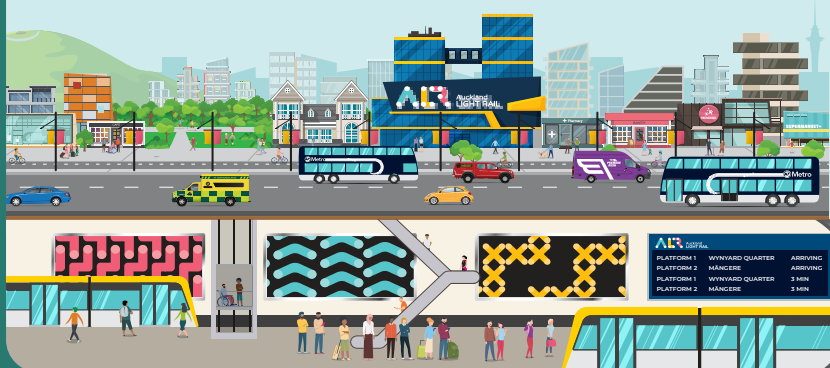


Transforming our city with light rail



Our engagement

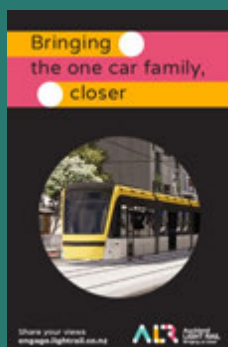
Between 13 March and 10 April 2023, we asked for Aucklanders' views about options for route and station locations, to help us develop a preferred route for the Auckland Light Rail project.

We asked questions about two options for a shared light rail and heavy rail route in the Onehunga area, two options for light rail to connect into Māngere and on new station hubs at Dominion Junction and Kingsland.

Thank you to everyone who provided feedback. We received a lot of detailed and helpful feedback to share with our project team.

How we engaged with people

We promoted our engagement in a variety of ways to reach as many people as possible, as well as being on the ground in communities to have conversations and gather input.



Billboards, bill stickers, digital and radio advertising



6 local board meetings



Stakeholder toolkit to support local promotion



Samoan, Tongan, Cantonese, Mandarin and Te Reo Māori translated information



13 elected official meetings



Brochure and feedback form



10 community events



5 Neighbourhood Liaison Group meetings



Digital engagement portal



Community flyers



10 stakeholder briefings



E-newsletters

People could give feedback by



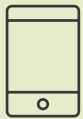
Online survey



Email



Phone



iPad at our events



Hard copy form

Our engagement received



32,000
website visits



24,000
engagement portal visits



30,500
clicks on our advertising



22
news, TV and radio articles



1,497
completed feedback forms

We heard from people of all ages and backgrounds.



Reimagining neighbourhoods

We've been doing things a little differently in the way we connect with communities. Travelling in our mobile hub, our team can take the project to communities to start conversations and enable people to have their say. Our interactive SIM city model gives people a chance to reimagine the areas around a sample station and design their city or neighbourhood as they would like them to be in the future.



What we heard

Dominion Junction and Kingsland

Light rail stations in Dominion Junction and in Kingsland will connect with heavy rail, including the new Maungawhau (Mt Eden) station being built as part of the City Rail Link project. These stations will create public transport hubs and in Dominion Junction support the development of more shops, homes and businesses.

We asked people what their aspirations were for these stations and what facilities and services they think will be essential to make them thriving hubs of activity. We received a range of ideas to help make light rail travel a convenient and enjoyable part of everyday life. A small proportion (1.7%, or 26 people) think hubs are unwarranted and no facilities are needed at any stations.

Key themes:

Shopping, retail and dining to make hubs desirable and busy destinations

(27% - 403 people). Cafes were most frequently mentioned (150 people) followed by convenience/grocery stores (117 people) to make stations local destinations for transport, to socialise, do business over a bite to eat or a drink, grab a coffee on the go, or do a quick grocery shop on the way home.

Good amenities will make public transport a more attractive travel choice

(16%). Toilets, comfortable seating, water fountains or bottle refill stations, WiFi, changing facilities and all-weather shelter and shade were important to people to make station hubs practical and comfortable places.

Make walking or cycling to light rail stations easy (9%). Facilities like secure bike parking, lockers, bike charging and locking facilities to keep your things safe and keep people moving. Safe walking connections between stations from local destinations were also highlighted.

We need good public transport connections to the station (6%). Easy connections between bus (34%) and train (26%) services were requested the most, to make journeys across suburbs to use light rail seamless and easy. Some people would like ride share or e-scooter options on site for travel between stations.

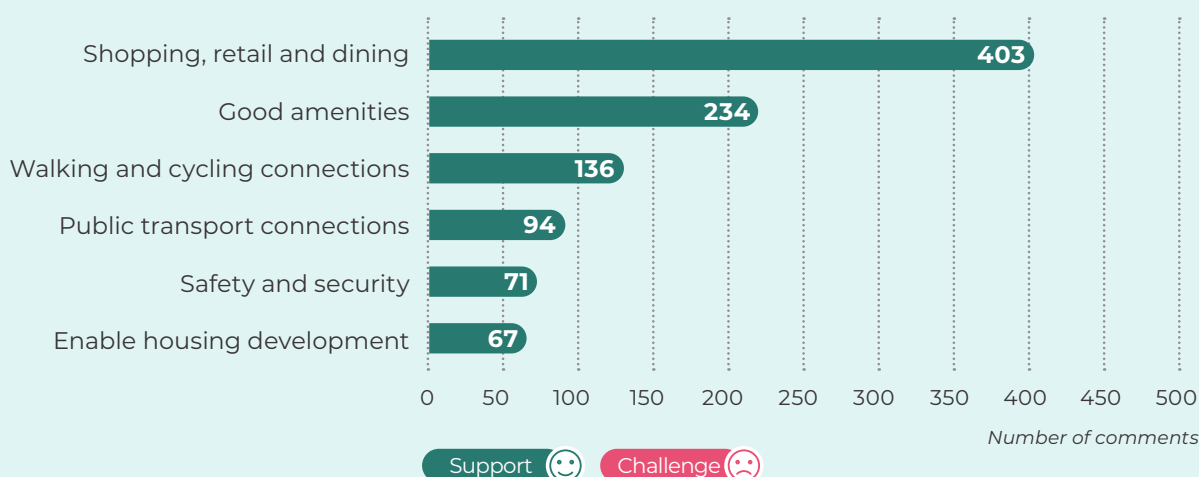
Station hubs must be safe and secure (5%). Suggestions included good lighting, high quality CCTV, manned security kiosks and plenty of retail options to make these public spaces bright, busy, monitored, secure and attractive for people at all hours of the day and night.

Enable more housing and development around stations (4.5%). Some people felt high density housing and apartments should be prioritised in Dominion Junction and Kingsland. People also suggested shared offices, pop up businesses and community green spaces to make hubs complete lifestyle solutions.

"A Countdown or New World Metro to pick up last minute groceries. Cafés as well, to have a meeting place before heading into town or to the airport."

"Make the hubs true hubs, with service and user orientated facilities - easy connections and transfers to other public transport."

Key themes



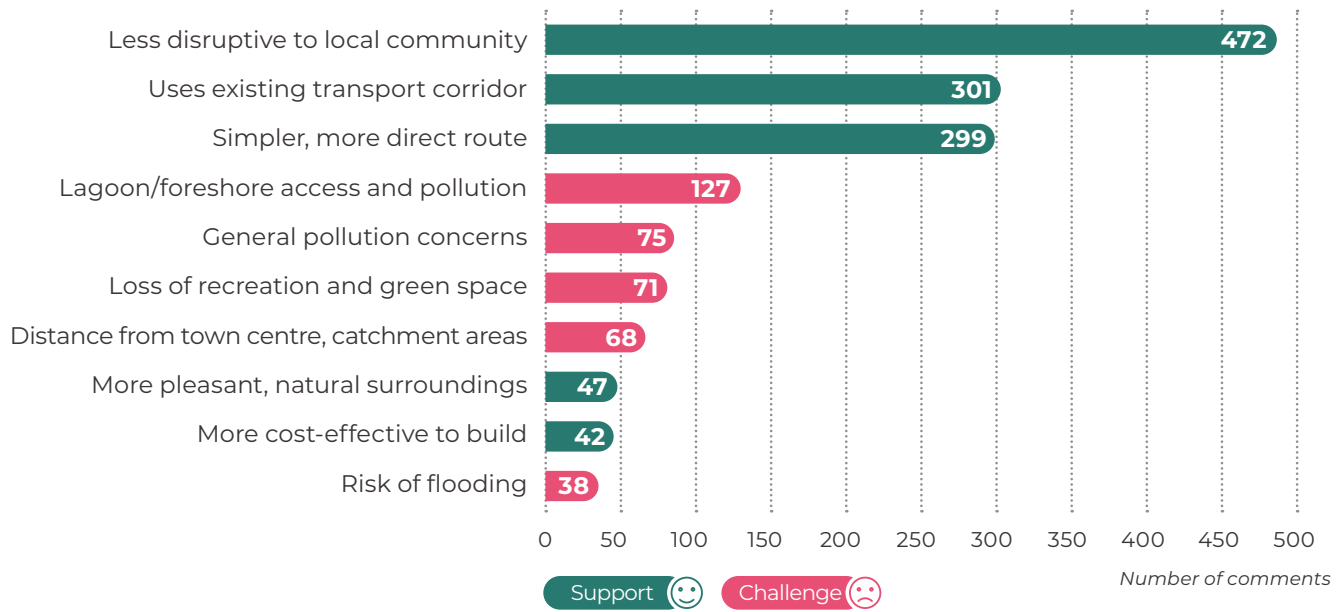
Onehunga

We asked for feedback on two options being considered in Onehunga:

- A shared light rail and heavy rail route alongside the Southwestern Motorway (SH20) and Onehunga Bay Lagoon (Option A).
- A shared light rail and heavy rail route using the KiwiRail land already set aside for rail use in the future (Option B).

OPTION A Southwestern Motorway (SH20) and Onehunga Bay Lagoon

Key themes



More people expressed a preference for this option because they felt it will have the least amount of disruption and impact on residential areas. However, there are concerns about the impact on the environment and green spaces and that it might be located too far away from where people live.



Digital adverts were created to encourage community engagement.

At Onehunga Library, a visit from students at St Joseph's School.

Key themes:

It will be less disruptive to the community (31% - 472 people) during construction and when services are running.

Aligning the route to the SH20 transport corridor is sensible (20%), intruding less on residential areas and linking to Onehunga Train Station.

It is simpler and more direct (20%) for faster journeys and connections between the city, Auckland Airport and other destinations.

It will **reduce public access to treasured recreational spaces and pollute** Onehunga Bay Lagoon and the foreshore (8.5%) undoing investment already made to restore, beautify and activate these areas.

It will add more noise, emissions and visual pollution (5%). The main contributing factors to this are people's perception around noise and visual pollution during construction and ongoing operation.

We will lose green space (5%) such as Taumanu Reserve, the dog park and walkways, which are valuable community assets.

It's too far from key catchment areas (town centre and where people live) (4.5%) and therefore less viable. Some question its accessibility, wanting to know how people can access it safely, particularly less abled and elderly people.

This route will be more scenic for passengers (3%).

It will cost less to use an established transport corridor, using existing infrastructure and with less land required (2.8%).

It could increase flooding risk in the area (2.5%).

"Run the line alongside the motorway not through quiet residential streets. Option A will have minimal impact on homeowners in the area."

"I like that it would be a faster, more direct route with less disruption during construction."

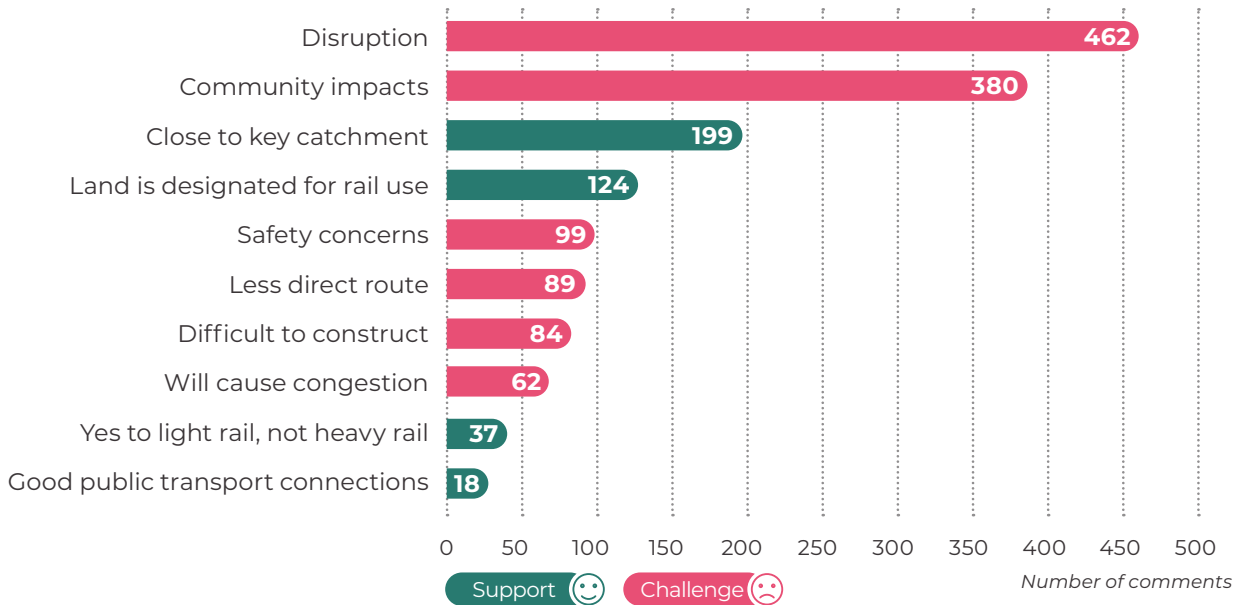
"We've worked hard over recent years to re-establish connections between the land and sea. This lacks sufficient detail and is likely to reinforce dislocations."

"With expected sea level rises in the future, and with this part of Auckland low lying, this has the risk of going underwater or needing to be moved in a few decades time."



University of Auckland O-Week, March 2023

Key themes



This option attracted 2,289 comments, many to raise concerns or voice opposition. The main concerns were disruption during and after construction and long-term community impacts. Conversely, some people liked that the route was located close to where people live and that the land is already designated to be used for rail.

Key themes:

Disruption will be significant (31%, 462 people) and cannot be justified. People felt noise, vibration, emissions and community severance will have devastating and lasting impacts. People acknowledged that while the land was designated for rail use, a long period of time has passed and its originally intended use is now untenable.

There will be adverse community impacts (social, housing, economic and environmental) which will be significant (25%). Concerns raised included property values along the route dropping, the historical 'charm' of the area being lost, loss of green space, and the protection of culturally and historically significant sites being lifted.

This route maximises catchment opportunities and access for the Onehunga and Royal Oak communities (13%). The proximity to more housing and key retail shopping areas such as Onehunga Mall/Dress Smart may attract more people into the area and to using light rail, unlocking economic and growth opportunities.

The land is pre-allocated for a freight rail corridor (8%), so it makes sense to utilise it, instead of disturbing the revitalised Onehunga Bay and foreshore area. Some people felt it would also be more cost effective because the land is intended for rail development.

Health, safety and access will be compromised by road severance and level crossings (7%) for children getting to school and everyone who walks or cycles in the area.

"Light rail will be divisive rather than the fantastic asset it has the potential to be."

"This route would enable additional stations to be built near more densely populated areas, allowing the network to grow and light rail to benefit more people in Auckland."

It's not as direct (6%) as the uncomplicated route along SH20, which will enable faster, more comfortable services.

It will be difficult and costly to construct (5.5%). Some people want to see more details showing how this option could work, but are unconvinced that safe, practical rail infrastructure can be engineered within budget due to the topography along parts of this route.

The route will cross too many local streets, **impacting traffic flow and cause congestion** (4%).

Light rail would be ok, but not heavy rail (2.5%) given the level of residential development since KiwiRail purchased the land.

Is better positioned to link to **other public transport** options (1%).

"Option B land might be owned but is still very undulating and would require massive works to make rail possible, through a now fully developed suburban area."

"I like the residential route more as it's closer for the residents. However, I'm not sure why the heavy rail link has to go that way...I'd say use it for either, but not both."

General feedback:

- Choose the route that disrupts the least residents (12.5%)
- Split heavy rail and light rail between Option A and B as a compromise (9%).
- Choose most cost effective option (6%).



Eden Valley Neighbourhood Liaison Group

Māngere

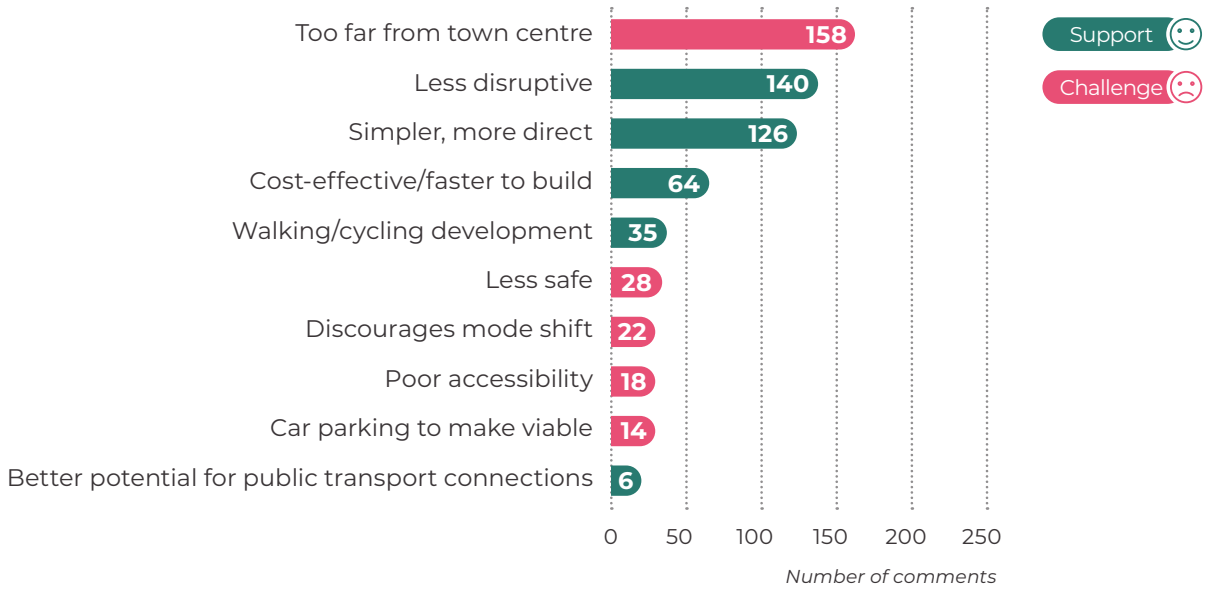
We asked for feedback on two options being considered in Māngere:

- A station built closer to the motorway (Option A).
- Connecting light rail and a station into the town centre (Option B).

OPTION A

Station built closer to the motorway

Key themes



Fewer people preferred a station built closer to the motorway. The main reason was distance from the town centre, disconnecting the service from the community and shops and making it unattractive to use. People who support this option like that it is more direct (so will be faster), and it may be more cost effective, quicker to construct and less disruptive.

Key themes:

It's too far away from the town centre to truly connect with the Māngere community (10.5% - 158 people). The 450 metre distance from the station is more than many people are prepared to walk, which will make light rail less desirable than other modes of travel.

Less disruptive during construction and ongoing (9%), but still close enough to the town centre catchment to be viable while keeping noise and emissions closer to the existing transport corridor.

A simpler, more direct route (8%), prioritising public transport connections and speed of service.

More cost effective and faster to construct (4%) because it uses the existing transport corridor and avoids disruption to local streets and businesses.

Encourages walking and cycling development (2.3%) to link people to and from the station and town centre.

Is less safe and secure for passengers to access (1.8%), particularly at night, and too isolated to ever be truly safe.

"450m is a fair distance to travel to the main shopping area - would be better for the community if it was closer."

"Option A: it will speed up the process and reduce the cost for taxpayers."

"A concern for the motorway route is that we build the rail but it's not accessible for people, so habits don't change away from cars."

It won't encourage enough mode shift from cars (1.4%) as readily as a route and connection closer to town. Convenience of access is key.

Is less accessible for vulnerable people (disabled, elderly) and families with young children (1.2%) due to its distance from the town centre and shopping areas and the perceived safety issues.

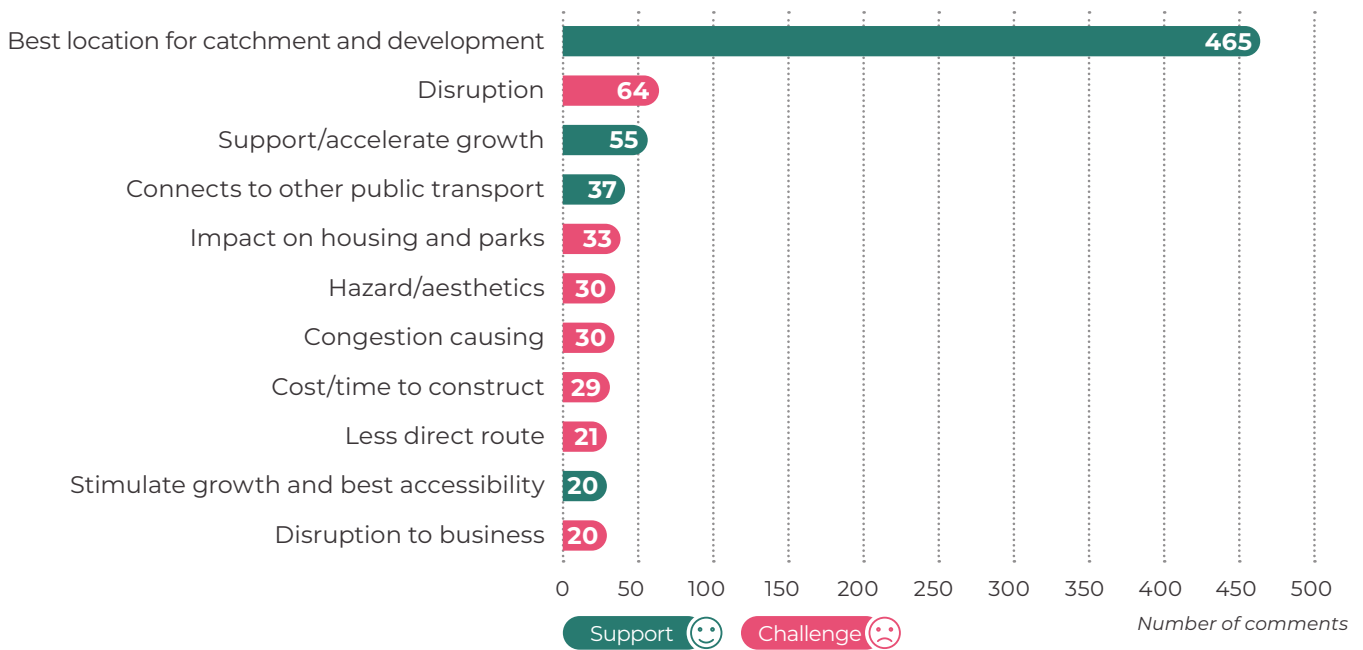
Car parking may be needed to make this station accessible for more people, (0.9%), devaluing it as a public transport and mode shift solution.

It enables better future connections (0.8%) because it has fewer constraints to work around such as existing homes and businesses, suburban streets, and the town centre itself.

"A station 450m from the town centre will discourage people from using light rail, especially those who ought to benefit most from public transport i.e. the disabled community, or parents pushing strollers."

OPTION B
A connection into Māngere Town Centre

Key themes



More people we heard from told us they prefer a connection to Māngere Town Centre. People are excited for Māngere to be on the light rail network, providing a much needed, convenient way to connect to jobs and education, to go shopping, and for everyday activities. People who have concerns about a station here causing congestion, safety, and disruption to the community prefer a route with less direct impacts (i.e. motorway station).

Key themes:

A station in the town centre is the best location for **catchment, creating a public transport hub and stimulating development** (31% - 465 people).

Will cause the most disruption (4%). People have a range of concerns, from noise, emissions, vibration, to congestion caused by restricted access to and through the town centre – during construction and when in service. Some are fearful the 'heart' of the community could be lost and feel that the disruption to the town centre itself, including businesses, is not justifiable.

"Access, cost and reliability are often barriers to public transport use. A station in the town centre will drastically improve utilisation."

"If it's in the town centre then it could disrupt the existing businesses and areas used for the market which are pretty popular to the community."

A light rail station will **support and accelerate economic growth** in the town centre (4%), attracting new visitors and creating opportunities for businesses.

There are better connections to public transport (2.5%) that people already use to get to/from the town centre, creating a more complete public transport solution for people.

Recreation space and housing could be lost (2.2%) to make way for the rail line.

A station in the town centre will cause congestion (2%), making it difficult for people to get around by car or bus, which is both unfair and impractical for this community.

Town centre aesthetic and safety will be compromised (2%). People want to retain the 'heart' of the town centre and worry the light rail development could be an 'eyesore' and a hazard for people.

Longer and more costly to construct (1.9%), compared to a route aligned to the motorway, avoiding local roads and other interferences.

It is a less direct (1.4%), compared to a route along the motorway, and will increase overall journey times.

Potential to stimulate housing and businesses growth around the town centre (1.3%), centrally and conveniently placed for more people. The **best option for accessibility** (1.3%), especially for less able, vulnerable people and families who may need support to get around.

It will adversely impact local businesses during construction (1.3%).

"It will create more exploration from travellers resulting in growth of the suburb's business and hospitality infrastructure."

"The option going to the town centre will add cost, complexity and time."

General feedback:

- Choose the option that disrupts the least residents and businesses (8%).
- The most cost effective option to implement should be selected (4%).
- Station safety and security should be the main consideration to decide the route (4%).
- The Māngere community's wishes should be the priority (3%).



Community engagement in Māngere Town Centre

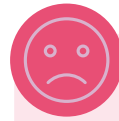
Views of the project

People want light rail



I support light rail (74%)

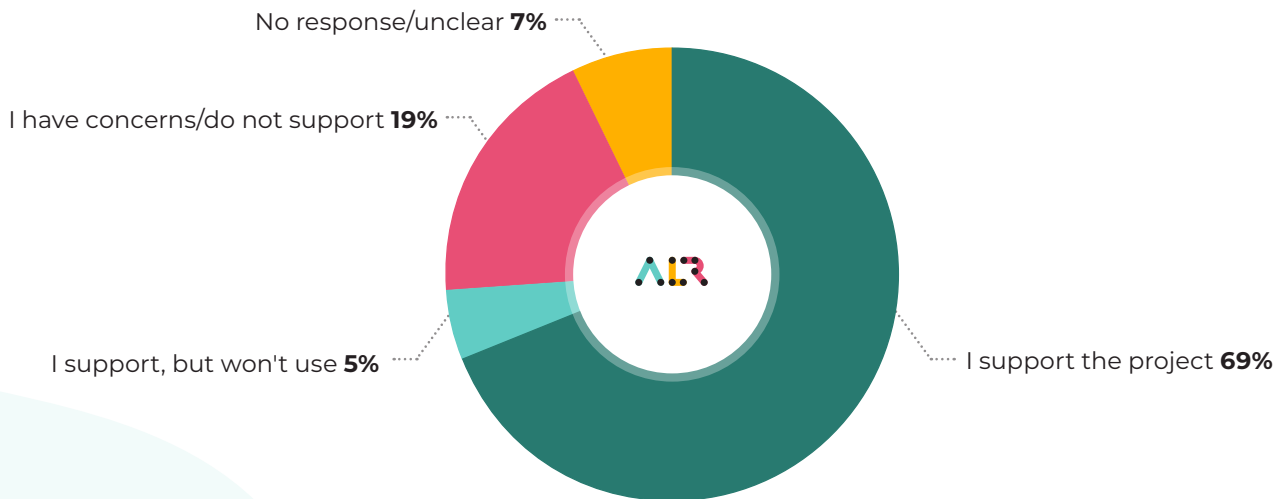
Three quarters of all respondents (1,113 people) support light rail - an 8% increase in sentiment since our 2021 public engagement. This includes 5% who said they will not use light rail but see it has many benefits for Auckland. Many people who are opposed to either of the Onehunga or Māngere route options are still supportive of the project overall.



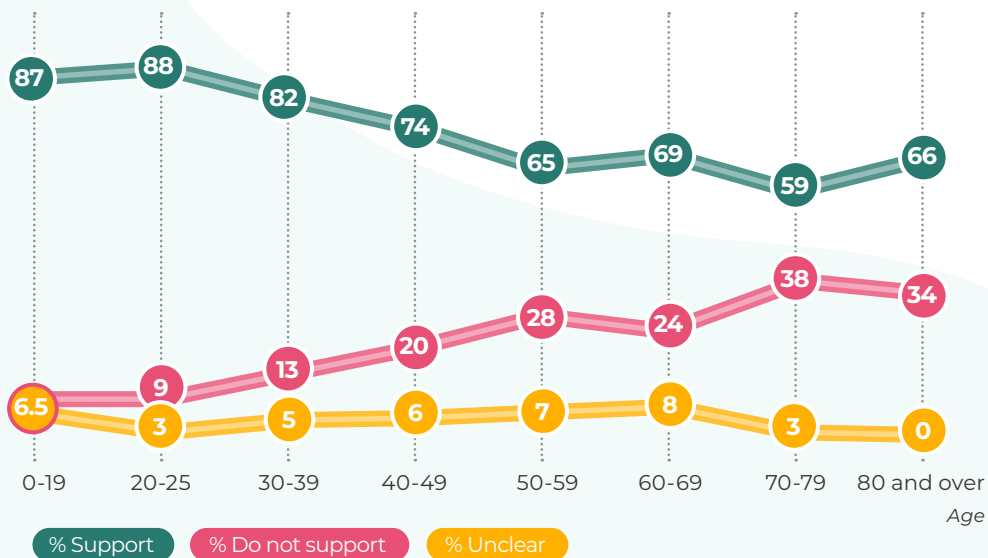
I have concerns (19.5%)

One in five people we heard from don't support the project. Their main concerns are the cost, light rail won't be well utilised or they are unclear of the purpose believing that a key outcome is to only provide a rapid service to and from the airport. They may have been strongly opposed to either of the Onehunga or Māngere route options.

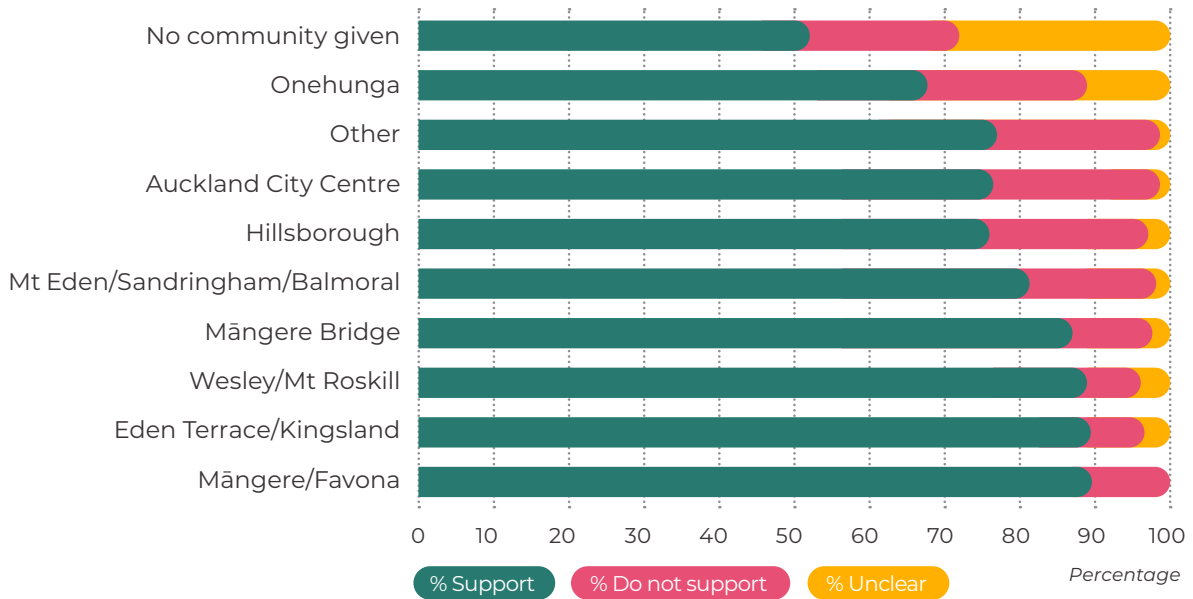
Sentiment toward project



Sentiment by age



Sentiment by community



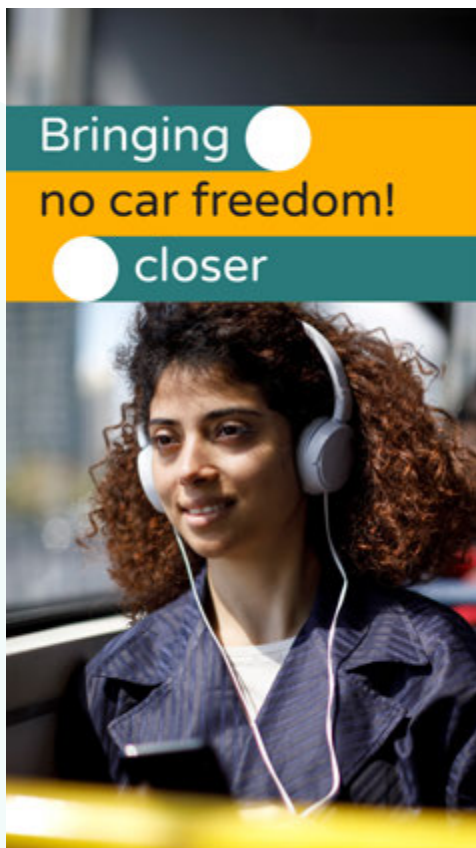
Will you use light rail?



Yes, my family or household members will use light rail (75%)*

We asked how many people per household would be likely to use light rail. With an average of 2.7 people per household, that's 3,083 people.

**Some people provided written feedback or by email, so did not answer this question.*



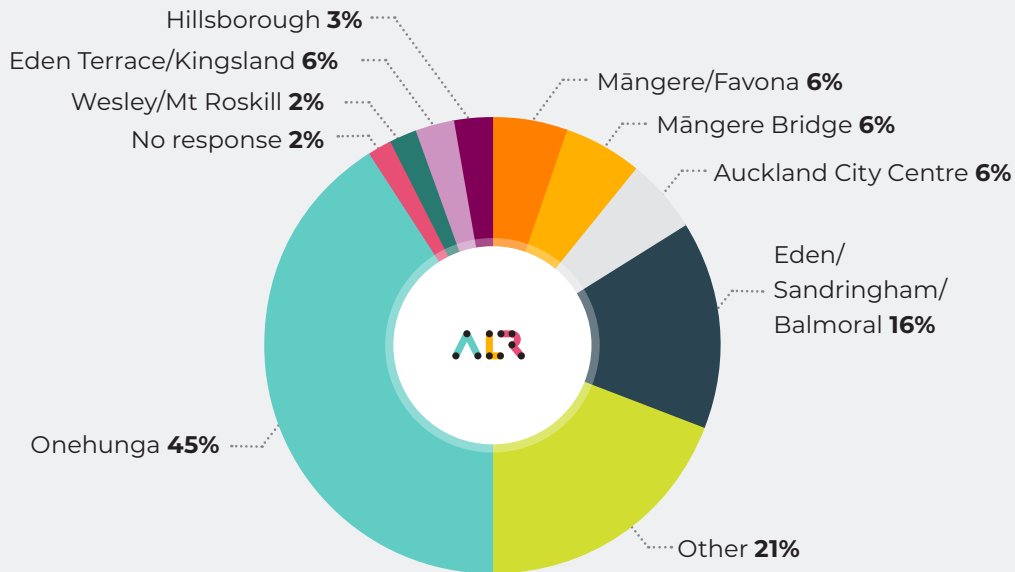
Digital ads and billboards were created to encourage community feedback.

Who we heard from

Views from across Auckland

We received feedback from right across the region, with over three quarters (77% or 1,153 people) telling us they live in a corridor community.

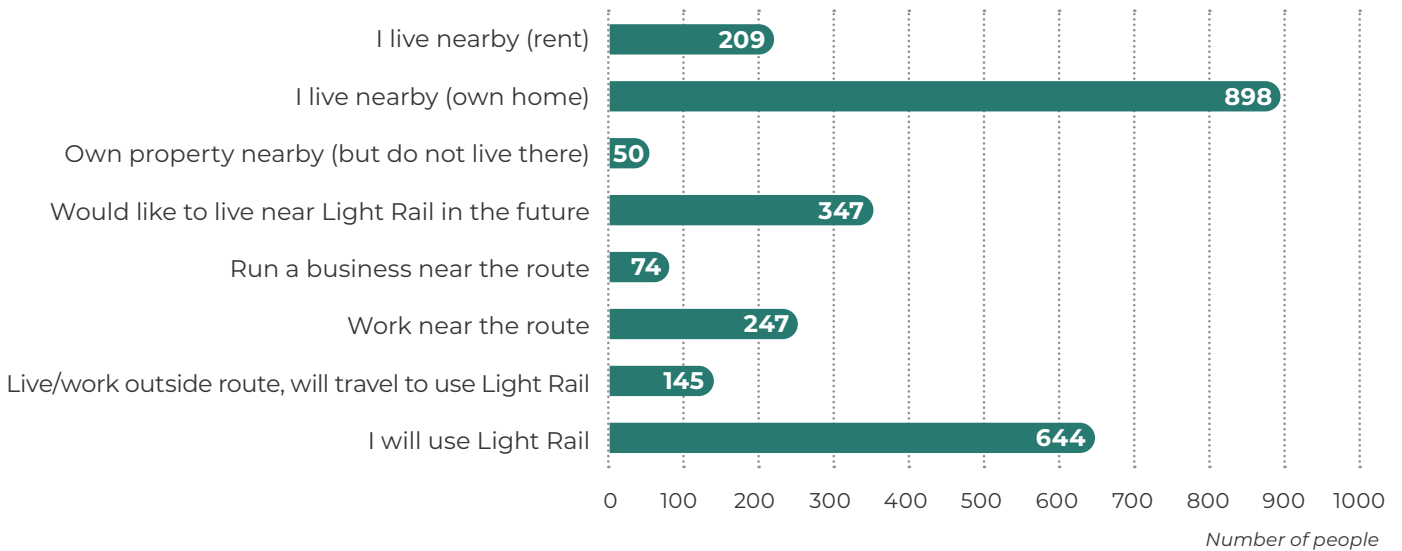
Community you live in



People from 'other' areas outside the corridor (21%) represent 101 suburbs spanning the wider Auckland region. From Pukekawa in the south (Franklin District) to Red Beach and Rodney in the north, Helensville in the west and a host of communities in between.

North Shore	Albany, Bayswater, Beachhaven, Birkdale, Birkenhead, Browns Bay, Devonport, Glenfield, Hibiscus Coast, Milford, Milldale, Murrays Bay, Narrowneck, Northcote, Paremoremo, Red Beach, Rodney, Stanmore Bay, Takapuna, Torbay, Whangaparaoa.
Central Auckland	Ellerslie, Epsom, Greenlane, Grey Lynn, Herne Bay, Morningside, Mt Eden, Mt Albert, Newmarket, One Tree Hill, Ōrākei, Oranga, Parnell, Point Chevalier, Ponsonby, Roskill South, Royal Oak, St Marys Bay, Three Kings, Waiheke Island, Waterview, Westmere.
West Auckland	Avondale, Blockhouse Bay, Glen Eden, Greenhithe, Helensville, Henderson, Hobsonville, Hobsonville Point, Huapai, Huia, Kaukapakapa, Kelston, Kumeū, Lynfield, Massey, New Lynn, New Windsor, Oratia, Ranui, Sunnyvale, Swanson, Te Atatū Peninsula, Titirangi, West Harbour.
East Auckland	Beachlands, Botany, Bucklands Beach, Glen Innes, Glendowie, Howick, Kohimarama, Meadowbank, Mission Bay, Ormiston, Pakuranga, Panmure, Penrose, Point England, Remuera, St Johns, St Heliers, Wai-O-Taiki Bay.
South Auckland	Airport, Alfriston, Clevedon, Drury, Flat Bush, Franklin, Karaka, Manukau City, Manurewa, Mt Wellington, Otahuhu, Papatoetoe, Pukekawa, Pukekohe, Ramarama, Takanini, Waiuku.

Interest in the project

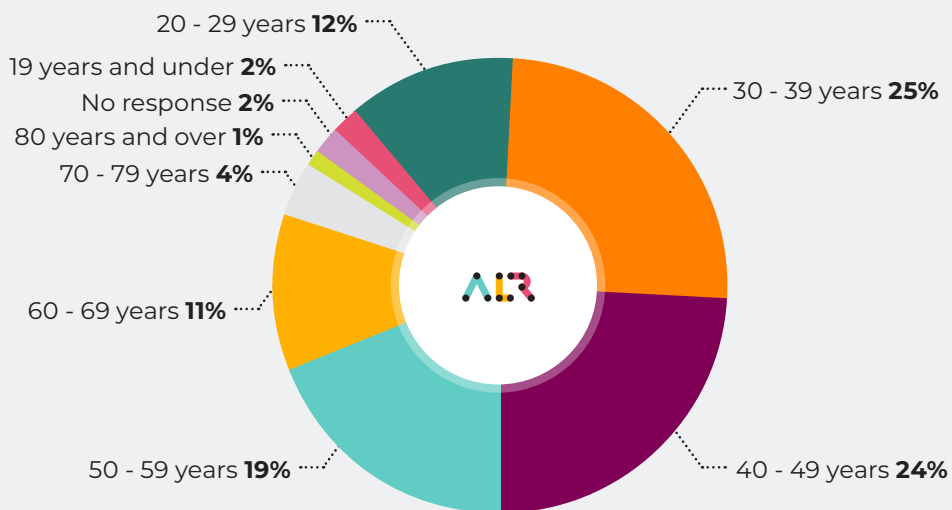


Most people we heard from (60%) live in a home they own or rent (14%) near the corridor, and 16.5% work near the future route.

A further 23% said they would like to live near light rail in the future, and 10% of people we heard from told us they will travel to use light rail.

People of all ages participated. Where people told us which age group they fall into, nearly half were in the 30-49 years age group and were more likely to support light rail.

Age of people who gave feedback



49 years and under

- Represent 65% of all who gave feedback and their age group (943 people).
- 80% support Light rail.
- 41% own and live in their home near the corridor (390 people).

50 years and over

- Represent 35% of all who gave feedback and their age group (519 people).
- 65% support Light rail.
- 64% own and live in their home near the corridor (334 people).

Key stakeholder groups we heard from

As part of our engagement, we met with key stakeholder groups to share information and answer questions.

ADVOCACY GROUPS

- ▶ Bike Auckland
- ▶ Wynyard Quarter TMA

BUSINESS ASSOCIATIONS

- ▶ Heart of the City
- ▶ Māngere Town Centre
- ▶ Onehunga Business Association
- ▶ Puketapapa Business Voice
- ▶ Uptown Business Association

COMMUNITY ORGANISATIONS

- ▶ I AM Māngere
- ▶ ME Family
- ▶ Roskill Chinese Group
- ▶ SPICE
- ▶ Roskill Together
- ▶ Time to Thrive to Stay Alive
- ▶ Puketapapa Active Transport
- ▶ Grey Friars Church
- ▶ Aroha Apartments
- ▶ 275 Times
- ▶ Māngere East Community Centre
- ▶ Fonua Ola
- ▶ Māngere Arts Centre

EDUCATIONAL FACILITIES

- ▶ AUT
- ▶ Selwyn College
- ▶ Onehunga Kāhui Ako School Enviro Group
- ▶ University of Auckland
- ▶ Onehunga High School
- ▶ Royal Oak Intermediate

ELECTED REPRESENTATIVES

- ▶ 21 Local Boards
- ▶ 5 Auckland Councillors
- ▶ 3 Members of Parliament
- ▶ Transport and Infrastructure Committee

ENVIRONMENTAL GROUPS

- ▶ The Onehunga Enhancement Society
- ▶ Onehunga Peoples Garden

LARGE BUSINESSES

- ▶ Eden Park
- ▶ Auckland Stadiums

PEAK BODY GROUPS

- ▶ Property Council New Zealand

RESIDENT ASSOCIATIONS

- ▶ Māngere Bridge Residents and Ratepayers Association

VULNERABLE USER GROUPS

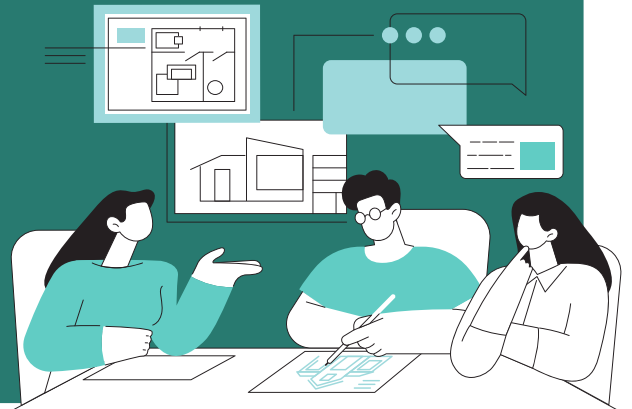
- ▶ Public Transport Accessibility Group (PTAG)

LOCAL BUSINESSES

- ▶ Twosevenfive
- ▶ Māngere Cosmopolitan Club Incorporated

Local boards

Six local boards in the project area provided written submissions. We have summarised these below.



Albert-Eden Local Board

- Supports:
 - ▶ Making better use of land currently covered by the Dominion Road flyover.
 - ▶ Easy, safe pedestrian connections between light rail and Maungawhau and Kingsland heavy rail stations.
 - ▶ Frequent stations and services to enable easy access to the network.
- Request close, early engagement including with communities, when investigating:
 - ▶ Future light rail station locations.
 - ▶ Land use development potential around future stations.
 - ▶ Addressing wider infrastructure needs, in conjunction with Council/Auckland Transport.
- Believe the associated benefits of a town centre station outweigh increased disruption and cost.
- Supports an alignment (raised bridge, a low trench or street level with barriers) which:
 - ▶ Causes least disruption.
 - ▶ Maximises safety.
 - ▶ Contributes to social cohesion of its portion of light rail network.
- Requests information about:
 - ▶ Properties being considered/ impacted.
 - ▶ Impact of construction and operations on the health, wellbeing, and general movement of locals, and households closest to the route.
 - ▶ How station placement will be inclusive to the community's diverse demographics, facilitates social inclusion and cohesion and contributes to the development of strong communities.

Māngere-Ōtāhuhu Local Board

- Supports stations next to town centres citing the associated benefits and opportunities these alignments will bring, including:
 - ▶ Supporting locals to engage in work and social commitments.
 - ▶ Increasing economic activity.
 - ▶ Emissions reduction (mode shift from car)
 - ▶ Integration of the area's cycling and bus connections.
 - ▶ Connection to the area's new housing programmes.
 - ▶ Potential for town centre transformation and value add to existing facilities like Māngere Arts Centre, David Lange Park, weekend markets and business communities.
- Request the establishment of a unit for coordination between local and central government authorities to bring together collective expertise on land use and transport when planning the stations.
- Do not support any route that negatively impacts the playground in David Lange Park.

Continued →

Maungakiekie-Tāmaki Local Board

- Recommend investigating tunnelling in Onehunga, consistent with other parts of the proposed route.
- Request KiwiRail conduct separate community engagement with all impacted communities on the Avondale to Southdown Rail Corridor.
- Express disappointment with the consultation process, including the four week timeframe, and lack of detail on the options for people to give considered views, including the impact of four train lines and the viaduct alongside SH20, and not including a light rail only option.
- Oppose any inclusion of heavy rail in any light rail proposal noting the designated land is no longer compatible with heavy rail, the community have not had the opportunity to provide feedback on heavy rail separately from light rail, or the special character overlay due the omission of the light rail corridor from the Plan Change 78 consultation.

Ōtara-Papatoetoe Local Board

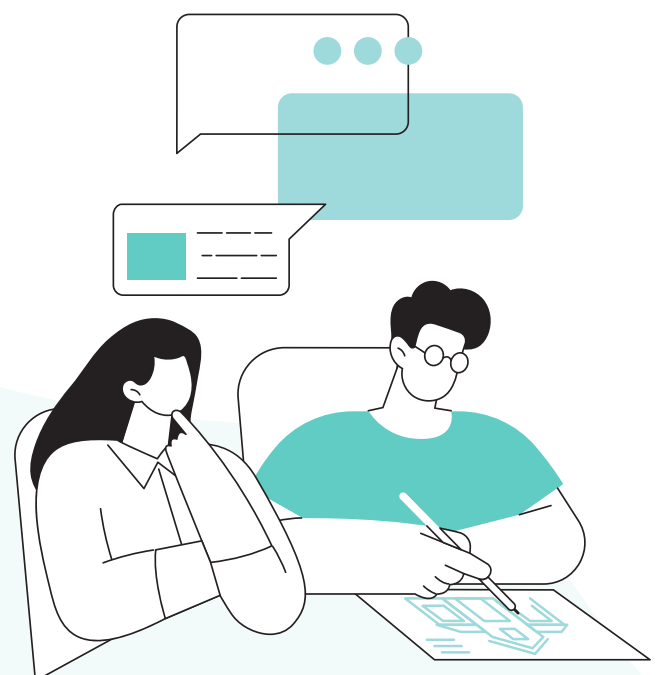
- Want public transport to be a viable option for local communities of Ōtara-Papatoetoe for getting around.
- Recommends local social procurement to allow for increasing economic opportunities for local communities.

Puketāpapa Local Board

- Suggests at Dominion Junction and Kingsland stations:
 - ▶ Light rail encourages mixed use residential, commerce and public amenity development around stations to support the creation of station hubs.
 - ▶ Active transport provisions, including prioritising cycle parking and pedestrian access, and a seamless transition to other modes of transport.
- Endorses a shared light rail and heavy rail route in Onehunga using the KiwiRail land, to save time and costs, and better connect to residential communities.
- Notes concerns to potential environmental impacts on the Manukau Harbour from light rail.
- Supports a station in Māngere town centre to integrate with the business area.
- Requests clarification on why the route is tunnelled through the isthmus and whether above ground rail has been considered, given the substantial cost savings.

Waitematā Local Board

- Suggests the following station locations:
 - ▶ A Wynyard Quarter station on Daldy Street near Madden Street with exits to the linear park and towards Jellicoe Street.
 - ▶ A Victoria Quarter station beneath City Works Depot with exits onto Nelson Street, Wellesley Street with easy access to Victoria Park, and a walkway to Cook Street.
 - ▶ Collaborate with University of Auckland and AUT to identify a preferred universities station location.
 - ▶ Dominion Junction station at the southern corner of Dominion Road and Tawari Street, with good, safe connections to Maungawhau Station.
- Supports the project and considerable transport, economic and development benefits. However there are concerns about the high cost and carbon emissions of the underground route. The board considers outside of the city centre an above ground route should be fully explored.
- Support quality urban interventions around light rail stations and would like more provision for cycles, micro mobility, buses, and greater intensification on all existing bus routes to stem greenfield development.
- Recommend staged construction and a whole network approach delivering the most benefit to the most people and which is most likely to reduce net emissions. This may mean focusing on the South first.





Contact Us

- lightrail.co.nz
- 0800 567 847
- info@lightrail.co.nz

