

Alternative State Highway Corridor for northwest Auckland

A new connection moving the highway out of the Kumeū-Huapai town centre

November 2020

Te Tupu Ngātahi Supporting Growth is a collaboration between Waka Kotahi NZ Transport Agency and Auckland Transport. We're identifying and protecting the land needed for transport connections in the future growth areas of Kumeū-Huapai, Redhills, Whenuapai and Riverhead.

This future transport network for the northwest will encourage mode shift with public transport and cycling paths close to where growth is expected over the coming decades, and upgraded and new roads.

The Alternative State Highway Corridor is a proposed new connection which will run between a new interchange at the current Brigham Creek roundabout and State Highway 16 (SH16) to the west of Huapai.

It will move the existing state highway traffic out of the Kumeū-Huapai town centre and enable a wider range of travel choices for the growing number of people who will call the northwest home over the next 30 years. In Kumeū-Huapai alone, the population is anticipated to grow from 3,400 residents to around 25,000.

This is a long-term project. We're planning now so that the land can be set aside to build the Alternative State Highway Corridor in line with Auckland Council's sequencing of future urban land for development in this area in the coming decades.

We've identified a refined study corridor for this highway. This corridor is the area where we think the highway would be best located. It was identified after extensive technical assessments of potential options by a range of specialists in consultation with Manawhenua, Auckland Council and KiwiRail.

This information sheet describes the location of the refined study corridor, and the environmental features and land use considerations taken into account to identify it. We believe the location of the refined study corridor provides the best solution to serve current and future communities.

Benefits of the Alternative State Highway Corridor

- Provides access for the future housing and employment areas in the southern Kumeū-Huapai growth area.
- Removes long-distance traffic and freight vehicles from the Kumeū-Huapai town centre, allowing the SH16 Main Road to become a key part of a revitalised town centre and supporting public transport along this route.
- Reduces the severance effects on Kumeū-Huapai caused by the current heavy use and congestion of SH16
- Better network resilience and safety – there will no longer be just one main route through Kumeū-Huapai. The new highway will be one continuous route with no direct access to properties meaning less likelihood of road incidents
- Improved travel time reliability given no direct access to properties and limited connection points to the highway
- More travel choice – continuous cycling and walking facilities provided along the route.

Key features of the Alternative State Highway Corridor



Four lanes for vehicles



Speed limit likely to be 100km/h



Cycling and walking facilities

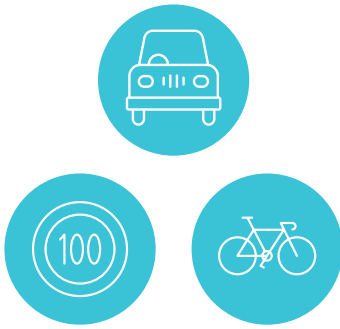


Potential route for a future rapid transit corridor through the eastern section



Access to the corridor for vehicles will be at three points: at a new interchange at SH16/Brigham Creek Road, at Tawa Road and at SH16 west of Huapai.





About the refined study corridor

The refined study corridor is the area where we think the highway would be best located. It is 10.5km long and begins at its eastern end at a new SH16/Brigham Creek interchange. It then extends westwards before heading north to rejoin the existing SH16 west of Huapai.

For the purposes of describing the corridor in detail, it is divided into three sections from east to west:

- **Section 1:** New Brigham Creek Interchange to North Auckland Rail Line
- **Section 2:** North Auckland Rail Line to Tawa Road
- **Section 3:** Tawa Road to SH16 west of Huapai

Please refer to the *Alternative State Highway Refined Study Corridor* map to see the complete corridor.

1 Section 1: New Brigham Creek Interchange to North Auckland Rail Line

The eastern section of the new corridor will begin at the proposed SH16/Brigham Creek Interchange (see overpage for more details about this interchange). This section will be multi-modal, accommodating not only the new highway, but also a potential

route for a future rapid transit corridor to Kumeū-Huapai, as well as cycling and walking facilities.

At the North Auckland Rail Line, the rapid transit corridor and cycling and walking facilities split from the Alternative State Highway and head north following the North Auckland Rail Line to the Kumeū-Huapai town centre. There is potential for a cycling and pedestrian connection to the Alternative State Highway Corridor at Taupaki Road.

Cycling and walking facilities will continue along the full length of the Alternative State Highway Corridor to SH16. We're still investigating what side of the highway they will be located.

What we considered

There is a range of environmental factors that were considered for this section of the corridor. The area in general contains a high density of floodplains, waterways, wetlands, wildlife habitats and vegetation.

The refined study corridor crosses through the shortest stretch of floodplains and has less impact on waterways. This reduces the risk to wildlife habitats and vegetation at stream crossings. There are more floodplains to the south of the refined study corridor

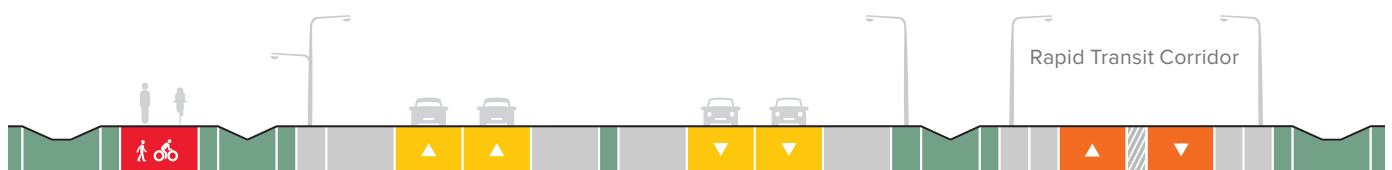
which would require more complicated engineering to reduce flood risk, and this area was therefore assessed as not as suitable as a route location.

This area is zoned by Auckland Council as Countryside Living which provides for rural lifestyle living. The refined study corridor would have an impact on this zone, however this is the only type of land use zone in this section and therefore cannot be avoided.

The form of the new Brigham Creek Interchange may have an impact on the section of the highway route between the interchange and Taupaki Road. This section of the highway may need to change from its current indicated location to connect to the final design of the interchange.

2 Section 2: North Auckland Rail Line to Tawa Road

The middle section of the corridor continues in a westerly direction, before curving north. A connection point at Tawa Road will provide access to/from the Alternative State Highway Corridor and the Kumeū-Huapai town centre via Access Road. There is also potential for a cycling and pedestrian connection from the Alternative State Highway at Tawa Road.



What the new corridor could look like between the new Brigham Creek Interchange and the North Auckland Rail Line

New Brigham Creek Interchange

The current roundabout at SH16/Brigham Creek Road will be upgraded to an interchange in the future. The interchange will be complex, as it needs to provide for many transport modes – including a potential route for a future rapid transit corridor, a cycling and walking corridor and the Alternative State Highway. The interchange will also enable local trips, which will be supported by our other transport projects such as the upgrade of Fred Taylor Drive and Brigham Creek Road.

We're investigating the best way for cyclists, pedestrians, public transport users and drivers to travel through the interchange. The area we are investigating for the Brigham Creek Interchange is shown on the *Alternative State Highway Refined Study Corridor* map. We'll share more details of what the new interchange may look like as plans develop.



Auckland Council has a draft Spatial Land Use Strategy for Kumeū-Huapai and Redhills North which proposes an expanded business zone to the west of the existing business zone adjacent to Access Road. The Tawa Road/Access Road connection with the new highway will support heavy vehicle access and is aligned with the strategy. For more information about the Council's draft strategy and to give feedback, visit akhaveyoursay.aucklandcouncil.govt.nz.

Cycling and walking facilities will be provided along this section of the corridor. We're still investigating which side of the new highway these will be located.

What we considered

The main consideration in this section relates to land use. As with section 1, much of this general area passes through the Countryside Living zone, which provides for rural lifestyle living.

The zoning immediately to the south of this area changes to Rural Mixed, which provides for rural production and non-residential activities, generally on smaller sites. Some rural lifestyle use is also permitted in this zone.

High quality soils which are good for production are found throughout the area, therefore impacts to this type of land unfortunately can't be avoided.

The refined study corridor will impact the Countryside Living zone. This zone is predominantly used for rural lifestyle living rather than for rural production activities. However further to the north and the route would sever a significant part of the Kumeū-Huapai Future Urban zone, and further to the south it would impact on existing (or future) rural production uses in the Mixed Rural zone.

3 Section 3: Tawa Road to SH16

The western section of the corridor heads north, passing through the lower end of land identified for future urban growth, before joining the existing SH16 to the west of Huapai. Cycling and walking facilities will be provided along this section of the corridor. We're still investigating which side of the new highway these will be located. These will potentially link into cycle and pedestrian connections at SH16.

What we considered

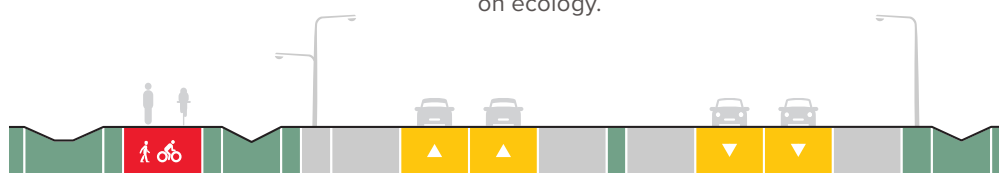
There were many factors we needed to balance and consider through this section, including the location of existing key infrastructure, the hilly nature of the terrain, landscape and impacts on ecology.

One of the key factors is the placement of the corridor in relation to the Kumeū-Huapai Future Urban zone. The southern area of this zone is steep, and less likely to be intensely developed. Land with significant development potential will not be lost by the corridor passing through this area. It will also reduce the impact on Countryside Living land on the edge of the future urban zone.

Similarly, we looked to avoid hilly land which would make the highway more prominent in the landscape and complex to construct.

Connection points

In addition to accessing the new corridor at Brigham Creek Interchange, there will be two connection points – one at Tawa Road and the other at SH16 to the west of Huapai. The form of these connection points is still to be decided. There is also potential for cycling and walking connections at Taupaki Road and Tawa Road.



What the new highway corridor could look like between the North Auckland Rail Line and SH16

As the corridor heads towards SH16, the location of an existing gas and fuel pipeline is an important consideration. This carries fuel from Marsden Point to Wiri and gas throughout the North Island. The refined study corridor is positioned clear of this line; crossing the line would present challenges for construction of the highway and maintenance of the pipeline.

The refined study corridor through this section also minimises impacts on the many streams and waterways which are prevalent through the Awa and Foster Roads area.

The effects of a highway location close to the residential area of Waimauku have also been considered. The corridor joins SH16 at a point just west of Foster Road, reducing any impacts of the highway on this rural township and keeping the alignment close to the Kumeū-Huapai Future Urban zone.

Access to local roads

The next phase of our programme will look more closely at maintaining access along local roads. Maintaining access includes things like considering whether the corridor should go over or under local roads.

Bridges enable uninterrupted access along existing local roads and provide a continuous connection for the new highway.

Our investigations to date have focused on providing access along Taupaki and Waitakere Roads with bridges, as these are important north-south rural roads in the area. In addition, initial investigations show it's likely a bridge will be needed to enable the corridor to cross over the North Auckland Rail Line.

The table below indicates whether the refined study corridor is likely to cross over or pass underneath.



The refined study corridor could affect existing local access for a number of local roads including Joseph Dunstan Drive, Dysart Lane, Pomona Road, Tawa Road, Puke Road and Foster Road. Further work will be undertaken to explore what options may address the severance of local access on these roads. This could include bridges or the provision of service lanes, which would enable alternative access to properties.

The refined study corridor will...

Taupaki Road	Pass underneath a new Taupaki Road bridge
North Auckland Rail Line	Cross over the North Auckland railway line via a bridge.
Waitakere Road	Pass underneath a new Waitakere Road bridge

Next steps

We will share feedback with landowners and the community early to mid 2021. A Detailed Business Case will be submitted to Waka Kotahi NZ Transport Agency and Auckland Transport for approval in mid to late 2021.

We anticipate starting route protection in late 2021 or early 2022. This will be confirmed mid next year, when budgets are reviewed.

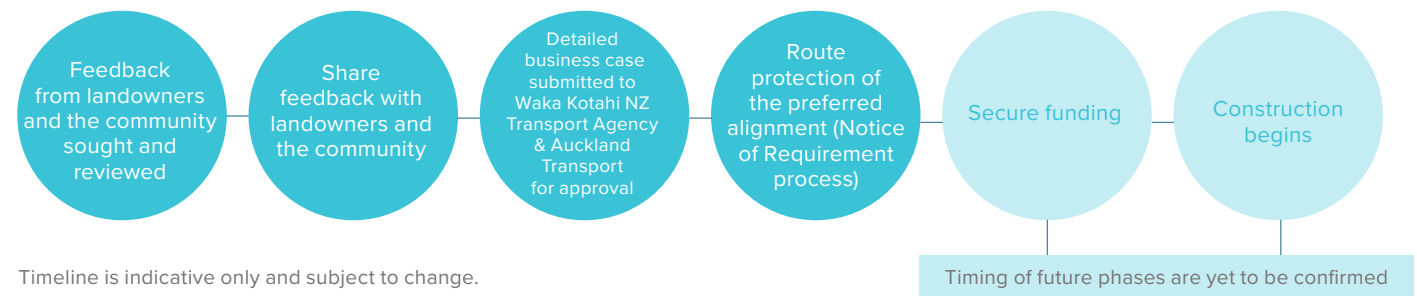
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LATE 2020 - EARLY 2021 EARLY - MID 2021 MID - LATE 2021 LATE 2021/EARLY 2022



Timeline is indicative only and subject to change.