

14 January 2026

Pakūranga Road intersection update

Following stakeholder feedback at the end of last year on the initial options we analysed to modify the current Pakūranga Road and Rā Hihi (Reeves Road) flyover intersection, we're undertaking additional design and traffic modelling reviews along Pakūranga Road.

We acknowledge that there is support for us to start improvements to the intersection as soon as possible. While this additional investigative work is expected to take several more weeks to complete, it will provide confidence that robust analysis was undertaken and considered as part of the decision-making process.

We want to provide reassurance that we're working at pace across the project including at the current Ti Rākau Drive intersection closure where work was ongoing 24/7 since 26 December. In the early morning of 12 January, the second right turn lane from the Panmure end of Pakūranga Road into Ti Rākau Drive (heading towards Botany) reopened, along with the reinstatement of two lanes in both directions on Ti Rākau Drive. It is expected that this change will ease some of the congestion experienced by road users and we'll continue to monitor traffic light phasing.

We are committed to keeping you informed throughout this process.

Thank you for your continued support.

24 November 2025

Update from the Eastern Busway Alliance

Auckland Transport and its Eastern Busway partners are carrying out investigations on an improved Pakūranga Road and Rā Hihi intersection design that works for all road users, by increasing throughput towards Howick in balance with bus passengers, pedestrians, and cyclists.

The preferred design option for the improved intersection intends to:

- achieve three lanes through the Pakūranga and Rā Hihi intersection toward Howick,
- ease the left turn so drivers don't need to slow down as much; and
- aims to maintain the cycleway within the existing corridor.

The preferred design is subject to reviews to confirm the geometry of the left-turn, safe sight lines and distances, pavement and kerb details, safety requirements, traffic lights and signage. The design will be reviewed against the objectives of the Government Policy Statement for Land Transport and the Eastern Busway business case.

We are aiming to start construction in the new year.

Although drivers using the new Rā Hihi (Reeves Road) flyover are enjoying quicker journeys, there's been delays for evening peak traffic heading towards Howick on Pakūranga Road following this major change to the traffic network.

Further analysis of the current traffic shows higher volumes of vehicles on Pakūranga Road than modelled in the original design. This is due to several factors and include temporary lane closures for ongoing Eastern Busway construction, the new intersection layout being unfamiliar, so drivers slow down, road markings highlighting which lanes to use being covered, queue jumping that disrupts traffic flows and higher traffic growth than expected.

A significant number of drivers are still using their old route to get to Howick rather than the new Rā Hihi - flyover route. AT and the Eastern Busway Alliance are encouraging people to try the new flyover which is designed to be more direct and be the main traffic route to and from Howick. This will include Variable Messaging Signs (VMS), semi-permanent signage and other communications.

Other actions

- Changes to the Eastern Busway construction programme on Ti Rākau Drive and temporary traffic layouts.
- Extra line marking and signage
- Communicate traffic layouts and alternative routes to encourage re-distribution of traffic.
- Encourage the use of public transport options where it possible for people, for example frequent bus services that make use of the Pakūranga to Panmure busway which is separate from traffic, or the Half Moon Bay ferry service – which also has connecting bus services.

Elsewhere on the project, drainage and pavement work is currently underway on Ti Rākau Drive. Over the summer break, a section of Ti Rākau Drive from Aylesbury Street to William Roberts Road will close and during this time, work is planned to be carried out 24/7 from 27 December to mid-January with a detour via Cortina Place. By closing the road, we've condensed several months of overnight work into just over two weeks, minimising the long-term impact on road users, stakeholders and the local community.

More information on this work will be shared in the coming weeks.

10 November 2025

Update from the Eastern Busway Alliance

On 18 October, the Eastern Busway Alliance opened Rā Hihi - flyover to vehicles in both directions. Since the opening of the flyover, journey times have improved for citybound drivers with about 30,000 vehicles a day using it.

While integration of new major infrastructure will take several weeks to settle in to new patterns as user behaviours change, we acknowledge there are delays from Panmure in the afternoon peak through the new intersection on Pakūranga Road, which is frustrating for drivers.

We want to provide reassurance that we are committed to investigating a solution to improve the efficiency of the intersection and that we understand the importance of this route to road users.

The philosophy adopted for guiding the design of the Eastern Busway in 2020 was based on the principles of Movement and Place which was underpinned by the Government Policy Statement on Land Transport (GPS) of that time.

These principles balance the need for transport networks to move people and goods with the role of streets and corridors as places for social and economic activity; and this approach is widely acknowledged by industry as good practice. The design, particularly around the Pakūranga Road side of Pakūranga Town Centre and Rā Hihi – flyover reflect the movement (Rā Hihi) and place (Pakūranga Road) principles working together to support these two functions of the transport network.

While the intersection built reflects this design philosophy, we are currently analysing the modelling data used to develop the design against current status. We are also in the process of developing a concept design which will provide more vehicular throughput towards Howick via an additional lane and/or easing the left turn.

We are undertaking this review process in line with the current GPS to increase the optimisation of the intersection in balance with all road users – whether driving, taking the bus, walking, or cycling. Once we have a better understanding of the scope of change required (ie potential RMA consent condition changes and physical works requirements) we will share the delivery timeframe with you.

In the meantime, we are also undertaking the following actions on site.

- All construction work at the intersection is currently on hold. We are completing only essential activities needed to ensure the intersection remains safe for road users along with the installation of permanent directional signage. The final road surfacing and line marking will not proceed at this stage until a decision regarding next steps is confirmed.
- Physical work to improve the safety of the intersection of Pakūranga Road and Brampton Court will continue. However, the traffic lights will not be installed at this time. Once built, the Brampton Court intersection will operate as it does currently, without lights, until next steps for the new Pakūranga Road and Rā Hihi (Reeves Road) flyover intersection is agreed.
- In addition, Auckland Transport are expediting the process for the potential removal of the signalised pedestrian crossing between the intersections of Brampton Court and Tī Rākau Drive.

We are aware of recent incidents that have occurred in the vicinity following the opening of the new intersection. Our assessment indicates that these incidents are attributed to driver behaviour, either as drivers adapt to the new layout or as a result of unsafe manoeuvres. Safety will be a key consideration when improving the efficiency of the intersection. In the meantime, we have placed additional signage on Pakūranga Road to provide more guidance to drivers as they approach the intersection.

We are committed to keeping you informed throughout this process.

Thanks for your project support.

Kind regards
The Eastern Busway Alliance

FAQs

Why are you still going to upgrade the Pakūranga Road and Brampton Court intersection?

The intersection upgrade is a consent requirement of the Eastern Busway Alliance to improve safety for people travelling to and from Pakuranga Plaza shops. The intersection will take approximately 5 weeks to build.

When will you turn on the traffic lights at the Pakūranga Road and Brampton Court intersection? Why are you investigating removing the pedestrian crossing on Pakūranga Road between the intersections of Brampton Court and Tī Rākau Drive?

The traffic lights and signalised pedestrian crossing which forms part of the Brampton Court intersection upgrade will not be installed until next steps for the new Pakūranga Road and Rā Hihi - flyover intersection are agreed. Separately, there is also work being carried out to assess, if; when the above intersection lights are turned on, there is the possibility that the pedestrian crossing on Pakūranga Road between the intersections of Brampton Court and Tī Rākau Drive is removed at the same time.

Why was the intersection designed this way? Why was this section of the Eastern Busway designed this way?

The flyover and intersection have been designed to move people safely and efficiently - whether driving, taking the bus, walking, or cycling. Throughout the design process, a dedicated lane from Panmure towards Howick on Pakūranga Road was considered alongside several alternative intersection layouts. After evaluating safety, traffic flows, mitigating impacts to neighbouring properties and impacts on the broader road network, the selected intersection design was determined to be the optimal layout. With its recent opening, the team are reviewing how the intersection is performing for people travelling through the area and will investigate where further optimisations may be possible.

The philosophy adopted for guiding the design of the Eastern Busway in 2020 was based on the principles of Movement and Place which was underpinned by the Government Policy Statement on Land Transport of that time. These principles were embedded into the AT Roads and Streets Framework which balance the need for transport networks to move people and goods with the role of streets and corridors as places for social and economic activity; and this approach is widely acknowledged by industry as good practice. The design particularly around the Pakūranga Road side of Pakūranga Town Centre and Rā Hihi – flyover reflect the movement (Rā Hihi) and place (Pakūranga Road) principles working together to support these two functions of the transport network.

The Eastern Busway is an opportunity to improve the areas accessibility, create better places and enable further growth, thereby contributing towards creating a more liveable and productive East Auckland.

Will you remove the cycle lane on the Howick bound lanes of Pakūranga Road?

The review to optimise the intersection will be undertaken in line with the current Government Policy Statement on Land Transport (GPS) and in balance with all road users – whether driving, taking the bus, walking, or cycling. This work is expected to take a few weeks to be completed. No decision regarding the removal of the cycle lane has been made at this stage.