

MILL ROAD CORRIDOR

The project described in this profile has been identified by an indicative business case and will require further technical investigation and engagement before its final detail, location or land requirement is confirmed. It is also yet to be prioritised for funding for delivery over the next 10-30 years.

Purpose

The Mill Road Corridor would provide a strategic alternative route from Manukau to Drury in the long term, running parallel and to the east of State Highway 1 (SH1). The Mill Road Corridor would likely be a limited access urban arterial road. The exact form and function is still to be determined.

For more information on cross sections see [What these connections could look like in the south](#) on our website.

Description

Northern Section:

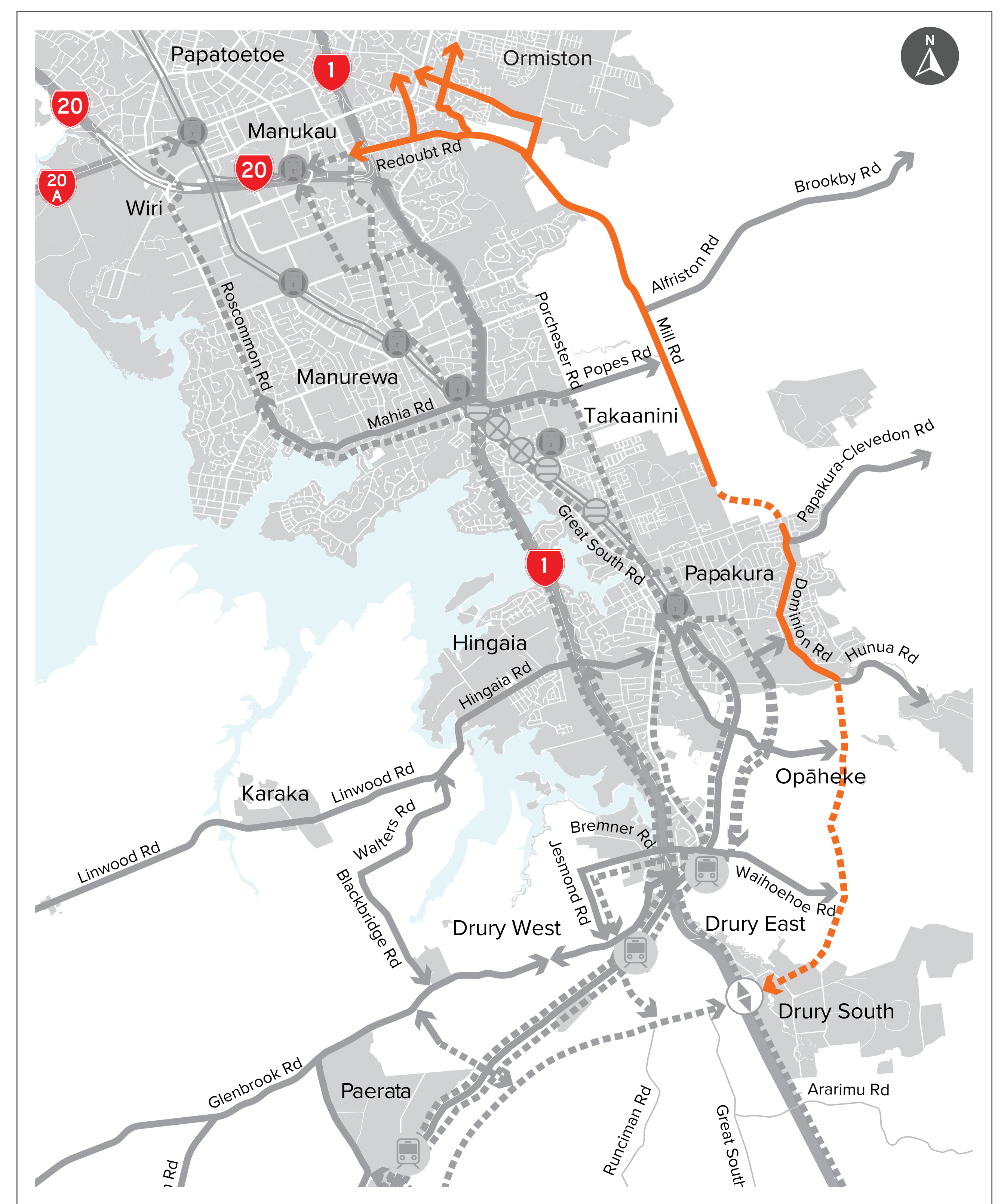
This section is approximately 9km and runs from SH1 Redoubt Road interchange to the Mill Road/Popes Road interchange. Most of the section is already designated by Auckland Transport, with additional connections to be provided at Hollyford Drive, Hilltop Road, Murphys Road and Thomas Road.

Central section:

This central section runs from where the northern section designation ends near the Popes Road/Mill Road intersection, down to Hunua Road.

Southern section:

This section runs from Hunua Road to SH1 in Drury South.



Key benefits

The key benefits of the Mill Road Corridor include improved network resilience as an alternative to SH1 and Great South Road. It would provide a new north-south corridor, improved safety outcomes, and local access to future urban residential and business areas and enable growth for freight, public transport, walking and cycling and general vehicles.

Current status

Auckland Transport completed the designation for the Redoubt Road – Mill Road Corridor Project in early 2016. It was originally assumed that the detailed design and construction of the northern section of the corridor would have been the first stage of delivery, with further

continues overleaf

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work on the planning approvals for the central and southern sections progressed in parallel.

The Government has signalled a shift in transport investment priorities for Auckland through the new Government Policy Statement on Transport. This is now reflected in the update of the Auckland Transport Alignment Project (ATAP) report and recommendations. As a result of the ATAP revision and increased growth from the Structure Plans, this designated northern section of the corridor has been assessed within the Mill Road Corridor as a whole.

In 2018 engagement was undertaken regarding a number of options for the north, central and southern parts of the corridor. Following analysis of feedback and technical investigations, an indicative corridor was approved mid-2019. We have a general study area within which further investigations will be undertaken.

In early 2019 the programme's draft indicative plans for this corridor were included in Auckland Council's consultation materials for the area's structure plan, and feedback received during this time will be considered as part of the next stage of the programme's planning.


While this longer term planning continues, further work is being undertaken to identify prioritised investment. This assessment is expected to be confirmed late 2019.

While this process takes place, Auckland Transport will be implementing safety improvements at the Redoubt Road-Murphys Road intersection in 2019 and dynamic lanes on Redoubt Road between the SH1 Redoubt Road interchange and Hollyford Drive to provide an additional traffic lane for the peak direction.

Next steps

During the next phase of work, the project team will consider alignment options along these key arterial corridors. This will include social, cultural, environmental and technical investigations as well as further engagement with project partners, stakeholders, landowners, and the community.

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