

South

The south is the largest future urban growth area in Auckland with around 5,300 hectares of land identified for urban development. This could result in 42,000 homes and 19,000 jobs over 30 years. The decision version of the Unitary Plan provides for greater capacity should this be required. With a lot more people living in the area, significant new transport infrastructure will be needed.



At the heart of the network for the south is a well connected Rapid Transport Network with electric trains extended to Pukekohe and extra rail capacity. New stations at Tironui, Drury, Drury West and Paerata will improve access to trains.



Rapid transit links between the airport, Manukau, Flat Bush and Botany, along with high frequency buses between Manukau and Drury West will be provided via a high frequency bus corridor. Future improvements to park and ride facilities, along with implementation of the Southern New Network in October 2016, will provide a strong public transport network.



Another key focus is the upgrade of the Mill Road corridor from Manukau and Flat Bush to Papakura and Drury. This will help improve safety, provide greater access to new growth areas and provide an additional north-south route. It will link to State Highway 1 and to a new expressway between Drury, Paerata and Pukekohe. The widening of State Highway 1 between Manukau and Papakura would be extended to Drury.

In Takanini, replacing level crossings with bridges over the rail line will allow increased train frequencies. The upgrades at Rangi Road, Taka Street and Walters Road will also ensure good east-west connections for the area. The new station at Tironui will improve access to trains.

State Highway 22 will be upgraded in the vicinity of Paerata, and in Pukekohe a road south of the town centre will allow a bypass for trucks and other traffic.

Working together with Waikato local authorities, improved public transport, local road, and state highway connections will be investigated.



Safety improvements on State Highway 22 will also improve travel between Drury and Pukekohe.



The cycling and walking network will be expanded across the network to improve travel choice and accessibility in local areas.

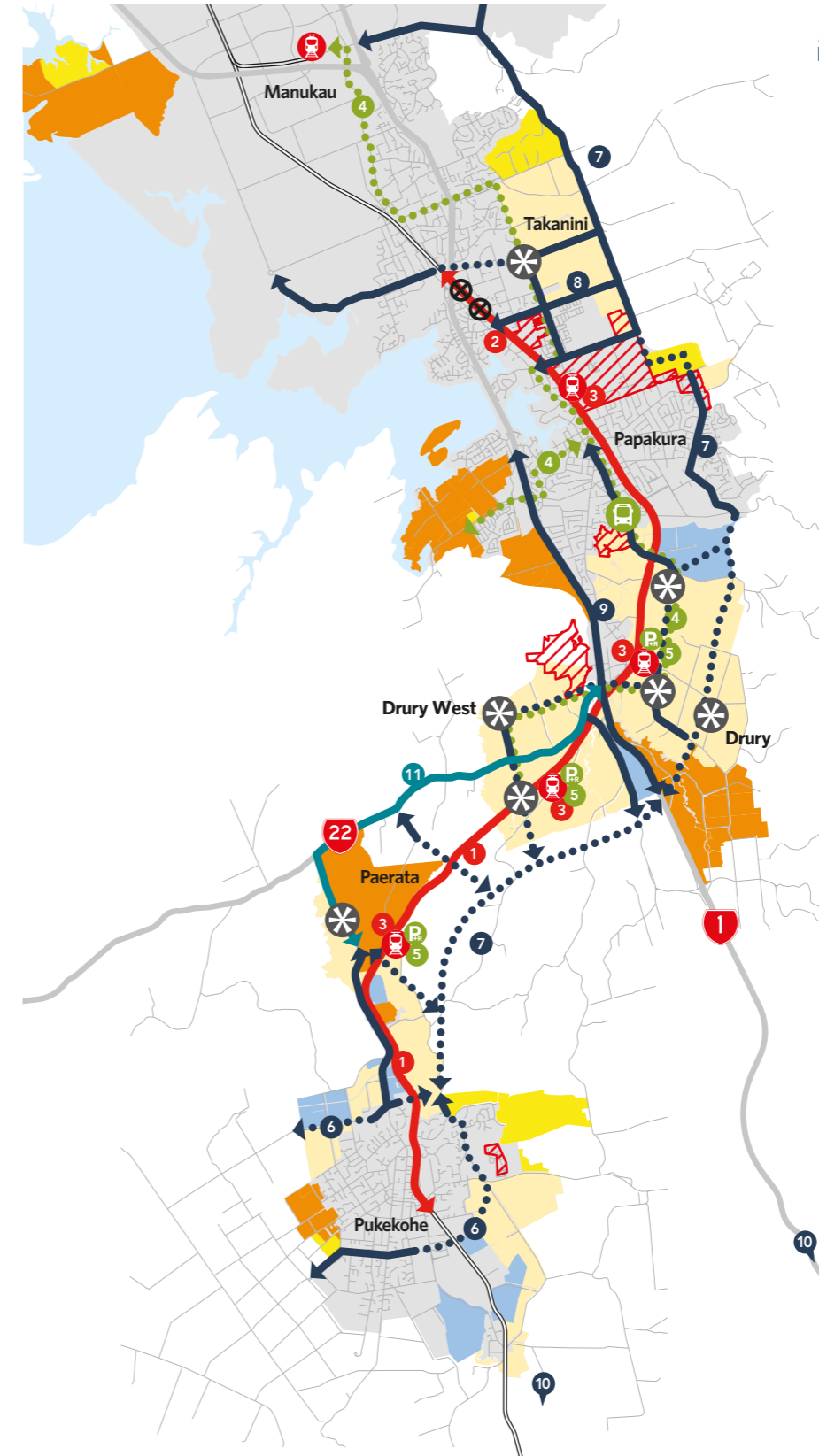


Transport aspirations

Through our project engagement we confirmed community aspirations for the south in relation to transportation are to:

- Increase transport choice
- Separate shorter distance trips from longer distance trips
- Improve north-south movements
- Improve the resilience of the network
- Improve access to education, employment and recreation opportunities in the area.

The development of the preferred network for the south will help meet these aspirations.



Projects

RAIL CORRIDOR UPGRADE

1. Rail electrification from Papakura to Pukekohe
2. Rail upgrade to provide additional capacity
3. Additional stations at Drury, Drury West, Paerata and Tironui

NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR

4. High frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau
5. Park and ride facilities

NEW OR IMPROVED ROAD CORRIDOR

6. Improved connections around Pukekohe
7. Mill Road designation and new north-south corridor between Manukau, Drury and Pukekohe
8. Improved Takanini east-west routes and remove level crossings
9. Capacity improvements on State Highway 1
10. Improved connections to Waikato

SAFETY IMPROVEMENTS

11. Safety improvements on State Highway 22

CYCLING AND WALKING

- Implement cycle network

LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Special Housing Area
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- Road closures at rail level crossing
- State Highway
- Existing rail corridor
- Improved rail corridor
- New rail corridor
- Improved public transport corridor
- New public transport corridor
- Improved road corridor
- New road corridor
- Safety Improvements

Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to Resource Management Act and Land Transport Management Act public participation processes. Land use is subject to further investigation, as well as resolution of appeals and statutory process arising from the Unitary Plan process.