

3 July 2020

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Kia ora Kyle

The information you requested - CAS-151264-G3J3C1

Thank you for your request for information dated 2 June 2020 asking for information about a former rail overbridge in Paerata.

Bridge removal

The bridge was removed by the former Franklin District Council in the mid 2000's. Auckland Transport holds no information regarding the removal of the bridge. Therefore, this part of your request is refused under section 17(g) of the LGOIMA.

Plans for the bridge

Auckland Transport through the [Supporting Growth Alliance](#) (SGA) is investigating the future transport networks to support Auckland's future growth areas over the next 30 years. This includes three new connections from SH22 to the Pukekohe expressway, called the Northern Connection, Central connection and Southern connection. The Northern connection provides a way to cross the railway line in Drury. The Southern connection provides a way to cross the railway line in Paerata. These connections consider the future track improvements along the North Island Main Truck, Active Mode Corridor (AMC), up to four lanes of general traffic and segregated active mode facility.

Based on the Indicative Business Case estimates, the Southern connection is estimated to be \$75million and the Northern connection is estimated to be \$72million. This is subject to change as the investigation continues.

SGA has been seeking community feedback on the connections noted above and you can find more information here: <https://www.supportinggrowth.govt.nz/assets/2020-Launch-South/05811cd962/Pukekohe-Expressway-and-Connections-to-SH22.pdf>.

Our current preferred options for crossing the rail line have been identified on the plan and this has been provided to the public and stakeholders for comments. Following receipt of feedback, the team will continue to refine the options prior to the next stage in the process - lodging a notice of requirement with Council for a designation. While feedback on the plan was closed/is closing on 19 June we would value any feedback from you. You can do from here: <https://www.supportinggrowth.govt.nz/contact-us/query-form/>

A key aspect of the transport network is achieving an increase in public transport mode share, with an important element of this being the increase in walking and cycling facilities. This has included specifically investigating an Active Mode Corridor (AMC) which would connect the existing Pukekohe rail station with the stations proposed at Paerata, Drury West and Drury Central which would then connect to the proposed SH1 cycling facility being delivered as part of the [Papakura to Bombay](#) project. In addition, arterial roads being investigated in the Southern growth area would to supplement cycling demand with segregated active mode facility, including the Opāheke North South arterial, upgrading Opaheke and Ponga Road and Great South Road which would lead to Papakura. SGA has been seeking community feedback on some of these arterials and you can find more information here: <https://www.supportinggrowth.govt.nz/publications/south-information/>.

As noted above, SGA is proposing safe cycling facilities as part of its network in the growth areas of southern Auckland. SGA's work to date confirms that if safe facilities are not provided it would have a detrimental impact of uptake of cycling, in particular for commuter type trips in that unsafe/less attractive facilities create a greater barrier to usage.

Should you believe that we have not responded appropriately to your request, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act, and seek an investigation and review in regard to this matter.

Yours sincerely



Phil Wratt
Engagement Manager
Customer Care