

Addendum - 2 February 2006

Previously this project was named 'Harbour Bridge to City' project and there may be references in this document referring to this name or its abbreviation: HBTC.

The name of this project has since changed and is now referred to as 'Vic Park Tunnel'. Therefore, any reference to 'Harbour Bridge to City' or HBTC should now be taken to refer to Vic Park Tunnel or VPT.

▪ report

**Harbour Bridge to City
Motorway Project:
Stakeholder and
Community Consultation
Report
(Phase I)**

July 2002

▪ report

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Motorway Project:
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Report
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July 2002

Prepared for Transit New Zealand

By Beca

July 2002

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15 July 2002

Our Ref: 2109034/045

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Dear Colin

***Harbour Bridge to City Motorway Project: Stakeholder and Community
Consultation Report (Phase I)***

Please find **enclosed** a draft report for discussion.

Please note that this report covers the period February 2002 – mid July 2002. Consultation undertaken after this period will be contained in a subsequent report.

Yours faithfully

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A	Rebekah Ward	Internal Draft	15 July 2002

Document Acceptance

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Glossary and Abbreviations

ACC	Auckland City Council
AEE	Assessment of Environmental Effects
AHB	Auckland Harbour Bridge
ARC	Auckland Regional Council
AWAG	Auckland Waterfront Advisory Group
GGP	Grafton Gully Project
HBTC	Harbour Bridge to City Project
HOV	High Occupancy Vehicle
HPT	Historic Places Trust
IA	Infrastructure Auckland
POAL	Ports of Auckland Ltd
PTAP	Passenger Transport Action Plan
RLTS	Regional Land Transport Strategy
RMA	Resource Management Act 1991
SAR	Scheme Assessment Report
SMBA	St Marys Bay Association
Transit	Transit New Zealand
VCC	Victory Christian Church
VHHL	Viaduct Harbour Holdings Ltd
VPV	Victoria Park Viaduct
WBCB	Western Bays Community Board

1 Purpose of Report

This report describes the consultation Transit and its consultants undertook with stakeholders and the community for the Harbour Bridge to City Motorway project (HBTC) between February 2002 and July 2002. This period represents the first phase of consultation whereby Transit sought to inform the public about the project and to obtain feedback on three broad options under consideration. The second phase of consultation will commence early August 2002 and will focus on the fundable option and mitigation of effects. Outcomes of the second phase of consultation will be provided in a separate report. The consultation reports will support the Assessment of Environmental Effects and various authorisations required under the Resource Management Act 1991 to enable Transit to undertake the project.

2 Consultation Phases and History

2.1 Consultation Phases

Since 1995 Transit and its representatives have consulted with affected parties and the wider community.

For consultation purposes, the project can be divided into three broad phases stages. These correspond to the completion of various studies in the evolution of what is now known as the HBTC project. These being:

- Pre- HBTC Consultation (1995 - 1999) - Various environmental and engineering investigations for the Auckland Harbour Bridge (AHB) Capacity Studies
- HBTC Project Consultation (Phase I) - Option Preference and Funding (February 2002 - July 2002)
- HBTC Project Consultation (Phase II) - Fundable Option and Effects Mitigation (August 2002 - September 2002)

2.2 Consultation Pre- HBTC

Consultation was undertaken for a number of previous studies between 1995 and 1999. These studies form the background investigations to the HBTC project:

1. AHB Corridor Capacity Study (1995)
2. The North Shore Busway "Proposals for improved public passenger transport and priority vehicle travel on the Northern Motorway" (1996 - 1997)
3. AHB Approaches Capacity Improvement Study (1997)
4. Victoria Park Widening Study (1999)

Consultation during these early stages focussed on assessing the impacts of various at-grade widening and tidal flow options on three key stakeholders - St Marys Bay Residents Association (SMBA), Auckland City Council (ACC) and Ports of Auckland Ltd (POAL). Consultation with these three groups was generally conducted outside the public arena through direct communication (letters and meetings) with Transit. The SMBA in particular were, and continue to be, actively involved in the project's evolution by providing feedback on draft reports and making submissions to Transit, ACC and politicians.

During this period the wider community and interested parties were kept informed of the project development via a series of newsletters, brochures and the media. An inventory of consultation undertaken by Transit during this initial phase is provided in Appendix 1 and more fully described in the AHB Approaches Capacity Study 1997.

3 HBTC Project: Objectives and Overview

3.1 Project Objectives

The HBTC project commenced in December 2002. Transit's overall objective for the HBTC project is to improve the efficiency (i.e. reduce congestion) through the section of motorway extending from the Wellington Street on-ramp through to the city-side of the Auckland Harbour Bridge. The generic traffic solution is to provide 3 lanes in each direction through the Victoria Park section, and to provide 4 lanes plus a peak shoulder lane northbound and 5 lanes plus a possible HOV/bus lane southbound through the St Marys Bay section of corridor.

Transit has proposed 3 construction options to achieve the generic solution. These 3 options and how to pay for them (the funding issue) formed the focus of the first phase of stakeholder and community consultation (February 2002 - July 2002) for the HBTC project.

3.2 The Options

The 3 Options are summarised as:

- Option A "Viaduct" (Above-ground)

This involves widening the existing Victoria Park Viaduct (VPV) on the western side either by a clip-on to the existing structure ("west-side widening") or by constructing a new viaduct ("new west-bridge").

- Option B "Lowered Motorway" (Below-ground)

This option involves demolishing the existing VPV and constructing the motorway in a trench below - ground level through Victoria Park.

- Option C "Tunnel" (Below-ground)

This option involves demolishing the VPV and constructing a tunnel(s) under Victoria Park. A variant of this option involves retaining the VPV for southbound traffic and constructing a tunnel underneath Victoria Park to accommodate northbound traffic ("the partial tunnel").

The St Mary's Bay Association (SMBA) has proposed a further variant of this option. It comprises a full tunnel through Victoria Park and lowering and re-aligning the motorway through part of Westhaven.

All three options, except the variant proposed by the SMBA, follow the existing alignment through the St Marys Bay section of the corridor, with at-grade widening on both sides.

3.3 The Key Issue – Funding

The key issue facing Transit in selecting a preferred option is funding. All options provide the same traffic benefits but offer varying degrees of environmental and amenity benefits. There are also major cost differences between the options ranging from \$70million - \$430million.

From the outset of the consultation process Transit have made it clear that only the above – ground option (Option A) is expected to be fully fundable from the National Roding Programme (Transfund New Zealand). In order for any of the below- ground options to proceed, additional funding needs to be obtained from other sources¹.

The funding issue has set the context for the first phase of the consultation process. Although Option A is the only option likely to be funded under the current funding regime, Transit considered it important that key stakeholders and the community be given the opportunity to assess the relative costs and benefits of the below-ground options.

If the results of consultation showed that there was strong support for a below- ground option, and the additional funding was available, Transit would then be in a position to proceed with a below- ground solution.

¹ Harbour Bridge to City Motorway Project Briefing Document (April 2002) Transit

4 Purpose of Consultation

4.1 Why Consult?

Effective consultation with stakeholders and the community is increasingly becoming standard practice in the design and delivery of major infrastructure projects. It is Transit's policy to consult with affected parties as part of demonstrating best practice in obtaining the various approvals required under the Resource Management Act 1991 (RMA).

From Transit's perspective, consultation has a number of interrelated functions. These are:

1. To minimise risk to the project associated with failing to meet the expected level of consultation under the RMA in obtaining the necessary statutory approvals (resource consents, alteration to designation);
2. To gain stakeholder understanding, and where possible, support for the project;
3. To promote Transit as a responsible corporate citizen;
4. To satisfy Transit's consultation policy and statutory obligations. In particular TNZ Minimum Standard Z/6, Transit's Planning Policy Manual (December 1999), and section 42L Transit New Zealand Amendment Act 1995.

For the purposes of this project "stakeholder" is defined as anyone (or their representatives) who may be specifically affected by the project (directly or by proximity) or anyone who has an identified interest, over and above the general public.

4.2 Elements of Consultation

The Court of Appeal decision in *Wellington Airport v Air NZ [1991] 1NZLR* has provided a benchmark for the basic elements of consultation. Where possible these elements (listed below) have been reflected in the design and implementation of the consultation plan for the HBTC project.

- A statement of a proposal not yet fully decided upon
- Listening to what others have to say and considering the responses
- Allowing sufficient time for consultation
- Making a genuine effort to consult
- Conducting the process in mutual good faith
- Providing enough information to enable the party being consulted to make intelligent and useful responses
- Keeping an open mind and being ready to change the proposal or even start afresh, although it is allowable to have a working plan

- Holding meetings, providing relevant and further information on request
- Waiting until those being consulted have had a say before making a decision
- Re-opening the consultation process if necessary.

In summary, the consultation process (for RMA purposes) has three basic elements:

1. Imparting information
2. Providing opportunity for feedback
3. Providing a response to feedback

5 The Consultation Plan

5.1 The Consultation Plan

A Consultation Plan was developed for Phase I of the consultation process. The plan set out the broad objectives, methodology and programme for undertaking consultation. The Plan was revised regularly to reflect the direction of the project, and to accommodate requests from stakeholders and the community to undertake specific forms of consultation not initially contemplated (e.g. hold a public meeting).

The attached flow diagram (Figure 5.1) summaries the Consultation Plan developed for Phase I, and the preliminary Plan for Phase II.

[Insert Fig 5. 1 Consultation Plan - extended A3 size]

5.2 Communications Plan

A Communications Plan for the HBTC project was prepared by Transit's communications consultants (Core Communications). The purpose of the Communications Plan was to maintain clarity and consistency of key messages throughout the various phases of the project. The Communication Plan forms an important part of the overall Consultation Plan, as it is the primary way of ensuring that information provided to the public is timely, relevant and appropriate to the target audience. A copy of the Communications Plan is attached at Appendix 2.

6 Project-Specific Consultation Objectives

6.1 Consultation Framework

Transit's objectives for the first phase of consultation were to a large extent influenced by the funding issue. From the outset, Transit made it clear to stakeholders and the community that under the current funding regime only Option A (above -ground widening) was likely to be fully funded by the National Rooding Programme. This position could however change if there was clear community and stakeholder support for the below- ground options and additional funding was available².

6.2 Specific Objectives

Consultation objectives for Phase I focussed on informing stakeholders and the community about the project and obtaining responses to the following questions:

1. Which option did they prefer and why?
2. If a below- ground option was preferred where could the additional funding be sourced, and were they were prepared to contribute?
3. How were they affected by the various options and how could the effects be mitigated.

Those consulted were informed by Transit that their responses to these key questions would be presented to the Transit Authority in September 2002 as part of the information required by the Authority to select a preferred option³.

² Harbour Bridge to City Motorway Project Briefing Document (April 2002). Transit New Zealand

³ Harbour Bridge to City Motorway Project Briefing Document (April 2002) Story boards at 3 Community Open Days and Public Meeting (check with Core)

7 Identification of Key Stakeholders and Community

7.1 General

Every effort was made to ensure that all persons or organisations that may be affected by the project, or had a likely interest, were contacted early on and invited to participate in the consultation process ⁴. Those contacted generally fell into the following broad 4 broad categories:

1. Key stakeholders
2. Wider community
3. Interested Groups
4. Iwi

A copy of the consultation database is provided in Appendix 3.

7.2 Key Stakeholders

Key stakeholders comprised anyone who was specifically affected by the project (directly or by proximity), or had an identified interest over and above the general public. Key stakeholders and their respective interests in the project are shown in Table 7.1 below:

Table 7.1 - HBTC: Key Stakeholders

Stakeholder	Project Interest
Auckland City Council (ACC)	<ul style="list-style-type: none"> • Consent authority (changes to designation) • Landowner (Victoria Park, SMB reserve, Ngapona)
Western Bays Community Board (WBCB)	<ul style="list-style-type: none"> • Elected community representatives for the majority of the project area (Ponsonby, Herne Bay, Grey Lynn, Freemans Bay, Victoria Park)
Hobson Bays Community Board (HBCB)	<ul style="list-style-type: none"> • Elected community representatives for Westhaven and the CBD

⁴ This involved referring to Transit's consultation databases developed during the previous studies (1996 –1999), reviewing Transit's CMI databases and liaising with Auckland City Council and the Auckland Regional Council.

Stakeholder	Project Interest
Auckland Regional Council (ARC)	<ul style="list-style-type: none"> Consent authority for regional consents Govern regional transport strategies (check)
North Shore City Council (NSCC)	<ul style="list-style-type: none"> Relationship with North Shore Bus Rapid Transport Project (Busway)
Historic Places Trust (HPT)	<ul style="list-style-type: none"> Consent authority for relocation /modification of historic buildings (Birdcage Hotel, Logan Campbell Kindergarten, Ngapona)
Infrastructure Auckland (IA)	<ul style="list-style-type: none"> Potential funding agency for under ground options
Victory Christian Church (VCC)	<ul style="list-style-type: none"> Located directly adjacent to project Possible land requirement Environmental / amenity impacts
HMNZ Naval Base (Navy)	<ul style="list-style-type: none"> Operate Naval training facility Ngapona
Ports of Auckland Ltd (POAL)	<ul style="list-style-type: none"> Own and operate the Port of Auckland including Westhaven and Westhaven Drive Possible land requirements at Westhaven drive
Viaduct Harbour Holdings Ltd (VHH)	<ul style="list-style-type: none"> Own land around Viaduct Harbour and the Western Reclamation
Auckland Waterfront Advisory Group (AWAG)	<ul style="list-style-type: none"> Advisory group comprising POAL, VHH, America's Cup Village, IA planning a major rezoning of Western Reclamation for mixed commercial and residential activities.
Trans Tasman Properties Ltd (TTP)	<ul style="list-style-type: none"> Leasehold interests in 2 blocks between Halsey St and Beaumont St
St Marys Bay Association	<ul style="list-style-type: none"> Represents a number of St Marys Bay residents
Beaumont Apartments	<ul style="list-style-type: none"> Owners of apartment complex corner Franklin Road and College Hill
Melview Developments	<ul style="list-style-type: none"> High intensity residential development (near completion) at former gas works site
Freemans Bay Residents	<ul style="list-style-type: none"> Residents generally in the Wellington St, Napier St areas
New World Supermarket	<ul style="list-style-type: none"> Large inner city supermarket, Franklin Rd
Victoria Park Markets Ltd (VPM)	<ul style="list-style-type: none"> Markets and historic buildings adjacent to Victoria Park Viaduct

Stakeholder	Project Interest
Trust Investments Ltd (Melanesian Trust)	<ul style="list-style-type: none"> Own properties along Union St and Drake St (near Cook St off ramp)
Placemakers	<ul style="list-style-type: none"> Building supply yard at Union St
Iwi	<ul style="list-style-type: none"> Hold manawhenua or other relevant interest over project area

7.3 Community

The wider community comprised residential, business interests and other activities (i.e. schools) located along the project corridor. The catchment area (as shown on the map at Appendix 4) included Freemans Bay, St Marys Bay, Ponsonby Road, Herne Bay (up to Wallace Street), Westhaven and Union St /Drake Street.

7.4 Interested Groups

Interest groups comprised anyone who had a known or likely interest in projects of the nature and scale of HBTC. Those contacted are identified in Appendix 3 and include the territorial local authorities of the Auckland region, MP's, local schools, road user groups, transport organisations and environmental groups.

7.5 Iwi

Iwi also comprise part of the key stakeholders group. The Auckland City Council Tangatawhenua Consultation Committee identified a preliminary list of Iwi who hold manawhenua or other relevant interest in the project area. This list is currently being formalised through the establishment of an HBTC Iwi Liaison Forum and the implementation of an HBTC Iwi Consultation Strategy.

To date Iwi participating in the project are:

- Ngati Paoa Whanau Trust
- Huakina Development Trust
- Ngati Maru
- Kawerau A Maki
- Ngai Ki Tamaki
- Ngati Whatua

A copy of the Draft Iwi Consultation Strategy is contained in Appendix 5.

8 Stakeholder Consultation (Phase I)

8.1 General

Consultation has been divided into 2 broad areas for this project:

1. Stakeholder Consultation; and
2. Consultation with the Community (including) interested parties

Wherever possible, those considered likely to be most affected by the project were consulted prior to the wider public. This was to facilitate early and meaningful working relationships, and to identify significant issues that would require further investigation and consideration during the development of the project.

8.2 Stakeholder Consultation Activities

8.2.1 Overview and Objectives

Stakeholder consultation began in mid March 2002, and will continue at least until Transit lodges its alteration of designation and resource consents (September 2002 at the earliest).

The objective of the first phase of consultation was to inform stakeholders about the project⁵, and to obtain responses to the 3 key issues:

1. Which option do you prefer, and why?
2. If a below - ground option is preferred, where could the additional funding be sourced and are they prepared to contribute?
3. How are they affected by the various options, and how could the effects be mitigated?

8.2.2 Information Provided

- (a) HBTC Motorway Project Briefing Document (April 2002)

The HBTC Briefing Document provided the initial information about the project and the basis for discussion. The Briefing Document outlined the need for the project, the 3 broad options under consideration and the major issues (including funding).

⁵ The majority of key stakeholders were already familiar with the previous investigations Transit had undertaken during 1995 - 1999 and had a good appreciation of the need for the project.

It was released to key stakeholders in late March 2002 and stakeholders were asked to provide feedback by 1 June 2002. At the request of some stakeholders (ACC, ARC, SMBA) this time frame has been extended to allow sufficient opportunity to consider a range of complex issues. A copy of the Briefing Document is provided in Appendix 6.

(b) Drawings and Reports

A number of stakeholders requested copies of engineering drawings, technical reports and aerial photographs. Much of the information requested had not been finalised due to the preliminary nature of the project. Information that was supplied was on a “need to know” basis and usually in draft form.

8.2.3 Stakeholder Consultation Process

(a) Meetings

A detailed inventory outlining the consultation undertaken with stakeholders is contained in Appendix 7. A summary is provided in Table 8.1 below:

Table 8.1

HBTC: Summary of Stakeholder Meetings

When	Purpose	Actions	Participants
Mid-March April 2002	To contact all key stakeholders early on in project	Letters and/or phone call to key stakeholders explaining project and inviting them to meet and discuss with project team	All (except AWAG and Beaumont Apartments who participated later in the project)
Late March 2002	Provide project information as the basis of understanding and discussion	HBTC Briefing Document and HBTC Newsletter No.2 made available to stakeholders	All
March - Late May 2002	To identify significant issues /impacts and ask the 3 key questions 1. Option Preference 2. Funding 3. Impacts	Meetings held with stakeholder representatives and senior members of Transit and the project team	ACC, VCC, SMBA, Navy, Trust Investment Properties, TTP, VPM, ARC, NSCC, IA, Placemakers, Iwi, WBCB, Manson Developments, Beaumont Apts
May- June 2002	Provision of more detailed information	Provision of engineering drawings, photographs and background reports upon request	ACC, VCC, SMBA, Trust Investments, TTP, Placemakers

When	Purpose	Actions	Participants
May - June 2002	Follow-up meetings to refine issues and agree on the scope of various technical investigations (noise, visual/urban design, air quality, traffic, heritage)	Meetings held with stakeholder representatives and senior members of Transit and the technical project team members	ACC, VCC, ARC, Iwi AWAG, POAL, VHH, Melview Developments, HPT, New World (first meetings)
Early July 2002	Follow-up request for feedback to those who hadn't responded	Letters and/or phone calls to stakeholders thanking for meeting and asking for feedback	Navy, Beaumont Apartments, New World, Victoria Park Markets, SMBA, ACC, ARC, VCC, Melview Developments
July - August 2002	Update meetings to report on progress, and technical investigations		SMBA (with AWAG, VCC as observers), Beaumont Apartments, HPT? ACC?
August 2002	Phase II Consultation The fundable option and effects mitigation	TBA	TBA

(b) Presentations

A number of formal project presentations were made in addition to the individual meetings. The presentations were based on the HBTC Briefing Document (April 2002) and took the form of an overhead presentation by senior Transit representatives and senior members of the project team.

A summary is provided below:

Table 8.2

HBTC Consultation Phase I: Project Presentations

When	Who	Purpose
12 February 2002	ACC Officers	<ul style="list-style-type: none"> Initial project briefing Establish working relationships
12 March 2002	ACC Tangata Whenua Liaison Committee (representing 6 Iwi of the Auckland area)	<ul style="list-style-type: none"> Initial project briefing Establish working relationships

When	Who	Purpose
13 March 2002	ACC Transport Committee	<ul style="list-style-type: none"> • Introduce project and key issues to elected representatives • Identification of key issues • Invite feedback
March??? 16 July 2002 [Transit to provide details]	Infrastructure Auckland	<ul style="list-style-type: none"> • Project briefing • Discuss funding issue • Transit to provide details of 16/07/02 meeting
9 April 2002	NSCC (Works and Environment Committee)	<ul style="list-style-type: none"> • Introduce project and key issues to elected representatives • Invite feedback
30 April 2002	ARC Officers	<ul style="list-style-type: none"> • Project briefing (update) • Establish working relationships • Identify key consenting issues • Invite feedback
15 May 2002	WBCB	<ul style="list-style-type: none"> • Introduce project and key issues to elected community representatives • Invite feedback
27 June 2002	ACC Officers and Community Board Members	<ul style="list-style-type: none"> • Project update • Results of consultation • Mitigation proposals • Programme from here

8.3 Stakeholder Consultation Feedback

All stakeholders were asked to provide written feedback to the 3 key questions raised as outlined in Section 8.2, and any other issues they considered to be relevant.

Table 8.3 below summarises written feedback to date (15 July 2002)⁶. Full copies of written feedback are provided in Appendix 8.

Table 8.3

HBTC: Key Stakeholder Written Feedback

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
Auckland City Council (ACC)	12 July 2002 Officer's report to ACC Transport Committee	Not specified	Transit and ACC to discuss funding issues with Transfund prior to lodging NOR	<ul style="list-style-type: none"> • Cannot identify preferred option until technical and environmental assessments are completed • Supports need for, and early completion of project • Require further consultation to ascertain effects on: <ul style="list-style-type: none"> - local road network, bus priority - open space, recreation - heritage sites - ACC owned land
Western Bays Community Board (WBCB)	22 May 2002 WBCB Resolution	Not specified	Not Specified	<ul style="list-style-type: none"> • Thanked Transit for presentation • Seek regular project updates

⁶ It is important to note that some responses are considered to be "interim" and others have yet to respond formally.

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
Auckland Regional Council (ARC)	11 June 2002 Officer Report to Strategic Policy Committee and Transport Committee	Not specified	Needs to be addressed comprehensively and viewed as a national issue. Funding needs to be addressed in such away that the preferred option delivers the best transport, environmental, social and economic outcome	<ul style="list-style-type: none"> Unable to state a preferred option due to limited information available and complexity of issues Project does not go far enough to implement the RLTS policies and PTAP Northbound buslane is required Minimalist approach to RMA applied Above-ground option pre-empted
North Shore City Council (NSCC)	11 June 2002 Officer Report Works and Environment Committee	Not a matter NSCC should take a position on	Not addressed	<ul style="list-style-type: none"> Project does not go far enough to implement the RLTS and PTAP Requires bus priority lane in both directions to accommodate North Shore BRT Project be operational by 2006
Historic Places Trust (HPT)	Awaiting written response 23 May 02 Meeting	Not specified during 23/05/02 discussions	Not addressed	<ul style="list-style-type: none"> Indicated that the Birdcage Hotel can be relocated further up Franklin Rd provided it is done in accordance with an approved conservation management plan Further liaison needed

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
Infrastructure Auckland (IA)	Letter 24 May 2002	IA legislation precludes IA from identifying option preference	Application for funding from Transit required	<ul style="list-style-type: none"> IA Draft Annual Plan 2002 allocates \$90mill for roading over the next 5 years
Victory Christian Church (VCC)	Letter 4 June 2002 (Interim response)	Revisit either east side widening or symmetrical of VPV.	Not addressed	<ul style="list-style-type: none"> Not willing to sell or lose any property Effects on access, /egress, development plans for site, noise, fumes Request ongoing consultation Request plans of e-side and symmetrical widening and designation alteration
HMNZ Naval Base (Navy)	Awaiting formal response Meeting held 15 April 02.	Not specified at meeting	Not specified at meeting	<ul style="list-style-type: none"> Ngapona owned by ACC. Navy have lease. Have been expecting relocation for some time Ultimately an issue of dealing with the lease and compensation
Ports of Auckland Ltd (POAL)	Letter 2 July 2002	Not addressed specifically	Not addressed	<ul style="list-style-type: none"> Need to provide access/egress to accommodate proposed major rezoning of Western Reclamation Amenity values to be retained or enhanced Share AWAG's response to project

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
				<ul style="list-style-type: none"> Project objectives too narrow Construction concerns
Viaduct Harbour Holdings Ltd (VHH)	Letter 1 July 2002	Not addressed specifically	Tolls	<ul style="list-style-type: none"> Outcome should assist the ongoing development and beautification of the waterfront
Auckland Waterfront Advisory Group (AWAG)	Letter 2 July 2002	Not addressed specifically	Not addressed	<ul style="list-style-type: none"> Need to provide access/egress to accommodate proposed major rezoning of Western Reclamation Amenity values to be retained or enhanced Project objectives too narrow Construction concerns
Trans Tasman Properties Ltd (TTP)	Letter 6 May 2002	B or C (if fully funded by Transfund Otherwise A		<ul style="list-style-type: none"> Support motorway improvements Option A logical and cost-effective Option A no more visually intrusive than existing Noise mitigation sought Impact on local road network
St Marys Bay Association	Awaiting written response Input outcomes of 16 July 02 meeting as a preliminary response	SMBA option	Not Specified	<ul style="list-style-type: none"> Summary MOM of 16/07/02 to be provided

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
Beaumont Apartments	Awaiting written response Outcomes of 17 July 02 meetings as a preliminary response	Below-ground	Not specified	<ul style="list-style-type: none"> Noise and air pollution a significant problem already Require detailed information and mitigation plans
Melview Developments	Awaiting written response Outcomes of 20 May 02 meeting as a preliminary response			<ul style="list-style-type: none"> Main issues are noise, visual impacts and to a lesser degree air pollution on high intensity residential development Seek to work closely with Transit in developing mitigation
New World Supermarket	Awaiting written response Outcomes of 1 May 02 meeting as a preliminary response	Not specified	Not specified	<ul style="list-style-type: none"> Main issue is traffic management around New World entrance/exit May commission traffic consultant
Victoria Park Markets Ltd (VPM)	Awaiting written response Input outcomes of 11 April 02 meeting as a preliminary response	Not specified	Not specified	<p>Main concern about noise, vibration (on historic buildings) and construction effects.</p> <p>Agreed to provide written comments</p>
Trust Investments Ltd (Melanesian Trust)	Letter 27 May 2002	B	Privatisation of tunnel Central Govt Utility Bonds Tolls	<ul style="list-style-type: none"> Option B preferred - improves environmental amenity Mitigation for noise and other impacts sought Opportunity to rearrange local roading network
Placemakers	Letter 30 May 2002	A	Not addressed	<ul style="list-style-type: none"> Option A least

Stakeholder	Date and Form of response	Option Preference	Funding	Issues
				<ul style="list-style-type: none"> disruptive to operations Other options too costly Seeks to be updated
Iwi Ngati Paoa	Letter 15 March 2002	A	Not addressed	<ul style="list-style-type: none"> Totally opposed to any further reclamation of the coastline Maori heritage sites to be protected
Iwi Ngati Maru	Email 9 April 2002	Not addressed	Not Addressed	<ul style="list-style-type: none"> Project area is highly significant Further consultation with Transit required
Iwi Huakina	Letter 29 April 2002	Not addressed	Not addressed	<ul style="list-style-type: none"> Seeks meeting at AEE stage Written response to presentation forthcoming

8.4 Evaluation

At this stage, the outcomes of the Stakeholder feedback are inconclusive. The responses are varied and a number of key stakeholders have yet to provide a written response. From the feedback received to date, there is no clear option preference or funding solution. Rather, the responses have been mixed with a strong focus on mitigating the effects of the 3 options under consideration on the various stakeholders' interests. Certain themes (common to most) have emerged. These include:

- Most had a good understanding of the project's objectives and likely impacts on their interests.
- Most (if not all) accepted that the project was needed.
- All showed a willingness to discuss the project and provide feedback (written or verbal) on potential impacts.
- That impacts arising from the project affecting their interests or operations need to be mitigated appropriately.

- Some are reluctant at this stage to specify a preferred option and funding mechanism. They have expressed that their interests in the project are broad ranging and complex. They require more detailed information and consultation before a formal response will be made.
- Widely expressed view that the selected option needs to protect and enhance the environmental and amenity values of the area. Environmental protection, mitigation and enhancement are important - irrespective of option.
- That the selected option accommodates the demands of future development in the area as well as public transport initiatives.

9 Community Consultation (Phase 1)

9.1 Community Consultation Activities

9.1.1 Overview

Phase I consultation with the wider community and interested parties began in mid April 2002 and continued through to the beginning of June 2002. Phase I of the consultation process focussed on informing the community about the project, the 3 options under consideration and key issues. The second phase of community consultation is expected to start in August 2002. It will focus on the option likely to be funded and proposals for mitigation

9.1.2 Objective of Community Consultation – Phase 1

The objective of community consultation was similar to stakeholder consultation whereby the broad objective was to present the 3 broad options to the community, and to obtain responses to the following questions:

1. Which option do you prefer, and why?
2. If a below - ground option is preferred, where could the additional funding be sourced and are you prepared to contribute?
3. How are you affected by the various options, and how could the effects be mitigated?

Feedback was invited via the standard feedback form (available at the open days), via email, letter or verbally⁷.

⁷ A copy of the standard feedback form is attached at Appendix 9.

9.1.3 Community Consultation Process

Consultation with the community and interested parties comprised the following steps, as shown in Table 9.1:

Table 9.1

HBTC: Community Consultation Process

When	What	Purpose	Who
Early April 2002	HBTC Newsletter No.2	To inform community about project and to invite participation through open days and feedback (Copy of Newsletter is contained at Appendix 10)	Distributed to approx 4500 businesses and residents in project area Posted to 280 persons on mailing list Emailed to 150 internet subscribers Copies available at Transit and GGP information centre Posted on project website www.transit.govt.nz/cmi
Mid April 2002	HBTC Briefing Document	The briefing document (27 pages) described the 3 broad options and key issues.	Copies of document were available at the open days and upon request. To date approximately 900 copies of the document have been given to stakeholders and the public.
4 May 2002	Community Open Day #1 at Ponsonby Primary School Hall 10am -2pm	Attended by senior Transit representatives and project team. Wide range of materials presented including option photomontages, alignment drawings, noise mitigation concepts	101 members of the public attended
7 May 2002	Community Open Day #2 at Ponsonby Primary School Hall 4pm - 8pm	Attended by senior Transit representatives and project team. Wide range of materials presented including option photomontages, alignment drawings, noise mitigation concepts	115 members of the public attended

When	What	Purpose	Who
14 May 2002	Community Open Day #3 at Freemans Bay Community Centre 4pm – 8pm	This meeting was held at the request of a number Freemans Bay residents and the WBCB. Attended by senior Transit representatives and project team. Wide range of materials presented including option photomontages, alignment drawings, noise mitigation concepts	139 members of the public attended
15 May 2002	Presentation to WBCB	Project presentation by Transit's project manager	Full Community Board present and a few members of the public
22 May 2002	Public Meeting St Columba Centre Ponsonby	This was held at the request of WBCB, SMBA and residents from Freemans Bay. Presented by Senior Transit representatives (Wayne McDonald, Richard Hancy, Colin Holtshousen) with the HBTC project team in support. Chaired by Dr Bruce Hucker. Materials used at Open Day's were available for inspection.	The WBCB attended along with approximately 80 members of the public. Minutes of the meeting are attached at Appendix 11.
28 June 2002	Thank you letter to those who provided feedback	To acknowledge feedback had been received and was being considered by Transit	All stakeholders and community who provided written feedback with return addresses. Copies of the standard letter and address list are provided in Appendix 14.

(a) Activities associated with the Community Open Days

This included:

- Media releases regarding the public open days and public meeting were distributed to key local media prior to each meeting/open day on 29 April; 6 May; 10 May, 20 May 2002
- Advertising regarding all public meetings was placed in the NZ Herald, Auckland City Harbour News on 1 6, 7, 11, 13, 14, 17, 18, 20, 21, 22 May 2002

- 1200 Flyers regarding Open day #3 hand delivered to those in the immediate area surrounding the project area (11 May 2002)
- 2400 Flyers hand delivered to businesses and residents regarding the 22 May 2002 public meeting (17/18 May 2002)

(b) Media Articles

A number of media articles were also produced. These included the NZ Herald, Bay News and Ponsonby Flat White. Most involved direct contact with Transit.

Copies of the above materials are contained in Appendix 12.

9.2 Community Feedback

Community feedback was invited via the standard feedback form (available at the open days), via email, letter or verbally. The vast majority of people who provided feedback either attended one or more of the open days or knew someone who did (i.e. partner attended).

An analysis of written feedback received is provided in Appendix 13. Full copies of written feedback can be viewed upon request. A summary is provided below:

9.2.1 Catchment Area

A total of 355 people attended the Open Days. Of those, the majority came from areas surrounding the project corridor (St Marys Bay 28%, Freemans Bay 28%, Herne Bay 11%, Ponsonby 4%). The remainder came from outside of the project area, mostly the North Shore and West Auckland.

9.2.2 Response Rate

Sixty two percent of people who attended the Community Open Days provided written feedback (this included mailed-in feedback forms). This is considered to be a high response rate.

9.2.3 Option preference

A break-down of option preference is provided below. Reasons for selecting the various options are provided in the following section.

Option A The Below-Ground option was preferred by 29 respondents = 13 % of total respondents. Of interest is that just over half (56%) of the respondents who preferred Option A came

from outside the project area (mostly the North Shore and West Auckland).

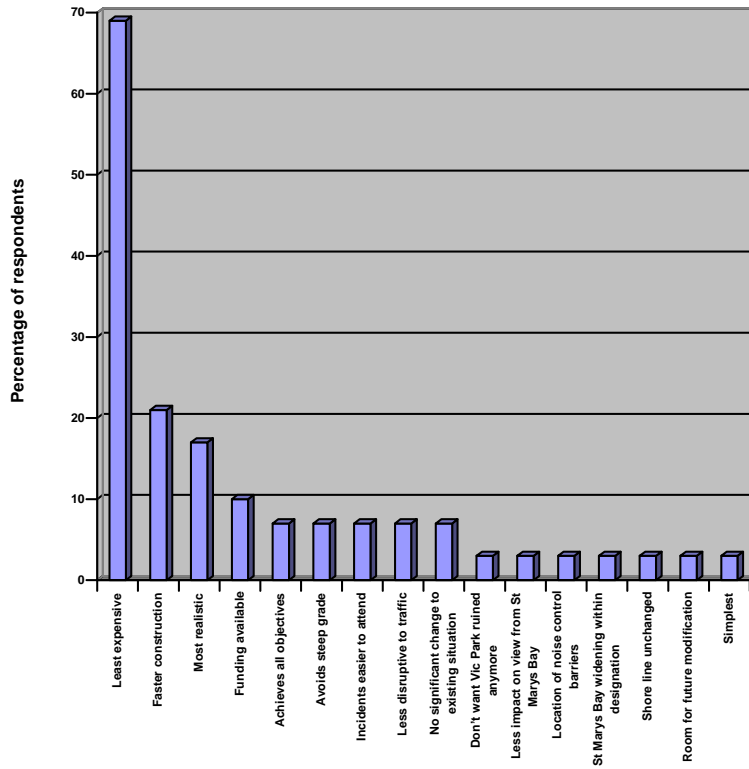
Option B	The Lowered Motorway option was preferred by 30 respondents = 14% of total respondents ⁸ . The majority (76%) of respondents who preferred Option B came from Freemans Bay.
Option C	The Tunnel option preferred by 70 respondents = 32% of total respondents. The majority (72 %) of respondents who preferred Option C came from St Marys Bay and Freemans Bay).
Option (SMBA)	The SMBA option was preferred by 52 respondents = 24% of total respondents. The majority (94%) of respondents who preferred Option SMBA came from the immediate project area with 62% from St Marys Bay.
Other Options	A range of Other Options was preferred by 20 respondents = 9 % of total respondents. Over half of this group of respondents asked that the Viaduct be widened on the eastern side rather than the west. Others sought a tunnel for the entire length, and “do nothing” and improve public transport instead.
Combination of Options	5% of total respondents preferred a combination of the underground options (Option A and C (1 respondent), Option C and SMBA (8 respondents), Option B and C (1 respondent)).
No opinion	4% of total respondents gave no opinion on option preference.

⁸ A number of people from Freemans Bay and Beaumont Apartments initially preferred Option B but then sent in revised feedback seeking an eastern extension to the Victoria Park Viaduct.

9.2.4 Reasons for choosing options

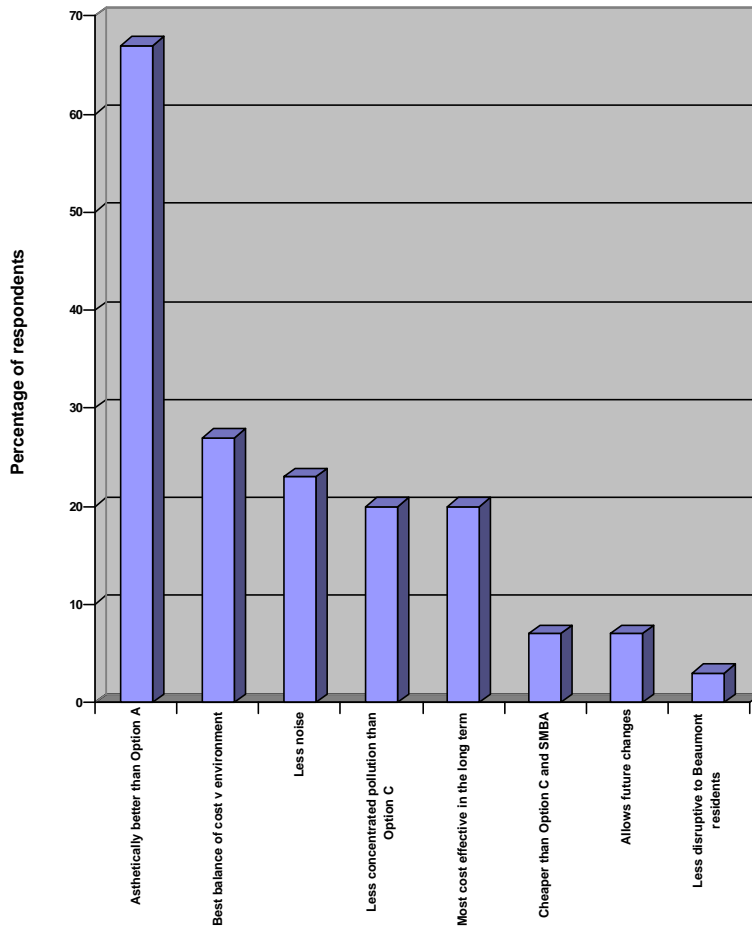
Reasons for choosing each of the options are shown in graphs below:

Reasons for Choosing Option A



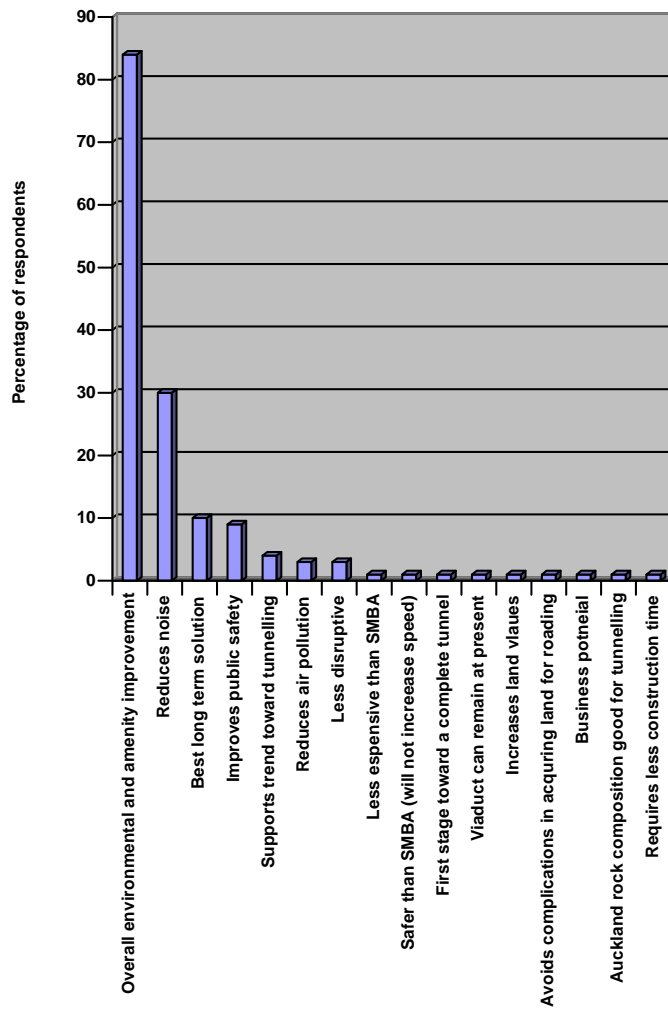
The main reason for preferring Option A (Above-Ground) was that it costs less than the other options.

Reasons for Choosing Option B



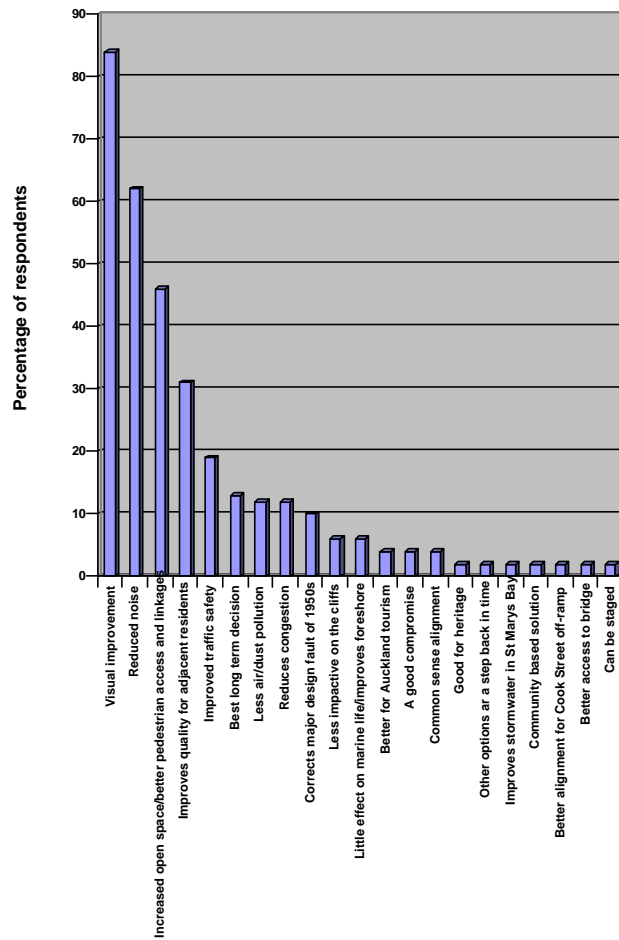
The main reason for choosing Option B (Lowered Motorway) was that it is visually better than Option A.

Reasons for Choosing Option C



Option C (Tunnel) was preferred as it provided an overall amenity and environmental improvement. In particular there was strong support for re-instating and revitalising Victoria Park and integrating it with the waterfront.

Reasons for Choosing Option C SMBA



The SMBA option was preferred as it improved visual and noise conditions.

9.2.5 Funding Suggestions

82% of the respondents provided feedback on funding. Of those 40% preferred a combination of funding sources with tolls, central government, local Government and Infrastructure Auckland being the main contributors. "User Pays" was a common theme throughout, with tolls being cited as the key mechanism to achieve this. A number of respondents referred to overseas examples where tolling has become accepted practice.

A breakdown of the funding suggestions is provided in Appendix 13.

9.3 Evaluation

The outcomes of the community consultation show that there is clear support (70%) for a below - ground solution. The highest support (32%) is for Option C (tunnel under Victoria Park). The main reason for favouring this option is that it provides an overall environmental and amenity improvement and provides opportunity for reinstating Victoria Park and urban- waterfront linkages.

The SMBA option received second highest support (24%). The main reasons given were that it provides a visual improvement and reduces noise.

Lowered motorway and the above - ground options received similar levels of support (14% and 13% respectively). The main reason for favouring Option B (Lowered Motorway) was that it was aesthetically better than Option A. It was also seen as a good compromise between cost and environmental benefits.

The main reasons for choosing Option A (Above -Ground) were that it is the least expensive and has a faster construction period.

Funding suggestions were mixed. Over half of the respondents favoured a combination of funding mechanisms (tolls, central and local government and IA). The highest-ranking single mechanism was re-instating tolls or user pays. Many respondents referred to overseas experience where tolling was common.

10 Conclusions (Phase 1)

Phase I of the consultation process has provided the following outcomes:

1. There is strong support in the community for an underground solution. Option C (tunnel) is most preferred on environmental and amenity grounds. A combination of funding mechanisms is suggested (tolls, central, local government IA).
2. There is no clear option preference or funding solution yet amongst stakeholders. Rather, a number of themes have emerged:
 - Widely expressed view that the selected option needs to protect and enhance the environmental and amenity values of the area – environmental mitigation is important.
 - That the selected option accommodates the demands of future development in the area and well as public transport initiatives.
 - That impacts arising from the project (irrespective of option) affecting stakeholder interests or operations need to be mitigated appropriately.

It is anticipated that by the time the next phase of consultation starts, a number of key project issues will be clarified. Most importantly is whether or not additional funding for the belowground options will be available. The answer to the funding question will ultimately determine which option is likely to proceed and the level of mitigation required.

11 Where to from here: Phase II Consultation

Proposed Consultation Phase 2 (July 2002 – August 2002)

The following consultation is proposed for the next stage of the project⁹.

Late July 2002

To follow-up and seek responses from stakeholders who have not yet responded to the option preference and funding questions.

August 2002

A community newsletter (Newsletter No. 3) will be released to stakeholders and the wider community. The purpose of the newsletter will be to report on the outcomes of consultation and provide an update on the engineering and environmental investigations being undertaken for the fundable option.

The draft Assessment of Environmental Effects (AEE) may be released to stakeholders and the community for comment prior to lodgement.

A further Community Open Day # 4 may be held. This will focus on the draft AEE and proposed mitigation for the fundable option.

Presentations to WBCB, ACC and others will be made as required, along with ongoing meetings with key stakeholders to discuss proposed mitigation measures.

⁹ The proposed consultation programme for Phase II is indicative only.

- Appendix 1

**Pre- HBTC
Transit Consultation
Inventory**

- Appendix 2

HBTC Communications Strategy

- Appendix 3
HBTC Data base

- Appendix 4

**Stakeholder
and Community
catchment area**

- Appendix 5

**Draft Iwi
Consultation strategy**

- Appendix 6
HBTC Briefing Document

- Appendix 7

Stakeholder Consultation Inventory

- Appendix 8

Stakeholder written responses

- Appendix 9
Feedback form

- Appendix 10
Newsletter No.2

- Appendix 11
**Minutes of
Public Meeting
22 May 2002**

- Appendix 12
**HBTC Media
Advertisements and
Flyers**

- Appendix 13

Community Feedback Summary

- Appendix 14
**Letter to Submitters
and address list**