

Project Outline

The study took the outcome of ARTA’s Planning for Rapid Transit Corridors in Southwest Auckland Metropolitan Region (2008) into account. The ARTA report investigated alternative modes for the rapid transit network (RTN) as well as corridors for these connections. It recommended heavy rail for the RTN with a loop connection in the vicinity of the airport and including lines to Puhinui and Onehunga.

The Airport Access Strategic Study Strategy Report states that “Given the scope and complexity of this project it is not expected that the RTN will be constructed before Horizon 3”, i.e. not within 25 years. In the interim public transport service to the airport is expected to be bus based.

Recommended Strategy

The “general philosophy” is:

- 2008-2018: Provide 4-lane motorway along SH20A and 4-lane expressway along SH20B.
- 2018-2032: Provide additional capacity primarily by increased bus services operating on shoulder bus lanes.
- 2032-2058: Provide additional capacity by rapid transit access to the Airport

The recommended projects are given in the following table (also refer above figure).

| Horizon 1: 2008-2018 | Horizon 2: 2018-2032 | Horizon 3: 2032-2058 |
|--|--|--|
| SH20A Corridor | | |
| <ul style="list-style-type: none"> • Interim intersection improvements (bus priority, layout modifications) (\$) • Kirkbride Road Grade Separation (\$\$) • Upgrade/realign route to motorway standard throughout (\$\$\$) • Provide cycleway on secondary road network (\$) • Investigate Horizon 3 projects (particularly RTN configuration), including corridor definition and route protection. | <ul style="list-style-type: none"> • Bus shoulder lanes on motorway (\$) • SH20A/SH20 Southbound Connection (\$\$) | <ul style="list-style-type: none"> • Further motorway upgrades (6 lane) if required (\$\$\$) • RTN Connection (\$\$\$\$) (ultimate need to be confirmed) |
| SH20B Corridor | | |
| <ul style="list-style-type: none"> • Interim intersection upgrades (bus priority, layout modifications) (\$) • Realignment within Airport/ connection with SH20A motorway (\$\$) • Upgrade to 4-lane expressway (\$\$\$) • Provide cycleway (on expressway or separate off-road facility) (\$) • Investigate Horizon 3 projects (particularly RTN configuration), including corridor definition and protection. | <ul style="list-style-type: none"> • Bus shoulder lanes and priority facilities at intersections (\$) | <ul style="list-style-type: none"> • Upgrade to 4-lane motorway if required (\$\$\$) • RTN Connection (\$\$\$\$) (Ultimate need to be confirmed) |

Key: (\$) cost <\$5m; (\$\$) cost \$5-\$50m; (\$\$\$) cost \$50m-\$200m; (\$\$\$\$) cost \$200m +

The SH20A/SH20 southbound connection refers to the provision of south facing ramps at the existing interchange. The upgrading of George Bolt Memorial Drive (SH20A) to 4-lane motorway

includes closure of Montgomerie Road, realignment of George Bolt Drive and construction of grade separated interchanges. The upgrading of Puhinui Road (SH20B) includes realignment to avoid two right angle corners on Tom Pierce Drive/Puhinui Road. The expressway design includes a solid central median and access restrictions along the route with adjacent properties accessed from service roads.

Project Status

The recommended strategy identifies a number of projects relating to SH20A and SH20B. All require further investigation to confirm their feasibility, costs and benefits. The land required for the major projects must be identified and protected to enable their eventual construction at the appropriate time. Subject to funding being approved, NZTA officers currently anticipate progressing the planning of the SH20A and Kirkbride Road upgrade in 2010.

Indicative Costs and Benefits

Refer table for indicative cost ranges of the projects included in the recommended strategy.

The economic efficiency rating given to the Kirkbride Road Grade Separation is high (BCR>4.0). The economic efficiency rating for realigning/upgrading SH20A to motorway standard; for the SH20/SH20A southbound connection; and for the upgrading of SH20B to expressway is low (BCR<2.0). These are based on an analysis which assumes development of the projects can commence in the near future and which provides only a very high level assessments of the benefits.

Issues

1. The configuration of the rapid transit network and associate stations is critical to the operation of the transport network over the longer term. Further investigation and decisions regarding the configuration of the RTN is a priority.
2. Importance of further defining and protecting routes given the land use pressures and long lead times.
3. Need for further investigations into the various SH20A and SH20B projects identified.
4. Establishment of a steering group to co-ordinate stakeholders is seen as critical to the delivery of the major projects.
5. Future land use changes need to be integrated with the proposed transport network.