

# Pukekohe Arterials

Fact sheet  
November 2022

The Pukekohe Arterials will provide connections to the future urban zones in Pukekohe. These arterial routes will connect people with key local destinations, provide connectivity and greater access to the wider transport network, and provide an alternative route to the current main road through the Pukekohe town centre. This is especially important for redirecting traffic away from the town centre and to support the vision of the Pukekohe Masterplan to make Pukekohe an 'even better place to live, work and relax'.

The Pukekohe Arterials project includes:

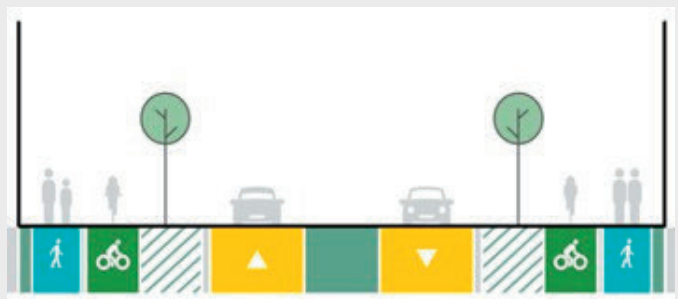
- The Pukekohe North East Arterial
- The Pukekohe South East Arterial
- The Pukekohe North West Arterial
- The Pukekohe South West Arterial

## What might sections of the Pukekohe Arterials look like?

### Project map:



### Cross section:



The proposed speed limit for the Pukekohe Arterials is 50km/h.

### Pukekohe North East Arterial

The Pukekohe North East Arterial is a two-lane road. It will connect with SH22 and cross the rail corridor at Butcher Road (paper road section\*). The route also involves an upgrade of Grace James Road and forms a new connection with Pukekohe East Road.

### Reasons the preferred option is favoured

The route will reduce vehicles travelling through Pukekohe town centre and will provide new connections for public transport, walking, and cycling.

\*A 'paper road' is a legally-recognised road that is undeveloped or partly formed but can provide public access to a particular area or feature.



## Pukekohe South East Arterial

The Pukekohe South East Arterial includes an upgrade to Golding Road and a new connection within the future urban zone crossing the rail corridor to Svendsen Road.

The route will redirect vehicles and freight away from the town centre. It will provide increased network resilience with an additional rail crossing and will result in increased connectivity to the existing Pukekohe rail station and to the strategic network through Pukekohe East Road. It also provides an additional option for public transport, walking and cycling.

### Reasons the preferred option is favoured include:

- It provides a direct connection and is centrally located in a future urban area serving a good future residential catchment.
- Forms an intersection with Golding Road in the least challenging topography.

## Pukekohe North West Arterial

The Pukekohe North West Arterial includes upgrades of existing roads at Helvetia Road, Gun Club Road (paper road\*) and Butcher Road. It also includes a new alignment within the future urban area located to the south of the Glenbrook Rail Line and connects to SH22.

The route will create a safe connection to the west of Pukekohe and will help redirect traffic away from the town centre. It will improve access for public transport, walking, cycling and motorists.

### Reasons the preferred option is favoured include:

- It uses existing roads (including a paper road\*)
- The preferred route integrates better with future development.
- Less effects on vegetation and avoids mature indigenous trees to the west of Helvetia Road.
- Is less complex to construct.

\*A 'paper road' is a legally-recognised road that is undeveloped or partly formed but can provide public access to a particular area or feature.

## Pukekohe South West Arterial

This section of the Pukekohe Arterials did not require options assessment because the upgrade to walking and cycling will be contained within the existing road reserve as much as possible. The route follows Nelson Street West from Manukau Road, Ward Street, Puni Road, West Street and Helvetia Road to connect with the Pukekohe North West Arterial.

## Alternative options

### Pukekohe North East Arterial

Some of the reasons an alternative option was discounted were:

- It is a longer and less attractive connection, so it does not relieve pressure on existing transport corridors.
- May impact on a number of heritage sites.
- Has an additional impact on ecological features such as streams and wetlands.
- Interacts with a greater extent of the tuff crater (Outstanding Natural Feature in the Auckland Unitary Plan).

After Option A was recommended, we segmented this for further assessment.

Some of the reasons the two alternative options in Segment 1 of the Pukekohe North East Arterial were discounted include:

- They are more complex to construct.
- One option requires an additional bridge; this would result in significant earthworks that may impact on ecological features like wetlands and bird habitats.

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Some of the reasons the alternative option in Segment 2 of the Pukekohe North East Arterial was discounted include:

- It is more complex to construct due to topography and earthworks requirements.
- It has greater impacts on ecology features like wetlands, streams and vegetation.

Some of the reasons the alternative option in Segment 3 of the Pukekohe North East Arterial was discounted include:

- It does not provide a direct connection and is less integrated with future development.
- It has a greater potential stormwater effect.

### Pukekohe South East Arterial

Some of the reasons two alternative options in Segment 1 of the Pukekohe South East Arterial were discounted include:

- Less integrated with planned and future development.
- The largest impact on floodplains (one option).
- More impact on mature indigenous trees (one option).

Some of the reasons two alternative options in Segment 2 of the Pukekohe South East Arterial were discounted include:

- More properties would be impacted. Location would be through more complex topography (one option).
- Would impact a stand of mature indigenous forest.

Some of the reasons two alternative options in Segment 3 of the Pukekohe South East Arterial were discounted include:

- Impacts to access of a large commercial development (one option).
- More local services would require protection or relocation (one option).
- Creates a “dog-leg” and an additional intersection so is less attractive to use.



### Pukekohe North West Arterial

Some of the reasons two alternative options in Segment 1 of the Pukekohe North West Arterial were discounted include:

- Loss of established vegetation on the eastern and western side of the road (including mature indigenous trees).
- The greatest flooding impact (one option).

Some of the reasons two alternative options in Segment 2 of the Pukekohe North West Arterial were discounted include:

- They are located on more complex topography and would be more difficult to construct.
- They are adjacent to a Significant Ecological Area and indigenous vegetation.



## What did the alternatives look like?



### Indicative Transport Network: Pukekohe-Paerata and south Drury

- Drury West
- South Drury
- SH22 Connections
- Drury Paerata Link
- Paerata Arterials
- Pukekohe North East
- Pukekohe North West
- Pukekohe South East
- Mill Road (Bombay)
- Drury West New Connection
- Mill Road Upgrade
- Pukekohe South West Upgrade
- Train Line
- State Highway

- #### Significant Ecological Areas Overlay
- Terrestrial [rp/dp]
  - Marine 1 [rcp]
  - Marine 2 [rcp]
  - Outstanding Natural Features Overlay [rcp/dp]
  - Outstanding Natural Landscapes Overlay [rcp/dp]

1,500 750 0 Meters

