

Appendix F



Engagement Summary

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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Southwest Gateway Programme

Executive Summary

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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: • Airport to Botany Rapid Transit Single-Stage Business Case • 20Connect Single-Stage Business Case • Auckland Airport Precinct Improvements.
20Connect	This Single-Stage Business Case focuses on state highway access to Auckland Airport and the surrounding transport network in south-west Auckland. Led by the 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.

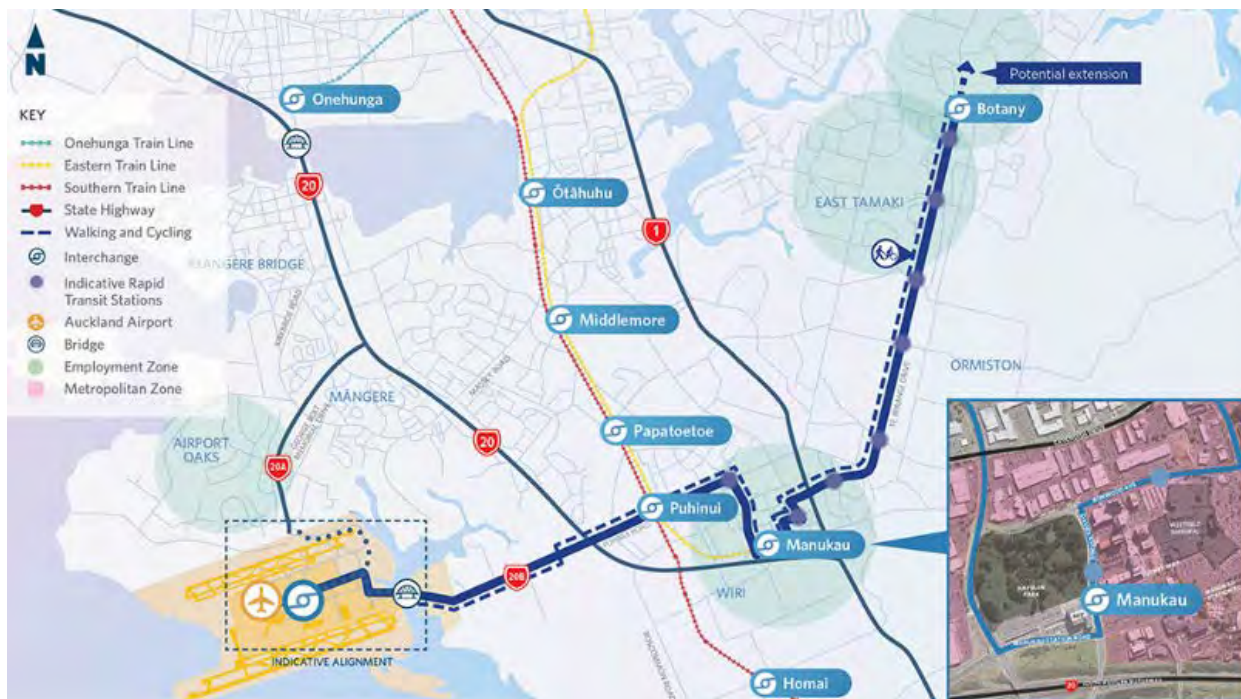
1.3 Airport to Botany Rapid Transit

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

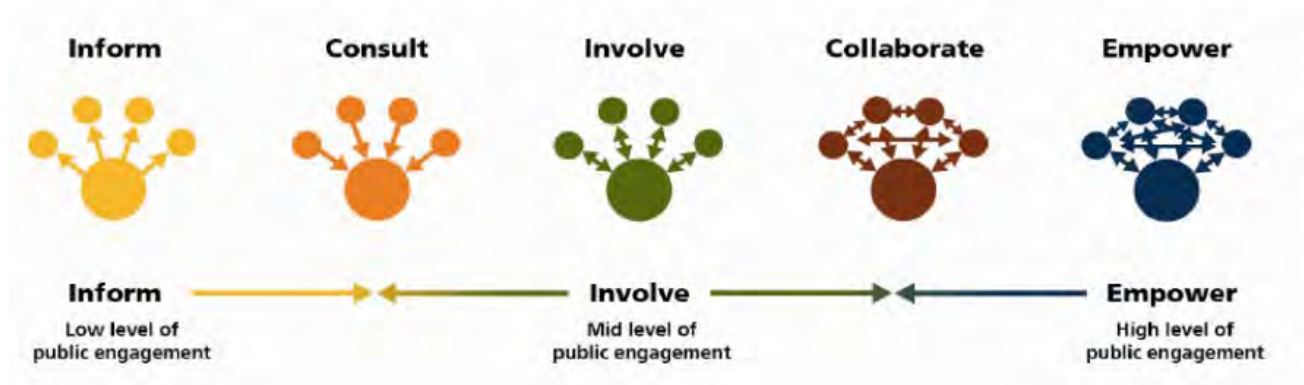


Table 1 Summary of IAP2 spectrum levels

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 Tamatera
- Ngāti Te Ata Waiohū
- Ngāti Whanaunga
- Ngāti Whātua o Ōrākei
- Te Ahiwaru Waiohū
- Te Ākitai Waiohū
- 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 Waiohū. 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
 - Scentre 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

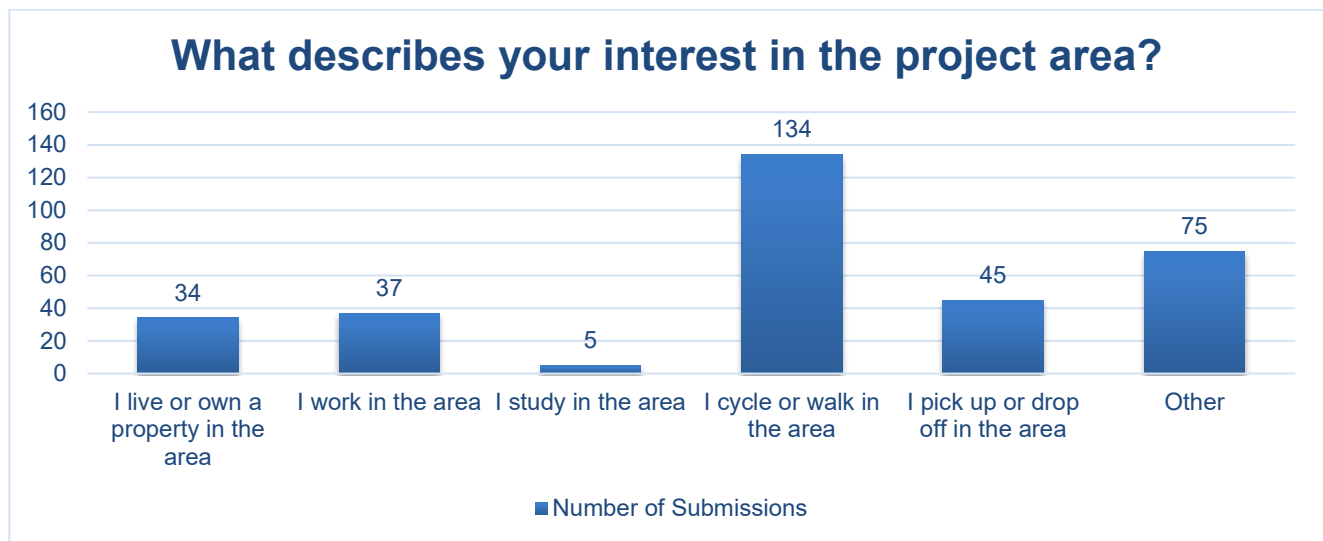
Waka Kotahi and AT established an online feedback form that was available for public and stakeholders to submit between Monday, 18 November and Sunday, 8 December 2019.

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.

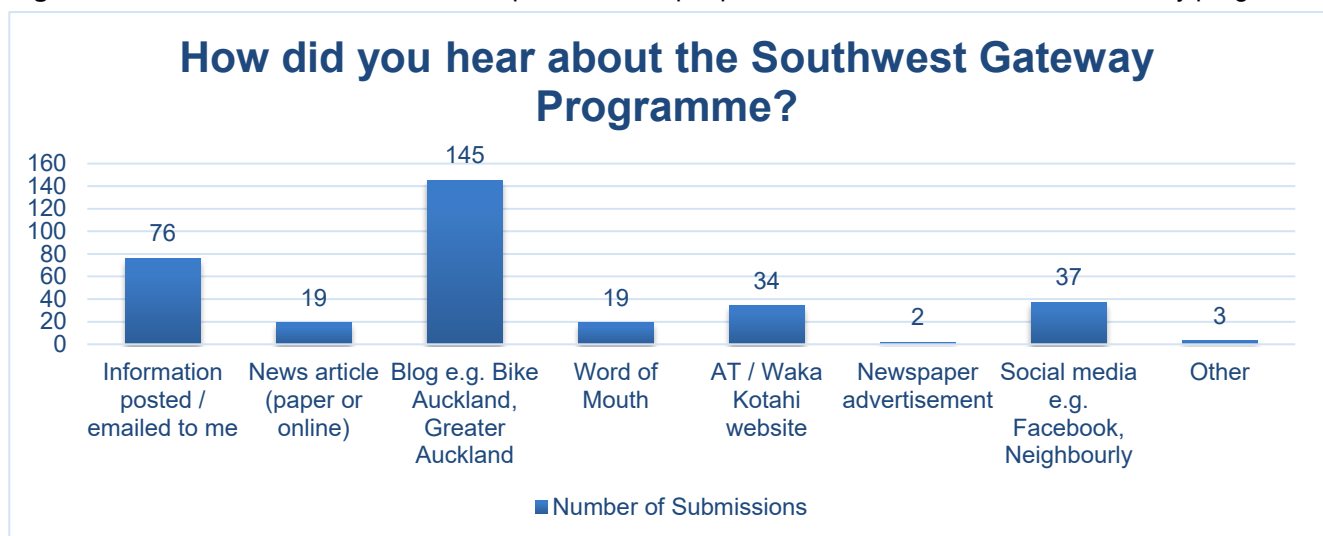
The survey asked the public to provide further information about interests in the programme area; submitters were able select multiple options. The breakdown of responses is provided in Figure 7.

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



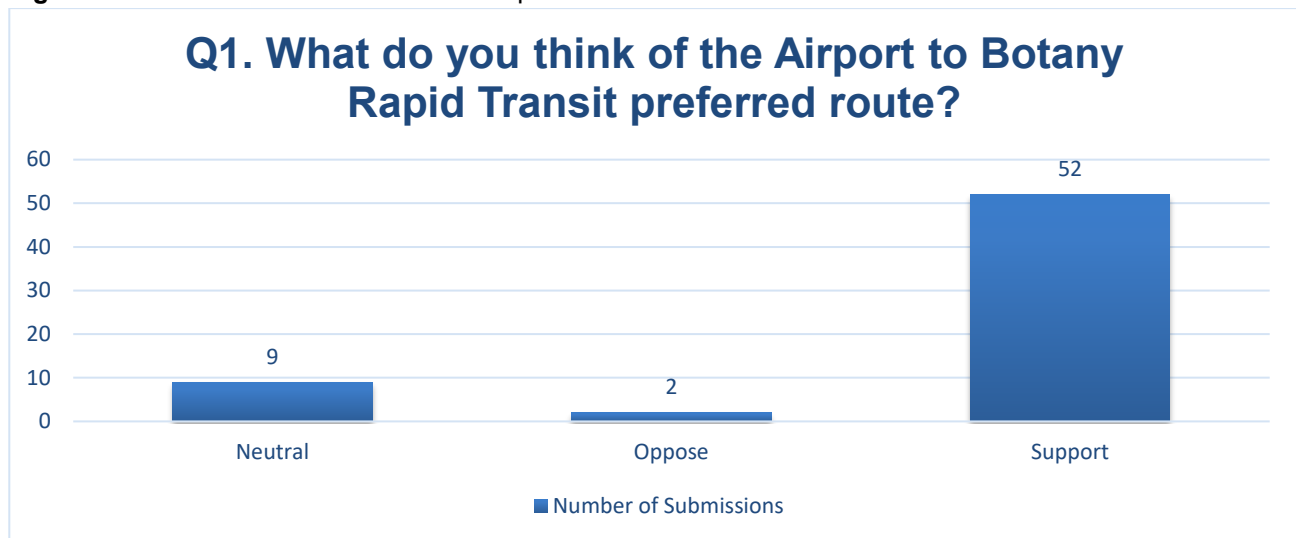
4.1 Airport to Botany Rapid Transit – specific

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.

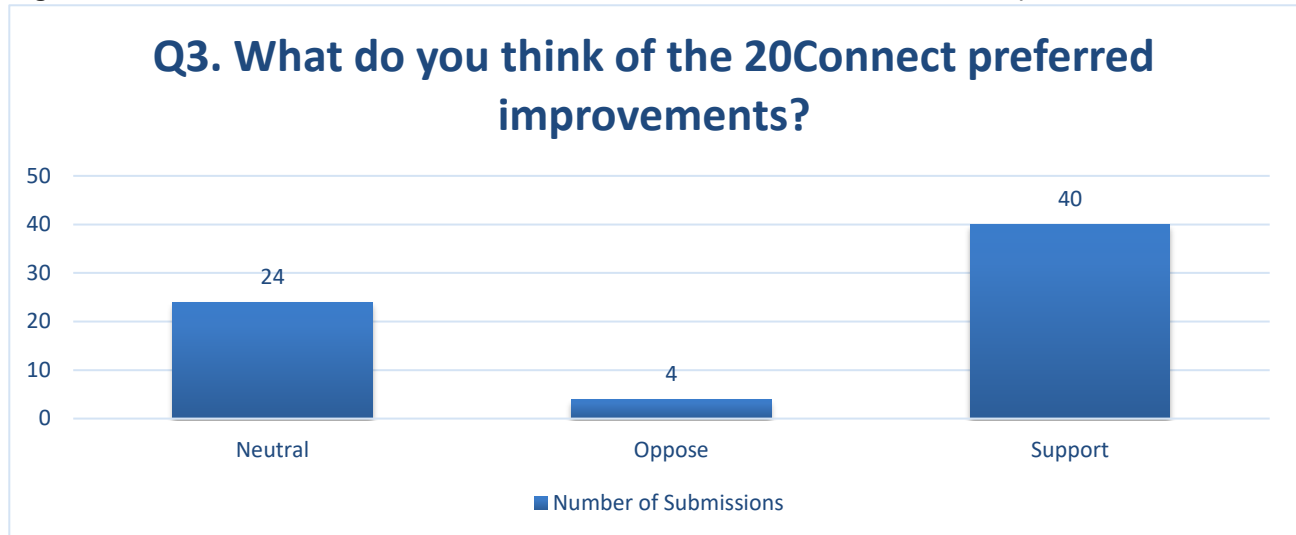
4.2 20Connect – specific

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.

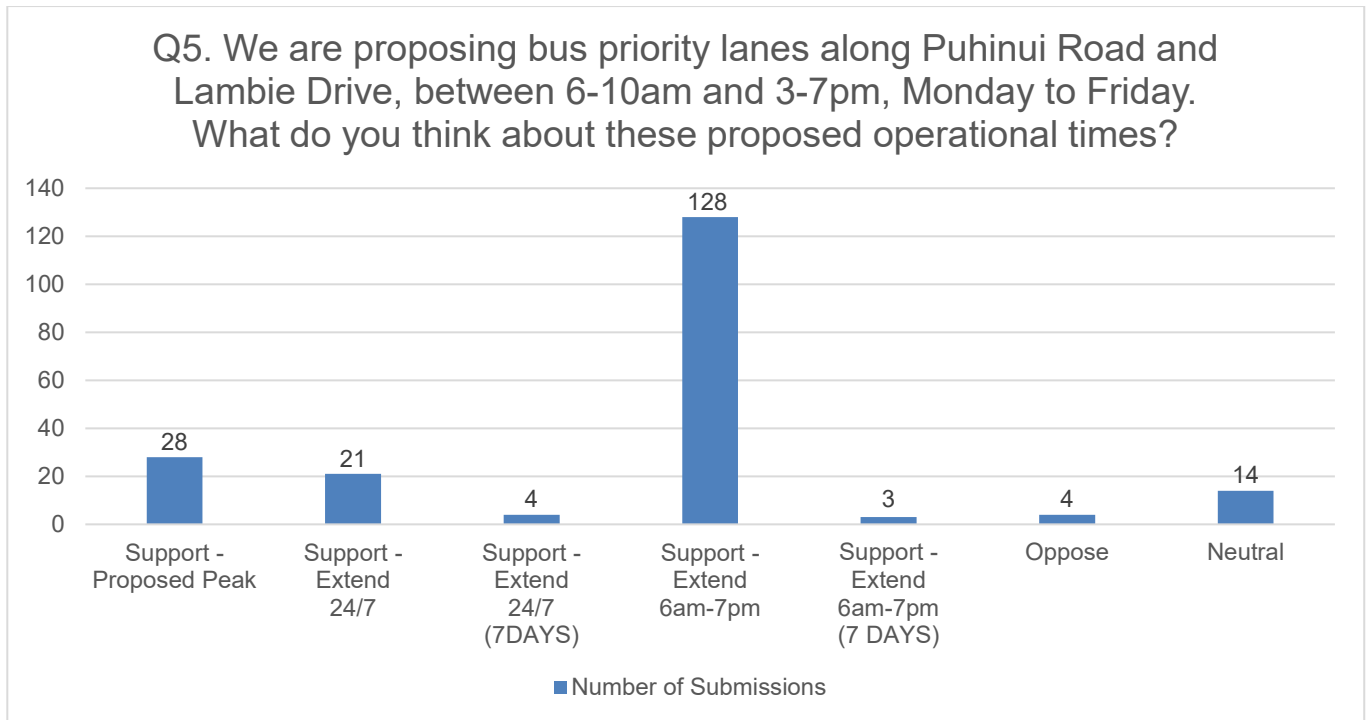
4.3 Puhinui Road and Lambie Drive Improvements – specific

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:
 - o 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
 - o provisions for drinking and repair stations
 - o 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

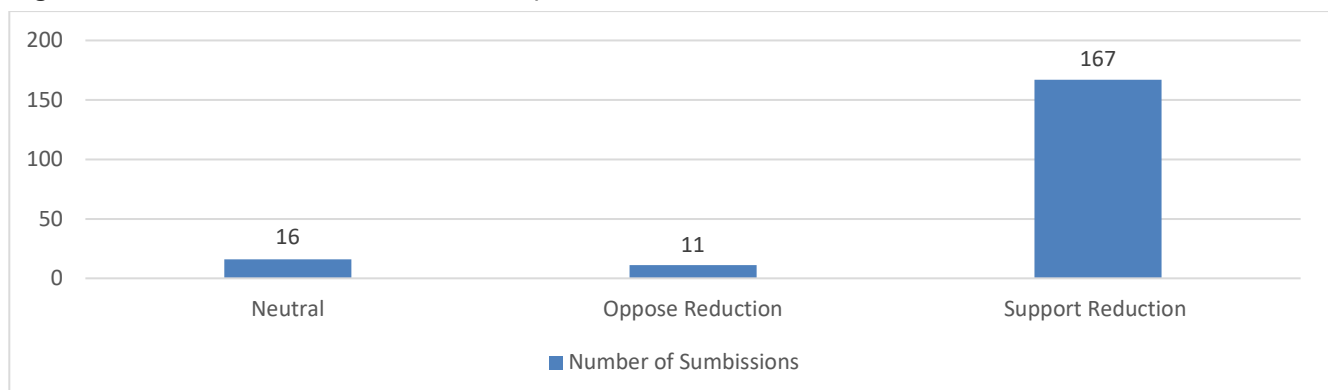
During the development of the detailed design, technical assessment of the road corridor was carried out which reviewed the crash history, average vehicle speeds, projected volumes of vehicles and development of the surrounding area. It recommended introducing a consistent and reduced speed limit once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

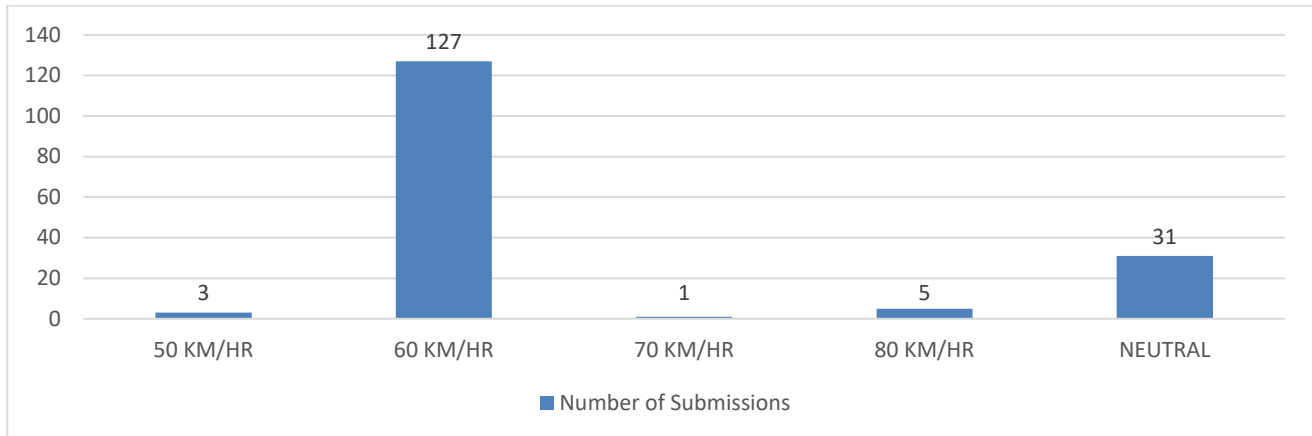
- Q7. What do you think about the current speed limits along State Highway 20B?
- Q8. What do you think about the proposed speed limit change along State Highway 20B?

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 Mangere-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
- 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

Or visit our website www.nzta.govt.nz/southwest-gateway

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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
	Advocacy groups
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
	Agency
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
	Residents Association
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

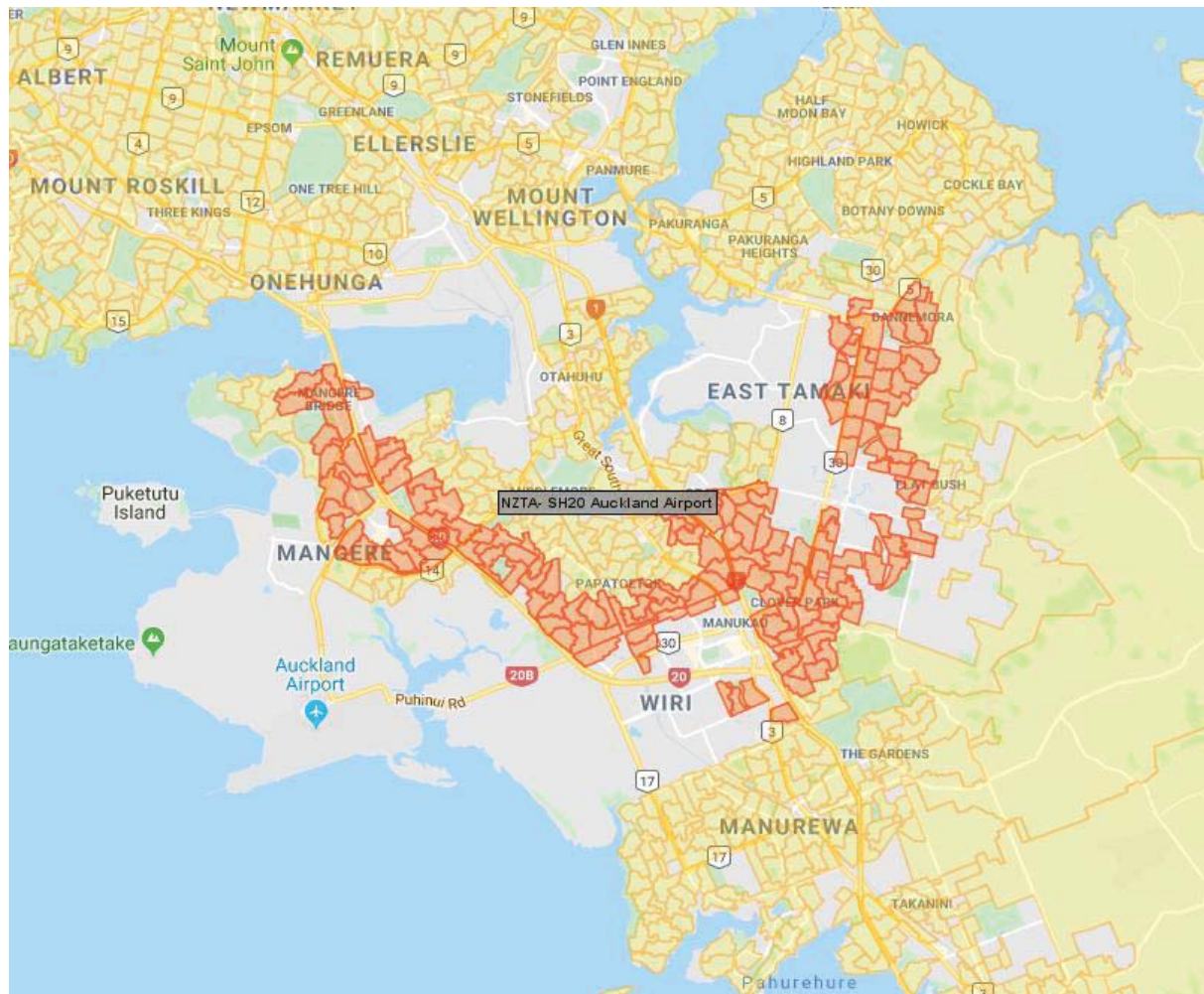
Email	Burswood Residents Association
Email	Churchill Road Residents & Ratepayers Group
Email	Citizens and Ratepayers Association
Email	Clendon Residents group
Email	Cockle Bay Residents & Ratepayers Association Inc
Email	Cockle Bay Residents & Ratepayers' Association Inc
Email	Eastern Beach/Bucklands 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
Community	
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
Business Association	
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
	Developers
One on one / Email	Southern Gateway Consortium
	Business
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
	Aviation Industry Association
Email	Board of Airline Representatives (BARNZ)
Email	Civil Aviation Authority (CAA)
	Freight
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
	Educational Institution
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
	Emergency Service
Email	Counties Manukau East

Email	NZ Fire Service
Email	NZ Police
Email	St Johns Ambulance
	Road User / Management
Email	Automobile Association
Email	Bus and Coach Association
Email	NZ Bus
Email	NZ Taxi Federation
Email	Taxi Federation
Email	Skybus
Email	Transdev
	Sport
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
	Utility
Email	Chorus
Email	NZ Refining Company
Email	Spark
Email	Transpower
Email	Vector
Email	Vodafone
Email	Watercare
Email	Wiri Oil Services
	Environmental
Email	Forest and Bird
	Lobby group
Email	Generation Zero
Email	Greater Auckland
	Property along Puhinui Road / Lambie Drive
Drop in	Hari Superette
Drop in	Atlus 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 st 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
	Local boards
Presentation / Email	Howick
Presentation / Email	Mangere-Otahuhu
Presentation / Email	Manurewa
Presentation / Email	Manurewa
Presentation / Email	Otara - Papatoetoe
Presentation / Email	Papakura
	Iwi
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

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.

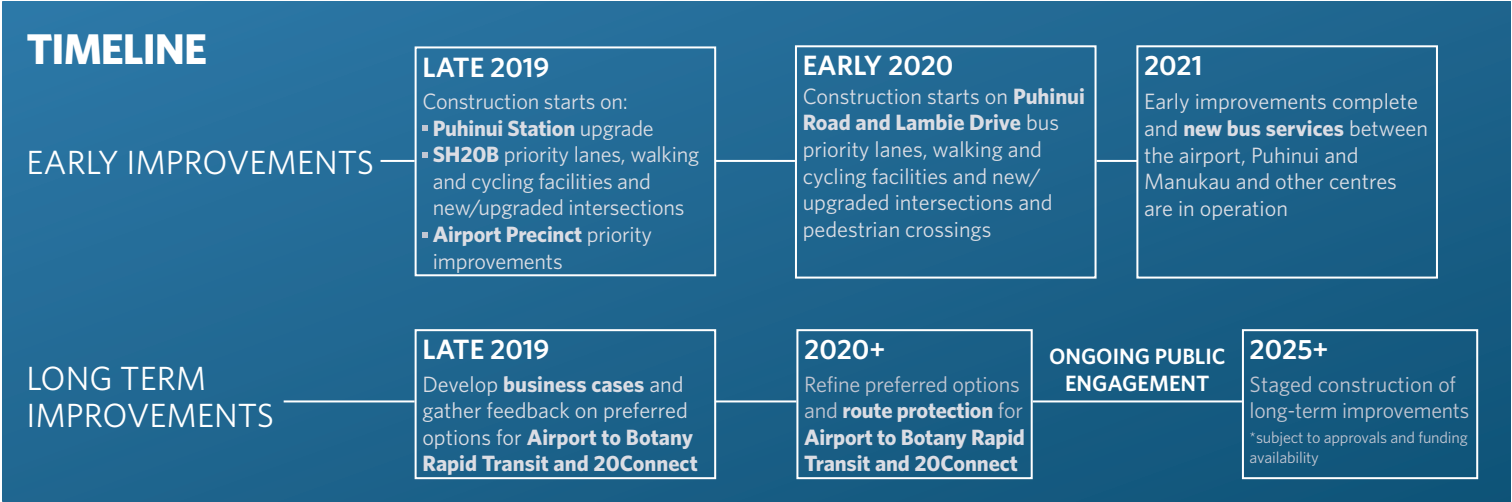
20Connect

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



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

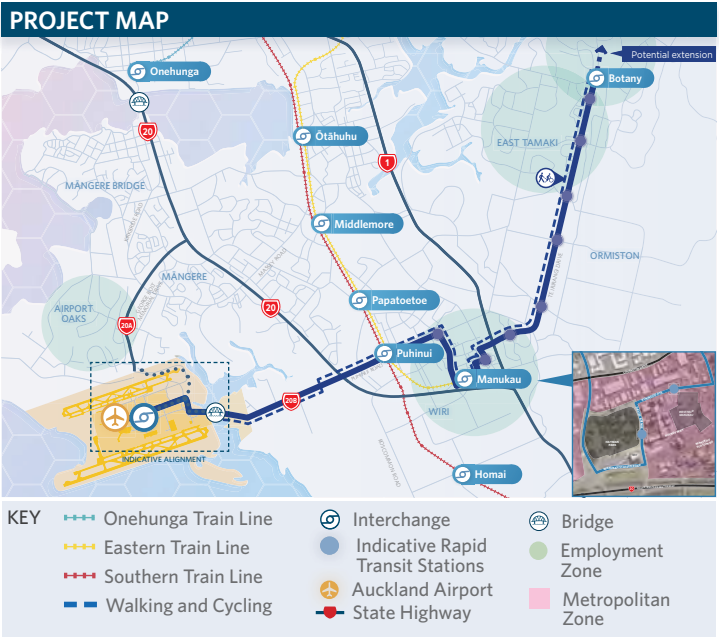
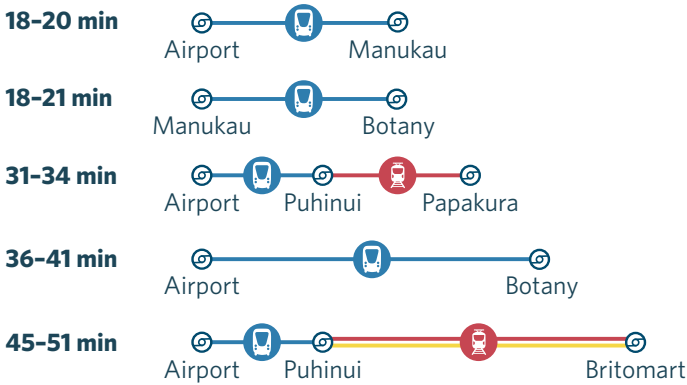


12 km of new walking and cycling facilities will be provided



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.

20B **20**
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.

20A **20**
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.

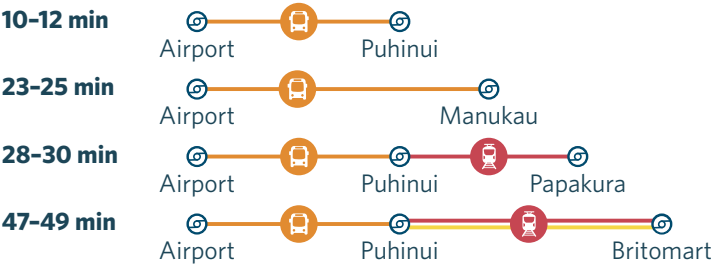
Other early improvements include priority lanes, new and upgraded intersections and improved walking and cycling connections along State Highway 20B, Puhinui Road and Lambie Drive that integrate with improved transport facilities in the airport precinct.

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 Papatoetoe.



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

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.

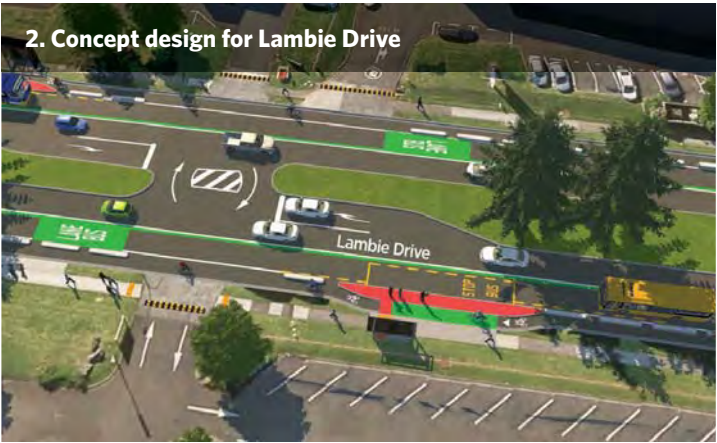
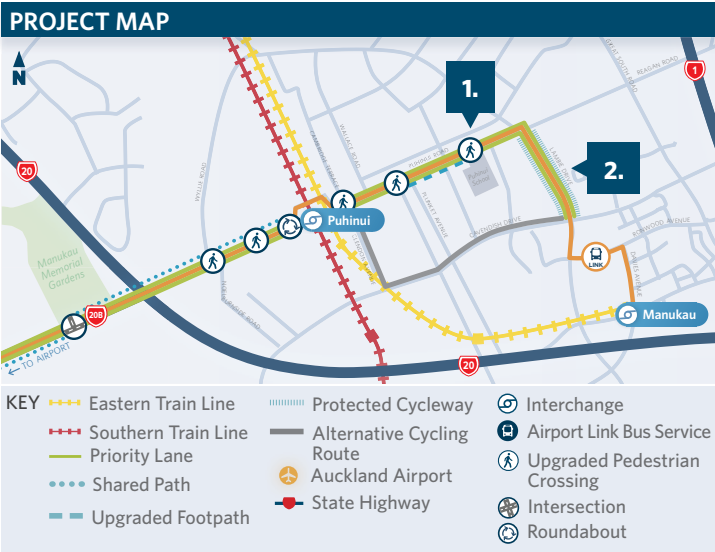
We propose that the bus priority lanes in both directions, will operate between 6am-10am and 3pm-7pm, Monday-Friday.

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.

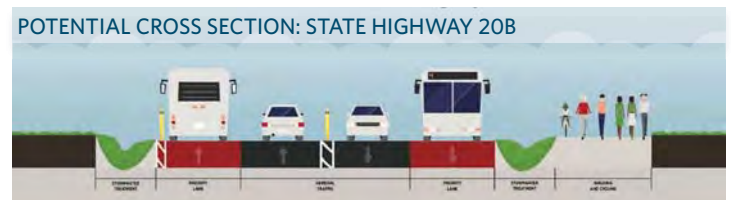
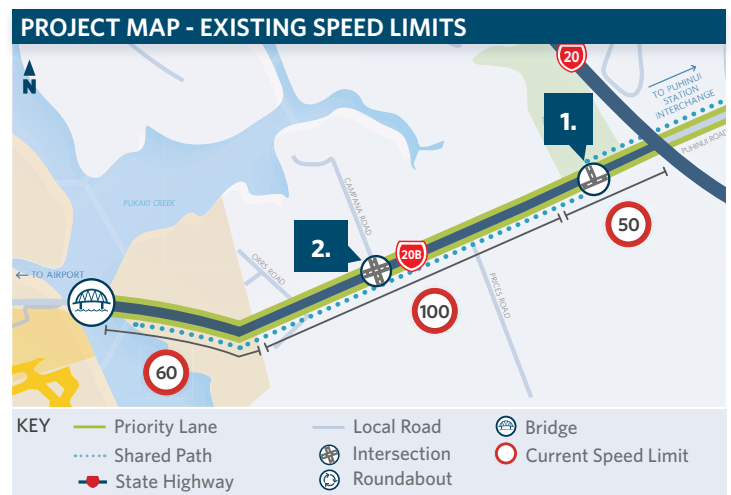
We are looking at introducing a consistent and reduced speed limit to recognise the change in the road environment in 2021, once construction on the early improvements is complete.

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, Papatoetoe
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
- 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?

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

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

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

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?

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?

FOLD

FOLD

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?

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.

Personal information

Name:

Organisation (if applicable):

Address / Suburb:

Email:

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)

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

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

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

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

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

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

For more information please contact:

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W: www.nzta.govt.nz



APPENDIX 6.0 - AUCKLAND TRANSPORT - SOCIAL MEDIA SNAPSHOT



Auckland Transport

Published by Shannon McDonald 191 · 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/>



Southwest Gateway Programme

02:46 (LUMINARY CONCEPT)

Boost again

Boosted on 20 Nov 2019
By Shannon McDonald

Completed

People
reached

9.2K

ThruPlays

1.4K

View results

👍👎❤️ 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	147	53
👍 Like	On post	On shares
10	9	1
❤️ Love	On post	On shares
12	12	0
😂 Haha	On post	On shares
5	4	1
😮 Wow	On post	On shares
3	2	1
😡 Angry	On post	On shares
115	90	25
Comments	On Post	On Shares
56	56	0
Shares	On Post	On Shares

2,448 Post Clicks

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

NEGATIVE FEEDBACK

8 Hide post	1 Hide all posts
0 Report as spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ad activity is reported in the time zone of your ad account.

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
LONG TERM 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
	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

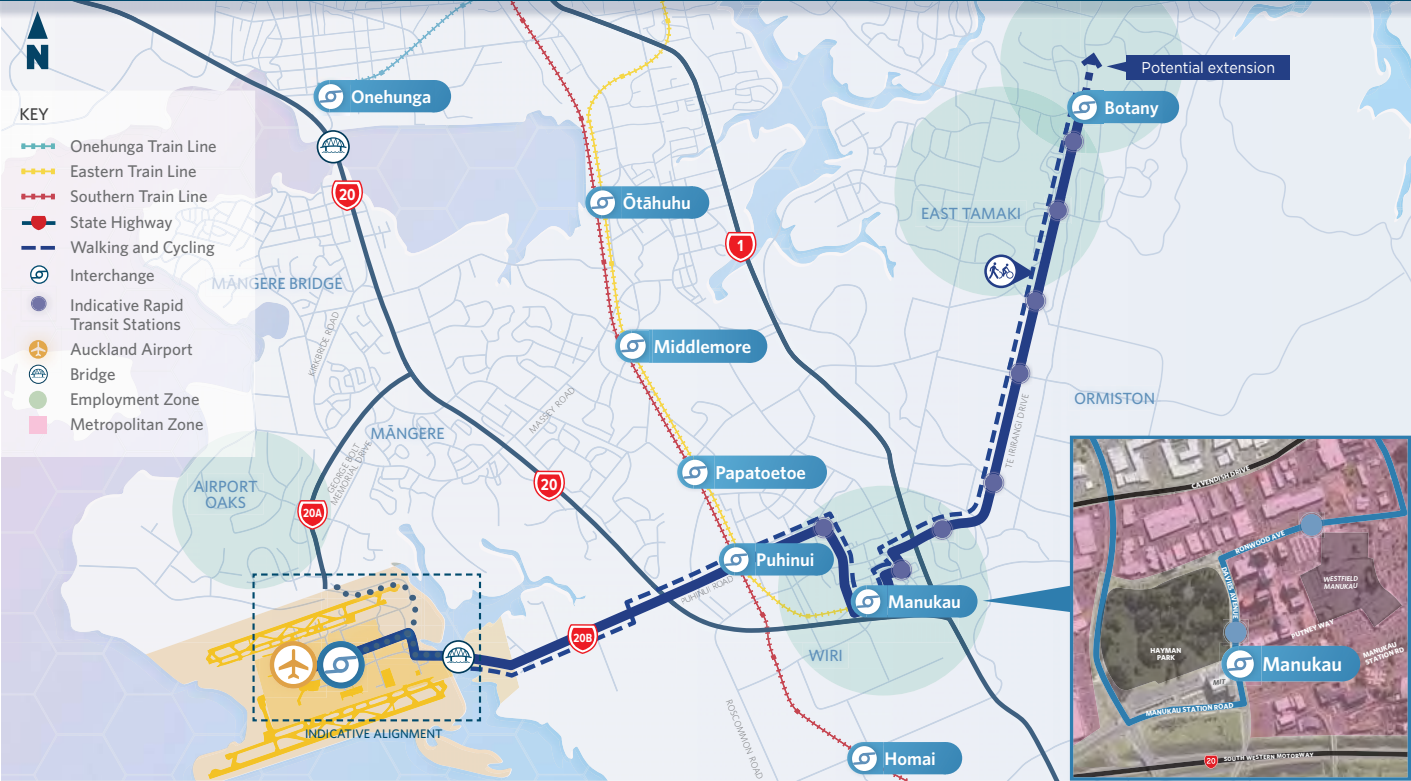
Stations will provide connections to local bus services, and will be located near town centres, employment hubs and residential areas.

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
18-19 min	Airport — Manukau		\$1.95*
18-21 min	Manukau — Botany		\$1.95*
31-33 min	Airport — Puhinui — Papakura		\$3.45*
36-40 min	Airport — Botany		\$1.95*
45-50 min	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.

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.



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.



AirportLink Journeys

		Fare
10-12 min	 Airport  Puhinui 	\$1.95*
23-25 min	 Airport  Manukau 	\$1.95*
31-34 min	 Airport  Puhinui  Papakura 	\$3.45*
45-50 min	 Airport  Puhinui  Britomart 	\$4.90*

* AT Hop Card - 2019 one way adult fare



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



Improved station safety, amenity and facilities



Improved access to employment areas in Manukau and the airport



More reliable and timely travel choices around south and east Auckland



Fast and easy connections to southern and eastern train lines



Progress towards long-term transport, social and economic outcomes

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

		Fare
10-12 min	Airport → Puhinui	\$1.95*
23-25 min	Airport → Manukau	\$1.95*
31-34 min	Airport → Puhinui → Papakura	\$3.45*
45-50 min	Airport → Puhinui → Britomart	\$4.90*

* AT Hop Card - 2019 one way adult fare

“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.

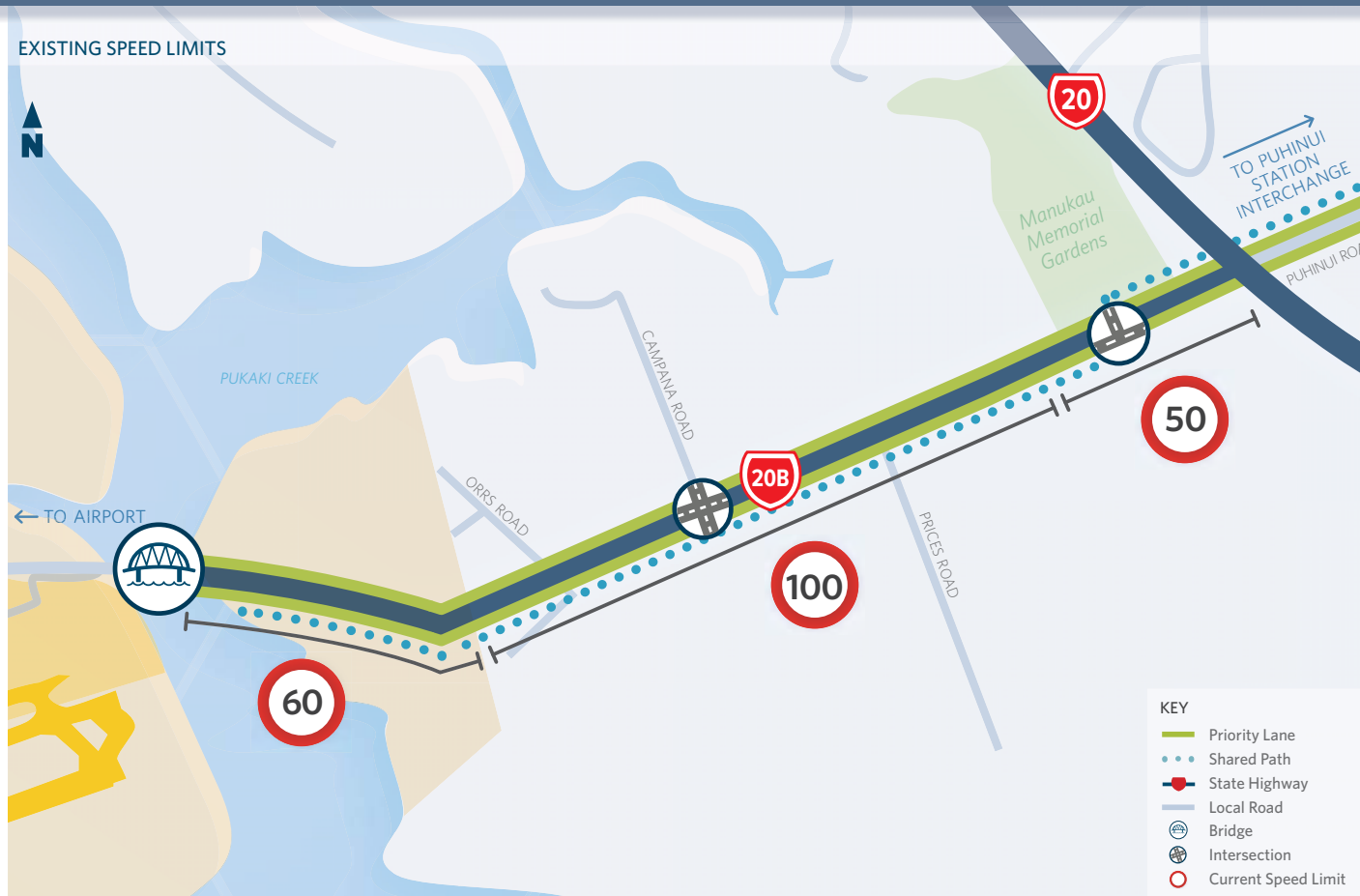
As part of the early improvements, we are creating two new signalised intersections at Manukau Memorial Gardens to improve safety and at Campana Road to allow for future development. Priority lanes and walking and cycling facilities are also being added.

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

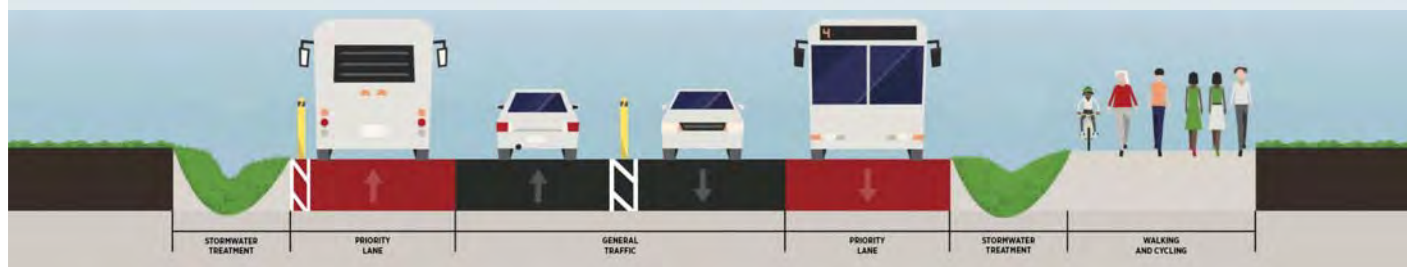
We want to know what you think about the current and proposed speed limit. We'll use your feedback to recommend a new speed limit and then formally consult with key stakeholders and the community early next year.

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?



POTENTIAL CROSS SECTION: STATE HIGHWAY 20B

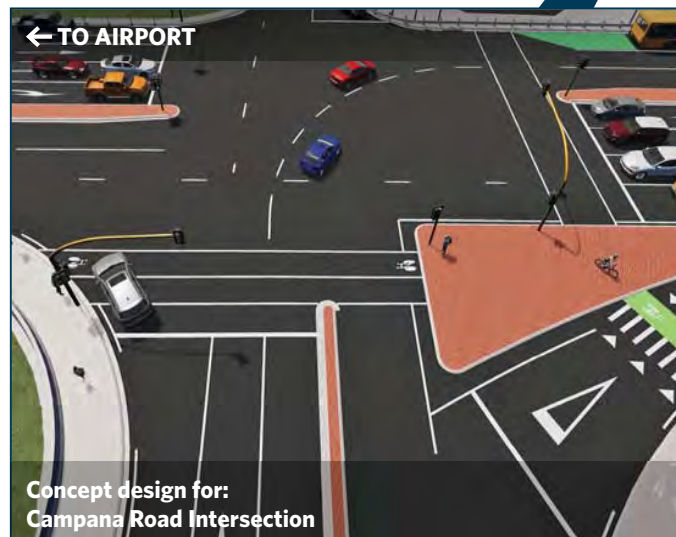
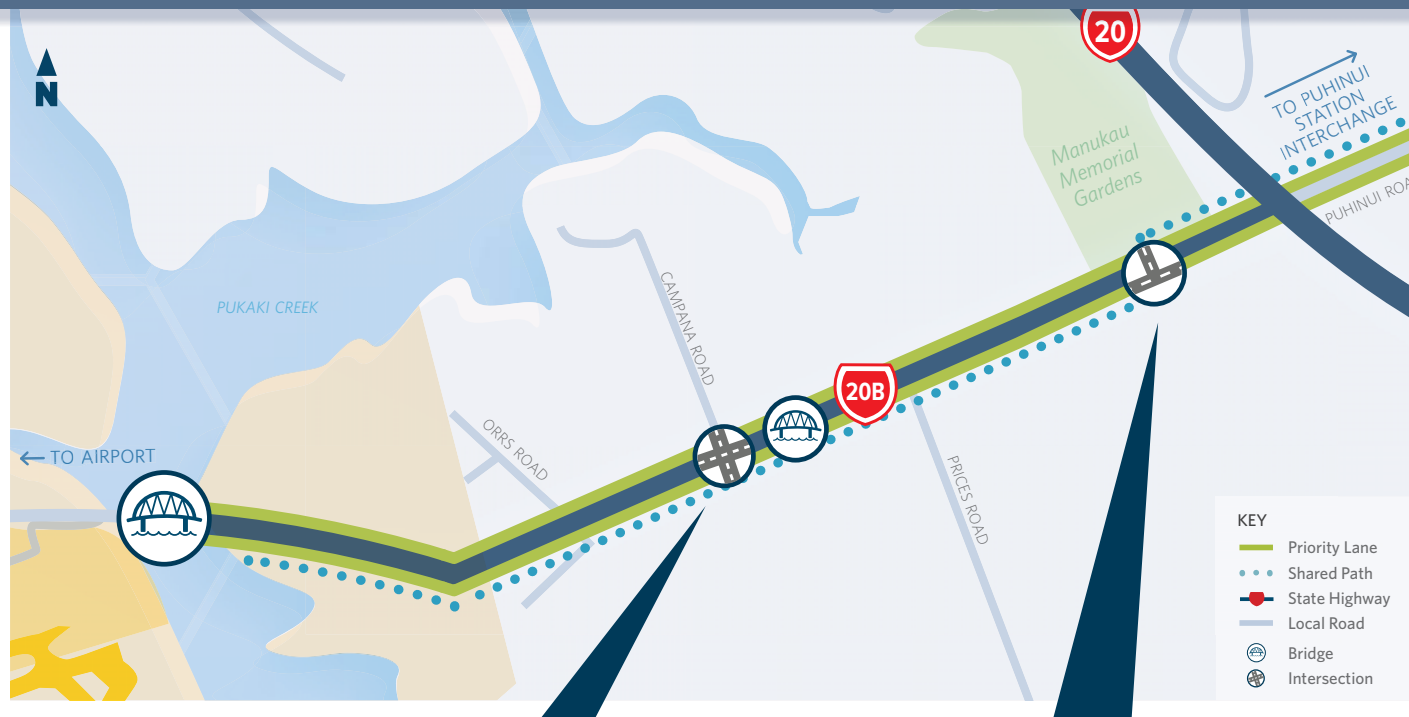


STATE HIGHWAY 20B IMPROVEMENTS

- 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.



Southwest Gateway Programme

November 2019

Engagement Summary December 2017 to December 2018



EXECUTIVE SUMMARY

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

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

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

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

Engagement to date

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

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

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

We engaged with:

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

Feedback to date

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

Key points of feedback provided include:

Airport to Botany Rapid Transit

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

Puhinui Station

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

20Connect

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

General

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

Next steps

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

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

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

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

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

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

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Southwest Gateway Programme

Executive Summary

Glossary of Abbreviations

Terms and Definitions

Appendix

Appendix 1.0 – Stakeholder list

Appendix 2.0 – Engagement summary report – socialisation session

Appendix 3.0 – Landowner letter – templates

Appendix 4.0 – Mail drop – map

Appendix 5.0 – Mail drop – flyer

Appendix 6.0 – Media release

Appendix 7.0 – Auckland Transport – social media

Appendix 8.0 – Transport Agency – social media

GLOSSARY OF ABBREVIATIONS

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

TERMS AND DEFINITIONS

TERM	DEFINITION
AT Southern Mana Whenua Table	Auckland Transport's iwi integration group for the South Auckland area.
Partners	'Partners' in the context of the Airport to Botany Rapid Transit and 20Connect projects are NZ Transport Agency, Auckland Transport, Auckland Airport, Auckland Council and the AT Southern Mana Whenua Table.
Key workshops	Workshops held with partners and key stakeholders used to collaborate and decide on the options taken forward. These include the Investment Logic Mapping, Long List Options, Short List Options, and Likely Preferred Option workshops.
Key stakeholders	'Stakeholders' in the context of the projects are key parties who have been engaged on the project.
The project team	The NZ Transport Agency, Auckland Transport and the appointed consultant, Aurecon.
Southwest Gateway Programme	The overarching programme of works comprising projects recommended from the Auckland Airport Programme Business Case including: • 20Connect Single-Stage Business Case • Airport to Botany Rapid Transit Single-Stage Business Case • Auckland Airport Precinct Improvements.
20Connect	This Single-Stage Business Case, focuses on state highway access to Auckland Airport and the surrounding transport network in south-west Auckland. Led by the Transport Agency in conjunction with investment partners Auckland Transport and Auckland International Airport.
Airport to Botany Rapid Transit	This Single-Stage Business Case, focused on public transport access between Auckland Airport and Botany (via Manukau). Led by the Auckland Transport in conjunction with investment partners the Transport Agency and Auckland International Airport.
Auckland Airport Precinct Improvements	The airport area will undergo a dramatic transformation over the next 30 years with a combined international and domestic terminal, new airfield infrastructure, second runway and upgraded departures and arrivals areas as well as upgrades to public transport, roading and walking infrastructure within the airport precinct. This project will be delivered by Auckland International Airport.

1. INTRODUCTION

1.1 Purpose of this report

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

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

1.2 Southwest Gateway Programme background

1.2.1 Growth in South Auckland

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

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

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

1.2.2 Auckland Airport Access Programme Business Case

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

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

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

Proposed improvements to be delivered by 2028:

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

Proposed improvements to be delivered by 2038:

- increased capacity on SH20
- rapid transit integration.

1.2.3 Auckland Transport Alignment Project

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

1.2.4 Southwest Gateway programme

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

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

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

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

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

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

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

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

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

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

1.3 20Connect SSBC

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

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

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

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

1.3.1 SH20B Short-Term SSBC

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

1.3.2 Problems and benefits

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

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

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

The ILM benefits were confirmed as follows:

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

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

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

The new 20Connect ILM benefits were confirmed as follows:

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

1.4 Airport to Botany Rapid Transit SSBC

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

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

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

1.4.1 Short-Term Auckland Airport Improvements SSBC

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

1.4.2 Problems and benefits

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

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

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

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

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

1.5 Other initiatives in southeast and southwest Auckland

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

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

Figure 3: Co-ordinated transport approach



2. SUMMARY OF ENGAGEMENT ACTIVITIES

2.1 Approach

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

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

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

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

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

Figure 4 IAP2 Public Participation spectrum

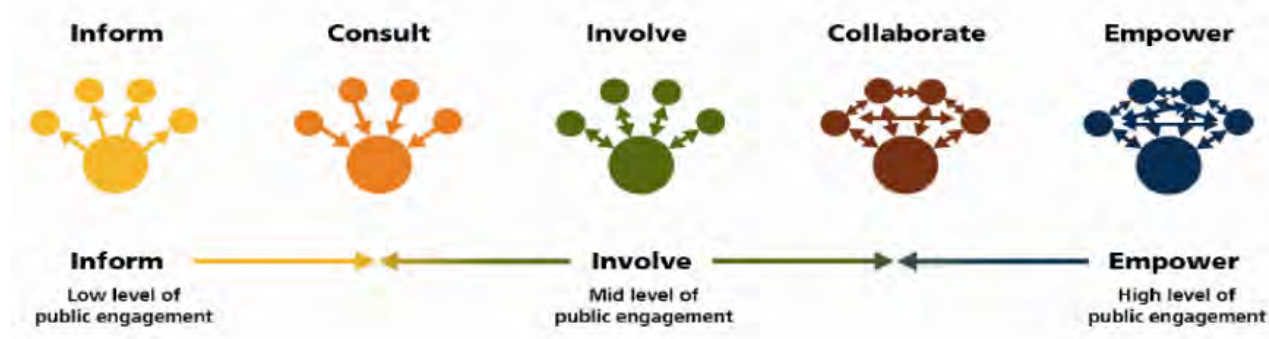


Table 1 Summary of IAP2 spectrum levels

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

2.2 Methods used

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

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

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

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

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

2.3 Engagement

2.3.1 Mana Whenua

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

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

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

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

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

2.3.2 Partners

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

2.3.3 Key stakeholders

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

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

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

2.3.4 General Public

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

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

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

2.4 Engagement activities

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

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

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

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

2.4.1 Stakeholder workshops

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

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

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

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

2.4.2 Hui

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

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

2.4.3 Southwest Gateway Integration Group

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

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

2.4.4 Socialisation sessions

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

The objectives were:

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

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

2.4.5 One-on-one meetings

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

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

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

2.4.6 Emails

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

2.4.7 Property owner letters

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

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

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

Refer to Appendix 3.0 for letter templates.

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

2.4.8 Mail drop/ flyers

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

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

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

Please refer to Appendix 5.0 a copy of the flyer.

Table 2 Auckland stations and number of flyers distributed

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

2.4.9 Media release

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

2.4.10 Website

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

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

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

2.4.11 Social media

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

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

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

2.4.12 Online feedback forms

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

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

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

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

2.4.13 Community open days

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

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

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

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

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

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

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

Table 3 Open day event locations and attendee and feedback snapshot

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

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

3. SUMMARY OF FEEDBACK

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

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

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

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

3.1 Safety

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

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

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

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

How we have responded

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

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

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

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

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

3.2 Co-ordination and integration

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

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

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

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

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

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

How we have responded

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

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

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

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

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

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

3.3 Customer centric public transport

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

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

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

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

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

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

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

How we have responded

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

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

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

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

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

3.4 Potential environmental and social opportunities and effects

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

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

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

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

How we have responded

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

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

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

3.5 Growth and development

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

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

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

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

How we have responded

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

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

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

3.6 Airport to Botany Rapid Transit – option specific

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

Option 1 Ronwood Avenue

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

Option 2 Manukau Station Road

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

Option 3 SH20B

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

Option 4 SH20/SH20A

- strong public opposition for this route option

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

Figure 5 Airport to Botany Rapid Transit route options map

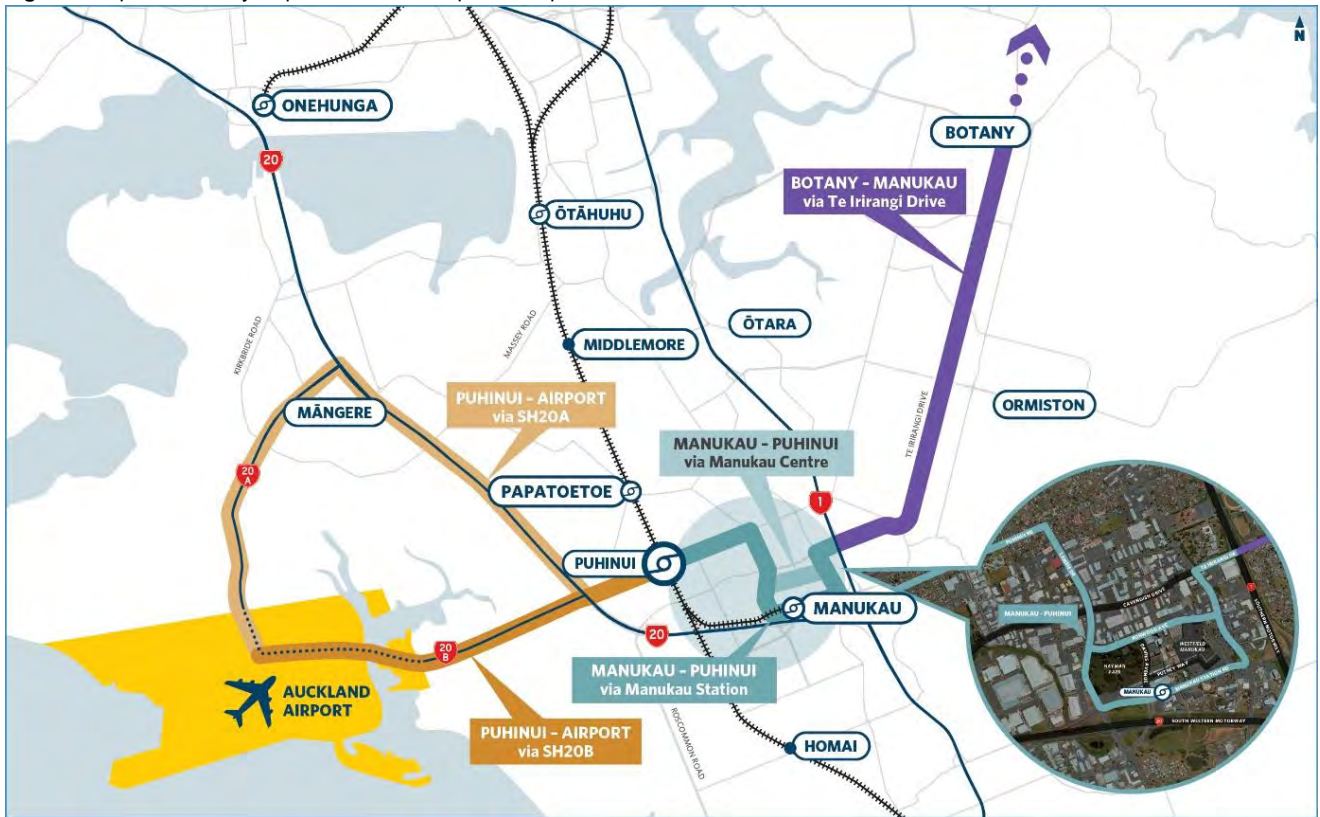
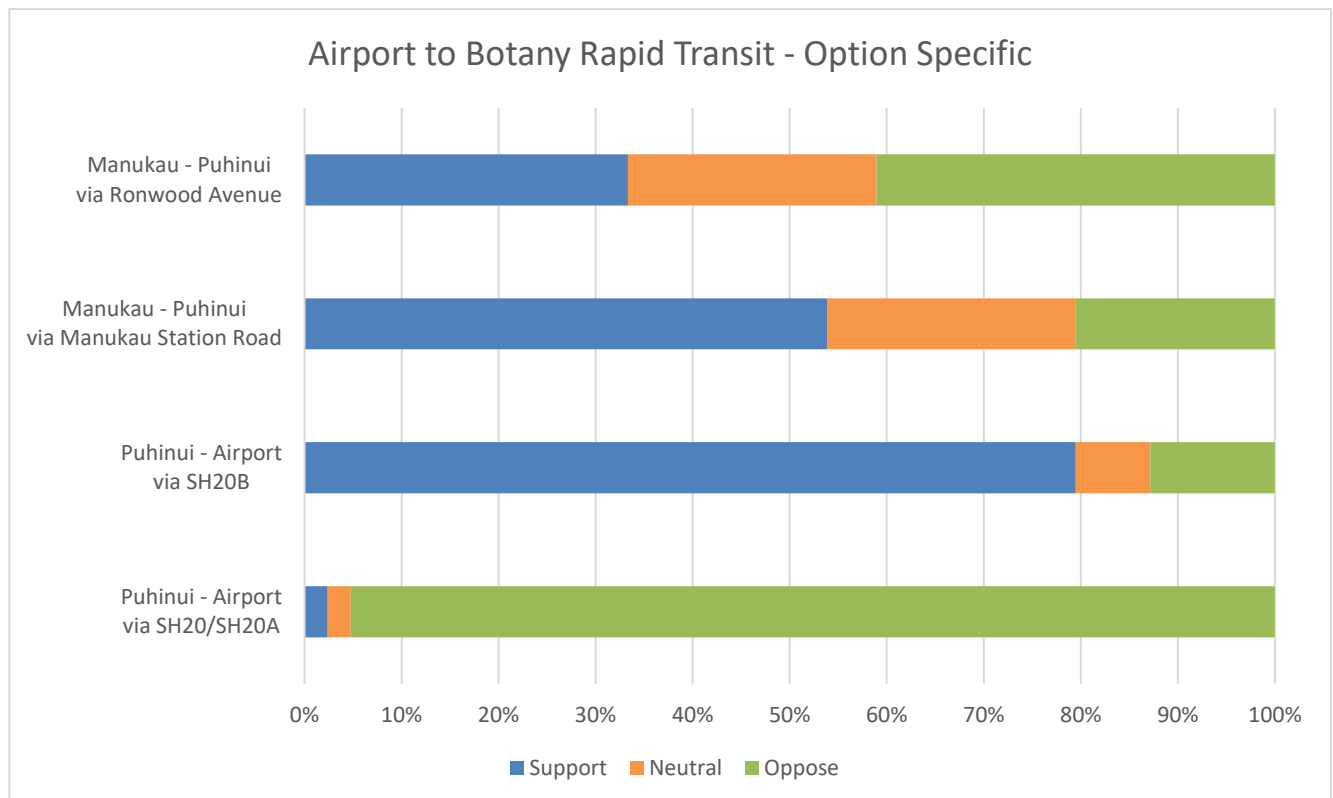


Figure 6 Airport to Botany Rapid Transit public sentiment towards options



How we have responded

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

3.7 Mode / Type of vehicle

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

Heavy rail

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

Light Rail Transit (LRT)

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

Bus Rapid Transit (BRT)

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

How we have responded

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

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

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

3.8 Key interest group submissions

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

Campaign for Better Transport

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

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

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

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

Public Transport Users Association

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

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

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

Road Transport Association of New Zealand

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

The submission supported separated walking and cycling facilities.

NZ Transport 2050 Inc

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

4. NEXT STEPS

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

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

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

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

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

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

APPENDIX

APPENDIX 1.0 – STAKEHOLDER LIST

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

Aviation Industry Association	Civil Aviation Authority							
Business	AMP Capital Shopping – Botany Town Centre							
Business	Business Lab							
Business	Citizens Advice Bureau, Ōtara							
Business	Countdown Botany Downs							
Business	Infrastructure Management Ltd							
Business	Synergia							
Business	Westfield Manukau							
Business Association	Airport Connect							
Business Association	Auckland Business Forum							
Business Association	Auckland Chamber of Commerce							
Business Association	Greater East Tamaki Business Association							
Business Association	Howick Village Business Association							
Business Association	Hunters Corner Business Association							
Business Association	Māngere Bridge Business Association							
Business Association	Manukau Central Business Association							
Business Association	Ōtāhuhu Mainstreet & Commercial Association Inc.							
Business Association	Ōtara Business Association							
Business Association	South Harbour Business Association							
Business Association	Sustainable Business Council							
Business Park	Auckland International Business Park							
Community Group	Age Concern							
Community Group	Clendon Pride							
Community Group	Friends of the Botanic Gardens							
Community Group	Indian Association New Zealand							
Community Group	Manurewa Business Association							
Community Group	Manurewa Community Network							
Community Group	Manurewa Marae							
Community Group	Manurewa Sikh Temple AIEC Trust							
Community Group	Manurewa Youth Council							
Community Group	Manurewa Youth Workers network							
Community Group	New Zealand Chinese Support and Caring Group Inc.							

Community Group	Nga Manga o Māngere Community Network							
Community Group	Old Papatoetoe							
Community Group	Ōtāhuhu Community centre							
Community Group	Ōtara–Papatoetoe Youth Council							
Community Group	Sikh Centre, New Zealand							
Community Group	Strive Community Trust							
Community Group	Te Kaha o Te Rangatahi							
Community Group	Te Whakaora							
Community Group	Walking Samoans							
Contractor	Flow							
Delivery Organisation	Auckland Airport							
Delivery Organisation	Auckland Airport – Xigo							
Delivery Organisation	Auckland Transport							
Delivery Organisation	NZ Transport Agency							
Developer	Southern Gateway Consortium							
Educational Institution	Al-Madinah School							
Educational Institution	Aorere College							
Educational Institution	Jean Batten School							
Educational Institution	Kip McGrath School							
Educational Institution	Māngere Central School							
Educational Institution	Sir Douglas Bader Intermediate School							
Educational Institution	Sir Edmund Hillary School							
Emergency Service	Counties Manukau District Health Board							
Emergency Service	Counties Manukau East							
Emergency Service	NZ Fire and Emergency							
Emergency Service	NZ Fire Service							
Emergency Service	NZ Police							
Emergency Service	St Johns Ambulance							
Environmental Advocate	Forest and Bird							
Environmental Advocate	Manukau Harbour Restoration Society							
Freight	National Road Carriers							
Freight	NZ Heavy Haulage Association							

Freight	Ports of Auckland							
Freight	Road Transport Association							
Freight	Road Transport Forum							
Iwi	Ngāi Tai ki Tāmaki							
Iwi	Ngāti Maru							
Iwi	Ngāti Paoa							
Iwi	Ngāti Tamaoho							
Iwi	Ngāti Tamaterā							
Iwi	Ngāti Te Ata Waiohū							
Iwi	Ngāti Whanaunga							
Iwi	Ngāti Whātua o Ōrākei							
Iwi	Te Ahiwaru Waiohū							
Iwi	Te Ākitai Waiohū							
Iwi	Te Kawerau a Maki							
Iwi	Te Patukirikiri							
Iwi	Waikato–Tainui							
Local Board	Howick							
Local Board	Māngere–Ōtāhuhu							
Local Board	Manurewa							
Local Board	Ōtara–Papatoetoe							
Media	Generation Zero							
Media	Greater Auckland							
Residents Association	Alfriston Residents group and Porchester Park residents							
Residents Association	Botany & Flatbush Residents and Ratepayers							
Residents Association	Botany Junction Residents Association							
Residents Association	Buckland & Eastern Beaches Ratepayers and Residents Association							
Residents Association	Burswood Residents Association							
Residents Association	Churchill Road Residents and Ratepayers Group							
Residents Association	Citizens and Ratepayers Association							
Residents Association	Clendon Residents Group							
Residents Association	Cockle Bay Residents and Ratepayers Association Inc							

Residents Association	Eastern Beach/Bucklands Beach Residents and Ratepayers Association							
Residents Association	Half Moon Bay Residents & Ratepayers Association Inc							
Residents Association	Hillpark Residents							
Residents Association	Howick Ratepayers and Residents Association							
Residents Association	Huntington Park Neighbourhood Support and Residents and Ratepayers Association							
Residents Association	Māngere Bridge Residents and Ratepayers Association							
Residents Association	Pohutukawa Avenue Residents' Association							
Residents Association	Randwick Park Residents							
Residents Association	RaWiri Residents							
Residents Association	The Gardens Residents							
Residents Association	Wattle Downs Residents							
Residents Association	Weymouth Residents							
Road Management	AMA							
Road Management	ATOC							
Road User	Automobile Association							
Road User	Bus and Coach Association							
Road User	NZ Bus							
Road User	NZ Taxi Federation							
Road User	Transdev							
Sport	Gym City							
Sport	Manurewa Mountain Bike Club							
Sport	Ōtāhuhu Rugby League Club							
Sport	Ōtara Pools and Leisure							
Sport	Papatoetoe Sports Centre							
Utility	Chorus							
Utility	NZ Refining Company							
Utility	Spark							
Utility	Transpower							
Utility	Vector							
Utility	Vodafone							
Utility	Watercare							

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

APPENDIX 2.0 – ENGAGEMENT SUMMARY REPORT – SOCIALISATION SESSION

Southwest Gateway Programme

Consultation Summary Report – Socialisation Sessions July 2018

July 2018

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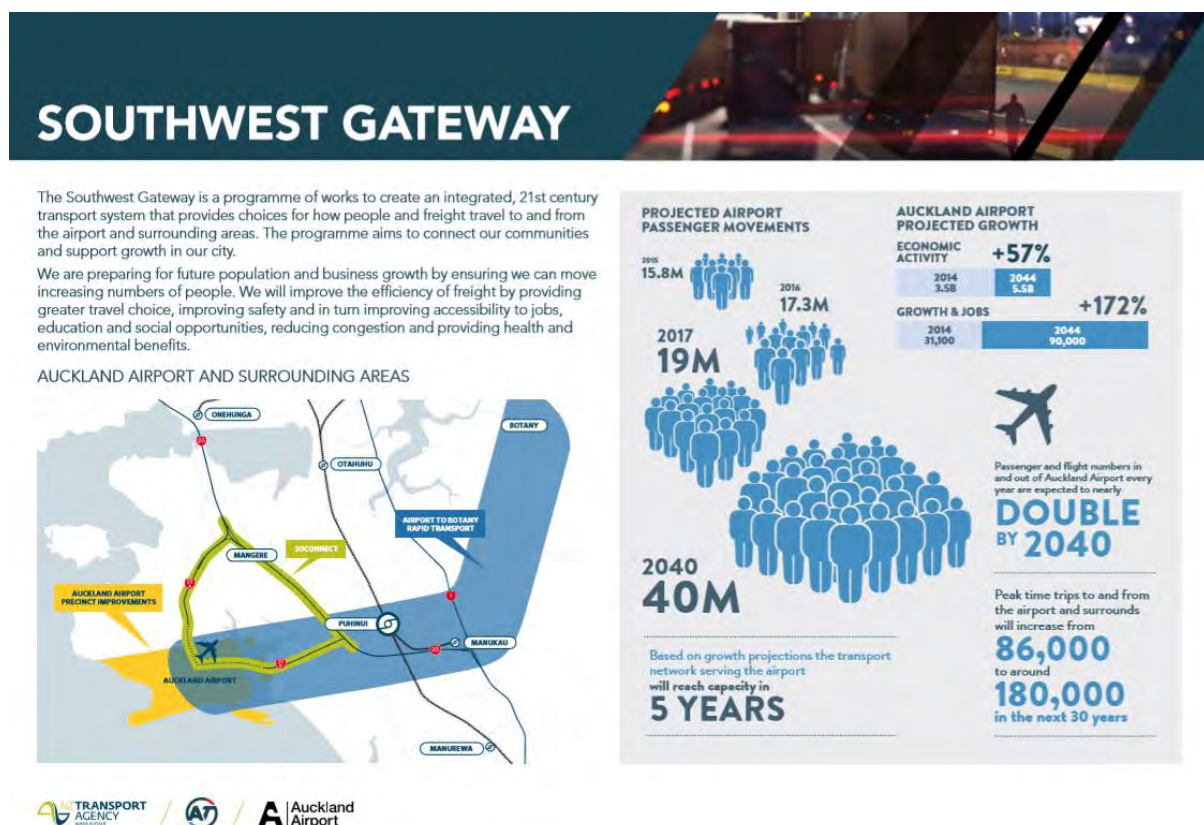
1. Programme Overview

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

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

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

Figure 1: Southwest Gateway Overview – Information Board



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

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

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

1. Airport to Botany Rapid Transit Single Stage Business Case

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

2. 20Connect Single Stage Business Case

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

3. Auckland Airport Precinct Improvements

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

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

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

2. Socialisation Session Overview

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

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

The objectives of these session were:

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

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

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

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

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

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

3. Invitations and attendance

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

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

Table 1: Numbers of attendees for each socialisation session

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

4. Feedback and comments overview

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

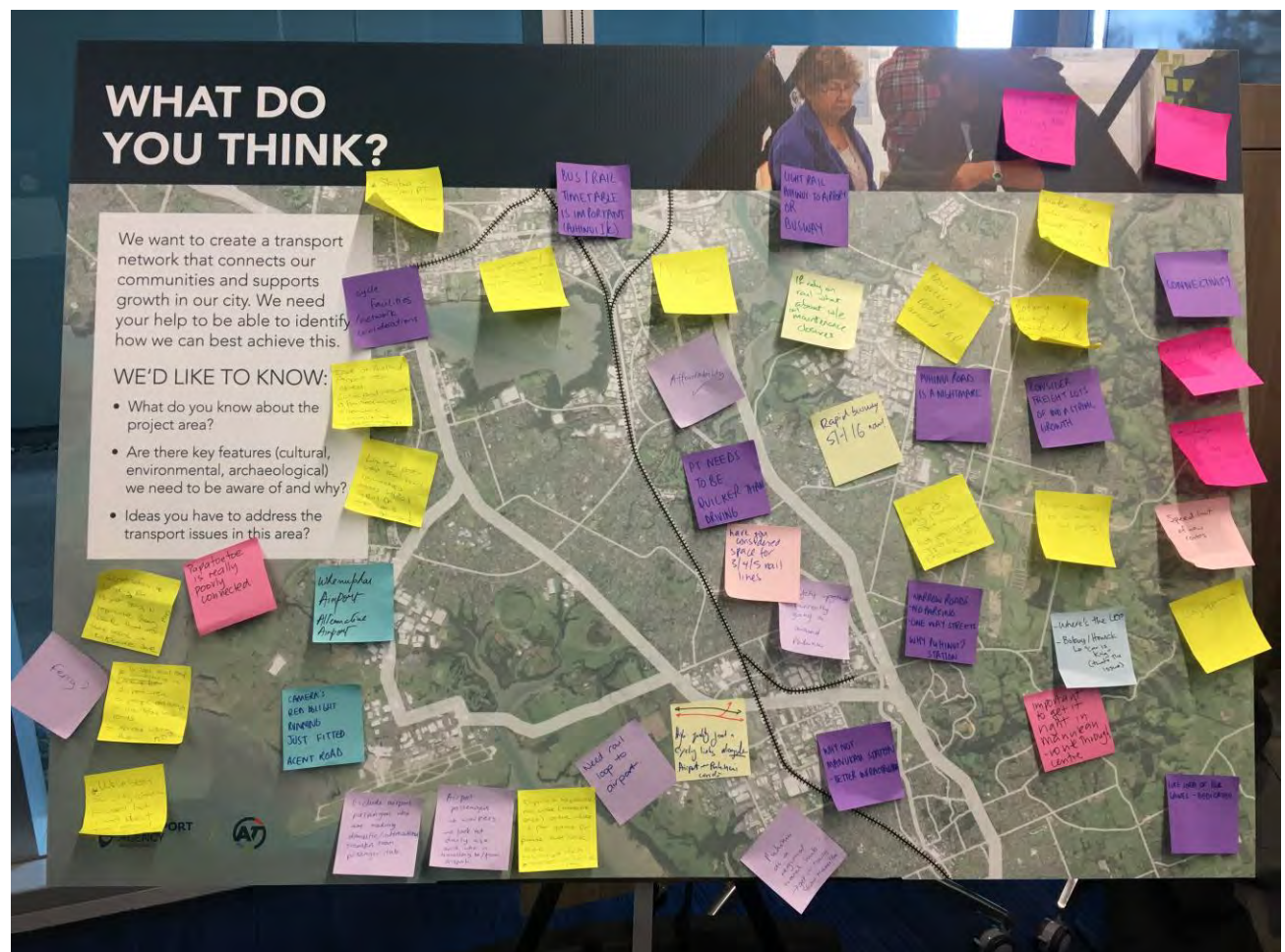
Overall, feedback was supportive for potential long-term and short-term improvements outlined in the Airport to Botany Rapid Transit and 20Connect projects. Delivery partner staff and key stakeholders have recognised the strategic need for the improvements and the interrelationship with other transport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

Table 2: Number of comments received at each socialisation session

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

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

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



4.1. Public Transport

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

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

General public transport

Specific comments included:

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

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

Public transport – buses

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

Specific comments included:

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

Rail (heavy and light rail)

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

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

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

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

Specific comments included:

- heavy rail, not light rail

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

Puhinui Station

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

Specific comments included:

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

4.2. Walking and Cycling

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

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

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

Specific comments included:

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

4.3. Current Network

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

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

Specific comments included:

- one-hour trip from New Lynn to Leonard Issit Drive – used to take 20 minutes
- Puhinui Road is a nightmare – always congested
- Botany and Howick – ‘Car is King’ that is the issue
- people not running on unsuitable local roads.

4.4. Engagement Feedback

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

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

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

Specific comments included:

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

4.5. Freight

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

Specific feedback included:

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

4.6. Future Network

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

Specific comments included:

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

Figure 3: Auckland Council, Manukau – Socialisation Session



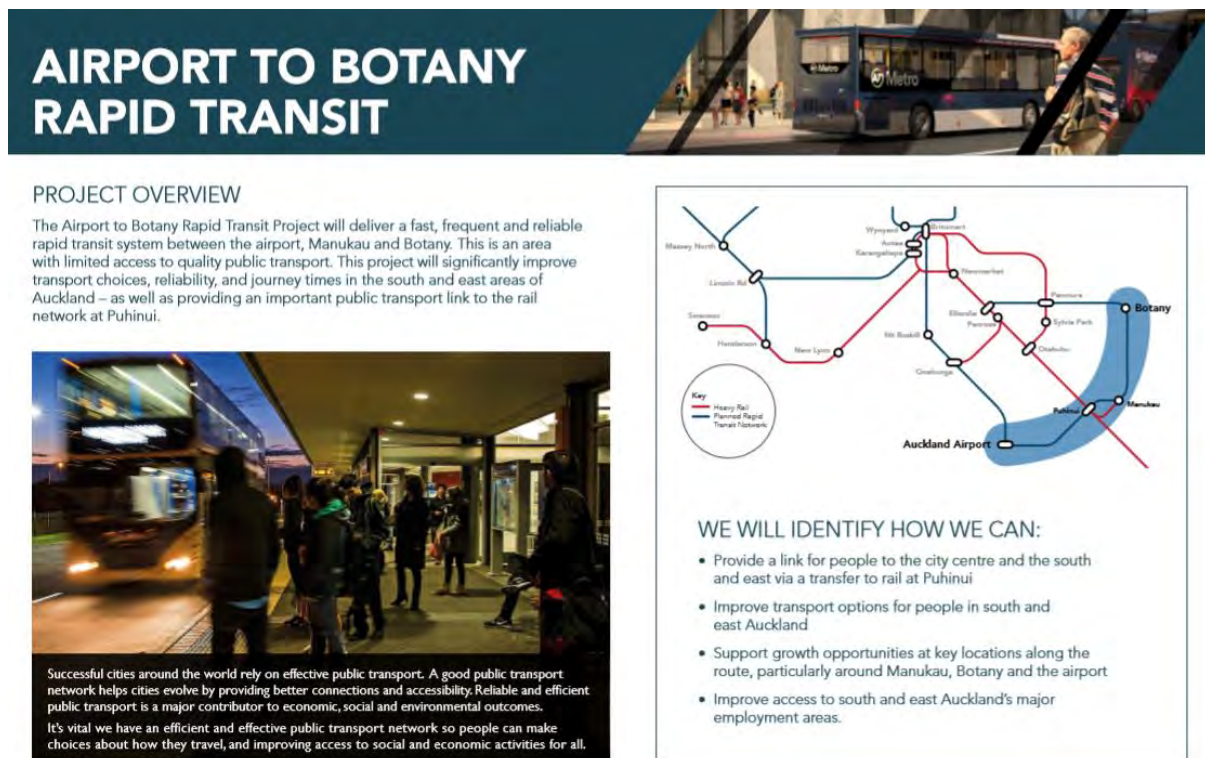
5. Airport to Botany Rapid Transit – Specific Feedback

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

Specific comments included:

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

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



6. 20Connect – Specific Feedback

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

Specific comments included:

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

Figure 5: 20Connect Overview – Information Board



7. Auckland Airport Precinct Improvements- Specific Feedback

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

Specific comments included:

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

Figure 6: Auckland Airport – Socialisation Session



8. Early Improvements – Specific Feedback

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

Specific comments included:

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

Figure 7: Early Improvements – Information Board



9. Next Steps

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

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

Appendix

Appendix 1.0 – detailed list of stakeholders

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

Time	Group
Wednesday, 4 July 2018 – Auckland Transport, Room 1.01, 20 Viaduct Harbour	
1pm to 4pm	Auckland Transport staff drop-in session
Thursday, 5 July 2018 – Transport Agency –Totara and Kauri Rooms, L11, 1 Queen Street	
10am to 11am	Group 1: Freight and road user groups Automobile Association Road Transport Association National Road Carriers NZ Heavy Haulage Association KiwiRail Group 2: Advocacy and interest groups Department of Conservation Housing NZ HLC MBIE Infrastructure NZ Group 3: Emergency Services NZ Police NZ Fire Service

	St John Ambulance
11am to 12pm	Group 3: Utilities Spark Chorus Vector Transpower WaterCare Wiri Oil Services Ltd and New Zealand Refining Company Ltd / Jet Fuel Transmission Pipeline
12pm to 1pm	Group 4: Bike Auckland
2pm to 5pm	Transport Agency staff drop-in session and will include staff from: Auckland Transport Operations Centre (ATOC) Auckland Motorway Alliance (AMA)
Friday 6 July 2018 – Auckland Council, Room 10, Level 11, Albert St	
11:30am to 2:30pm	Auckland Council staff drop-in session Invitation to staff from these teams: - Healthy Waters - Auckland Design Office - Development Programme Office - Transport and Infrastructure Strategy - Te Waka Angamua – Maori Strategy and Relations

	- Plans and Places - City Parks Services - Panuku Development Auckland All other staff will be invited via intranet
Monday 9 July 2018 – Auckland Airport, Te Kaikaka – The Cloak – 1a Leonard Isitt Drive	
11am to 3pm	Auckland Airport staff, precinct workers and businesses and stakeholder drop-in session, including stakeholders: Auckland Business Forum Sustainable Business Council Airport Connect Civil Aviation Authority (CAA) Board of Airline Representatives (BARNZ)
Tuesday, 10 July 2018 – Auckland Transport and Auckland Council South – 31–33 Manukau Station Road, Manukau	
12pm to 2pm	Auckland Transport and Auckland Council South staff drop-in session

Appendix 2.0 – full report of written feedback

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

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

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

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

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

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

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

APPENDIX 3.0 – LANDOWNER LETTER – TEMPLATES

19 June 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

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

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

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

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

Yours sincerely,

Ameer Bahho
Project Manager
NZ Transport Agency

16 October 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

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

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

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

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

Please contact us on 0800 133 331 to:

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

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

Yours sincerely,

Ameer Bahho
Senior Project Manager
NZ Transport Agency

15 November 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

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

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

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

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

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

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

Public information days

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

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

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

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

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

Yours sincerely,

Ameer Bahho
Senior Project Manager – NZ Transport Agency

20 Viaduct Harbour Avenue, Auckland Central, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand

DATE

NAME

ADDRESS

ADDRESS

ADDRESS

Dear resident/property owner,

Puhinui Station upgrade

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

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

The benefits of the upgraded Puhinui Station are:

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

Southwest Gateway programme

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

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

Potential construction dates

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

Map and more information

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

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

Or visit www.at.govt.nz/AtoB



21 December 2018

NAME
ADDRESS
ADDRESS
ADDRESS

Dear Property Owner,

20Connect project: ADDRESS

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

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

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

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

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

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

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

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

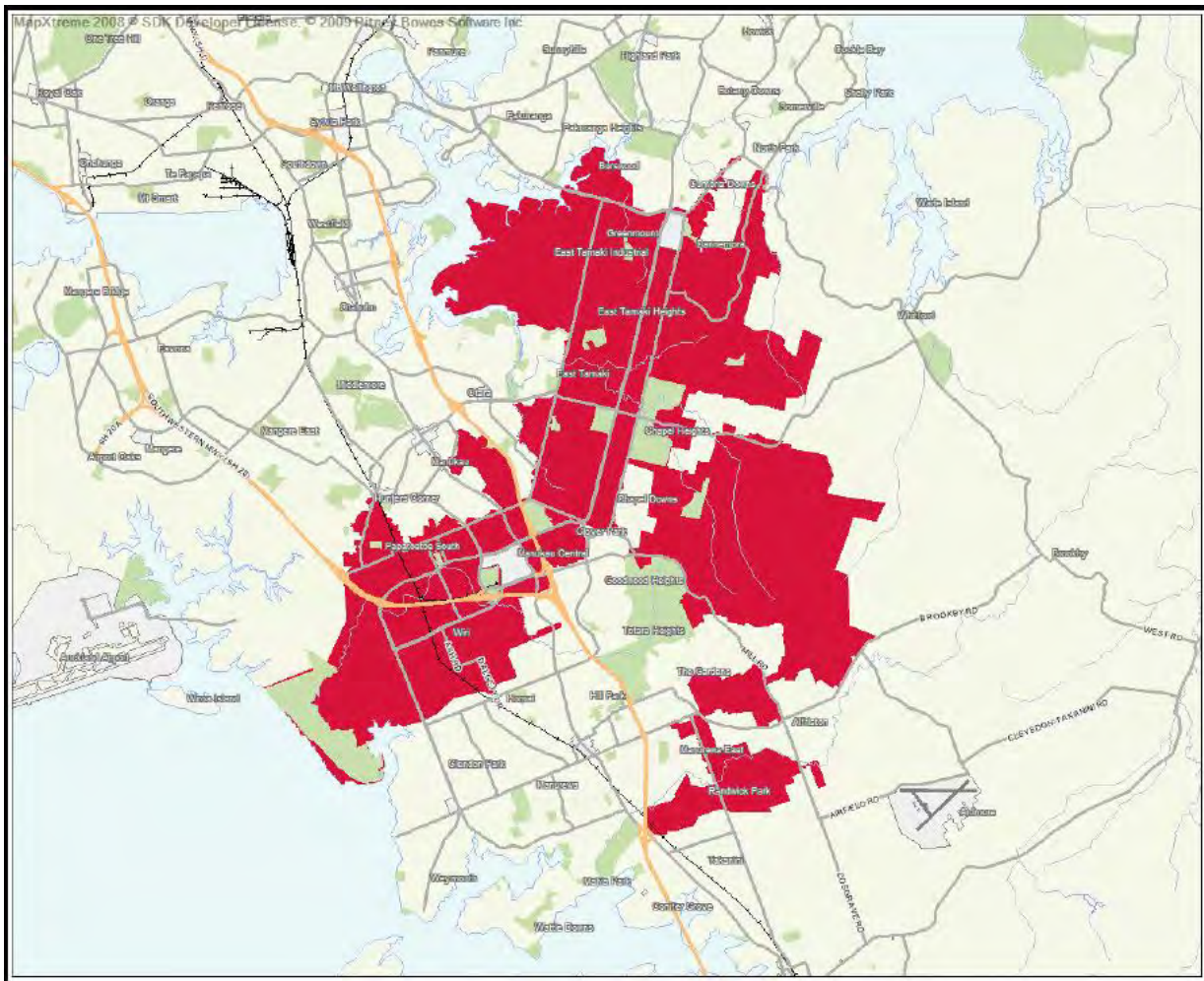
We appreciate your patience while the works are underway and if you have any questions about the work or the project, you can contact the project team on 0800 133 331 or by email on 20Connect@nzta.govt.nz.

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

Yours sincerely,

Ameer Bahho
Senior Project Manager – NZ Transport Agency

APPENDIX 4.0 – MAIL DROP – MAP



APPENDIX 5.0 – MAIL DROP – FLYER

LONG TERM IMPROVEMENTS: 20CONNECT

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

WE ARE CONSIDERING

- extra lanes on SH20 to support rapid transit to the airport and demand from the Western Ring Road
- new ramp connecting SH20A to SH20 (southbound) to free up local roads and improve freight efficiency
- new ramp between SH20B and SH20 to provide direct connection
- SH20B widening - multiway or urban expressway with high occupancy dynamic lanes to support public growth



HAVE YOUR SAY

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

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

Free

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

Project: **SOUTHWEST GATEWAY**
Attn: BEN LEVESQUE

DETAILS

Name: _____ Organisation (if applicable): _____

Address/Subject: _____

Email: _____

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 newsletters please tick this box ☐

Send in your feedback form: 1. Please answer the above questions. 2. Tick along the top of the questionnaire. 3. Fold into 3 at the designated marks. 4. Address the edge with glue or tape. 5. Return completed form by post or at an open day session.

SOUTHWEST GATEWAY



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

The NZ Transport Agency, Auckland Transport and Auckland Airport are working together to deliver the works to connect communities, provide better transport choices, and support growth. The programme will be delivered in stages with short-term improvements expected to be delivered by 2020. It includes up to three projects:

- 1. Airport to Botany Rapid Transit** will deliver a frequent rapid transit system between the airport, Manukau and Botany. It will significantly improve transport choice, reliability, and journey times in the southwest and southeast of Auckland – as well as provide an important public transport link to the rail network at an upgraded Puhinui Station.
- 2. 20Connect** will improve journey reliability along State Highway 20 (SH20), 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport – whether walking, cycling, driving or using public transport.
- 3. Auckland Airport project improvements** – the project will undergo domestic transformation over the next 20 years with a combined international and domestic terminal, new artificial infrastructure, access routes and upgraded baggage and arrival areas. The airport is also investing in public transport, walking and cycling infrastructure.

TIMELINE

Phase	Early 2019	Late 2019	2020 / 2025
Design	Design, design and design	Design, design and design	Design, design and design
Construction	Construction	Construction	Construction
Operation	Operation	Operation	Operation

HAVE YOUR SAY

We'd like to hear your views on the proposed improvements, please complete the feedback form and use the Transport envelope provided. Alternatively, visit www.auckland.gov.nz/20connect to complete an online survey or come along to an open day.

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

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

Olara Flea Markets
Sat, 24 Nov 8:00am – 12:00pm

Countdown Botany Downs
Sun, 25 Nov 11:00am – 4:00pm

Auckland Airport, the Clock (1A Leonard (left) Drive)
Mon, 26 Nov 11:00am – 2:00pm

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

Manurewa Southmall Shopping Centre
Sun, 3 Dec 10:00am – 2:00pm

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



EARLY IMPROVEMENTS

While we identify improvements for the longer term, there are some that we are aiming to deliver by 2020/2025. We are upgrading Puhinui Station to provide a quality transport interchange that enables connections between bus and heavy rail and allows people to connect with a modern bus service direct to the airport.

Other early improvements include:

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



PUHINUI STATION

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



LONG TERM IMPROVEMENTS: AIRPORT TO BOTANY RAPID TRANSIT

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

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

MANUKAU AND BOTANY
100 Manukau Station Road
OR
100 Manukau Station Road

PORIRUA AND THE AIRPORT
100 SH20
OR
100 SH20 AND SH20A



HAVE YOUR SAY

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

For more information and to have your say, visit: auckland.gov.nz/20connect

APPENDIX 6.0 – MEDIA RELEASE

MEDIA RELEASE





20 November 2018 | AUCKLAND & NORTHLAND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To find out more about the projects go to:

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

For more information please contact:

Darryl Walker
Media Manager Auckland and Northland
NZ Transport Agency

T: 09 969 9824

M: 021 374 334

E: Darryl.Walker@nzta.govt.nz

W: www.nzta.govt.nz



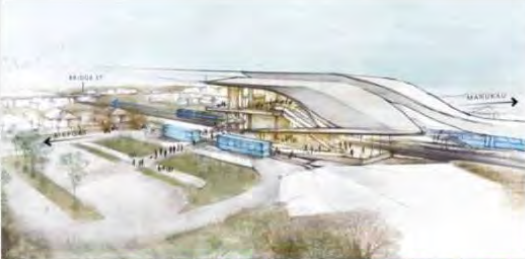
APPENDIX 7.0 – AUCKLAND TRANSPORT – SOCIAL MEDIA

Auckland Transport
November 29, 2018 · 🌐

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

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

Find out more about this project and have your say here: [AT.govt.nz/AtoB](https://at.govt.nz/AtoB)




58 Comments 28 Shares

Auckland Transport
29 November at 14:56 · 🌐

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

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

Find out more about this project and have your say here: [AT.govt.nz/AtoB](https://at.govt.nz/AtoB)




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10 Haha	9 On post	1 On shares
7 Wow	6 On post	1 On shares
2 Sad	2 On post	0 On shares
1 Angry	1 On post	0 On shares
144 Comments	118 On Post	26 On Shares
26 Shares	26 On Post	0 On Shares

4,675 Post Clicks

2,525 Photo views	354 Link clicks	1,796 Other Clicks
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APPENDIX 8.0 – TRANSPORT AGENCY – SOCIAL MEDIA

