

Pukekohe DBC Appendix G: Engagement Summary Report

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1 Executive Summary

1.1 Introduction

Te Tupu Ngātahi Supporting Growth is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency ('Waka Kotahi'). Te Tupu Ngātahi was formed to investigate, plan, and secure route protection for transport projects in the Auckland region to support the region's growth over the next 30 years. As part of this work, Pukekohe Detailed Business Case local arterials and strategic transport projects. These projects are expected to provide future communities in Pukekohe, Paerata and south Drury safer and more sustainable transport options for future communities.

Engagement with partners, stakeholders, landowners, and the wider community is an integral part of the planning process. This report summarises engagement activities undertaken for Pukekohe, Paerata and south Drury future transport projects between 1 November and 20 December 2022. The primary purpose of this engagement was to gather feedback from stakeholders and the wider community on the emerging preferred options for the future network.

1.2 What we heard

Pukekohe Arterials

In general, there is support for the Pukekohe Arterials. The sentiment from the community is that the arterials are needed to remove traffic and congestion from the centre of Pukekohe and provide an alternative route for users that will connect existing and new residential areas. Feedback related to specific projects within the Pukekohe Arterials was varied. Some people were unsure if the presented alignment for the proposed South East and/or South West Arterials should be the preferred option. Sentiment was also mixed for the North West Arterial proposal. Feedback indicated that people clearly do want a solution for traffic congestion but disagree with the proposal's route connecting future urban areas, including housing developments. Feedback also raised concerns of heavy vehicle (freight) movements through what is perceived as an already congested route or through existing (or proposed) residential areas. Residents of Grace James Road and residents living in proximity, strongly oppose upgrading Grace James Road for the North East Arterial. They formed a residents group who Te Tupu Ngātahi engaged and met with. A large proportion of the total feedback received was made towards the North East Arterial. Some feedback queried the change from the route for the NE Arterial shown in the Pukekohe-Paerata Structure Plan 2019.

Mill Road (Bombay) – Pukekohe East Upgrade

Engagement feedback illustrates support for the proposed Mill Road (Bombay) – Pukekohe East Road Upgrade. Feedback acknowledged that this road is a key strategic route into Pukekohe, with some pieces of feedback directing that the four-lane upgrade should be applied to the entire route.

Strategic connections

Limited feedback was received for each of the Drury West Arterial and South Drury Connection proposals. The feedback raised concerns on potential property impacts, especially to working farms. Those that provided feedback on the State Highway 22 Connection, wanted further connections to support traffic to and from Karaka (to the north of the project area). Property impacts were also raised on the proposed upgrade of Sim Road (north) as part of a strategic connection.

Limited feedback was provided on the Paerata Arterial. However, from the feedback received, potential property impacts were a concern on Sim Road (south) and Cape Hill Road and the potential effect on farms. There were also some concerns raised that a four-lane road is no longer proposed.

Key themes

- Support from the wider community for improved connections for future generations.
- There is a high level of support for a 'ring road' around Pukekohe, with the community agreeing that it is needed sooner rather than later. There were suggestions that the 'ring road' be located further on the outskirts of Pukekohe.
- Strong opposition towards the upgrade of Grace James Road as part of the North East Arterial from Grace James residents and those living in proximity.
- Concerns around the impact to properties/land acquisition.
- Some pieces of feedback still think the former Pukekohe Expressway is being proposed, with some comments around a preference for a four-lane arterial.
- General comments around public transport in Pukekohe and how this could improve in the future.

1.3 Next steps

The feedback gathered during the engagement period has been analysed, and community responses will contribute to decision-making as the project progresses. We will share feedback with the community, in the form of a two-page engagement summary, in early 2023.

Stakeholder and public engagement will continue into 2023; in particular, we will be able to engage and communicate with landowners about potential property impacts with greater certainty and clarity.

Lodgement of Notices of Requirement to support route protection of the preferred options is planned to occur in late 2023.

2 Background

In 2016, a strategic transport network for future growth areas in Tāmaki Makaurau was identified as part of a Programme Business Case (PBC). Te Tupu Ngātahi investigated the South Auckland growth area through an Indicative Business Case (IBC) in 2018. This IBC included Pukekohe, Paerata and south Drury. At that time, we heard from the community that many supported an upgrade of existing roads before building new strategic transport corridors. We also heard that people wanted minimal impacts to agricultural land, the volcanic tuff ring and property. People were supportive of the idea of a ‘ring road.’ The IBC was endorsed by the Waka Kotahi and Auckland Transport Boards in 2019.

In 2020, public engagement occurred on recommended options to support a business case being prepared at Te Tupu Ngātahi for the Pukekohe Expressway, the North East Arterial and other strategic connections in South Auckland. At that time, we heard that there was mixed feedback towards the Pukekohe Expressway. Investigations into these projects were paused in 2020 due to the COVID-19 pandemic and associated funding issues.

The Pukekohe DBC continues to investigate the strategic and local arterials in south Drury, Pukekohe and Paerata. These have been integrated into the preferred strategic network as the following projects:

- Drury West Arterial
- South Drury Connection
- Drury-Paerata Link
- Paerata Arterial
- Pukekohe Arterials – North East Arterial, North West Arterial, South East Arterial, and the South West Arterial
- Pukekohe East Road Upgrade
- Mill Road (Bombay) Upgrade

In order to support the DBC and alternatives assessment process, engagement on the future transport network for Pukekohe, Paerata and south Drury was held to gather community feedback on the preferred options. The approach of Te Tupu Ngātahi for route protection is illustrated below in Figure 1.

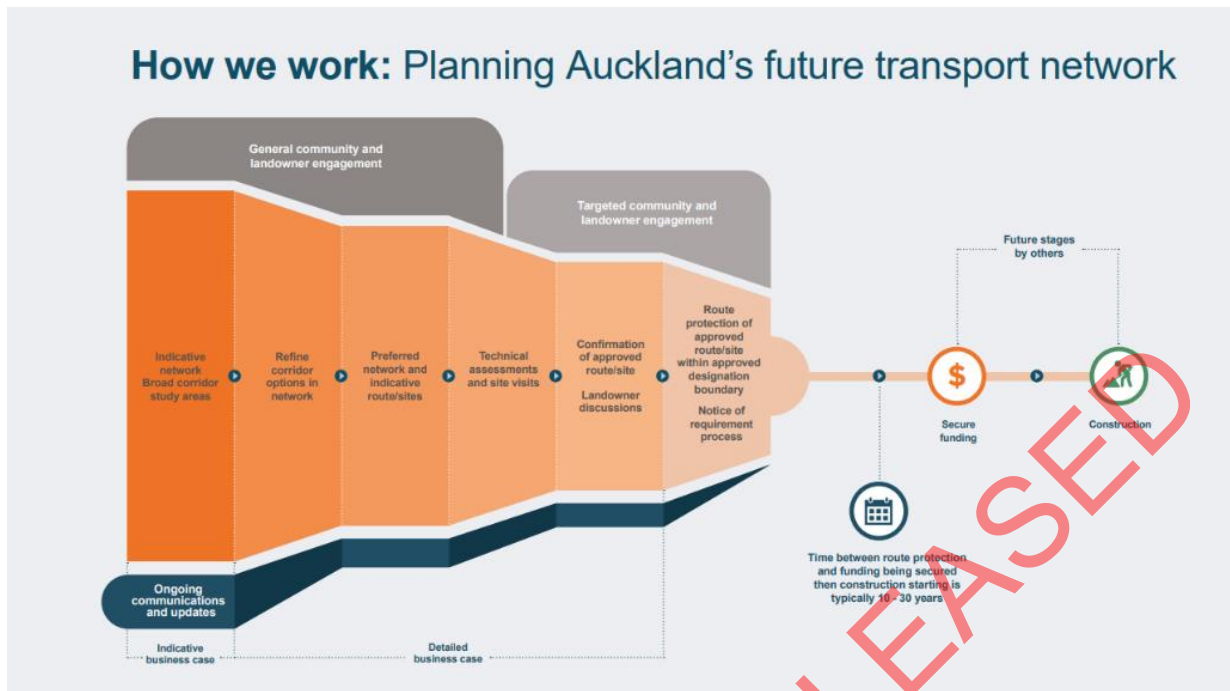


Figure 1: Te Tupu Ngātahi Supporting Growth funnel diagram

This report summarises the engagement activities and the feedback received between 1 November to 20 December 2022.

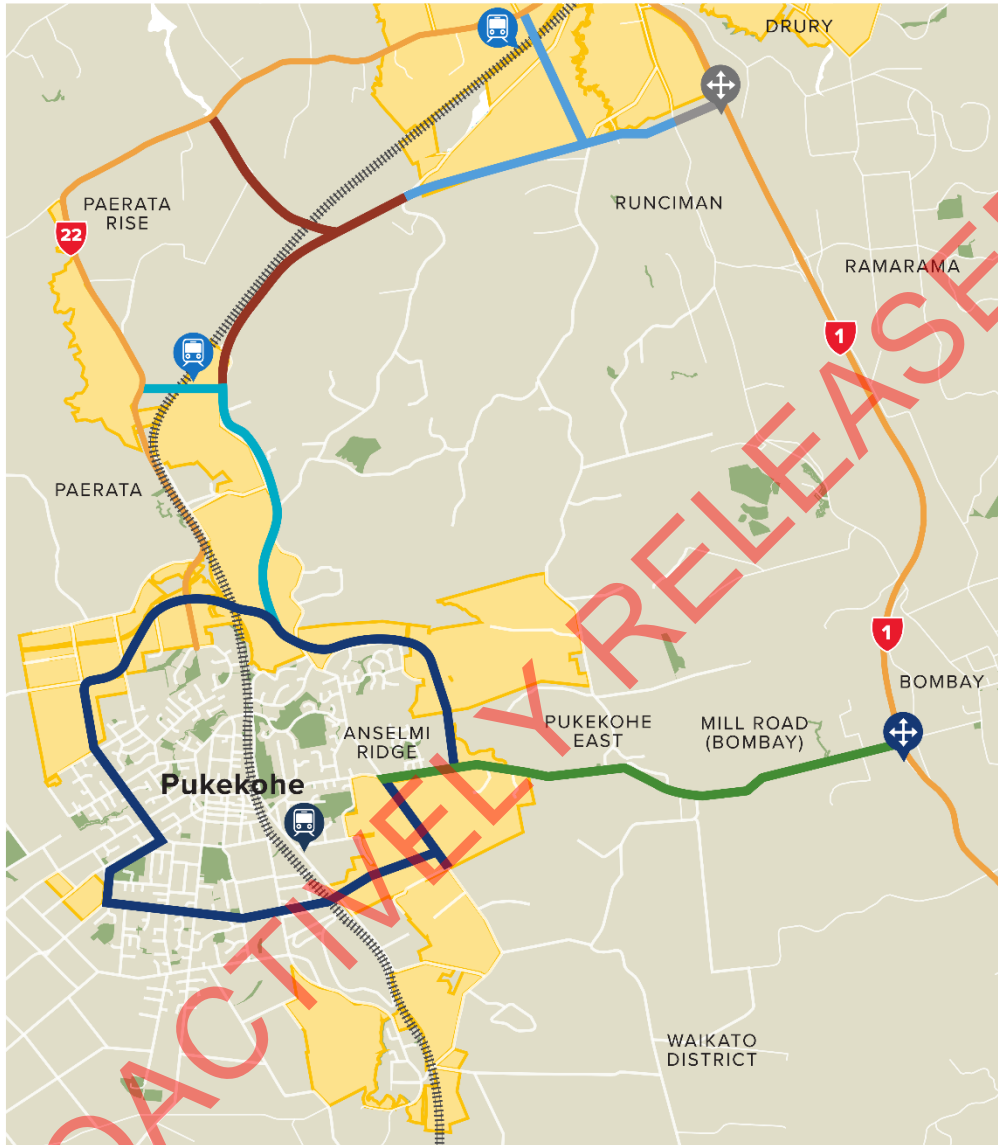
2.1 Indicative Strategic Transport Network – Pukekohe

The Pukekohe DBC is one of several detailed business cases that form part of the wider 'Strategic South' transport network. It is anticipated to be delivered in the next 30 years, subject to growth and funding. There is currently no provision with local or central government funding this project, or the wider south network, to the next stage.

The Pukekohe DBC package includes the following projects:

- A new strategic connection between Drury South and Pukekohe with connections to State Highway 22 which includes:
 - **Drury West Arterial and South Drury Connection**
 - **Drury-Paerata Link and State Highway 22 Connection**
 - **Paerata Arterial**
- **Pukekohe Arterials Mill Road (Bombay) - Pukekohe East Road Upgrade** to four lanes between the State Highway 1 interchange and Harrisville Road.

A map of the emerging preferred options is shown in Figure 2.



LEGEND

- Future Urban Zone
- Future interchange (not in scope for Te Tupu Ngātahi Supporting Growth)
- Bombay interchange (not in scope for Te Tupu Ngātahi Supporting Growth)
- North Island Main Trunk (existing rail line)
- Drury West Arterial and South Drury Connection
- State Highway 22 Connection and Drury-Paerata Link
- Paerata Arterial
- Pukekohe Arterials (North East, North West, South East and South West quadrants)
- State Highways 1 and 22
- Mill Road (Bombay) – Pukekohe East Road Upgrade
- Future train station
- Existing train station

Figure 2: Map of the proposed network for Pukekohe, Paerata and south Drury

3 Engagement Activity and Feedback

3.1 Engagement activity

We engaged with partners, elected members, the community, and other key stakeholders. Table 1 summarises our engagement methods and the groups that we engaged with.

Table 1: Engagement activity by stakeholder group

Who we engaged	How we engaged
Partners	<ul style="list-style-type: none"> • Southern manawhenua table – ongoing twice monthly hui with manawhenua and the project team • Auckland Council Partnership Forum – twice monthly meetings to update Council on Te Tupu Ngātahi projects (including the Pukekohe project)
Elected Members	<ul style="list-style-type: none"> • Memo – two memos were distributed to elected members of Franklin Local Board, to update them on the project and community engagement • Presentations – project updates to the Franklin Local Board on 2 August and 22 November • Email – interactions with elected members with informal email updates as community engagement progressed
Key stakeholders	<ul style="list-style-type: none"> • Direct communications – informative emails to the Pukekohe Business Association, local education facilities, social/recreational clubs, and churches as advocacy stakeholders • Presentations – presentations to the Pukekohe Vegetable Growers Association (17 November) and Pukekohe Raceway (23 November) • Focus group – engagement with a dedicated resident's representative group of Grace James Road and surrounding area on 30 November to discuss the proposed North East Arterial, followed by regular communication • 1:1 session – held with the Auckland Transport Freight Working Group on 1 December.
Community	<ul style="list-style-type: none"> • Flyer – two community flyer drops to 15,000 households across Franklin to socialise the project prior to formal consultation (see Appendix 1) and an invitation to the first of two open days held to keep the community informed of the proposed options (see Appendix 2) • Media advertising – invitations for the November and December 2022 open day events in the Papakura Courier and Franklin Courier (see Appendix 2), one full page advertorial in the Franklin Courier (see Appendix 3), and a digital media campaign between 31 October – 7 November 2022 • Social media – promotional adverts for the two open day events and online feedback through Auckland Council, Franklin Local Board, Pukekohe Business Association, Waka Kotahi, and Auckland Transport social media channels • The Hive – our online engagement platform that contained project information and a place for the public to place online feedback • Email campaigns – numerous email campaigns sent out to let subscribers know of key dates across the formal consultation period

Who we engaged	How we engaged
	<ul style="list-style-type: none"> • Community open days – we held two community open days on 12 November (Franklin: The Centre) and 3 December (Pukekohe Memorial Hall) and attended the Waka Kotahi Papakura ki Pukekura – Papakura to Bombay open day on 10 December • One on one meetings with landowners.
Developers	<ul style="list-style-type: none"> • Meetings – the project team met with several developers across 2022 and 2023 in respect to their proposed development and the Pukekohe proposals.
Utilities	<ul style="list-style-type: none"> • Meetings - Te Tupu Ngātahi met with Vector, First Gas, Transpower, and Watercare to discuss the interface between projects and utilities on a programme wide basis throughout 2022. Conversations will continue in 2023.

3.1.1 Manawhenua engagement summary

Te Tupu Ngātahi engaged with manawhenua on the Pukekohe project prior to and during wider community engagement. Collaborating with manawhenua as project partners, we actively sought their feedback and involvement as part of the DBC process. Southern hui with manawhenua representatives were held twice a month. The purpose of these hui was to collaborate with manawhenua on option development, update manawhenua on the progress of the project, present technical information, and findings to involve manawhenua as project partners. Table 2 below identifies manawhenua representative attendance at each hui. The section under the table summarises feedback manawhenua provided in hui across March to December 2022. At some hui, manwhenua did not provide specific feedback.

Table 2: Manawhenua representative attendance by hui

Date of hui	Manawhenua representative in attendance
March 3 2022	Ngāti Tamaoho, Ngāti Whanaunga, Te Ākitati Waiohua, Ngāti Te Ata Waiohua, Ngāti Maru, Te Patu Kirikiri, Ngai Tai Ki Tamaki
April 7 2022	Ngāti Tamaoho, Ngāti Whanaunga, Te Ākitati Waiohua, Ngāti Te Ata Waiohua, Ngāti Maru, Ngāti Paoa Trust Board
April 26 2022	Ngāti Tamaoho, Te Ākitati Waiohua, Ngāi Tai ki Tāmaki, Ngāti Tamaoho, Ngāti Whanaunga, Ngāti Tamaterā
May 5 2022	Ngāi Tai ki Tāmaki, Ngāti Maru, Ngāti Tamoho, Ngāti Whanaunga, Te Ākitati Waiohua, Ngāti Tamaterā
June 2 2022	Ngāti Maru, Ngāti Tamaoho, Ngāti Whanaunga, Te Ākitati Waiohua, Ngāti Tamaterā, Ngāti Te Ata
June 21 2022	Ngāti Tamaoho, Te Ākitati Waiohua, Ngāti Whanaunga, Ngāti Maru
July 7 2022	Ngāti Tamaoho, Ngāti Paoa Trust Board, Ngāti Tamaterā, Te Ākitati Waiohua, Ngāti Te Ata Waiohua, Ngāti Whanaunga
July 8 2022	Ngāti Te Ata Waiohua, Ngāti Tamaoho
August 4 2022	Ngāti Tamaoho, Ngāti Tamaterā, Te Ākitati Waiohua, Ngāti Whanaunga

Date of hui	Manawhenua representative in attendance
August 23 2022	Ngāti Tamaoho, Te Ākitai Waiohua, Ngāti Whanaunga, Ngāti Maru, Ngāi Tai ki Tāmaki
September 27 2022	Te Ākitai Waiohua, Ngāti Whanaunga, Ngāti Tamaterā, Ngāti Paoa Trust Board
October 6 2022	Te Ākitai Waiohua, Ngāti Te Ata Waiohua, Ngāti Tamaoho, Ngāti Tamaterā
October 12 2022	Ngāti Te Ata Waiohua
October 25 2022	Te Ākitai Waiohua, Ngāti Tamaoho, Ngāti Tamaterā, Ngāti Whanaunga, Te Ahiwaru, Ngāti Maru, Ngā Tai Ki Tāmaki
December 1 2022	Te Ākitai Waiohua, Ngāti Tamaoho, Ngāti Whanaunga
December 15 2022	Te Ākitai Waiohua, Ngāti Tamaoho
December 19 2022	Ngāti Te Ata Waiohua

Manawhenua representatives in attendance at the April 7 hui expressed concern towards the potential for arterials in rural areas to encourage growth around the new roads rather than an 'expressway' (strategic connection between Drury and Pukekohe) which, in the representative's view, was a higher speed road with more limited access. It was noted by one representative that there are several water courses and cultural sites in the proposed network footprint, and that the project team needed to physically understand the environment rather than digitally. Another representative noted that the conversation around options needed to be about the environment and people instead of just the roads.

In the June 21 hui, a manawhenua representative expressed their appreciation for the project team's flexibility and engagement across multiple forums. The project team met with Ngāti Te Ata Waiohua out of their representative's preference to meet with Te Tupu Ngātahi separately to provide feedback. In a July 8 hui, the representative observed that the Whangapouri Stream is in poor condition and in need of rehabilitation. They acknowledged that option is proximity to or crossing streams presents an opportunity to enhance them.

At the August 23 hui, manawhenua representatives were presented with the draft community wide flyer for upcoming public engagement on the proposed Pukekohe DBC projects. It was agreed by manawhenua and Te Tupu Ngātahi that the draft flyer and online feedback platform would recognise the important partnership between manawhenua and Te Tupu Ngātahi. It was agreed that the below wording would be used:

"Manawhenua has a vital role as kaitiaki for Tāmaki Makaurau. We partner with Manawhenua to ensure Māori cultural values and perspectives are considered and integrated into our transport network plans".

Route refinement options were presented to manawhenua representatives in the September 27 hui for feedback. It was acknowledged that more detailed route refinement assessment outcomes would be presented in an October hui. These were presented to manawhenua at the October 6 hui. In this hui, a manawhenua representative gave feedback on the preference for the proposed Drury West Arterial to limit crossings of the Ngakoroa (Ngaakoeroa) Stream, due to iwi aspirations of leaving the stream in a better condition than it is currently. Feedback for a section of the Pukekohe North East Arterial that included bridging of the Whangapouri Creek was that water quality in the stream had degraded and its mauri has diminished; the whole catchment needs to be restored. A manawhenua

representative acknowledged that the turn by the BP station on Mill Road is very dangerous, with trucks dominating the roads.

A manawhenua representative also queried what feedback had been given by local boards. The project team responded that they have been unable to present to the recent local body elections; however, it was acknowledged that there was support from the Franklin Local Board towards the Pukekohe projects being pursued after being placed on hold in 2020. A representative from Ngāti Te Ata Waiohū gave general feedback to the project team on the emerging preferred options at a hui on October 12. Manawhenua in attendance at the October 25 hui were given an update on the approach to upcoming community engagement on the proposed Pukekohe DBC projects. An overview of the online engagement platform was provided, along with information about the community open day on Saturday 12 November. The project team explained that feedback would be collated and reported on once the formal consultation period had concluded.

In the December 1 hui, the project team gave an update on community engagement and a summary of feedback received so far. The project team advised manawhenua representatives that the first open day in November was well attended and that there was general support for improved transport but concern about freight and heavy vehicles. There is support for better transport options, but that the project team is not doing enough to future proof the area (for freight in particular).

The project team worked with manawhenua as project partners across the DBC process, have taken on board their issues, concerns and considerations into their decision making. Te Tupu Ngātahi will continue to engage with manawhenua as the Pukekohe project progresses.

3.1.2 Key stakeholder interactions

We spoke to several key stakeholders during and around the engagement period. Table 2 below summarises who we engaged and the feedback we received. Written feedback (where received) is noted.

Table 3: Key stakeholder interactions

Who we engaged	Feedback
Andrew Bayley (MP for Port Waikato)	<ul style="list-style-type: none"> • Provided a letter outlining that members of their electorate have expressed concerns towards Pukekohe Arterials proposal and that they do not support the proposal. • People felt as though the proposal does not consider the roading infrastructure required for the transport of produce, goods, and services, noting that this is important to the Franklin District's economy. • Noted the submission from the Rt Hon William Birch. • Mr Bayley encouraged the project team to consider an alternative proposal.
Birch Land Development Consultants	<ul style="list-style-type: none"> • Submitted by Birch Land Development Consultants and represents the views of several parties, including the Pukekohe Vegetable Growers Association. • Stated that the current proposal for the Pukekohe Arterial does not have community support. • Highlights concern with the proposed North East Arterial as it runs through Grace James Road, crosses challenging topography and encounters ecological areas of interest.

Who we engaged	Feedback
	<ul style="list-style-type: none"> • Opposed to the redirection of heavy traffic through major residential streets (Helvetia Road, West Street and Ward Street) and onto narrow streets due to a lack of infrastructure and space. Concentrating heavy vehicle movement to the Bombay hills and east Pukekohe makes no sense, as heavy vehicles negotiating tricky topography is contradictory to the project outcome to lower carbon emissions. • The proposal fails to consider the important role of the farming and vegetable sectors and their use of equipment to conduct business, fails to recognise the NPS-HPL (Highly Productive Land), and the importance of daily transit of milk from dairy farms in west Pukekohe. • Heavy traffic in Glenbrook (due to the NZ Steel plant) and heavy traffic in the Pukekohe urban area has not been considered. • The Waikato/Auckland boundary line has not been explored holistically. • Fails to mitigate congestion by not providing a four-lane expressway from the Drury – Ramarama zone of SH1 to Pukekohe. • The proposed active transport routes are illogical and create a risk with recreational travellers mixing with heavy vehicles. • An alternative proposal was provided in the feedback. Broad support for this alternative proposal is noted within the feedback from school principals and Boards of Trustees, residents groups, business groups, property owners, developers, the heavy transport sector, Federated Farmers, and the Pukekohe Vegetable Growers Association. Discussions were also held with manawhenua, members of the Franklin Local Board, and the Mayor of Waikato District Council. The alternative alignments include an outer NW Arterial in the rural area and a four-lane expressway from Drury to Pokeno (Waikato) including through the urban centres of Pukekohe, Tuakau and Pokeno.
Bus and Coach Association New Zealand	<ul style="list-style-type: none"> • Written feedback received during the consultation period. • Expressed the Association's view that public transport is the most efficient use of limited transport corridor space, and that Auckland Transport's position on upgrading State Highway 22 for future growth is incorrect. • The Pukekohe Arterials proposal alone would not improve traffic. Instead, the Association believes that the proposed public transport and active modes facilities will have the greatest impact towards improving traffic. • New urban development areas must allow for strong public and active transport links that are user friendly and of good service, • Pedestrianising main centres and slowing traffic in surrounding areas would improve safety and reduce traffic.
Federated Farmers of New Zealand	<ul style="list-style-type: none"> • Written feedback requested that the proposals are paused and re-evaluated. This was based on their view that the proposed ring route should be pushed out further away, and heavy vehicles need to be separated from residential areas. • Highlighted that the proposal presented a safety risk to children accessing school in the area, as well as safety for heavy vehicle drivers who already navigate major intersections and tight corners. • Noted that heavy vehicle movements restrict traffic flow at present in Pukekohe, and that the proposal should consider shifting to the existing area where heavy haulage businesses are located.

Who we engaged	Feedback
	<ul style="list-style-type: none"> Support was expressed for the submission made by the Pukekohe Vegetable Growers Association (via Birch Surveyors). Statement of support towards Notices of Requirement where they provide certainty but disagree with the current project outcomes.
Grace James (and surrounds) Residents Group	<ul style="list-style-type: none"> Written feedback received after targeted engagement with a focus group of Grace James Road and the surrounding residents Group. The group are strongly opposed to the proposed Pukekohe North East Arterial that includes an upgrade of Grace James Road. Residents believe that the alignment will heavily impact their community, level of amenity, and the value of their land and/or dwelling. They are also concerned at the level of engagement from the project team and their transparency of information and decision making. Criticism was made towards the use of Grace James Road, as previous proposals were outside of the existing urban area. Background was provided to the extensive level of involvement residents had in the past, namely through the Pukekohe-Paerata Structure Plan 2019 and the Strategic South Indicative Business Case. A preference was expressed towards a more northern alignment for the NE Arterial which was recommended in the South IBC and included in the Pukekohe-Paerata Structure Plan 2019. Several points were made in support of this position.
Karaka Residents and Ratepayers Association	<ul style="list-style-type: none"> Written feedback was provided from the Association that the Karaka area (to the north of the project) should be included within the project scope. Noted that whilst the proposal between Drury and Pukekohe will make travel more efficient, transport choice in Karaka is limited. Presented a list of improvements in Karaka that the Association would like to see included within the project scope.
Pukekohe Business Association	<ul style="list-style-type: none"> Written feedback from the Pukekohe Business Association outlined that they support the proposed 'ring road' in principle, expressing that they had concerns with the proposals. Concerned about heavy vehicles in high traffic areas, impacts of road widening, impact on residential properties and land value, proximity to schools and children moving safely around. Encouraged a plan to futureproof Pukekohe and future growth by moving the ring road away from residential areas. They are also concerned about the suitability of existing roads to accommodate heavy vehicles. Question raised on whether conversations had been had with the relevant authorities in the Waikato region. View that the proposal would not gain community support without the Business Association, Growers, Residents and Local Board being on side.
Waikato District Council – Mayor Jacqui Church	<ul style="list-style-type: none"> Written feedback from Mayor Jacqui Church in respect to the project footprint crossing into the Waikato region in places. Mayor Church states that the transport ecosystem of southern Auckland and northern Waikato need to be treated as one.

Who we engaged	Feedback
	<ul style="list-style-type: none"> Farming communities in both regions rely on roads to shift heavy equipment, and that cross-region roads need to support this kind of movement; a similar comment is made around the transportation dairy farm products. Requested that the Mill Road (Bombay) project be a four-lane upgrade. Feedback also brought to the attention of the project team that Council is working on their own rail IBC, and that the electrification occurring in Pukekohe should extend to the Waikato (out of project scope).

3.1.3 Community engagement summary

Between 1 November and 20 December 2022, the wider community were invited to provide their feedback on the preferred options for the network. We used our online engagement tool 'The Hive' to collect feedback, using an interactive map and an online survey. Our survey questions were:

1. **It is good that land is being protected now for future transport options to support growth in Pukekohe, Paerata and south Drury**
2. **To what extent do you agree with the following statements?**
 - a. **Providing new or upgraded transport corridors to help redirect heavy freight away from Pukekohe town centre in the future will make the town centre safer and more pleasant to walk, scooter, cycle or drive around**
 - b. **I want future generations to have safer and more sustainable transport options in and around Pukekohe, Paerata, and south Drury**
3. **Is there any other feedback you would like to share about the proposed future transport options?**

We distributed a flyer to around **15,000** properties in the Pukekohe, Paerata and south Drury area (see Appendix 1). This was intended to inform the community about the project prior to the beginning of the formal consultation period.

Due to a high level of interest from Grace James Road residents, a focus group with residential representatives was held in November 2022. This was to ensure that the project team and residents had an opportunity to discuss the North East Arterial proposal in detail.

3.2 Feedback

Feedback was gathered on preferred options in the transport network from the wider community. There was a high level of feedback overall, with a large proportion of feedback placed on the North East Arterial proposal. This is a summary of this feedback and the key themes that we received.

3.2.1 Online engagement statistics

We received **187 pieces of feedback** via our online engagement platform. 158 (83.68%) came from the interactive social map, with 29 (16.32%) coming from the survey. We received 48 emailed pieces of feedback, and 11 post-it note comments at our first community open day. Overall, we received 246 pieces of feedback.

The project page received 3,284 views over the engagement period, with 1,849 visitors. Traffic on the page peaked between December 12 – December 14, 2022, with around 140 visitors each day. The page attracted 1,770 new visitors to our online engagement platform. Most of these visitors were direct traffic, with 1,311 directly accessing the page through its URL.

There were 614 file downloads overall. 136 downloads were of the project map, and 131 were of the community flyer drop from November 2022.

3.2.2 Overall feedback

Respondents were asked whether they agreed that it would be more pleasant to move around Pukekohe town centre, if new or upgraded transport corridors were provided to redirect heavy freight away. Most respondents strongly agreed (30%), whereas others (23.3%) were neutral towards this statement.

Providing new or upgraded transport corridors to help redirect heavy freight away from Pukekohe town centre in the future will make the town centre safer and more pleasant to walk, scooter, cycle, or drive around

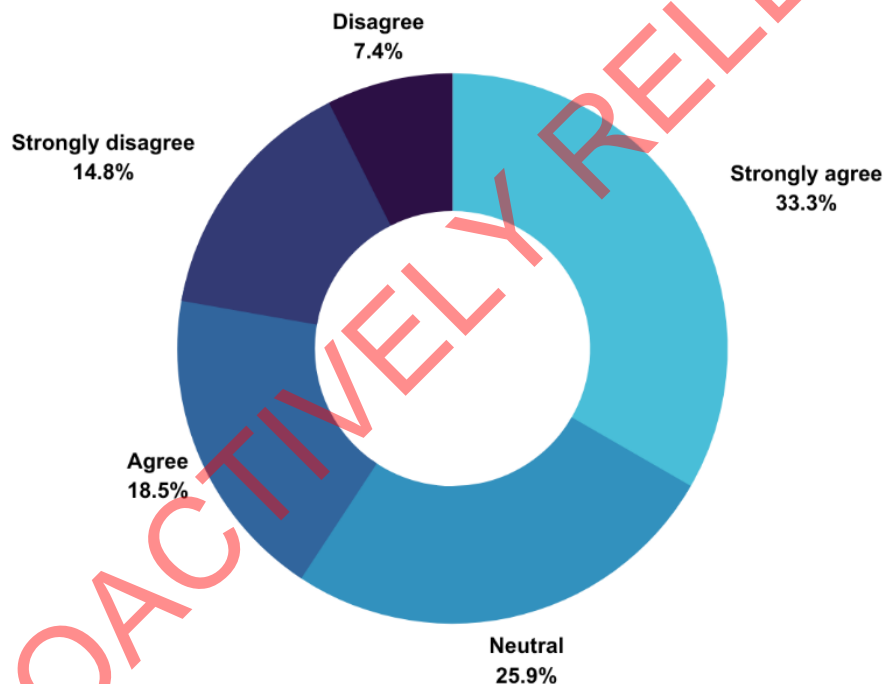


Figure 3: Sentiment towards new or upgraded transport corridors to help redirect heavy freight away from the town centre

The survey also asked respondents whether they want future generation to have safer and more sustainable transport options in and around Pukekohe, Paerata and south Drury. 63.33% of respondents either agree or strongly agree with this statement.

I want future generations to have safer and more sustainable transport options in and around Pukekohe, Paerata, and south Drury

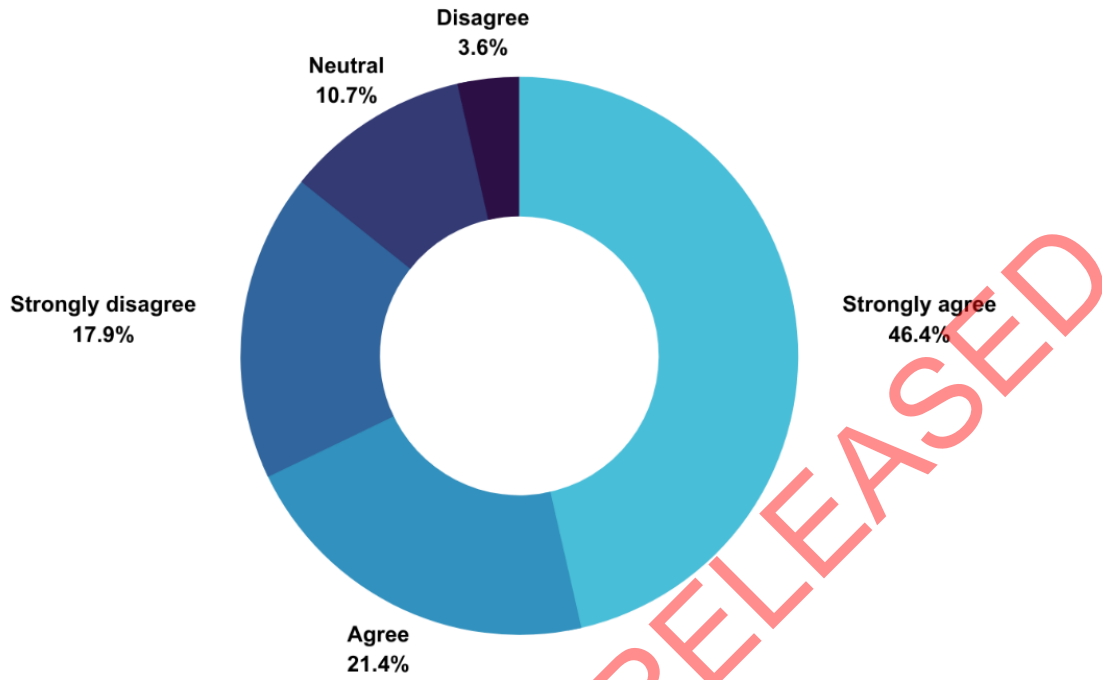


Figure 4: Sentiment towards the future generation having safer and more sustainable transport options

We asked survey respondents if they thought it was good that land is being protected now for future transport options to support growth in Pukekohe, Paerata and south Drury. 23 (79.3%) of respondents thought that it was, with 6 (20.7%) thinking it was not.

It is good that land is being protected now for future transport options to support growth in Pukekohe, Paerata and south Drury

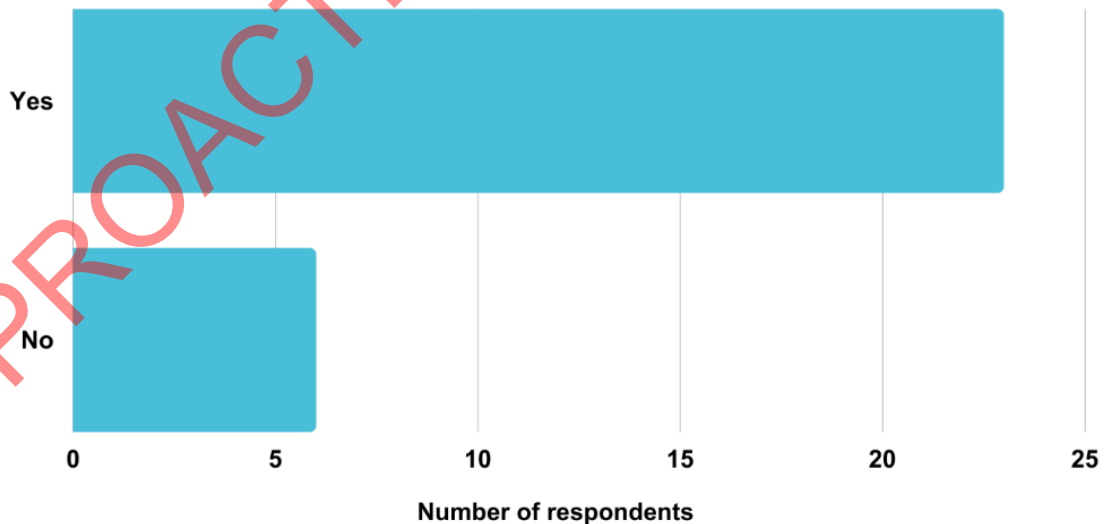


Figure 5: Support towards route protection for future transport options in Pukekohe, Paerata and south Drury

The survey also asked if there was any further feedback respondents wanted to place. People told us that they were concerned generally about potential property impacts. A low level of support was expressed towards the proposed network, due to people not agreeing with the location of different routes for the redirection of heavy vehicles from the town centre. Residents of Grace James Road and surrounding areas also told us that they do not support the North East Arterial proposal, applying the same key themes from across the other areas of feedback.

The project page also had an interactive ‘social’ map that allowed people to drop pins with comments at a location along the project footprint. The Pukekohe, Paerata and south Drury map received 171 comments from 103 contributors. Users were able to upvote comments they agreed with; 653 upvotes were made, averaging at 5.4 upvotes per comment. The majority of these comments were placed in the area of the North East Arterial proposal, specifically in the vicinity of Grace James Road.

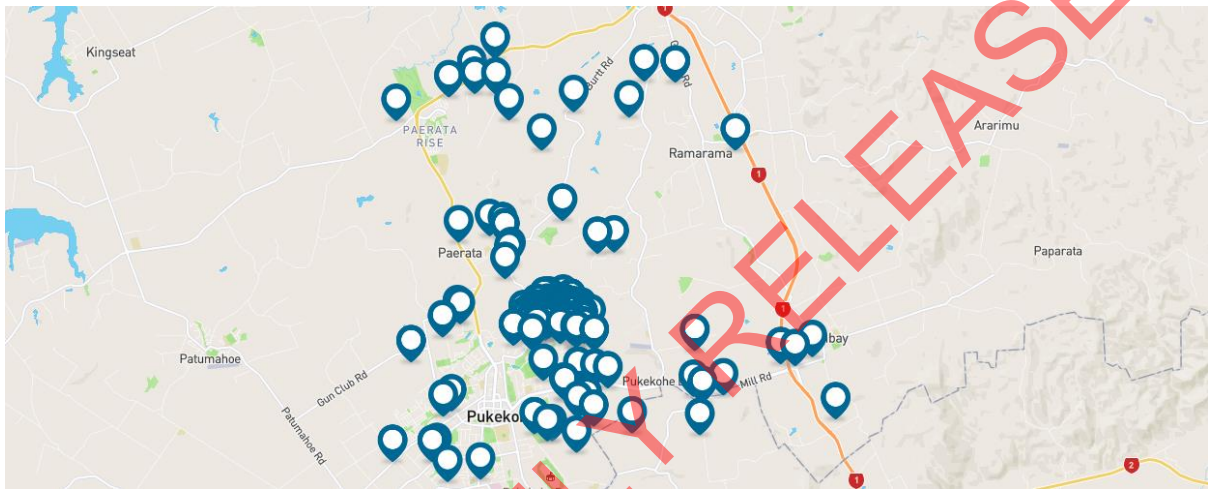


Figure 6: Hive social map with pin drops, by location

Key themes drawn from public feedback is summarised in Table below, alongside our responses to the feedback we received.

Table 4: Summary of key themes and responses

Key theme	Comments	What we have done
Opposition to the North East Arterial proposal	<ul style="list-style-type: none"> A large proportion of the feedback received was against the proposed North East Arterial Residents of Grace James Road and the surrounding area were heavily against the road being upgraded Other members of the community were against the alignment out of concern for the impact on residents, safety for pedestrians and children, and for being too close to housing and the town centre People told us that the proposal should be further north through greenfields, with many people agreeing with the original proposal in the Pukekohe–Paerata Structure Plan 2019 	<ul style="list-style-type: none"> We met with a community representative group (representing Grace James Road and surrounding streets residents), in November 2022. This was in response to a high level of engagement from several landowners to ensure that they were given an opportunity to directly speak with the project team about the North East Arterial proposal. We acknowledged the strong opposition to the proposed NE Arterial option, specifically the section that runs along Grace James Road, and are taking the opportunity to test all options again. This work includes a northern rural route, similar to what was outlined in the Pukekohe–Paerata Structure Plan 2019. We are considering if any changes should be made to the North-East Arterial proposal as a result of these additional investigations. We will complete this

Key theme	Comments	What we have done
		investigation in early 2023 and advise the community and stakeholders of our findings.
Pukekohe Expressway	<ul style="list-style-type: none"> Some pieces of feedback were unclear on whether the Pukekohe Expressway was being proposed Other pieces of feedback disagreed with the Paerata Arterial and Drury-Paerata Link proposals, instead wanting a four-lane expressway. 	<ul style="list-style-type: none"> We are not proposing a four-lane expressway. We have selected a new emerging preferred option due to it having a smaller footprint, has reduced property impacts and integrated better with future urban areas providing better public transport, walking, and cycling facilities. Through the options assessment process, it also had a reduced effect on flooding, ecology, and visual amenity.
Rural areas	<ul style="list-style-type: none"> People around Sim Road were concerned with the proposals that potentially impact the landowners should the arterial be constructed Some landowners let us know that they were against proposals where they thought their properties were potentially impacted A small level of feedback was concerned that Sim Road was being upgraded and made part of a strategic connection. People told us that this is an important route for rural business (farming, agriculture, and dairy). 	<ul style="list-style-type: none"> The Drury-Paerata Link and Paerata Arterial preferred options were selected as they integrated better with future urban areas providing better public transport, walking, and cycling facilities.. We are not yet at the stage where we are able to discuss property impacts with potentially affected landowners. Further investigations and assessments are taking place to help the project team decide on the early detail of the proposals. We will be in a better position to outline any potential property impacts with landowners in mid-2023, namely a draft designation boundary should their property be impacted.
'Ring route'	<ul style="list-style-type: none"> People support a 'ring route' around Pukekohe town centre in principle. Several people told us that the community has been waiting for this to be constructed However, most of the feedback disagreed with the route proposed as part of the Pukekohe Arterials, on the basis that the route was too close to the town centre, as well as current and future housing. 	<ul style="list-style-type: none"> We acknowledge that a ring route is an important local arterial for the community, and that people want it constructed much sooner. We have considered all the feedback that we have received, and we will use this to decide whether any changes need to be made to each of the proposals. Further investigations and technical assessments are taking place across early to mid-2023, to help the project team select their preferred option.
Heavy vehicle traffic	<ul style="list-style-type: none"> We were told that heavy vehicle traffic is a contentious issue for the community. People told us that they did not want heavy vehicle traffic so close to the Pukekohe town centre. Equally, we heard from different industries about the importance of heavy vehicles in their ability to conduct business in the Franklin district and beyond. 	<ul style="list-style-type: none"> The proposals aim to support the redirection of heavy vehicle traffic outside of Pukekohe town centre. This complements the vision of the Pukekohe Masterplan, which aims to make Pukekohe a better place to live, work and play. We will review all feedback and people's suggestions towards how heavy vehicle traffic could be diverted safely from the Pukekohe town centre and use that to decide whether any changes should be made to the proposals.

3.3 Feedback by area

3.3.1 Drury West Arterial and South Drury Connection

Limited feedback was received for each of the Drury West Arterial and South Drury Connection proposal - fewer than five pieces overall. A general sense for the South Drury Connection from the few pieces of feedback received was that people would have preferred a four-lane connection instead.

3.3.2 Drury-Paerata Link and State Highway 22 Connection

Four pieces of feedback were received across these two proposals. From the limited pieces received, people told us that the Drury-Paerata Link proposal would impact several rural properties. Those who placed feedback were against the proposal where this would impact their property, as well as their working farms.

Limited feedback was received for the State Highway 22 Connection. From the people that gave feedback, the general sentiment was that they were unsupportive. Comments were made around the need for this proposal to integrate with routes to and from Karaka (to the north of the project area), with feedback highlighting traffic issues in the area. Some felt it would not function correctly without supporting infrastructure between Blackbridge Road and the proposed strategic connection into Pukekohe. Additionally, the use of Sim Road as a connection was unsupported by 12 individual pieces of feedback.

3.3.3 Paerata Arterial

Less than ten people submitted feedback on the Paerata Arterial. From the people that gave feedback, the general sentiment was that they were unsupportive. Some were against it due to the potential property impacts the arterial would create, which would disrupt current resident's lifestyles. Others felt that a four-lane proposal was more suitable and that they did not like a departure from the earlier Pukekohe Expressway proposal in 2020. Feedback indicated that it would be better to use existing infrastructure along Sim Road and Cape Hill Road; however, a contrasting theme was that Sim Road is a rural road, and that the proposal would seriously impact the way that the road is used for agriculture and farming.

3.3.4 Pukekohe Arterials

The bulk of community feedback was made towards the Pukekohe Arterials, with over 150 pieces of feedback received. Despite support for the proposal in principle, there was mixed sentiment towards the proposed 'ring road'. People felt as though the proposal was too close to current and future residential areas and would prefer it to go outside of these areas. There was a mixed degree of understanding towards the context of climate change policies that were a consideration for the proposals. Some pieces of feedback were critical of a departure from the Pukekohe-Paerata Structure Plan 2019. Feedback for a proposed ring route has been divided into each of the four quadrants.

3.3.4.1 North West Arterial

Feedback was mixed towards the proposal. People commented that the current route is already congested, prompting that a solution is needed for this issue. Some pieces of feedback were critical of the proposal on the basis that it did not fully use existing infrastructure, and that it would place an

arterial through future housing developments. Other pieces of feedback were against this proposal due to the view that heavy vehicle traffic would create issues.

3.3.4.2 North East Arterial

More than 120 pieces of feedback were placed towards the proposal. Feedback towards the North East Arterial was mostly unsupportive. Some community members were against the proposal entirely. Other community members were supportive of a north east arterial in principle but disagreed with the proposal using the existing Grace James Road. Reasons for this sentiment were around safety, heavy vehicle movements, and a view that greenfields (the rural area) to the north are a better location for the arterial. Residents of Grace James Road and surrounding residential roads were strongly against the proposal. Residents did not want their street to become a local connection, fearing it would adversely impact amenities and the enjoyment of their properties. Other concerns were based around safety, land impact and property values, and that the proposed arterial departed from earlier options consulted on by Te Tupu Ngātahi, and Auckland Council for the Pukekohe-Paerata Structure Plan 2019. People felt that there should have been other options for consideration, a northern more rural route in line with that proposed in the Pukekohe-Paerata Structure Plan 2019 being one.

3.3.4.3 South West Arterial

Feedback was mixed towards the proposal. Out of the 15 pieces of feedback received, most did not support existing infrastructure being used, with some against residential streets being used as route by heavy vehicles. Some pieces of feedback recommended that the proposal shift southwards, to take traffic around Pukekohe town centre to the west. Other feedback placed touched on a lack of safety in the area (especially on Helvetia Road), with an already high volume of traffic and poor visibility. A small number of the pieces of feedback received wanted to see different alignments instead, with Jutland Road and the paper road through to Gunclub Road being suggested instead.

3.3.4.4 South East Arterial

There was mixed feedback overall for this proposal. Most pieces of feedback focused on the potential property impacts from landowners in the area. Other pieces of feedback did not agree with the proposed alignment, with some questions over why there was not a connection to Pukekohe East Road directly. People did not agree with the dog leg alignment from Golding Road. Some people understood that the proposal is trying to connect Golding Road to Svendsen Road (via Station Road), but people were against this out of concern for potential property impacts. Despite concerns towards the proposed alignment, most pieces of feedback generally understood that this would be an important local connection in the future.

3.3.5 Mill Road (Bombay) – Pukekohe East Road Upgrade

Pieces of feedback received for this proposal were mostly positive. People commented on the safety issues along the current route, particularly at the turn off near BP petrol station in Bombay. Feedback was supportive of an upgrade to Mill Road (Bombay) to four lanes but questioned why this did not carry down the entirety of the proposal into Pukekohe East Road. Some pieces of feedback highlighted that this a key route for users to travel to and from Pukekohe.

3.4 Media coverage

Media coverage was closely monitored during the engagement period. Table 5 below summarises the media coverage of the project.

Table 5: Media coverage of the project

Media Outlet	Date	Title	Key Points
Stuff	21/12/2022	<i>Pukekohe residents urge reconsideration of arterial road plans</i>	This article focused on the residents of Grace James and their opposition to the Pukekohe North East Arterial proposal.

4 Next Steps

Feedback gathered during the formal consultation period has been analysed. It will be used to help understand the issues and opportunities with the proposals for Pukekohe, Paerata and south Drury. This will also contribute to decision making on the project.

Engagement will continue with partners, key stakeholders, developers, landowners, and the wider community beyond the consultation period.

We will share feedback and our analysis with landowners and the community in early 2023. Further technical and specialist investigations will continue into 2023. We will be able to outline potential property impacts with affected landowners in mid-2023. Lodgement of the Pukekohe Notices of Requirement will occur in late 2023.

The project is currently without funding for detailed design and construction. It is not expected to be built for another 10- 20 years, in line with Auckland Council land release.

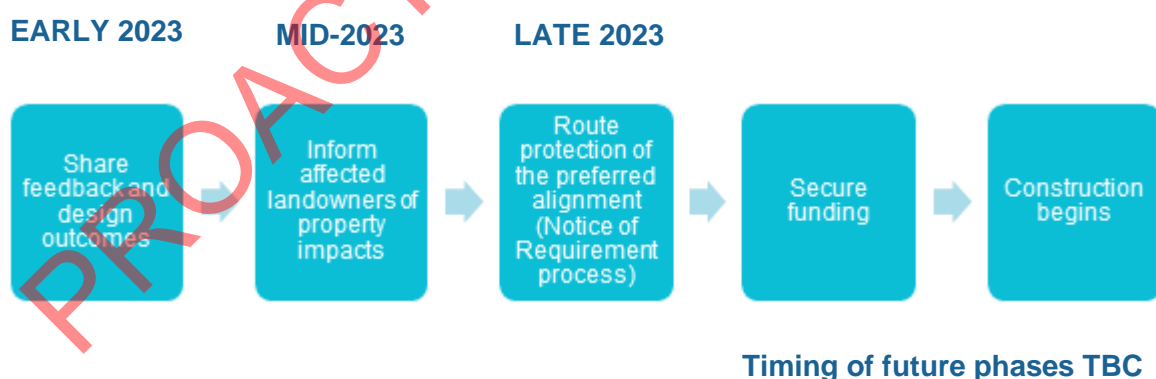


Figure 7: Indicative project timeline

Appendices

Appendix 1

This was the two-page community flyer distributed to 15,000 homes in the Franklin District.



Planning future transport networks to support growth in Pukekohe, Paerata, and south Drury

August 2022

Te Tupu Ngātahi Supporting Growth is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency.

We're responsible for investigating and planning more than 70 transport projects to support urban growth in Tāmaki Makaurau over the next 30 years. We're helping prepare for future expansion before new homes and communities are built.

Our transport projects will help connect new communities, help people travel in safe, low-carbon ways, and deliver infrastructure essential to future-proof our economy.

Previous engagement - Pukekohe, Paerata and south Drury

In 2020, engagement was undertaken with the community, Manawhenua, local businesses, and elected members on the Pukekohe Project as part of the Strategic South Detailed Business Case (DBC). This engagement focused on the emerging preferred corridor options for the Pukekohe, Paerata, and south Drury growth areas. Options we engaged on included:

- The Pukekohe Expressway
- State Highway 22 Connectors (across the rail line)
- The Northeast Urban Arterial
- The Mill Road Corridor (a transport connection from Redoubt Road to Drury).

In mid-2020, we paused work on the Strategic South projects as Aotearoa responded to the COVID-19 pandemic.





Next steps

We are now progressing the planning required for transport projects to support the future urban areas of Pukekohe, Paerata, and south Drury. Our first step is to assess the previously discussed options and balance them with new considerations, such as:

- A shift in the current climate change context, including Resource Management Act reforms and the Climate Change Response (Zero Carbon) Amendment Act.
- Increased developer activity in the area.
- The changing way Aucklanders want to travel – communities want more transport choices, including options for more sustainable transport modes.

There are already projects underway to support the expected growth in the area. These include:

- Improvements to State Highway 1 between Papakura and south Drury as part of the Waka Kotahi Papakura to Bombay project
- Waka Kotahi State Highway 22 Safe Network Programme safety improvements between Drury and Paerata
- KiwiRail electrification of 19km track between Papakura and Pukekohe and three new stations - Drury Central, Drury West, and Paerata
- Drury Arterials - local roading infrastructure improvement projects

We'll be coming to talk more with the Pukekohe community in late 2022/early 2023. Keep an eye on our website <https://supportinggrowth.govt.nz> for more information about upcoming engagement and updates about our planning work in Pukekohe.

Where can I get more information?

If you have any questions, or if you'd like to speak to the Supporting Growth team, you can reach us by:



Visiting our website at supportinggrowth.govt.nz/growth-areas/south-auckland/



Calling us on the phone on 0800 GROW AKL (4769 255)



Emailing us at info@supportinggrowth.nz



Appendix 2

This advert was displayed in both the Papakura Courier and Franklin Courier to advertise the community open day. It was also part of a second flyer drop to 15,000 homes in the community.



TE TUPU NGĀTAHI
SUPPORTING GROWTH

**PLANNING
AUCKLAND'S
TRANSPORT
FUTURE
TOGETHER**

AWAKA KOTAHĪ
AGENCY FOR
TRANSPORT

The Future of Transport in Pukekohe

Meet the Te Tupu Ngātahi Supporting Growth project team and learn more about proposed transport solutions to support future growth in Pukekohe, Paerata and South Drury.

Enter on the day to win 1 of 3 electric scooters.

When Saturday, 12 November 2022

Where Franklin: The Centre, 12 Massey Avenue, Pukekohe 2120

Time Drop-in anytime between 11am and 2pm

For more information and to have your say about how Te Tupu Ngātahi is supporting growth in Pukekohe, Paerata and South Drury, visit www.haveyoursay-supportinggrowth.nz/pukekohe

You're Invited to
our Open Day
12th November
2022

Appendix 3

This was a full-page advertorial in the Franklin Courier from December 2022. It intended to promote community engagement.

neighbourly.co.nz

TE TUPU NGĀTAHI
SUPPORTING GROWTH

PLANNING AUCKLAND'S
TRANSPORT
FUTURE
TOGETHER

TE TUPU NGĀTAHI
SUPPORTING GROWTH

NOVEMBER 24, 2022, FRANKLIN COUNTY NEWS 15

Franklin residents are encouraged to come along to our second community information day on **Saturday 3 December 2022**
Time: 12-2pm
Where: Pukekohe War Memorial Hall Concert Chamber, Massey Avenue, Pukekohe

Meet team members and find out more about the future network for Franklin.

Future Transport Projects Discussed at Pukekohe Open Day

- Pukekohe Arterials which will form a 'ring road' through the Pukekohe town centre and connections to the future urban zones in Pukekohe.
- Mill Road (Bombay) - Pukekohe East Road Upgrade to four lanes between the State Highway 7 interchange and Harncliffe Road.

Around 150 members of the community, including residents of Pukekohe, attended the Open Day at the Pukekohe War Memorial Hall on Saturday, 3 December. The day at Franklin: The Centre on Saturday, 12 November. On the table and up for discussion were proposals for future transport routes in and around Franklin over the next 30 years.

At the information day, community members had the opportunity to meet the project team and see firsthand the proposed options for improved transport networks across the area.

Andy Baker, our new Franklin Ward Councillor, attended the open day to hear what you think about the proposed options, including in Franklin, is too significant to leave to chance.

"Around 1.66 million people currently live in Auckland," explains Mr Baker. "And over the next 30 years, this number could reach 2.4 million. That's massive growth. We need a clear understanding of what infrastructure is needed, when it's needed and where. That's why we're here in Franklin. We can't just let growth happen without planning for it."

Alan Cole, Deputy Chair of the Franklin Local Board, agrees. "You might be someone who doesn't mind change and growth, or you might be someone who doesn't. We need to hear from you. We know, and across Pukekohe, Paterata and south Drury has been zoned 'future urban' to support business and residential growth, but we need to make sure that stays the same. The Pukekohe of today is different to the Pukekohe of our grandparents, and it will be different to the Pukekohe of our grandchildren. We need our grandparents and adults. I want better transport options, and to get them, we need to hear from you. We need your input about future planning for Pukekohe to come in the future."

People can also give feedback on the proposals for our future transport network. Go to <https://www.nzta.govt.nz/transport/planning/consultation> for more information. Consultation for this round of engagement closes on 23 December 2022.

Woman's sore knees were bone cancer

neighbourly.co.nz

14 FRANKLIN COUNTY NEWS, NOVEMBER 24, 2022

SOPHIE HARRIS

When Amy Hugh's knees began to hurt, she thought nothing of it. At 27, she had always been fit and healthy. This wasn't anything new. She had been training for a triathlon competition and in the weeks leading up to the race, her knees were aching. When she finally went to the doctor, it was more out of concern than worry. She had no idea what was wrong. Her doctor eventually diagnosed her with bone cancer. It was a shock. She had never heard of it before. She had never thought of it as a possibility. She had never thought of it as something that could happen to her. She had never thought of it as something that could happen to her. She had never thought of it as something that could happen to her.

While many cancers are most common in older people, bone cancer tends to occur mostly in teenagers and young adults.

Hugh has not yet been told what the prognosis is. She said the diagnosis had changed her life and many goals.

It's so easy for life to get in the way of your dreams. But when you have to do them, you have to do them. It's about being in tune with your body, and knowing what's going on. It's about listening to your doctor. It's about taking care of yourself. It's about being in tune with your body, and knowing what's going on. It's about listening to your doctor. It's about taking care of yourself. It's about being in tune with your body, and knowing what's going on. It's about listening to your doctor. It's about taking care of yourself.

\$10,000 cash giveaway

Get all your Christmas gifts in one place. Plus, go in the draw to win your share of 10K cash.

Visit www.mags4gifts.co.nz

new zealand's gardener SUBSCRIBE & SAVE