

SH1 PAPAURA TO DRURY PROJECT



The SH1 Papakura to Drury project hosted the announcement of the Government's draft Government Policy Statement on land transport (GPS 2024) on 17 August.

E haere ake nei | Coming soon

South Auckland is growing fast and the SH1 Papakura to Drury project's improvements when completed will support the growth of communities in the area by improving access along and across the motorway, enhancing local connectivity and resilience, and improving transport choices.

Our project works to date have mostly centred on a 3km stretch of the SH1 Southern Motorway from the north side of Papakura Interchange down to the BP motorway service centre. However, coming up soon, construction will begin in earnest down at Drury too.

Building bridges for tomorrow

As part of the next stage of the project, a series of eight replacement road bridges will be built to cater for South Auckland's expanding needs, with six of them being in and around Drury Interchange. North of Drury, two motorway bridges across Otuuwairoa Stream / Slippery Creek will also be replaced, widened, and elevated by about 4 metres, improving the motorway's resilience against the impacts of climate change.

Improving access and public transport

Drury Interchange will also be raised by about 2 metres to support the electrification of the railway line and widened to future-proof for planned third and fourth rail lines. The upgrade includes rebuilding a new, higher motorway bridge across Great South Road - high enough to replace the current detour route on Bremner Road bridge for over-height vehicles that can't get under the existing bridge. To minimise traffic disruption as much as possible, the interchange will be rebuilt across to the east. You will have already noticed the cranes and three of the eight new bridges taking shape above the railway lines (see image above).

Growing pathways

A shared walking and cycling path will be constructed alongside the northbound side of the motorway, with connections into local roads along the way. This new path will extend the existing Southern Path between the Takaanini and Papakura Interchanges that was opened in May 2021. As part of this, a new walking and cycling bridge will be built at Papakura interchange over the northbound on-ramp. We are considering whether this structure might be made from timber rather than concrete and steel. Separate walking and cycling paths will also be built on Great South Road through Drury Interchange. These initiatives will offer an alternative transport choice for existing and growing communities in Papakura and Drury and contribute to the expansion of Auckland's walking and cycling network.

Steady progress, steady impacts


The main Drury Interchange upgrade works will begin in late 2023 / early 2024. The process of constructing the various bridges and new roads and transitioning traffic onto them will be gradual. While the result will be transformative, it's important to acknowledge that wholesale changes don't happen overnight. At this stage, it is expected that rebuilding Drury Interchange will take at least four years, until late 2027, but we will have a clearer picture when the contract is awarded later this year.


Change comes with its own set of challenges, so we are planning and working in partnership with KiwiRail, Auckland System Management (which operates and maintains Auckland's state highways on behalf of Waka Kotahi), Auckland Transport, industry stakeholders and other project teams in Drury to minimise disruption as much as possible. We will continue to update our community and stakeholders when we know more about the likely impacts to come.

NAU MAI HAERE MAI | COME AND SEE US

Come along to our next community open day on Saturday 9 September 2023 to find out more about current construction progress and the latest news on our plans to come for the rest of the project between Papakura and Drury.

We look forward to seeing you there!

 Saturday 9 September 2023

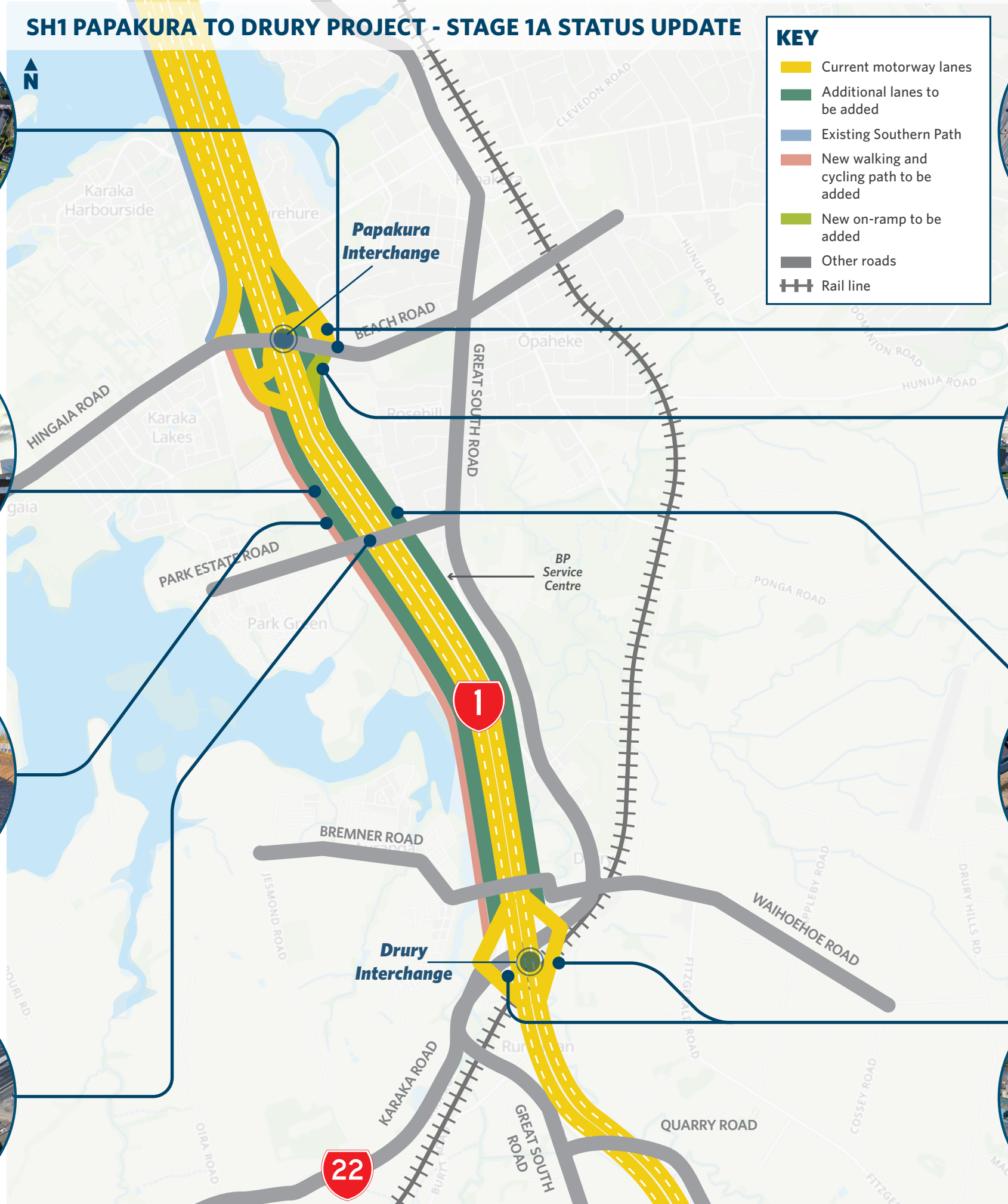
 10am - 1pm

 Drury Hall
10 Tui Street
Drury, 2113

SH1 PAKAPURA TO DRURY PROJECT - STAGE 1A STATUS UPDATE

KEY

- Current motorway lanes
- Additional lanes to be added
- Existing Southern Path
- New walking and cycling path to be added
- New on-ramp to be added
- Other roads
- Rail line



Beach Road service upgrades and shared pedestrian and cycle path
Status: Starting soon

Papakura south bound on-ramp rebuild
Status: 99% complete

Three upgraded stormwater box culverts under full width of motorway
Status: 30% complete

New Beach Road southbound on-ramp
Status: 50% complete

Northbound road widening - from BP service centre to north side of Papakura Interchange
Status: 55% complete

Southbound road widening - from north side of Papakura Interchange to BP service centre
Status: 99% complete

Replacement Park Estate Road bridge
Status: 100% complete

Building three bridges over the railway lines by Drury Interchange in advance of the main interchange upgrade (beginning early next year)
Status: 80% complete



STMS James Broomfield pictured centre with members of the nightshift traffic team.

E aukati ana te rori matua | Closing a motorway

Whether Papakura to Drury project crews are building new lanes, installing massive stormwater culverts under the full width of the motorway or replacing an overbridge, sometimes there is no choice but to close the motorway – and with rare exceptions, closures always occur at night when traffic volumes are lowest.

There are many work areas that involve working at night including construction engineering and this project is a prime example of the need for people who are prepared to work at night.

To clear the way to close the motorway at night, a traffic management plan (TMP) is required. This plan provides the 'what, where, when, how and why' of a road closure. Widening a section of the Southern Motorway (the 'what') that carries some 75,000 vehicles per day and the impact of daytime closures is our justification (the why) for night road closures.

On the night, our traffic management crew can close the motorway when the Auckland Traffic Operations Centre (known as ATOC) gives the Site Traffic Management Supervisor (STMS) the green light to do so – never before the notified closure time and only when traffic volumes are significantly reduced. At the end of shift, the site supervisor hands back the site to the STMS who then manages the coordinated lifting of the closure.

James Broomfield has been a Papakura to Drury project night shift STMS since works began two and a half years ago. Here's James's story.

How did you get started in Traffic Management?

- I started in the industry as a Labour Hire and my first assignments were in Temporary Traffic Management with

Fulton Hogan and Auckland System Management (ASM). I'm still working in traffic management 16 years later for Fulton Hogan and became a STMS in 2014.

Do you prefer day or night shift?

- Night shift because the work sites are a lot bigger and more challenging, and I find this energising.

What makes a good Traffic Management team?

- Communication, trust and strong leadership. A good work ethic is definitely a key part, willingness to help your team mates, no questions asked. There is a real discipline to what we do and strong bonds develop within crews when we're together for extended periods.

What is the biggest risk to the Traffic Management crew?

- Driver behaviour – when a Traffic Management Attenuator (TMA) is struck, motorists breaching the closure, angry and substance-impaired motorists, and high speed police chases. Motorists with firearms and other weapons are straight-up dangerous.

How can motorists help Traffic Management crews on site?

- Pay attention to signs, slow down and please be patient. We're here to keep motorists and the construction workers safe. We're people just like you.

Do you ever get scared in your job?

- No. I've been doing this job a long time and I've become aware of, and sadly accustomed to, all the crazy stuff that comes with the job.

What's the one shop you wish was open at night (and isn't) when it's your break time?

- One of the great Papakura, Karaka and Drury cafés that make a top coffee. If we're going Auckland wide, my all-time fav is Blue Rose Café in Sandringham.

What's your favourite 'get ready for work' song?

- 'Beast mode' - Johnny Suite.

MŌ ĒTAHI ATU KORERO | FOR MORE INFORMATION

Visit our website to subscribe for our regular e-newsletter project updates or traffic notices and to find out more about the project.

You can also view our monthly progress by checking out our photo gallery.

Visit www.nzta.govt.nz/p2b

WHAKAPĀ MAI | CONTACT US

For further information about the project, please contact our team on:

Phone:

0800 796 796 - for construction-related enquiries

0800 741 722 - for general project enquiries

Email: p2b@nzta.govt.nz

Website: www.nzta.govt.nz/p2b

In person: Papakura to Drury Project site office, 25 Tegal Road, Drury (open 8am to 5pm on normal business days).

Another night, another dedicated team on the job.

