

Akoranga to Constellation Drive

NORTHERN PATHWAY

HAVE YOUR SAY



Waka Kotahi NZ Transport Agency is delivering transformational change in walking and cycling in Auckland, offering people active transport choices that are good for their health and the environment.

We're working to create the Northern Pathway, a shared pathway across the Waitematā Harbour that will connect the suburbs of the North Shore with the growing cycle network in the city. This is part of Auckland's Better Travel Choice Mode Shift Plan, which aims to provide better access and greater choice for people to adopt new ways of moving around the city.

The section of the Northern Pathway between Constellation Drive and Albany is already under construction as part of the Northern Corridor Improvements (NCI) Project.

For the section of pathway between Westhaven and Akoranga, we are finishing the detailed design, seeking consents and approvals and planning to start construction next year.

Our focus is on delivering the whole length of the Northern Pathway as soon as possible.

We are now developing a business case for the section between Akoranga and Constellation Drive to realise the full vision of the Northern Pathway to serve you and your community now, and generations to come, and we want you to have your say.

BENEFITS OF THE NORTHERN PATHWAY

- Provide greater choice for people to travel between Central Auckland and the North Shore
- Reduce the number of short trips taken by private vehicle
- Provide people with a healthy, environmentally friendly way to commute to and from work and education, access services, or connect with friends and family
- Support future growth of the walking and cycling network on both sides of the harbour
- Increase access to transport hubs on the North Shore, including Akoranga, Smales Farm and Constellation Drive Bus Stations

What we are considering

We are currently investigating a walking and cycling route that connects between the Westhaven to Akoranga and Constellation Drive to Albany sections of the Northern Pathway. At this stage, we have not decided which side of the motorway the route will be on. We know we will need to cross at some point because the Westhaven to Akoranga pathway will finish on the western side of the motorway, and the Constellation Drive to Albany pathway begins on the eastern side of the motorway. Ideally, we would like to cross only once, as we know that this will provide the most direct route outcomes.

When assessing the options, partners and key stakeholders asked us to look beyond the pathway as simply a commuter route between Central Auckland and the North Shore and to think of it as a resource connecting the community to local destinations such as schools, public transport hubs, recreation centres, parks, and town centres. They wanted us to be mindful of the cultural, environmental and geographical features in the area and the needs of families, students, the elderly, the mobility impaired and other users.

Our assessment is looking at the pathway in segments and the potential west and east connections. This is reflected in the segments shown on the map.

Sharing your feedback with us

Presented in this brochure are the initial findings of our technical investigations and the feedback we have received from partners and stakeholders. Now we want to capture your thoughts and ideas at this early stage of the project.

We are interested to know how you want to use this section of the Northern Pathway, the destinations you want to reach and what would make the path attractive for you to use. We would also like you to share your local knowledge, so please let us know if there is anything else you think we should be considering as we move forward towards a preferred option for this section.

The consultation period is open from Monday 25 May to Sunday, 14 June 2020.

Our consultation processes usually provide opportunities for face-to-face engagement. With the current level of COVID-19 restrictions, we continue to take a careful approach to our public engagement and will provide online opportunities only for your feedback.

- Email your feedback, or request a phone call, via northernpathway@nzta.govt.nz
- Go online and take our survey and share feedback on our interactive project map: www.nzta.govt.nz/a2c-feedback

Find out more about the Northern Pathway www.nzta.govt.nz/northern-pathway

KEY FEATURES OF EACH SEGMENT

West 4

Benefits

- No road crossings
- Strongly supports connections to Wairau Valley Business District
- Opportunity to connect with Totaravale Reserve

Considerations

- Likely impact on trees
- Proximity to surrounding property
- Steep gradient

West 3

Benefits

- No road crossings
- Strongly supports connections to Wairau Valley Business District

Considerations

- Potential impact on trees
- Proximity to waterways
- Proximity to surrounding property
- Potentially steeper gradients

West 2

Benefits

- No road crossings
- Strongly supports connections to Wairau Valley Business District
- Supports connection to Takapuna Golf Course

Considerations

- Likely impact on trees
- Proximity to waterways

West 1

Benefits

- No road crossings
- Strongly supports connections to AUT, Westhaven to Akoranga – Northern Pathway and Akoranga Business Park
- Supports connections to Takapuna Rugby Club, Netball Centre and Takapuna Golf Course
- Opportunity to connect with Kitewao Reserve, Smiths Bush/ Onewa Domain

Considerations

- Proximity to Smiths Bush (sensitive ecological area)
- Potential impact on trees
- Proximity to waterways
- Proximity to marae



East 4

Benefits

- Strongly supports connections to Wairau Intermediate, Sunnynook town centre, Constellation Drive to Albany – Northern Pathway
- Strongly supports connection to bus stations
- Could utilise maintenance track next to the motorway

Considerations

- Likely road crossings around bus stations
- Proximity to waterways
- Proximity to surrounding property
- Steep gradient

East 3

Benefits

- Strongly supports connections to Wairau Intermediate and Sunnynook town centre
- Strongly supports connection to bus stations
- Supports connections to the badminton and tennis centres
- Opportunity to connect with Becroft Park

Considerations

- Likely road crossings around bus stations
- Potential impact on trees
- Proximity to surrounding property
- Potentially steeper gradients

East 2

Benefits

- Strongly supports connections to Smales Farm, Westlake Girls and Boys High Schools, Takapuna Normal Intermediate and North Shore Hospital
- Strongly supports connection to bus station

Considerations

- Likely road crossings around bus stations
- Potential impact on trees
- Proximity to waterways
- Proximity to surrounding property and private development

East 1

Benefits

- Strongly supports connections to Smales Farm, Rosmini College and Takapuna Normal Intermediate
- Strongly supports connection to local bus stations
- Opportunity to connect with Barrys Point Reserve and Smiths Bush

Considerations

- Likely road crossings around bus stations
- Proximity to Smiths Bush (sensitive ecological area) and Barrys Point Reserve
- Proximity to waterways
- Proximity to surrounding property

West and East connections

Potential crossing points include Esmonde Road, Northcote Road, Wairau Road, Tristram Avenue, Sunnynook Road, Sunset Road and Constellation Drive. We are seeking to minimise the number of west-east crossings, so the pathway is as direct as possible. Ideally, the pathway will cross the motorway at only one point.

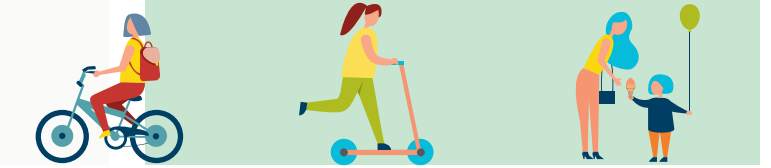
Intersections and interchanges

One of the biggest challenges is managing potential conflicts between people using different modes of transport and balancing the needs of various users where the pathway crosses intersections and interchanges. Options we are investigating include crossings at street level (at-grade) or separating the pathway from these locations via bridge or underpass. Bridges and underpasses provide direct, continuous connections, removing the risk of potential conflict with traffic, but are costly and can be constrained by geography and available space to build them.

Bridges and underpasses can also reduce opportunities for local connections and people can feel less safe in underpasses because they can't be seen by other people passing by. Street-level crossings are lower cost, but we know from feedback on other pathways that they can be a less desirable option because they increase journey times and are considered less safe and convenient than traffic-separated crossings. There are fewer bridge options because of gradients and because the motorway generally passes beneath local roads.

The initial assessment shows that the following options are available for further investigation at each intersection/interchange.

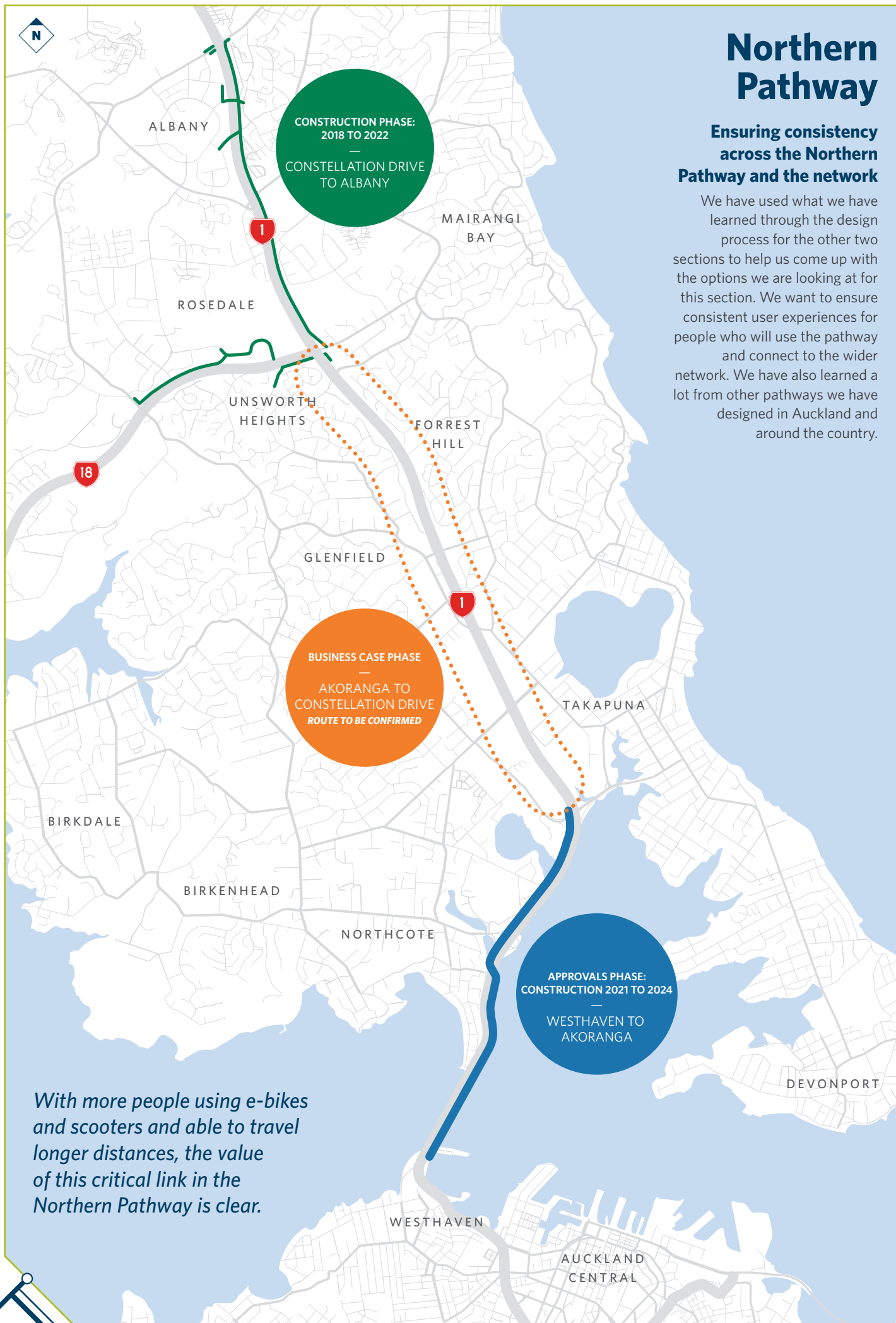
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| Esmonde Road | Underpass or street level (both options would link to shared-use paths on Akoranga Drive and Esmonde Road) |
| Northcote Road | Underpass or street level (both options would link to AT's Northcote Safe Cycle Routes project) |
| Wairau Road | Bridge |
| Tristram Avenue | Bridge or street level |
| Sunnynook Road | Underpass or street level |
| Sunset Road | Underpass or street level |
| Constellation Drive | Underpass or street level |



Northern Pathway

Ensuring consistency across the Northern Pathway and the network

We have used what we have learned through the design process for the other two sections to help us come up with the options we are looking at for this section. We want to ensure consistent user experiences for people who will use the pathway and connect to the wider network. We have also learned a lot from other pathways we have designed in Auckland and around the country.



With more people using e-bikes and scooters and able to travel longer distances, the value of this critical link in the Northern Pathway is clear.



Delivery of the Northern Pathway

We are delivering the Northern Pathway in sections as funding becomes available. We are now working on the design for the seven-kilometre section between Akoranga and Constellation Drive, and we want to know what you think.

Every Waka Kotahi project goes through a robust business case process to ensure that we arrive at the right design. In developing the business case for this section of the Northern Pathway, we have run a series of workshops to gain insight into local priorities and concerns. Attendees have included our mana whenua partners and our key stakeholders: Kaipātiki, Devonport-Takapuna, and Upper Harbour Local Boards, Auckland Transport, Auckland Council, utility groups and organisations representing education, walking, cycling and environmental groups.

These workshops have helped us to understand the benefits and considerations we need to be aware of in developing a shortlist of route options, which we are sharing with you now to get your thoughts.

You can read more about the business case process on the Waka Kotahi website.



Community input into the business case and next steps

Hearing your ideas about the pathway is key to the success of the Akoranga to Constellation Drive business case.

After this consultation period, we will produce an engagement report so that you can see how we have considered your feedback in our plans. Together with ongoing conversations with partners and stakeholders and technical assessments, this will help us identify a preferred route. Later in the year, we will ask for your feedback on the preferred route before we take this option forward for funding approval.

There will be future opportunities to provide feedback during the detailed design and consenting phases of the project.

Who builds walking and cycling paths in Auckland?

Waka Kotahi, Auckland Transport (AT) and Auckland Council all build paths for walking and cycling all over Auckland. Waka Kotahi is responsible for building the Northern Pathway and is working with AT who have a network of paths in the city and on the North Shore. We also work with Auckland Council including the Local Boards to ensure that we are developing an integrated network to enable more people to go by foot, bike or other active modes to get where they want to go.



For more information visit the project webpage or email the team

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

E: northernpathway@nzta.govt.nz