

Feedback Summary

Future transport networks in Pukekohe, Paerata and south Drury

Between 1 November and 20 December 2022, we asked the community, Manawhenua and key stakeholders for feedback about the proposed transport options for the Pukekohe Arterials, Mill Road (Bombay), the Pukekohe East Road Upgrade, and the strategic connections across the Franklin area.



Our engagement included:



Three public information day events - 200+ people attended



3284 visits to webpage and online engagement platform



30,000 flyers promoting information day events delivered to local households



246 people provided feedback



Six community and stakeholder email campaigns



Multiple face-to-face meetings with community representatives, landowners, key stakeholders and elected members

Online Engagement Platform

- 3284 page views
- 1849 unique visitors
- 1770 new visitors
- 600 document downloads
- 140 daily visits (on average)

Key themes

- **Support** for improved connections as Franklin grows.
- **Support** for Pukekohe Arterials (ring route) to remove general and freight traffic from the centre of Pukekohe.
- **Support** for an alternative route for users to connect new and existing residential areas as growth occurs.
- **Support** for an upgrade to Mill Road (Bombay) and Pukekohe East
- **Opposition** to the North East Arterial route alignment proposed during engagement
- **Concern** from the growing and agriculture sectors that the routes will not be suitable for freight and heavy vehicle traffic.

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Heavy vehicle traffic

- Heavy vehicle traffic in/around Pukekohe is contentious. Safety is the number one concern.
- People do not want heavy vehicle traffic in the Pukekohe town centre.
- Freight industry stakeholders believe provision for heavy vehicle movement is important.
- Vital that the agriculture and freight sectors are able to transport goods as the area grows.

Impacts to land

- Concern around how proposed changes may impact properties, especially working farms
- Concern about the proposed Pukekohe Arterials' impacts
- Concern that the proposed Pukekohe Arterial route ("ring route") is too close to the town centre

Area based feedback

Pukekohe Arterials

You said that you supported a ring route around the Pukekohe town centre to remove traffic and congestion and provide an alternative route connecting to new and existing residential areas.

You commented that the proposed route as part of the Pukekohe Arterials would be better if it was further away from the town centre - on the outskirts of Pukekohe.

We acknowledge that a ring route is an important local arterial for the community.

We continue to undertake further investigations and technical assessments to help the project team select a preferred option.

You said you were strongly opposed to the alignment of the North East Arterial proposed during engagement.

We acknowledge the strong opposition to the proposed North East Arterial option, specifically, the section proposed along Grace James Road.

We met with a representative community group in November 2022 to understand their concerns. Following public engagement, we continue to investigate all options, including an additional option similar to a route identified in the Pukekohe-Paerata Structure Plan 2019.



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Paerata Arterial and Drury – Paerata Link

You said the proposed two-lane transport corridor should be a four-lane corridor and integrated with the urban and future urban zone.

In responding to climate change legislation, specifically an emphasis on reducing emissions from road transport, we found that a two-lane corridor delivers benefits for essential freight journeys, walking and cycling and other modes of transport.

You raised concern about the property impacts for landowners across the proposed Paerata Arterial and Drury-Paerata Link routes.

We acknowledge that the proposed options may result in some impacts on private land. The proposed route integrates with future urban areas and gives people sustainable travel options so they can live, work, learn and participate in community and recreational activities in the growing urban areas.

Mill Rd (Bombay) – Pukekohe East Upgrade

You said that this route is an important one. You told us that you have concerns about safety along the route, particularly at the turn-off near the BP petrol station in Bombay, and that a four-lane route is required to maintain the strategic flow of the route.

We agree that this is a key strategic route in and out of Pukekohe, and to and from nearby areas in the Waikato and beyond.

The Mill Road (Bombay) upgrade is proposed as a four-lane corridor to Harrisville Road.

Walking and cycling facilities are proposed for the length of the route. This will help mitigate safety concerns.

Next Steps

We continue to undertake environmental and technical assessments and thank landowners for working with us to further our investigations. These investigations will help us make decisions to confirm the preferred options, which we will communicate with the community over the coming months. As we move through this important step, we will continue to engage with partners (including Manawhenua), the community, property owners, developers, and other key stakeholders.

The Pukekohe Detailed Business Case process is expected to be completed mid-year and scheduled for consideration by the Auckland Transport and Waka Kotahi (NZ Transport Agency) Boards in August and September 2023.

Although the official window for public feedback has closed, Te Tupu Ngātahi Supporting Growth remains open to discussing community concerns and receiving feedback regarding the overall network options.