

Appendix D – Concept Options for Additional Shoulder Bus Lanes

Note that the following sketches are In the order of:

- SH1 (South to North)
- SH16 (West to East)
- SH18 (West to East)
- SH20 (West to South)
- SH20A

Option One:
Split the wide circulating lane into a general traffic lane and dedicated bus lane

Works required:
Paint bus linemarking and potential widening as ~6m width may not be sufficient to fit a bus and general traffic lane together

Potential Issues:
Bus lane will be very short as there is insufficient space on the northbound onramp to continue the bus lane onto. There will also be issues with the northbound onramp right-turn traffic illegally utilising the proposed bus lane in order to avoid queues on the inner circulating lane



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Ellerslie-Panmure Highway Interchange

0 10 20 30
Meters
Scale @ A4
= 1:2,500
Date Printed:
4/06/2018



Option One:

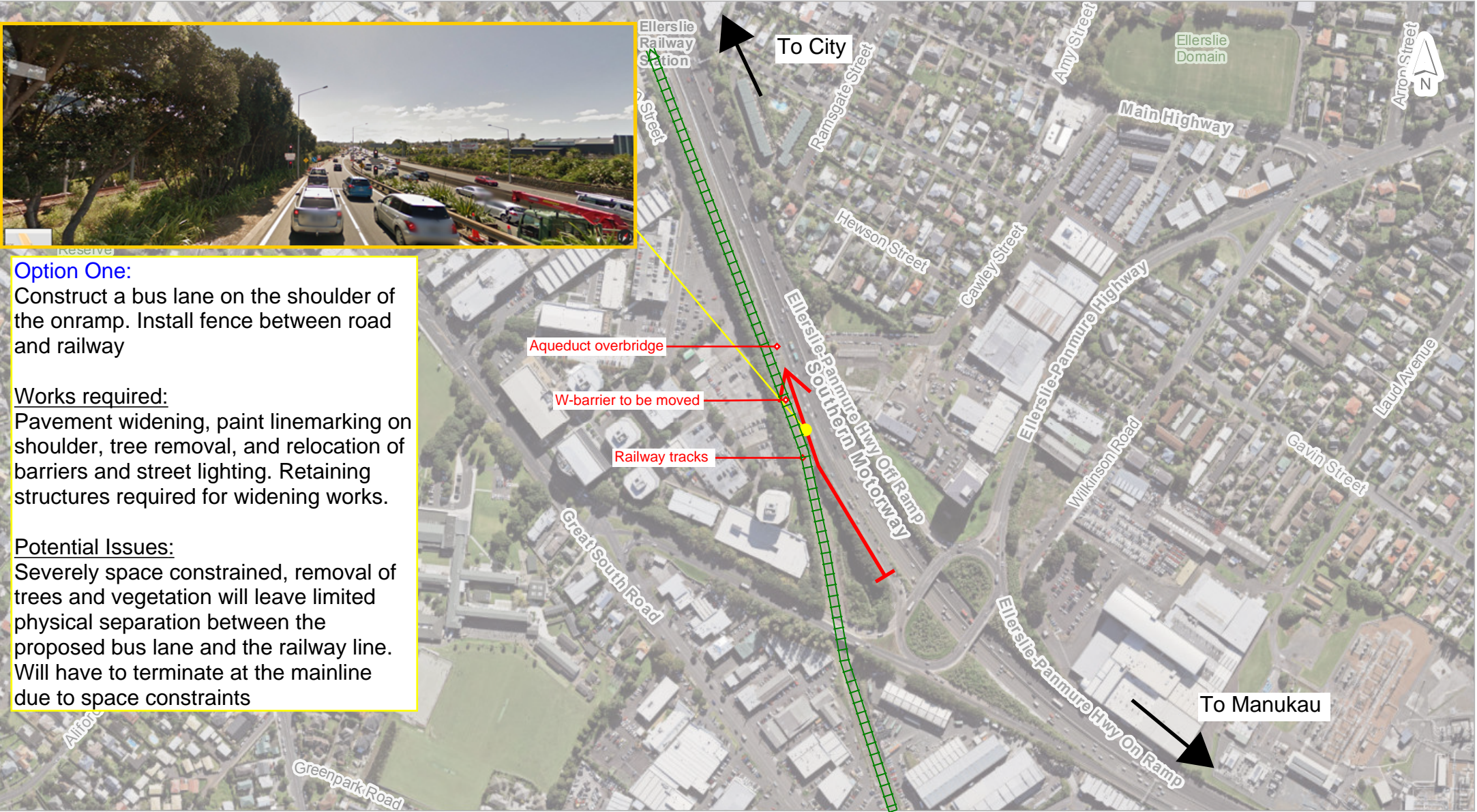
Construct a bus lane on the shoulder of the onramp. Install fence between road and railway

Works required:

Pavement widening, paint linemarking on shoulder, tree removal, and relocation of barriers and street lighting. Retaining structures required for widening works.

Potential Issues:

Severely space constrained, removal of trees and vegetation will leave limited physical separation between the proposed bus lane and the railway line. Will have to terminate at the mainline due to space constraints



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Ellerslie Panmure Highway

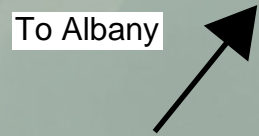


Scale @ A4 = 1:5,000

Date Printed: 1/06/2018



Retaining wall, difficult to implement an auxiliary lane or a lane-gain arrangement



Existing bus lanes

General traffic must use off-ramp from the left-lane

Construct auxiliary lane for buses to proceed part-way down the offramp before diverging back onto the mainline and connect to the existing bus lane, avoiding conflict with general traffic

Option One:

Convert the dedicated Onewa Rd offramp into a bus lane and construct an auxiliary bus lane across the gore area of the Onewa Rd offramp to connect to the existing shoulder bus lane

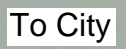
Works required:

Constructing new carriageway for the buses to cross the gore area from the onramp. Paintmarking. Relocation of street lighting, barriers, and signage

Potential Issues:

Constraints in connecting the midblock bus lane across the onramp to create a continuous bus lane

Existing shoulder constrained by the boundary of the edge of the water and may not be able to be widened without reclaiming land.



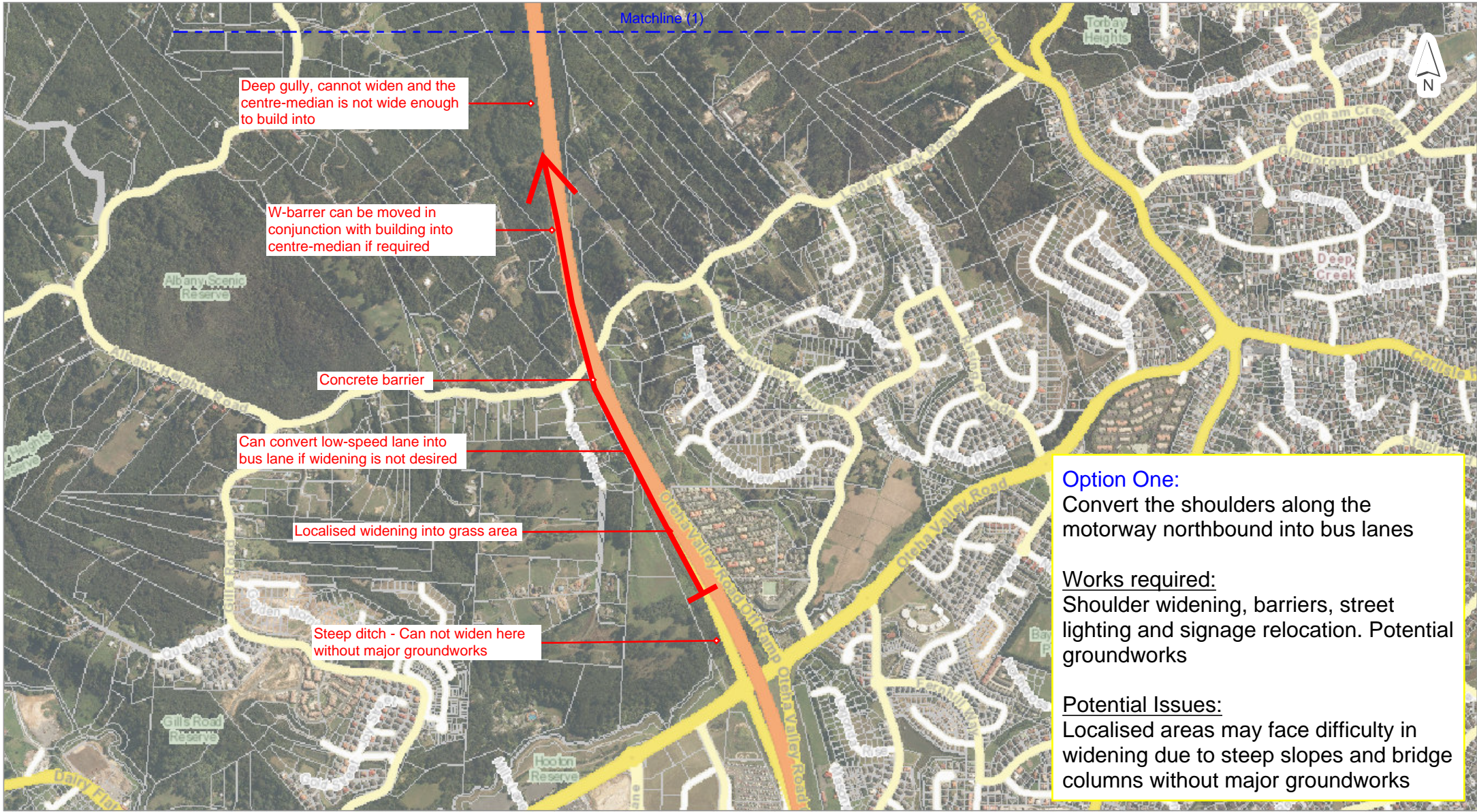
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SH1 NB - Onewa Road to Harbour Bridge



Scale @ A4 = 1:5,000

Date Printed: 4/06/2018



Option One:
 Convert the shoulders along the motorway northbound into bus lanes

Works required:
 Shoulder widening, barriers, street lighting and signage relocation. Potential groundworks

Potential Issues:
 Localised areas may face difficulty in widening due to steep slopes and bridge columns without major groundworks

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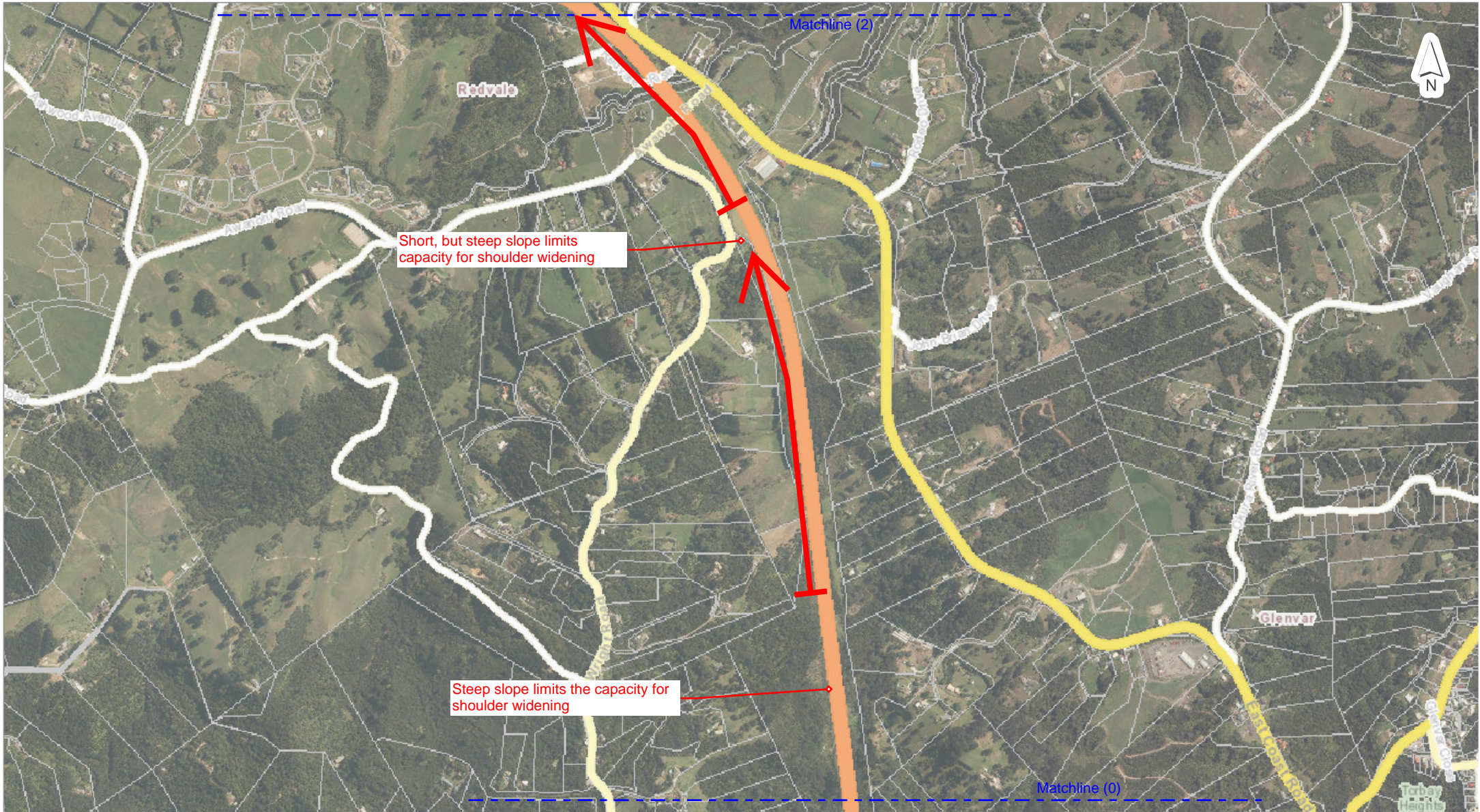
**Albany to Silverdale Northbound
 (Sheet 1)**



Scale @ A4
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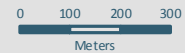
Date Printed:
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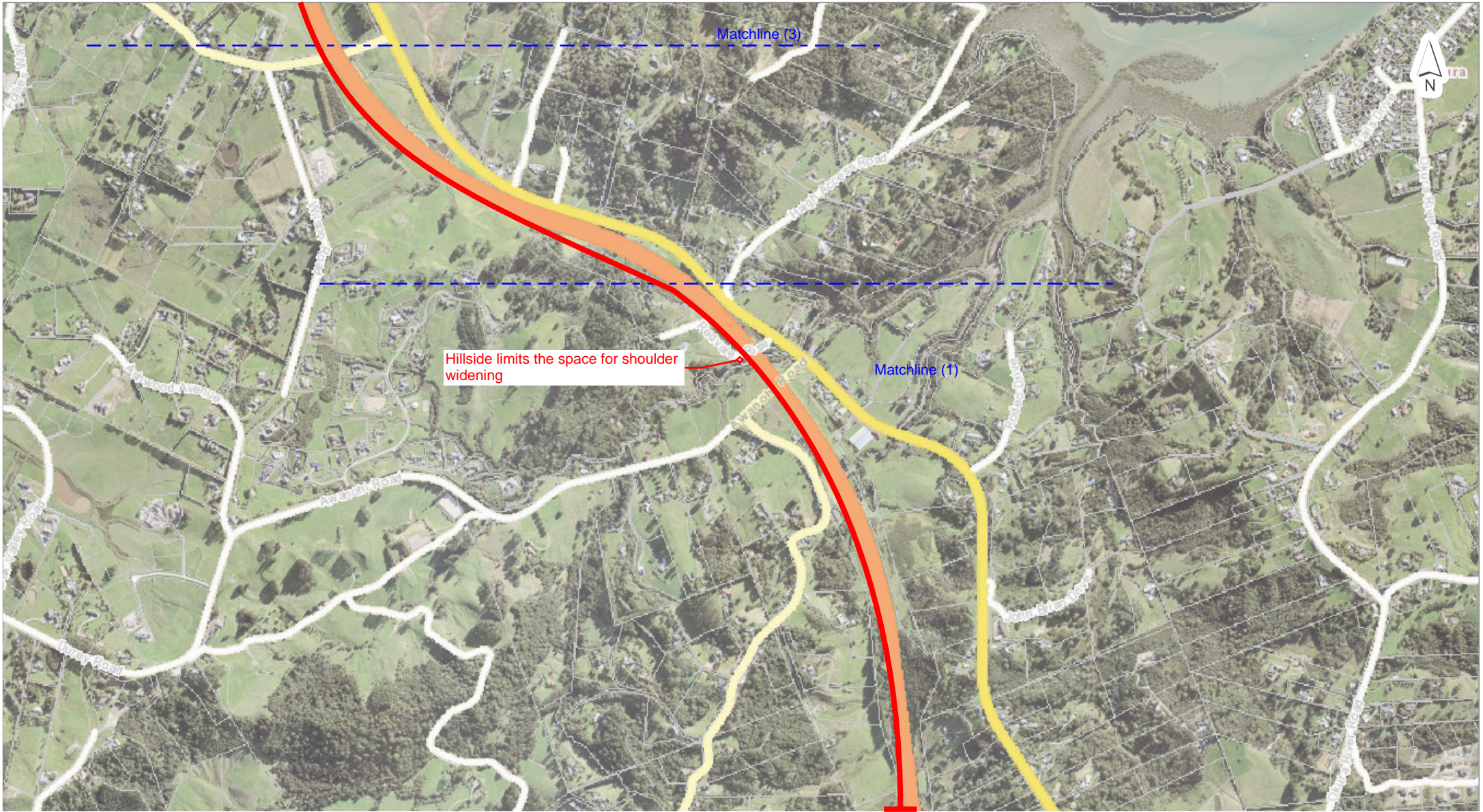
Albany to Silverdale Northbound (Sheet 2)



Scale @ A4
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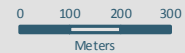
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Albany to Silverdale Northbound (Sheet 3)



Scale @ A4
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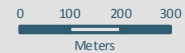
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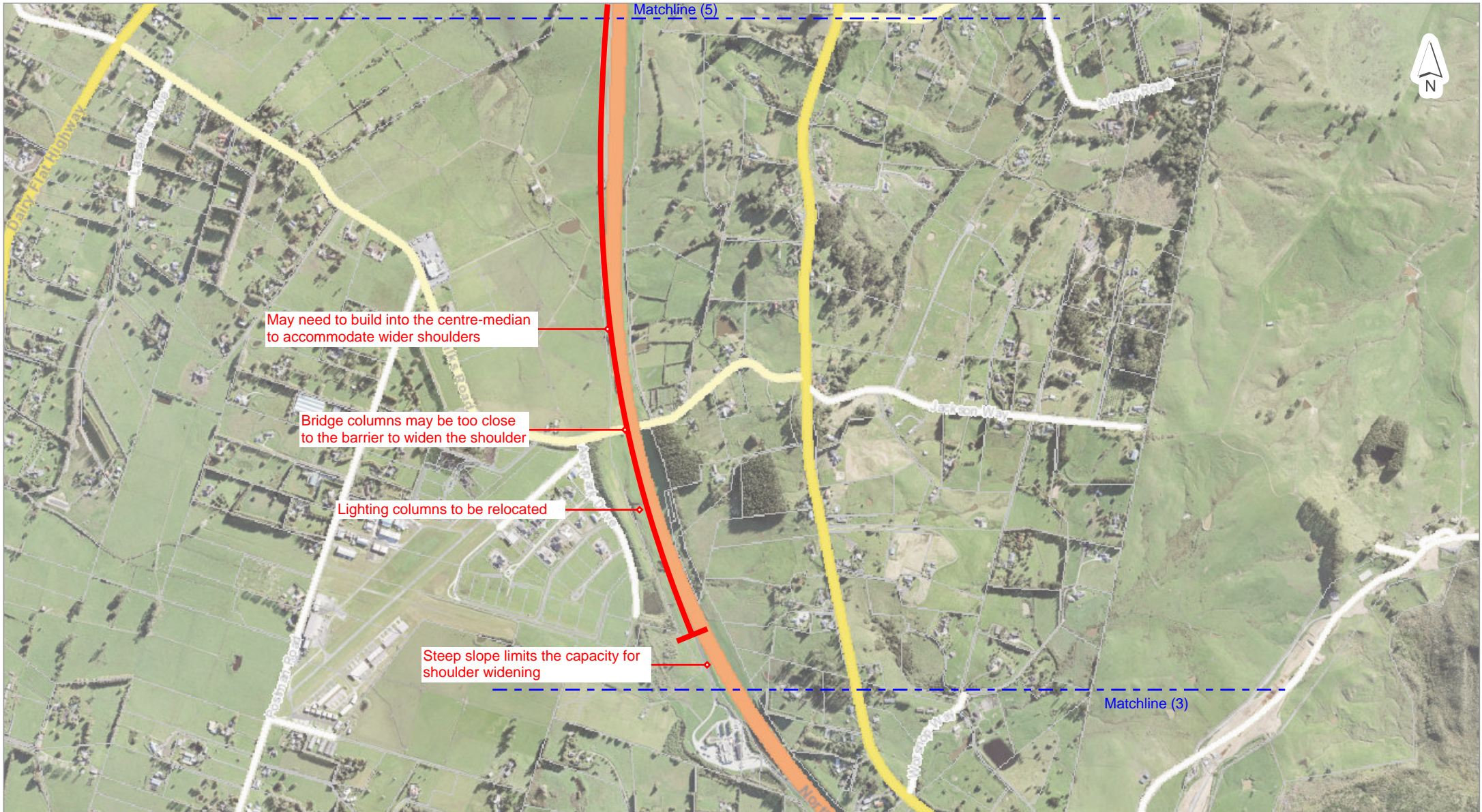
Albany to Silverdale Northbound (Sheet 4)



Scale @ A4
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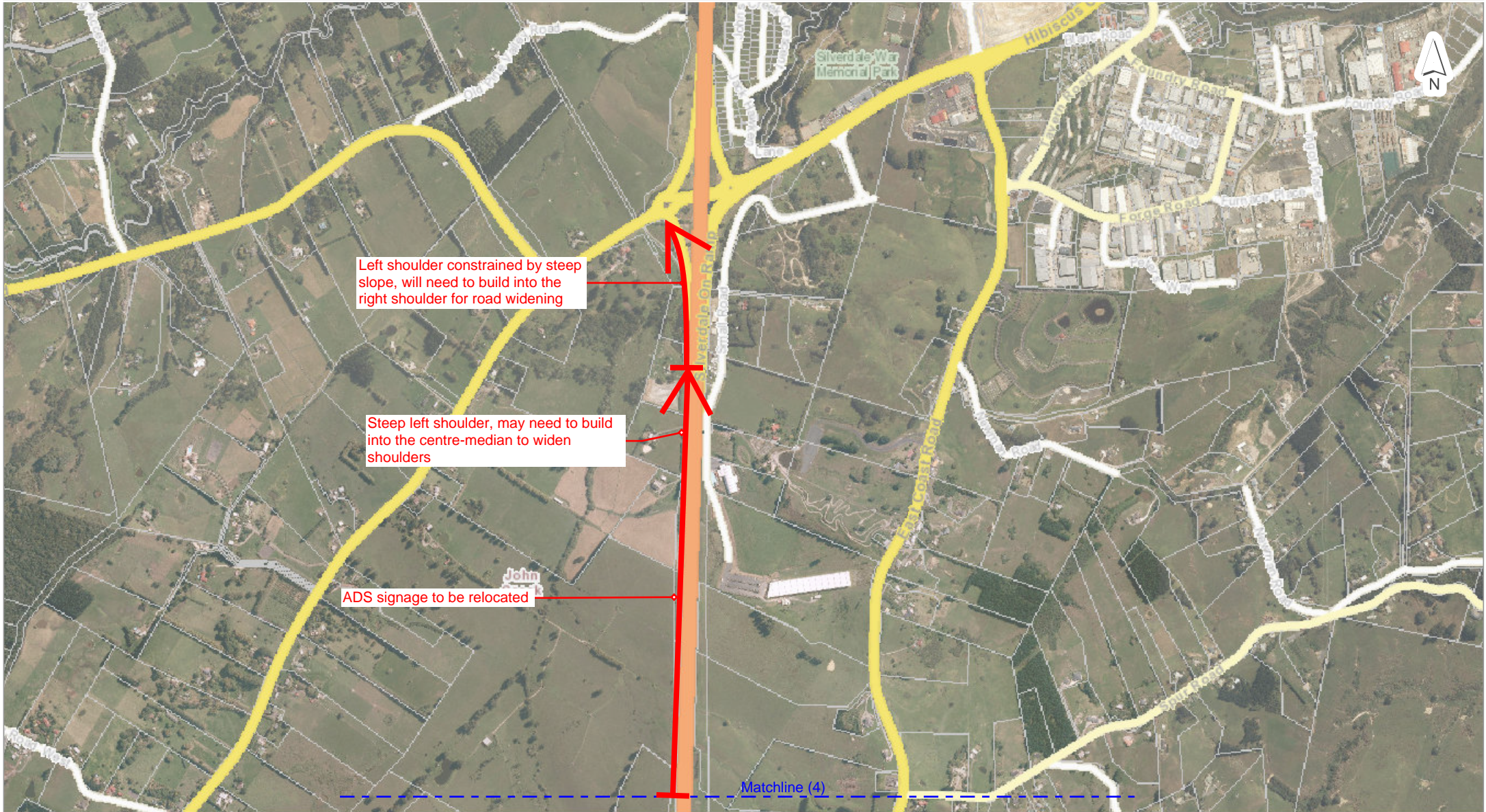
**Albany to Silverdale Northbound
 (Sheet 5)**



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Albany to Silverdale Northbound (Sheet 6)

0 100 200 300
Meters

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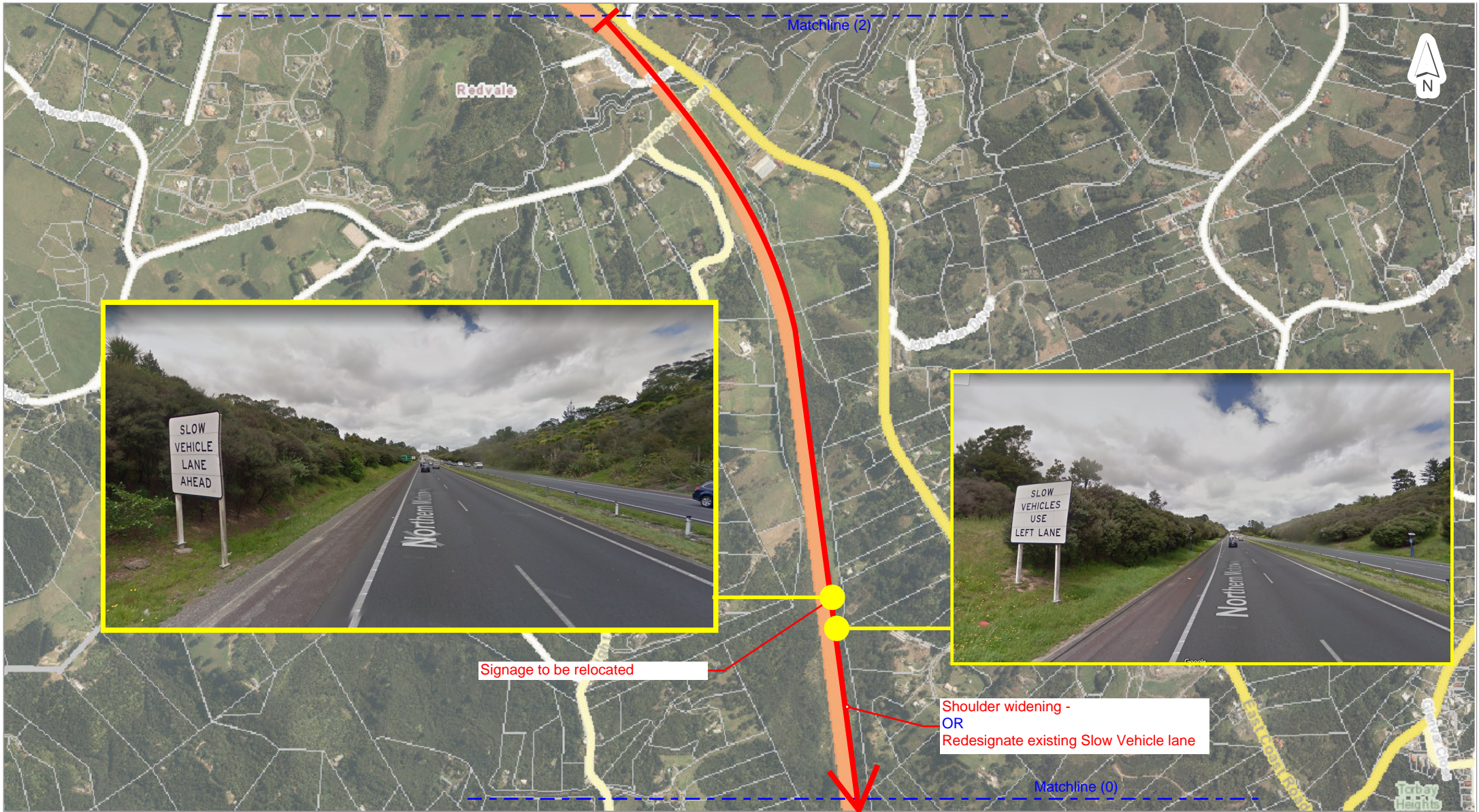
Albany to Silverdale Southbound (Sheet 1)



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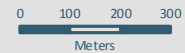
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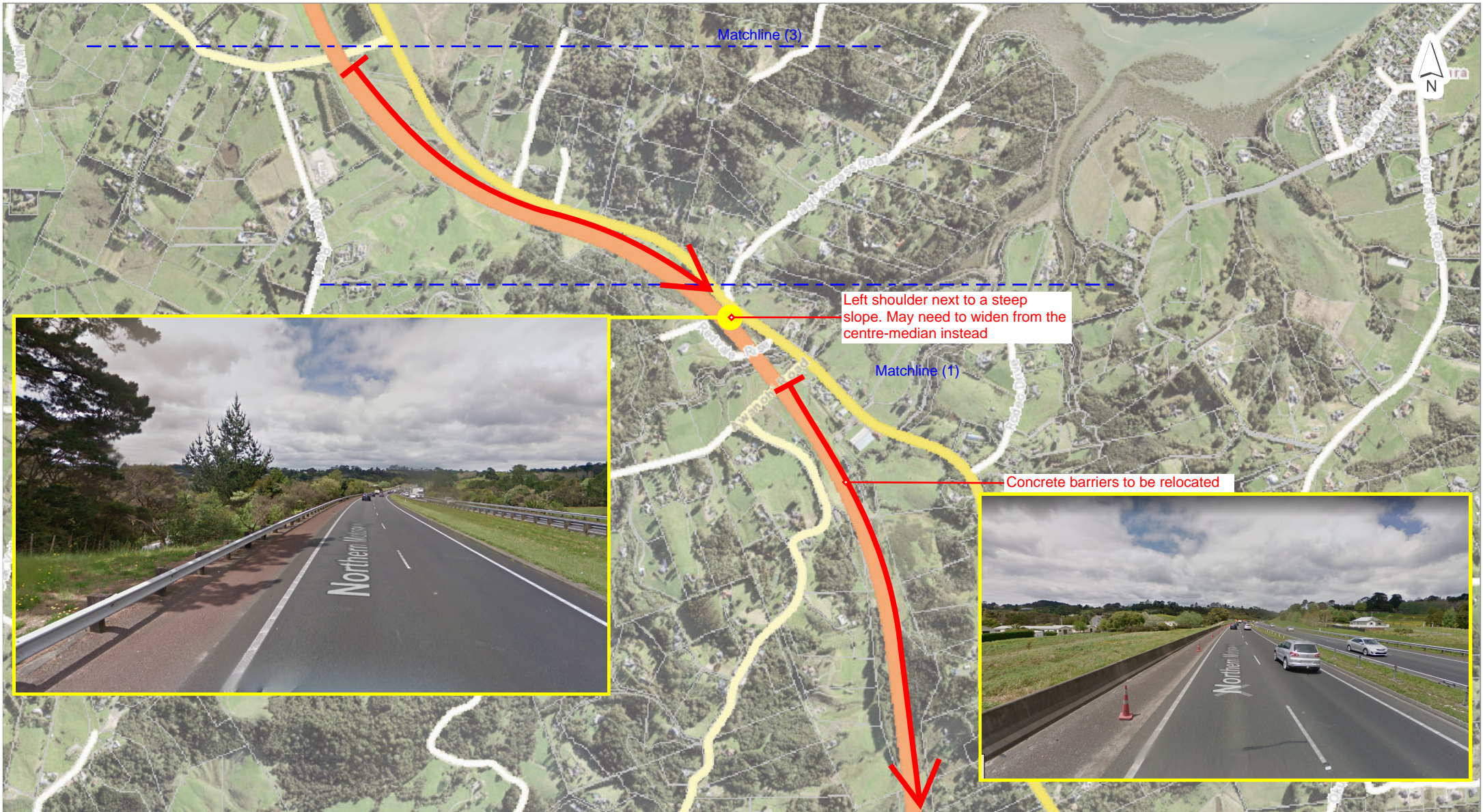
Albany to Silverdale Southbound (Sheet 2)



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Albany to Silverdale Southbound (Sheet 3)

0 100 200 300
Meters

Scale @ A4
= 1:15,000

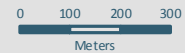
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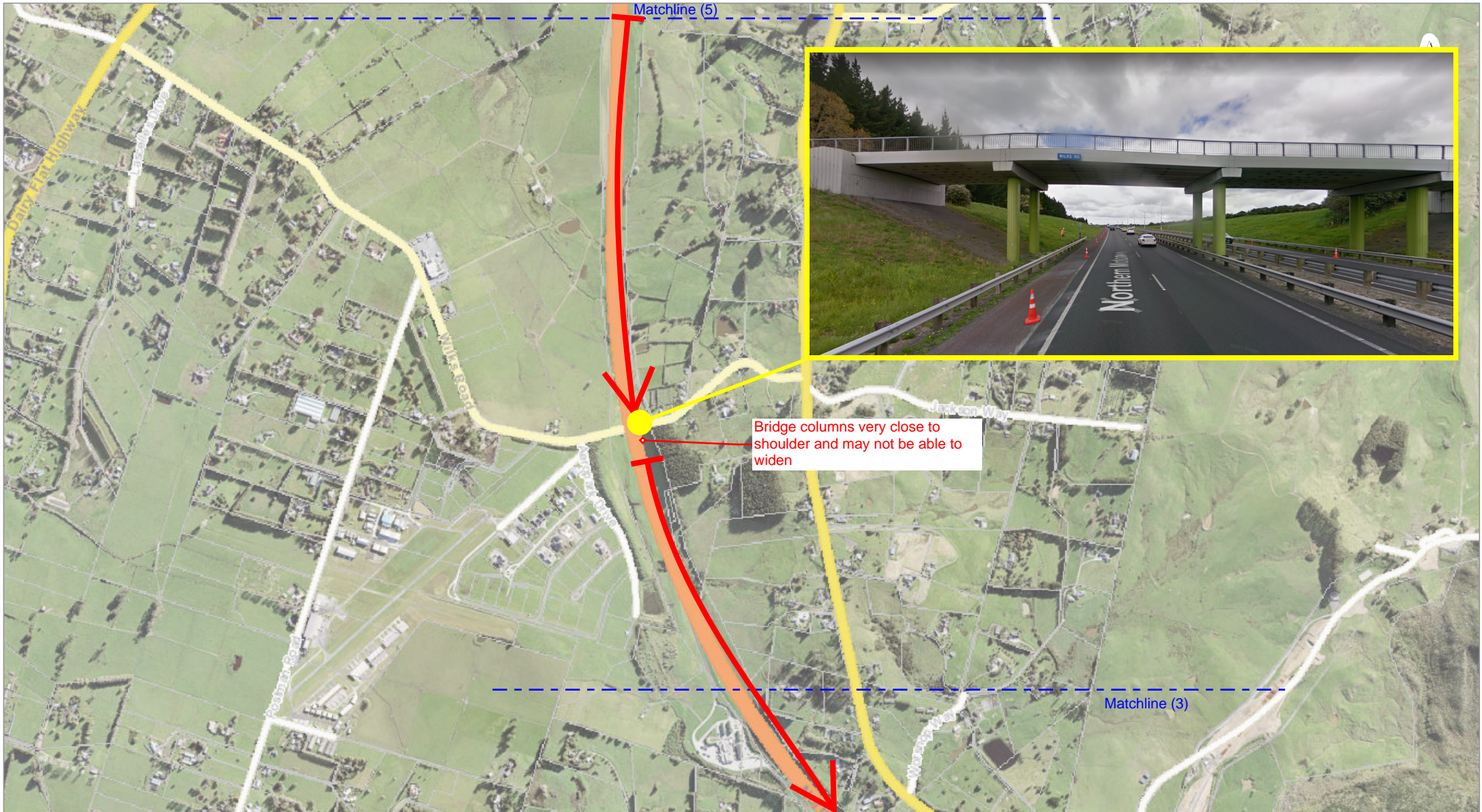
Albany to Silverdale Southbound (Sheet 4)



Scale @ A4
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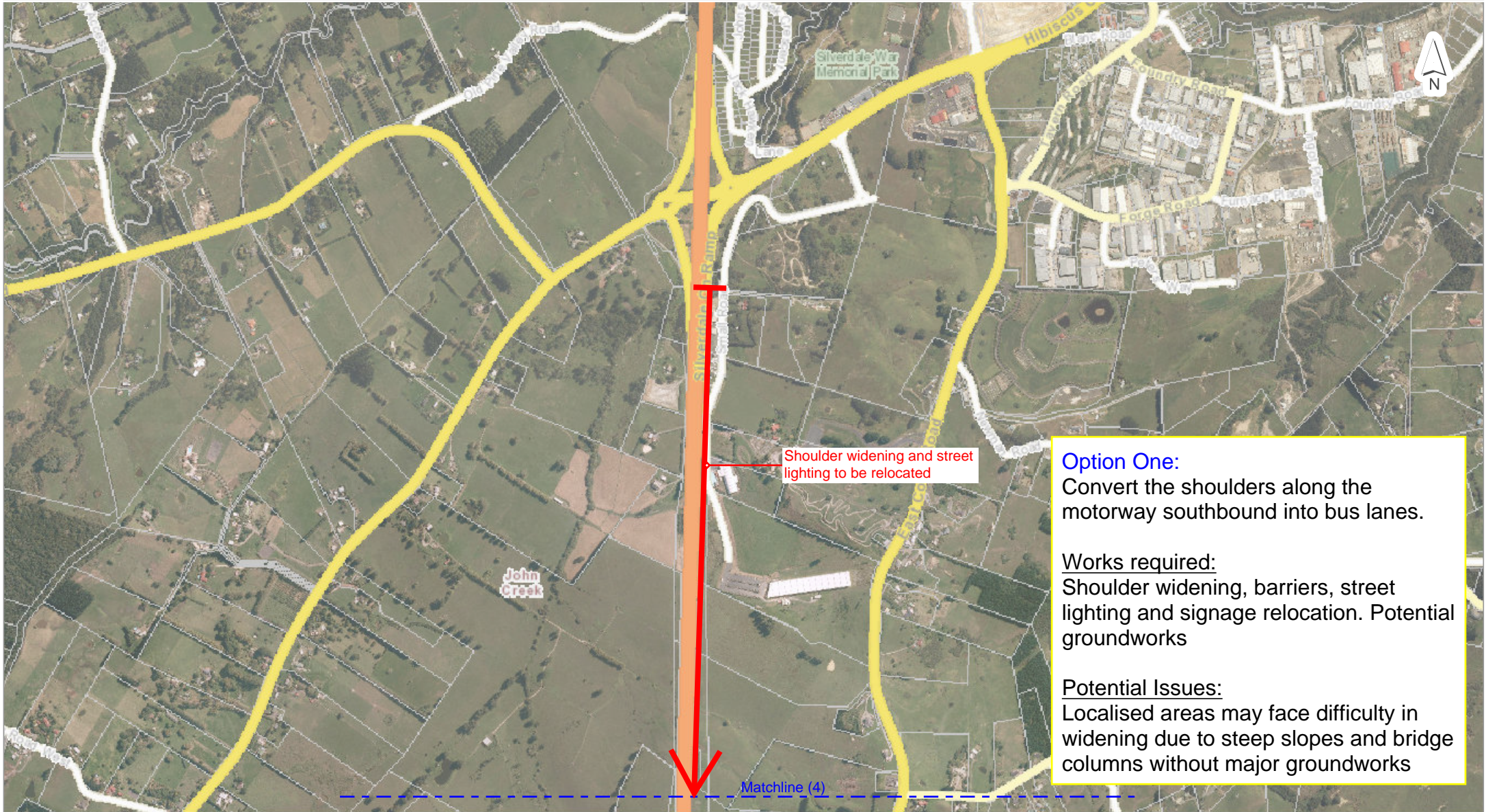




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Albany to Silverdale Southbound (Sheet 5)





Option One:
 Convert the shoulders along the motorway southbound into bus lanes.

Works required:
 Shoulder widening, barriers, street lighting and signage relocation. Potential groundworks

Potential Issues:
 Localised areas may face difficulty in widening due to steep slopes and bridge columns without major groundworks

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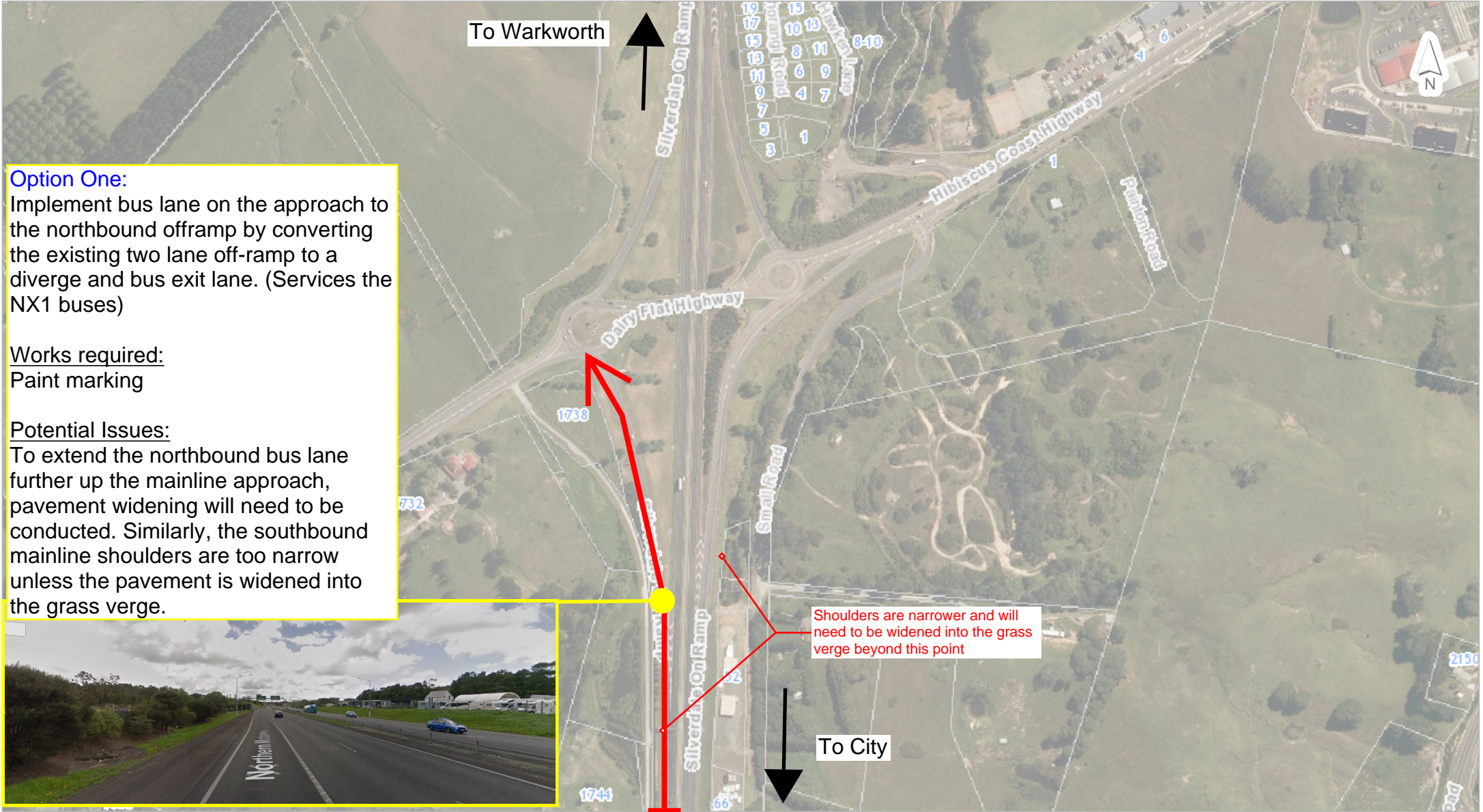
**Albany to Silverdale Southbound
 (Sheet 6)**

0 100 200 300
 Meters

Scale @ A4
 = 1:15,000

Date Printed:
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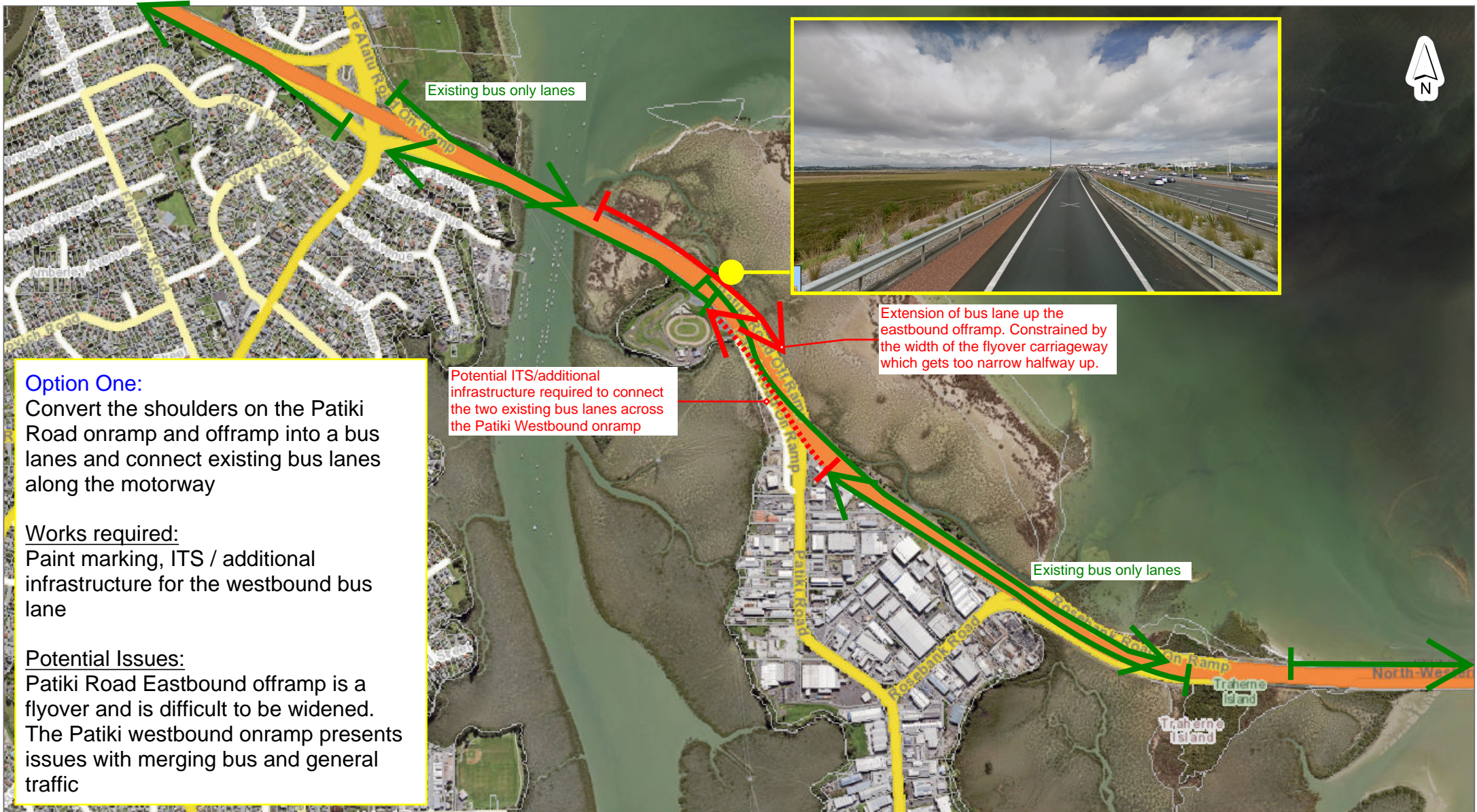
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Silverdale Interchange



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Date Printed: 4/06/2018



Option One:

Convert the shoulders on the Patiki Road onramp and offramp into a bus lanes and connect existing bus lanes along the motorway

Works required:

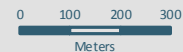
Paint marking, ITS / additional infrastructure for the westbound bus lane

Potential Issues:

Patiki Road Eastbound offramp is a flyover and is difficult to be widened. The Patiki westbound onramp presents issues with merging bus and general traffic

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SH16 BB - Patiki Road to Te Atatu Road Interchange



Scale @ A4
= 1:15,000

Date Printed:
27/06/2018



Option One:
 Extend the existing bus lane on the eastbound mainline up the Great North Rd offramp until the lane split into left/right turn lanes.

Works required:
 Localised pavement widening and barrier relocation at the offramp, and paint linemarking on shoulder.

Potential Issues:
 For buses that continue through the mainline, it will be difficult to merge them across the dedicated offramp lanes to keep them on the mainline



For buses that continue along the main line towards the city, they will still need to merge back into general traffic here

Pavement widening required

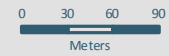
To Henderson

To City

To Manukau

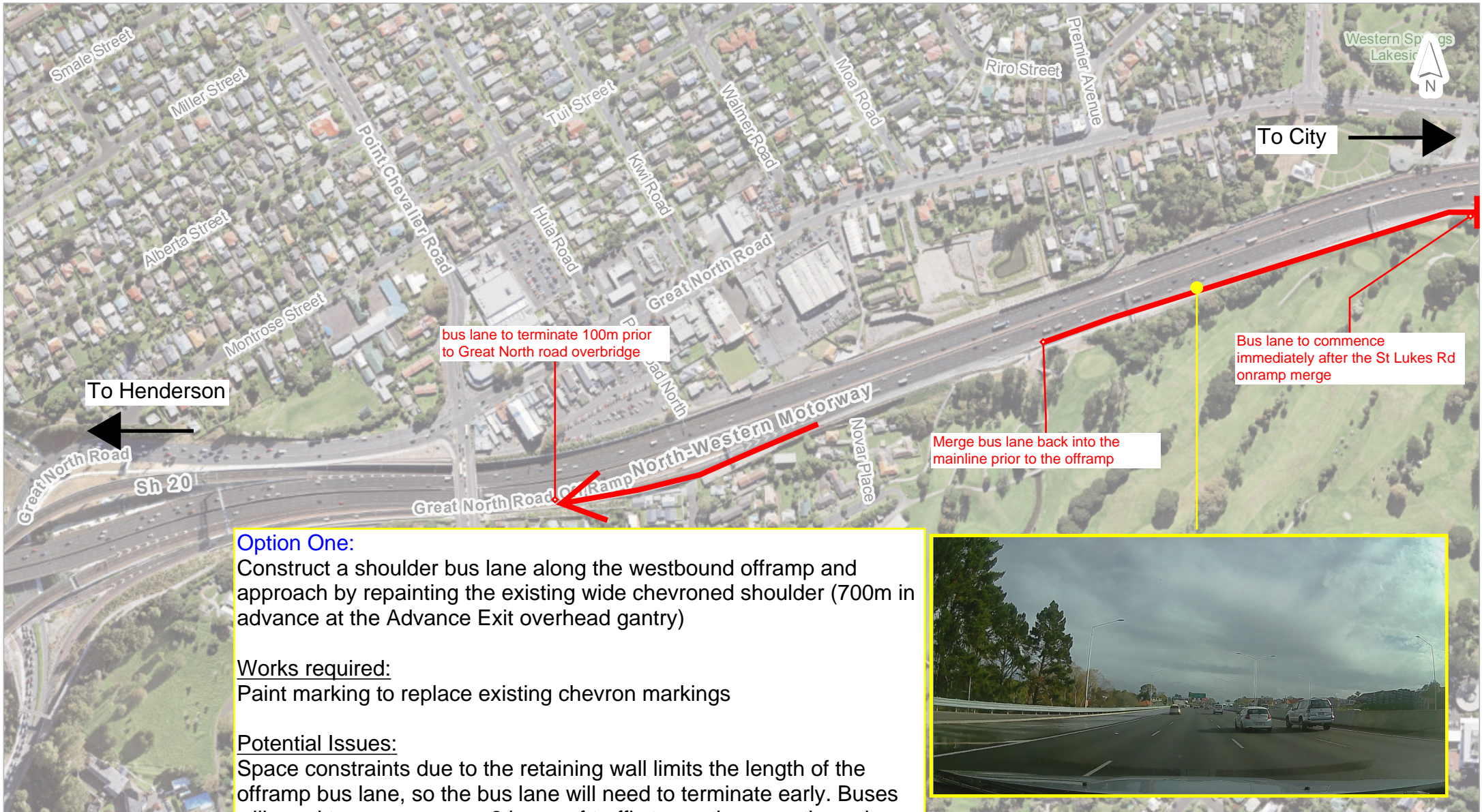
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Great North Road Interchange



Scale @ A4 = 1:5,000

Date Printed: 31/05/2018



Option One:

Construct a shoulder bus lane along the westbound offramp and approach by repainting the existing wide chevroned shoulder (700m in advance at the Advance Exit overhead gantry)

Works required:

Paint marking to replace existing chevron markings

Potential Issues:

Space constraints due to the retaining wall limits the length of the offramp bus lane, so the bus lane will need to terminate early. Buses will need to merge across 2 lanes of traffic to continue westbound



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St Lukes Road to Great North Road Offramp



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Date Printed: 1/06/2018



Option One:
Implement a bus lane on the wide shoulders along the westbound mainline, between the Trig Rd onramp and Brigham Creek Rd offramp

Works required:
Paint marking

Potential Issues:
Localised widening may be required on the westbound shoulder



Option One:
Implement a bus lane on the wide shoulders along the westbound mainline, between the Brigham Creek Rd onramp and Trig Rd offramp

Works required:
Paint marking

Potential Issues:

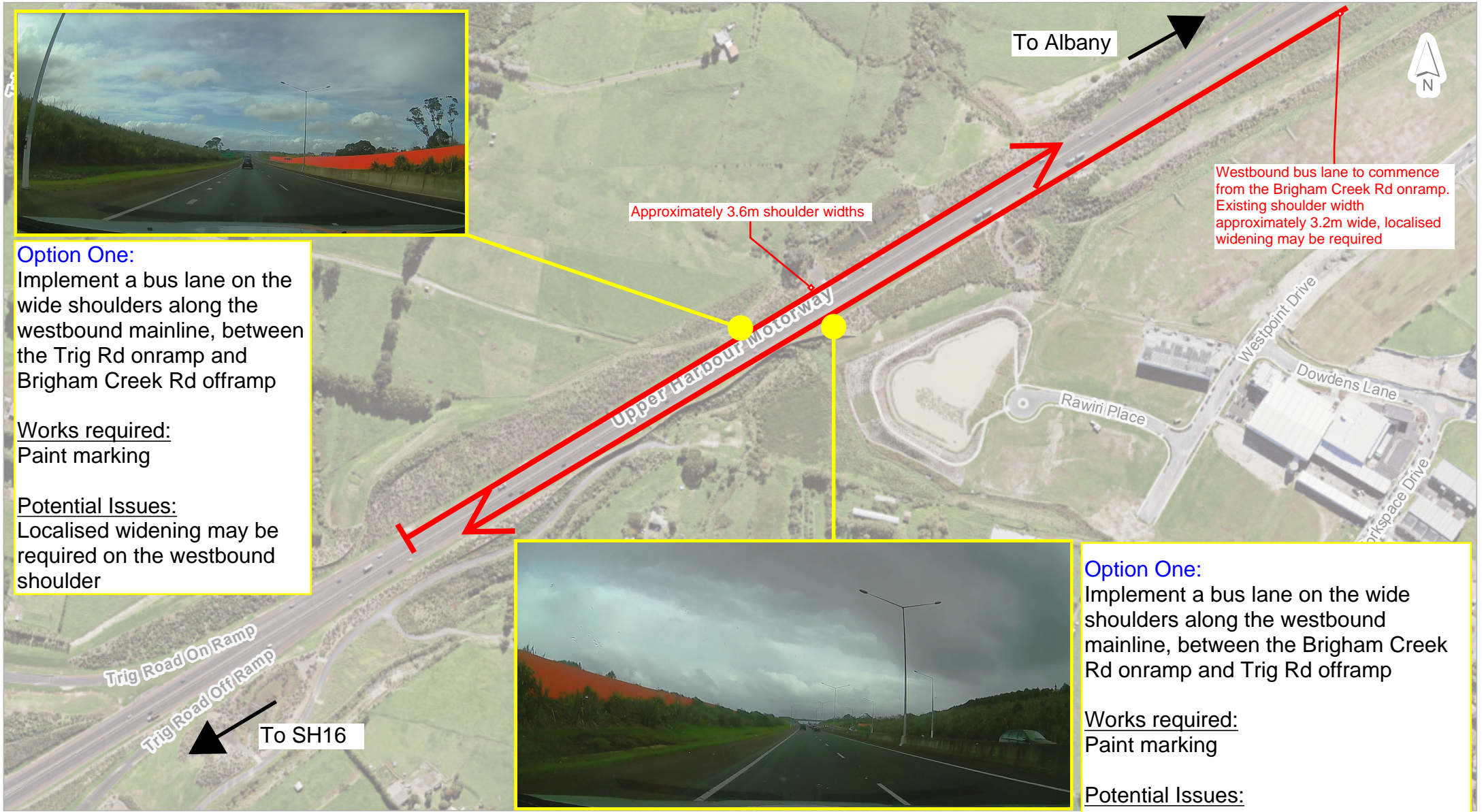
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SH18 Trig to Hobsonville



Scale @ A4
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Date Printed:
1/06/2018



To Albany



Approximately 3.6m shoulder widths

Westbound bus lane to commence from the Brigham Creek Rd onramp. Existing shoulder width approximately 3.2m wide, localised widening may be required

Upper Harbour Motorway

Trig Road On Ramp

Trig Road Off Ramp

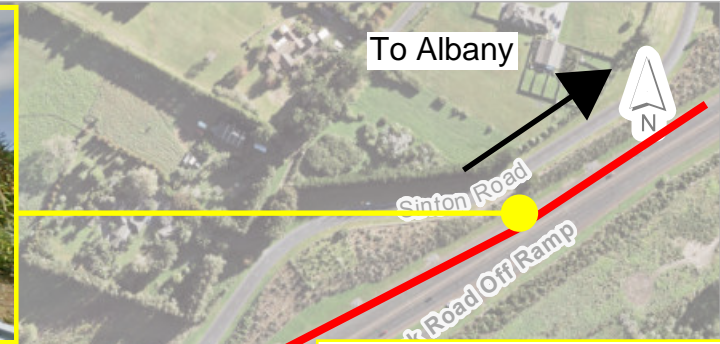
To SH16

Rawiri Place

Westpoint Drive

Dowdens Lane

Britspace Drive



Option One:

Implement a shoulder bus lane along the eastbound onramp and continue onto the mainline until the Trig Rd offramp

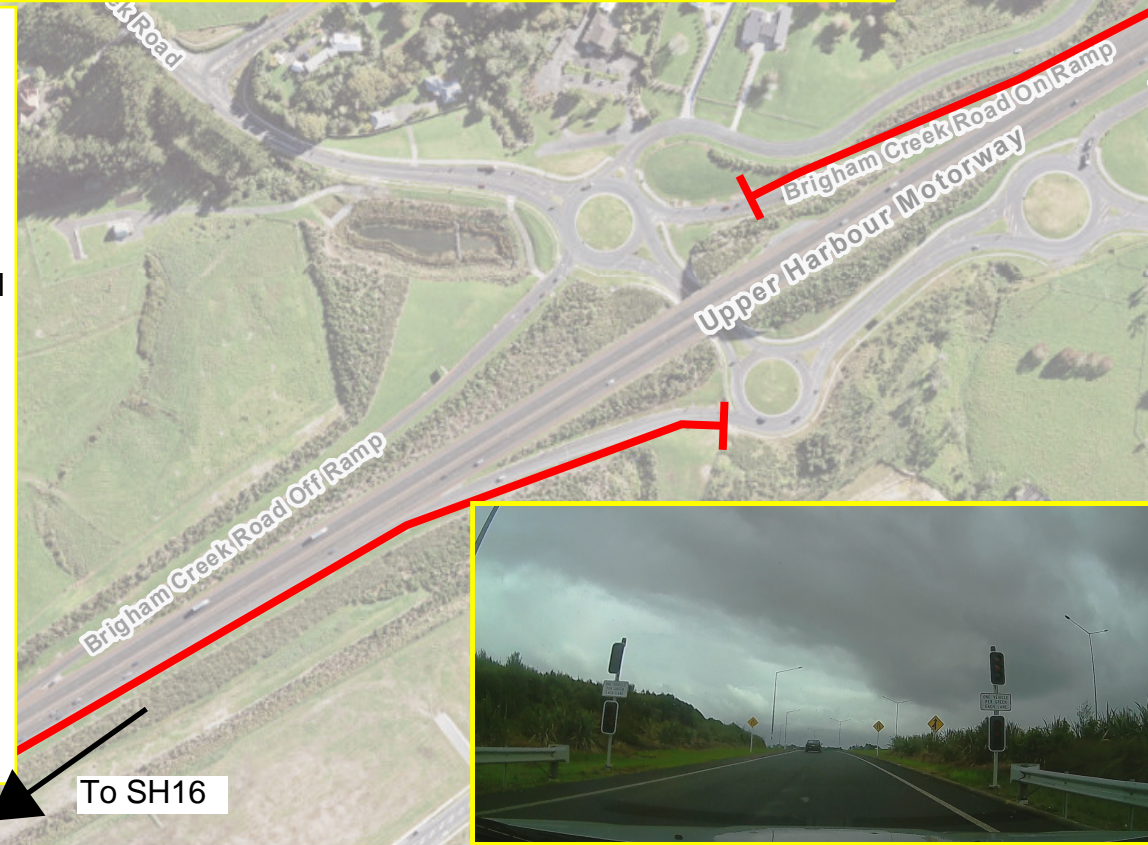
Implement a shoulder bus lane on the Brigham Creek eastbound onramp until the Tauhinu Rd Onramp (Greenhithe)

Works required:

Localised pavement widening into the grass area of both onramps, paint marking, barrier and street lighting relocation.

Potential Issues:

Operational effects of adding a bus lane to the operations on the ramp signalling and motorway traffic, especially during peak hours



Option One:

Construct a shoulder bus lane along the westbound onramp and continue onto the wide shoulders on the mainline until the Trig Rd offramp

Works required:

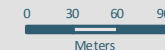
Pavement widening into the grass area of the onramp, paint marking, barrier and ramp signals relocation, and relocation of street lighting

Potential Issues:

Operational effects of adding a bus lane to the operations on the ramp signalling and motorway traffic, especially during peak hours

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**Hobsonville Interchange
(Brigham Creek Rd)**



Scale @ A4
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Date Printed:
31/05/2018



Pinch point - no room to widen against the fenceline and orange wall

To Albany



Option One Eastbound:

Construct a shoulder bus lane along the eastbound onramp. The bus lane can continue on the mainline shoulder a short distance further downstream, across Sunset Bay bridge and terminating at Tauhinu Rd offramp

Works required:

Pavement widening into the grassed area, paint marking, barrier and street lighting relocation.

Potential Issues:

Eastbound bus lane must terminate at the gore as there is no room to widen the shoulder against the fenceline. Environmental effects and property designation will need to be checked.

Bus lane will need to merge with general traffic due to pinch point

Option One Westbound:

Construct a shoulder bus lane on the westbound Squadron Dr offramp (Exit 8), and on approach to the offramp for approximately 800m.

Works required:

Pavement widening into the grassed area, street lighting to be relocated and paintmarking

Potential Issues:

Bus lane can not extend beyond the Sunset Bay bridge

To SH16



Duke Esplanade

Collector Road

Squadron Drive Offramp

Squadron Drive Onramp

Upper Harbour Motorway

Station Street

Lester Street

Harvard Street

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SH18 Squadron EB Onramp



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Option One:

Implement a bus lane along the wide shoulders on the eastbound main line, between the Brigham Creek onramp and the bridge. The low-speed lane on the bridge can be converted into a bus lane

Works required:

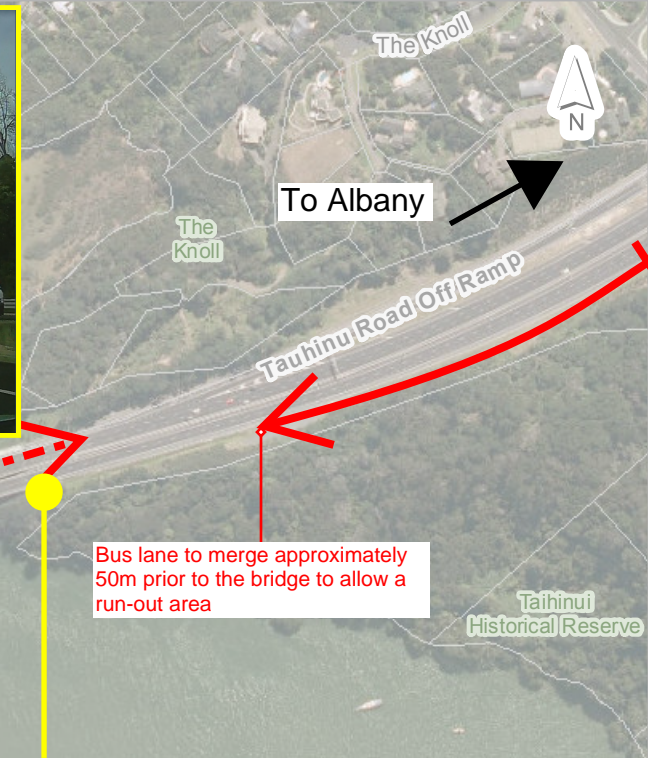
Paint marking

Potential Issues:

General traffic operation issues of removing the low-speed lane, as heavy vehicles will now occupy the adjacent lanes



Convert low-speed lane into bus lane



Bus lane to merge approximately 50m prior to the bridge to allow a run-out area

Connected to proposed Squadron Rd eastbound onramp bus lane

To SH16

Option One:

Implement a bus lane along the wide shoulders on the Tauhinu Onramp and the westbound mainline

Works required:

Paint marking

Potential Issues:

General traffic operation issues with merging the bus lane at the pinch point of the bridge



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SH18 Bridge between Brigham and Greenhithe



Scale @ A4 = 1:5,000

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Option One:

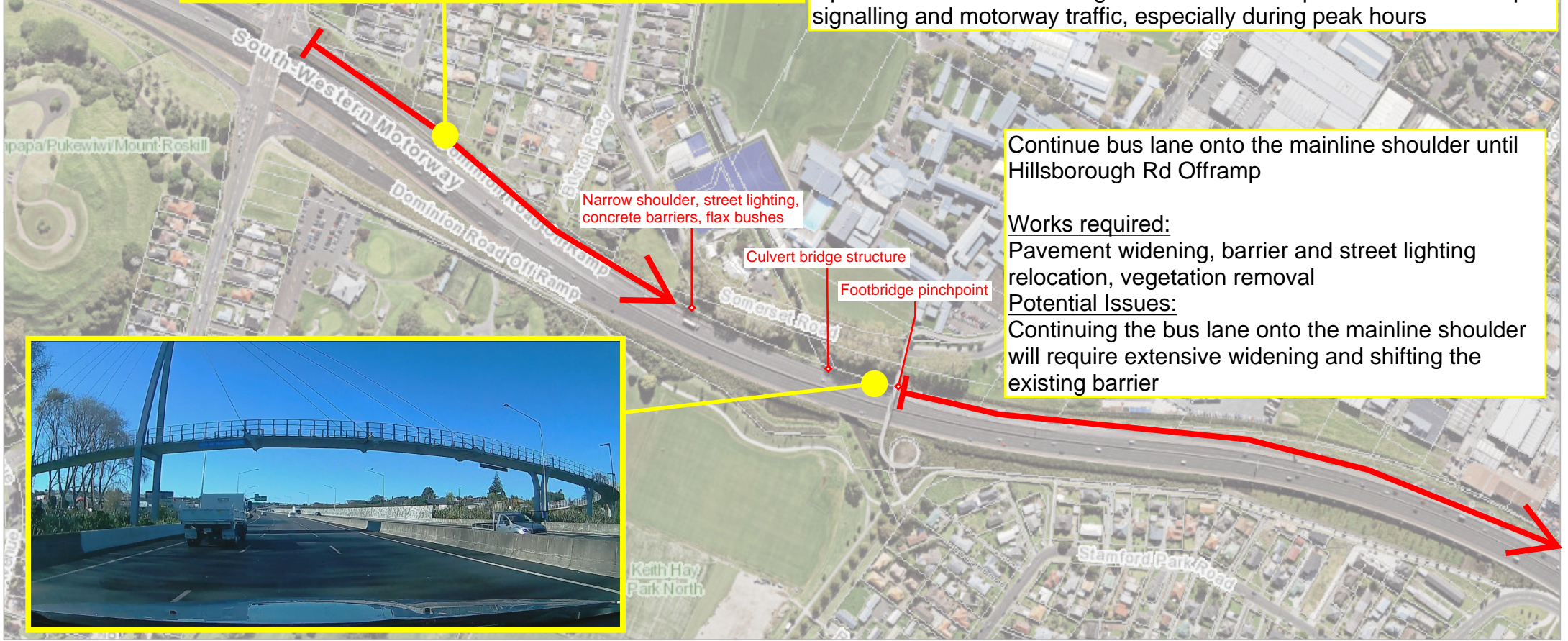
Construct a new dedicated bus lane on the onramp

Works required:

Widening of the carriageway, removal of flax bushes, relocation of street lighting, drainage, maintenance bay, and ITS equipment

Potential Issues

Operational effects of adding a bus lane to the operations on the ramp signalling and motorway traffic, especially during peak hours



Continue bus lane onto the mainline shoulder until Hillsborough Rd Offramp

Works required:

Pavement widening, barrier and street lighting relocation, vegetation removal

Potential Issues:

Continuing the bus lane onto the mainline shoulder will require extensive widening and shifting the existing barrier

Narrow shoulder, street lighting, concrete barriers, flax bushes

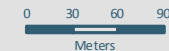
Culvert bridge structure

Footbridge pinchpoint



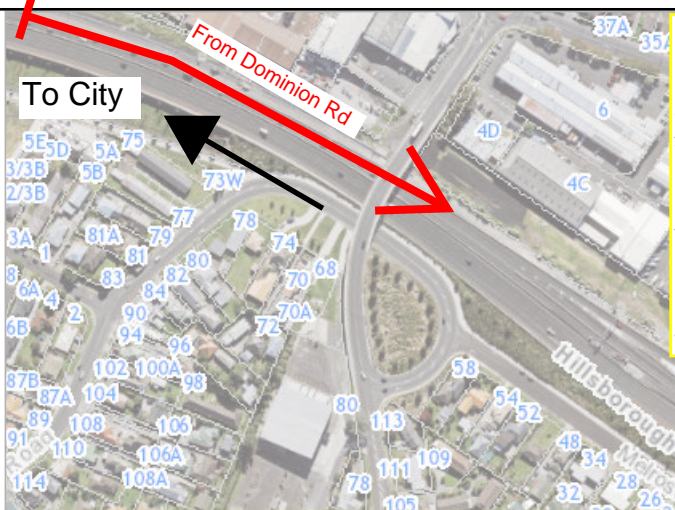
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Dominion Road Interchange



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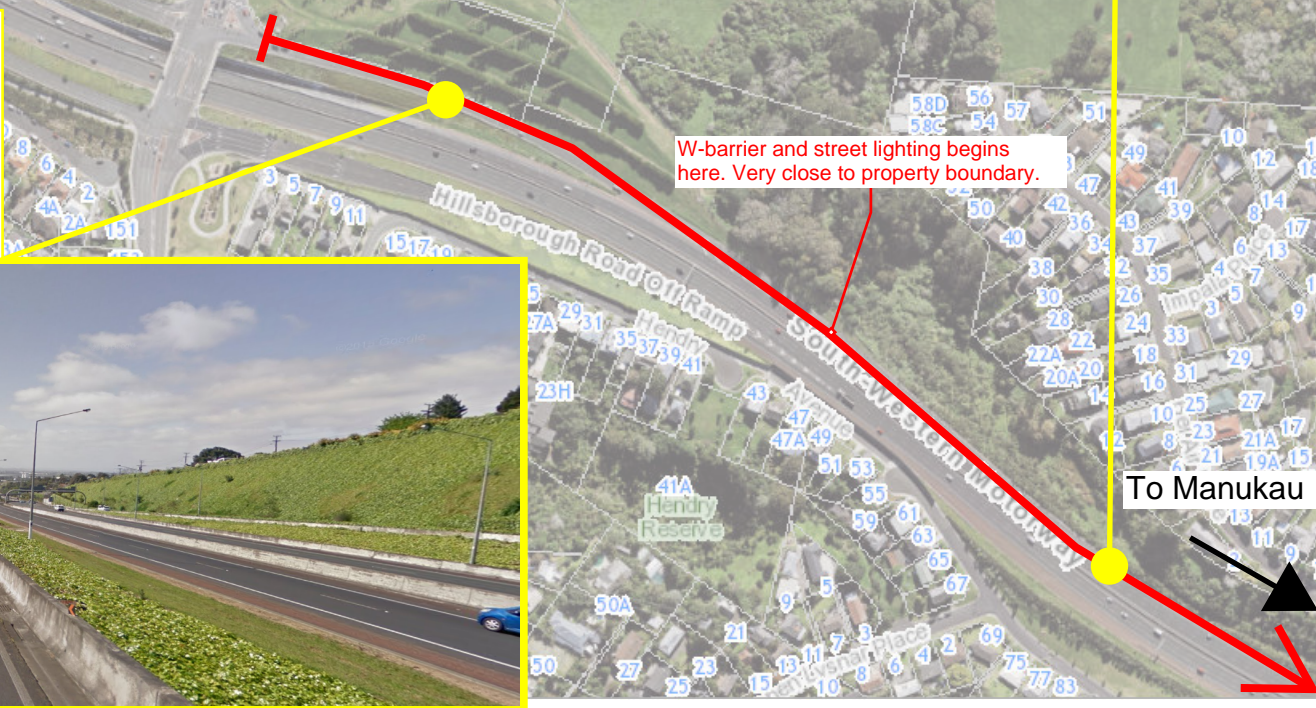
To City

From Dominion Rd

Option One:
Install shoulder bus lane on the mainline after the onramp
Works required:
Widening shoulder and relocating barriers, sign gantries and street lighting
Potential Issues:
Retaining structures along the route and may not be feasible to implement, and proximity to the property boundary towards the gore of the onramp



Option One:
Install shoulder bus lane on the onramp
Works required:
Road widening into grassed area and relocating street lighting and ITS equipment
Potential Issues:
Operational effects of adding a bus lane to the operations on the ramp signalling and motorway traffic



W-barrier and street lighting begins here. Very close to property boundary.

To Manukau

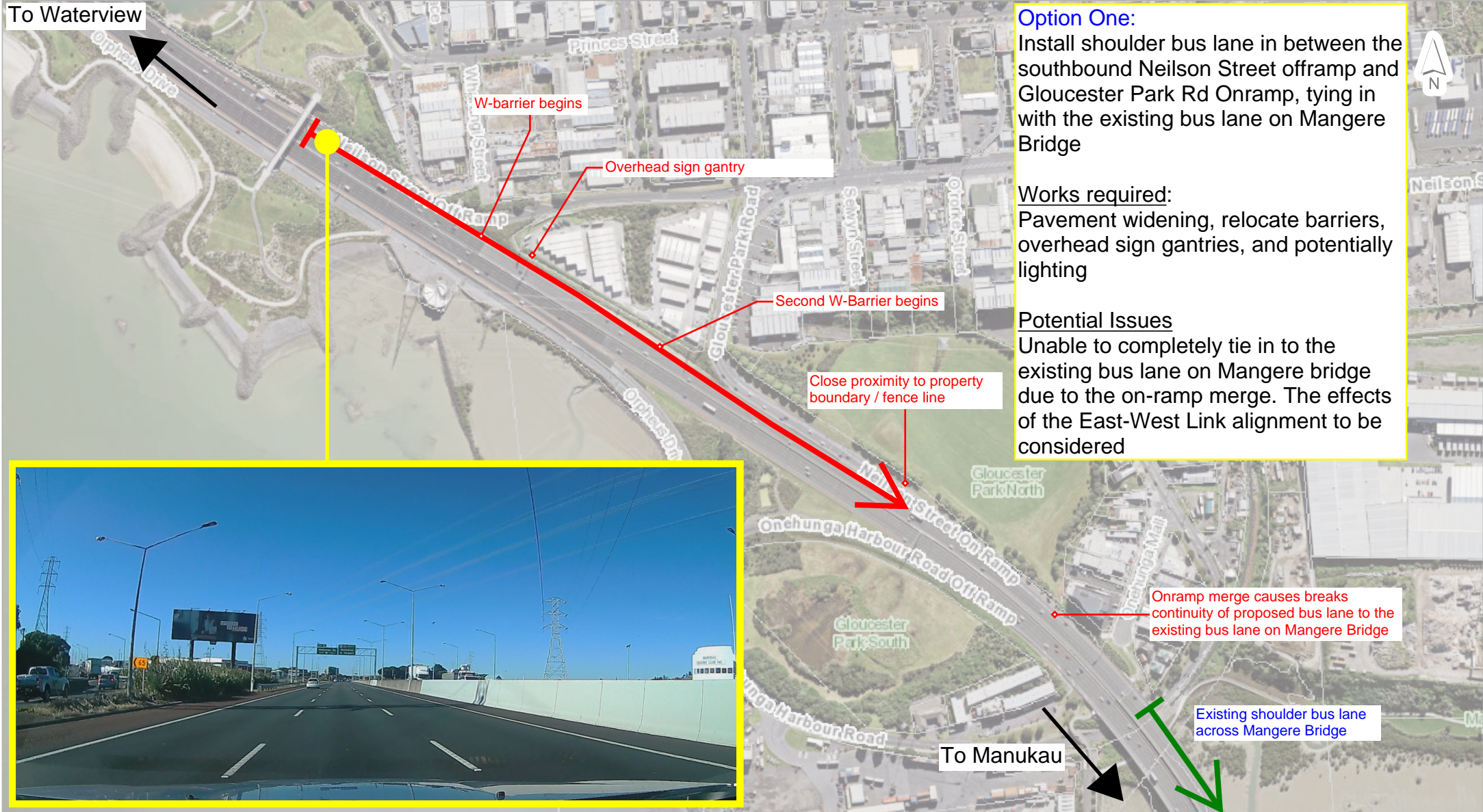


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Hillsborough Road Interchange

0 30 60 90
Meters
Scale @ A4
= 1:5,000
Date Printed:
4/06/2018

To Waterview



Option One:

Install shoulder bus lane in between the southbound Neilson Street offramp and Gloucester Park Rd Onramp, tying in with the existing bus lane on Mangere Bridge

Works required:

Pavement widening, relocate barriers, overhead sign gantries, and potentially lighting

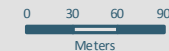
Potential Issues

Unable to completely tie in to the existing bus lane on Mangere bridge due to the on-ramp merge. The effects of the East-West Link alignment to be considered



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Neilson Street Interchange



Scale @ A4
= 1:5,000

Date Printed:
5/06/2018



Option One:

Implement a bus lane in the northbound shoulder, continuing on from the SH20 interchange until the Coronation Rd offramp.

Works required:

Pavement widening, paint linemarking on shoulder, vegetation removal, barrier relocation, and potential relocation of street lighting and guide signage

Potential Issues:

Pinch point at the Hall Ave footbridge, where the abutments are close to the barrier

The interchange merge between 20 and 20A means buses will need to merge across two lanes if they are to continue on the mainline

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SH20 Interchange to Coronation Rd offramp

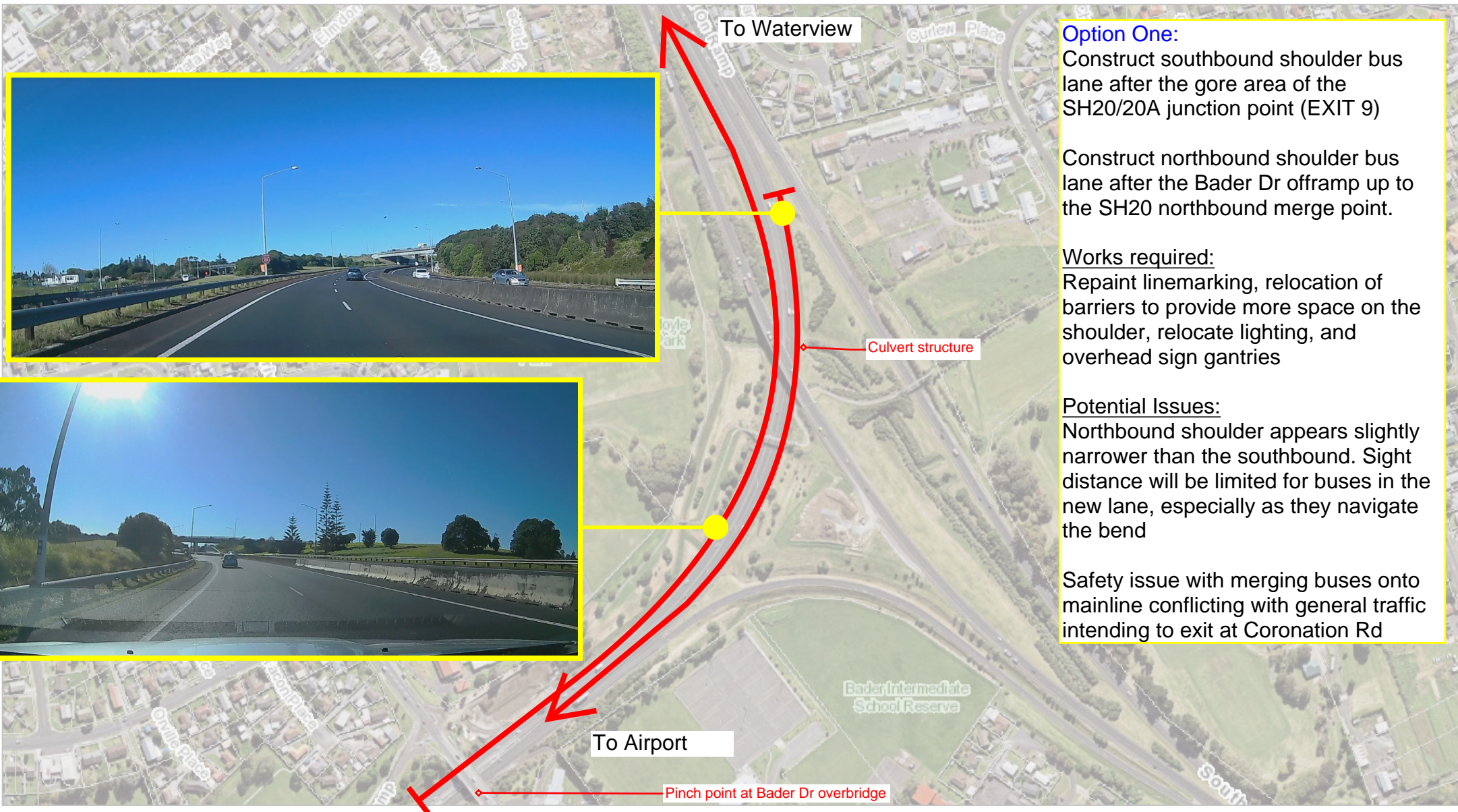
0 30 60 90
Meters

Scale @ A4
= 1:5,000

Date Printed:
5/06/2018

NZ TRANSPORT AGENCY
WAKA KOTAHĪ

Auckland Motorways



Option One:
Construct southbound shoulder bus lane after the gore area of the SH20/20A junction point (EXIT 9)

Construct northbound shoulder bus lane after the Bader Dr offramp up to the SH20 northbound merge point.

Works required:
Repaint linemarking, relocation of barriers to provide more space on the shoulder, relocate lighting, and overhead sign gantries

Potential Issues:
Northbound shoulder appears slightly narrower than the southbound. Sight distance will be limited for buses in the new lane, especially as they navigate the bend

Safety issue with merging buses onto mainline conflicting with general traffic intending to exit at Coronation Rd

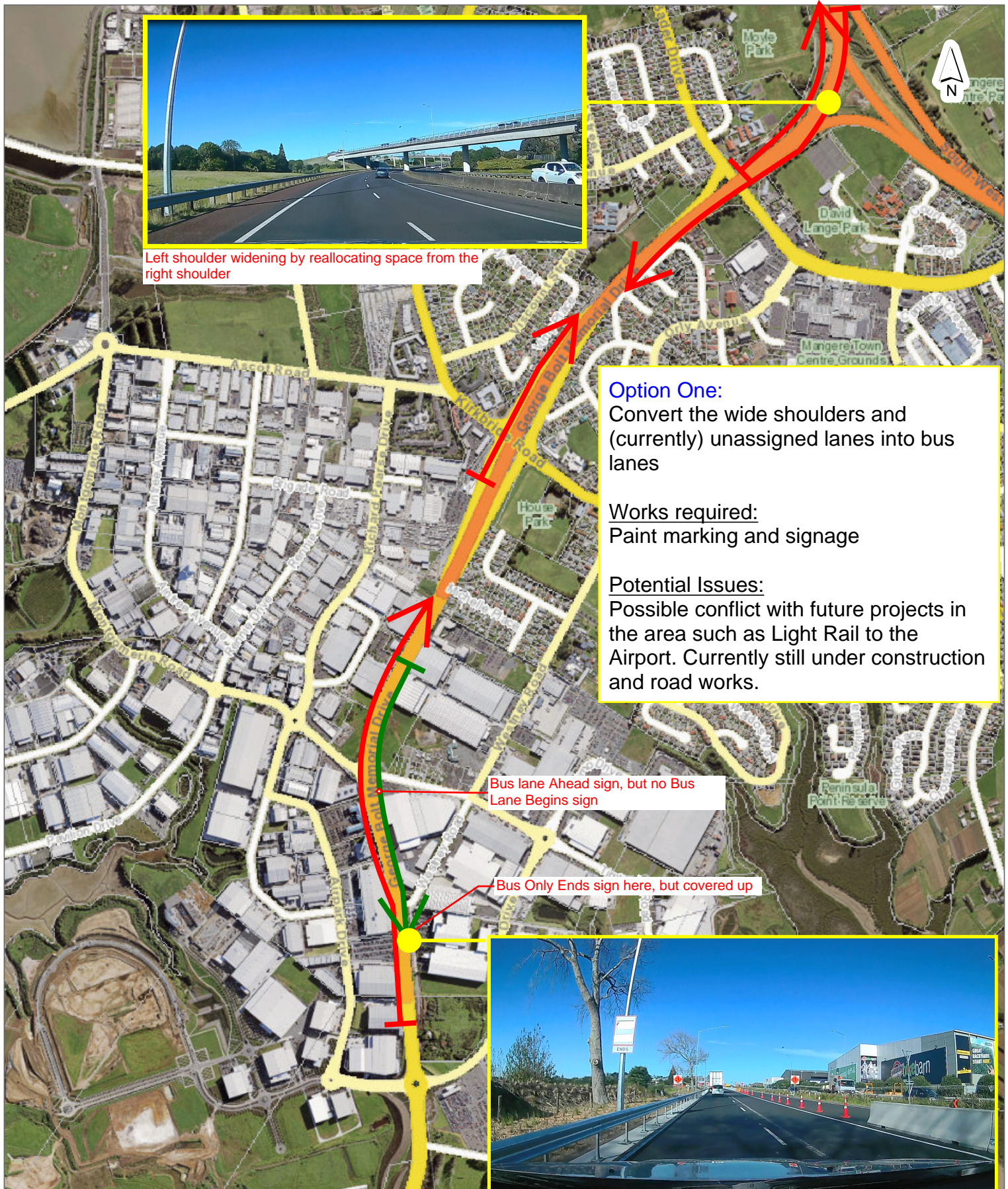
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SH20 / 20A interchange

0 30 60 90
Meters

Scale @ A4
= 1:5,000

Date Printed:
5/06/2018



Left shoulder widening by reallocating space from the right shoulder

Option One:
 Convert the wide shoulders and (currently) unassigned lanes into bus lanes

Works required:
 Paint marking and signage

Potential Issues:
 Possible conflict with future projects in the area such as Light Rail to the Airport. Currently still under construction and road works.

Bus lane Ahead sign, but no Bus Lane Begins sign

Bus Only Ends sign here, but covered up



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SH20A Landing to SH20 intercha

0 75 150 225
 Metres

Scale @ A4
 = 1:15,000

Date Printed:
 27/06/2018

