

Alternative State Highway Corridor for North West Auckland

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

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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 north west 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 that 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 north west 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 preferred route 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.



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



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About the corridor

The corridor is 10.5km long and begins at its eastern end at a new State Highway 16/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.

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. A cycling and pedestrian connection to the Alternative State Highway Corridor will be provided at Taupaki Road.

Cycling and walking facilities will continue along the full length of the Alternative State Highway Corridor to SH16.

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 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 corridor which would require more complicated engineering to reduce flood risk, and this area was therefore assessed as less suitable as a route location.

The area is zoned by Auckland Council as Countryside Living which provides for rural lifestyle living. The preferred route 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 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 future rapid transit network, a cycling and walking corridor and the Alternative State Highway. The interchange will also need to provide for local people to move around, which will be supported by our other transport projects such as the upgrade of Fred Taylor Drive and Brigham Creek Road.



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

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. A cycling and pedestrian connection from the Alternative State Highway at Tawa Road will be provided.

Auckland Council adopted the Spatial Land Use Strategy for Kumeū-Huapai and Redhills North in May 2021. This strategy 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 strategy, visit aucklandcouncil.govt.nz.

Cycling and walking facilities will be provided along this section of the corridor.

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, and unfortunately impacts to this type of land can't be avoided

The preferred route 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.

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. 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 being decided. A cycling and walking connection at Taupaki Road and Tawa Road will be provided.



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 preferred route is positioned clear of this line; crossing the line would present challenges for construction of the highway and maintenance of the pipeline.

The preferred route 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 impacts of the highway on this rural township and keeping the alignment close to the Kumeū-Huapai Future Urban zone.

Access to local roads

Access to all local roads will be maintained. 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. Initial investigations show it's likely



P 0800 4769 255 (GROW AKL)
E info@supportinggrowth.nz
W supportinggrowth.govt.nz

a bridge will be needed to enable the corridor to cross over the North Auckland Rail Line.

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

The preferred route will...	
Taupaki Road	Pass underneath a new Taupaki Road bridge
North Auckland Rail Line	Cross over the North Auckland Rail Line via a bridge
Waitakere Road	Pass underneath a new Waitakere Road bridge

The corridor could affect existing local access for a number of local roads including Joseph Dunstan Drive, 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.

Next steps

A detailed business case was approved by Waka Kotahi NZTA and Auckland Transport in December 2021. Route protection is now underway and we are currently working with landowners. We anticipate lodgement in 2022.

