

Road upgrades along Opāheke Road, Ponga Road and Waihoehoe Road

We're proposing safe, separated walking and cycling paths along Opāheke Road, Ponga Road and Waihoehoe Road.

These upgrades will give people more active transport choices, allowing them to walk or cycle to public transport and connect to where they need to go.

During May and June 2020, we asked for your feedback on our preferred options to widen Opāheke Road, Ponga Road and Waihoehoe Road and about your preferences for using the new walking and cycling paths.

The following answers are in response to questions received through our [Social Pinpoint website](#)

Name	Question
Lyn	<p>Why aren't you encouraging traffic from west to use Firth street instead of bottlenecking the roundabout?</p> <p>The existing Norrie Road has a narrow one-lane capacity at Norrie Bridge. Moving east to west is limited and the bridge is unable to accommodate larger vehicles. This means vehicles going east of Norrie Bridge are forced to use the existing roundabout. We're proposing to upgrade and extend Bremner Road (east) and Norrie Road to Great South Road and a new bridge over the Hingaia Stream to make travel within this area easier. Firth Street would then become more attractive for traffic and freight travelling from the west.</p> <p>What protections are you giving to our Drury Lane village with the cultural & historic significance to Drury? eg: the historical water well protected inside the butchers shop?</p> <p>We are currently preparing a Historic Heritage Assessment to support our Notice of Requirement. Effects on historic heritage will be assessed within the report. Thank you for the local knowledge, we will pass this information onto our Historic Heritage Specialist.</p>
	<p>Why not make this road part of the Mill road extension going to the southern motorway and do away with the other Road going east of the gliding club down Pruri lane why have two?</p> <p>The Mill Road Corridor and the Opāheke north-south connection have different transport functions. Mill Road will be a strategic arterial road (high-capacity urban road) and provide an alternative to State Highway 1. It will help reduce traffic volumes on SH1 and keep inter-regional travel and freight moving to support economic growth.</p>

Name	Question
	<p>The Opāheke north-south connection will provide a local link to improve travel and public transport between Drury, Opāheke and Papakura. It will also form part of the Frequent Transit Network (frequent and reliable bus network) to connect existing and future residents to town centres and proposed train stations at Drury Central and Drury West.</p>
	<p>While you are at it why not upgrade Victoria Rd to deliver traffic from the new Drury West subdivision directly to the north bound motorway on ramp.</p> <p>There are no plans to upgrade Victoria Road but improvements are proposed at the intersection with Bremner Road and State Highway 22.</p>
	<p>It is hard to fathom how knocking down buildings and building a bridge to deliver traffic to an already crowded roundabout, along with traffic from Waihoehoe Road, which will include North-South connection traffic, will provide any benefit. It will be yet another total disaster.</p> <p>The proposed new bridge is part of the Frequent Transit Network (frequent and reliable bus network) which will help to reduce traffic and give people better access to public transport, including the proposed new train stations, and walking and cycling paths. The Great South Road intersection will continue to be important and we are proposing this is signalised in the future.</p>
	<p>Two bus lanes implies an unspecified PT plan - perhaps to the rail interchange at Drury??? Or else why?? Need a more comprehensive plan of PT networks planned vs residential development to judge the value of bus lanes on this corridor. Providing for future residential in this area? Then need to think about whether this is a rational corridor for future users??? Need to think about likely future residential journeys and the entire corridor needed to support that rather than build just bits!</p> <p>The bus lanes proposed on Jesmond Road, Bremner Road, Waihoehoe Road West and the Opāheke north-south arterial will form part of the Frequent Transit Network (frequent and reliable bus network) to connect existing and future residents to the proposed new train stations at Drury Central and Drury West.</p>

Name	Question
	<p>This is a key part of a wider range of transport projects within the transport network plan 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>Why not follow Sutton road and the railway line to minimize impact?</p> <p>Following the Indicative Strategic Transport Network release in 2019, we investigated whether to re-examine the location of the Opāheke north-south connection between State Highway 1 to the east and the proposed Mill Road Corridor to the west.</p> <p>The Slippery Creek floodplain is the major constraint to development in the Drury-Opāheke area and is not included as a developable area in the Auckland Council Drury-Opāheke Structure Plan. The preferred option for the Opāheke north-south connection crosses the floodplain at the narrowest point so fewer bridges are required and it will be more resilient. This option will reduce the impact on land that could be developed for houses and will give people better access to public transport, including the Frequent Transit Network (frequent and reliable bus network).</p> <p>The rail line is located approximately 600m to the west of the preferred option for the Opāheke north-south connection. Moving the route further to the west (for example to the rail line or Sutton Road) would cause severance and restrict potential development of the area. Also, moving the route west is constrained by the location of a Counties Power transmission line.</p>
David	<p>Is the North-South Connection a new name for the Mill Road Corridor? If not, what is happening with the Mill Road Corridor? If the North-South Connection is going to connect to the new industrial park in Drury via Fitzgerald road why is Waihoehoe Road being upgraded and not Fitzgerald Road?</p> <p>The Opāheke north-south connection is a different transport project to the Mill Road Corridor project. Mill Road is a new connection between Manukau and Drury South. As a strategic arterial road (high-capacity urban road) it will provide an alternative to State Highway 1. 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>

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	<p>The Opāheke north-south connection will provide a local link to improve travel and public transport between Drury, Opāheke and Papakura.</p> <p>It will also form part of the Frequent Transit Network (frequent and reliable bus network) to connect existing and future residents to town centres and proposed train stations at Drury Central and Drury West.</p> <p>Widening and urbanising Waihoehoe Road will provide a four-lane east-west connection between the Drury Town Centre and the proposed Opāheke north-south connection. This means a proposed train station at Drury Central can be connected to new communities to the east, providing public transport, walking and cycling facilities. It is expected that Fitzgerald Road will be upgraded as the surrounding area becomes more urban.</p>