

Northern Pathway

WESTHAVEN TO AKORANGA

HAVE YOUR SAY



Waka Kotahi NZ Transport Agency is progressing the Northern Pathway project to provide a seamless dedicated walking and cycling link between central Auckland and Albany on the North Shore. It will connect with existing routes to help unlock the region's wider walking and cycling network.

The project is picking up pace. To ensure that we are creating a pathway that will serve you and future generations, we are wanting your input, specifically on several aspects of the section of the pathway from Westhaven to Akoranga. After we have your feedback, we will be applying for the Resource Consent that we need to construct and operate the pathway.

This year we've been working to determine the best route of the pathway, so this update is to share where our planning has got to and also let you know our preferred designs for access to the pathway at Westhaven, Princes Street, Onewa Road and Esmonde Road. Please read on for more information below and to learn how to provide your feedback.

How we will engage with you

We are continuing to progress this project as infrastructure will play a critical role in the economic recovery of New Zealand.

In response to COVID-19, it's no longer appropriate to have face-to-face and buy-in events to share information with you and gather your feedback, so we won't be bringing people together in big groups as we have done in the past. That means no information days or drop in sessions. Instead, we encourage you to read this brochure and to provide us with your feedback.

As always, we have our dedicated email address so that you can ask questions or let us know if you would like a phone call with one of our team – northernpathway@nzta.govt.nz.

THE NORTHERN PATHWAY WILL:

- Provide more travel choices in Auckland and support the future growth of the walking and cycling network on both sides of the harbour.
- Provide people with a healthy, environmentally friendly way to get to and from work and education, as well as accessing services and connecting with friends and family.
- Reduce the number of short trips by private vehicle.
- Increase access to transport hubs on the North Shore, particularly Akoranga and with future sections of the Northern Pathway, Constellation and Albany Bus Stations.

Westhaven to Akoranga

In January this year, the Government announced the Northern Pathway Westhaven to Akoranga connection is being funded with a \$360 million investment as part of the New Zealand Upgrade Programme.

In early February we confirmed an important change to the design to ensure we provide the best experience for users of the pathway for generations to come. As a result, we have brought together two projects, what was the Auckland Harbour Bridge Shared Path and SeaPath projects into one seamless connection.

The pathway will connect to the existing Auckland Harbour Bridge at the same level as the traffic and carry users from Westhaven straight through on a continuous pathway above Northcote Point towards Sulphur Beach Road and continue to Onewa Road and Esmonde Road.

We've recently announced the shortlisting of two teams to prepare proposals for the detailed design and construction of the cross-harbour section of the pathway. These teams are competing to be selected as the preferred partner to work in an alliance with the Transport Agency. The preferred team will be announced later in the year and will continue to refine all the project design details.

Early contractor involvement while undertaking the design will help us move forward quickly with this project, as the design can be developed with input from the construction team to ensure the best option is designed, and then built.

PREVIOUS ENGAGEMENT AND CONSULTATION

There has been significant engagement and consultation undertaken over many years both about the Westhaven to Northcote Point section of the path and the Northcote Point to Akoranga section.

In July 2019 the Transport Agency met with communities at two open days held on either side of the Auckland Harbour Bridge – one in Northcote Point and one in Westhaven. You can read the summary of feedback [here](#). We also spoke with the community between the period 20 August to 4 September 2019 and received lots of online feedback. Within that feedback, you told us that you would prefer ramps rather than stairs and lifts to connect with local communities. You can read the feedback report [here](#).

Previously, the Transport Agency spoke with the community regarding the land component of the connection from Northcote to Akoranga in August 2018 and you can read the summary of feedback [here](#).

We have also been meeting our partners, key stakeholders and community groups. We have gathered a lot of information from these conversations, and we appreciate the time people have taken to help us improve our proposals.

We have used that feedback to improve the design and now we want to share those changes with you and ask for your feedback before we lodge our application for statutory approvals.

We'd like your feedback on the following things:

[Complete the online feedback survey here](#)

Westhaven connection

Working closely with our partners is important to ensure safe access to the Northern Pathway for all users and active travel modes.

We have heard residents are concerned about parking in the area, so we are discussing parking schemes with Auckland Transport and working to ensure people understand their public transport options to and from this location.

We know people are interested in the curve and slope of the ramp into Westhaven Marina.

As outlined in our previous engagement, our proposed design best connects the Westhaven to Northcote Point section to the local walking and cycling network as well as the waterfront area and provides the best outcome for safety.

Key principles of the design at Westhaven

- A slow zone with markings and signs slowing people on bikes and micro-mobility users as they come off the bridge.
- A transition zone that will move people on bikes from free-flowing cycle speeds to a slower speed environment. An important part of this transition zone is a tohu whenua (in this case a Maori artwork) which will act as a visual cue at the turning point for people to slow down.

Princes Street connection

You have told us that a connection at Northcote Point is important. The proposed connection ramp at Northcote Point to and from the shared path will provide access for residents as well as those wanting to access local businesses, the ferry (when it opens later in 2020) and the local cycling and walking network.

We have heard residents are concerned about parking in the area, so we are discussing parking schemes with Auckland Transport and working to ensure people understand their public transport options to and from this location.

We have progressed a revised design for the Princes Street Ramp from the two indicative concept designs that were included in our Detailed Business Case (DBC).

Key principles of the design at Princes Street

- The preferred option follows the same gradient as the bridge (1:20) providing a more gradual climb/descent compared to the previous options (one was shorter and straighter, and one was triangular).
- The proposed ramp will be the same five metre width as the Westhaven to Northcote Point section of the Northern Pathway so there will be no narrowing of the path as you enter the ramp.
- A 90-degree turn has been included at the junction with the bridge, with a safe connection to the Northcote Point walking and cycling network.
- While we are working to minimise and manage impacts, the change in design to provide a continuous path will impact some houses and at least one pōhutukawa tree to the east of the existing bridge structure. We are talking with affected landowners and we will work with mana whenua and the community to plant new pōhutukawa trees from the seeds of the affected tree.

New coastal path to Stafford Park

Sulphur Beach Reserve provides a stunning view back to the city. We understand that it is used by the community as a look out, as a great location for taking photos and for boat users to head out for a day on the harbour.

When we reconsidered the design of the pathway in this location, we saw that we could improve the user experience between Sulphur Beach Reserve and Stafford Road by continuing the pathway along the coast. This provides a more direct route and removes safety concerns by bypassing Stafford Road. This design can be built within the existing motorway shoulder.

Users of the shared path will travel through this area on a continuous pathway as well as connect to Sulphur Beach Road.

Key principles of the design – Coastal path to Stafford Park

- Provide access to the Sulphur Beach Reserve.
- The construction of a new bridge is required for the path to cross the motorway from the coastal (eastern) side to the Stafford Park (western side).
- Upgrade the existing Tennyson Street underpass. The upgrade will include additional lighting, CCTV surveillance, and drainage works.
- Avoid conflict between path users and Sulphur Beach boat ramp users, and vehicles at Stafford Street off-ramp.

Esmonde Road connection

We've considered above, below and at-ground level options to connect at Esmonde Road. The preferred option is a ground level connection across the Akoranga Drive / Esmonde Road intersection with traffic lights. This option provides a safe connection and in time, it will connect to the future Akoranga to Constellation section of the Northern Pathway.

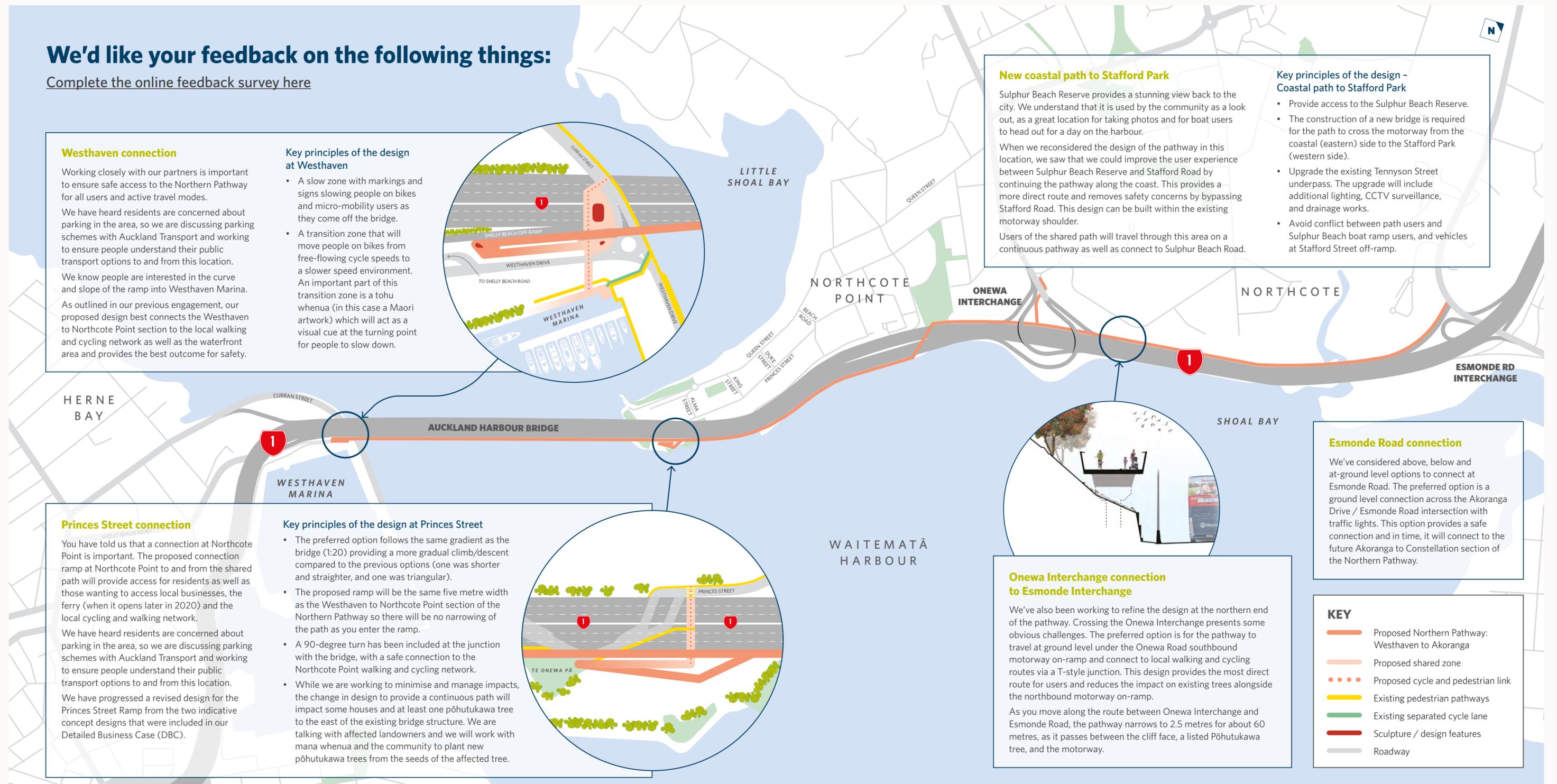
Onewa Interchange connection to Esmonde Interchange

We've also been working to refine the design at the northern end of the pathway. Crossing the Onewa Interchange presents some obvious challenges. The preferred option is for the pathway to travel at ground level under the Onewa Road southbound motorway on-ramp and connect to local walking and cycling routes via a T-style junction. This design provides the most direct route for users and reduces the impact on existing trees alongside the northbound motorway on-ramp.

As you move along the route between Onewa Interchange and Esmonde Road, the pathway narrows to 2.5 metres for about 60 metres, as it passes between the cliff face, a listed Pōhutukawa tree, and the motorway.

KEY

- Proposed Northern Pathway: Westhaven to Akoranga
- Proposed shared zone
- Proposed cycle and pedestrian link
- Existing pedestrian pathways
- Existing separated cycle lane
- Sculpture / design features
- Roadway



Please note, all designs are indicative and subject to change.



Next steps

We want to hear your thoughts about these revised designs. You can provide feedback between Monday 30 March 2020 and Sunday 19 April 2020. During this period, we will also continue to have conversations with our partners and stakeholders.

Following the consultation period, we will produce an engagement report so that you can see how we have considered your feedback

in our plans. We'll also continue to talk with our partners and the community as the project progresses.

The consenting/ approval process will start from mid-2020. Subject to approvals, construction is expected to begin in early 2021 and take around two and a half years.

Get involved ONLINE SURVEY

We invite you to share your feedback on the Northern Pathway Westhaven to Akoranga design. Please clearly state which part of the proposed design you are referencing in your feedback to help inform our final designs.

[You can complete the online survey to provide your feedback here.](#)

The Northern Pathway project is being delivered in three stages. The Westhaven to Akoranga part of the link will be the second section to be constructed:

NAME	STATUS	NEXT STEPS
Westhaven to Akoranga	Design, consenting, and procurement underway. We are seeking feedback now.	Lodge statutory approvals in mid-2020, followed by another round of public engagement. Subject to approvals, construction starts in the first half of 2021 and will be complete in 2023/2024
Akoranga to Constellation	Business case to identify a preferred route is underway	During 2020, Waka Kotahi will be speaking with partners, key stakeholders, and the community about this project to help confirm the preferred route. The business case is expected to be completed in early 2021.
Constellation to Albany	Being constructed as part of the Northern Corridor Improvements project	Construction of the Northern Corridor Improvements project, including the new walking and cycling paths, is underway and is expected to be completed in mid-2022.



For more information visit the project webpage or email the team

E: northernpathway@nzta.govt.nz

W: www.nzta.govt.nz/northern-pathway