

Southern Auckland

Projects transforming the south

MAY 2020



The projects shown on this map have been identified by indicative business cases and will require further technical investigation before their final details, locations or land requirements are confirmed.

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New Zealand Government

The growth of southern Auckland

MAY 2020

The southern area of Auckland is growing fast.

Around 190,000 people live here now, but over the next 30 years, an additional 120,000 people are expected to live in future communities in Takaanini, Opāheke, Drury, Paerata and Pukekohe. A good transport system will be needed for these areas.

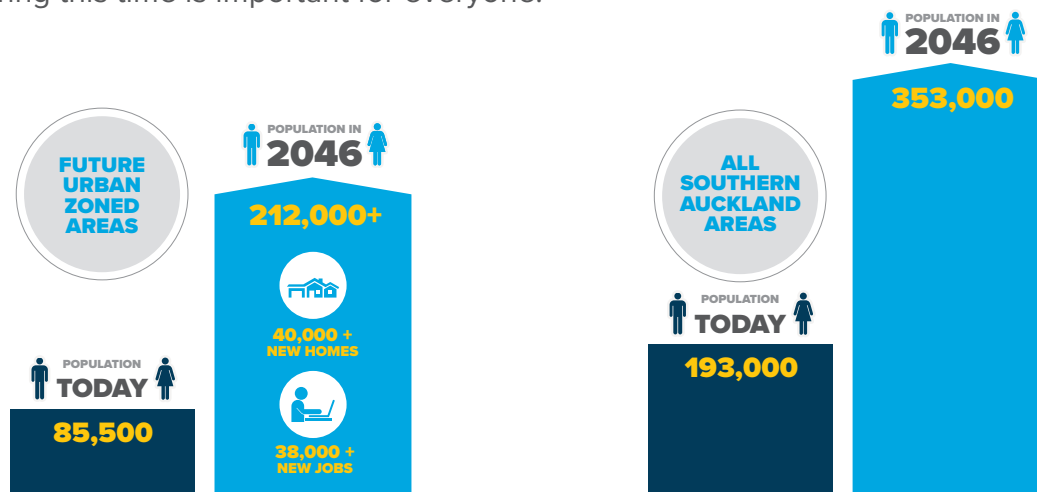
Transport networks play a vital role in successful cities, taking people to the places where they live, work and play.

In July 2019, Waka Kotahi NZ Transport Agency and Auckland Transport confirmed an Indicative Strategic Transport Network for the south – a shared vision for the future transport investments needed to support new neighbourhoods.

It includes:

- public transport including rail
- walking and cycling paths
- upgrades to roads and state highways

This network will give people safe, accessible and sustainable travel choices that connect their communities and encourage a significant shift to public transport, walking and cycling. Once we have protected the land required for these projects, property owners can continue to use, own, buy or sell their land for many years to come and right up until Auckland Transport and Waka Kotahi NZ Transport Agency need the land for construction. Ongoing communication between parties during this time is important for everyone.



The transport network will provide:

- Improved access to work and services
- A transport system that responds to growth and existing transport problems
- Reliable movement of goods and people on the network
- Liveable and connected communities with frequent, safe and reliable transport choices

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The growth of southern Auckland

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Creating vibrant and connected communities

Connecting Aucklanders to future communities

We're working together with Auckland Council to ensure the transport network and the future land use work together to create vibrant communities with lots of options for people to move around safely and easily. Having train stations and higher density housing like apartments close to each other, and a good bus network will mean that more people will have more choices of how to travel to where they need to go. Well connected and sustainable communities allow people to walk, ride bikes, or scooter to their bus or train stop.

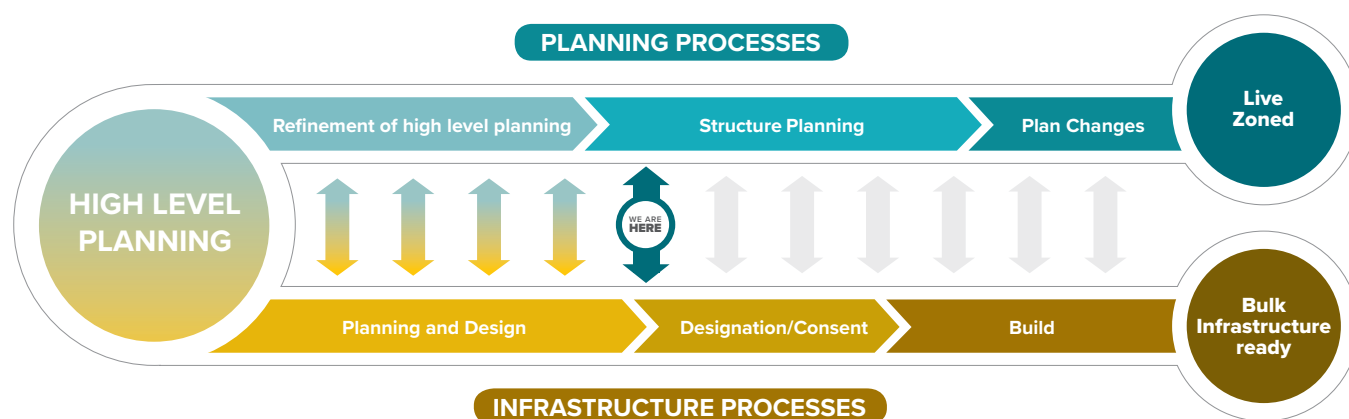
Industrial areas also need good transport systems to move freight and goods around, so they need efficient transport networks and connections too.

Auckland Council has created structure plans for:

- Drury–Opāheke
- Pukekohe–Paerata

These plans show how Auckland Council expects the area to develop and where people will live, work, study and play. It also shows how the land use and the transport network will work together to develop vibrant and connected communities.

Auckland Transport and Waka Kotahi NZ Transport Agency worked closely with Auckland Council to finalise the structure plans and continue to work together on future transport proposals.



PUBLIC CONSULTATION

Identify issues, aspirations and potential projects.

PUBLIC CONSULTATION

Develop individual projects, including options for design.

PUBLIC CONSULTATION

Further develop project detail e.g. managing environmental effects. Applications for consents and required property purchases begin for projects with funding for construction.

PUBLIC CONSULTATION

Project construction begins. Community notified of changes and progress.

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The journey to route protection

Route protection is a key focus of the programme, to help ensure the land needed for building and operating future transport routes is protected ahead of construction. Most of the transport projects shown in the following information will be protected through a designation process. Route protection provides property owners, businesses and the community with certainty on where transport routes will be in the future. Route protection also helps build safety and resilience into Auckland's transport system.

When will these transport connections be built?

Construction of the majority of the future transport projects is expected to align with Auckland Council's rezoning of land for urban development. It will be staged over the next 10, 20 and 30+ years in line with Auckland Council's Future Urban Land Supply Strategy.

Funding is now in place for the new 21.5km Mill Road corridor from Manukau to Drury, rail upgrades including two new train stations, and improvements to State Highway 1 between Papakura and Drury, as part of the NZ Upgrade Programme. The government is investing \$2.4 billion in south Auckland to bring these priority projects forward to address urgent needs.

The NZ Upgrade Programme provides an estimated \$1.354 billion to complete all stages of Mill Road. Work will begin now on the planning and design for the route. Construction is expected to start in stages from late 2022.

What's happening in the short term?

The designation for Mill Road North–Redoubt Road was completed in 2016.

Properties are being purchased and detailed design for construction is underway.

Dynamic lanes will be installed on Redoubt Road, using overhead signs and on road lights (cats eyes) to change the direction of centre lanes at peak times, which will improve traffic flow.

Other priority projects are underway and expected to be delivered within the next 10 years:

- Improvements to State Highway 1 between Papakura and Drury South as part of the Papakura to Bombay project (Waka Kotahi NZ Transport Agency)
- State Highway 22 Safe Network Programme safety improvements between Drury and Paerata (Waka Kotahi NZ Transport Agency)
- Electrification of 19km of track between Papakura and Pukekohe (KiwiRail).

What does this mean for my property?

We will continue to engage with landowners as we refine our preferred options and begin to progress route protection.

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The growth of southern Auckland

MAY 2020

The journey to route protection



2016

Transport for Future Urban Growth

- Transport plan for southern Auckland is developed.
- The designation for Mill Road North–Redoubt Road was completed.

2018

Indicative Business Case for South Auckland developed

- Transport options for southern growth areas are reviewed and assessed, and an indicative business case prepared. Network staging is identified.

2019

- The Indicative Business Case is approved by boards of Auckland Transport and Waka Kotahi NZ Transport Agency, and publicly released as the Indicative Strategic Transport Network.
- Partner, community and key stakeholder engagement.
- Detailed business cases for some projects within the south begin.

2020

Detailed Business Case

- NZ Upgrade Programme funding announced for Mill Road, Papakura to Pukekohe rail electrification, new train stations and local and state highway road improvements.
- **Partner, stakeholder and potentially affected landowner engagement.**
- Detailed Business Cases finalised for some transport projects.
- Further technical assessments undertaken.

2020-2021

- Papakura to Pukekohe rail electrification starts.
- State Highway 1 improvements between Papakura and Drury South start.
- For other projects, documentation for route protection lodged with Auckland Council (Notices of Requirement).
- Potentially affected landowners notified in advance of when route protection will be lodged.
- Route protection completed (post 2021).

2022

- Construction for all stages of Mill Road expected to start late 2022.

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We'd like your feedback

Since the release of the **Indicative Strategic Transport Network** in July 2019 and public engagement on projects in Drury in December 2019, we now have preferred options for a range of other projects in southern Auckland and we'd like your feedback on these.

Have your say

We want to hear your feedback on our preferred options for the south.

Waka Kotahi NZ Transport Agency and Auckland Transport are seeking community feedback on a range of preferred options for public transport, rail upgrades and road improvements including local roads and state highways.



Next steps

Landowner and community feedback will help to refine our preferred options. We will also carry out further technical investigations and continue landowner engagement before we progress to route protection.

We will give the community regular updates as we progress.



We'd like to know your thoughts.
Visit supportinggrowth.govt.nz
to tell us what you think.



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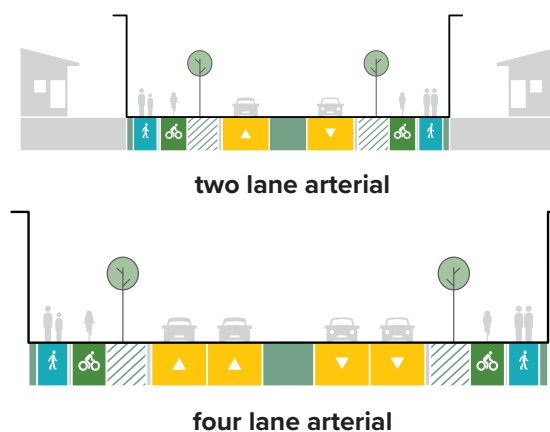
What these connections could look like

Future communities need well designed transport. We're planning now to help create vibrant communities that give Aucklanders lots of travel options to choose from. Safer, more efficient local roads and state highways, new public transport services, rail upgrades and new walking and cycling paths will help people choose new ways to move around.

Multi-lane corridors

Well connected communities enjoy lots of transport options. Multi-lane corridors have separate lanes with different types of transport including general vehicles, public transport and walking and cycling. This allows residents and visitors to walk, ride bikes, scooter, or take the bus or train to go to work, connect with family and friends and move around their community.

Mill Road is an example of a four-lane corridor that will provide opportunities to manage general traffic, prioritise public bus services and create new separated walking and cycling paths.

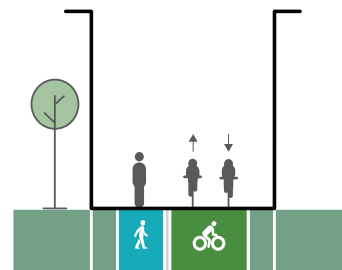


Multi-lane corridors

We're proposing safe, separated walking and cycling paths along new and upgraded four-lane roads.

These will generally follow along rail corridors to connect current and new communities to train stations, town centres and green spaces.

These paths will connect with existing walking and cycling paths in urban areas and to new cycleways being developed by Auckland Council and local developers.



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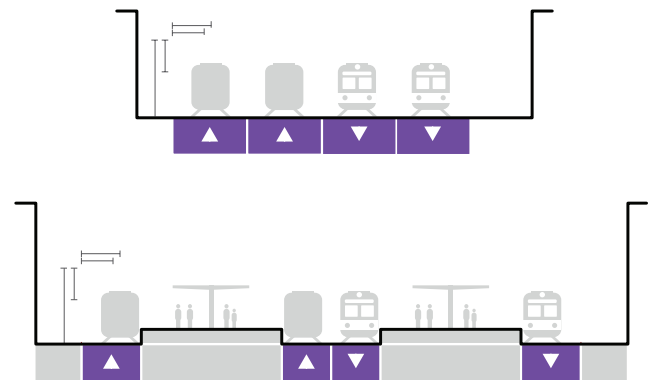
What these connections could look like

Rail

Extending the electrified rail network from Papakura to Pukekohe will mean passengers will no longer have to change trains at Papakura to travel south to Pukekohe.

New train stations at Drury Central, Drury West and Paerata as well as bus connections will make it easier for residents to travel by public transport.

We also need to plan for future growth in both passenger and freight services and look at where additional land may need to be protected to allow for additional rail tracks in this area.



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