

## South West Corridor to East Tamaki Project



Figure E1 - Proposed Route Options

### Proposed options for linking the South West Corridor to East Tamaki

The information in this project report was obtained primarily from the Southwestern Corridor to East Tamaki Strategic Study Evaluation of Route Options Final Draft Report, Manukau Harbour Crossing Alliance, March 2009. This report was prepared for the NZTA as a Final Draft for Stakeholder Consultation. It has not been adopted by the NZTA.

The investigations to date have been preliminary only. The NZTA has not identified a preferred route option at this time (October 2009).

### Project Background

The NZTA has been progressing work to identify a strategic transportation corridor between the Southwestern Motorway (SH20) and East Tamaki. This corridor would improve east-west network connectivity and would provide an important link between the SH1 and SH20 corridors. It has also been anticipated that it would provide a direct connection between the Penrose and East Tamaki industrial areas.

An initial study completed in August 2007 assessed the extent of existing network deficiencies for east west transport movements and identified possible route options. A subsequent study was commissioned to further investigate the options.

## **Project Outline**

The recent study has developed six route options, four on the northern side and two on the southern side of the Manukau Harbour. All options connect with SH20 in the west. Two of the “Onehunga” options on the northern side do not connect with East Tamaki but instead terminate at either the Southern Motorway (SH1) or Great South Road. The “Favona” options to the south link SH20 at/near Walmsley Road with the SH1 Highbrook Drive Interchange in the east. East Tamaki is then accessed via Highbrook Drive and Allens Road.

The options are either motorway or expressway facilities. Expressways have at-grade intersections and can include bus stops, shoulder cycleways and pedestrian facilities. A nominal 40m corridor width was assumed. For those sections of expressway where service lanes were considered necessary on both sides, the corridor width increased to 62m.

The six basic options are:

- Onehunga Motorway SH20 to East Tamaki or SH20 to SH1
- Onehunga Expressway SH20 to East Tamaki or SH20 to Great South Road. The latter is, however, seen as a stage of the complete link to East Tamaki.
- Favona Motorway
- Favona Expressway

The Onehunga options that connect to East Tamaki require an expensive bridge to cross the Tamaki River. Three of the Onehunga options include a new interchange with SH1 with south facing ramps only. The addition of these ramps is projected to result in traffic congestion on this section of SH1.

The Favona options have full interchange connections with both SH20 and SH1 giving them “a high degree of functionality”. There are, however, issues relating to the proximity of the SH20 interchange to the existing SH20A interchange that would need to be resolved.

All options pose potentially significant effects to the existing urban environments. Land use and urban design considerations favour the Favona Expressway. The western section of the Onehunga Expressway has the least adverse effects, but the impacts of the Tamaki River bridge are considered significant and difficult to mitigate.

All options have a number of environmental issues. The geotechnical constraints are described as challenging for all options. However the Favona options are likely to be the most favourable in terms of geotechnical conditions.

## **Project Status**

The project was not incorporated in to the RLTP or NLTP and so has been put on hold by the NZTA.

The RLTS 2010 supports investigation and taking necessary steps to plan, protect and identify the route and funding.

## **Indicative Costs & Benefits**

The project cost estimates (rough order of cost) range from \$675m to \$1.45b. The Onehunga Expressway to Great South Road has the lowest cost and the Onehunga Motorway to East Tamaki has the highest cost. The Onehunga Expressway to East Tamaki has an estimated cost of approximately \$1.14b, and the Favona Motorway has estimated cost of approximately \$880m. These costs include property, design and construction costs and a 35% contingency.

The economic evaluation was limited in scope, and is best used to compare the options. The report states that “Overall, the proposed new corridor is expected to deliver significant benefits to the road network, and therefore the greater Auckland region’s economy.....In addition, the corridor provides a higher level of resilience to the transport network.....”

## **Issues**

1. All options pose potentially significant effects to the existing urban environments.
2. All options produce low benefit cost ratios.
3. The investigations to date have been preliminary only.