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Project Matakana Link Road Detail Business Case and Notice of Requirement – Advanced Work Package

Subject **Workshop 1 Summary - Problems, Benefits and Outcomes ILM**

Workshop Details 2 November 2016, Mercure Hotel, 1pm – 4pm

1. Introduction

A briefing pack was sent out before the workshop and included the workshop purpose, project location and background information on the Matakana Link Road Project.

A copy of the presentation for the workshop is included in **Appendix A**. The structure of the workshop included:

- Introductions - List of Attendees can be found in **Appendix B**.
- Health and Safety, BeyondZero Moment – The BeyondZero Moment was to remember with summer coming up to Slip, Slop, Slap and Wrap. Also to Seek shade where possible, both when on site visits as part of the next stage and outside of work.
- Business Case Process
- Background
- What are the Problems?
- What are the Benefits?
- How are we going to measure our success? (What Outcomes are expected?) (if time)
- Next Steps

2. Workshop Process

The workshop was facilitated by Sam Corbett and followed the agenda above. Positive discussion on the Problems, Benefits and Outcomes were undertaken and noted on flip charts. These notes were used to summarise draft Problem Statements, Benefits and Outcomes. Following the workshop, these were summarised into an Investment Logic Map as detailed in Section 3.

3. Workshop Outputs

The workshop output is summarised in Figure 4-1. There were comments throughout the workshop of other activities and works that were being undertaken concurrently that the team should be aware of as they may have an effect on the option development process during the next stage. These included:

- The outcome of the Proposed Auckland Unitary Plan (PAUP) process has resulted in significantly more Future Urban Zone (FUZ) than was initially expected. The Transport for Urban Growth (TFUG) Network for Warkworth will need to be re-investigated given the increase in area. This will be done through the upcoming business case investigation.
- It is likely that an additional crossing of the Mahurangi River will be required, and a four lane cross section of Matakana Link Road will be needed earlier than expected.

- The location of the Western Collector will also need to be revisited as the initial location is now through the centre of the FUZ area.
- The Rodney Local Board is in the process of identifying potential walking and cycling networks for their area. This will include Greenways and other paths and may include Matakana Link Road as a future part of the network. This is expected to be complete in the next 3 months. (Need to clarify what Auckland Transport's role is and how this may be included.)
- The objectives and outcomes of the Matakana Link Road will have to go hand in hand with the four laning of SH1 as Matakana Link Road will require a similar cross section to provide an appropriate network performance level.
- It was noted that the problems and outcomes will need to be consistent with the four laning of SH1 for Notice of Requirement (NOR) and consenting process.
- Auckland Council is reviewing the Future Urban Land Supply Strategy (FULSS) and this may influence the timing of the land release and development of the FUZ area.

3.1 What are the Problems?

Congestion

- Congestion at the start and end of holiday periods (typically Friday evenings and Sunday afternoons during the warmer months)
- Lack of resilience in the transport network
- Weekend visitor traffic including day visitors to the Matakana Markets

Public Transport

- Poor access to Public Transport / lack of a Public Transport Network
- No corridor for services

Accessibility

- No additional connection to separate local and regional traffic
- Lack of a connective transport network
- No urban network to support walking and cycling
- Severance – community facilities eg schools, park etc. and residential areas are separated by SH1
- Tourism opportunities may currently be suppressed by lack of accessibility
- There is only one river crossing to the east of SH1 (one to the west on the Western Collector)

Development

- Development growth at the Eastern Beaches (Algies Bay /Snells Beach) estimated to double in the next 30 years bringing additional demand
- Freight access around newly industrial zoned land
- Currently a rural town but will become an urban satellite town
- Solving Hill St congestion will not be a Hill St specific solution – needs to be a more holistic, network based approach that includes strong messaging to address community concerns.
- Community expectations built on previous engagement – High Quality walking and cycling facilities, to tie in with links already being developed, during construction?
- Community expectations are not well aligned with the planned development.
- The park between Hill Street and SH1 limits widening opportunities

3.2 What are the Benefits?

- Improved connectivity
- Improved performance
- Improved resilience – H & S, emergency services
- Safer corridors – high level of safety – probably an ancillary benefit, not primary benefit. Might be negative as reduced congestion leads to increasing speeds and higher severity crashes.
- Quality of life benefits
- Improved customer experience
- Supporting growth / development – land released by providing access to transport networks
- Economic growth (Future Urban Land Supply Strategy) and how this ties in to the area
 - Supporting and supplying growth
 - Enabling quality access to Industrial Zone
- Ability to provide coordinated utilities corridor
- Provides access to key employment / housing
- Provides certainty for developers in the area
- Accelerate housing availability
- Catalyst for land release – Auckland Transport Alignment Project (ATAP)
- Sets road delivery process in motion meeting expectations of progress from community
- Reputation of Auckland Transport – taking action
- Alignment with Strategic Plans – ATAP / TFUG Programme Business Case (PBC)

3.3 What are the expected outcomes?

- Enabling the operative 'live' zoning and the growth from FULSS for North of Warkworth
 - Households
 - Timing
 - Economic Growth
- Adding infrastructure to support network changes and adding resilience
- Appropriate infrastructure for surrounding environment
- Recognising social benefits by enabling urban form and providing increased accessibility – walking, cycling and sustainability
- Consistency with Strategic Plans

3.4 Suggested MCA criteria (to be developed and refined at next workshop):

- Consistent with NZTA's PPP (Puhoi to Warkworth)
- Consistent with Roads and Streets Strategy/ Framework / Auckland Plan / PAUP
- 3 x Maori criteria / Iwi values (though these need to be able to be assessed through the workshop process)
- Value for money
- Constructability
- Timeliness

4. Investment Logic Map

The problems, benefits and outcomes from the workshop are summarised in the Investment Logic Map (ILM) in Figure 4-1 and summarised below.

4.1 Problem Statements

Grouping the problems discussed in the workshop, the following problem statements are proposed for the Matakana Link Road:

- 1) Inadequate transport infrastructure will inhibit development of Warkworth and the region's future urban growth – 60%
- 2) Inadequate east-west connections through and within Warkworth does and will continue to result in poor network performance for all road users – 40%

4.2 Benefits

The benefits from solving the problems are:

- 1) Alignment with Strategic Plans to enable the Auckland Plan to be realised included ATAP and TFUG PBC
- 2) Supporting economic growth and development by supporting supply of land and enabling quality access to industrial zones
- 3) Improve connectivity, performance and resilience of the network
- 4) Provides access to key employment and housing areas
- 5) Safer corridors with appropriate speed limits and infrastructure / maintenance requirements
- 6) Provides certainty for developers on land accessibility

4.3 Outcomes

The outcomes for the Matakana Link Road are:

- 1) Enabling zoning to be developed / supporting the FUZ.
- 2) Supporting urban development to an arterial road standard consistent with Roads and Streets Strategy.
- 3) Consistency with plans and policies including Auckland Plan, TFUG, PAUP, Roads and Streets Strategy/Framework.

MATAKANA LINK ROAD

INVESTMENT LOGIC MAP

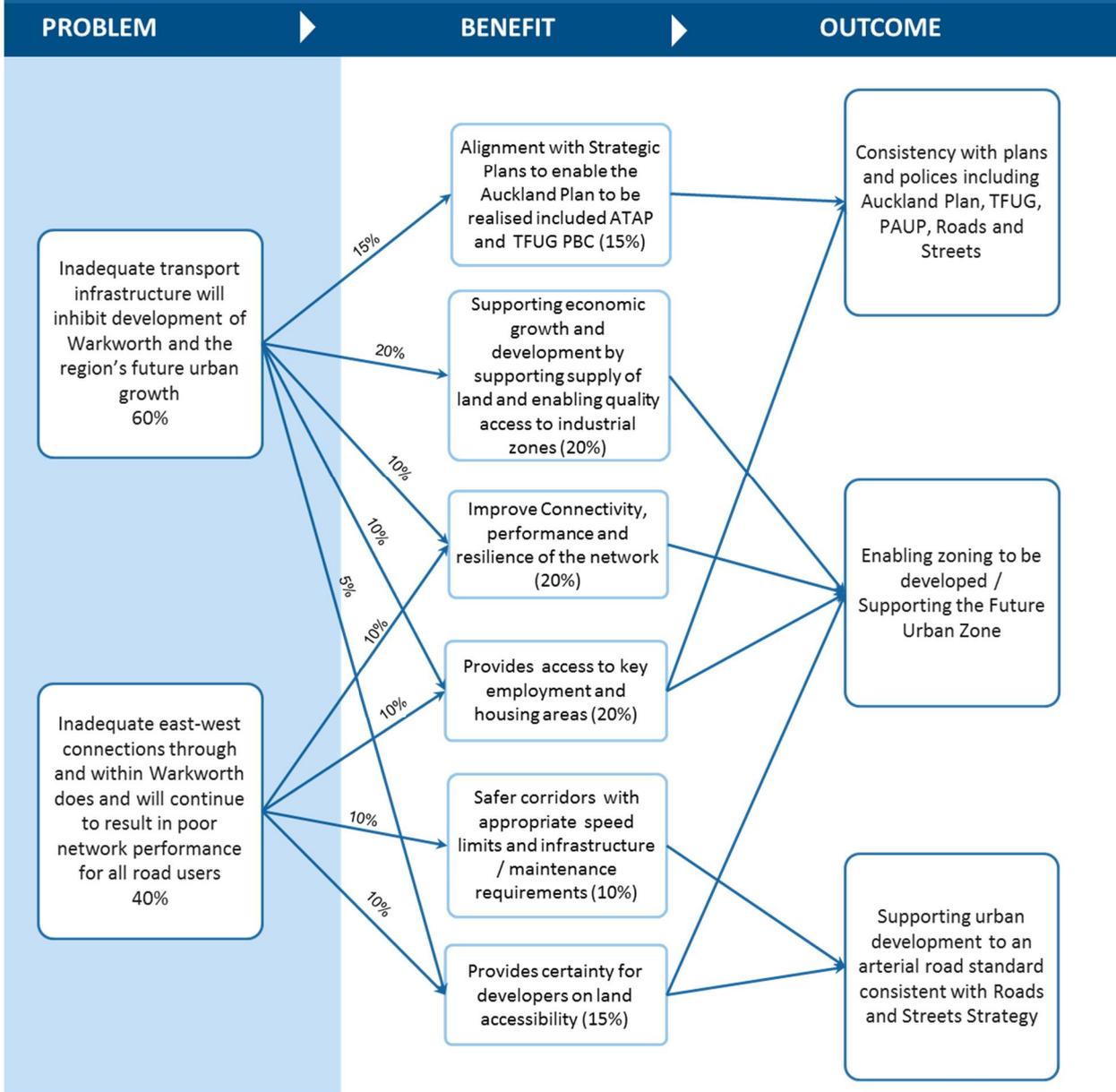


Figure 4-1: Draft Investment Logic Map for Matakana Link Road

Appendix A: Workshop Presentation



Matakana Link Road DBC and NOR

Workshop 1: Problems and Benefits

2 November 2016

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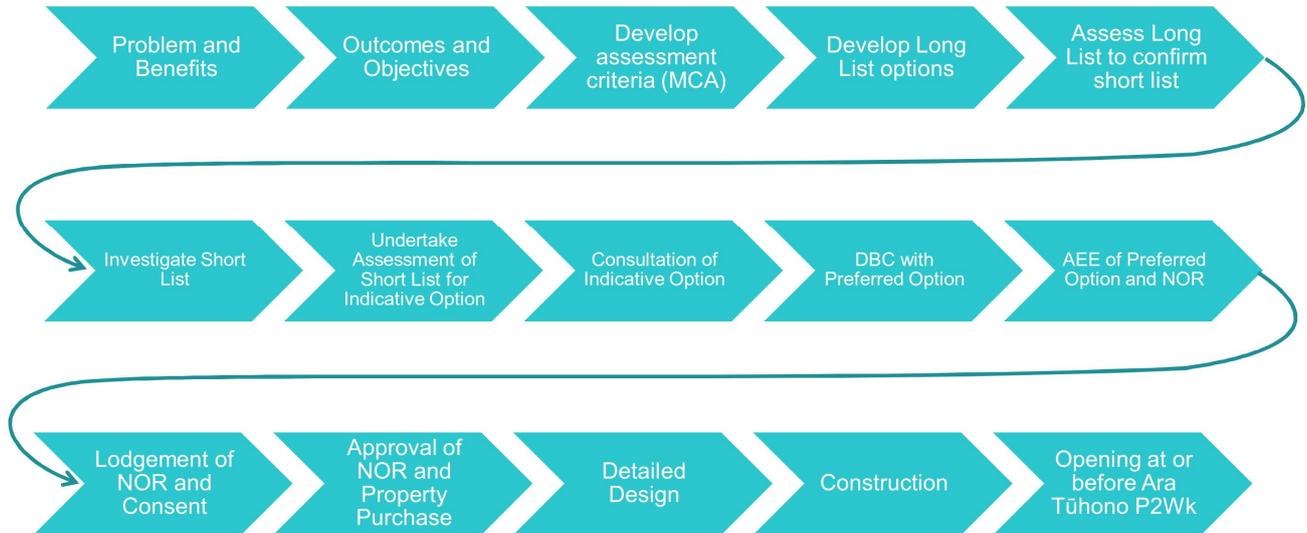
Agenda

1. Introductions (5 mins)
2. Health and Safety, BeyondZero Moment (5 mins)
3. Business Case Process (5 mins)
4. Background (10 mins)
5. What are the Problems? (45 mins)
6. What are the Benefits? (45 mins)
7. What are we going to measure our success by?
(What Outcomes are expected?) (if time)
8. Next Steps (5 mins)

Health and Safety

- Emergency procedures
- BeyondZero moment

Overview of Business Case Process



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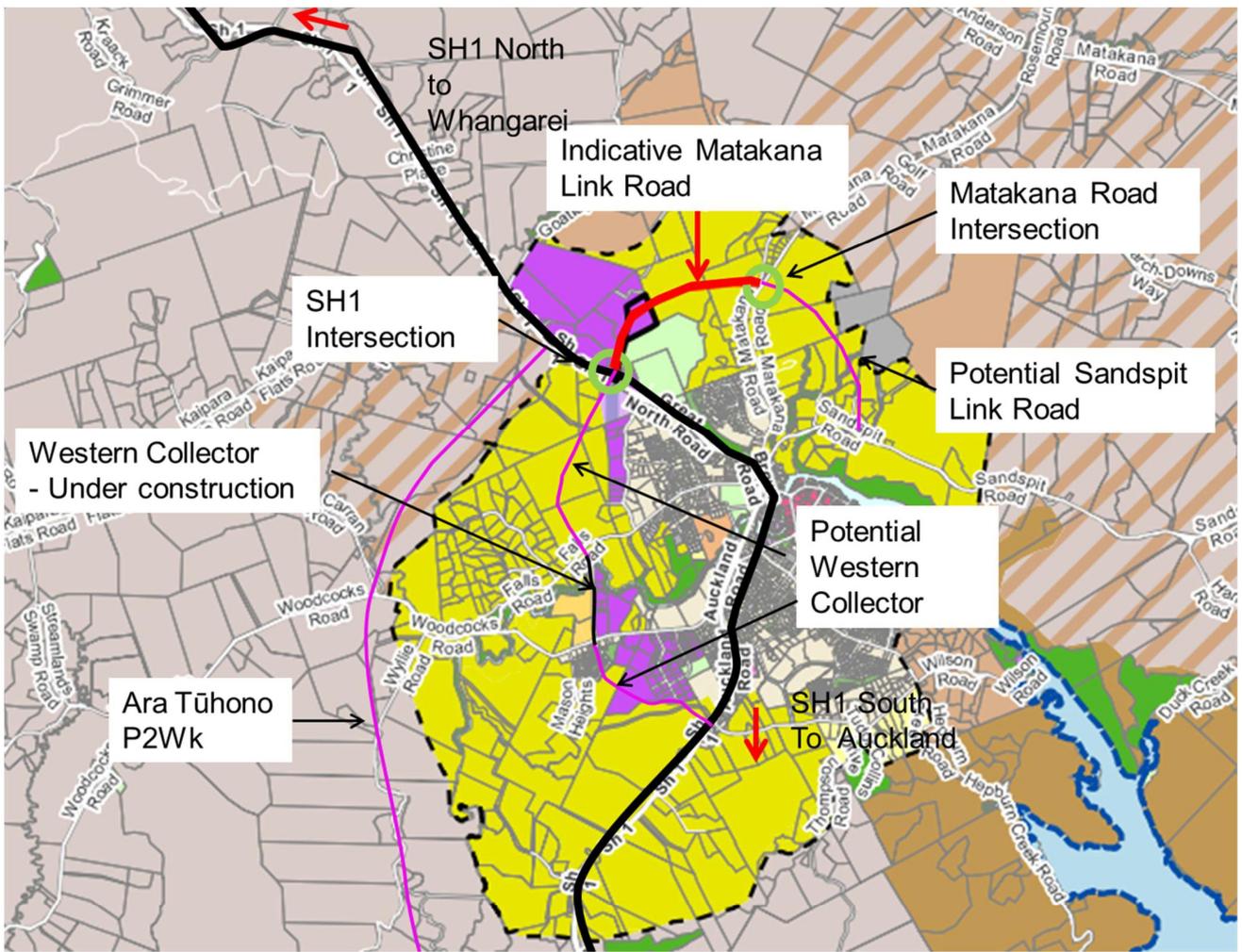
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Background



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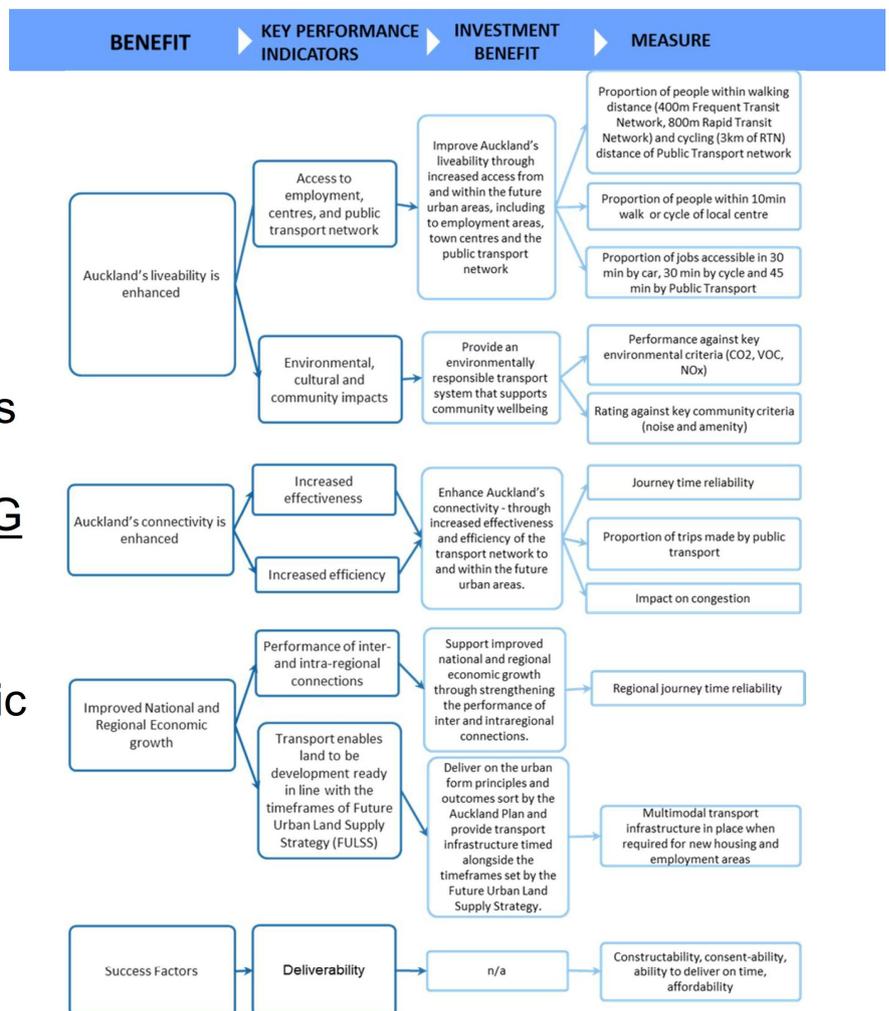
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Defining the Problems

Identifying the Benefit

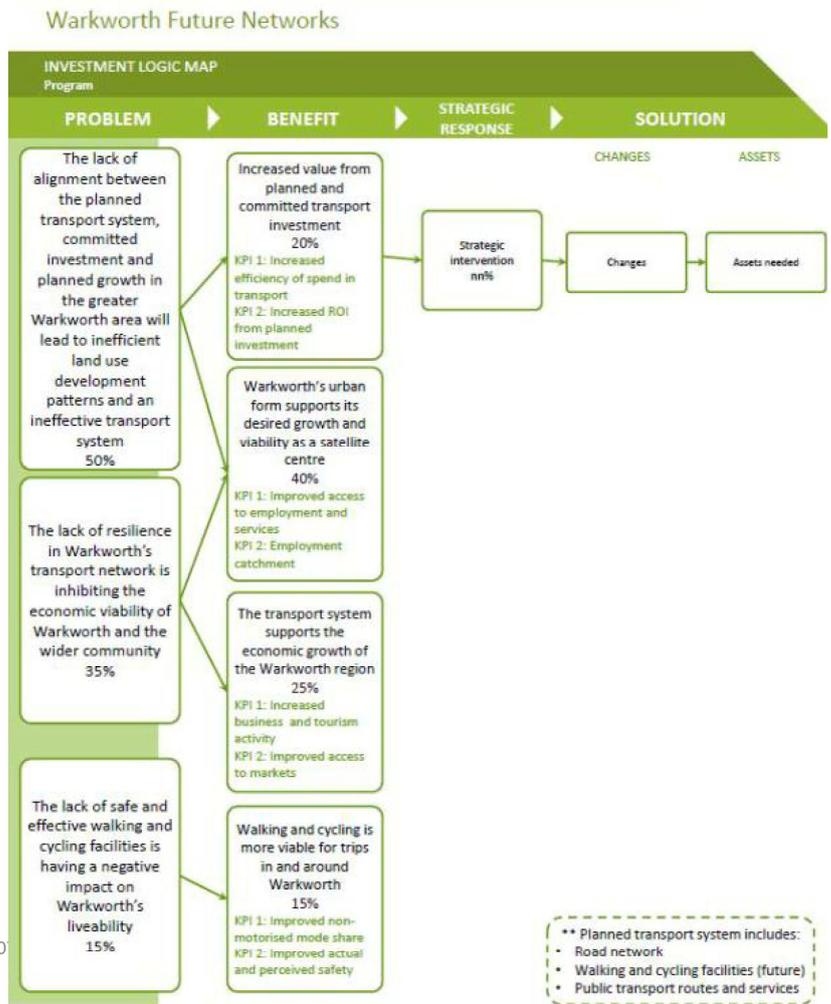
- Previous problems and benefits identified for TFUG PBC
- Not part of TFUG
- Need to be specific to Matakana Link Road Project



Defining the Problems

Identifying the Benefit

- Previous problems and benefits identified for Warkworth Future Networks
- Need to be specific to Matakana Link Road Project



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What are the Problems?

- What are considered the current problems in the area?
- What future problems are expected?
- Are there conflicting problems?
- What evidence is there to support this?

What are the Benefits of solving the Problems?

- What are considered the benefits?
- How are they solving the problem?
- What measure could be used to identify the benefits?

Identifying the Outcomes (if time)

- What would the Project achieve?
- Outcomes to be SMART
- Replace previous objectives, but meet RMA requirement for assessment.

Next Steps

- Summarise today's workshop
- Start collating evidence of problems
- Workshop 2 – Outcomes and Objectives
 - Invitation to be sent shortly
- Preparation of draft Long List
- Preparation of draft MCA criteria
- Workshop 3 – Confirm Long List and MCA criteria

Appendix B: Workshop 1 Invitee / Attendees List

Name	Organisation	Role	Attended
Ali Rayaiy	Auckland Transport	Project Manager / Senior I&D Engineer	Yes
Andrew Carline	Jacobs	Design Manager	Yes
Andrew Maule	Auckland Transport		No
Chris Martin	Auckland Transport		No
David Nelson	Auckland Transport	Delivery Manager	Yes
Evan Keating	Auckland Transport	Strategy Planning	Yes
Gavin Smith	Auckland Transport	TFUG	Yes
Ian Fones	Jacobs	Project Manager	Yes
Jeremy Hosking	Jacobs	Project Director	Yes
John Stokes	Auckland Transport	Project Sponsor	Yes
Karthi Govindasamy	Auckland Transport	Traffic Engineering Northwest	Yes
Karyn Sinclair	Jacobs	Planning Lead	Yes
Kathryn King	Auckland Transport	Walking and Cycling	No – representative sent
Nahir Salim	Auckland Transport	Communications Advisor – Engagement and Public Affairs	Yes
Patrick Buckley	Auckland Transport	Planning	Yes
Peter Beckerleg	Auckland Transport	Acquisition of Land	Yes
Sam Corbett	Jacobs	Facilitator	Yes
Shane Sutherland	NZ Transport Agency	P2Wk Controls Commercial	Yes
Shridesh Jogia	Auckland Transport	Funding Advisor	Yes
Stephanie Spedding	Jacobs	Transport Lead	Yes
Steve Patton	Auckland Transport	Senior Transport Planning	Yes – representing Kathryn King
Sumia Taha	Auckland Transport	Senior Traffic System Engineer	Yes
Tom Newson	NZ Transport Agency	P2Wk Project Manager	Yes
Weiwei Jiang	Auckland Transport	TFUG	Yes