

# NZ TRANSPORT AGENCY BOARD PAPER

<b>Meeting Date</b>	18 December 2019
<b>Agenda Item</b>	5.2
<b>Paper No</b>	2019/12/1470
<b>Title of Paper</b>	<b>Auckland Harbour Bridge Walking and Cycling Single Stage Business Case</b>
<b>Paper Sponsor(s)</b>	Brett Gliddon, GM System Design and Delivery
<b>Prepared By</b>	Paul Glucina, System Design Portfolio Manager
<b>Board function</b>	Decision Paper
<b>Conflicts</b>	None
<b>Version</b>	Final
<b>Date</b>	9 December 2019
<b>No of pages</b>	6 + 4 Attachments
<b>Legal Review</b>	Jessica Andrew, General Counsel Environment & RMA

## Purpose

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This paper seeks endorsement of the Auckland Harbour Bridge Shared Path Single Stage Business Case, and requests approval of funding of Auckland Harbour Bridge Shared Path and SeaPath for the pre-implementation, property acquisition and implementation phases.

## Recommendations

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It is recommended that the NZ Transport Agency Board resolves to:

- **Approve** the Auckland Harbour Bridge Shared Path Single Stage Business Case
- **Approve** funding from the National Land Transport Fund Walking and Cycling Activity Class for the pre-implementation phase of the Auckland Harbour Bridge Shared Path at an expected P(50) cost of \$25.0 million and a P(95) cost of \$28.8 million.
- **Approve** funding from the National Land Transport Fund Walking and Cycling Activity Class for the property acquisition phase of the Auckland Harbour Bridge Shared Path

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- **Approve** funding from the National Land Transport Fund Walking and Cycling Activity Class for construction of the Auckland Harbour Bridge Shared Path at an expected P(50) cost of \$191.2 million and a P(95) cost of \$219.9 million, with an investment assessment profile of Very High results alignment and BCR of 1.3. (1.0-1.7 BCR range).
- **Approve** implementation funding from the National Land Transport Fund Walking and Cycling Activity Class for construction of SeaPath at an expected P(50) cost of \$62.4 million and a P(95) cost of \$73 million, with an investment assessment profile of High results alignment and BCR of 1.2. (1.0-2.9 BCR range).

## Strategic Relevance

The NZ Transport Agency, Auckland Transport and Auckland Council are joint partners in the delivery of Auckland's cycling programme. The three agencies are working collaboratively to plan, promote and deliver cycling across Auckland through the implementation of the Auckland Cycle Network - a connected network that works outwards from the Central Business District (CBD).

The Auckland Harbour Bridge Shared Path (AHBSP) will create a walking and cycling link across the Auckland Harbour Bridge, and is of high strategic importance to the completion of the Auckland cycling network. The Transport Agency is also delivering SeaPath, a shared use path that will link the north side of the bridge to Auckland's North Shore. The two projects are further supported by Auckland Transport's Esmonde Road improvements and Panuku's investment in Westhaven marina boardwalk.

The cycling network in Auckland is a key element of the Auckland Transport Alignment Project, and these projects will provide an integrated walking and cycling connection between the City Centre and Takapuna (see **Attachment 1**).

These projects support the Transport Agency's 'one connected transport system' strategic response and the 'liveable communities' position statement.

## Background

In 2015, Auckland Council granted resource consent to the SkyPath Trust for a shared path fixed to the underside of the eastern clip-on (southbound) of the Auckland Harbour Bridge. The consented design has landing points at Westhaven and Northcote Point.

In April 2018 (Board Paper: 2018/04/1235) the Transport Agency Board endorsed the taking over of responsibility for the AHBSP and delegated to the Chief Executive the ability to approve funding of \$1.5 million to undertake a Detailed Business Case (DBC).

In December 2018 (Board Paper: 2018/12/1322) the Board approved \$6m in pre-implementation and \$5.85m in property funding for SeaPath and noted the decision to approve construction funding would be made in conjunction with the future decision to fund the AHBSP.

In October 2019 (Board Paper: 2019/10/1447) the Board approved procuring AHBSP via a Hybrid Alliance and SeaPath via a traditional model.

When assessed against the Transport Agency's Investment Assessment Framework the AHBSP has a Very High results alignment and SeaPath a High results alignment.

## Key Issues

### Investment Objectives

The AHBSP project has two investment objectives:

- To increase the mode share of walking and cycling travel to work trips across the Auckland Harbour Bridge from 0% to 3% by 2028 by completing the strategic missing walking and cycling link connecting the North Shore and Auckland City; and
- To increase the number of daily walking and cycling recreation and tourism trips across the Auckland Harbour Bridge by completing the iconic walking and cycling link connecting the North Shore and Auckland City.

### Auckland Harbour Bridge Shared Path

The AHBSP DBC considered 12 options for a cross harbour shared path, one of which was the consented design developed by SkyPath Trust.

A five-metre wide shared path at the same level as the deck of the Harbour Bridge extension has been identified as the preferred option. It will connect seamlessly with SeaPath, with entry and exit ramps on the cross-harbour section proposed at Northcote Point (in the vicinity of 9 Princes Street) to provide for local access to the facility and connections to the wider safe cycle network, and to the south near the Curran St/Westhaven Drive intersection (see Attachment One).

The independent structure will be located on the eastern side of the Harbour Bridge. The structure will be supported on separate box columns attached to the bridge piers, so users are not subject to significant vertical movement caused by bridge traffic. The recommended option enables a wider pathway than the SkyPath design, in line with Austroads design guidance for the forecasted levels of demand.

#### Tolling

The AHBSP will not be tolled. Unlike the consented SkyPath design, the preferred design will not affect the load-carrying capacity of the Harbour Bridge, so there is no requirement to manage access to the AHBSP via a toll.

#### Procurement

Procurement of a detailed design and construction partner for the Hybrid Alliance is underway. Registrations of Interest were called in early November 2019. s 9(2)(j)

### SeaPath

The preferred SeaPath option, endorsed by the Board in December 2018, is a new four kilometre shared walking and cycling path on the lower North Shore from Northcote Point to Esmonde Road in Takapuna. The SeaPath route seeks to maximise accessibility between the places people live, work, study, and play. SeaPath's route along the original shoreline will also showcase the area's natural features and cultural value and heritage and connect into public open spaces and reserves.

The SeaPath preferred option also includes more than 1km of grade separated boardwalks and bridges in order to address the impact to the estuary, conflicts with motorway traffic and safety concerns.

### Progress against AHBSP and SeaPath programme

Investigations, analysis and specimen design for the AHBSP are continuing in parallel with the procurement process. Geotechnical investigations for the AHBSP are targeting a mid-December 2019 start on the southern side of the Harbour Bridge, which will be followed by investigations at Te Onewa Pā / Stokes Point and through the rest of the AHBSP and SeaPath corridor next year. It is expected that the earliest construction could commence is with enabling works in late 2020. The

construction timelines for both projects are dependent on a number of factors including property and the consenting process. It will take about two and a half years to complete the works.

Professional services for SeaPath detailed design and consenting have been procured and this work is underway. Beca Ltd was appointed in September 2019 to provide detailed design and consenting services following a competitive procurement exercise. The investigation, design and consenting activities are in progress. s 9(2)(j)

**AHBSP and SeaPath benefits**

By completing the strategic missing walking and cycling link connecting the North Shore and Auckland City we predict an increase in the mode share of walking and cycling travel to work trips across the Harbour Bridge from 0% to 3% by 2028.

Over a standard 30 year return period the preferred options for AHB Shared Path and SeaPath have positive benefit cost ratios both individually and as a package.

	SeaPath	AHB Shared Path	Combined
BCR	1.2	1.3	1.3

**Project Affordability**

To date project development for both AHBS and SeaPath have been fully funded from the National Land Transport Fund Walking and Cycling Activity Class.

Whilst sufficient funding has been allocated in the 2018-21 National Land Transport Programme (NLTP), funding requirements for the both shared paths in the 2021-24 NLTP are significant and the expected total would form a large proportion of the total budget available for walking and cycling.

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**Risks**

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## Health & Safety, Customer & Other Stakeholder and Environmental Impact

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On balance, the impact of this decision is considered by the NZ Transport Agency to be positive, in terms of health and safety, the public and other stakeholders, and the environment.

## Related Documents

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### Attachment One

Map: Addition of Auckland Harbour Bridge and Shared Path and SeaPath to the existing Auckland walking and cycling network

### Attachment Two

Auckland Harbour Bridge Shared Path Preferred Option – Concept Images

### Attachment Three

Map: SeaPath preferred option

### Supporting Information

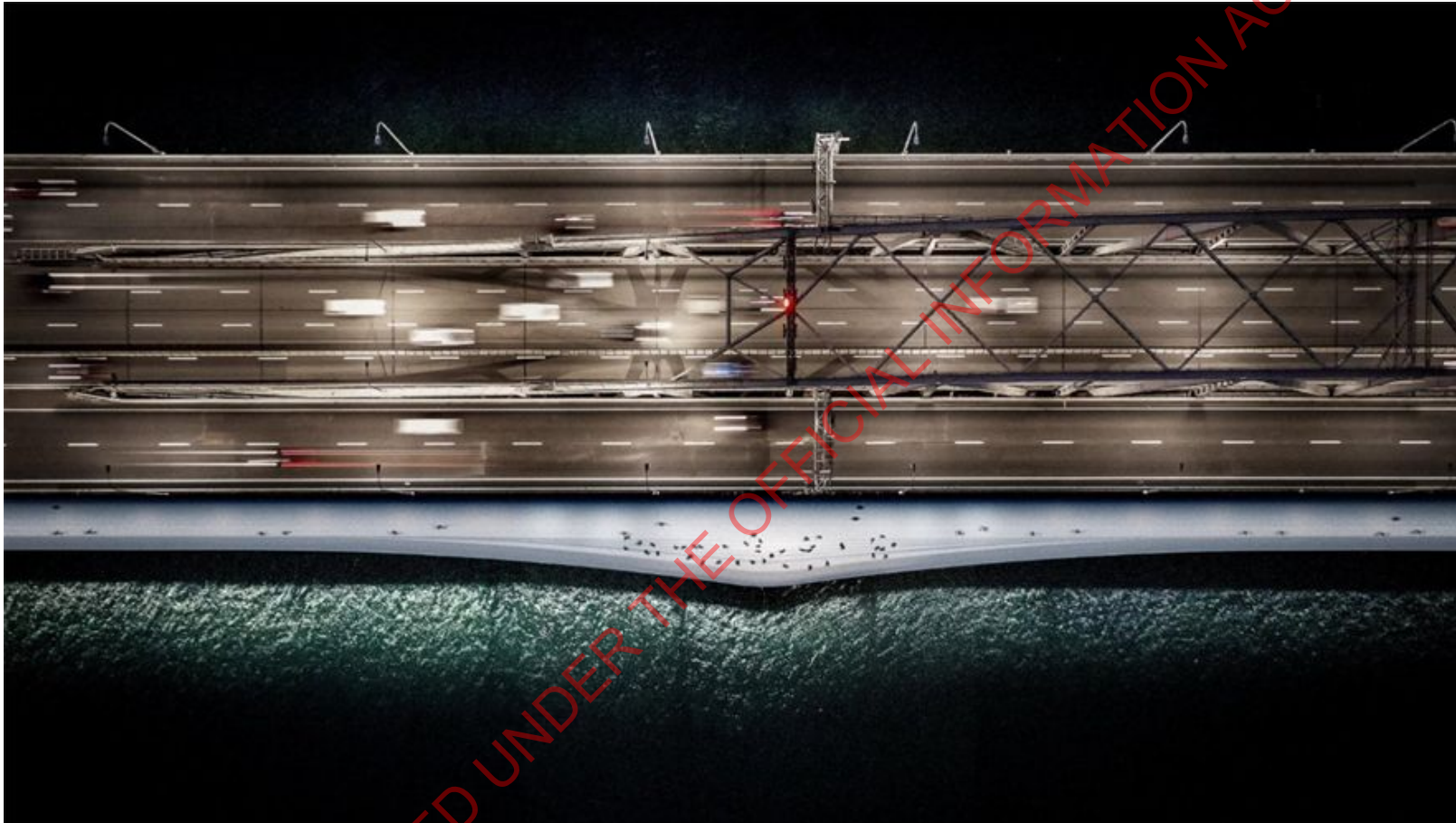
Detailed Business Case



# AUCKLAND HARBOUR BRIDGE SHARED PATH AND SEAPATH CONNECTING AUCKLAND



## Attachment Two: Auckland Harbour Bridge Shared Path Preferred Option – Concept Images







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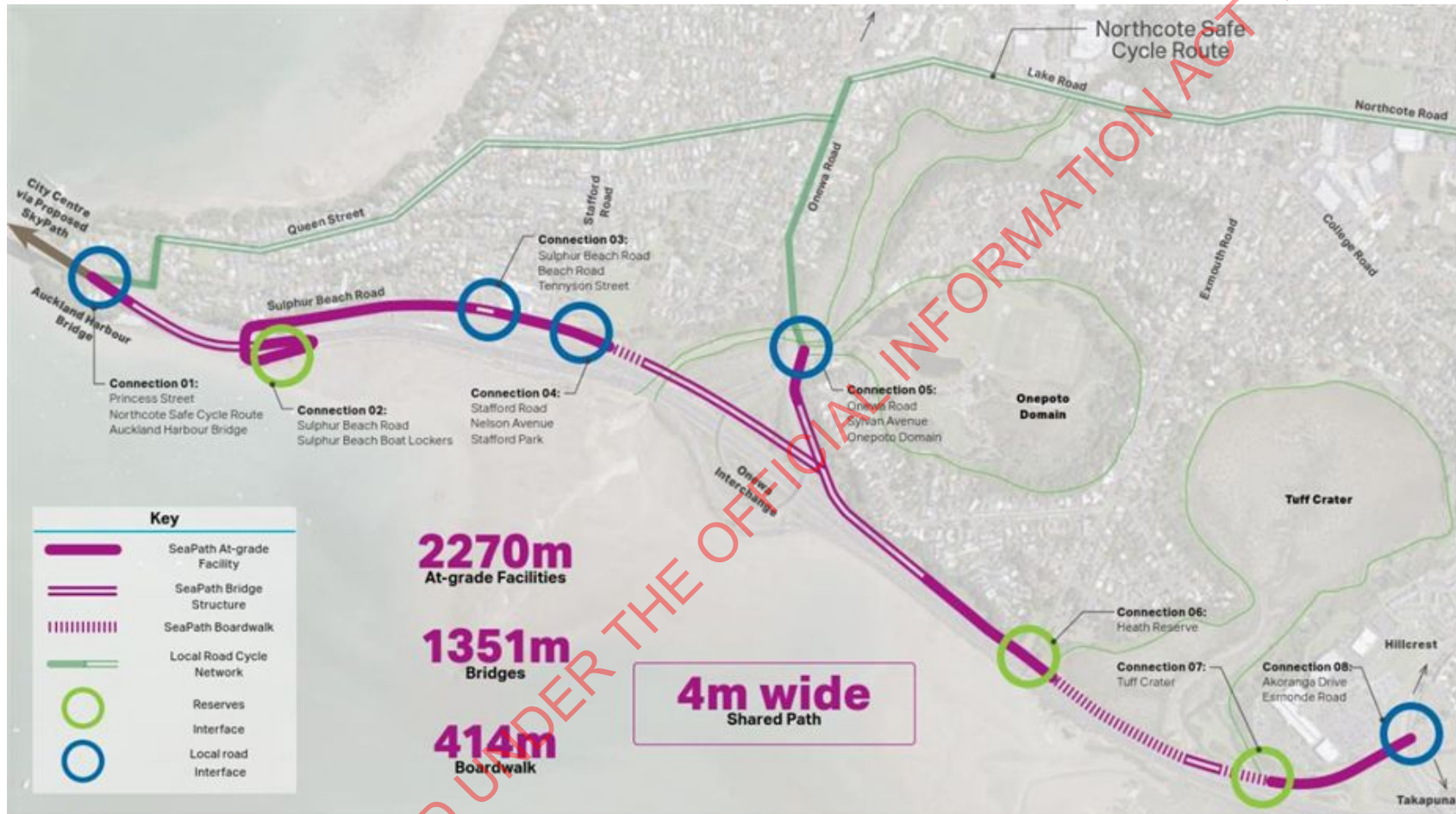
AUCKLAND HARBOUR BRIDGE SHARED PATH PREFERRED  
OPTION – CONCEPT IMAGES // 2



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AUCKLAND HARBOUR BRIDGE SHARED PATH PREFERRED  
OPTION – CONCEPT IMAGES // 3

### Attachment Three: Map, SeaPath preferred option



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