

MINISTERIAL BRIEFING NOTE

Subject	Northern Pathway Update
Date	10 June 2020
Briefing number	BRI-1964

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
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Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

10 June 2020

Minister of Transport

NORTHERN PATHWAY UPDATE

Purpose

1. This briefing provides you with an update on the Northern Pathway.

Project context

2. The Northern Pathway is a seamless shared walking and cycling connection extending from Central Auckland, across the Waitematā Harbour to Albany on the North Shore and has been identified as a project that closely aligns with the Government Policy Statement (GPS) on land transport, especially the key areas of access, safety and environment.
3. It is also 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. Cities thrive when people can move around them easily and have a range of choices about how they get to work, connect with family and friends and access services.
4. When complete, the Northern Pathway will deliver transformational change in walking and cycling in Auckland, offering people active transport choices that are good for their health and the environment. It will also help incentivise a growing walking and cycling network extending into local communities.
5. The Northern Pathway is split into three sections for delivery:

Section	Gifted Māori name	Status
Westhaven to Akoranga	Te Ara Pae Moana (harbour bridge component)	Design, consenting and procurement phase
Akoranga to Constellation Drive		Business case phase
Constellation Drive to Albany		Construction phase (as part of the Northern Corridor Improvements project)

Design update

6. In February 2020, we announced that the Westhaven to Akoranga section will be delivered as a seamless connection, bringing together the bridge and land components, which were then known as the Auckland Harbour Bridge Shared Path (AHBSP) and SeaPath projects.
7. Work on the design has been ongoing and includes the following key design updates:
 - **Princes Street connection:** The preferred option for this connection follows the same gradient as the Auckland Harbour Bridge (1:20) and will be five metres in width. This will impact a number of privately-owned properties and we are currently working closely with those property owners.

- **New coastal path to Stafford Road Reserve:** The design for this stretch of the pathway in this location will run north from Sulphur Beach Reserve along the existing coastal corridor, before bridging the motorway to Stafford Road.
 - **Onewa Interchange Connection to Esmonde Interchange:** The preferred option at this location is for a ground level pathway with a connection to the local cycling path on Onewa Road.
 - **Akoranga Drive:** A ground level connection across Akoranga Drive will be provided. Further investigative work will be undertaken by the Akoranga to Constellation Drive project to determine the preferred long-term solution for this crossing. Building large infrastructure or changing the layout too much in this location now would limit the options available to the Akoranga to Constellation Drive team.
8. Updated route maps are attached to this briefing as **Appendix A**.

Public consultation – March/April 2020

9. Engagement with Mana Whenua and our project partners has been ongoing. As part of our wider engagement strategy, we shared concept design plans with community and wider stakeholders for their feedback from 30 March to 19 April 2020. This builds on previous rounds of public consultation over the past four years for what were the AHBSP and SeaPath projects.
10. We received 1,198 pieces of feedback, highlighting a high level of interest in the project. The feedback received provided the following information:
- 78% expressed a level of support for the proposed designs for this section of the pathway, or for the project overall.
 - 63% stated they completely supported the project and want it built as soon as possible.
 - 15% said they supported the principle of the project or aspects of the proposed designs with some changes.
11. We are confident in our preferred design and pleased that the public supports it. This optimised design is future proofed for an increase in travel via active modes.

Property

12. The construction of the pathway and the ramp connection at Princes Street in Northcote Point impacts seven properties. Six of these are private properties and one is owned by the Crown.
13. For the Northern Pathway to be safely built at this location, the construction corridor required has been assessed as a minimum of 20 metres.
14. Six connection options were investigated, and the preferred design best meets the project objectives. The project objectives of the Northern Pathway are to provide a direct and continuous shared walking and cycling path, separate from the roadway which enables a safe, accessible and efficient user experience.
15. Valuations and negotiations have been delayed due to the impact of COVID-19 (valuation was not considered an essential service during Alert Level 4). While there has been a slight delay to this workstream, it has not impacted the overall programme.
16. Property acquisition still remains a risk, particularly if the compulsory acquisition process under the Public Works Act needs to be utilised. The fast-tracking legislation does not include the Public Works Act (PWA) and as a result will not expedite property acquisition for this project. However, we continue to engage with landowners.

Next steps: Northern Pathway – Westhaven to Akoranga

- 17. The consenting/approval process for this section will start from mid-2020. Subject to approvals, construction is expected to begin in early 2021 and take around two and a half years.
- 18. Overall, this section is expected to provide approximately 175 jobs in the infrastructure industry during the construction of this project.

Northern Pathway – Akoranga to Constellation Drive

- 19. This section of the Northern Pathway is in the initial investigation stage and no decision has been made as to which route the pathway will travel. A preferred route will be identified in quarter three 2020.
- 20. While this section is still in the early stage of investigation, public consultation is currently being undertaken and will run until 14 June 2020. This is to ensure this section best meets the needs and aspirations of users and delivers the best fit-for-purpose design.
- 21. We are looking to build upon our technical expertise to capture local knowledge of the area, including how people want to use this section of the Northern Pathway, the destinations they want to reach, and what will make the path attractive for them to use.
- 22. Work on the business case is expected to be complete in late 2020/early 2021.

It is recommended that you:

- 1. **Note** the contents of this briefing



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Brett Gliddon

General Manager Transport Services

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Hon Phil Twyford, Minister of Transport

Date: 2020