

Mill Road FAQs – online community conversation 3 July 2020

Date: 15 July 2020

| Asked by | Question |
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| Steve Budd | <p>What is the bigger picture public transport (PT) network plan rationale for the significant cost of building bus lanes on Mill Road?</p> <p>Don't disagree with bus rapid transit network (RTN) per se but there needs to be a bigger network plan, or such investment might be better spent elsewhere. Will it feed into Drury rail and if so, how?</p> <p>The Mill Road project is a part of the wider range of transport projects within the transport network plan for southern Auckland. The key features of this transport network plan include:</p> <ol style="list-style-type: none"> 1. Ongoing investment in the rail network, including new train stations, and frequent bus services 2. A walking and cycling network 3. Safety upgrades and improvements to the roading network, including on key rural routes 4. Proposed new strategic routes including the Mill Road Corridor and an alternative route to Pukekohe, alongside other state highway upgrades. <p>Mill Road is an example of a four-lane road that will provide opportunities to manage general traffic, prioritise public bus services and create new separated walking and cycling paths. We're investigating different options for 'managed lanes' which could include one lane in each direction being allocated to public transport, freight or private vehicles as well as separated walking and cycling paths. We're interested to hear the community's view on these options.</p> |
| Christos Fotopoulos | <p>Do you have a timeline for this project? A rough estimate would do.</p> <p>At this stage we're analysing public feedback on our preferred option, and our next steps will involve developing the design in more detail. We will then be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p> <p>Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2027 and 2028.</p> <p>The northern end of Mill Road from the State Highway 1 Redoubt Road interchange to Alfriston Road was designated in 2016 by Auckland Transport. Property purchase is partially completed, and the Mill Road project is now part of the NZ Upgrade Programme.</p> |
| Malen Hurbuns | <p>When will we have certainty about the design for Okawa Ave?</p> <p>Our next step is to develop the design in more detail, and at that stage we'll be able to confirm which properties will be within the proposed designation. We expect to start talking directly with landowners about the Mill Road Corridor later this year, prior to lodging the Notice of Requirement in early 2021.</p> |
| Kerrie Chalmers | <p>Why would you not use open farmland for the new road? ie Cossey Road. It has less impact on the existing community and its safer being a straight road?</p> |
| Brian Park | <p>Why hasn't SGA given more serious consideration of alternative alignments through Opāheke/Drury that are less destructive specifically Hunua Road to Fitzgerald Road?</p> <p>This fits way better with staging of development and still provides south eastern corridor and avoids displacement of the gliding club and many established lifestyle properties.</p> |
| | <p>In 2018, during the indicative business case (IBC) phase for this project, we considered a range of options including Cossey Road, Drury Hills Road, and options to the west and east.</p> <p>Our assessments have identified a number of issues with the Cossey Road option, which divides the Future Urban Zone as outlined in the Auckland Unitary Plan. For example, if the alignment ran down Cossey Road, the future residential areas would be divided, causing issues with community cohesion and access. Road safety is also a concern – pedestrians would be more likely to try and cross the high-speed road (approximately 80 km / hour is proposed) if there were residential areas on both sides.</p> <p>The preferred technical option, 'Option A', is along the edge of the Future Urban Zone to the west of Drury Hills Road. This option reduces the impact on properties to the east of Drury Hills Road and their access.</p> |

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| <p>Suhai Rizwy</p> | <p>Is Thomas Road or its properties in any way affected by the plans listed here?</p> <p>Upgrading Thomas Road was considered as part of the Indicative Business Case work in 2019, but it's not currently in scope for the Mill Road project. Further work is underway to determine what upgrades will be required.</p> |
| <p>Sue Godbaz</p> | <p>What is the detail of the corridor near Dominion and Redhill Road?</p> <p>The Mill Road corridor near Dominion Road and Redhill Road will have two lanes in each direction for vehicles and walking and cycling facilities on both sides of the road.</p> <p>Each section of Mill Road has been assessed for a range of criteria – the impact on existing residential communities has been a key consideration for each section.</p> <p>We're conscious of the importance of maintaining community connectivity and road safety near Dominion Road and the Red Hills area, where there is a school on the east side of Dominion Road and community facilities on the west side.</p> <p>We've heard a lot of feedback from the community and we're considering the option of a new road that follows a route further away from the school, leaving some of the existing Dominion Road in place. We're investigating this further as our preferred technical option and will be talking to the school and community about this.</p> <p>Auckland Transport's planned bus service through the Redhills area travels through Settlement Road to connect into Papakura and we're looking at keeping this route open.</p> |
| <p>Joe Gallacher</p> | <p>Please provide more detail on the impact to the properties immediately to the east of the Auckland Gliding Club, south of Old Barn Road and north of Appleby Road?</p> <p>There has been a lot of feedback from the community and interest in understanding more about the options we've considered for Mill Road.</p> <p>We've given a lot of thought to how to integrate the Mill Road alignment with the future urban zones planned by Auckland Council. Our preferred technical option proposes that Old Barn Road and Drury Hills Road remain as local roads to the east of Mill Road, and this will form the eastern boundary between future urban development and the existing countryside to the east.</p> <p>We're engaging with the community, and our next steps will involve developing the design in more detail.</p> |
| <p>Paul Southen</p> | <p>I'm after the detail of the intersection with Hunua Road.</p> <p>At Hunua Road, we're proposing to install a new intersection, most likely a roundabout. This will help to connect Mill Road to Papakura in the north as well as connect to Drury in the south. The intersection will provide access to the Papakura industrial area and also connect Hunua Road into the Hunua Ranges.</p> |
| <p>Bruce McGhie</p> | <p>Option A leaves Cosgrave Road in an S shaped road into Okawa Ave going through a lot of future residential land which is so much more expensive than Rural Land.</p> <p>With the \$100m budget for the Awakeri Wetlands surely wouldn't it be cheaper and make more sense to allow for greater housing yield in future residential areas using the Awakeri Wetlands for storm water and bring the road back into rural zoned land?</p> <p>Maybe with the new Mill Road Corridor starting the diagonal from Walters Road into Okawa Road?</p> <p>We've received a lot of feedback and we're considering all the suggestions we've received for this area. We're looking to adjust the alignment to consider existing flooding issues and reduce disruption from the construction of the road on the community.</p> <p>We've heard good suggestions about taking the alignment of the road further east to minimise the impact of the new roundabout on Cosgrave Road. We're pursuing this idea further.</p> <p>We're also working closely with Auckland Council's Healthy Waters team to integrate our plans with their Awakeri Wetlands project plans – specifically how the treated storm water from Mill Road will flow into the wetland area.</p> |

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| Ben Ross | <p>As the saying goes, one more general lane never fixes it (induced demand). Can you give us a detailed breakdown of analysis if Mill Road will be 2 general lanes and 2 managed lanes like SH20B will be please?</p> <p>The Mill Road Corridor is a key part of the wider transport network for southern Auckland that will give people safe, accessible and sustainable travel choices to help connect communities and encourage a significant shift to public transport, walking and cycling.</p> <p>As a four-lane road, Mill Road will have two lanes in each direction and will have a posted speed that varies between 50 and 80 km/h depending on the type of land use eg residential. We're still investigating different options for 'managed lanes' which could include one lane in each direction being allocated to public transport, freight or private vehicles, as well as separated walking and cycling paths.</p> |
| Steve Airey | <p>What is the width of the new road along the Drury Hills Road section and when will land be designated?</p> <p>The width of Mill Road will be about 30 metres to accommodate four lanes for vehicles and walking and cycling facilities.</p> <p>At this stage we're analysing public feedback on our preferred option, and our next steps will involve developing the design in more detail. We will then be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p> <p>Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2027 and 2028.</p> |
| Daniel | <p>At which end of Mill Road is the project likely to start? What's the timeframe from Notice of Requirement (NOR) to Purchase of Properties?</p> <p>Construction planning hasn't yet started, so the construction sequence is yet to be determined.</p> <p>At this stage we're analysing public feedback on our preferred option, and our next steps will involve developing the design in more detail. We will then be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p> |
| Joanna | <p>What is the expected land footprint for the Ponga Road - Mill Road intersection-roundabout, which would include the 2 lanes traffic, cycle lane and walkway and runoff?</p> <p>At this stage we're analysing public feedback on our preferred option, and our next steps will involve developing the design in more detail.</p> <p>We're proposing a roundabout at Ponga Road to help connect to the local road network.</p> <p>The 30 metre width of Mill Road's four lanes will need to be widened further at roundabouts to allow people to cross safely when walking or cycling.</p> <p>We expect to talk to the community later this year once we've confirmed the preferred option and the detailed footprint. This will include how local roads will link, how safe crossing for walking and cycling will work and how stormwater ponds will treat runoff from the new road.</p> |
| Kyle | <p>To what extent is the alignment of the corridor influenced by the rural urban boundary and the rationale to keep development on one side and rural zoning on the other? If we look at areas in Dairy Flat (State highway 1), Whenuapai (State highway 16) and even Drury (State highway 1), land on both side of these highways are Future Urban.</p> <p>While there are existing high-speed roads around Auckland with residential areas on both sides, this isn't ideal for communities because it can cause severance and road safety issues. Mill Road will be a strategic arterial road (high-capacity urban road) and will have limited access and crossing facilities. Options to reduce the impact, like reducing the posted speed and adding more intersections and crossings, would reduce the capacity and strategic function of the road. This was considered, along with a range of other factors, when we assessed the options to identify the preferred technical option.</p> |

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| <p>Steve</p> | <p>When planning for Mill Rd are you providing for grade separation at intersections, so it is free flowing? A big issue with the current corridor is the roundabouts and significant volume intersections which after a point slow traffic rather than move traffic freely.</p> <p>Surely as the south grows and arterials carry more traffic, grade separation will be needed, or road will end up being like the Kirkbride Road / airport intersection – just became a barrier. Alfriston, Settlement, Clevedon Roads already have a lot of traffic.</p> <p>Mill Road will be a strategic arterial road (high-capacity urban road), and at-grade intersections (where the road intersects at the same elevation) are considered appropriate for this road type. There are no plans to consider grade-separation (where two or more roads cross at different levels) for Mill Road.</p> |
| <p>Marc Guillaume</p> | <p>What is the timeframe for reviewing feedback? When will you advise the community if their feedback has changed the preferred options or they remained the same?</p> <p>Community feedback is vital to help us shape our proposals. It ensures we haven't missed anything important for these projects when they are being progressed through Detailed Business Cases.</p> <p>During the public engagement period 18 May – 19 June we received more than 1,000 pieces of feedback. We're currently reviewing these submissions and following up with individual property owners and community groups who raised specific concerns. We're also assigning the feedback to projects and cross-checking our decision making. We expect to talk to property owners and the community later this year once we've confirmed our preferred options and developed the designs in more detail.</p> |