



# Strategic connections in northwest Auckland

November 2020

Creating an integrated system that can move large numbers of people and goods safely and efficiently will help deliver a truly multi-modal transport network. Here's a snapshot of the projects planned to help achieve this.

## Potential future Rapid Transit Network (RTN)

There are plans to provide rapid transit to the northwest in the long term. Rapid transit is a fast, frequent, high capacity public transport system. It will be fully separated from general traffic which means it will be congestion-free – like the Northern Busway on the Northern Motorway (SH1).

Te Tupu Ngātahi Supporting Growth is investigating a corridor between Brigham Creek Road and Kumeū-Huapai.

From a new interchange at Brigham Creek, the RTN will follow the same corridor as the Alternative State Highway and regional walking and cycling facilities. At the North Auckland Rail line, the potential future 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. The end point for the rapid transit corridor at Kumeū-Huapai is still being determined.

Stations will be located along the route in the future urban area. We are still deciding how many and where these might go.

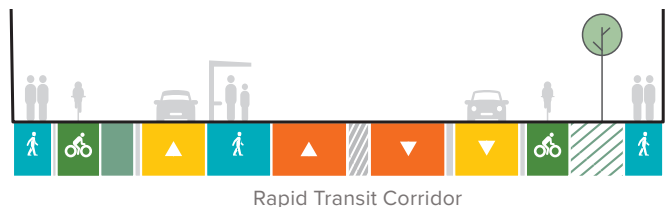
The rapid transit network will pass through Kumeū-Huapai on, or near, the existing SH16 corridor (Main Road). Auckland Council's Draft Spatial Land Use Strategy – North West shows

expanding the existing town centre in Kumeū-Huapai and a planned local centre in Huapai. The rapid transit corridor passing through the Kumeū-Huapai town centre will therefore be aligned with this strategy. For more information about the strategy and to provide feedback, visit [akhaveyoursay.aucklandcouncil.govt.nz](http://akhaveyoursay.aucklandcouncil.govt.nz).

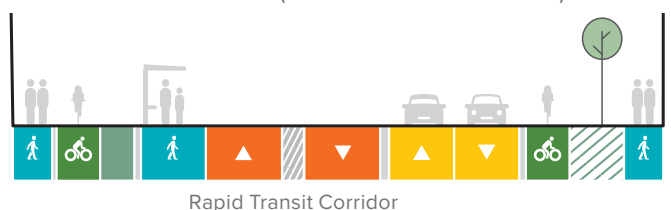
Implementing rapid transit is a significant project, will take time, and will require widening along Main Road. In the long-term, key intersections along Main Road including with Access Road, Station Road and Tapu Road will need to be upgraded.

The types of vehicles that will use the rapid transit network in the northwest are yet to be determined. They might run down the middle of the road, or to one side. An example of what the cross section could look like with a rapid transit corridor running down the middle of the road, or on one side of the road, is shown below.

This is what the cross section through the town centre could look like (down the middle of the road):



This is what the cross section through the town centre could look like (on one side of the road):



This is what the cross section could look like in the rural area



Rapid Transit Corridor

## Alternative State Highway Corridor

This proposed new connection will extend between a new interchange at Brigham Creek and State Highway 16 (SH16) to the west of Huapai.

It would move the existing SH16 out of the Kumeū-Huapai town centre and enable a wider range of travel choices - including walking, cycling and public transport - for the growing number of people who will call the northwest, and particularly Kumeū-Huapai, home over the next 30 years. It will also provide access to existing and future industrial land on Access Road. Please refer to the *Improving Kumeū-Huapai* information sheet for further detail.

For more about the Alternative State Highway Corridor please refer to the *Alternative State Highway Corridor* information sheet.

## 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 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.

We are currently 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 map overleaf. We will share more details of what the new interchange will look like as plans develop.



## Cycling and walking corridor

A high-quality cycling and walking corridor will connect the northern part of Redhills to Kumeū-Huapai, following the same route as the future potential rapid transit network described above and shown on the map. The corridor will pass through rural land before reaching Kumeū-Huapai.

Cycling and walking facilities are also provided along the Alternative State Highway to SH16 to connect with the Kumeū-Huapai southern growth area. We are still investigating what side of the highway they will be located. There is potential for a cycling and pedestrian connection at Tawa Road to provide a connection to the Kumeū-Huapai town centre.

The corridors will safely separate cyclists and pedestrians from vehicles, and is expected to be used primarily by commuter cyclists including those using e-bikes. The corridor will not cross any driveways or intersections and will provide a direct and uninterrupted connection for cyclists from the expanded Kumeū-Huapai area, to jobs and social opportunities at Westgate and Whenuapai.

In the future, the corridor will also connect with existing and proposed cycleways in the northwest. In the shorter term, the SH16 Brigham Creek to Waimauku project will improve safety and efficiency for all road users on this stretch of SH16. It includes improvements to the intersection with Coatesville-Riverhead Highway.



This map shows the extent of the strategic projects for the northwest.

The projects shown on this map are indicative only and will require further technical investigations before the final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10 to 30 years

**Legend**

- Upgraded Transport Corridor
- - - Refined study corridor for new transport connection
- Upgrades not being progressed as part of Supporting Growth Program
- Cycling and Walking Corridor
- - - Potential Future Rapid Transit Network
- New Growth Area (Future Urban Zone)
- New Growth Area (Zoned For Development)
- Existing Urban Areas
- - - Other Priority Projects to be delivered by Waka Kotahi and Auckland Transport
- ▼ New interchange - south facing ramps only
- ↕ New or upgraded interchange
- Trig Road Upgrade Project
- - - Redhills North-South and East-West Connections Project
- Park / Recreation Reserves
- North Auckland Rail Line
- Schools
- Community Facility

