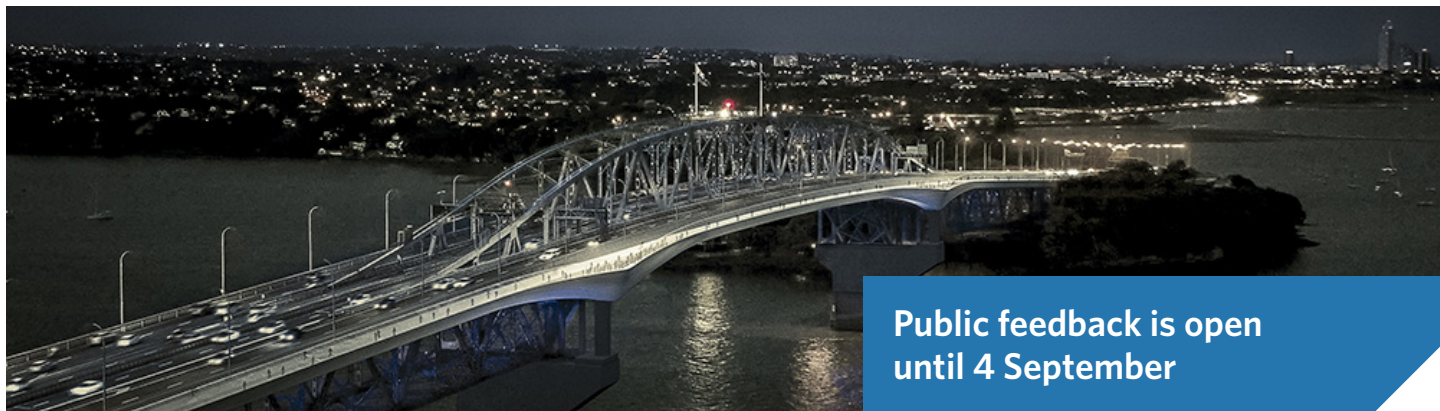


HAVE YOUR SAY

about connecting the Auckland Harbour Bridge Shared Path with the CBD and Takapuna

AUGUST 2019



Public feedback is open until 4 September

ABOUT THIS PROJECT

The NZ Transport Agency is pleased to be delivering a transformational walking and cycling link between Auckland's CBD and Takapuna. A new shared path will be built alongside the Auckland Harbour Bridge (AHB) connecting with the Westhaven walking and cycling connections on the city side and Takapuna via Northcote and SeaPath. When it's finished, the link will change how Aucklanders get around and how we attract and excite visitors to and about our city.

The Auckland Harbour Bridge section will be a five-metre wide shared path on the east of the AHB (facing Auckland City), directly linking the CBD and Takapuna and connecting with the future SeaPath route to create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at locations such as Westhaven, Northcote Point, Onewa Road and Esmonde Road.

Earlier this year we published our preferred design for the shared path, and since then we have been working on how the path will connect to the southern and northern ends of the Auckland Harbour Bridge before linking into the Westhaven and Northcote Point connections, particularly SeaPath – these connections are called the 'landings'.

We know people are keen to see these designs to understand what they look like, how they will be used and how they will fit within the environment. We also want your feedback to help shape our thinking as we complete the detailed business case (DBC) for the AHB Shared Path section of the project.

The DBC is expected to be finished before the end of this year and the next stage after that is detailed design and any further consenting that may be required. Part of our current work is looking at the consents that have already been secured for the SkyPath design for this link.

We want to find the best way to get this project delivered as quickly as we can, so we are working out how we can use the existing consent, what changes may be needed or whether we need to secure new consents for this design to be built.

The soonest that construction could start on the project is late 2020 and it will take about two and a half years to build. The estimated cost is \$100-\$140 million, but we will have more certainty on the cost once the DBC is completed.

WHAT WE'VE HEARD FROM YOU SO FAR

In July, we held two open evenings to share the initial designs with stakeholders and the community and hear from partners, residents and people more generally about the project. We also received some useful feedback about the SeaPath project.

Read our feedback report from July

We are grateful for the feedback and heard that there is significant support for us to get on and build the shared path as quickly as possible.

We also heard that people generally like the design and the opportunities for walking and biking that the shared path will provide.

There were also lots of questions and feedback about where the shared path will land at each end of the bridge and link with other walking and cycling connections, and how these landings will affect residents and properties in the area, as well as the possible need for and impacts of other facilities like parking, toilets and drinking fountains. We will continue to work with individuals and groups as we develop the project to find ways to provide the best outcomes we can for all those who will benefit from and be impacted by the shared path.

DESIGNS FOR CONNECTIONS AT EITHER END OF THE AUCKLAND HARBOUR BRIDGE

We have used the feedback we collected in July, as well as information from the SkyPath consenting phase, along with information from our technical investigations, to help us develop two potential options for linking the Auckland Harbour Bridge Shared Path with other walking and cycling connections (in addition to considering the SkyPath landing option). We would now like to share these with you:

- **Option 1:** Ramps that are specifically designed to connect with the Transport Agency's new preferred design (which is now five metres wide rather than four metres). These are located under the Auckland Harbour Bridge at both ends, largely within the consented SkyPath design footprint.
- **Option 2:** Lift and stairs combination located next to and underneath the Auckland Harbour Bridge.



Option 1: Ramps (emerging concept design)

This option, which is emerging as our preferred design includes a ramp design that is simpler and shorter than the consented SkyPath ramp(s) on the northern side, and would connect seamlessly to the wider path of the new preferred design. The new ramp design aims to further reduce effects through its smaller footprint and urban design treatments, along with integration with the SeaPath section of the shared path.

The ramps (one at each end of the bridge) have been designed by the Transport Agency to connect with the five metre-wide shared path. This design offers a high-quality user experience as well as a high level of safety because there is higher clearance under the bridge; and, in contrast to the lift/ramp design, there are no waiting times for people.

The bends are wider than the consented option to preserve the width and accessible gradient of the path. There are good opportunities for urban design and

We have also considered the consented SkyPath landing design which comprises four metre ramps at each end. The design of these ramps is no longer being considered. They couldn't connect to the shared path because the path design is now five metres wide.

We have assessed the relative merits of the options against a range of factors including social, environmental and cultural impact, functionality, engineering feasibility, cost and how they can connect to SeaPath in the future on the Northcote side.

AN EMERGING DESIGN

The outcome of the assessment work is an emerging concept design to develop a landing solution largely within the consented SkyPath design footprint.

Further information is provided below.

Please note that the following images are indicative only as our designs are still concepts (at an early stage of development) but we wanted to share them with you as soon as possible. In the next stage of the project we will create more detailed designs to show you.

placemaking under the bridge and we can explore these with mana whenua, the local community and people who will use the path during the next phase.

These ramps will be relatively low cost to operate and maintain because there is good access to them.

On the north side (Northcote Point) there is a smaller footprint for this ramp design under the AHB than the SkyPath ramp option, meaning less impact on residents.

The challenges that the Transport Agency is considering include: any additional consenting that may be required, and the increased cost of these ramps, which is balanced by the better level of service provided by the five metre-wide connection.

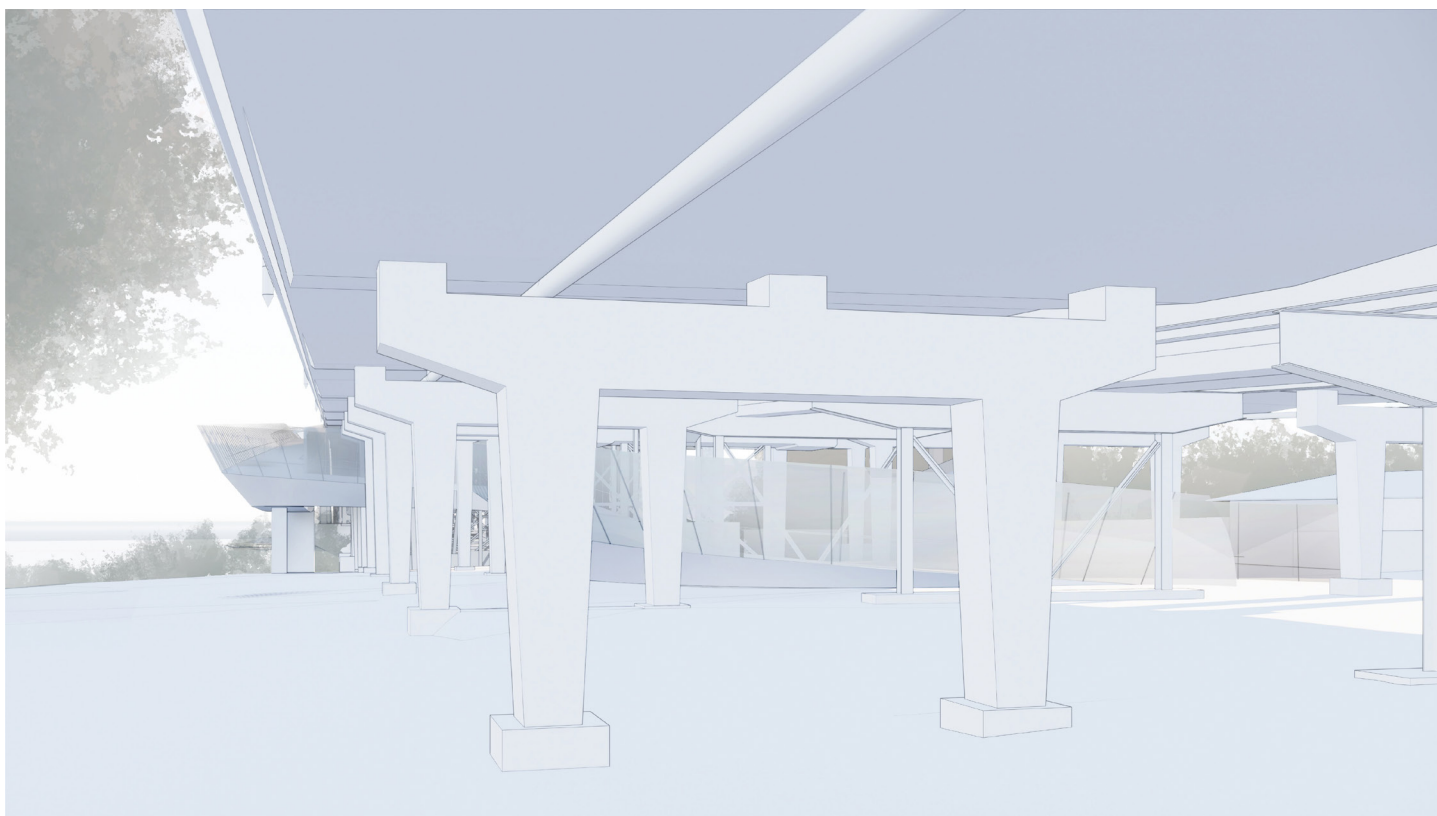
We are also considering the effects of a new pier in place of the consented SkyPath columns in Stokes Point Reserve on the northern side. We are aware of concerns around change of character and traffic impacts on the surrounding community and we will continue to work with people about these issues.



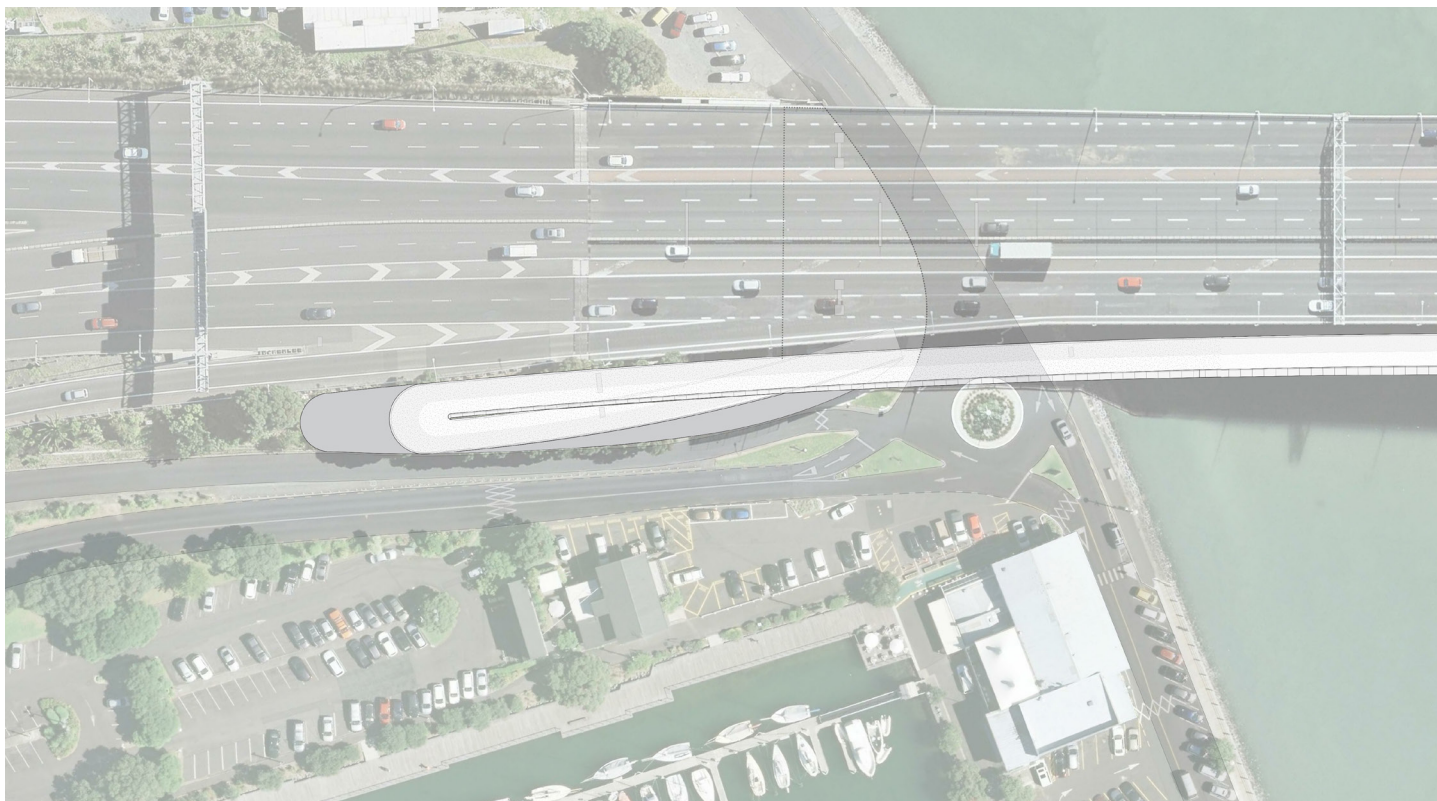
Northern landing Option 1: Ramp
Birdseye view showing approximate location of ramp entry/exit point underneath harbour bridge.



Northern landing Option 1: Ramp
Artist impression showing indicative view of ramp.



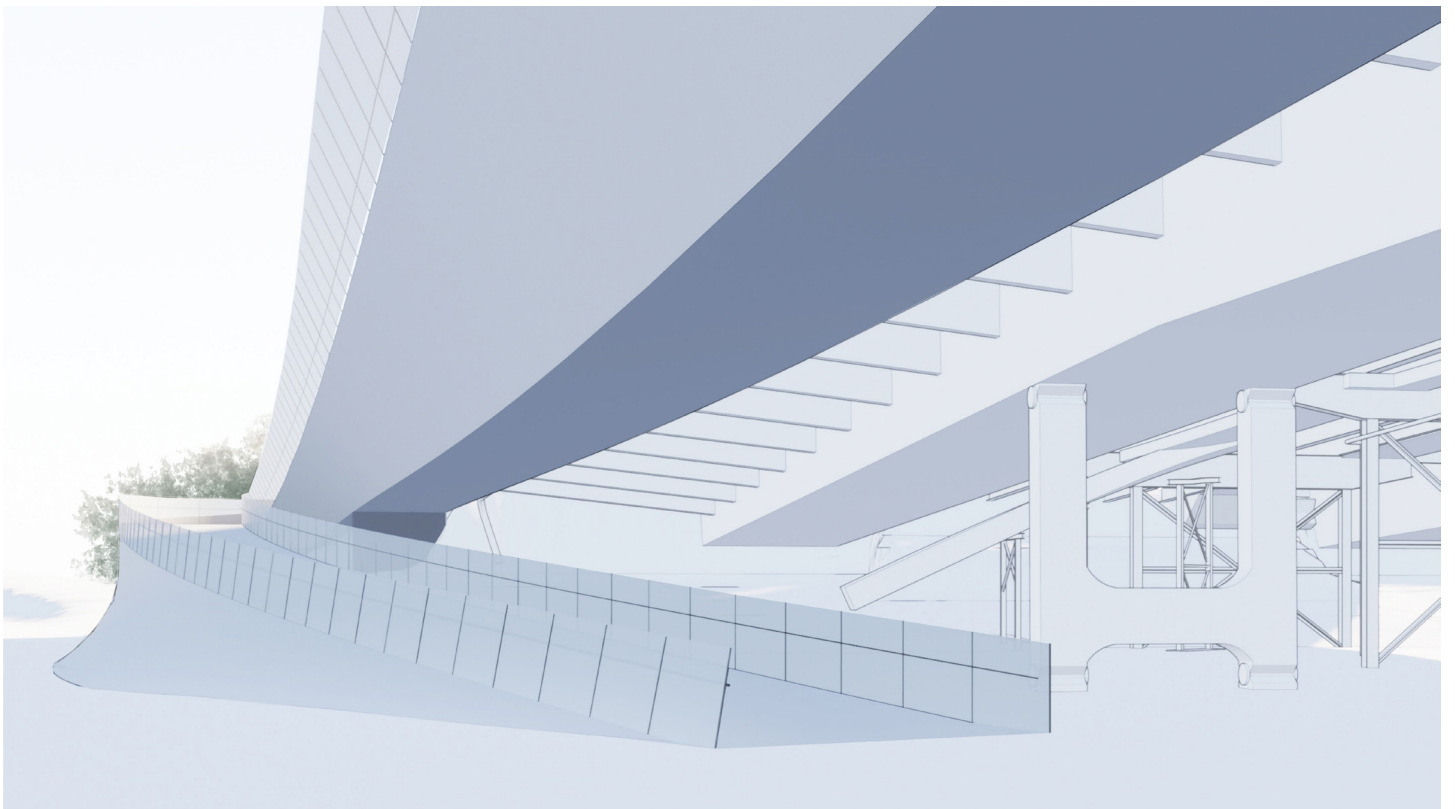
Northern landing Option 1: Ramp
Artist impression showing indicative ramp entry/exit below harbour bridge.



Southern landing Option 1: Ramp
Birdseye view showing approximate location of ramp entry/exit point underneath harbour bridge.



Southern landing Option 1: Ramp
Artist impression showing indicative view of ramp.



Southern landing Option 1: Ramp
Artist impression showing indicative ramp entry/exit below harbour bridge.

OPTION 2

Option 2: Lifts and stairs combination

This option has been designed by the Transport Agency to ensure that we have investigated all possibilities. At this stage it is less preferred than the emerging ramps option. Comparable bridge paths around the world often have this sort of entry and exit, but it is almost always in addition to a ramp.

This option proposes two high-speed lifts at each end of the bridge which would be designed to accommodate pedestrians, people with bikes, and those travelling with mobility aids, along with a single staircase at each end.

The key benefit of this solution is that some people would find it less visually intrusive than a ramp and it also has a smaller footprint. There would be good opportunities for creative urban design and artwork on the structure.

There are quite a few challenges with this option including the cost to build, monitor and maintain the lifts. People with bikes would not be able to use the

stairs, so they would need to dismount and have delayed journeys waiting for the lifts. During times of high demand, there could be crowding issues as people with bikes need to line up to use the lifts.

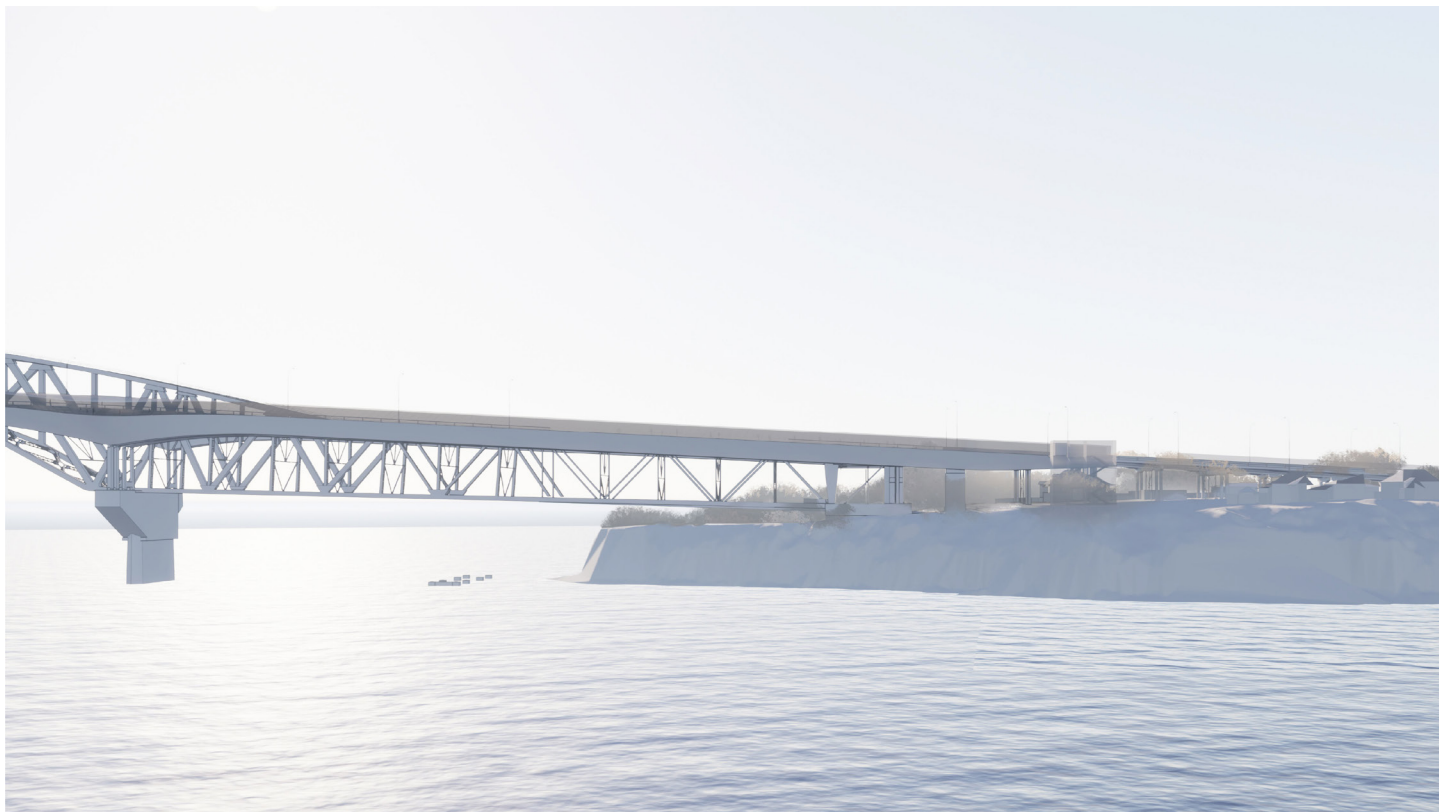
There are more potential safety issues associated with this option because people would have to wait underneath the bridge for the lift and if there was a lift failure, it would have a significant impact on accessibility and waiting times.

On the north side, the location of the lifts and stairs in the Stokes Point Reserve may create negative environmental and cultural impacts.

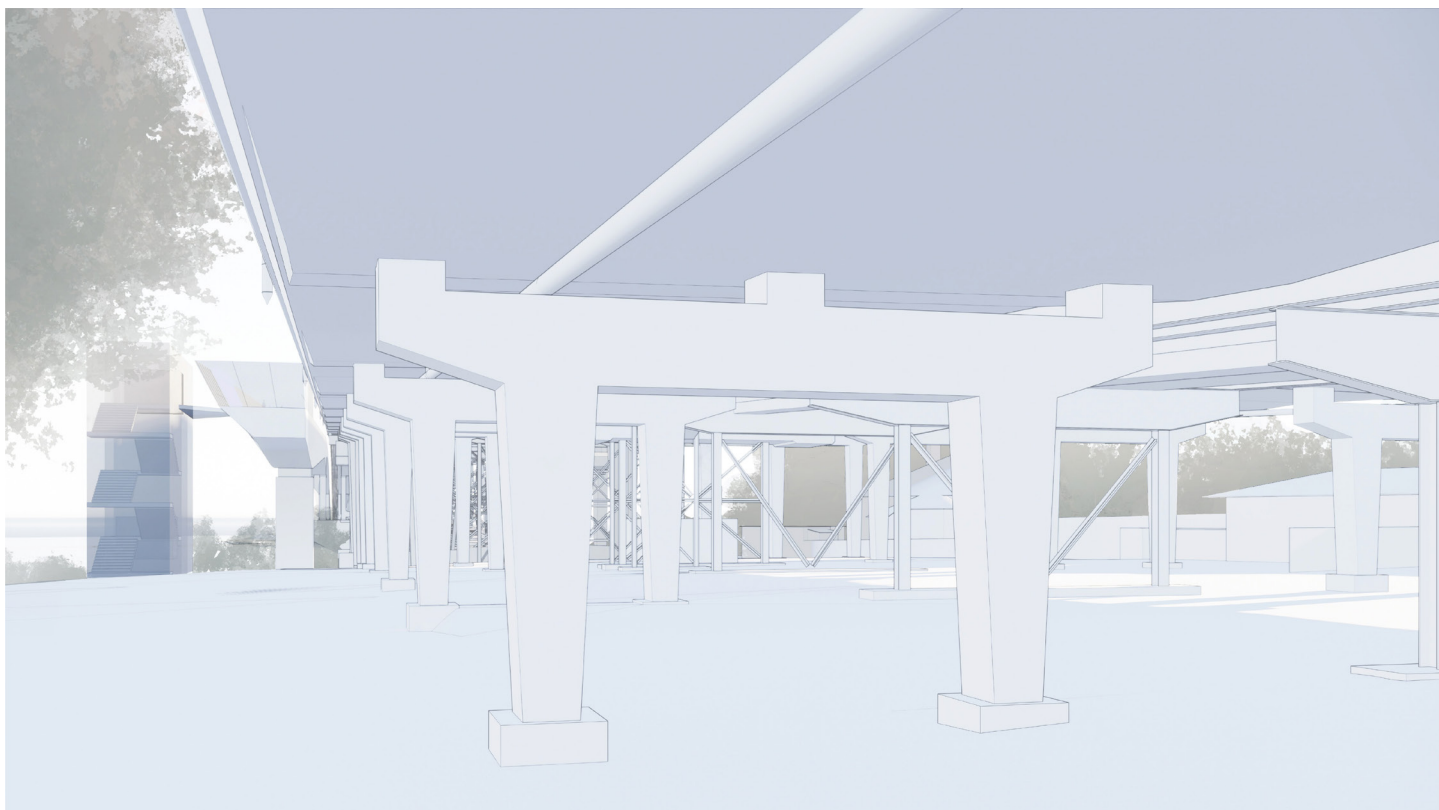


Northern landing Option 2: Lift and stairs

Birdseye view showing approximate location of lifts and stairs next to harbour bridge.



Northern landing Option 2: Lift and stairs
Artist impression showing indicative view of lifts and stairs.



Northern landing Option 2: Lift and stairs
Artist impression showing indicative location of lifts and stairs next to harbour bridge.



Southern landing Option 2: Lift and stairs
Birdseye view showing approximate location of lifts and stairs next to harbour bridge.



Southern landing Option 2: Lift and stairs
Artist impression showing indicative view of lifts and stairs.

INFORMATION ABOUT THE CONSENTED SKYPATH RAMP DESIGN

We have also looked further at the ramp design for each end of the path that was developed by the SkyPath Trust.

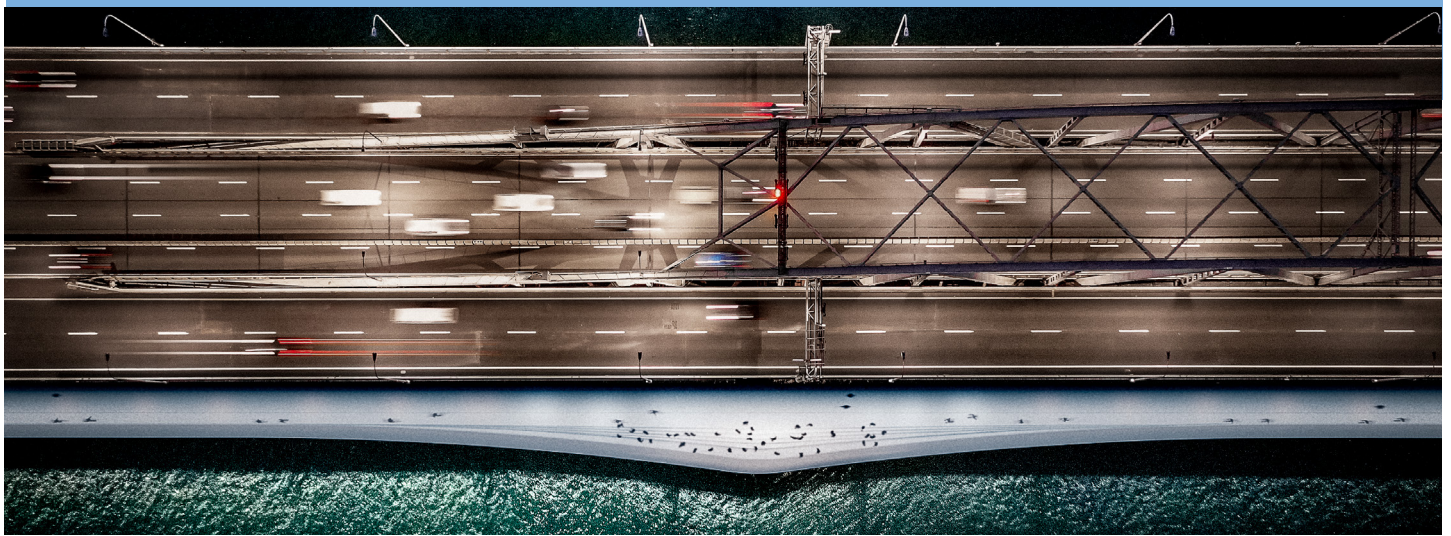
The SkyPath design was granted consent in 2016, subject to a set of conditions to mitigate and manage the effects of the operation of the path with these ramps in place.

The key challenge for this design solution is that because the ramps are four metres wide they are no longer compatible with the five-metre width that is now proposed for the AHB shared path.

CONNECTION BETWEEN THE AUCKLAND HARBOUR BRIDGE SHARED PATH AND SEAPATH

The Transport Agency is committed to ensuring the Auckland Harbour Bridge Shared Path provides a seamless customer experience with other walking and cycling options at both the city and North Shore ends, and in particular, SeaPath, which will run alongside the northern motorway to Takapuna.

The SeaPath project is about to enter the detailed design and consenting stage and this work will look further at how SeaPath connects with the Auckland Harbour Bridge Shared Path.



WHAT ARE WE SEEKING FEEDBACK ON AT THIS STAGE OF THE PROJECT?

We want to know what you think of our emerging concept designs for the ramps that will land at both the northern and southern end of the Auckland Harbour Bridge Shared Path before connecting through the Westhaven Boardwalk and SeaPath.

GIVE US
YOUR
FEEDBACK
HERE

WHAT'S NEXT

We are currently in the detailed business case phase of the Auckland Harbour Bridge Shared Path section of the project, developing concept designs. In the next phase of work which will take place in 2020, we will work with partners, stakeholders and the community to create more detailed designs that further incorporate partner and community feedback. We expect to work closely with mana whenua, neighbouring communities and everyone who will use the shared path.



www.nzta.govt.nz/ahbpath

ahbpath@nzta.govt.nz