

# KUMEŪ-HUAPAI ALTERNATIVE STATE HIGHWAY CORRIDOR

The Alternative State Highway Corridor is a potential new strategic connection that would reduce today's safety and severance issues on SH16 through Kumeū-Huapai and provide both a through-route and access to new houses and employment areas.

This would allow the existing SH16 (Main Road) to become a more important part of a thriving town centre, reduce reliance on this route and help provide for a wider range of travel choices. The alternative corridor is a long-term proposal that would be timed with the release of the Kumeū-Huapai growth area. Route protecting this corridor will help provide certainty as the area develops.

Options for the Alternative Corridor on the northern side of Kumeū-Huapai and the existing SH16 are not being progressed due to challenging environmental features and greater predicted future travel demands for the southern parts of Kumeū-Huapai.

## We are considering a range of ideas for the alternative corridor:

1

### Options for a connection point from the existing SH16

1a

#### From the SH16 Brigham Creek roundabout

- Separates the new corridor from the existing SH16 at a point near Westgate and Whenuapai
- Less constrained by existing access requirements along SH16
- Would require realignment of the proposed interchange at Brigham Creek Road.

1b

#### From the SH16 Taupaki roundabout

- Begins further north on SH16, at the Taupaki roundabout
- Integrates with the safety and efficiency upgrades already being delivered on this section of road by the Safe Roads SH16 project.

2

### Options for the corridor at Kumeū-Huapai

2a

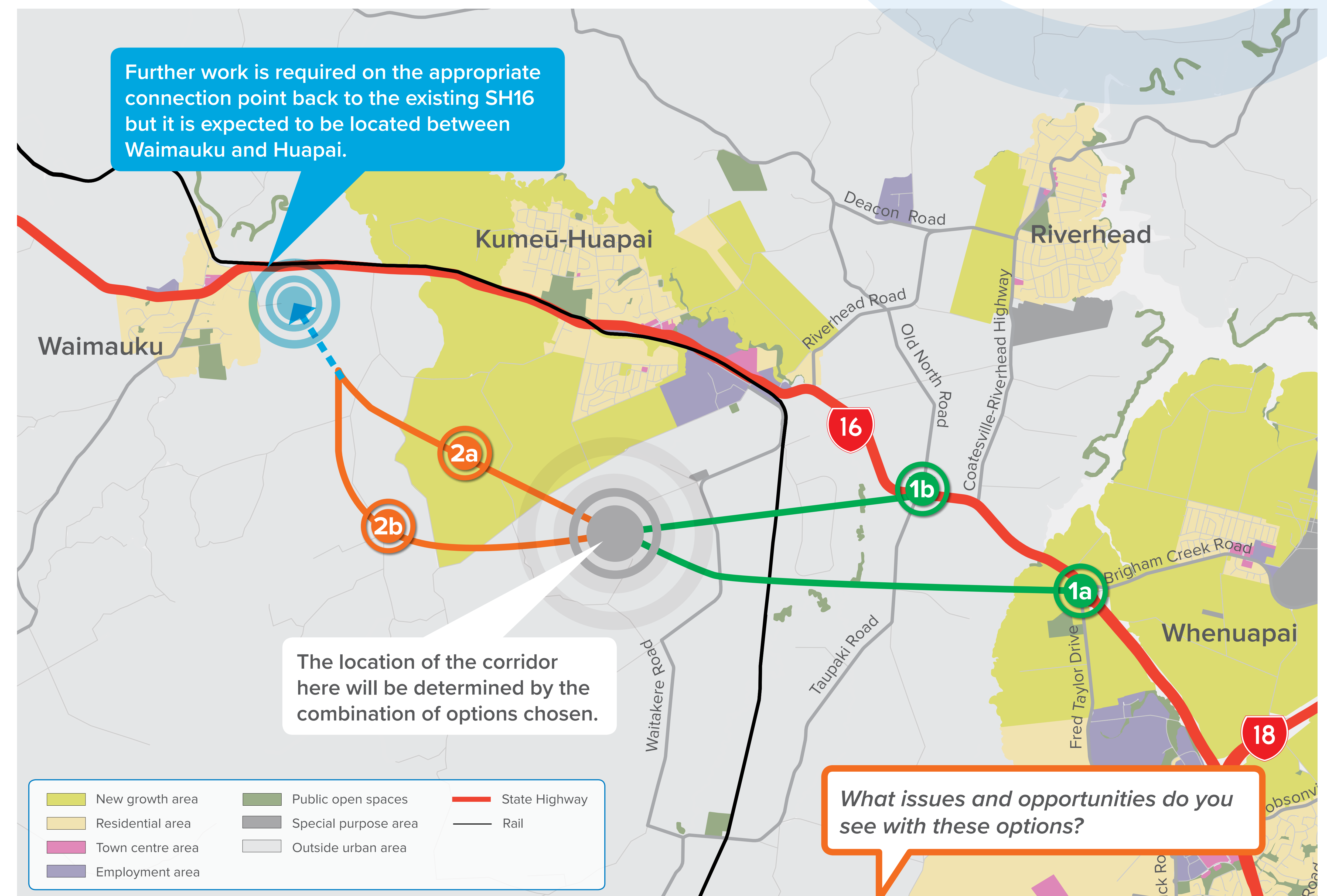
#### Through the southern part the growth area

- Provides more direct connectivity with the future growth areas and existing business areas.

2b

#### Around the southern part of the growth area

- Minimal direct impact on future urban area
- Passes through steeper terrain and will have greater construction challenges.



Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to the Resource Management Act, and Land Transport Management Act. All projects will be subject to further investigation to confirm land requirements, this will include further consultation on these options.