

Planning Pukekohe's transport future – online community conversation 31 July

We're proposing a new connection to improve safety and support the future movement of people and goods between the proposed Mill Road Corridor, State Highway 1 and Pukekohe town centre by providing an alternative route to State Highway 22.

We're also proposing some new urban arterials around Pukekohe, including the north-east section, to unlock development within the planned new growth areas and existing urban land around Pukekohe. These projects will upgrade the roads around the town centre, allow for improved freight access to the surrounding area and provide increased access and travel choices in and around Pukekohe.

During May and June 2020, we asked for your feedback on our preferred options and about the proposed connections for Pukekohe.

Thank you for your feedback, comments and ideas. In response, we hosted an online community conversation with Waka Kotahi NZ Transport Agency on 31 July 2020 to discuss feedback themes and key questions. We also received new questions via the registration for our online community conversation. You can read the responses here.

Responses published: 21 August 2020

Name	Question
Antony Stadnyk	<p>Why not upgrade existing roading options? Why duplicate rather than upgrade existing roading infrastructure at what will likely be a significantly higher cost, both financially and environmentally, and which will only result in induced demand?</p> <p>The proposed Pukekohe Expressway is a part of a wider transport network plan for southern Auckland to support future growth. An additional 120,000 people are expected to live in Takaanini, Opāheke, Drury, Paerata and Pukekohe over the next 30 years. We're planning for this growth now and creating solutions for public transport, rail, road and walking and cycling paths that will serve future generations. We're working closely with Auckland Council to integrate transport planning with the development of their structure plans for Opāheke-Drury and Pukekohe-Paerata.</p> <p>The Pukekohe Expressway will be needed in addition to upgrading existing roads to accommodate future traffic growth.</p> <p>Through our option assessment process, we have looked at upgrading existing infrastructure options including State Highway 22 (SH22) and parts of Pukekohe East Road.</p> <p>Upgrading the whole length of SH22 instead of creating the Pukekohe Expressway was considered as an option during the Indicative Business Case in 2018. It was not preferred for these reasons:</p> <ul style="list-style-type: none"> – Upgrading SH22 will result in increased reliance on the existing Drury interchange to access State Highway 1 (SH1). A single interchange access for all the growth

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	<p>planned in Drury and --Pukekohe will result in severe accessibility issues and could lead to further congestion.</p> <ul style="list-style-type: none"> – A new corridor and interchange with SH1 provides the ability for SH22 to be more suitable for the future urban environment and improve resilience to the overall network.
Brian Park	<p>Why is SGA even considering this route when there are alternate options that will provide greater resilience of the regional transport system and serve Franklin/North Waikato?</p> <p>Specifically, an extension of the Western Ring Route from Wiri to SH1 at Pokeno running through Weymouth Karaka Pukekohe Tuakau to Pokeno ie connection SH20 to SH22 to SH1.</p> <p>This is less disruptive in construction and communities, more efficient access to the airport and employment in Manukau West from North Waikato and Franklin. Will provide a completely separated alternate to SH1 and defers expenditure on SH1.</p> <p>Te Tupu Ngātahi Supporting Growth has considered a range of options to create connections to future urban zoned areas. An option considered similar to the one referenced in your question was considered as part of the Indicative Business Case (IBC) in 2018. This option was developed and considered alongside several other strategic connections. Strategic connections are high-speed, limited access corridors designed to move people to/from, and through, the area.</p> <p>There were several reasons why this was not preferred as part of the IBC in 2018. The reasons related to social, technical and environmental concerns and included:</p> <ul style="list-style-type: none"> – the potential ecological and cultural impacts on the Pāhurehure Inlet, which is a particularly sensitive ecological environment, and a culturally significant area – severance of local existing communities – it did not connect any identified growth areas or Future Urban Zoned land – the scale and scope of infrastructure required through the coastal marine area and at landing points (particularly on the Weymouth side).
Antony Stadnyk	<p>What is the expected cost of the Pukekohe Expressway compared to upgrading 1-2 of those corridors (most likely SH22 and Pukekohe East/Mill Rd)?</p> <p>In addition to the proposed Pukekohe Expressway, the proposed transport network in the south includes upgrades to parts of State Highway 22 and upgrades to parts of Pukekohe East Road. As these upgrades are required in addition to the Pukekohe Expressway to support future growth areas, no cost comparison has been completed.</p>
Antony Stadnyk	<p>Why create a new high-capacity road alongside a rail line that provides sufficient (and arguably superior) high-capacity rapid transport when future road supply will only result in induced demand?</p> <p>The Pukekohe Expressway will complement existing and proposed roads, offering travel choices to commuters and freight operators. It will also free-up local road capacity for people to connect with the proposed new train stations at Drury Central, Drury West and</p>

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	<p>Paerata. The proposed Pukekohe Expressway is part of the transport network plan for southern Auckland that also includes new public transport services, rail upgrades and new train stations, frequent bus services and new walking and cycling paths.</p>
<p>Stacey Graves</p>	<p>I would like to know if an alternative route to the Pukekohe Expressway is being considered as follows: Starting at the existing SH22 from Pukekohe town centre to a point at the southern end of Paerata, then the new expressway commences at the southern end of Crown Road, and follows the train line to the southern end of Ngākoroa reserve where it re-joins SH22, and then on to the Drury/SH1 interchange.</p> <p>Many of the locals feel this would be a much less disruptive route than what is being proposed and would roughly follow the existing noise corridor of the train line. If this route is not being considered, please explain why not?</p> <p>Pukekohe Expressway will be a key connection for commuter and freight movements from Pukekohe and allow SH22 to become more of a local road suited for an urbanised environment. Our preferred technical option is a new road from the proposed SH1 interchange between Ramarama and Drury (with the Mill Road Corridor to the east) and connect to the proposed Pukekohe Urban Arterial in the south.</p> <p>The Pukekohe Expressway will then accommodate commuter and freight traffic into the city, and SH22 will provide local area connections.</p> <p>The proximity to SH22 has also been considered in relation to the proposed new train stations and park and ride in Drury. We have also considered how local traffic will travel to and from these areas.</p> <p>The proposed route heads east towards the Southern Motorway (instead of north towards Ngākoroa Reserve) due to the need to tie in with the proposed Drury South interchange, which is part of the SH1 – Papakura to Bombay project.</p>
<p>Stacey Graves</p>	<p>With regards the Urban Arterial; would it not make more sense to take this on the southern side of Pukekohe East Road where there is not too much to be disturbed and connect up with Manukau Road, rather than ruin all the countless properties where it is being proposed? Has this option been considered?</p> <p>The north-east section is one segment of the Pukekohe Urban Arterial proposal - the project will upgrade the roads around the town centre, allow for improved freight access to the surrounding area and provide increased access and travel choices in and around Pukekohe.</p> <p>The Pukekohe Urban Arterial will actually wrap its way around Pukekohe. The part that is shown on the maps is only a quarter of what will ultimately be proposed.</p> <p>Other sections of the Pukekohe Urban Arterial will be investigated from late 2020.</p>

Name	Question
	<div data-bbox="437 300 1121 1079" data-label="Figure"> </div> <p data-bbox="437 1104 927 1133">Figure 1: Pukekohe Urban Arterial (July 2019)</p> <div data-bbox="437 1151 1139 1951" data-label="Figure"> </div> <p data-bbox="437 1973 927 2002">Figure 2: Pukekohe Urban Arterial (May 2020)</p>

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Michael Tolhoek	<p>What will you do with property owners living on the boundary of the proposed expressway regarding concern with property values, noise, loss of rural views plus light pollution? Will we have any say in the outcome?</p>
Stacey Graves	<p>Properties will be affected by the proposed routes as they are. If the proposed routes proceed, will landowners whose properties are not acquired but that are affected by the noise, light, pollution etc be compensated for the disruption and loss of value to their properties?</p>
	<p>A wide variety of effects are evaluated throughout the assessment process and Resource Management Act (RMA) designation and consenting process. These include consideration given to people's health and wellbeing. In particular, the project team considers visual impact, amenity, and the effect of noise and vibration.</p> <p>We're still consulting and have received feedback which is being considered.</p> <p>Ultimately the projects will be required to go through an RMA process where the effects of the proposal will be evaluated, and anyone can make a submission and have their say and as part of the decision-making process.</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe projects is late 2021. Construction is not currently funded; we are focusing on ensuring the land that is needed in the future is protected. We will be back to talk to affected landowners before late 2021.</p>
Anja Towells	<p>What is the timing to advise affected landowners?</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe projects is late 2021. Construction is not currently funded; we are focusing on ensuring the land that is needed in the future is protected. We will be back to talk to affected landowners before late 2021.</p>
Martin Hacon	<p>Where is the proposed road to connect from Sim Road to Grace James Road?</p> <p>Local road connections are considered during the subdivisions process and are outside the scope of the Te Tupu Ngātahi Supporting Growth programme.</p>
Deanne Maule	<p>Given that even the proposal of State Highway will have had a detrimental impact on the value of people's homes, how quickly are we likely to be advised of what remedies are available?</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p>

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Nick Hall	<p>Please explain to what level have all the proposed route options for the Pukekohe Expressway been “ground-truthed” – walked over, options surveyed by aerial survey or the like to ensure information used to determine the proposed routes is up to date?</p> <p>We’ve completed several site visits and walkovers as part of our options assessment. We used existing aerial photography from Auckland Council and other tools to complete aerial surveys. It was recognised early on that there is a lag in aerial imagery, and that frequent site visits and walkovers (where practical) were necessary.</p> <p>More detailed site investigations will take place once preferred options are further refined and confirmed.</p> <p>The specialist reports will be available when we lodge the Notice of Requirement (NoR) with Auckland Council, as they will form part of the application package. The lodgement date for the Pukekohe Expressway is late 2021. You can read more information about the Pukekohe Expressway at supportinggrowth.govt.nz</p>
Claire	<p>What is the date planned to decide between the proposals? And what is planned timeframe to start?</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe projects is late 2021 and we plan to talk to property owners and the community before this.</p>