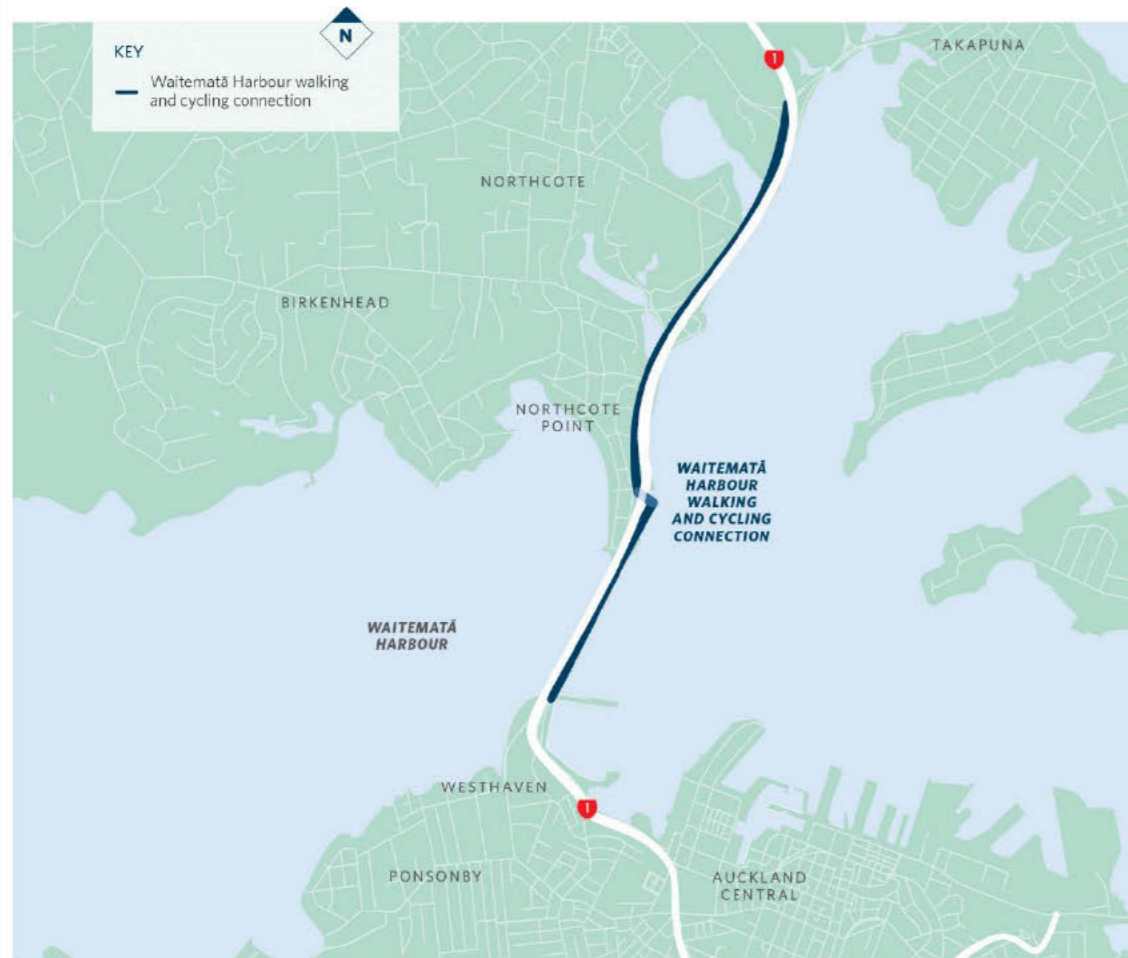


## Project: Northern Pathway Westhaven to Akoranga

### Overview of the project

#### Location Plan



#### Headline summary:

The Northern Pathway Westhaven to Akoranga project will deliver a transformational walking and cycling connection across the Waitematā Harbour, by connecting the city centre with the North Shore.

#### Strategic context and need for the project:

The Northern Pathway, from central Auckland to Albany on the North Shore, is split into three connected sections for delivery - Westhaven to Akoranga (this project), Akoranga to Constellation (currently at DBC) and Constellation to Albany (currently in construction).

Northern Pathway is part of the Auckland Transport Alignment Project's (ATAP) 'Better Travel Choice Mode Shift Plan', which is an ambitious plan to help support mode shift across the city over the next five years. This project will play a key role in increasing mode shift of walking and cycling by providing a new travel option which connects into the existing and future walking and cycling network.

The Northern Pathway Westhaven to Akoranga project demonstrates the Government's commitment to providing Aucklanders on both sides of the harbour with another choice for how they get to work, connect with family and friends and access services across the city. The project is highly aligned with the Government Policy Statement on Land Transport which prioritises safety, access and the environment.

#### Benefits and objectives of the project:

The key benefit of the Northern Pathway Westhaven to Akoranga project is to encourage modal shift by providing alternative travel choices across the Waitematā Harbour to the North Shore. It will also provide safety outcomes, and improve access and mobility to business areas, recreational facilities and schools.

#### The objectives of the project:

- Increase the mode share of walking and cycling travel to work trips across the harbour bridge from 0% - 3% by 2028 by completing the strategic walking and cycling link connecting the North Shore and Auckland City
- Increase the number of daily walking and cycling recreation and tourism trips across the Harbour Bridge from 0 to 2500 by 2028 by completing an iconic walking and cycling link connecting the Northshore to the Auckland City.
- Improve transport system capacity.
- Increase the total number of walking and cycling trips between Esmonde Road and Harbour Bridge to 1,500 by 2046.
- Improved access to community assets and the natural and built environment.
- Increase the number of households with access to the natural environment and community assets between Esmonde Road and Harbour Bridge by active modes.

## Project: Northern Pathway Westhaven to Akoranga

### What are we delivering? (Key reporting for the Establishment Report and what we will be measured against)

#### Project Scope

##### The core scope and design details:

- A new 4.8km separated walking and cycling facility.
- The bridge component over the harbour has a 5m width and the land component is generally 4m (there are a few localised sections which will be narrower due to space constraints alongside the Motorway and in areas of cultural and environmental importance).
- The bridge component is to be built on the eastern side of the Harbour Bridge at the same deck level as the southbound traffic lanes and will have three viewing areas.
- An overbridge is proposed for the motorway crossing near Stafford Park and an underpass at the Onewa interchange.

##### Route details:

- Links Westhaven across the Waitematā Harbour and through to Esmonde Road, with connections to Northcote and Takapuna alongside the Auckland Harbour Bridge.
- North of the Bridge, the Northern Pathway follows the coast before crossing the motorway in the vicinity of the weighbridge/Stafford Park and then following the motorway on the landward side.
- There are connections to the street network at Westhaven Marina, Northcote Point, Sulphur Point, Stafford Road, Onewa Road, Esmonde Road and to the Exmouth Reserve.
- On the city side, the network will link to Grafton Gully, the Northwestern Motorway and Waterview, and then south to Manukau and Auckland Airport. It will also connect to the shared path running through the eastern suburbs to Tamaki.

##### What does the scope exclude:

- Upgrades to current walking and cycling paths within the Auckland Transport (AT) / Auckland Council (AC) network including any new connections.
- Any connections beyond the landing at Akoranga Drive (either to AT network or any future shared path connections).
- Any shelter/cover for path.
- Any upgrades to the existing Tennyson Street underpass or the existing Exmouth Road bridge.
- Any upgrades / strengthening of the Auckland Harbour Bridge and its substructure (eg piers).
- Any provision of bus or carparking facilities.
- Any provision of toilets and bike repair stations.
- Any new piers in the Waitematā Harbour.
- Any treatment of existing stormwater runoff from the motorway.
- Any technology solution to control / enforce speed limits.

##### Project Dependencies:

- The project links to the other sections of the Northern Pathway project.
- The project will need to ensure that work does not conflict with major renewal / maintenance work on the bridge.

#### Timeframes

##### Status:

The current status of the Northern Pathway Westhaven to Akoranga project is as follows:

- Business cases are approved.
- Consenting design complete and technical assessments underway for consenting phase.
- Specimen design and RFP nearly complete for the bridge component.
- Property acquisition discussions have been initiated with the private landowners in Princes Street on a willing buyer/seller basis.

##### Establishment Report baseline:

KEY MILESTONES	DATE
Complete consenting design	Early 2020
Start detailed design	Early 2020
Undertake public consultation	Early 2020
RFP for shared path alliance issued	Mid 2020
Lodge RMA statutory approvals and consents	Mid 2020
Shared Path Alliance established	Mid-Late 2020
Construction contract awarded *	Late 2020
Early works begin	Early 2021
Construction start	2021
Construction finish	2024

\* For this project, "Construction contract awarded" relates to the Interim Project Alliance Agreement.

##### Timing assumptions:

The timeframes outlined above assume:

- The compulsory acquisition provisions of the Public Works Act 1981 are not required to acquire property (i.e. we are able to reach voluntary agreement with all six landowners).
- Direct referral to the Environment Court is accepted for the consents, with the hearing scheduled for December 2020 at the latest, a decision a month later and no appeals to the High Court. Refer later risk items.

##### 2020 Announcement Opportunities:

- Lodgement of consents – June 2020
- Announcement of preferred Alliance team – September / October 2020

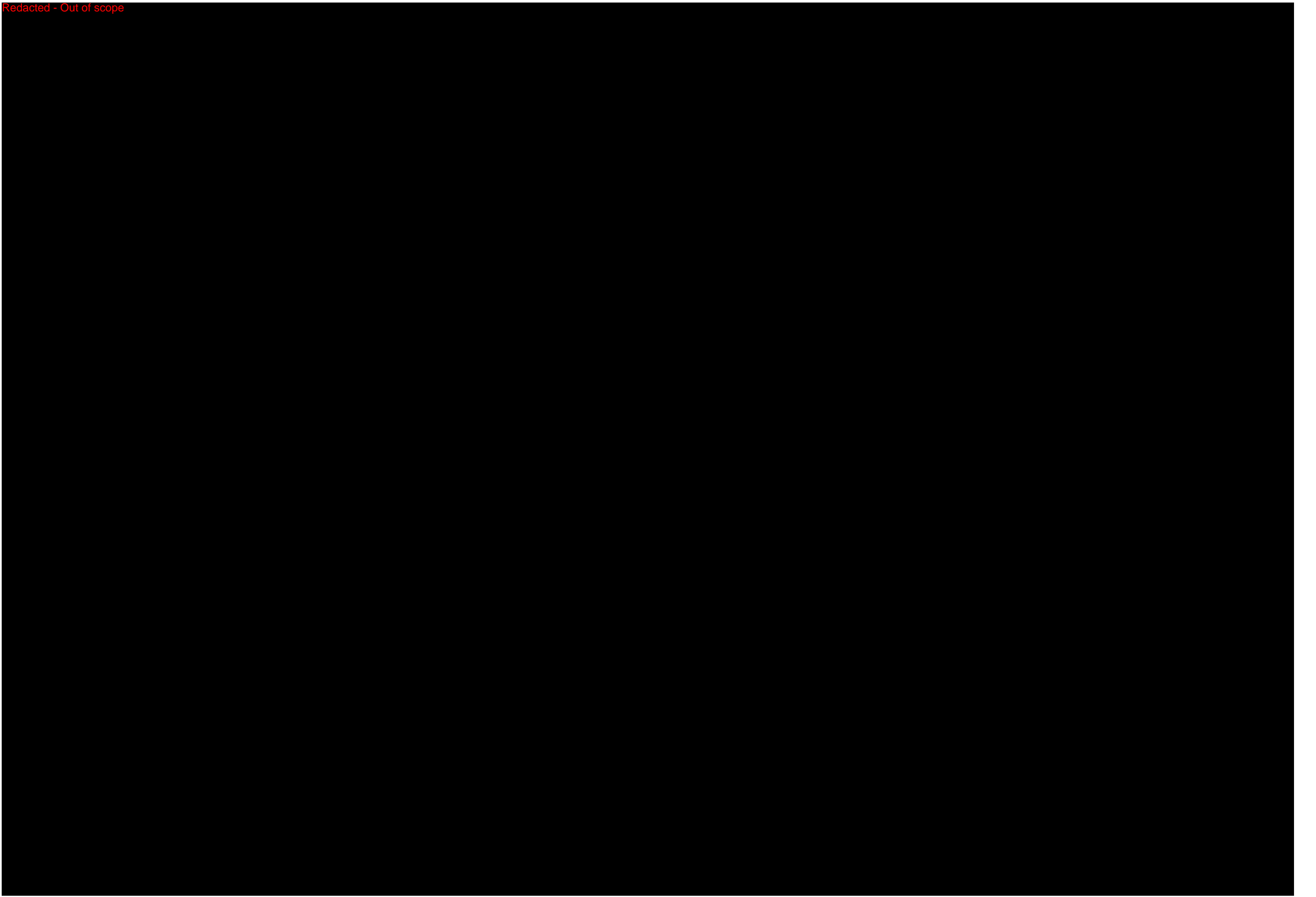
##### Timeframe (monthly for 2020):

- April 2020 – Public engagement, issue bridge component draft RFP and MRs for Waka Kotahi review
- May 2020 – Issue RFP to Proponents for bridge component; complete geotechnical investigations; complete cost estimate on bridge component specimen design; complete concept design for the land component; complete bridge component structural peer review
- June 2020 – Lodge consents; post-lodgement public engagement; complete cost estimate on land component concept design; decision on when to proceed with compulsory acquisition
- July 2020 – Complete bridge component geotechnical peer review; complete assessment of existing bridge sub-structure; Auckland Council notify consent application
- August 2020 – Submissions close on consent application; Auckland Council decision on direct referral

	<ul style="list-style-type: none"> <li>September 2020 – Bridge component proposal evaluation</li> <li>October 2020 – Complete detailed design for land component; announce preferred Alliance team (subject to no delays due to Covid-19 impacts); complete initial detailed design of bridge pier brackets to support pathway</li> <li>November 2020 – Road Safety Audit of land component</li> <li>December 2020 – Environment Court hearing (subject to direct referral process and confirmation from the Court); complete cost estimate on land component detailed design</li> <li>Early 2021 - Potential for early works as permitted activity (opportunity under discussion with NZTA legal team)</li> <li>April 2021 – Award PAA for bridge component</li> <li>June 2021 – Advertise RFT for land component</li> <li>July 2021 – Commence main physical works for bridge component</li> <li>Late 2021 – Commence land component physical works</li> <li>Mid-2024 – Construction complete</li> </ul>												
<p><b>Cost</b></p> <p><b>Cost of the project:</b></p> <p>The NZ Upgrade Programme will provide \$360M for the Northern Pathway Westhaven to Akoranga project.</p> <table border="1"> <thead> <tr> <th>PROJECT PHASE</th><th>COST (\$M)</th></tr> </thead> <tbody> <tr> <td>Property</td><td>27</td></tr> <tr> <td>Further investigation and pre-implementation</td><td>30</td></tr> <tr> <td>Implementation</td><td>247</td></tr> <tr> <td>P50 estimate</td><td>304</td></tr> <tr> <td>P95 estimate</td><td>352</td></tr> </tbody> </table> <p><b>Cost estimate level:</b></p> <p>Current cost estimates are from the approved business cases - Auckland Harbour Bridge Shared Path single stage business case January 2020 and Seapath detailed business case 12 October 2018.</p> <p>An interim cost estimate is expected to be updated by mid-2020. Following this update the project team will work with NZUP PMO to agree a project budget (refer assumptions below).</p> <p><b>Cost assumptions:</b></p> <ul style="list-style-type: none"> <li>That Auckland Harbour Bridge can support the Northern Pathway. If the seismic assessment underway reaches a different conclusion, new (or strengthened) foundation piles, pier structures and resource consents may be required, resulting in delays and additional costs.</li> <li>Scope changes for replacement of the AHB east side barrier (~\$4M) and those recently approved to improve the connectivity and amenity of the Pathway (~\$27M) are additional to the above and will be incorporated in the cost estimate update.</li> </ul>	PROJECT PHASE	COST (\$M)	Property	27	Further investigation and pre-implementation	30	Implementation	247	P50 estimate	304	P95 estimate	352	<p><b>Top risks</b></p> <p><b>Property acquisition:</b></p> <ul style="list-style-type: none"> <li>s 9(2)(j)</li> </ul> <p><b>Stakeholders</b></p> <ul style="list-style-type: none"> <li>Lodgement of consents will occur before a concept design can be shared with the public. This limits the extent that any design problems identified in the consultation can be addressed. <b>Strategy:</b> Treat. <b>Plan:</b> A route alignment graphic and “bubble enlargements” at the connection points have been provided as part of the public engagement collateral. The staged design process has been explained as part of this engagement process too. A public engagement campaign is proposed post-lodgement to provide feedback on how the comments have been taken into account.</li> <li>Ongoing support for the project could be affected by visual impacts, proximity to private property, parking concerns and noise. <b>Strategy:</b> Treat. <b>Plan:</b> Technical assessments are underway on these potential effects and will be further explored with Auckland Council and Mana Whenua before lodgement, and post-lodgement during public engagement and with submitters. Discussions are also underway with Auckland Transport regarding the potential need for resident only parking zones.</li> </ul> <p><b>Construction:</b></p> <ul style="list-style-type: none"> <li>Vibration (including wind effects), geotechnical and seismic assessments are currently underway. The estimated construction cost is therefore subject to change if additional load capacity on the Auckland Harbour Bridge or damping of vibration effects is required. <b>Strategy:</b> Treat. <b>Plan:</b> Peer reviewers have been engaged to review the specimen design. Proponents have the opportunity as part of the hybrid alliance procurement model to optimise these aspects of the design. There is also the opportunity to request departures from Waka Kotahi standards.</li> </ul> <p><b>Consent Requirements:</b></p> <ul style="list-style-type: none"> <li>It has been agreed, in principle, between Auckland Council and Waka Kotahi to transfer the existing ‘SkyPath’ consent to Waka Kotahi in accordance with the Resource Management Act (RMA). The risk is that any delays to this process could delay programme or increase the total cost of the project. <b>Strategy:</b> Treat. <b>Plan:</b> This matter was discussed by the Project Director with the Auckland Council representative who confirmed that there was no impediment to this. The issue has been escalated to the Project Steering Committee who will escalate within Council. If no immediate action, the next step will be to escalate to NZUP Steering Group.</li> <li>The Northern Pathway will likely attract high volumes of public and political interest that could result in elongation of the submission and court processes. <b>Strategy:</b> Treat. <b>Plan:</b> Ensure that consent documentation is robust and that key stakeholders are “on board” prior to lodgement. Relationships have been established with Auckland Council and the Environment Court to ensure early warning of any elongation in their processes.</li> <li>This is a sensitive receiving environment. There is a risk that concerns raised through the consenting process necessitate some re-design and/or stronger mitigation works which could cause delay and additional costs. <b>Strategy:</b> Treat. <b>Plan:</b> Ensure that consent documentation is robust and that partners and key stakeholders are</li> </ul>
PROJECT PHASE	COST (\$M)												
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*“on board” prior to lodgement. Continue engagement with partners and key stakeholders to minimise risk of “late identification” of issues.*

Redacted - Out of scope





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