of personal submissions and representatives of organisations. A summary of the feedback provided is detailed in Section 3.

#### 2.4.12 Community open days

In November and December 2019, the project team organised and attended eight community open days, listed in Table 2.

They were held in open, inviting spaces, 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 a successful event there in stage one engagement and feedback from the Ōtara-Papatoetoe Local Board.

Eight information boards were developed and displayed, depending on relevance to the location, refer to Appendix 7.0. The information boards included the following:

- **Southwest Gateway programme** – programme overview, customer context, programme timeline and map of the programme study area
- **A Connected Transport System** – summary and map that details how the projects will integrate with the current and proposed rapid transit network, further information about the mode for rapid transit
- **Airport to Botany Rapid Transit** – project overview, image of proposed RTC, potential cross-section on Te Irirangi Drive, map of the preferred rapid transit route, key statistics and expected journey times / fares
- **20Connect** – project overview, potential cross-section on SH20B, map of the preferred options and key statistics
- **Early Improvements by 2021** – overview, concept design for Puhinui Station Interchange, map of the proposed early improvements, key statistics and expected journey times / fares
- **Puhinui Road and Lambie Drive** – project overview, map of the preferred options, customer insight, key statistics and expected journey times / fares
- **State Highway 20B Speed Limit Review** – summary and map that details the current and proposed speed limits and potential cross-section for SH20B
- **State Highway 20B Improvements** - project overview, map of the preferred options, concept designs for the intersection at Campana Road and at Manukau Memorial Gardens.

The community was invited to read and discuss the programme and project/s with project staff who were available to answer queries. People were encouraged to provide feedback using 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 on post-it notes and sticking it onto the relevant information board or in a notebook.

The project teams included a variety of languages to actively engage the community. This was extremely well received and included staff who spoke English, Sāmoan, Māori, Korean, Chinese, Sri Lankan, Hindi and Urdu.

About 850 people were engaged with across eight events and staff managed to record around 300 post-it notes comments. A summary of the feedback provided is detailed Section 3.



**Table 2** Open day event locations and attendee snapshot

Date	Time	Location	Number of attendees
Saturday, 23 November	9am – 6pm	Westfield Manukau	229
Sunday, 24 November	10am – 5:30pm	Westfield Manukau	186
Wednesday, 27 November	3pm – 7pm	New World, Papatoetoe	55
Saturday, 30 November	7am – 12pm	Ōtara Markets	75
Wednesday, 4 December	9:30am – 1:30pm	Papakura Library	67
Thursday, 5 December	3pm – 7pm	Countdown Botany	98
Friday, 6 December	5pm – 7pm	Tupu Youth Library	82
Saturday, 7 December	7am – 2pm	Māngere Markets	60
Total:			852

### 3. Summary of feedback

Overall, partners, key stakeholders and community were supportive of improvements within the Southwest Gateway programme study area, refer to Figure 1. They recognised the strategic need for the SSBCs and the inter-relationship with other transport infrastructure in southwest, south and east Auckland.

Feedback overall, was supportive of improvements that will be delivered by 2021 and indicated that the public want the long-term improvements including the RTC and supporting active mode improvements to be delivered sooner.

The following summarises the key themes raised during engagement with partners, key stakeholders and community between January and December 2019, using the following themes:

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

The next stage will be to engage with partners, stakeholders and the community once the SSBCs have been through the required endorsement processes and progress into the pre-implementation phase. It is expected that the final SSBCs will be submitted to the AT and Waka Kotahi boards later in 2020.

#### 3.1 Customer-focussed public transport

The SSBCs seek to identify customer-focussed initiatives that improve the overall experience for people travelling to and from the airport and the surrounding area. Increasing travel choice is important to stakeholders and the community and by providing people with a range of transport options it will enable people to travel in a way that best suits their needs.

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

They expected rapid transit to be cost effective, efficient and reliable with frequent services that support the travel needs of users. Customers expect smooth transfers and easy to navigate connections that link residential areas and the arterial network to jobs, health, education and social opportunities. Public expectation is that fares will be affordable and integrated with the wider network.

There was strong support for the preferred rapid transit route. People expect the rapid transit to have priority at intersections over general traffic, especially through the Manukau centre. Some comments indicated that taking the route through Manukau adds additional travel time and needs to be reviewed as the area is serviced well by other bus/ train services. Other feedback supported connecting the rapid transit with shopping areas and the bus/train stations in Manukau.

The community would like Waka Kotahi and AT to consider locations to provide Park and Ride facilities in Botany and other connecting suburbs.

For the new AirportLink bus route there was a lot of support for the frequency, travel times and cost of the service. Public would like to see the electric vehicles branded so that they are recognisable and advertised to airport staff to encourage uptake.

People were pleased to see that the northern section of the Route 380 would still operate as the Route 38 between the airport and Onehunga. The Route 36 would be useful for members of the local community who want to travel between Māngere, Papatoetoe and Manukau.

### How we have responded

The Airport to Botany Rapid Transit project will play a central role in meeting the existing and future travel needs of fast-growing, areas in Auckland, as well as supporting and shaping Auckland's growth and urban form. It will reduce the impact of congestion on people's lives and provide more certainty about how long a trip will take.

A potential future extension of the rapid transit corridor north of Botany is still under investigation and will be confirmed as part of the final Airport to Botany Rapid Transit SSBC.

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

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.

By 2021, electric buses will be introduced between the airport, Puhinui Station Interchange and Manukau. In the medium-term these services will be extended to Botany. Services will be operated at high-frequencies to provide a 'turn-up-and-go' experience.

The preferred route through Manukau is a result of technical assessments and community feedback, that was taken during community events and online feedback forms during November and December 2018. It balances the need for a fast and direct link between the airport and Botany with the benefits of connecting to shopping areas and a major transport hub in Manukau.

As part of the SSBC, consideration will be given to Park and Ride facilities in locations where feeder services to public transport interchanges are not viable. This work will take into account AT's assessment of region-wide Park and Ride needs.

Three new bus services - the AirportLink, Route 38 and Route 36 are expected to begin operation from 2021. Further engagement activities and awareness campaigns will be carried out by AT prior to the new services starting. AT is currently assessing potential designs for the AirportLink branding, with a decision to be made at a later date.

## 3.2 Safety

Feedback from partners, key stakeholder and the community indicated that improving safety within the programme area was important.

There was strong public support for improvements that provide separated cycling facilities between the airport, Puhinui, Manukau and Botany. Feedback received showed that public expectations are that in locations where separated facilities are not possible, bus lanes should operate for longer hours to allow for confident cyclists to share the space. Concerns were raised by online submissions about the removal of 1.2km of on-road cycling facilities on Puhinui Road, east of Puhinui Station Interchange without providing an alternative cycling facility.

The community provided feedback that consideration needs to be given to walking and cycling facilities surrounding Bridge Street, Airport Oaks, Māngere and Māngere Bridge.

In general, feedback recommended rapid transit stations be well lit, easily accessible, provide shelter and be well connected to local bus services and walking and cycling routes.

The south-facing ramp connections as part of the 20Connect project were supported and seen to improve safety on local streets by providing more efficient alternative for trucks and heavy vehicles.

There was a high amount of interest in reducing the speed limit along SH20B to improve safety and an acknowledgement that general traffic cannot travel at the current posted speed due to traffic volumes and congestion. Feedback received also recommended consideration of variable speed limits and a speed limit reduction on Puhinui Road east of the SH20 interchange.

There were comments that High Occupancy Vehicle (HOV) and bus lanes need to be supported with enforcement if they are to be used efficiently and equitably. In addition, consideration should be given to allowing freight use of the priority lanes along SH20B.

### How we have responded

Cycle facilities and footpaths will be designed with safety front of mind including providing for physical separation, where feasible, on the long-term proposals.

AT have reviewed the feedback received and technical assessments in relation to the removal of 1.2km cycle lanes along Puhinui Road as part of the STAAI improvements.

The preferred bus lane operating hours will now be extended to 6am-7pm, seven days a week. This is an increase from the hours of bus lane operation previously proposed, which were 6am-10am and 3pm-7pm, Monday-Friday. This will provide greater all-day reliability for bus services and allow for consistent customer journeys. It will also improve cycle access for confident on-road riders by providing clear lanes (free of parked cars). AT are also considering the feasibility of widening off-road paths for less confident cyclists for this section of road. Fully separated facilities for pedestrians and cyclists along Puhinui Road are proposed as part of the future Airport to Botany Rapid Transit project.

AT are unable to upgrade the existing cycling facilities along Bridge Street within the 2021 timeframe due to space constraints on the overbridge. Cycling improvements will be provided as part of the long-term proposals for the Airport to Botany Rapid Transport project.

AT proposals for new walking and cycling connections surrounding Airport Oaks, Māngere and Māngere Bridge are currently under review, with a decision to be made at a later date.

Feedback on the rapid transit stations and state highway ramp connections will be assessed and used in the development of the preferred options in the SSBCs and to further refine the design of the long-term Southwest Gateway programme options in future project phases.

Feedback on the speed limit along SH20B will help inform the statutory consultation process that is required to change the speed limit along the state highway. It is expected that this process will happen later in 2020. At this stage the project team will share detailed proposals with stakeholders and the community asking for any additional information that may have an impact on the final design.

A technical assessment to investigate the use of the priority lanes along SH20B is underway. The purpose of the investigation is to assess what type of vehicles should be able to use the lanes (i.e. bus only or bus/ freight). The investigation will review the lanes ability to accommodate forecasted traffic volumes, while also taking safety and operations, compliance, enforcement and implementation into consideration. The outcome of this assessment will be consulted on in 2020.

### 3.3 Co-ordination and integration

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

The community commented that it was important to synchronise rapid transit, bus and train schedules and that operation hours needed to cater for a wide range of users such as shift workers. Transfer times between services needed to be quick and easy and where possible, allow other public transport services to use the dedicated rapid transit lanes.

In future engagements, the community would like to see how the rapid transit will connect and integrate with local services. AT recognises that the existing public transport network will need to be modified around rapid transit to improve connectivity, using AT's New Network hub and spoke model.

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

There was public support for the walking and cycling improvements proposed along SH20B and SH20 as part of the long-term 20Connect project. Public expectation is that the projects need to provide separated, continuous facilities that are well connected with the wider network, where possible on each side of the road to allow for travel in both directions.

For the early deliverables walking and cycling infrastructure, online submissions indicated that more consideration needs to be given in areas surrounding Bridge Street, Airport Oaks, Māngere and Māngere Bridge. The community would also like to see more walking and cycling routes integrated with the AIAL proposals, including across and beyond Pūkaki Creek Bridge.

#### How we have responded

The project teams recognise the importance of collaborating to deliver infrastructure to support future growth in southwest, 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 the Eastern Busway to ensure the rapid transit connects key destinations and links to public transport routes and interchanges.

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

Feedback in relation to the operation of public transport, such as synchronising timetables, reducing transfers times and connecting with local services will continue to be considered during the ongoing development of the preferred options. 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.

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 local bus network will be designed to connect with proposed rapid transit stations, to allow for connected journeys for customers, in line with AT's New Network approach.

AT proposals for new walking and cycling connections surrounding Airport Oaks, Māngere and Māngere Bridge as part of the STAAI SSBC are currently under review, with a decision to be made at a later date.



### 3.4 Potential environmental and social opportunities and effects

The entire southwest Auckland is an area of high cultural value and we are working with mana whenua to better understand these values and how we can protect them. Waka Kotahi and AT are committed to managing environmental effects on the local area including waterways and stormwater and where possible enhance and protect the existing environment.

There was strong public support for sustainable transport options that encourage the use of active mode and ride share initiatives. This included the electric buses proposed for the AirportLink and the electric BRT that is proposed for the long-term RTC. The BRT was viewed as a sustainable, low emission option and the public were excited about the technology advancements in this area. Feedback indicates that future-proofing the RTC for future development into Light Rail Transit (LRT) should not be discounted.

#### How we have responded

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

Waka Kotahi and AT have a strong focus on encouraging people to use public transport, walk and cycle as one of the key initiatives to encourage mode shift thereby reducing emissions from the transport system, while improving environmental, social, economic, and cultural outcomes.

Feedback in relation to electric vehicles will be assessed and used to further refine the recommended option design. The AirportLink service being delivered as part of the STAAI programme will use an electric vehicle bus fleet, with services commencing in 2021. The proposed electric BRT for Airport to Botany Rapid Transit, is in accordance with AT's Low Emission Bus Roadmap, December 2018, which presents a baseline for transition of the Auckland bus fleet to a low emission fleet, with key milestones at 2020, 2025 and 2040. AT is targeting a full zero emission bus fleet by 2040.

### 3.5 Growth and development

#### Covid-19

This report reflects engagement undertaken prior to Covid-19. The potential changes to growth in airport activities is currently under consideration by the Southwest Gateway programme project partners.

South and east Auckland experienced significant growth in population and jobs in the past two decades, increasing at a rate faster than the Auckland region. Manukau in particular is expecting high growth in population, housing, jobs, government investment in education, residential, commercial and the urban environment. The Airport to Botany Rapid Transit is one of many public transport projects underway or planned across the region to support this growth.

There was acknowledgement that the preferred options and the RTC were critical to enable workers and others to access the airport precinct, - an area set for significant population, tourism and commercial growth over the next 30 years. People recognised the importance of improving the public transit connections to the southwest, south and east, and of Auckland providing people with choice in how they travel around the area.

Feedback was supportive of improvements that will be delivered by 2021 and indicated that the public want the long-term improvements including the RTC and active mode improvements to be delivered sooner.

Key stakeholders and the community indicated that stations along the route needed to be well connected to current and proposed public transport infrastructure and provide for future development.

While there was little feedback around the removal of parking along Puhinui Road and Lambie Drive during peak hours, there was comment that parking restrictions would need to be added to the side streets to stop them becoming unofficial park and ride locations.

### How we have responded

The Airport to Botany Rapid Transit project will deliver a fast, frequent and affordable BRT corridor between the airport, Manukau and Botany. It will travel along 18km fully separated congestion-free corridor, through key centres and development areas. The stations will be located to connect housing, education and business areas.

Rapid transit will support urban regeneration along the route and fill a missing link in Auckland's rapid transit network, with connections to local buses, the Eastern Busway and the southern and eastern train lines.

The route through Manukau will be integrated with wider government and private investment in housing, education, business and transport, including planned investment by Panuku Development and Kāinga Ora.

AT will review feedback and technical assessments to identify the appropriate solution for parking provisions along Puhinui Road and Lambie Drive.

## 4. Written and online feedback forms

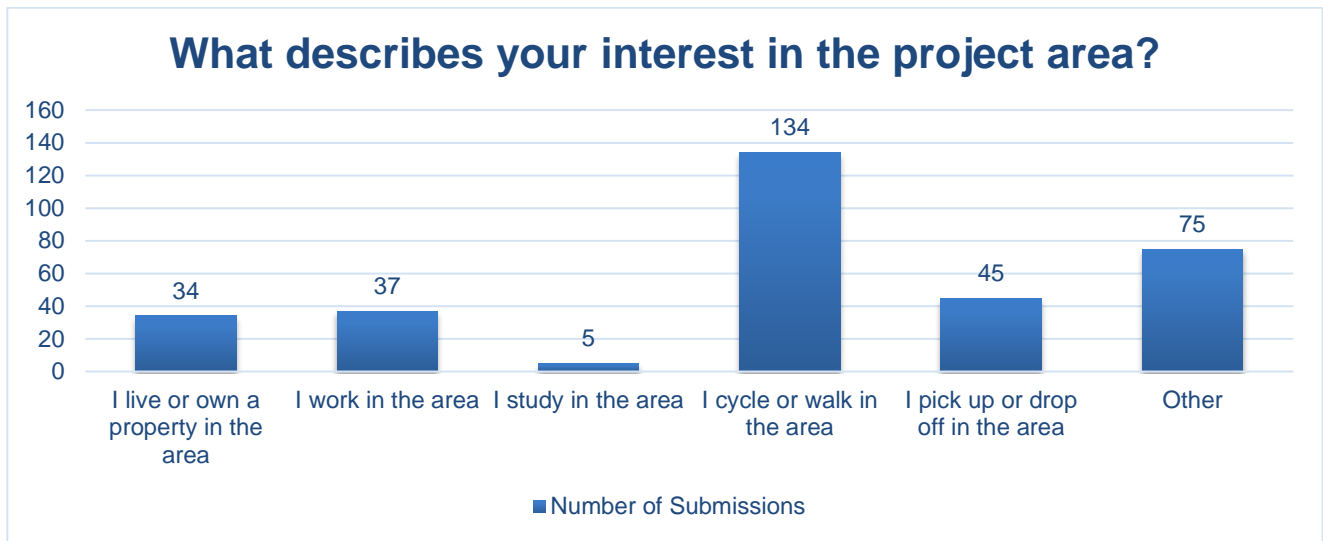
Waka Kotahi and AT established an online feedback form that was available for public and stakeholders to submit between Monday, 18 November and Sunday, 8 December 2019.

The online survey received 221 responses. In addition, the project team received eight written submissions via Freepost.

There was a mixture of personal submissions and from representatives of organisations. A summary for each question asked is provided in sections below.

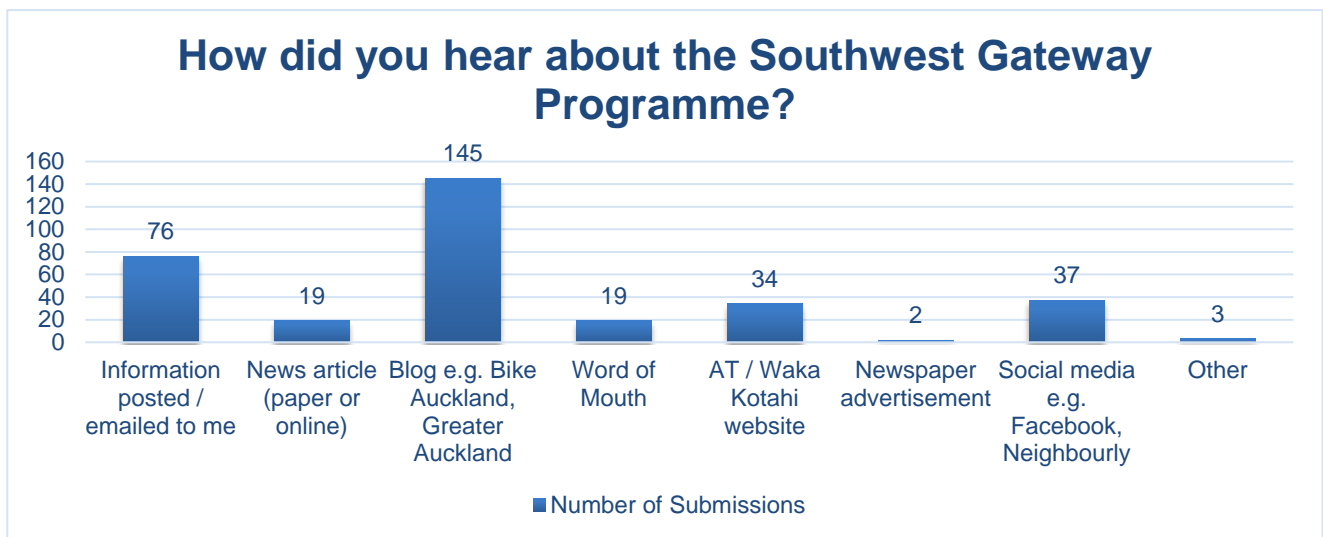
The survey asked the public to provide further information about interests in the programme area; submitters were able select multiple options. The breakdown of responses is provided in Figure 7.

**Figure 7:** Breakdown of submissions in response to interest programme area



The survey asked the public for further information about how they heard about the Southwest Gateway programme and submitters were able select multiple options. The breakdown of responses is provided in Figure 8.

**Figure 8:** Breakdown of submissions in response to how people heard about the Southwest Gateway programme



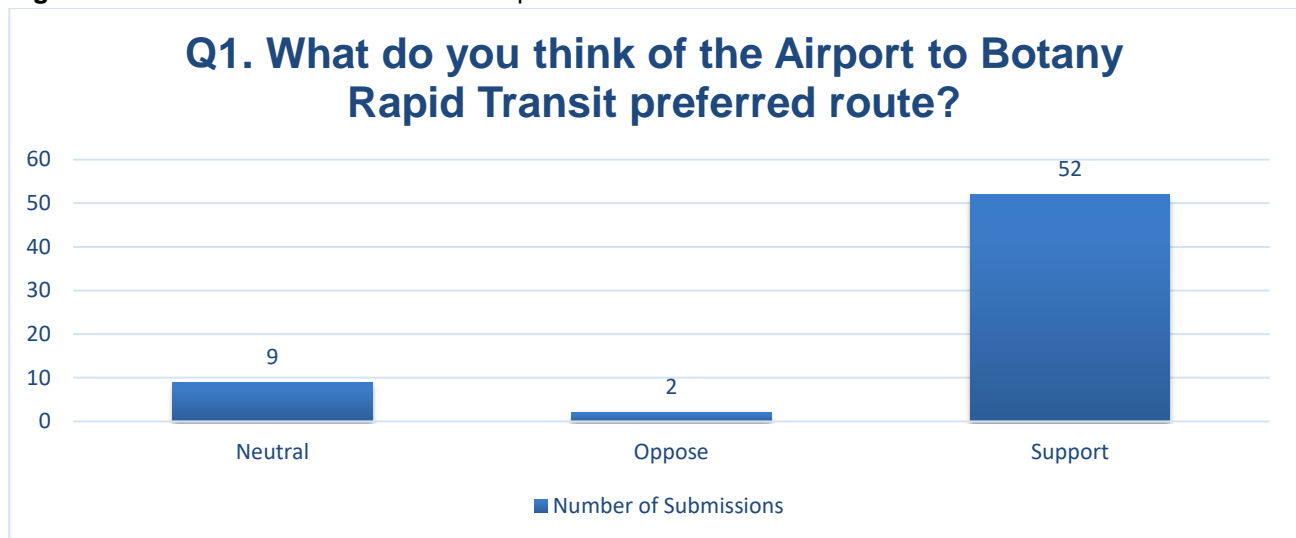
## 4.1 Airport to Botany Rapid Transit – specific

Questions asked on the online and hardcopy feedback form in relation to the Airport to Botany Rapid Transit project were:

- Q1. What do you think of the Airport to Botany Rapid Transit preferred route?
- Q2. Do you have any other comments or suggestions around the wider Airport to Botany Rapid Transit project?

Of the 63 submission that relate to the rapid transit route (Q1). The majority of responses (52 submitters) were in support of the rapid transit route between the airport and Botany. The breakdown of responses is provided in Figure 9.

**Figure 9:** Breakdown of submissions in response to Q1.



In addition, Q1 received a high number of comments in relation to the changes to the walking and cycling facilities along Puhinui Road, east of the Puhinui Station Interchange. These comments have been considered as part of the Puhinui Road and Lambie Drive improvements project.

In summary the most common responses included:

- strong support for the preferred rapid transit route and the potential future extension past Botany
- comment that the route through Manukau adds additional travel time and needs to be reviewed as the area is serviced well by other bus/ train services
- support for connecting rapid transit with the shopping areas and bus/train stations in Manukau
- support for a rapid transit corridor that has priority at intersections over general traffic
- support for safe, separated cycling facilities as part of the long-term proposals
- support for a rapid transit corridor that is future proofed to allow for future development into light rail or heavy rail.

### How we have responded

Feedback taken will be considered and incorporated into the final Airport to Botany Rapid Transit SSBC, along with future project stages.

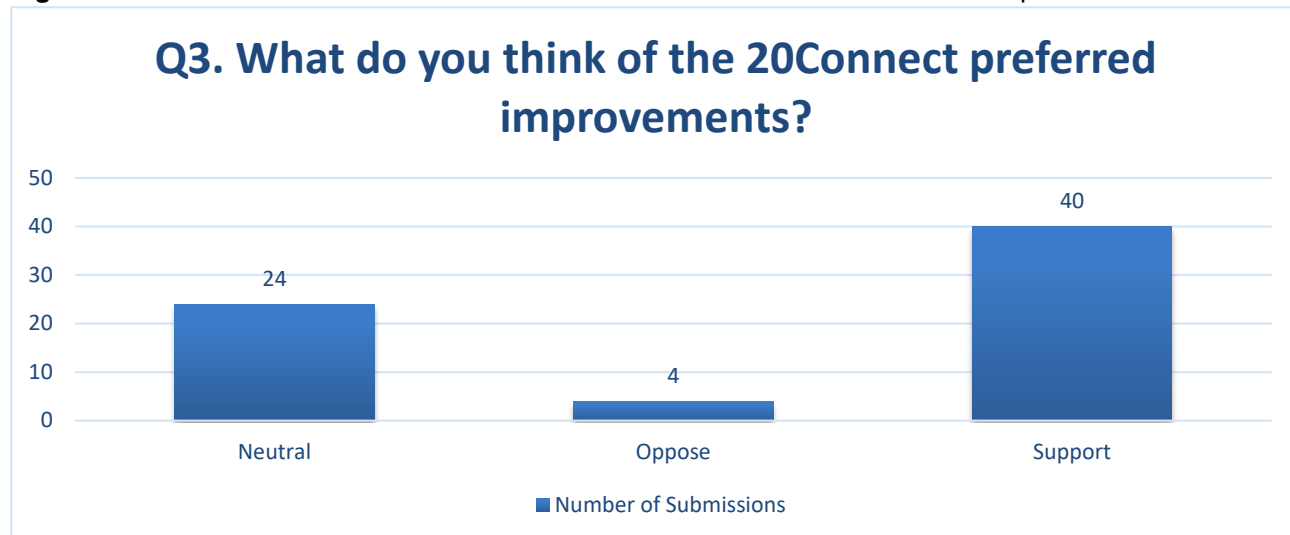
## 4.2 20Connect – specific

Questions asked on the online and hardcopy feedback form in relation to the 20Connect project were:

- Q3. What do you think of the 20Connect preferred improvements?
- Q4. Do you have any other comments or suggestions around the wider 20Connect project?

Of the 68 submissions that relate the preferred options for 20Connect (Q3). The majority of responses were (40 submitters) were in support of the preferred options. The breakdown of responses is provided in Figure 10.

**Figure 10:** Breakdown of submissions in response to Q3.



In addition, Q3 received lots of comments in relation to providing walking and cycling facilities within the airport precinct, Airport Oaks, Māngere and Māngere Bridge by 2021. These comments have been considered as part of the Puhinui Road and Lambie Drive improvements project.

In summary the most common points raised were:

- strong support for the walking and cycling improvements proposed along SH20B and SH20
- strong support for the SH20B/SH20 and SH20A/SH20 ramp connections to improve the efficiency of freight
- generally, people supported these improvements but wanted public transport improvements to be delivered first
- concerns raised about building extra traffic lanes and thoughts that this would cause more congestion.

### How we have responded

Feedback taken will be considered and incorporated into the final 20Connect SSBC, along with future project stages including pre-implementation and consenting.

## 4.3 Puhinui Road and Lambie Drive Improvements – specific

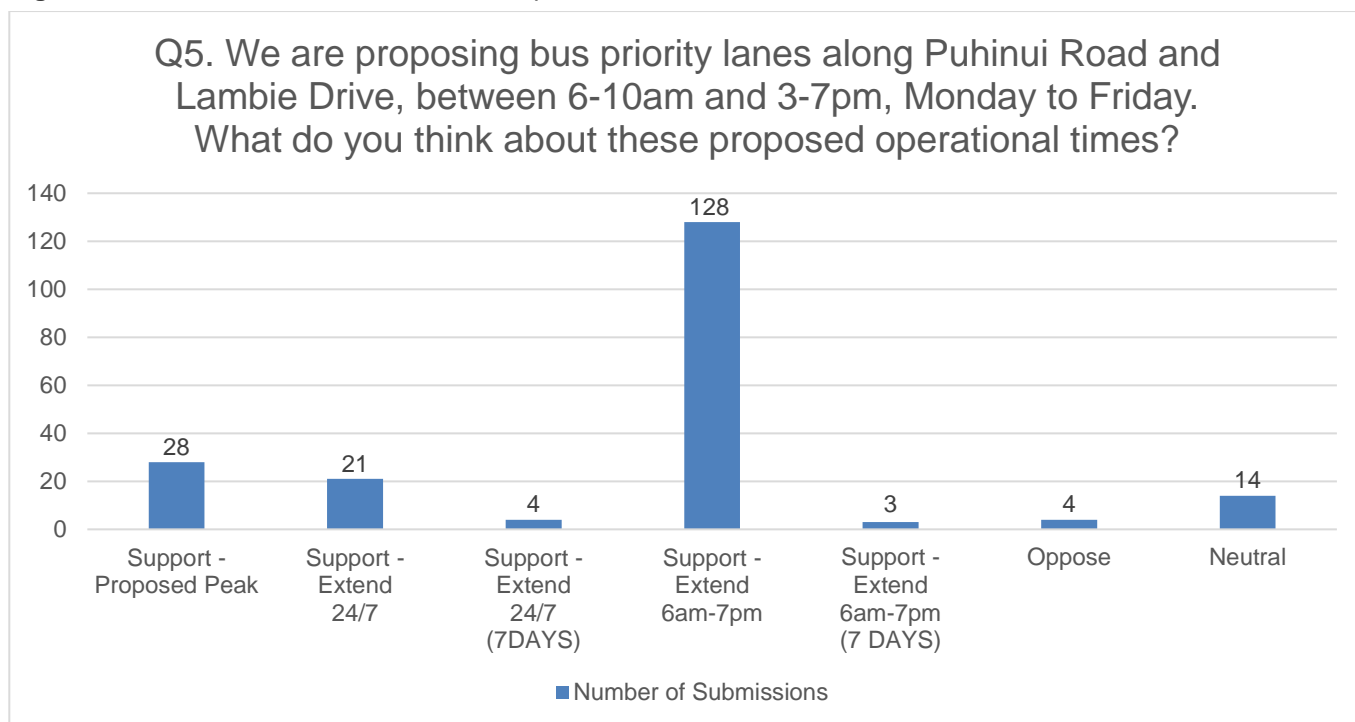
The question on the online and hardcopy feedback form in relation to the Puhinui Road and Lambie Drive Improvements operation hours was:

- Q5. We are proposing bus priority lanes along Puhinui Road and Lambie Drive, between 6-10am and 3-7pm, Monday to Friday. What do you think about these proposed operational times?



In total we received 202 responses to Q5. The majority of responses (184 submitters) were in support of the bus lane along Puhinui Road and Lambie Drive and 128 of them preferred longer operating hours (6am – 7pm Mon-Fri) to provide for experienced cyclists who do not need a separated facility, refer to Figure 10.

**Figure 11:** Breakdown of submissions in response to Q5.



The question on the online and hardcopy feedback form in relation to the Puhinui Road and Lambie Drive Improvements walking and facilities was:

- Q6. What do you think of the walking and cycling improvements along Puhinui Road and Lambie Drive, and what would encourage you to walk and cycle in this area?

In summary the most common points to encourage walking and cycling in this area were:

- concerns were raised about the removal of 1.2km of on-road cycling facilities on Puhinui Road, east of Puhinui Station Interchange without providing an alternative cycling facility
- people would like more consideration given to walking and cycling facilities surrounding Bridge Street, Airport Oaks, Māngere and Māngere Bridge
- safety – well-lit, separated facilities, where possible
- connectivity to wider network and public transport hubs is important
- accessibility for a wide range of users
- provide bus lanes that operate all day as an option for experienced cyclists who do not need a separated cycle facility
- priority given to pedestrians and people on bikes at intersections
- 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
  - provisions for drinking and repair stations
  - public transport vehicles that cater for bike users.

### How we have responded

AT have reviewed the feedback received and technical assessments in relation to the removal of 1.2km cycle lanes along Puhinui Road as part of the STAAI improvements. As an interim solution to improve cycle access for confident riders, the bus lane hours on Puhinui Road and Lambie Drive will operate from 6am-7pm, Monday-Sunday. This will keep these lanes free of parked cars and general traffic throughout the day. This is an increase from the hours of bus lane operation previously proposed, which were 6am-10am and 3pm-7pm, Monday-Friday. Fully separated facilities for pedestrians and cyclists along Puhinui Road are proposed as part of the future Airport to Botany Rapid Transit project.

To improve cycle access for confident riders, the bus lane hours on Puhinui Road and Lambie Drive will operate from 6am-7pm, Monday-Sunday, so that these lanes remain free of parked cars and general traffic throughout the day. This is an increase from the hours of bus lane operation previously proposed, which were 6am-10am and 3pm-7pm, Monday-Friday.

Potential options to improve access for less confident cyclists on Puhinui Road east of Puhinui Station Interchange are under consideration, including providing a shared use path or widening footpaths in anticipation of the Accessible Streets regulatory package which proposes allowing low-speed cycling on footpaths. These options are subject to further review and funding approvals.

## 4.4 SH20B Early Improvements – speed limit review

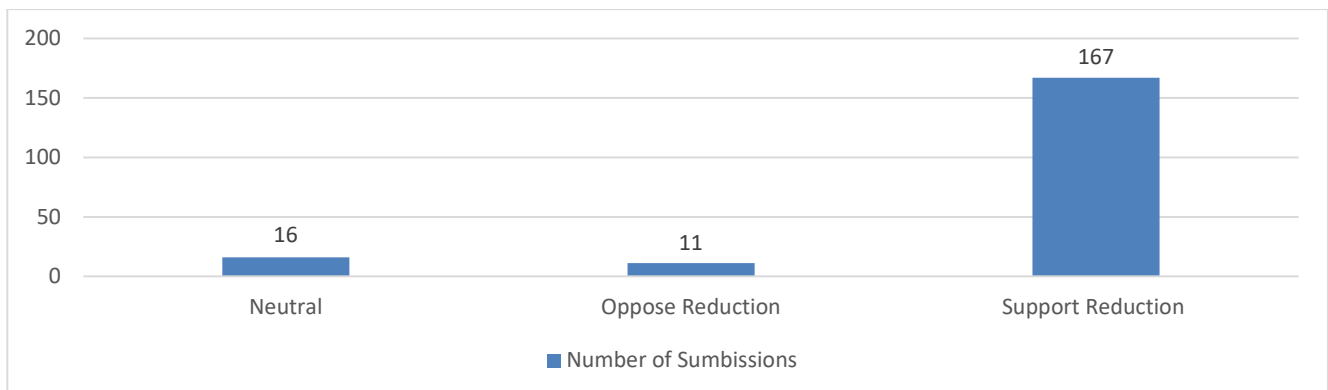
During the development of the detailed design, technical assessment of the road corridor was carried out which reviewed the crash history, average vehicle speeds, projected volumes of vehicles and development of the surrounding area. It recommended introducing a consistent and reduced speed limit once construction on the early improvements is complete.

Questions asked on the online and hardcopy feedback form in relation to the speed limit review along SH20B were:

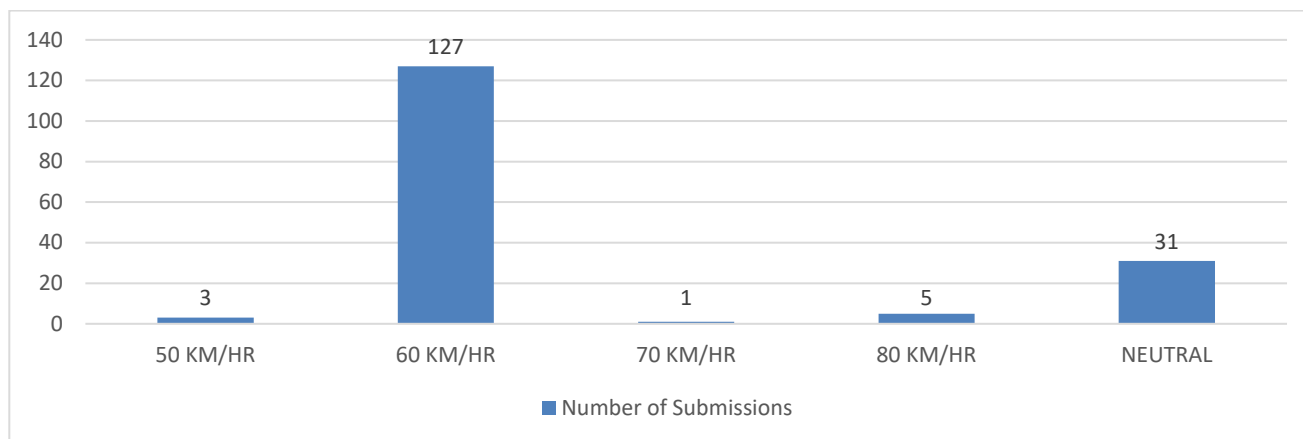
- Q7. What do you think about the current speed limits along State Highway 20B?
- Q8. What do you think about the proposed speed limit change along State Highway 20B?

In total we received 194 responses to Q7. and Q8. The majority of responses (167 submitters) were in support of a speed limit reduction along SH20B, refer to Figure 12.

**Figure 12:** Breakdown of submissions in response to Q7. and Q8.



Of the 167 submitters who supported the proposed speed reduction 127 submitters supported a consistent speed limit of 60 KM/HR, refer to Figure 13.

**Figure 13:** Breakdown of submissions that supported the speed limit reduction along SH20B.

In summary, the most common points raised were:

- safety
- consistency
- lower speeds to encourage more cyclists
- lower speeds around schools
- less confusion.

#### How we have responded

Feedback taken during this engagement will help inform the formal consultation process that is required to change the speed limit along the state highway. It is expected that the formal consultation process will happen later in 2020. At this stage the project team will share detailed proposals with stakeholders and the community asking for any additional information that may have an impact on the final design.

## 4.5 Key interest group submissions

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

### Active Transport Trust

Active Transport Trust were in support of the rapid transit route.

It is Active Transport Trust's view that more walking and cycling connections should be provided between Māngere Bridge and the shared path that runs parallel to SH20A.

Active Transport Trust supported the peak hour bus lane operation times but not at the expense of removing cycle lanes east of Puhinui Station Interchange.

The submission viewed the speed limits along SH20B as too high and supported speed reduction.

### Auckland Schools Cycling

Auckland Schools Cycling opposed the removal of cycle lanes east of Puhinui Station Interchange and would like to see longer operation hours for the bus lanes along Puhinui Road and Lambie Drive (all day hours – all days).

Auckland Schools Cycling would like to see provisions for cyclists at Puhinui Station Interchange.

The submission supported a speed reduction along SH20B to 60 km/hr.

### **Bike Auckland**

Bike Auckland opposed the removal of cycle lanes on Puhinui Road east of Puhinui Station Interchange without provisions for a safe, direct and convenient alternative.

The submission supports longer operation hours for the bus lanes along Puhinui Road and Lambie Drive (6am – 7pm) to provide for experienced cyclists who do not need a separated cycling facility.

It was Bike Auckland's view that more walking and cycling connections should be provided in the Airport Oaks, Māngere, Māngere Bridge area.

Bike Auckland supported the proposed cycleway that runs parallel to SH20 as part of the 20Connect preferred options.

The submission supported a speed reduction along SH20B to 60 km/hr and suggested a speed limit review is undertaken on Puhinui Road east of SH20 interchange.

### **Campaign for Better Transport**

Campaign for Better Transport was largely in favour of the preferred route for rapid transit. However, it considered the route should run through the middle of the Puhinui Station platform and then follow the route of the railway through to Cavendish Drive.

Campaign for Better Transport commented that the airport to Puhinui Station Interchange section of the corridor should be a heavy rail, enabling single seat journeys from across Auckland.

Its submission supported longer operating the AirportLink bus services for 24 hours a day to support shift workers trying to access the airport area. The submission suggested that AT monitor the bus lanes and consider extending the operation hours if it emerges that bus services are being held up by traffic congestion.

Campaign for Better Transport was in support of the preferred options for 20Connect and viewed the current speed limits along SH20B as appropriate.

### **Cycling New Zealand**

Cycling New Zealand provided a submission that reflected the views of Bike Auckland.

### **Eastpark Residents Association**

The Eastpark Residents Association was largely in support of the rapid transit route and said consideration should be given to ensure buses travelling between Great South Road and Manukau Station are not travelling over speed calming devices.

The submission supports the use of electric vehicles and would like to see provisions made for cyclists so that bikes can be taken onto public transport.

The submission supported longer operation hours for the bus lanes along Puhinui Road and Lambie Drive (24 hours) to provide priority for public transport.

The association was largely in support of the walking and cycling connections and suggested drink and repair stations along the route.

The submission viewed the speed limits along SH20B as too high and supported speed reduction to 80 km/hr, reducing to 60km/hr within the airport precinct.

## **Generation Zero**

Generation Zero supported the rapid transit route and taking the route closer to Manukau Train Station for better interconnectivity between modes and network opportunities. The primary concern was that it would need to be given priority through advanced signalling at intersections.

Generation Zero commented that the Airport to Botany Rapid Transit project and supporting active mode improvements should be accelerated and opposed any additional lanes that are proposed as part of the 20Connect preferred options.

It supported longer operation hours for the bus lanes along Puhinui Road and Lambie Drive (24 hours or 6am – 7pm, 7 days) to provide priority for public transport.

Generation Zero opposed the removal of cycle lanes east of Puhinui Station Interchange and would like to see separated cycle lanes as part of the long-term proposals.

The submission supported a speed reduction along SH20B to 60 km/hr.

## **Greater Auckland**

Greater Auckland supported the rapid transit route and wanted it given priority at intersections, especially through Manukau.

It would like greater visibility to the staging of the programme over the next 20 years with priority given to public transport improvements.

The submission supported longer operation hours for the bus lanes along Puhinui Road and Lambie Drive (24 hours, 7 days) to provide priority for public transport.

Greater Auckland opposed the removal of cycle lanes east of Puhinui Station Interchange and would like to see alternative options for people travelling to the interchange.

The submission supported a speed reduction along SH20B.

## **Māngere-Otahuhu Local Board**

The Māngere-Otahuhu Local Board opposed the removal of cycle lanes east of Puhinui Station Interchange and would like to see separated cycle lanes as part of the long-term proposals.

The local board was in support of the preferred options for 20Connect.

It was the Māngere-Otahuhu local board view that more walking and cycling connections should be provided in the Airport Oaks, Māngere, Māngere Bridge area. Local public transport routes in these areas need to be better connected to improve access for shift workers who need to travel to the airport precinct and surrounding areas for employment.

The submission supported a speed reduction along SH20B.



## 5. Next Steps

It is expected that the final SSBCs will be submitted to Waka Kotahi and AT boards later in 2020 where endorsement will be sought to progress the projects into the next phase of development.

The majority of the Southwest Gateway programme is planned for delivery over the coming decades in line with growth. However, some components of the Airport to Botany Rapid Transit and 20Connect projects may be prioritised for construction this decade to improve access for southwest, south and east Auckland sooner and build demand for the ultimate rapid transit service.

Construction of the Puhinui Station Interchange and SH20B Early Improvements are underway. The improvements planned along Puhinui Road and Lambie Drive are due to start construction in September 2020.

It is recommended that the project teams continue to engage with key stakeholders, the community and affected property owners/occupiers, with further consultation once the SSBCs have been through the required endorsement processes and progress into the pre-implementation and consenting phase.

Feedback received during future engagement will be assessed and used to further refine the design of the recommended options.

The project teams will continue to work closely with partners, mana whenua and key stakeholders while finalising the SSBCs and progressing through pre-implementation and construction.

The project teams will continue to work closely with other transport initiatives including the City Centre to Māngere Light Rail, the Eastern Busway and the Supporting Growth Alliance, and with other council and government agencies such as Panuku Development and Kāinga Ora.

# Appendix

# **APPENDIX 1.0 - STAKEHOLDER AND INTERESTED PARTIES EMAIL UPDATE -NOVEMBER 2019**



**Southwest Gateway**

## Project update



*November 2019*

### **Southwest Gateway Programme - HAVE YOUR SAY**

Kia ora koutou

This email is to let you know that consultation is open for a number of proposed transport improvements for south and east Auckland, as part of the Southwest Gateway programme. This is the second round of engagement for the programme, following last year's public consultation.

We encourage you to provide feedback and welcome you to share this email with your local contacts, who may also be interested to find out more.

We look forward to introducing you to the contractor team who will be engaged to deliver the work in the coming months, once the final consents have been approved. The contractor team will be able to provide details of what you can expect to see and when, along with contact details for any questions or issues throughout the construction period.

The Southwest Gateway Programme consists of three connected transport projects that will provide choice and reliability for how people, and freight, travel around south and east of Auckland, including to and from the airport.

It includes early and long-term projects to provide better public transport, walking and cycling facilities, as well as improving safety and efficiency of freight movements.

More information about the programme, and how you can provide feedback is here – [Southwest Gateway - HAVE YOUR SAY](#)

Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Airport are working together to deliver this work.

## How community feedback has been used to date

In November and December 2018, the Southwest Gateway programme team held nine community engagement events - updating the local community on progress, next steps and listened to feedback.

In addition, we met with local government, Mana Whenua and key interest groups.

The key themes raised during engagement were:

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

To find out more about the feedback we have received visit: [Engagement Summary Highlights](#)

To read the full engagement summary report, please visit here: [Engagement Summary Full Report](#)

## Next steps

We have completed further technical work, investigated a range of options and started to develop a preferred route for the Airport to Botany Rapid Transit corridor. We've also identified walking and cycling improvements along Puhinui Road and Lambie Drive, as well as proposed bus lane operational times.

We've also further developed supporting state highway improvements and walking and cycling links in the area and we want to hear your views.

Your feedback will give us a better understanding of the programme area, your needs, and any improvements that can be made. Once we have received and analysed all feedback, we will use it to refine the proposals.

You can share your thoughts by:

- completing an online feedback form at [www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)
- downloading a feedback form and posting it back to us using the freepost envelope
- or come along to one of our community open days.

**Feedback is open to Sunday, 8 December 2019**

## Community Open Days

Come along to an open day to view information about the overall programme and proposed improvements, talk to the Southwest Gateway team, and have your say. The open days are being held at the following times and locations:

- **Saturday, 23 November 9am – 6pm Westfield Manukau** (outside Farmers), Corner of Great South Road and Manukau Station Road
- **Sunday, 24 Nov 10am – 5:30pm Westfield Manukau** (outside Farmers), Corner of Great South Road and Manukau Station Road
- **Wednesday, 27 November 3pm – 7pm New World Papatoetoe**, 65 St George Street
- **Saturday, 30 November 7am – 12pm Ōtara Markets**, 46 Fair Mall
- **Wednesday, 4 December 9:30am – 1:30pm Papakura Library**, 209 Great South Road, Papakura
- **Thursday, 5 December 3pm – 7pm Countdown Botany**, Corner Te Irirangi Drive and Ti Rakau Drive
- **Friday, 6 December 5pm – 7pm Tupu Youth Library**, 102 Dawson Rd, Ōtara
- **Saturday, 7 December 9am – 3pm Kāinga Ora**, 12 Waddon Place, Māngere

## More information

For more information on the Southwest Gateway programme, contact at [southwestgateway@nzta.govt.nz](mailto:southwestgateway@nzta.govt.nz)

Or visit our website [www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)

 [About](#)  [Careers](#)  [Privacy](#)



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If you received this email from a friend, [sign up](#) to receive this newsletter.



## **APPENDIX 2.0 - STAKEHOLDER LIST**

Method	Stakeholder / Organisation
	<b>Advocacy groups</b>
Email	Auckland Disability Providers Network
Email	Access Alliance
Email	Association of Blind Citizens
Email	Barrier Free
Email	Be. Accessible
Email	Blind Foundation
One on one / Email	Bike Auckland
Email	Campaign for Better Transport
Email	Committee for Auckland
Email	CCS Disability Action
Presentation / Email	Civil Contractors NZ (CCNZ)
Email	Creative Abilities & Associates
Email	Deaf Aotearoa New Zealand
Email	Disability Strategic Advisory Panel
Email	Employment Manufacturers Association
Email	Environmental Defense Society
Email	Infrastructure NZ (NZCID)
Email	Lifewise
Email	New Zealand Property Council - Auckland Branch
Email	NZ Transport 2050
Email	NZ Walking Access Commision
Email	People First New Zealand
Email	Public Transport Users Association
Email	Public Transport Accessibility Group
Email	Royal New Zealand Foundation for the Blind
Email	The Blind Foundation
Email	The Hearing Association
Email	Walk Auckland
	<b>Agency</b>
Email	Auckland Regional Public Health Service
Email	Auckland Tourism, Events and Economic Development (ATEED)
Email	Aviation Security Services
One on one / Email	Auckland Council - Manukau Memorial Gardens
One on one / Email	Auckland Council - Puhinui Reserve
One on one / Email	Auckland Council
One on one / Email	Auckland Airport International Limited
One on one / Email	Panuku Development
One on one / Email	The Southern Initiative
Email	Department of Conservation
Email	Heritage NZ
Email	Kainga Ora
Email	Housing New Zealand
Email	KiwiRail
Email	Ministry of Business, Innovation and Employment
Email	Ministry of Education
	<b>Residents Association</b>
Email	Alfriston Residents group and Porchester Park residents
Email	Botany & Flatbush Residents and Ratepayers
Email	Botany Junction Residents Association
Email	Bucklands & Eastern Beaches Ratepayers & Residents Association
Email	Burswood Residents Association

Email	Burswood Residents Association
Email	Churchill Road Residents & Ratepayers Group
Email	Citizens and Ratepayers Association
Email	Clendon Residents group
Email	Cockle Bay Residents & Ratepayers Association Inc
Email	Cockle Bay Residents & Ratepayers' Association Inc
Email	Eastern Beach/Bucklands Beach Residents & Ratepayers Assn
Email	Half Moon Bay Residents & Ratepayers Association Inc
Email	Hillpark Residents
Email	Howick Ratepayers and Residents Association
Email	Huntington Park Neighbourhood Support & Residents & Ratepayers Association
Email	Mangere Bridge Residents and Ratepayers Association
Email	Pohutukawa Avanure Residents' Association
Email	The Gardens Residents
Email	Wattle Downs Residents
Email	Weymouth Residents
<b>Community</b>	
Email	Age Concern
Email	Clendon Pride
Email	Friends of the Botanic Gardens
Email	Indian Association New Zealand
Presentation	Howick and Pakuranga Grey Power
Email	Manurewa Business Association
Email	Manurewa Community Network
Email	Manurewa Marae
Email	Manurewa Sikh Temple AIEC Trust
Email	Manurewa Youth Council
Email	Manurewa Youth Workers network
Email	New Zealand Chinese Support And Caring Group Inc.
Email	Nga Manga o Mangere Community Network
Email	Old Papatoetoe
Email	Otahuhu Community centre
Email	Otara Papatoetoe Youth Council
Email	Sikh Community
Email	Sikh Centre, New Zealand
Email	St Georges Anglican Church
Email	Otara Seventh-day Adventist Church
Email	Papatoetoe Seventh-day Adventist Church
Email	Plunket Mangere
Email	Strive Community Trust
Email	The Methodist Church of NZ, Mangere
Email	Te Kaha o Te Rangatahi
Email	Te Whakaora
Email	Walking Samoans
<b>Business Association</b>	
Presentation	Airport Connect
Presentation / Email	Auckland Business Forum
Email	Auckland Chamber of Commerce
Email	Greater East Tamaki Business Association
Email	Howick Village Business Association
Email	Hunters Corner Business Association

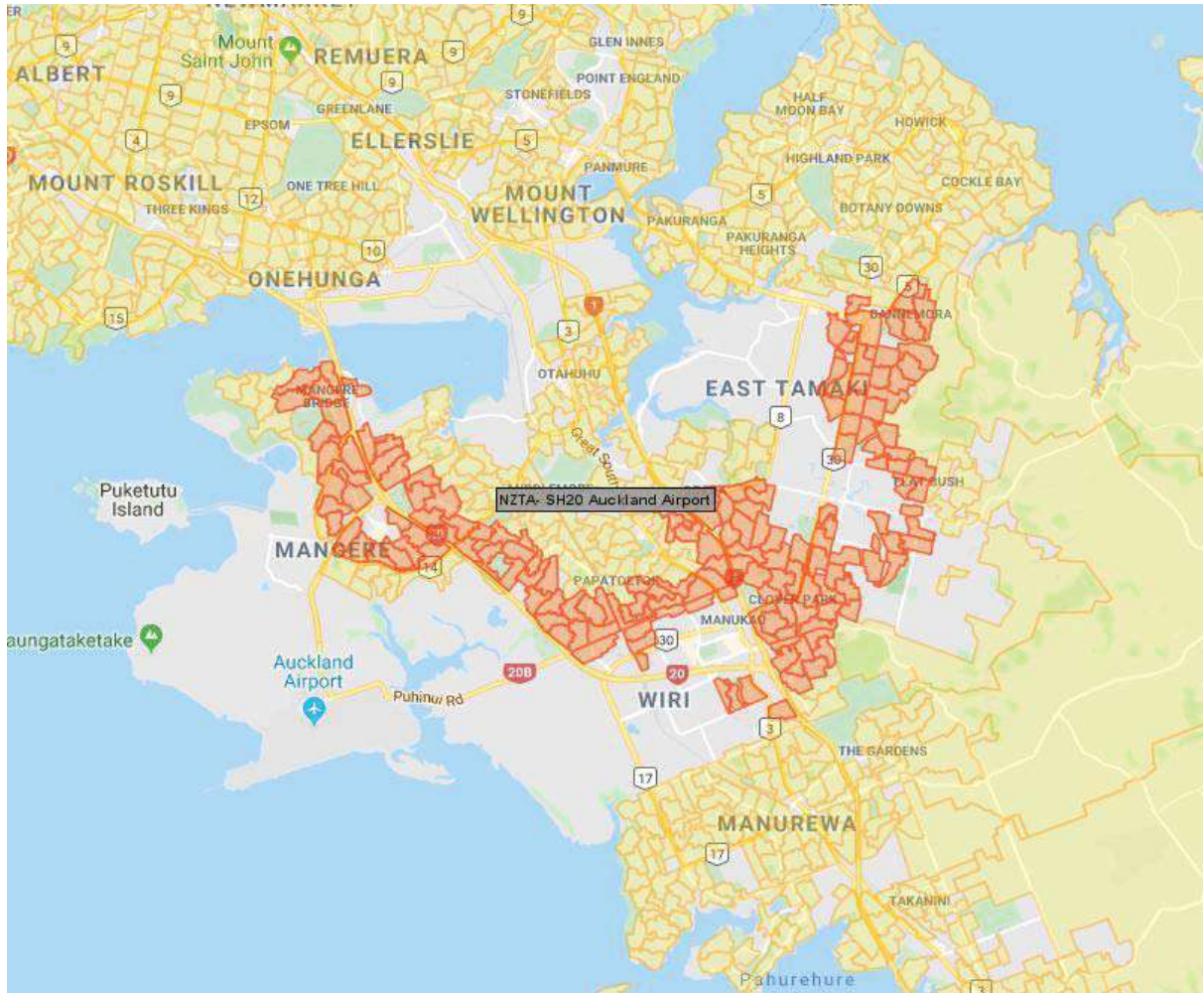
Email	Mangere Bridge Business Association
Presentation / Email	Business Manukau
Email	Manukau Matters
Email	Otahuhu Mainstreet & Commercial Association Inc.
Email	Otara Business Association
Email	South Harbour Business Association
Email	Sustainable Business Council
Email	Auckland International Business Park
	<b>Developers</b>
One on one / Email	Southern Gateway Consortium
	<b>Business</b>
Email	Botany Junction Shopping Centre
One on one / Email	Botany Town Centre (AMP Capital Shopping)
Email	Business Lab
Email	Citizens Advice Bureau Otara
Email	Countdown Botany Downs
Email	Fastway Courier
Email	Infrastructure Management Ltd
Email	NZ Couriers
Email	Urgent Couriers
Email	Synergia
One on one / Email	Scentre Group, Westfield Manukau
	<b>Aviation Industry Association</b>
Email	Board of Airline Representatives (BARNZ)
Email	Civil Aviation Authority (CAA)
	<b>Freight</b>
Email	National Road Carriers
Email	National Road Carriers Association
Email	NZ Heavy Haulage Association
Email	Ports of Auckland
Email	Road Transport Association
Email	Road Transport Forum
	<b>Educational Institution</b>
Email	Al-Madinah School
Email	Aorere College
Email	Jean Batten School
Email	Kip McGrath School
Email	Mangere Central School
Email	Mangere College
Email	Manurewa High
Email	Papatoetoe South School
Email	Robertson Road School
Email	Sir Douglas Bader Intermediate School
Email	Kings College, Otahuhu
Email	De La Salle College, Mangere East
Email	Sir Edmund Hillary School
Email	Te Kura Kaupapa Maori o Mangere
Email	Viscount Primary School
Email	Zayed College for Girls
	<b>Emergency Service</b>
Email	Counties Manukau East

Email	NZ Fire Service
Email	NZ Police
Email	St Johns Ambulance
<b>Road User / Management</b>	
Email	Automobile Association
Email	Bus and Coach Association
Email	NZ Bus
Email	NZ Taxi Federation
Email	Taxi Federation
Email	Skybus
Email	Transdev
<b>Sport</b>	
Email	Otara Pools and Leisure
Email	Gym City
Email	Manurewa Mountain Bike Club
Email	Manukau Veterans Cycle Club Inc
Email	Otahuhu Rugby League Club
Email	Papatoetoe Sports Centre
<b>Utility</b>	
Email	Chorus
Email	NZ Refining Company
Email	Spark
Email	Transpower
Email	Vector
Email	Vodafone
Email	Watercare
Email	Wiri Oil Services
<b>Environmental</b>	
Email	Forest and Bird
<b>Lobby group</b>	
Email	Generation Zero
Email	Greater Auckland
<b>Property along Puhinui Road / Lambie Drive</b>	
Drop in	Hari Superette
Drop in	Atlas Enterprises
Drop in	Kingdom Hall of Jehovah's Witnesses
Drop in	Te Kohanga Reo O Te Rangimaria
Drop in	Puhinui School
Drop in	Puhinui Superette
Drop in	Pukeko Preschool Papatoetoe
Drop in	Butchers Direct
Drop in	Kiwi Takeaways
Drop in	Paris Bakery
Drop in	Success Takeaways
Drop in	Renaissance Group
Drop in	Manukau City Baptist Church
Drop in	UCKG Help Centre (Universal)
Drop in	Papatoetoe Fire Station
Drop in	Magwarehouse
Drop in	BestStart
Drop in	Panda Inspire
Drop in	True Woman's Fitness and Well Being
Drop in	1 <sup>st</sup> Call Recruitment
Drop in	NZU Uniforms
Drop in	Body Bronze
Drop in	Fitness club Creo Manukau

Drop in	Drive Consumer Direction
Drop in	Kelly Bridal
Drop in	Proactive, four corners of health
Drop in	Global Finance
Drop in	Cars and trucks
Drop in	Manukau Auto-Tyre
Drop in	Te Whare Wānanga o Awanuiārangi Tāmaki Campus
Drop in	Life Unlimited
<b>Local boards</b>	
Presentation / Email	Howick
Presentation / Email	Mangere-Otahuhu
Presentation / Email	Manurewa
Presentation / Email	Manurewa
Presentation / Email	Otara - Papatoetoe
Presentation / Email	Papakura
<b>Iwi</b>	
Hui	Ngāi Tai ki Tāmaki
Hui	Ngāti Maru
Hui	Ngāti Paoa
Hui	Ngāti Tamaoho
Hui	Ngāti Tamaoho
Hui	Ngāti Tamaterā
Hui	Ngāti Te Ata Waiohua
Hui	Ngāti Whanaunga
Hui	Ngāti Whanaunga
Hui	Ngāti Whātua o Ōrākei
Hui	Te Ahiwaru
Hui	Te Akitai Waiohua
Hui	Te Kawerau a Maki
Hui	Te Patukirikiri
Hui	Waikato-Tainui



## **APPENDIX 3.0 - MAP OF FLYER MAIL DROP AREA**



## **APPENDIX 4.0 - FLYER / FEEDBACK FORM**

# Have your say...

## Southwest Gateway Programme



Feedback is open until  
Sunday, 8 December 2019

[www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)

# SOUTHWEST GATEWAY PROGRAMME

The **Southwest Gateway Programme** consists of three connected transport projects that will provide greater choice and reliability for travel around south and east Auckland, including to and from the airport.

The programme includes both early and long term projects to provide better public transport and walking and cycling facilities, as well as improving safety and efficiency of freight movements.



Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Airport are working together to deliver this work.

## Airport to Botany Rapid Transit

This project will deliver a frequent rapid transit system between the airport, Manukau and Botany. It will improve transport choice, reliability, and journey times and connect to the rail network at Manukau Station and an upgraded Puhinui Station Interchange.

## 20Connect

This project will improve journey reliability and safety along State Highways 20, 20A and 20B and provide more choice when travelling around southwest Auckland. Improvements identified will encourage freight and heavy vehicles from local roads to the state highway network.

## Auckland Airport Precinct Improvements

This project will deliver consistent, reliable journeys on a network that supports a shift to public transport options.

To find out more about the Southwest Gateway Programme please visit: [www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)

## TIMELINE

### EARLY IMPROVEMENTS

#### LATE 2019

Construction starts on:

- **Puhinui Station** upgrade
- **SH20B** priority lanes, walking and cycling facilities and new/upgraded intersections
- **Airport Precinct** priority improvements

#### EARLY 2020

Construction starts on **Puhinui Road and Lambie Drive** bus priority lanes, walking and cycling facilities and new/upgraded intersections and pedestrian crossings

#### 2021

Early improvements complete and **new bus services** between the airport, Puhinui and Manukau and other centres are in operation

### LONG TERM IMPROVEMENTS

#### LATE 2019

Develop **business cases** and gather feedback on preferred options for **Airport to Botany Rapid Transit and 20Connect**

#### 2020+

Refine preferred options and **route protection** for **Airport to Botany Rapid Transit and 20Connect**

#### ONGOING PUBLIC ENGAGEMENT

#### 2025+

Staged construction of long-term improvements  
\*subject to approvals and funding availability



# AIRPORT TO BOTANY RAPID TRANSIT

This project will deliver a fast, frequent and affordable rapid transit between the airport, Manukau and Botany. It will travel along a fully separated congestion-free corridor, through key centres and development areas.

Rapid transit will support urban regeneration and fill a missing link in Auckland's rapid transit network, with connections to local buses, the Eastern Busway and the southern and eastern train lines.

## RAPID TRANSIT STATIONS

Stations will provide connections to local bus services, and will be located near town centres, employment hubs and residential areas.

### MANUKAU CENTRE

Two new rapid transit stations in Manukau will improve access to planned town centre developments, offices, housing and schools and encourage economic growth.

### BOTANY STATION

A high-quality station will provide easy transfers between local buses and rapid transit services. It will be built as part of the Eastern Busway project.



18km of congestion-free rapid transit

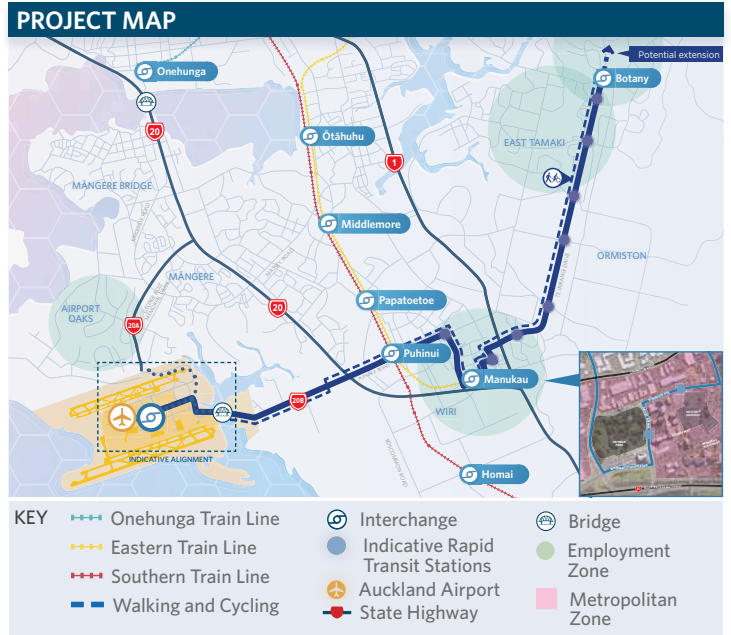
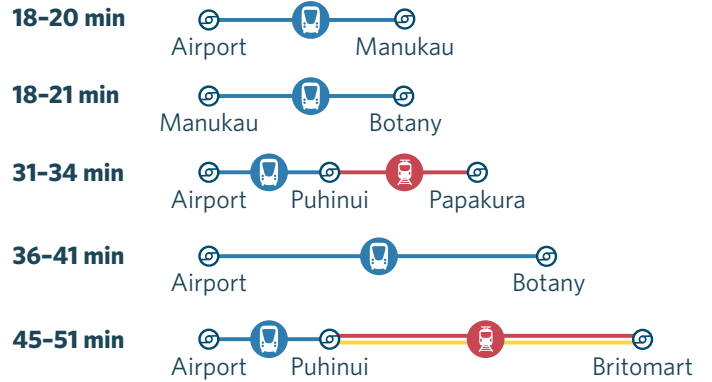


12 km of new walking and cycling facilities will be provided



Reliable 36 - 40 minute journey between the Auckland Airport and Botany

## Airport to Botany Rapid Transit Journeys



**Have your say...**  
See Feedback Form: Questions 1 and 2



# 20CONNECT

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

Improvements identified will encourage freight and heavy vehicles from local roads to the state highway network.

20B

### State Highway 20B:

To support future rapid transit and improve capacity for people and freight, in the long-term SH20B will be a four-lane expressway with a dedicated rapid transit corridor and walking and cycling facilities.

20

### State Highway 20:

Additional lanes and dedicated walking and cycling facilities will be provided on SH20 to allow for airport and business growth and provide transport choice.



### State Highway 20B/20 connection:

A new southbound ramp from SH20B to SH20 will enable rapid transit to move smoothly through the intersection, while improving safety and access to the south from the airport.



### State Highway 20A/20 connection:

A new southbound ramp will improve freight movements from the airport and surrounding industrial areas and remove heavy vehicles from local roads.



### Have your say...

See Feedback Form: Questions 3 and 4



Freight will travel through 3 intersections instead of 8 — keeping local roads for local people



12 km of new walking and cycling facilities to connect communities and improve travel choice



Travel time on SH20B eastbound in the PM peak will reduce from 35 to 5 minutes

## EARLY IMPROVEMENTS BY 2021

The first stage of the Southwest Gateway programme is underway.

Puhinui Station is being upgraded to provide a high-quality interchange to allow for easy connections between bus and train.

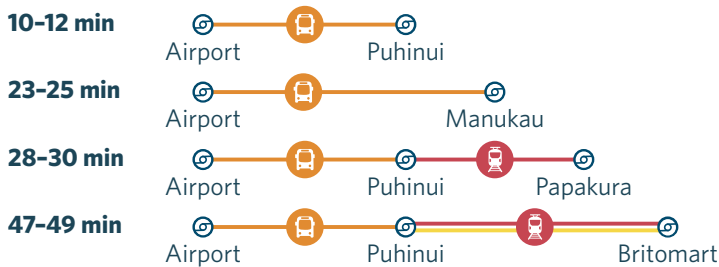
Other early improvements include priority lanes, new and upgraded intersections and improved walking and cycling connections along State Highway 20B, Puhinui Road and Lambie Drive that integrate with improved transport facilities in the airport precinct.

The priority lanes will allow for a new, frequent **AirportLink** bus service between the airport, Puhinui Station Interchange and Manukau, which will replace the southern section of the existing 380 bus service.

A new 36 bus service will link local town centres between Onehunga and Manukau, via Papatotoe.



### AirportLink Journeys



10-12 minute bus journey between the airport and the Puhinui Station Interchange



Fast and easy connections to southern and eastern train lines



More reliable and timely travel choices around south and east Auckland



Improved access to employment areas in Manukau and the airport



Improved station safety, amenity and facilities



Progress towards long-term transport, social and economic outcomes

# PUHINUI ROAD AND LAMBIE DRIVE IMPROVEMENTS

Detailed project plans can be found online at [www.at.govt.nz/AtoB](http://www.at.govt.nz/AtoB)

The new **AirportLink** bus service will connect the airport, Puhinui Station Interchange and Manukau. It will travel along new bus priority lanes to ensure fast, reliable journey times. In some locations existing bus stops will be upgraded with new shelters.

The proposed bus lanes will remove on-street parking during peak hours and a 1.2km section of on-road cycle lanes. In addition, some trees will be removed and new trees planted.

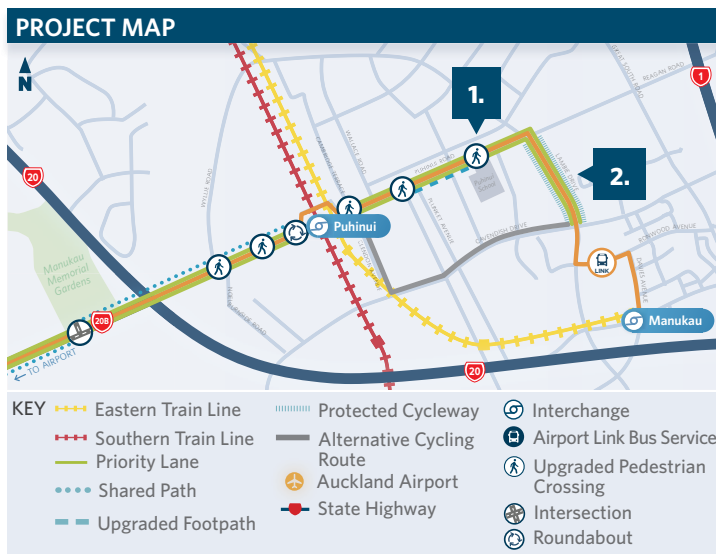
We propose that the bus priority lanes in both directions, will operate between 6am-10am and 3pm-7pm, Monday-Friday.

We have looked at operating the bus priority lanes for longer hours (e.g. 7am-7pm or 24 hours). However, due to traffic modelling, customer demand and retaining parking for the community and businesses, we are proposing peak-only operation.

Pedestrian crossings will be upgraded, and a new roundabout provided at Puhinui Station Interchange to improve safety and access to the station, shops, schools and parks.

A shared path will be provided on the north side of Puhinui Road between SH20 and Puhinui Station Interchange as well as a protected cycleway along Lambie Drive.

The bus priority lanes and walking and cycling facilities will connect with the improvements planned along State Highway 20B to create a direct airport link.



***"It would be great to have separated bus lanes. My bus won't get stuck in traffic on my way to work."***

Source: AT Customer Insight Research 2019

**Have your say...**

See Feedback Form: Questions 5 and 6

## STATE HIGHWAY 20B IMPROVEMENTS

State Highway 20B will be upgraded to provide additional lanes, in each direction, dedicated to bus and high-occupancy vehicles between Pukaki Creek Bridge and SH20 to allow new 10-12minute bus services between the airport and Puhinui Station Interchange.

Other early improvements on SH20B to be delivered by 2021 include:

- Safety improvements including median barrier protection and improved lighting
- Pavement improvements drainage and stormwater treatment
- Two new intersections – at Campana Road to allow for future development south of the state highway, and at Manukau Memorial Gardens to improve safety.

Walking and cycling opportunities along SH20B will be improved with a dedicated shared path that connects with walking and cycling facilities on Puhinui Road.

The shared use path will run on the north side between SH20 and Manukau Memorial Gardens, to provide access to the gardens, cross at the signalised intersection, and travel on the south side along SH20B to improve access to the future developments.

New pedestrian and cycling facilities will be added alongside the existing bridge over Waokauri Creek to allow for a continuous separated facility.

The path will be easy to access, well-lit at night and have improved wayfinding and line marking, making it safe and easy for users of all ages and abilities.

### SPEED LIMIT REVIEW

There are three different speed limits along a 3km section of SH20B - 50km/h, 60km/h and 100km/h.

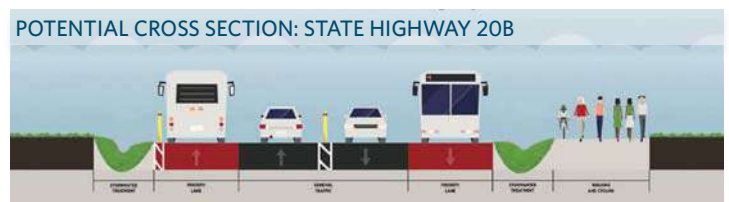
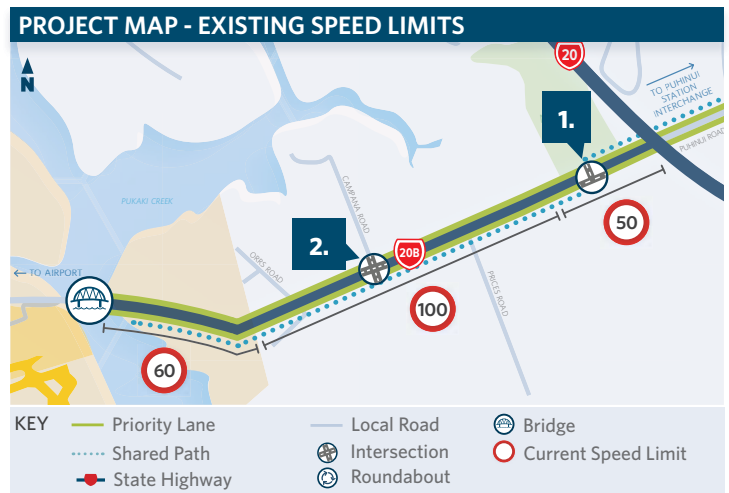
We are looking at introducing a consistent and reduced speed limit to recognise the change in the road environment in 2021, once construction on the early improvements is complete.

In the last five years, 22 collisions have been recorded on SH20B, two of them overtaking/head on crashes.

SH20B is currently a predominantly rural environment but significant development is planned.

We think reducing the current 100km/h speed limit to 60km/h will provide a safer and consistent speed limit for the corridor.

We want to know what you think about the current and proposed speed limit. We'll use your feedback to recommend a new speed limit and then formally consult with key stakeholders and the community early next year.



**Have your say...**

See Feedback Form: Questions 7 and 8

## HOW COMMUNITY FEEDBACK HAS BEEN USED

In November and December 2018, the Southwest Gateway project teams held nine community engagement events updating the local community on progress, next steps and listened to feedback.

In addition, we met with local government, Mana Whenua and key interest groups.

Overall, feedback has been positive with support for investment in public transport and walking and cycling, as well as improving safety on local roads and state highways.



### SAFETY

We heard support for state highway, local road, station, walking and cycling improvements that enhance safety and provide separated facilities.

#### **How community feedback has been used:**

Separated facilities for public transport, walking and cycling will be provided.

Safety measures such as median barriers, raised speed tables, improved lighting and signage, as well as new and upgraded intersections will be provided along State Highway 20B and Puhinui Road by 2021.

### COORDINATION AND INTEGRATION

We heard that rapid transit needs to integrate with the current and proposed future transport network to improve connectivity.

#### **How community feedback has been used:**

We are working closely with other initiatives such as Supporting Growth to create a connected transport system that supports accessibility and growth.

We are working with the Eastern Busway project to coordinate the delivery of Botany Interchange to provide easy transfers between rapid transit and local buses.

The rapid transit route will integrate with key interchanges at Manukau and Puhinui to improve connections to the rail network.



## CUSTOMER CENTRIC TRANSPORT

We heard that rapid transit needs to be efficient and reliable with frequent services that support the travel needs of users, including shift workers. Services would need to be affordable, safe, easy to use and accessible.

### **How community feedback has been used:**

By 2021, electric buses will be introduced between the airport, Puhinui Station Interchange and Manukau. AirportLink services will operate 7 day a week every 10-minutes 4am – 9pm and every 15-minutes 9pm – 1:30am.

Over time, as demand increases these services will be extended to Botany and high-capacity bus rapid transit vehicles will be introduced to provide a 'turn-up-and-go' experience. The vehicle and station design will ensure services are accessible, fast and reliable.

## ENVIRONMENTAL AND SOCIAL OPPORTUNITIES AND EFFECTS

We heard about the strong Mana Whenua connection to the Southwest Gateway Programme area.

### **How community feedback has been used:**

We are working with Mana Whenua to better understand cultural values and how we can protect them.

Ecologists, coastal processes and landscape and visual specialists have been engaged to help us manage environmental effects and where possible, enhance and protect the existing environment.

## GROWTH AND DEVELOPMENT

We heard that current transport services are unreliable and do not meet people's needs, limiting access and growth potential, restricts choice and the uptake of public transport.

### **How community feedback has been used:**

We are planning now for recent and future growth in south and east Auckland over the next 30 years. This will be a staged approach of new and frequent bus services, new and upgraded stations, rapid transit and state highway improvements.

**During the last round of engagement, we asked the public for feedback on options for the rapid transit route between Manukau and Puhinui and Puhinui and the airport.**

## MANUKAU AND PUHINUI

The majority of people we spoke to supported travel along Manukau Station Road as it is closer to the bus and train stations and provides better use of current infrastructure.

There was also support for the option that travels along Ronwood Avenue as it provides a faster journey through Manukau and a better connection to the shopping areas.

## PUHINUI AND THE AIRPORT

80 per cent supported travel along State Highway 20B as it would be direct, fast and connect to industrial employment areas.

There was little support for travel along State Highway 20/20A as it would be less direct.

### **How community feedback has been used:**

We have completed further technical work and identified that rapid transit will travel to/from Auckland Airport along State Highway 20B, Puhinui Road and Lambie Drive to the upgraded Puhinui Station Interchange.

From here, it travels through Manukau Centre via Manukau Station Road, Davies Avenue and Ronwood Avenue to support investment in housing, schools, employment and transport. It then travels via Te Irirangi Drive to a new high-quality interchange at Botany where it will connect with the Eastern Busway.

The preferred route balances the benefits of connecting shopping areas in Manukau with the bus and rail stations, as well as providing a more direct link to the airport, reducing travel times.

**Have your say...**

See Feedback Form: Questions 1 and 2



## Talk to us in person

We'd like to hear your views on the proposed improvements. You can meet the project teams at our community drop in sessions.

**Saturday 23 November**, 9.00am — 6.00pm  
**Sunday 24 November**, 10.00am — 5.30pm  
Location: Westfield, Manukau (outside Farmers)  
Corner Great South Road and Manukau Station Road

**Wednesday 27 November**  
3.00pm — 7.00pm  
Location: New World, Papatotoe  
65 St George Street

**Saturday 30 November**  
7.00am — 12.00pm  
Location: Otara Markets  
Newbury Street

**Wednesday 4 December**  
9.30am — 1.30pm  
Location: Papakura Library  
209 Great South Road, Papakura

**Thursday 5 December**  
3.00pm — 7.00pm  
Location: Countdown Botany Downs  
Corner Te Irirangi Drive and Ti Rakau Drive

**Friday 6 December**  
6.00pm — 8.00pm  
Location: Tupu Youth Library, Otara  
102 Dawson Road

**Saturday 7 December**  
9.00am — 3.00pm  
Location: Kāinga Ora Information Centre, Māngere  
12 Waddon Place

# Feedback form

Your feedback is important to us and will give us a better understanding of the programme area, your needs, and any improvements that can be made to the design. Once we have received and analysed all feedback, we will use it to refine the proposals.

You can share your thoughts by:

- Completing this freepost feedback form
- Completing an online feedback form at [www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)
- Or come along to one of our community open days.

Feedback is open until Sunday, 8 December 2019

**Q1. What do you think of the Airport to Botany Rapid Transit preferred route?**

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**Q2. Do you have any other comments or suggestions around the wider Airport to Botany Rapid Transit project?**

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**Q3. What do you think of the 20Connect preferred improvements?**

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**Q4. Do you have any other comments or suggestions around the wider 20Connect project?**

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**Q5. We are proposing bus priority lanes along Puhinui Road and Lambie Drive, between 6-10am and 3-7pm, Monday to Friday. What do you think about these proposed operational times?**

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**Q6. What do you think of the walking and cycling improvements along Puhinui Road and Lambie Drive, and what would encourage you to walk and cycle in this area?**

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FOLD

FOLD

**Q7. What do you think about the current speed limits along State Highway 20B?**

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**Q8. What do you think about the proposed speed limit change along State Highway 20B?**

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**Personal information**

Name:

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Organisation (if applicable):

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Address / Suburb:

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Email:

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**What best describes your interest in this project?**  
(PLEASE TICK ALL THAT APPLY)

- I live or own a property in the area
- I work in the area
- I study in the area
- I cycle or walk in the area
- I pick up or drop off in the area
- Other (please specify)

**How did you hear about the Southwest Gateway Programme?**

- Information posted / emailed to me
- News article (paper or online)
- Blog e.g. Bike Auckland, Greater Auckland
- Word of Mouth
- Auckland Transport / Waka Kotahi NZ Transport Agency website
- Newspaper advertisement
- Social media e.g. Facebook, Neighbourly
- Other (please specify)

Providing personal details is optional. If you choose to enter your contact details above, your personal details will not be published. If you enter your email address and would like to receive future e-newsletters please tick this box

**PRIVACY: Waka Kotahi NZ Transport Agency and Auckland Transport is committed to protecting customer's personal information.**

**To send in your feedback form:**

1. Please answer the above questions.
2. Cut along the designated mark.
3. Fold into 3 at the designated marks.
4. Return completed form by freepost.

FreePost Authority No. 233462

Consultation and Engagement Team  
Auckland Transport  
Private Bag 99250  
Victoria Street West  
Project 1142

Project: **SOUTHWEST GATEWAY PROGRAMME**



## **APPENDIX 5.0 - MEDIA RELEASE**

# MEDIA RELEASE

18 November 2019



## Southwest Gateway Programme open for feedback

Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Airport are welcoming community feedback on a range of connected transport projects, improving travel choice and reliability around south and east Auckland, including to and from the airport.

The Southwest Gateway programme consists of both early and long-term projects that work together to provide reliable and efficient transport choices for South Aucklanders while also improving the safety of people and freight movements in the area.

“Feedback will build on the work developed together with partners, stakeholders and the community so far and will shape the future direction of the Southwest Gateway programme while acknowledging the high cultural and environmental values of the area,” says Transport Agency’s General Manager for Transport Services Brett Gliddon.

A key component of the programme is the Airport to Botany Rapid Transit link that will improve access to employment centres and development areas including Puhinui, Manukau and Botany. It will complete a gap in Auckland’s rapid transit network, connecting with local buses, the Eastern Busway and southern and eastern train lines.

“There’s been great progress on the early deliverables of the Southwest Gateway programme with Puhinui Station currently under construction. The station will provide a high-quality interchange allowing for easy connections between bus and train,” says Auckland Transport’s Chief Executive Shane Ellison.

“We are really looking forward to hear views which will help shape the early improvements to walking and cycling facilities and bus priority and transit lanes, as well as longer-term projects including the proposed preferred rapid transit route and stations, that will really improve connectivity in south and east Auckland.”

Auckland Airport Chief Executive, Adrian Littlewood, says the airport is not only a transport, trade and tourism hub, it’s one of the country’s fastest growing business precincts.

“Auckland Airport is home to more than 800 businesses with 20,000 people coming to work at the airport every day. Over the next 30 years we expect more than 27,000 full-time roles to be created in the airport precinct. We want those people along to enjoy safe and efficient connections.”

Community feedback opens from today (**Monday 18 November**) and people can provide their views in a number of ways including in person at one of the eight community drop in sessions, online or freepost feedback forms. For more information please see [www.nzta.govt.nz/southwest-gateway](http://www.nzta.govt.nz/southwest-gateway)

Feedback is open to **Sunday, 8 December 2019**.



**About the Southwest Gateway Programme - <https://youtu.be/vkvefDjBdrc>**

Southwest Auckland is an area of high cultural value and we are working with Mana Whenua to better understand these values and how we can protect them. We are committed to managing environmental effects on the local area including waterways and stormwater and where possible, enhancing the existing environment.

**Airport to Botany Rapid Transit** – will deliver a frequent transit system between the airport, Manukau and Botany. It will improve transport choice, reliability and journey times and connect to the rail network at Manukau Station and an upgraded Puhinui Station. Website link: [www.at.govt.nz/AtoB](http://www.at.govt.nz/AtoB)

**20Connect** – will improve journey reliability and safety along State Highways 20, 20A and 20B. It will provide priority lanes for public transport, improve access and safety as well as better walking and cycling connections. Website link [www.nzta.govt.nz/20connect](http://www.nzta.govt.nz/20connect)

**Auckland Airport Precinct Improvements** – will deliver consistent reliable journeys on a network that supports a shift to public transport options. Website link [www.aucklandairport.co.nz/airport-of-the-future/transport](http://www.aucklandairport.co.nz/airport-of-the-future/transport)

**Plan ahead for a safe, enjoyable journey. Keep up to date with:**

- Traffic updates: [nzta.govt.nz/traffic](http://nzta.govt.nz/traffic)
  - Facebook: [facebook.com/nztaakl](https://facebook.com/nztaakl)
  - Twitter: [twitter.com/nztaakl](https://twitter.com/nztaakl)
  - Journey planner: [journeys.nzta.govt.nz](http://journeys.nzta.govt.nz)
  - Phone: 0800 4 HIGHWAYS (0800 44 44 49)
-

**For more information please contact:**

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NZ Transport Agency

**T:** 04 894 6285

**M:** 021 276 3222

**E:** [andrew.knackstedt@nzta.govt.nz](mailto:andrew.knackstedt@nzta.govt.nz)

**W:** [www.nzta.govt.nz](http://www.nzta.govt.nz)



# **APPENDIX 6.0 - AUCKLAND TRANSPORT - SOCIAL MEDIA SNAPSHOT**





**Auckland Transport**

Published by Shannon McDonald [P] · 20 November · 🌐



Auckland is growing, and our transport network needs to develop with it.

That's why we are proposing the Airport to Botany Rapid Transit project, delivering a new link between the airport, Manukau and Botany. This will provide connections to the rail network at Puhinui and Manukau stations, the Eastern Busway at Botany Interchange and light rail at the Airport.

Check out what the future looks like for the region (spoiler alert, it's bendy buses) and have your say here: <https://nzta.govt.nz/projects/southwest-gateway/>



**Boost again**

Boosted on 20 Nov 2019  
By Shannon McDonald

Completed

People reached

**9.2K**

ThruPlays

**1.4K**

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👍👎❤️ 169

35 Comments 56 shares

👍 Like

💬 Comment

↗️ Share



### Performance for your post

**38,476** People Reached

**18,113** 3-second video views

**401** Reactions, comments & shares 📊

200 Like | 147 On post | 53 On shares

10 Love | 9 On post | 1 On shares

12 Haha | 12 On post | 0 On shares

5 Wow | 4 On post | 1 On shares

3 Angry | 2 On post | 1 On shares

115 Comments | 90 On Post | 25 On Shares

56 Shares | 56 On Post | 0 On Shares

**2,448** Post Clicks

908 Clicks to Play 📊 | 89 Link clicks 📊 | 1,451 Other Clicks 📊

#### NEGATIVE FEEDBACK

8 Hide post | 1 Hide all posts

0 Report as spam | 0 Unlike Page

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## **APPENDIX 7.0 - INFORMATION BOARDS**

# SOUTHWEST GATEWAY PROGRAMME

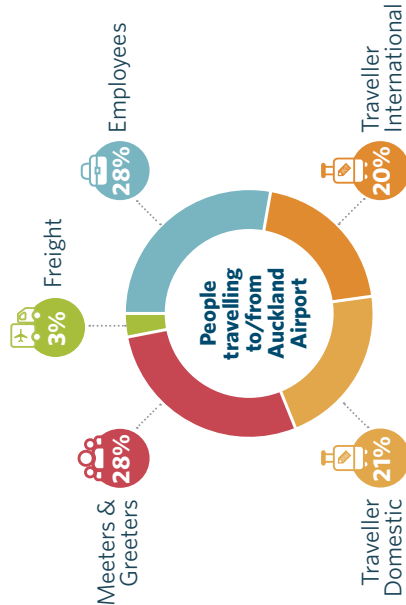
The Southwest Gateway Programme consists of three connected transport projects that will provide greater choice and reliability for travel around south and east Auckland, including to and from the airport.

The programme will provide better public transport, and walking and cycling facilities, as well as improving safety and efficiency of freight movements.

**Airport to Botany Rapid Transit** will deliver a frequent rapid transit system between the airport, Manukau and Botany. It will improve transport choice, reliability, and journey times and connect to the rail network at Manukau Station and an upgraded Puhinui Station Interchange.

**20Connect** will improve journey reliability and safety along State Highways 20, 20A and 20B. It will provide priority lanes for public transport, improve access and safety as well as better walking and cycling connections.

**Auckland Airport Precinct Improvements** will deliver consistent, reliable journeys on a network that supports a shift to public transport options.



Source: AT Customer Insights Research 2017



## TIMELINE

### EARLY IMPROVEMENTS

**LATE 2019**  
Construction starts on:  
- Puhinui Station upgrade  
- SH20B priority lanes, walking and cycling facilities and new/upgraded intersections  
- Airport Precinct priority improvements

**EARLY 2020**  
Construction starts on Puhinui Road and Lambie Drive bus priority lanes, walking and cycling facilities and new/upgraded intersections and pedestrian crossings

**2021**  
Early improvements complete and new bus services between the airport, Puhinui and Manukau and other centres are in operation

### LONG TERM IMPROVEMENTS

**LATE 2019**  
Develop business cases and gather feedback on preferred options for Airport to Botany Rapid Transit and 20Connect

**2020+**  
Refine preferred options and route protection for Airport to Botany Rapid Transit and 20Connect

**ONGOING PUBLIC ENGAGEMENT**

**2025+**  
Staged construction of long-term improvements subject to approvals and funding availability

# A CONNECTED TRANSPORT SYSTEM

A million more people are expected to call Auckland home in the next 30 years and improved transport networks will be critical to support this growth.

The Airport to Botany Rapid Transit is one of many public transport projects underway or planned across the region.

It will work alongside other initiatives such as the Eastern Busway, Supporting Growth and the proposed City Centre to Māngere Light Rail projects to create a connected transport system that delivers improved accessibility.

It will fill a missing link in the rapid transit network between the airport, Manukau and Botany and connect south and east Auckland the rest of the region via high-quality rapid transit connections to bus and train interchanges.

The connections will enable better use of existing investment in the rail network with access to the southern and eastern train lines at Manukau and Puhinui.

## AIRPORT TO BOTANY RAPID TRANSIT - MODE

By 2021, electric buses will be introduced between the airport, Puhinui Station Interchange and Manukau. In the medium-term, these services will be extended to Botany.

Over time, as demand increases high-capacity bus rapid transit vehicles will provide a 'turn-up-and-go' experience. The vehicle and station design will ensure services are accessible, fast and reliable.

2021 — AirportLink



FUTURE BUS RAPID TRANSIT



## CURRENT AND PROPOSED RAPID TRANSIT NETWORK

Indicative station locations





# AIRPORT TO BOTANY RAPID TRANSIT

This project will deliver a fast, frequent and affordable rapid transit between the airport, Manukau and Botany. It will travel along a fully separated congestion-free corridor, through key centres and development areas.

Rapid transit will support urban regeneration and fill a missing link in Auckland's rapid transit network, with connections to local buses, the Eastern Busway and the southern and eastern train lines.

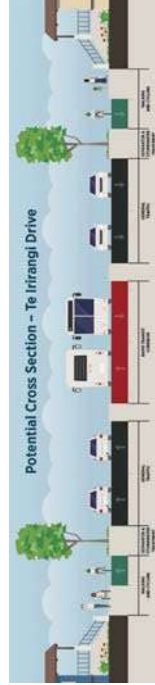
## RAPID TRANSIT STATIONS

Stations will provide connections to local bus services, and will be located near town centres, employment hubs and residential areas. MANUKAU CENTRE

Two rapid transit stations in Manukau will improve access to planned town centre developments, offices, housing and schools and encourage economic growth.

## BOTANY STATION

A high-quality station will provide easy transfers between local buses and rapid transit services. It will be built as part of the Eastern Busway project.



**18km of congestion-free rapid transit**

**12 km of new walking and cycling facilities will be provided**

**Reliable 36 - 40 minute journey between Auckland Airport and Botany**

Airport to Botany Rapid Transit Journeys	Fare
Airport — Manukau	\$1.95*
Manukau — Botany	\$1.95*
Airport — Puhinui — Papakura	\$3.45*
Airport — Botany	\$1.95*
Airport — Puhinui — Britomart	\$4.90*

\* AT Hop Card - 2019 one way adult fare

# 20CONNECT

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

Improvements identified will encourage freight and heavy vehicles from local roads to the state highway network.

## State Highway 20B:

To support future rapid transit and improve capacity for people and freight, in the long-term SH20B will be a four-lane expressway with a dedicated rapid transit corridor and walking and cycling facilities.

## State Highway 20:

Additional lanes and dedicated walking and cycling facilities will be provided on SH20 to allow for airport and business growth and provide transport choice.

## State Highway 20B/20 connection:

A new southbound ramp from SH20B to SH20 will enable rapid transit to move smoothly through the intersection, while improving safety and access to the south from the airport.

## State Highway 20A/20 connection:

A new southbound ramp will improve freight movements from the airport and surrounding industrial areas and remove heavy vehicles from local roads.



Freight will travel through 3 intersections instead of 8 — keeping local roads for local people



12 km of new walking and cycling facilities to connect communities and improve travel choice



Travel time on SH20B eastbound in the PM peak will reduce from 35 to 5 minutes



# EARLY IMPROVEMENTS — BY 2021

The first stage of the Southwest Gateway programme is underway.

Puhinui Station is being upgraded to provide a high-quality interchange to allow for easy connections between bus and train.

Other early improvements include priority lanes, new and upgraded intersections and improved walking and cycling connections along State Highway 20B, Puhinui Road and Lambie Drive that integrate with improved transport facilities in the airport precinct.

The priority lanes will allow for a new, frequent **AirportLink** bus service between the airport, Puhinui Station Interchange and Manukau, which will replace the southern section of the existing 380 bus service.

A new 36 bus service will link local town centres between Onehunga and Manukau, via Papatoetoe.



Concept design for Puhinui Station Interchange



## AirportLink Journeys

Journey	Fare
Airport → Puhinui → Manukau	\$1.95*
Airport → Puhinui → Papakura	\$1.95*
Airport → Puhinui → Britomart	\$3.45*
Airport → Puhinui → Britomart	\$4.90*

10-12 minute bus journey between the airport and the Puhinui Station Interchange

More reliable and timely travel choices around south and east Auckland

Improved station safety, amenity and facilities

Fast and easy connections to southern and eastern train lines

Improved access to employment areas in Manukau and the airport

Progress towards long-term transport, social and economic outcomes

\* AT Hop Card - 2019 one way adult fare



# PUHINUI ROAD AND LAMBIE DRIVE IMPROVEMENTS

The **AirportLink** bus service will connect the airport, Puhinui Station Interchange and Manukau. It will travel along new bus priority lanes to ensure fast, reliable journey times. In some locations existing bus stops will be upgraded with new shelters.




The proposed bus lanes will remove on-street parking during peak hours and a 1.2km section of on-road cycle lanes. In addition, some trees will be removed and new trees planted.

Pedestrian crossings will be upgraded, and a new roundabout provided at Puhinui Station Interchange to improve safety and access to the station, shops, schools and parks.

A shared path will be provided on the north side of Puhinui Road between SH20 and Puhinui Station Interchange as well as a protected cycleway along Lambie Drive.

The bus priority lanes and walking and cycling facilities will connect with the improvements planned along State Highway 20B to create a direct airport link.

**Construction is expected to begin in 2020, with completion by early 2021.**

-  **Simpler:** an easy to use network makes public transport more attractive and encourages new users
-  **Frequent and reliable:** 7 day a week bus services that operate every 10-minutes 4am - 9pm and every 15-minutes 9pm - 1:30am
-  **Choice:** connecting people to more destinations with a range of timely and reliable travel options - rail, bus, walking and cycling

## HAVE YOUR SAY:

We are proposing bus lanes along Puhinui Road and Lambie Drive in both directions, between 6am - 10am and 3pm - 7pm, Monday - Friday.

**What do you think about these proposed operational times?**



### AirportLink Journeys

Journey	Fare
Airport - Puhinui	\$1.95*
Airport - Manukau	\$1.95*
Airport - Puhinui - Papakura	\$3.45*
Airport - Puhinui - Britomart	\$4.90*

**“It would be great to have separated bus lanes. My bus won’t get stuck in traffic on my way to work.”**

Source: AT Customer Insight Research 2019

# STATE HIGHWAY 20B — SPEED LIMIT REVIEW

There are three different speed limits along a 3km section of State Highway 20B - 50km/h, 60km/h and 100km/h.

We are looking at introducing a consistent and reduced speed limit to recognise the change in the road environment in 2021, once construction on the early improvements is complete.

In the last five years, 22 collisions have been recorded on SH20B, two of them overtaking/head on crashes.

SH20B is currently a predominantly rural environment but significant development is planned.

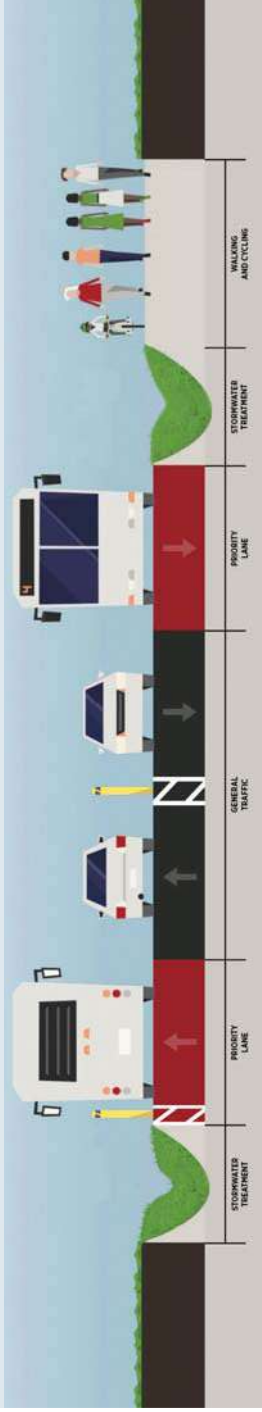
As part of the early improvements, we are creating two new signalised intersections at Manukau Memorial Gardens to improve safety and at Campana Road to allow for future development. Priority lanes and walking and cycling facilities are also being added.

We think reducing the current 100km/h speed limit to 60km/h will provide a safer and consistent speed limit for the corridor.

We want to know what you think about the current and proposed speed limit. We'll use your feedback to recommend a new speed limit and then formally consult with key stakeholders and the community early next year.



POTENTIAL CROSS SECTION: STATE HIGHWAY 20B



## HAVE YOUR SAY:

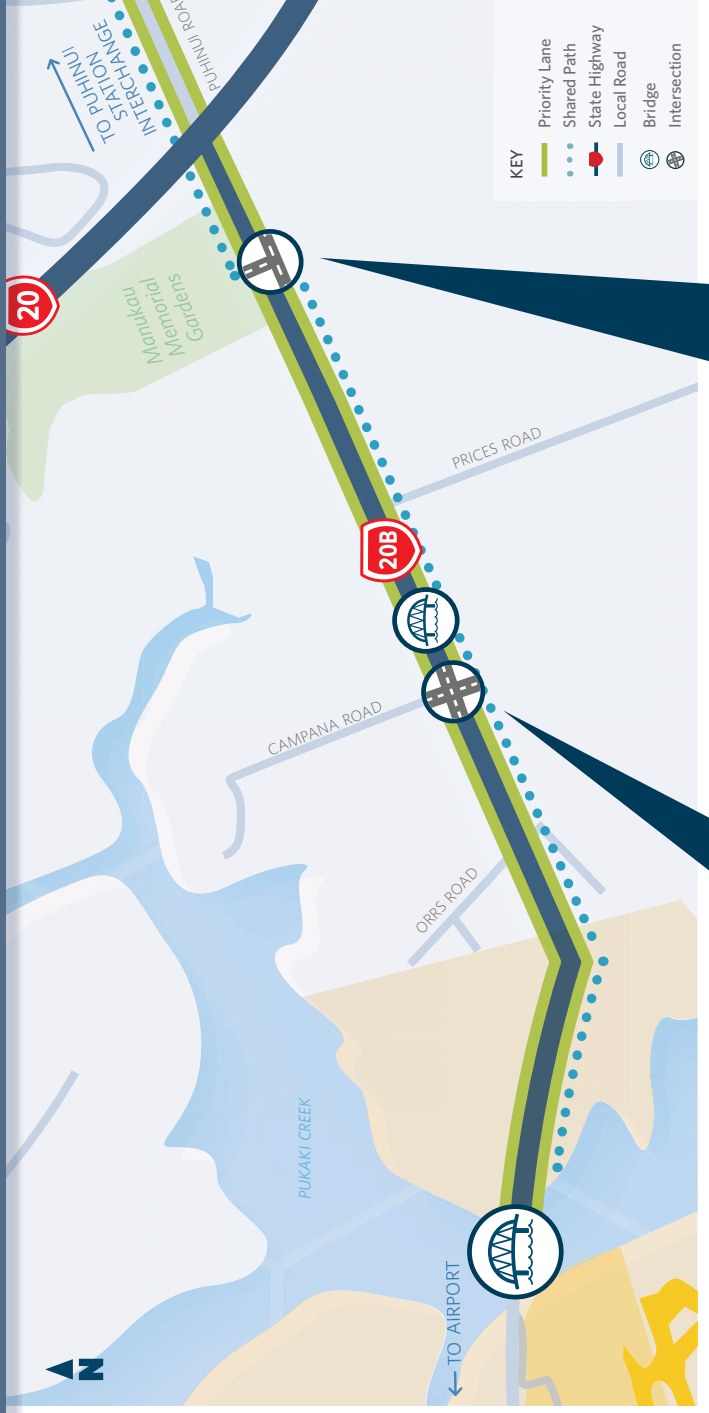
1. What do you think about the current speed limits along State Highway 20B?
2. What do you think about the proposed speed limit change along State Highway 20B?

# STATE HIGHWAY 20B IMPROVEMENTS

- Additional lanes dedicated to bus and high-occupancy vehicles between Pukaki Creek Bridge and SH20.
- Priority lanes will integrate with improvements in the airport precinct, Puhinui Road and the upgraded Puhinui Station Interchange.
- Safety improvements including central median barrier protection, improved lighting and review of speed limits.
- Improved pavement, drainage and stormwater treatment.
- Two improved intersections;
  - Campana Road to improve safety and allow for future development south of the state highway
  - Manukau Memorial Gardens to improve access and safety.

## WALKING AND CYCLING

- Dedicated shared path along SH20B that is easy to access, well-lit at night and have improved wayfinding making it safe and simple for users of all ages and abilities.
- New pedestrian and cycling facilities will be added alongside the existing bridge over Waokauri Creek to allow for a continuous separated facility.
- New and upgraded intersections will provide safer and controlled crossings.



Concept design for:  
Campana Road Intersection



Concept design for:  
Manukau Memorial Gardens Intersection