

FEEDBACK SUMMARY

September 2017

Public consultation in August-September has provided the NZ Transport Agency with valuable feedback on the Whāngārei to Te Hana programme.

In total, over 800 online or written pieces of feedback were received and over 500 people attended public information days, meetings, workshops and hui.

Feedback received to date highlights strong public support for upgrading the current highway to four lanes from Whāngārei to Port Marsden Highway. Residents in proximity to Option C are opposed to an expressway west of SH1, evidenced through individual feedback and a petition signed by 425 people. There is also opposition to both options for the Brynderwyn Hills Bypass project from residents in the Brooks Road area.

HOW YOUR FEEDBACK IS BEING USED

Your feedback, along with a range of technical assessments, is being used to evaluate the options developed for the Whāngārei to Port Marsden Highway and the Brynderwyn Bypass sections. As a result of these evaluations, the Transport Agency will identify an indicative route, for both parts of the programme, to progress through to detailed design and consenting.

WHAT WAS ASKED

For the Whāngārei to Port Marsden Highway and Brynderwyn Bypass projects we asked for general feedback on route options to identify which options are preferred and which options are least favourable.

In addition we also sought feedback on where to prioritise short term safety improvements (to be delivered by the Safe Roads Alliance).

ENGAGEMENT IN NUMBERS



812

Responses received from individuals and organisations.



500

Attended three public information days in Kaiwaka, Mata and Whāngārei.



431

Feedback forms and letters arrived by Freepost.



9,750

Newsletters printed and distributed to households and displayed at seven community locations between Te Hana and Whāngārei.

and



381

Completed feedback online or sent an email to the project team.



186

Visitors have used our interactive map to tell us about local areas of importance.



17,655

Visits to the Whāngārei to Te Hana webpages between 7 August - 12 September.



1,407

Visitors clicked through to our engagement pages.

WHAT YOU TOLD US

WHĀNGĀREI TO PORT MARSDEN HIGHWAY

OPTION A - upgrading the current SH1 to a 4-lane expressway, with some sections built offline to improve the road standard.

WHY IS THIS OPTION PREFERRED?

- More economical to build than the other options - the highway has four passing lanes between Whāngārei and Port Marsden Highway which means it's already 3-lanes wide in many places
- Construction could be completed in stages which delivers benefits to road users quicker than waiting for a separate 4-lane expressway to be completed before it can be used
- Ensures existing businesses on SH1, reliant on passing traffic, are less impacted
- Potentially less properties, businesses and community facilities impacted (compared to other options).

WHY IS THIS OPTION UNFAVOURABLE?

- Years of traffic impacts on SH1 during construction may increase travel time and costs for regional freight
- Ongoing construction works on SH1 may have a negative impact on Northland's tourism economy
- Traffic detours during construction may negatively impact local roads and communities
- Safety of construction workers working within a high volume road corridor
- Restricted access to properties and businesses on SH1 due to divided carriageway.

OPTION B - building a 4-lane expressway to the east of SH1.

- Having two separate routes will mean less detours and disrupted travel if SH1 is closed due to accidents
- No impacts to State highway traffic during construction as the existing SH1 can remain fully operational.

- It crosses wetlands and tidal estuary areas and may involve significant reclamation at Oakleigh
- Does not solve the traffic issues at the Loop Road /Portland Road intersections
- May impact on native vegetation, including mature stands of kahikatea
- May be expensive to construct due to number of water/stream crossings (compared to other options)
- Economic impacts to businesses on existing SH1 that rely on passing traffic
- Economic impacts on farming operations potentially severed by expressway.

OPTION C - building a 4-lane expressway to the west of SH1.

- Distance from inner harbour reduces environment impacts, compared to other options
- No impacts to State highway traffic during construction as the existing SH1 can remain fully operational
- Having two separate routes in the future will mean less detours and disrupted travel if SH1 is closed due to accidents.

- Impact on ecology, specifically, native bush, nesting areas and tidal habitats
- Visual, air, noise and light pollution of an expressway in rural environment
- Property impacts
- No benefit to residents in proximity as no direct property access onto expressway
- Community severance for areas including Springfield, Mangapai, Maungakarema and Otaika Valley, potentially isolating some households from the rest of the community
- Flooding and geology through Maungakarema, Puwera and Otaika
- Economic impacts to businesses on existing SH1 that rely on passing traffic
- Economic impacts on farming operations potentially severed by expressway
- Longest route option meaning longer travel time.
- *A petition signed by 425 residents opposing this option was received by the Transport Agency.

OPTION D - upgrading the current SH1 for southbound travel and building a new 2-lane road to the west for northbound travel.

- Safety benefits - prefer full separation of northbound and southbound traffic rather than relying on wire-rope to separate fast moving, high volume traffic.

- Farms to the west of SH1 may be impacted by both 2-lane road corridors
- Restricted access to properties and businesses on SH1 due to southbound directional traffic flow.

BRYNDERWYN BYPASS

OPTION A

WHY IS THIS OPTION PREFERRED?

- This is the shorter route which potentially costs less
- Route potentially impacts less individual properties (compared with Option B)
- An upgrade to SH12/1 intersection would be required which will make this intersection safer.

WHY IS THIS OPTION UNFAVOURABLE?

- The intersection of SH12 and SH1 may become more problematic as road usage increases and people are used to being able to travel faster
- Potential impacts on a water spring that supplies households and farms.

OPTION B

- Option B has a lesser impact on indigenous bush or conservation land
- Safer and more logical route - improves access to Maungaturoto and away from the safety issues where SH1 meets SH12
- Bypasses a high crash area on SH1 between Mountain Road and SH12 intersection.

- Southern connection may impact a number of properties and heritage orchard.
- Potential environmental impacts on indigenous forest, kauri snails and possibly Hochstetter's frogs near SH1
- Poor ground condition at southern connection point prone to erosion and slumping.

Other comments

- Move route further east to reduce impact on Brooks Road properties
- Loop Option A closer to Finlayson Brook Rd may reduce noise impacts slightly but will still be visually intrusive to a lot of properties
- Build a 4-lane viaduct/flyover on the south side of the Brynderwyn Hills to meet up with the existing work done on the north side
- Go through the flat farmland on northern side of hills to avoid number of people impacted on Brooks Road.

- Neither option, don't think it needs to be done
- Both options potentially impact the highly populated rural areas of Brooks Road, Eilean Donan Drive and Finlayson Brook Road
- Both options may have adverse environmental impacts due to proximity to the Waipu Gorge Forest Conservation Area.