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The art of listening - made simple

Transport for Future Urban Growth

Combined report

Prepared for

October 2016

Prepared by Buzz Channel

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Background

Auckland Transport, Auckland Council and the NZ Transport Agency are working together on a transport network to support Auckland's new housing and business areas. The Transport for Future Urban Growth (TFUG) project focuses on:

- Ensuring transport for new areas is well-connected to the big picture and how these communities can best benefit from it.
- Ensuring plans for these new areas enhance the investment already underway.

The areas of focus in terms of the development in the next 30 years are: -

- North (Warkworth)
- North (Wainui and Silverdale-Dairy Flat)
- North West (Whenuapai, Red Hill, Kumeu, Huapi and Riverhead)
- South (Takanini, Opaheke-Drury, Drury West, Paerata and Pukekohe)

Auckland Transport designed and managed a two-stage consultation and feedback process. The consultation included a series of Information Days in the key areas (the South, North and North West) and an online feedback form. In addition to the two stages of public consultation, Auckland Transport have undertaken consultations with businesses and other stakeholders as well as Mana Whenua to ensure their views and interests are represented.

As part of **Stage 1** of this project, Auckland Transport consulted with residents and other stakeholders in three key growth areas, regarding the potential transport network improvements. The objective of the consultation was to understand current and future transport movements and participants' views on the potential network improvements for their area.

Following the initial round of public feedback and technical assessments of the areas, Auckland Transport developed a draft network of transport improvements to support growth in Auckland. The second round of consultation (**Stage 2**) aimed to provide feedback on these improvements and proposals.

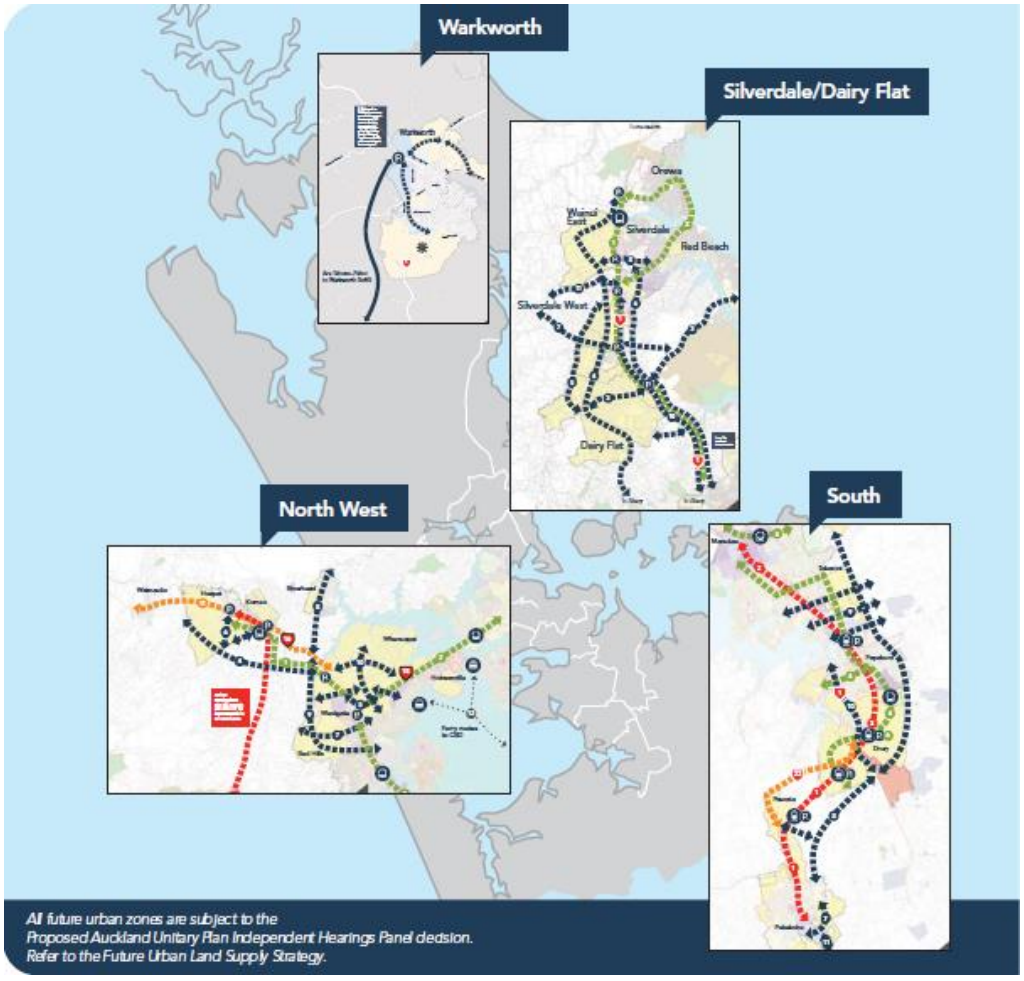
The second round of consultation included a series of Information Days in each area that offered local residents and other interested parties an opportunity to learn more about the proposed plans. Attendees were invited to complete a paper or online feedback form or submit their feedback directly to Auckland Transport by post or email, or complete an online feedback form linked from the Auckland Transport website.

The feedback form asked whether participants felt the proposed transport network in each area was about right, and what they liked about the proposed network, what they would change, and as well as any other comments they had. Information Days were held in nine

locations around the region, and other engagement sessions included five business breakfasts (Manukau, Westgate, Kumeu, Silverdale, Warkworth), consultation with iwi, and a young planners' session.

Buzz Channel processed and analysed the public feedback collected during **Stages 1 & 2** of the TFUG project.

Figure 1: TFUG areas



Source: Auckland Business Transport Survey.

Objectives and method

Buzz Channel have been commissioned to prepare a consolidated report that combines feedback collected during the two stages of public consultation, consultation with businesses, stakeholders and Mana Whenua.

More specifically, the objectives of this report were to:

- Review **Stage 1 and Stage 2** public consultation reports and identify key themes.
- Analyse the Mana Whenua feedback and identify themes that can be incorporated into the consolidated report. We expect these themes to align broadly with the public feedback, and any variations will be noted.
- Analyse the business and stakeholder feedback and AT research and identify themes that are broadly aligned with feedback received from the two consultation rounds with the public. As with the Mana Whenua feedback, any variations from identified themes will be noted.

The **Stage 1 and Stage 2** public consultation reports were prepared by Buzz Channel. The business feedback was based on the "Auckland Business Transport Survey" of 300 businesses from the TFUG areas, and was captured and analysed by Auckland Transport (2016). The Mana Whenua feedback was captured by Auckland Transport, Auckland Council and the NZ Transport Agency (2016) in the "Transport for Future Urban Growth. Collated Feedback on Mana Whenua Values" and "Transport for Future Urban Growth. Mana Whenua Workstream Summary" documents. The stakeholder feedback includes the Waikato Regional Council's (WRC) submission on Auckland Transport's consultation for the TFUG project.

This consolidated report covers all identified themes from all relevant sources as well as area-specific information (where relevant). It contains separate sections for each key theme, summaries for each key theme in an infographic form and an overall summary.

Mana Whenua's participation

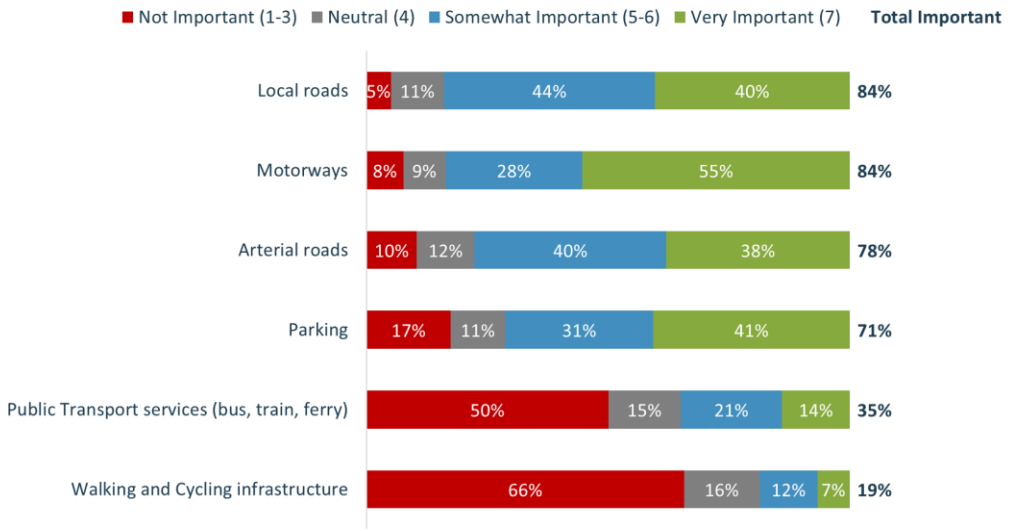
The TFUG project team contacted Mana Whenua groups directly and presented the transport network options for the South, North and North West areas as the long list, short list and draft preferred list of options were developed.

These meetings were also used to develop a set of Mana Whenua criteria/values to be integrated into the project Multi-Criteria Assessment framework to address the gap in the assessment criteria. Overall, 22 collective Mana Whenua hui and 1 individual iwi hui were held. 14 Mana Whenua groups participated in at least one of these hui. As part of this consultation process, the "Transport for Future Urban Growth. Collated Feedback on Mana Whenua Values" document has been created that outlines Mana Whenua values to be used for the TFUG project going forward.

Business transport needs

The feedback received from businesses in the TFUG areas needs to be viewed in the context of their current transport usage and needs. As such, businesses rely primarily on local roads and motorways and find them to be important to the success of their business (both sitting at 84%). About a third (35%) find public transport to be important for the success of their business.

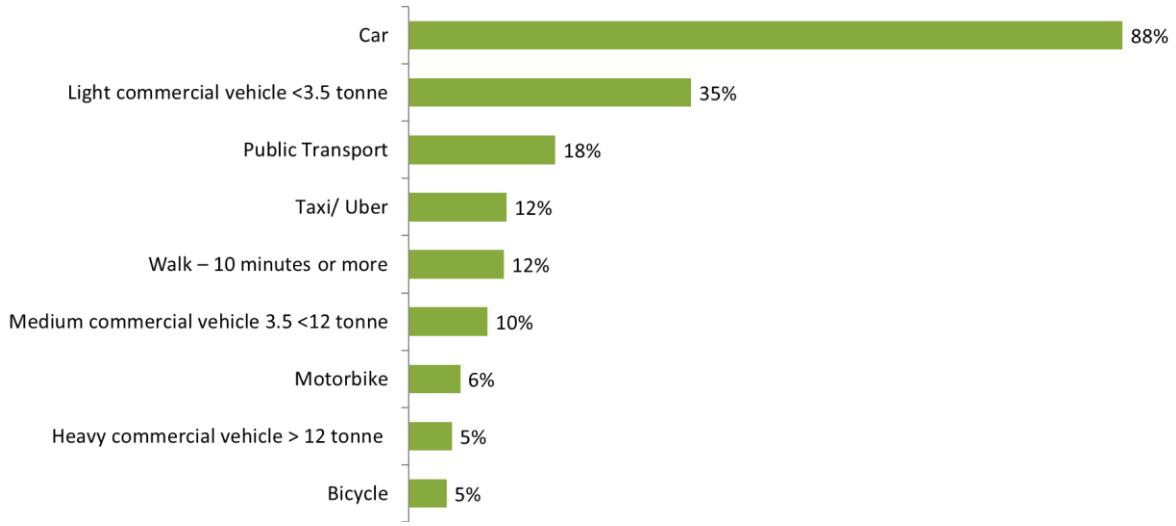
Figure 2: Importance of transport infrastructure for businesses in the TFUG areas



Source: *Auckland Business Transport Survey. Base: n=300.*

A majority of businesses use cars (88%) for business-related travel, while 18% use public transport and 12% use taxis or Uber.

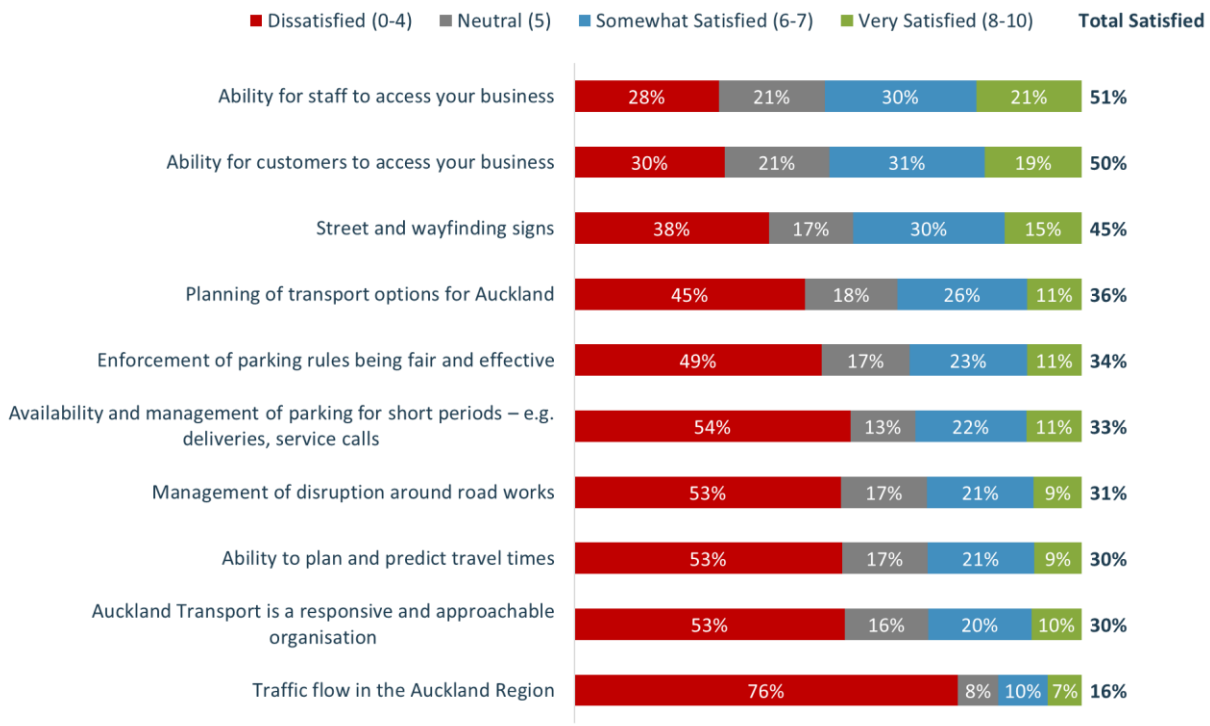
Figure 3: Regular modes of transport for business purposes



Source: *Auckland Business Transport Survey. Base: n=300.*

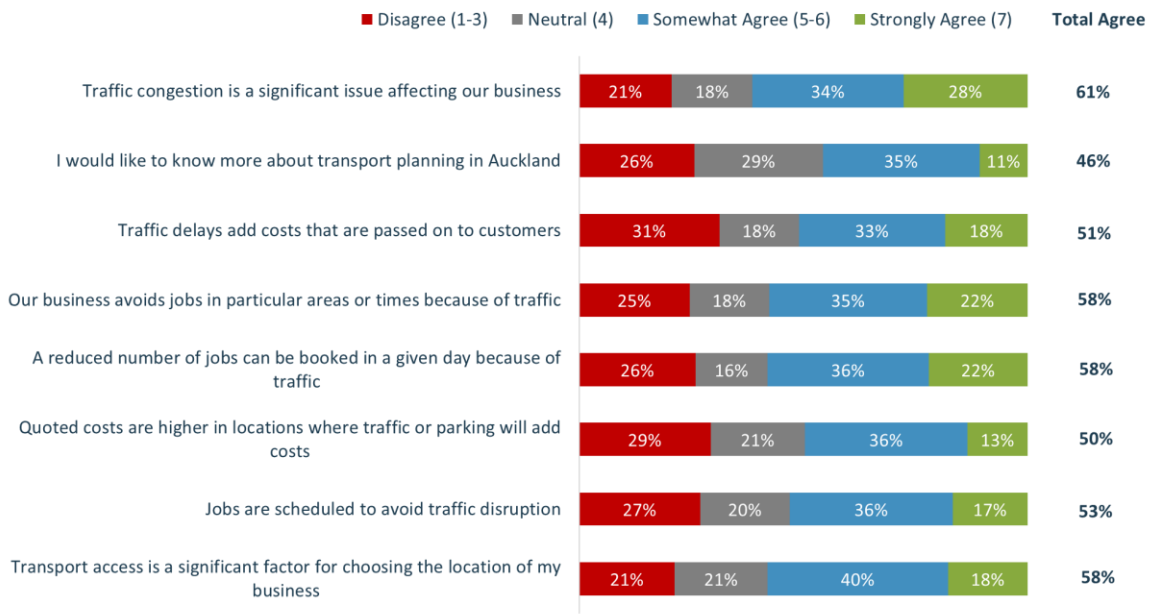
Overall, approximately half of businesses are satisfied with the ability for staff and customers to access their business, and with street and wayfinding signs. A majority (61%) agree that congestion is a significant issue affecting business (AT, 2016).

Figure 4: Satisfaction with transport infrastructure



Source: *Auckland Business Transport Survey. Base: n=300.*

Figure 5: Transport challenges – impact on business



Source: *Auckland Business Transport Survey. Base: n=300.*

Overall, businesses have several concerns about congestion and transport issues, and feel that these impact their business performance and staff morale.

Findings: Mana Whenua's values and feedback

It's important to note that Mana Whenua didn't provide any specific feedback in regard to planned developments as part of the TFUG project. The Mana Whenua's set of values which have been developed for the TFUG project are used as a guideline to highlight any areas of focus that are relevant to rail, bus, road and other planned developments.

Overall, Mana Whenua believe that "transport network options should not detract from and instead enhance access to places that bear abundant and quality resources e.g. traditional fishing places that are abundant in good fish, areas that are accessible by Mana Whenua and abundant in good flax, medicines, food and other resources. There are traditions, places and resources that are specific or known only to Mana Whenua. These places and resources require efforts to replenish these resources" (AT, AC, NZTA, 2016).

They also believe that any proposed land use "should carefully consider the impact on marae, papakāinga and Māori land and the needs of the people living on those lands. Mana Whenua must be involved in this balancing exercise" (AT, AC, NZTA, 2016).

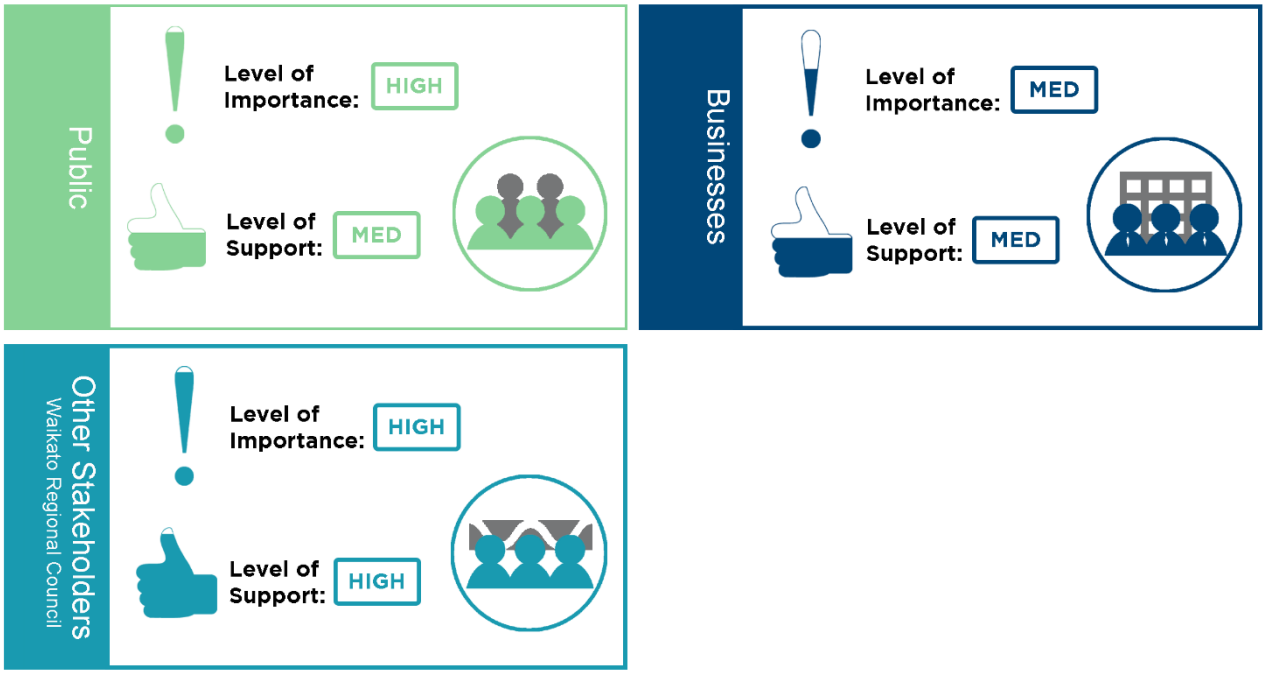
Mana Whenua recognise that any "planned developments will have adverse effects on the environment. Mana Whenua actively seek to avoid permanent loss and further degradation of streams, eco-systems, waterways and other taonga. This should be factored into any best practice development criteria" (**Value - Te Taiao (Air, Land, Water, Taonga**)) (AT, AC, NZTA, 2016).

Mana Whenua also believe that "developments or infrastructure are an opportunity to recognise Mana Whenua and remind communities of the important role that Mana Whenua play. This contributes to the wellbeing of the people. During the next phase of planning and development, methods to incorporate Mana Whenua stories and design must be realised" (**Value – Māori Communities and Customary Practices**) (AT, AC, NZTA, 2016).

As such, careful considerations should be given to any rail, road, bus or other developments as part of the next phases of the TFUG project to ensure that the development plans are consistent with Mana Whenua's values, especially those regarding Māori communities, land use and sustainable environmental practices. Further, Mana Whenua believe that the TFUG project team must be well informed about the Mana Whenua values relevant to the TFUG project, and they must be able to demonstrate how these values have been considered.

Findings: Rail network

Summary



Public feedback

The feedback received during the two stages of public consultation revealed that development of rail network sits at the top of priorities for most people across the Auckland region. People support the focus on rail in general. More specifically, the public feels that a particular attention needs to be given to the following areas:

- More train stations and connections
- Electrification of trains
- Express trains
- More park and ride zones
- Ongoing upgrade of rail

The public feels particularly strongly in regard to rail developments in the South area. Rail improvements on the whole are among the most positively received aspects of the TFUG plan, particularly the proposed extension of the rail network to Pukekohe. The proposed rail electrification, express services and the addition of new stations at Tironui, Drury, and Paerata are viewed positively. Suggestions for improvements on the plan focus on prioritising the rail network's extension further south as well as rail electrification and faster connections. People also feel that bigger Park and Ride facilities are needed in Pukekohe, Pokeno, Papakura.

Support for the future rail network and Rapid Transit Network (RTN) and the potential to investigate an extension and/or electrification of rail services through Kumeu, Huapai, Swanson, Helensville and Westgate in the North West area is strong among the public. Furthermore, participants in the two rounds of public consultation feel strongly that the rail should be the priority over buses, especially for the longer term.

In their feedback, some people have commented on the need for rail development plans for North (Warkworth) and North (Silverdale/Dairy Flat) areas as part of the long term planning for the area and to ensure the future focus is on rail instead of the bus network. Further, some mentioned their preference for rail services over bus services overall. In the second round of the public consultation, people also said that the TFUG plans should go further in promoting and prioritising rail, more needs to be done and it needs to happen now.

Business feedback

Rail development is also high on the priority list for businesses in some TFUG areas. As such, rail/RTN development is seen as a high priority for businesses that are based in the areas adjacent to TFUG areas that are currently experiencing significant population growth (e.g. Botany in South Auckland and Hobsonville in North West).

For businesses in the South area, the specific areas of importance as outlined in the TFUG plan are:

- RTN between Airport, Manukau and Botany
- Rail upgrade to provide high frequency and express services
- Park and ride facilities
- Rail electrification from Papakura to Pukekohe

Other rail developments mentioned but not currently covered by the TFUG project include creating a rail link to the Auckland Airport and making rail service compulsory for all new developments (e.g. Pokeno).

The demand for rail services is also high among businesses in the North West area. The specific areas of focus include:

- RTN route from Westgate to CBD
- RTN route from Westgate to Albany
- RTN route from Haupai and Kumeu to Westgate

For businesses in the Silverdale/Dairy Flat area the demand for both the development of rail services and provision of park and ride facilities is relatively high. One specific area of focus concerns the development of RTN from Albany to Grand Drive (23%).

Overall, 29% of businesses in the South area (n=158), followed by 26% of businesses in the North West area (n=130), 16% of businesses in the North (Silverdale/Dairy Flat) area (n=93) and 5% of businesses in the North (Warkworth) area (n=61) rank rail services as an important feature of the development plans that will help to make the area a great place to do business.

Other stakeholder feedback – Waikato Regional Council

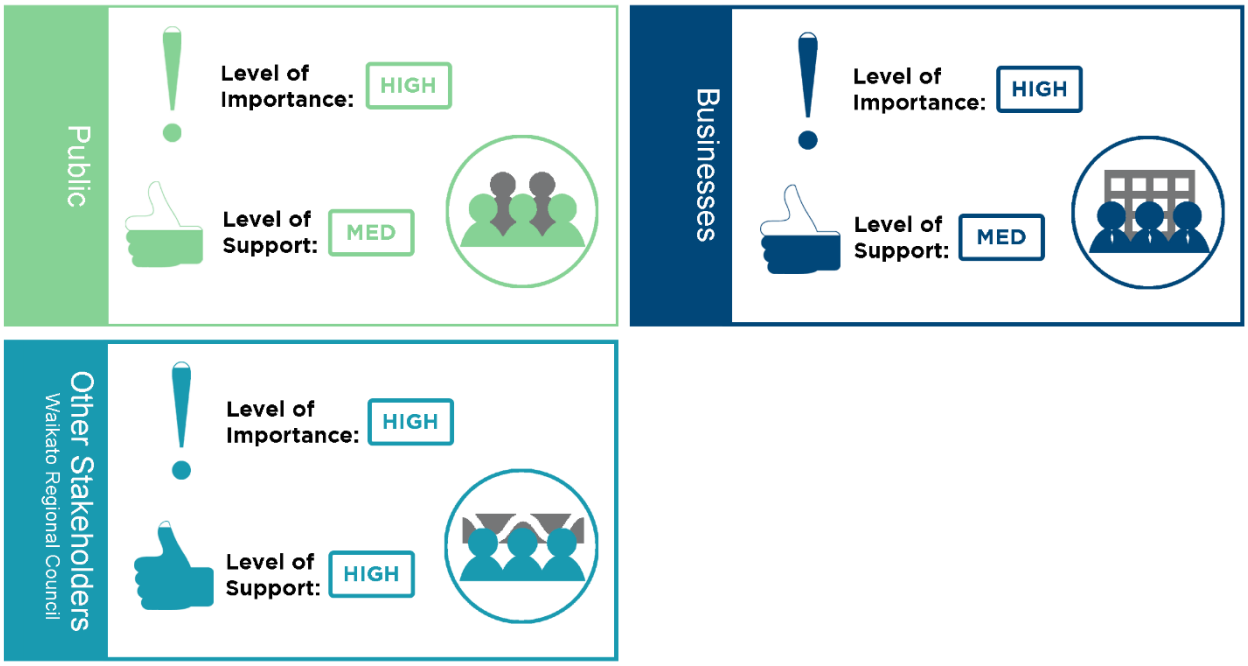
The WRC are very supportive of rail development plans, especially in regard to rail electrification from Papakura to Pukekohe. The WRC believe that an efficient and well connected RTN is the key to unlock future growth potential for the South area and to create connectivity further south of Auckland. However, the WRC are suggesting that the proposed rail electrification is brought forward to within the next 10 years.

The WRC also support the improvements regarding providing more high frequency and express train services. They believe it will improve the network capacity between Papakura and Manukau and provide efficiency and journey reliability for passenger and freight rail services.

The plans to create additional Park and Ride facilities at new stations are also viewed positively. The WRC believe that the scope should be extended to include the upgrade of existing Park and Ride facilities, particularly in the areas of expected significant growth (i.e. Pukekohe).

Findings: Road infrastructure

Summary



Public feedback

The feeling across most participants in the two rounds of public consultation is that the road infrastructure, specifically in regard to motorways, should be a key area of focus for the TFUG project. In particular, people feel that the following aspects of motorway development need to be prioritised:

- Increased motorway capacity
- Improved motorway access/connections
- Motorway extensions
- Ongoing motorway upgrade

People in the South area support the plans for road upgrades, better arterial connections/corridors and an expanded Southern Motorway (SH1), especially between Drury and Papakura. People feel particularly strongly about the need to upgrade the Mill Road and extend the Mill Road corridor to enable the Drury to Pukekohe expressway. Creating the Takanini link connecting Mahia, Rangi and Ropes roads is also seen as important. Some think that some East Auckland connections (Ormiston, Flat Bush, Botany Downs, Howick) to the CBD are overlooked in the TFUG proposal and should be addressed.

People in the North (Warkworth) area generally support the Matakana Link road development to link it to SH1 although many feel that the plan is too little too late, and that

the Hill Street intersection issues need to be addressed with more urgency. Some people are also concerned about safety around Elizabeth Street. The public feels that extending the motorway north of Warkworth and creating a Warkworth bypass are both good ideas for the area.

In the North (Silverdale/Dairy Flat) area, people support new road connections, upgrades and improvements, including improvements for motorway access. People want the developments of Wilks Road link and gateway to North Shore airport, as well as the east-west connection to Penlink to become greater areas of focus. Overall, the public feels that Penlink needs to be prioritised in order to achieve improved travel times and journey reliability in the area.

People in the North West area support the alternative road corridor/SH16 bypass, improved connections to Coatesville, Riverhead and North Shore, as well as road infrastructure improvements in general. In terms of motorway infrastructure, the public supports that the upgrade, in general, and a more direct connection from SH16 to SH18, specifically. People feel that the north western motorway South of Kumeu/Huapai needs to be extended, an alternative corridor to SH16 bypass should be considered and safety around SH16 intersections needs to be improved. Some people also feel that the motorway needs to be widened and extended to Wellsford. Some raise concerns that developments around some road connections can negatively affect houses, lifestyle blocks and their rural environment. Some suggest that the mixed use of roads in the North West Area should be respected and made available for activities such as cycling, walking, horse riding, and paraplegic activities.

Business feedback

Businesses in the TFUG areas strongly support the planned developments and upgrades of the road infrastructure. One of the main areas of focus for many businesses is the planned developments for SH1. Overall, the need for improvements to SH1 was raised by 38% of businesses in North (Warkworth) area (n=61), 25% of businesses in the South area (n=158) and 18% of businesses in the North (Silverdale/Dairy Flat) area (n=93).

For businesses in the North (Warkworth) area, the need for more lanes, improved access to/from the SH1, bypass road/tunnel and improved intersections is evident. The feeling shared by some businesses is that there needs to be more focus on roads and intersections (such as the Hill Street), and on extending the motorway.

The areas of importance raised by businesses in the North (Silverdale/Dairy Flat) area are the new north – south connection between Albany and Orewa, Penlink and new east – west connection to Dairy Flat, upgraded Dairy Flat highway, upgraded East Coast road, as well as new and upgraded east – west connections (including Wilks road and Kahikatea Flat road).

Businesses in the North (Silverdale/Dairy Flat) area also believe that roads need to be widened and lanes increased.

Businesses in the North West area called for an improved motorway and better motorway access. More specifically, the areas of focus for businesses in the North West area are new north-south connection, alternative corridor parallel to SH16, safety improvements to SH16, improved connections to Coastville, Riverhead and North Shore, and a more direct connection from SH16 to SH18.

In the South area, businesses support the new north-south corridor between Manukau, Drury and Pukekohe, improved connections to Waikato and Takanini east-west routes.

Other stakeholder feedback – Waikato Regional Council

The WRC are very supportive of plans to improve connections around Pukekohe and to provide new north – south corridor between Manukau, Drury and Pukekohe. They believe that these projects will provide improved access for local communities and help remove traffic from main arterial roads as well as SH1. The WRC also view positively plans to provide capacity improvements on SH1. Overall, the WRC strongly support any road infrastructure developments that are seen to improve connections between Auckland and Waikato regions.

Findings: Bus network

Summary

Public feedback

A large proportion of people consulted felt that the bus network needed to be a key area of focus for the TFUG project. Given the growing demand for public transport across the Auckland region, people feel that the following areas need to be prioritised:

- Increased bus capacity and frequency
- More express bus services
- More bus stops
- More dedicated bus lanes/bus corridors
- Improved bus network connectivity with trains and ferries

Overall, the needs of people differ somewhat in regard to the bus network developments depending on the area. As such, in the South area, people support the focus on public transport in general and feel that new bus routes connecting with trains are needed.

The public in the North (Warkworth) area are calling for increased bus capacity on existing bus lanes and more express bus services. Based on the comments received during the two stages of the consultation process, there is an urgent need for improvements to public transport, and the bus services in particular, in the North (Warkworth) area.

In the North (Silverdale/Dairy Flat) area, bus service improvements have the strongest support from the public, including the extension of the bus express service and the expressway (to Albany and Silverdale), new bus services, improved frequency of express buses and new bus stops. People in this area feel that bus services are currently running at capacity, and more Park and Ride facilities will help but not solve the main transport issues in the area.

People in the North West area are supportive of the plans to have more dedicated bus lanes/bus corridor and more frequent bus services, but are also concerned about the slow progress and urge for the changes to happen now and not a few years into the future. Some people would like to see a bus connection or busway to Riverhead, Taupaki, and other locales within the area, as well as have it extended to the North Western Motorway south of Kumeu.

Overall, people across the TFUG areas feel that the rail development should take priority over buses, especially for the longer term. Relative passenger capacity, a desire to get more vehicles (including buses) off the roads, and existing rail infrastructure in some TFUG areas were reasons rail is the preferred transport option for the public.

Business feedback

The general feeling among businesses in the TFUG areas is that public transport needs to improve, and that the planned developments need to happen as soon as possible.

Some businesses in the North (Silverdale/Dairy Flat) area feel there is a need for a high frequency bus route connecting Orewa and Silverdale with the RTN. Businesses in the South area feel that there is a need for a high frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau.

Overall, 15% of businesses in the North (Warkworth) area (n=61), 14% of businesses in the North (Silverdale/Dairy Flat) area (n=93), 13% of businesses in the South area (n=158) and 12% of businesses in the North West area (n=130) believe that improvements to bus services will help to make the TFUG areas great to do business.

Findings: Cycleways/pedestrian focus

Summary

Public feedback

Although not as prominent, another theme that emerged during the two rounds of public consultation, centred on the development of cycleways and improved pedestrian focus. More specifically, people feel that the following was needed:

- More cycleways
- More pedestrian crossings/pedestrian focus
- Encourage people to use alternative ways for commuting to/from work
- Skypath

In the South area, some people feel that improvements to walking and cycling facilities in the areas are needed, specifically pedestrian and cycle access and connections to train stations. In the North (Warkworth) area, good walking and cycling connections, wider and better quality footpaths and cycle paths are desired by the public. People in the North West area want to see improvements made to cycling infrastructure (especially in the Whenuapai area) to make cycling safer and have more footpaths and walkways. In the North (Silverdale/Dairy Flat) area there is a notable support for improvements to walking and cycling facilities in the area, such as separate cycle lanes and widening of roads to make them safer for cyclists and footpaths in places where people are currently forced to walk along main highways.

The general feeling among the public is that the provision of more cycleways and being more pedestrian focused should be part of the “big picture” thinking for the Auckland region as a whole.

Business feedback

Cycling and walking are not common methods of travel for businesses related activities in the TFUG areas. The feeling among businesses is that for them to engage and support sustainable travel such as cycling, there needs to be some form of government funded incentives (i.e. tax breaks).

Findings: Slow progress

Overall, the feeling among people consulted during the two stages of the consultation process was that the timeframes for future developments were too long, plans for public transport didn't go far enough and there was too much focus on the improvement and development of roads.

This feeling is shared by some businesses in the TFUG areas. As such, some businesses in the North (Warkworth) area feel that the timeframes for development are generally too long. Some businesses are also concerned that the development plans seem to plan for today and not tomorrow.

In their submission, the WRC share a concern that some development plans have long timeframes, specifically the plan to extend the RTN from Papakura to Pukekohe. This is something they see as needing to happen sooner than the proposed 10-year timeframe.

Summary and discussion

The analysis of feedback from all relevant sources revealed two overarching areas of focus – one in regard to public transport (predominantly rail and bus networks) and the other concerning the road infrastructure (mainly the motorway development).

The public's general support for the development in these areas is evident. People across all TFUG areas are appreciative that something is being done to address transport issues although there is a general feeling among participants in the two stages of public consultation that the progress is too slow and that the plans for public transport don't go far enough. Overall, the top priority for most people involved in the engagement across TFUG areas was the development of public transport, primarily the rail network and services.

Support for TFUG initiatives was also apparent among businesses in the TFUG areas that participated in the survey conducted by Auckland Transport. For most businesses, the top priority in regard to transport infrastructure is the development of roads, including local roads and motorways, which they felt have a significant impact on their business.

In their submission, the WRC have expressed their appreciation for having been invited to comment on the TFUG consultation and showed strong support for the draft preferred transport network for the South area, specifically. One of the top priorities for the WRC is to improve connectivity and travel time reliability for people and freight movements between Auckland and Waikato. Overall, the outcomes sought by the WRC align well with the TFUG plans to improve network capacity on the SH1 and provide alternative road corridors for local access and freight.

Mana Whenua's position is that the natural environment, streams, eco-systems, waterways and other taonga must be preserved and their permanent loss and degradations must be actively avoided. Their view is that this consideration should be factored into TFUG development plans. The TFUG development plans should also align with Mana Whenua's values, especially those regarding Māori communities, land use and sustainable environmental practices. Further, Mana Whenua believe that the TFUG project team must be well informed about the Mana Whenua values relevant to the TFUG project, and they must be able to demonstrate how these values have been considered.

Appendices

Appendix 1: Infographic summaries

Feedback on TFUG Plans: Rail Network

Public

Level of Importance: HIGH

Level of Support: MED

Key areas of focus:
- More train stations
- Electrification of trains
- Express trains
- More Park and Ride zones
- Ongoing upgrade of rail

Key considerations:
- Rail should be the priority
- Airport rail link
- TFUG plans should go further in prioritisng rail
- More needs to be done
- Needs to happen now

People say:
"Build for the future traffic. Build a train network from the Airport direct to Auckland City like most cities in the world."

Businesses

Level of Importance: MED

Level of Support: MED

Key areas of focus:
- RTN between airport, Manukau and Botany
- Rail upgrade
- Express train services
- Park and Ride facilities
- RTN from Papakura to Pukekohe
- RTN from Albany to Grand Drive

Key considerations:
- Airport rail link
- Make rail service compulsory for all new developments

Businesses say:
"Make rail compulsory for all new developments (e.g. Pokeno)."

Mana Whenua

Key considerations:
- Mana Whenua actively seek to avoid permanent loss and further degradation of streams, eco-systems, waterways and other taonga
- Developments of infrastructure are an opportunity to recognise Mana Whenua and remind communities of the important role that Mana Whenua play

There are two key elements that Mana Whenua have expressed that pertain to all values:
- Mana Whenua influencing decision making
- Integrating matauranga Māori into decision making

Relevant values:
- **Te Taiao (Air, Land, Water, Taonga)**
- **Māori Communities and Customary Practices**

Other Stakeholders
Waikato Regional Council

Level of Importance: HIGH

Level of Support: HIGH

Key areas of focus:
- Rail electrification from Papakura to Pukekohe
- High frequency and express train services
- Park and Ride facilities at new stations

Key considerations:
- Rail electrification needs to be brought forward
- Upgrade of exisiting Park and Ride facilties

Feedback on TFUG Plans: Road Infrastructure

Public

Level of Importance: HIGH

Level of Support: MED

Key areas of focus:
- Increased motorway capacity
- Improved motorway access / connections
- Motorway extensions
- Ongoing motorway upgrade

Key considerations:
- Consider East Auckland connections
- Penlink needs to be prioritised
- Fix Hill Street intersection
- Widen and extend motorway to Wellsford
- Safety improvements to SH16

People say:
"Easing congestion and improving safety. Please get funding to improve safety along SH16."

Businesses

Level of Importance: HIGH

Level of Support: MED

Key areas of focus:
- Improvements to SH1
- More lanes / wider roads
- Improved intersections
- Penlink
- Improved connections
- Alternative corridor parrellel to SH16

Key considerations:
- More focus on roads and intersections
- More focus on SH1 extension
- Safety improvements to SH16

Businesses say:
"More lanes for main motorways, 2 lanes not enough and we need to eliminate the bottle necks that bring traffic to standstills."

Mana Whenua

Key considerations:
- Mana Whenua actively seek to avoid permanent loss and further degradation of streams, eco-systems, waterways and other taonga
- Developments of infrastructure are an opportunity to recognise Mana Whenua and remind communities of the important role that Mana Whenua play

There are two key elements that Mana Whenua have expressed that pertain to all values:
- Mana Whenua influencing decision making
- Integrating matauranga Māori into decision making

Relevant values:
- **Te Taiao (Air, Land, Water, Taonga)**
- **Māori Communities and Customary Practices**

Other Stakeholders

Waikato Regional Council

Level of Importance: HIGH

Level of Support: HIGH

Key areas of focus:
- Improved connections around Pukekohe
- North - South corridor between Manukau, Drury and Pukekohe
- Improvements to SH1

Key considerations:
- Focus on improving connections between Auckland and Waikato regions

Feedback on TFUG Plans: Bus Network

Public

Level of Importance: MED

Level of Support: MED

Key areas of focus:
- Increased bus capacity and frequency
- More express bus services
- More bus stops
- More dedicated bus lanes
- Improved bus network connectivity with trains and ferries

Key considerations:
- Few businesses believe improvements to bus services will help make the TFUG areas great to do business with

People say:
"Bus lanes and rapid transport urgently needed to reduce congestion."

Businesses

Level of Importance: LOW

Level of Support: LOW

Key areas of focus:
- High frequency bus routes connecting Orewa and Silverdale with the RTN
- High frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau

Key considerations:
- Few businesses believe improvements to bus services will help make the TFUG areas great to do business

Businesses say:
"Allow multi-passenger vehicles to use busways in peak times."

Mana Whenua

Key considerations:
- Mana Whenua actively seek to avoid permanent loss and further degradation of streams, eco-systems, waterways and other taonga
- Developments of infrastructure are an opportunity to recognise Mana Whenua and remind communities of the important role that Mana Whenua play

There are two key elements that Mana Whenua have expressed that pertain to all values:
- Mana Whenua influencing decision making
- Integrating matauranga Māori into decision making

Relevant values:
- **Te Taiao (Air, Land, Water, Taonga)**
- **Māori Communities and Customary Practices**

Feedback on TFUG Plans: Cycleways

Public

Level of Importance: MED

Level of Support: LOW

Key areas of focus:
- More cycleways
- More pedestrian crossings / pedestrian focus
- Encourage people to use alternative ways for commuting to and from work
- Skypath

Key considerations:
- More cycleways and being more pedestrian focused should be part of the 'big picture' thinking for Auckland

People say:
"Please look at even better facilities for cyclists on trains as there will be a major upswing in cycling as electric bike use increases and the Auckland Cycle Network is rolled out."

Businesses

Level of Importance: LOW

Level of Support: LOW

Key areas of focus:
- Businesses don't usually engage in sustainable forms of travel such as cycling and / or walking

Key considerations:
- To engage and support sustainable travel such as cycling, there needs to be some form of government funded incentives for businesses

Businesses say:
"Staff who bike or take public transport to work could apply for subsidy via their employer and in turn the employer who subsidies their employees, gets a monetary reward for having such staff on their payroll."

Mana Whenua

Key considerations:
- Mana Whenua actively seek to avoid permanent loss and further degradation of streams, eco-systems, waterways and other taonga
- Developments of infrastructure are an opportunity to recognise Mana Whenua and remind communities of the important role that Mana Whenua play

There are two key elements that Mana Whenua have expressed that pertain to all values:
- Mana Whenua influencing decision making
- Integrating matauranga Māori into decision making

Relevant values:
- **Te Taiao (Air, Land, Water, Taonga)**
- **Māori Communities and Customary Practices**