

Western Ring Route



Figure 1: Western Ring Route

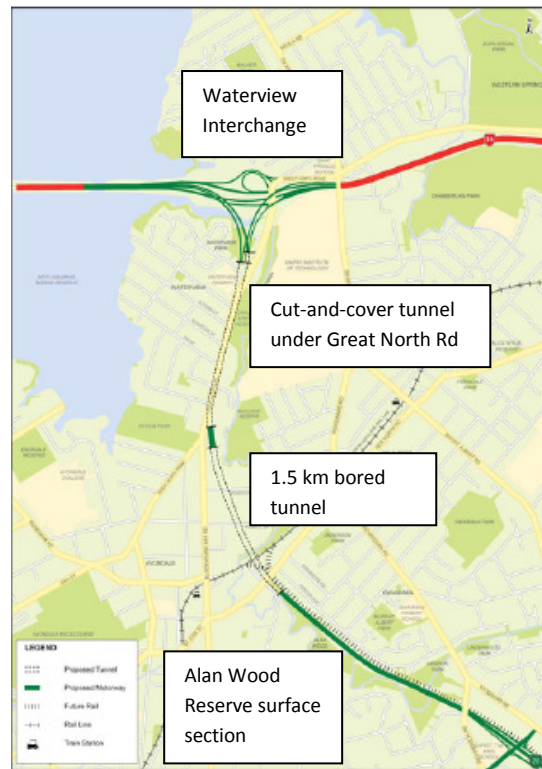


Figure 2: Waterview Connection

Western Ring Route Outline

The Western Ring Route is an alternative 48km motorway connection between Manukau City in the south and North Shore City at Albany in the north that comprises parts of three state highways, namely the Southwestern Motorway (SH20), the Northwestern Motorway (SH16) and the Upper Harbour Highway (SH18). It will reduce reliance on the Auckland Harbour Bridge and on the Southern Motorways. It is one of the seven roads of national significance announced recently by the government.

The SH20 Waterview Connection, shown purple on Figure 1 and in more detail on Figure 2, is the final project required to complete the Western Ring Route. In addition to, and associated with, the Waterview Extension project, SH16 is being widened from St Lukes Interchange to Royal Road Interchange.

Project Status

SH20 (Southwestern Motorway)

Construction of the Mt Roskill Extension of the SH20 Motorway from Hayr Road to Maioro Street has been completed.

Construction of the Manukau Harbour Crossing including widening of the motorway to 6 lanes between Walmsley Road and Queenstown Road is underway for completion in 2011 (prior to Rugby World Cup).

Construction of the 4.5km 4-lane Manukau Extension of SH20 from the Puhinui Interchange to the Southern Motorway (SH1) just south of the Manukau City Centre is underway with a target completion of mid-2011.

SH18 (Upper Harbour Motorway)

Sections of the SH18 motorway have been completed. Construction of the remainder is underway with a target completion date of July 2012.

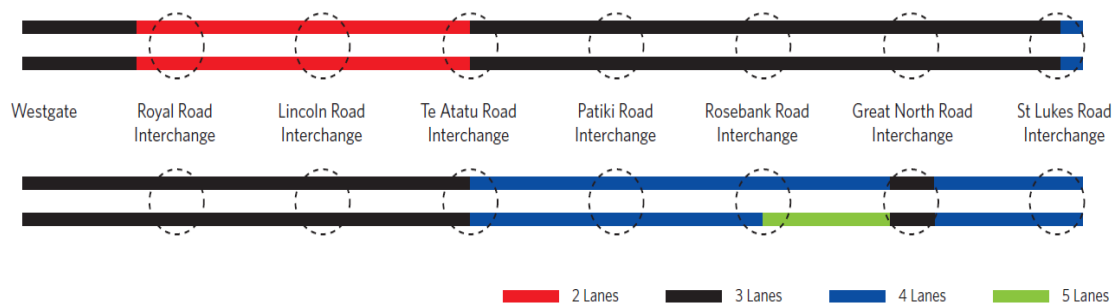
SH16 (Northwestern Motorway)

The proposed SH16 works consist of an additional lane in both directions between St Lukes Interchange and Westgate, with interchange improvements at Te Atatu, Lincoln Road and Royal Road. The section from Waterview to Rosebank requires two additional lanes westbound to accommodate the merging traffic travelling west from the SH20 connection.

Route protection for these works will commence in early 2010 with the section from St Lukes to Te Atatu being consented in conjunction with the Waterview Connection.

Figure 3 below indicates the planned SH16 lane provisions as they currently exist (top row) and as proposed as part of this project (bottom row).

Figure 3: Existing and Planned Lane Configuration for SH16



The SH16 causeway to the west of the Waterview Interchange will be raised to address issues of inundation from the sea which is forecast to increase in frequency as a result of both the gradual continued sinking of the current causeway and potential sea level rises.

Waterview Connection

The 4.5km Waterview Connection extends the SH20 from Maioro Street, Mt Roskill to SH16 at Waterview near Great North Road.

In the south, the route starts at Maioro Street where the Mt Roskill Extension project ends and then goes under Richardson Road and through the Alan Wood reserve next to the proposed rail corridor. It then goes into two 3-lane bored tunnels under New North Road and Avondale Heights up to the

intersection of Great North Road and Blockhouse Bay Road. From there the tunnel transitions into cut and cover construction which runs under Great North Road before connecting to SH16.

As stated above, SH16 will be widened between the St Lukes Interchange and the Te Atatu Interchange.

The design caters for the proposed Avondale-Southdown rail line and its electrification. Existing pedestrian and cycle links will be retained and new links will be created.

Waterview Connection Statutory Consent Process

The NZTA has confirmed the combined surface/tunnel alignment for the Waterview Connection. The agency is to develop a specimen design and prepare a Notice of Requirement and associated consent applications.

Prior to commencing the statutory consent processes the NZTA Board will consider how a range of issues raised during the submission process will be addressed within the approved project budget, including associated SH16 costs. These include noise, loss of open space, air quality, and whether the gap between the two tunnel sections near the current Blockhouse Bay Road/Great North Road Intersection can be closed.

The NZTA will continue to work with Auckland City Council on the final form and administrative arrangements for the section of Great North Road affected by the project, subject to the proposed designation. It will also participate with Auckland City and other related parties on urban design solutions to reflect local and regional objectives.

Advice is to be sought on the use of the 'call-in' process under the Resource Management Act 1991.

Funding is available. Pending Board approval the statutory process is to begin in 2010 with the intension of commencing construction in the 2011/12 financial year and completing construction in the 2015/16 financial year.

Costs & Benefits

The Waterview Connection section with the combined surface tunnel option has an estimated cost to completion of \$1,165 million, while the cost of the SH16 corridor works as shown in the National Land Transport Programme is \$866 million. This brings the total budget for the Western Ring Route Roads of National Significance project to \$2,031 million.

The benefits of a completed Western Ring Route as stated by the NZTA are:

- shorter and more predictable journey times
- more reliable access to the Auckland International Airport
- an alternative motorway route to SH1 and the Auckland Harbour Bridge
- better links to major employment and residential areas

- the creation of new jobs
- economic growth, by enabling goods to be moved more quickly and improving business productivity
- reduced congestion and air pollution caused by stop-start motoring
- opportunities for improved public transport

Issues

1. The resolution of design details to enable statutory route protection and consent processes to commence.
2. The potential for further delays to the project through the route protection process.