

STRATEGIC CONNECTIONS

The strategic transport network in the south supports the existing community, the planned growth in Auckland over the next 30 years, and the increasing flows of traffic to and from Waikato and Tauranga.

Our goal is for a strategic transport network that aligns with land use and provides:

- Access to social and economic opportunities
- More frequent and reliable public transport
- A range of transport choices
- A resilient transport system, to cope with future demands.

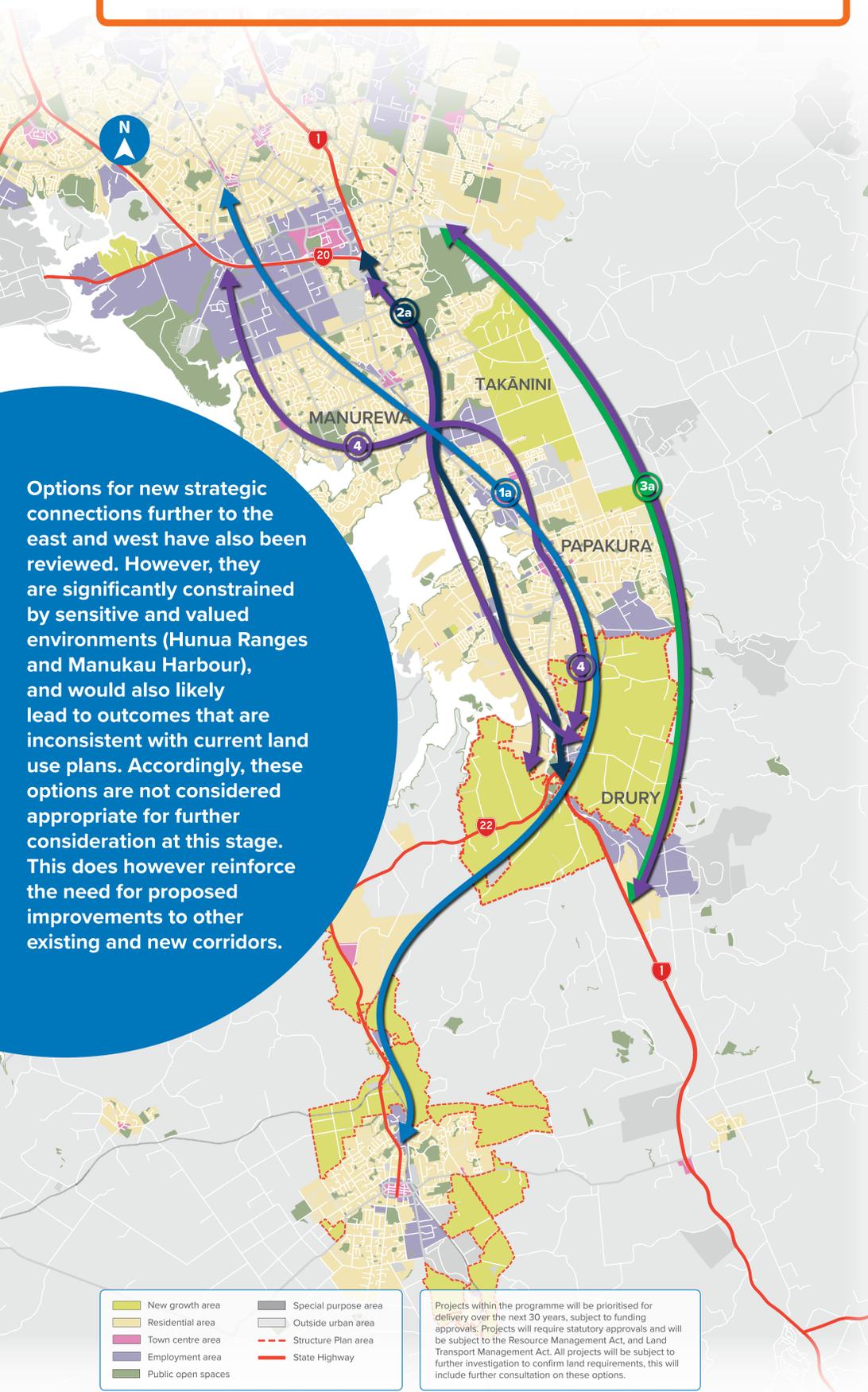
In 2016 we identified three key transport projects needed to support the main north-south transport movements:

- 1 Providing a third rail track and electrification to Pukekohe
- 2 Widening of State Highway 1 from Papakura to Drury
- 3 A transport corridor to the east (referred to as Mill Road)

We are continuing to investigate these projects. Their development will need to be in support of good land use and transport integration outcomes, and be integrated with advances in demand management, technology and network optimisation.

Since 2016 however, the projection for overall growth in the south has increased by more than 30%. This means that we are now also considering additional ideas to maximise the performance of the network over the longer term:

- 1a The North Island Main Trunk Line could be 4 tracks further south of Papakura and include express passenger services
- 2a Providing additional lanes or reallocating the use of lanes, along part or all of State Highway 1 between Manukau and Drury. These lanes could be allocated to buses or higher occupancy vehicles and would be additional to the upgrades being provided in the short term
- 3a Changes to the form and operation of the Mill Road corridor to support greater movement of people along the corridor.
- 4 A new Rapid Transit Network (RTN) could be provided connecting Drury to either Manukau or Puhinui train stations. The RTN could run alongside SH1, Mill Road, arterial roads, or a combination of these.



Options for new strategic connections further to the east and west have also been reviewed. However, they are significantly constrained by sensitive and valued environments (Hunua Ranges and Manukau Harbour), and would also likely lead to outcomes that are inconsistent with current land use plans. Accordingly, these options are not considered appropriate for further consideration at this stage. This does however reinforce the need for proposed improvements to other existing and new corridors.

We would like your feedback on the first three projects previously identified, and our range of new ideas.

