

APPLICATIONS LODGED FOR MAJOR TRANSPORT UPGRADES



Applications lodged and concept design complete for the Northern Corridor Improvements Project

We're now one step closer towards beginning construction on one of Auckland's major transport projects after applications have been lodged with the Environmental Protection Authority (EPA) December 2016 in readiness for a hearing.

This is a milestone for the project team who have been completing applications and concept designs for a suite of transport improvements on Auckland's Northern Motorway (SH1) and Upper Harbour Highway (SH18).

The Northern Corridor Improvements include building extra lanes in both directions on SH1 between Upper Harbour Highway (Constellation) and Oteha Valley Road to reduce congestion and improve travel times. The project also includes a new direct motorway-to-motorway link from SH1 to SH18 to make it faster and easier to travel between the west and the north and access the Western Ring Route (see side story). The popular Northern Busway will be extended to provide a direct, uninterrupted route for buses up to Albany Bus Station.

A new shared walking and cycling path will be built alongside the new Busway Extension from Oteha Valley Road in Albany, to Constellation Drive and then across and along SH18, connecting to the existing paths on Albany Highway.

Locally, both the Constellation and Caribbean Drive intersections will be improved with additional lanes, and there will be a new bridge to connect Paul Matthews Road to Caribbean Drive, along with new motorway ramps to SH18.

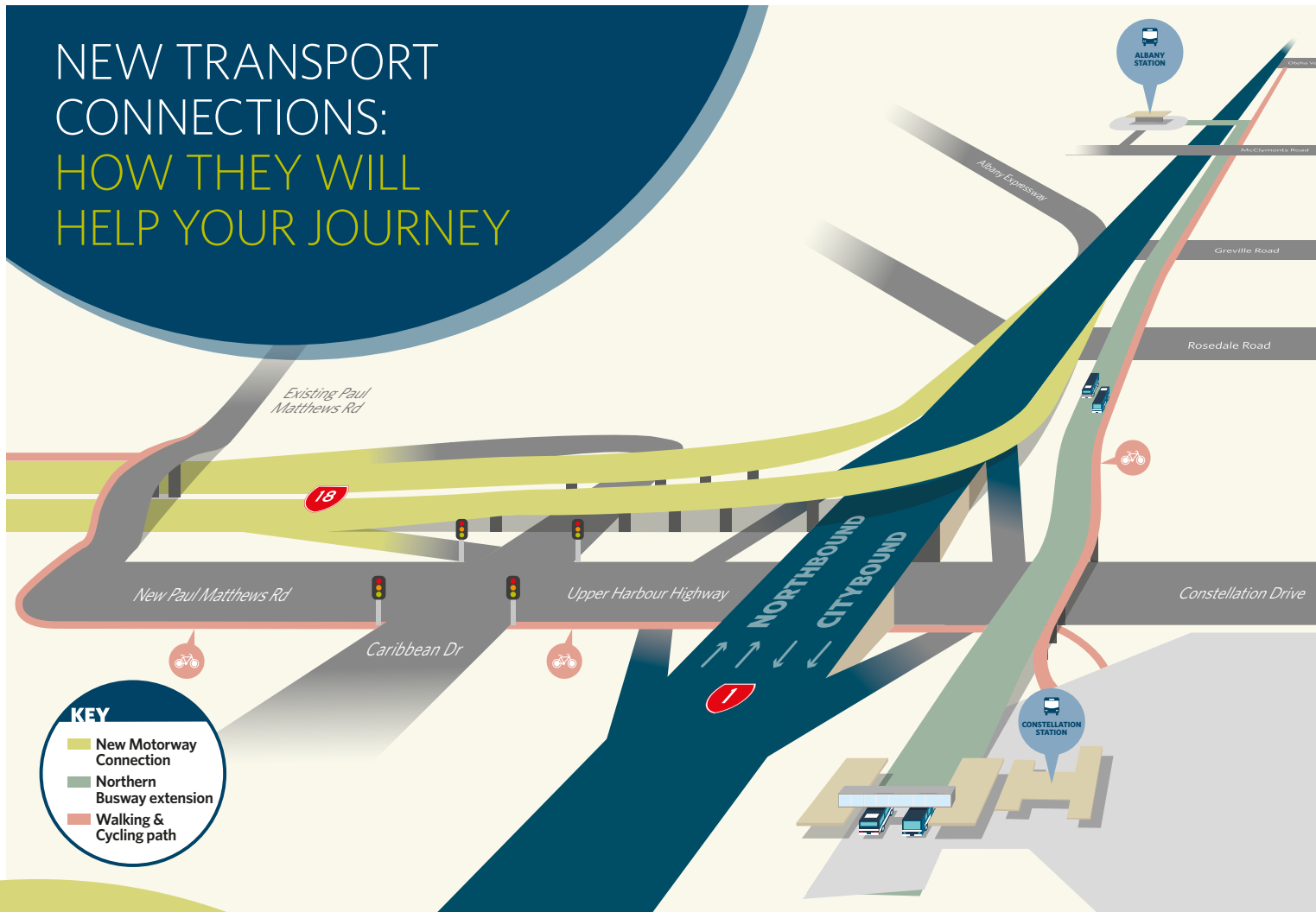
Pending statutory approvals later this year, we're on track to begin construction in 2018/2019.



MORE TRAVEL OPTIONS

The Northern Corridor Improvements Project (NCI project) is part of the Western Ring Route (WRR), a direct motorway route from the North Shore, to the west and south and Auckland Airport. The 2.4km Waterview Tunnel between Pt Chevalier and Mt Roskill is the largest section of the Western Ring Route, and is due to open in April 2017. Check out the NZTA website for more information on the Western Ring Route.

NEW TRANSPORT CONNECTIONS: HOW THEY WILL HELP YOUR JOURNEY



DID YOU KNOW...

- The NCI project is part of a bigger plan to provide an alternative motorway route through Auckland, known as the Western Ring Route (WRR).
- Once it's built, if you want to travel from Northland/Albany-Upper Harbour/Greenhithe to and from the western suburbs, Waterview Tunnel, Manukau and the Airport, you will be able to use the new motorway connection and stay on the motorway all the way.
- Having two options for motorway travel through the region – using SH1 or the WRR – means you can make choices at different times of day to decide which route is faster or more convenient. Travel information to advise on the best route to take will be available online and updated in real time on Variable Message Signs (VMS) along the motorway.
- The NCI project will also assist the surrounding Albany-Upper Harbour local road network. Traffic is expected to reduce on many local roads between 10-24% - including through the busy Constellation Drive interchange*.
- Bus services using the new Northern Busway extension will also be faster and more reliable, as they won't be held up in peak periods by roads and traffic lights.

THE NCI PROJECT WILL HELP MOVE PEOPLE AND FREIGHT MORE EFFICIENTLY ON THE MOTORWAY, NORTHERN BUSWAY, AND SURROUNDING LOCAL ROADS AND WALKING AND CYCLING PATHS








- More lanes on SH1 will help ease congestion for both commuters and freight, even as the city grows.
- Buses can travel on the new Busway extension to avoid the need to merge with on/off ramp and motorway traffic.
- New shared walking and cycling paths will enable people to choose other, more active ways to get around.
- Two busy motorway/road interchanges will be improved. The existing roundabout at the Greville Road interchange will be upgraded and the Upper Harbour Highway/Constellation Drive interchange will have additional turning lanes and improved light phasing to reduce queuing on the off-ramps in the evening peaks.
- Traffic volumes will reduce significantly through the Upper Harbour Highway/Constellation Drive interchange, with a predicted 12,000 vehicles a day instead using the new motorway connection*.
- Several local road layouts will also be redesigned and made more efficient. Paul Matthews Road will be extended with a bridge over the new SH18 motorway, with new direct on and off-ramps to SH18 – providing easy access to and from this important industrial hub. The Caribbean Drive intersection with Upper Harbour Highway/the new Paul Matthews Road will be widened, with additional lanes to improve this busy area.
- Drivers travelling east-west through these local road areas will experience faster journeys in peak times as a result, while regional travellers or freight using the new motorway connection to bypass the interchange and head north or west will also notice significant time savings*.

*All time savings and figures are based on predicted traffic volumes in 2031. These predictions are sourced from the traffic assessment reports lodged in the NCI project's resource consent package.

WHAT'S PLANNED

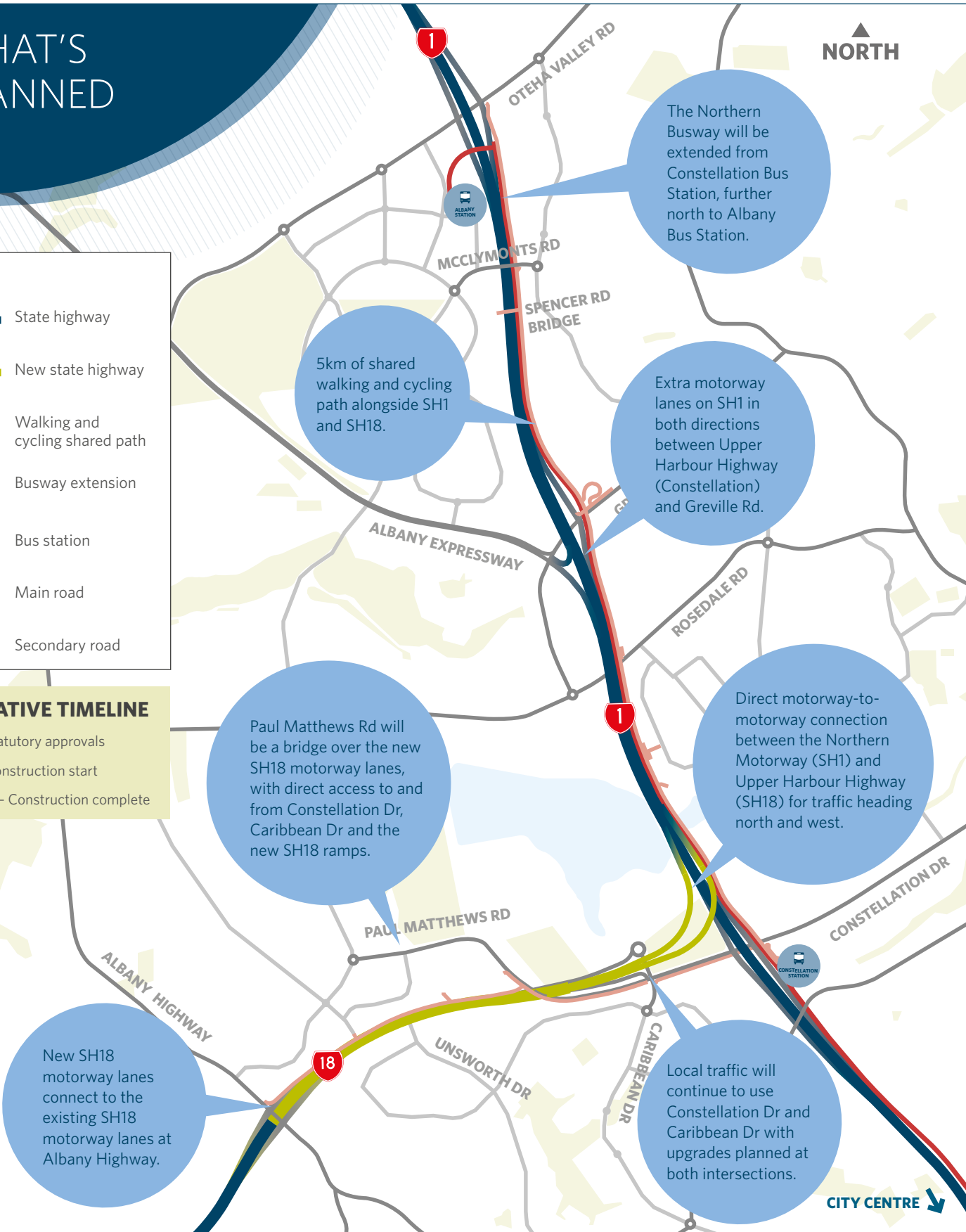
NORTH

KEY

-  State highway
-  New state highway
-  Walking and cycling shared path
-  Busway extension
-  Bus station
-  Main road
-  Secondary road

INDICATIVE TIMELINE

- 2017** - Statutory approvals
- 2018** - Construction start
- 2021/22** - Construction complete



5km of shared walking and cycling path alongside SH1 and SH18.

The Northern Busway will be extended from Constellation Bus Station, further north to Albany Bus Station.

Extra motorway lanes on SH1 in both directions between Upper Harbour Highway (Constellation) and Greville Rd.

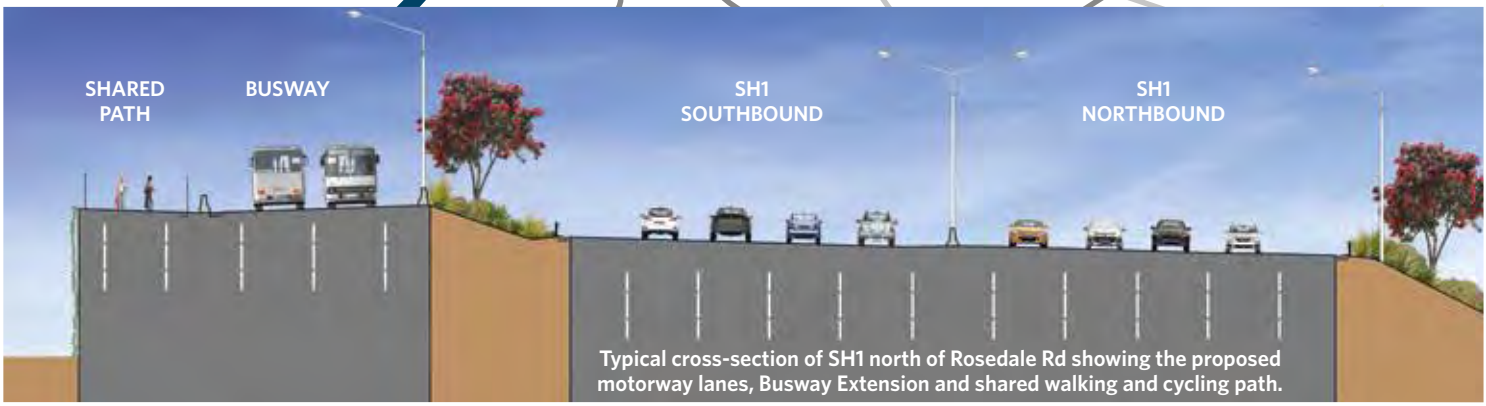
Paul Matthews Rd will be a bridge over the new SH18 motorway lanes, with direct access to and from Constellation Dr, Caribbean Dr and the new SH18 ramps.

Direct motorway-to-motorway connection between the Northern Motorway (SH1) and Upper Harbour Highway (SH18) for traffic heading north and west.

New SH18 motorway lanes connect to the existing SH18 motorway lanes at Albany Highway.

Local traffic will continue to use Constellation Dr and Caribbean Dr with upgrades planned at both intersections.

CITY CENTRE



Typical cross-section of SH1 north of Rosedale Rd showing the proposed motorway lanes, Busway Extension and shared walking and cycling path.

NEWS & UPDATES

WATCH OUR NEW VIDEO ANIMATION

A video is now available on our website showing an animated fly-through of the project. Check it out at www.nzta.govt.nz/auckland-northern-corridor

NEW SIGNS INSTALLED

A new Western Ring Route logo and directional system has been installed across Auckland motorways, including our project area on the SH18 Upper Harbour Highway.

In preparation for the opening of the Waterview Tunnel in April, the signs will help guide motorists and provide consistent information about the general direction they're travelling in.

SHARED WALKING AND CYCLING CONNECTIONS

The NCI project includes over 5km of shared walking and cycling paths which will run from Oteha Valley Road to Constellation Drive and then across and along SH18, joining up to the new cycle path on Albany Highway.

- Frequent access will be provided to the path (at least every 500 metres), connecting this new route to the existing local network.
- There will be plenty of space for walkers and cyclists with the shared path being 5-metres wide in most places (a 3-metre wide shared path with a 1-metre shoulder on either side).
- The path will be well lit at night with lots of connection points to provide safe access from the path in the event of an emergency.
- The access points will be ramps with a slight gradient to make it safe and easy for everyone to enjoy the path.

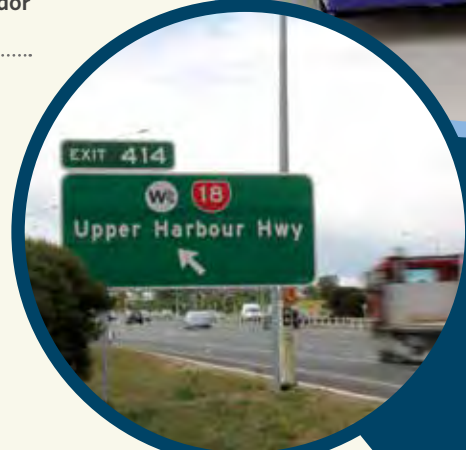
WHAT TO EXPECT DURING CONSTRUCTION

Construction is scheduled to begin in 2018/2019, and we're planning ahead to identify and manage potential disruption to neighbouring residents and customers using the local roads, motorways, buses, and walking and cycling paths. All affected property owners have been contacted by our project team to discuss the design and what it means to them. If you think your property is affected and haven't heard from us, please feel free to get in touch. A level of disruption is inevitable as we build such a big project, however successful and early planning will ensure the least inconvenience during construction. More information on what to expect will be included in our next update.

PROPOSED UNSWORTH BRIDGE UPDATE

Last year we consulted with the local community on a proposed local bridge connection from Unsworth Drive to Omega Street.

While feedback from many community members was in support of the proposal; ongoing expert investigations determined that a bridge in this location is likely to encourage traffic, including trucks, to travel through this suburban neighbourhood. Design options for a bridge in this location also showed significant safety risks for motorists, pedestrians and cyclists. Therefore the Transport Agency has decided not to pursue the bridge proposal as part of the project.



NEW BUS STATION INVESTIGATIONS

The preferred option for a new bus station location is still under investigation with our partner Auckland Transport – more details will be included in our next update. The bus station is not included in the main NCI project but is being progressed in parallel.



GEOTECH INVESTIGATIONS UNDERWAY

You may have spotted members of our team wearing their high-visibility vests out on-site recently along SH1 and SH18. We've been undertaking some early investigations to assess ground conditions so we know what to expect during construction. This will help inform our next stage of detailed planning.

THANK YOU FOR YOUR FEEDBACK

We are grateful for the feedback received during our most recent consultation period, which ran from June to August 2016. Your valuable comments have been reviewed by the team and helped inform the concept design that has been lodged:



YOU ADVISED US THAT:

SO, WE HAVE:

“Keep impacts to local roads to a minimum during construction”

Designed our plans and timelines to ensure the least amount of disruption to drivers and public transport users, and committed to early and effective

“Improve the Greville Rd Interchange”

Improved the interchange layout and changed the roundabout on the eastern Greville Rd side to an intersection, with traffic signals to improve safety and reduce queuing.

“I’m worried the project won’t help with congestion around the Constellation interchange and along Upper Harbour Highway”

Confirmed a series of local road improvements that will improve journey times. Improvements include an upgraded intersection at Caribbean Dr/Paul Matthews Rd with direct access to on and off-ramps to SH18; improved traffic light phasing; and the addition of another left-turning lane on the SH1 off-ramp to Upper Harbour Highway heading west.

The biggest improvement will come from the new motorway connection itself - thousands of cars a day will be removed from the Constellation interchange and will remain on the new motorway, heading north and west.

“Improvements are needed at Caribbean Dr to reduce queuing”

Confirmed that Caribbean Dr will be widened with additional turning lanes to relieve pressure and reduce queuing.

The new direct motorway to motorway link between SH1 and SH18 will also reduce traffic at the Caribbean Dr intersection – many motorists will stay on the new link rather than using the local roads.

There was general support for the proposed Unsworth Bridge link, however many of you also raised ***“concerns about safety, increased traffic and industrial rat-running”***. You were keen for us to continue our investigations.

The project team looked at this proposal in detail and assessed predicted traffic volumes, safety impacts and design challenges.

The outcomes of these assessments and your concerns led us to a decision not include the bridge as part of the NCI Project. The predicted increase in traffic volumes was too high for this suburban environment, and there are safety issues with the visibility, stopping distances and gradients of the bridge for motorists, pedestrians and cyclists.

“We’d like more walking and cycling opportunities and connections on the shared path”

More than 12 access points from local roads or reserves have been added to the design.

“Having wide shared walking and cycling paths is important to us”

We have been working closely with Auckland Transport to agree a 3-metre wide shared path, with 1-metre wide shoulders on either side along most of the route, to improve safety and passing distances. At least 12 local road access points are included.

“We support a new walking and cycling bridge across SH1 at Spencer Rd, Albany”

Proposed a new walking and cycling bridge across SH1 that will link the East Coast Bays/Pine Hill over to Albany metro centre (from Spencer Rd to Corinthian Drive, close to the North Ridge Plaza). This will be progressed in parallel to the NCI project.

In urban design feedback...

“Use native planting where possible”

Included extensive native planting in the project’s Urban Landscape and Design Framework (ULDF), focusing on eco-sourced, native planted areas.

“Make bridges and walls interesting”

We will work closely with our urban designers and iwi to incorporate artwork and other features to enhance the local environment and project area.

“Improve the treatment of stormwater run-off in our area”

Incorporated effective stormwater management treatment methods, including swales and wetlands to improve the current stormwater quality and enhance the local environment.

“We support an additional bus station to service the Busway Extension”

We are continuing to investigate options for a new bus station located along the new Busway Extension, to be delivered in parallel with the NCI Project.

UNDERSTANDING THE STATUTORY APPROVAL PROCESS

Notices of Requirement (NoRs) and resource consent applications were lodged with the Environmental Protection Authority (EPA) on 14 December 2016.

As with other projects previously lodged with the EPA, the Minister for the Environment then considers whether the project is a matter of national significance and decides if it should be referred to a Board of Inquiry (BOI), Environment Court or referred to the local authority for consideration. The appropriate submission, evidence and hearing processes then follow.

Should the Minister decide the applications are to be referred to a Board of Inquiry, the EPA publicly notifies the applications and a 4 week submission period commences. Key dates and more information will be announced on the EPA website after the Minister's announcement on www.epa.govt.nz/northerncorridor

We are holding 'drop-in' information days at the NCI Project Hub in March so you can learn more about the process and view the technical reports and drawings. These information days will be advertised on our website and in the North Shore Times.

IN THE EVENT THAT A BOI TAKES PLACE, SUBMITTERS CAN CHOOSE

- Making a written submission.
- Making a written submission and speaking at the hearing. Submitters can do this themselves or have someone speak for them if evidence on oath is given. They can also get together with other submitters who have similar views.
- Making a written submission and presenting evidence through an expert witness. A witness may be an independent expert in a technical area, for example a planner who can interpret a plan.



TYPICAL BOARD OF INQUIRY PROCESS



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Kia whiwhi i tētahi whakamāoritanga o tēnei pānui, tēnā īmēra mai ki northerncorridor@nzta.govt.nz

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Produced by the Northern Corridor Improvements project team, at the NZ Transport Agency.

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