

Akoranga to Constellation Drive

NORTHERN PATHWAY

PREFERRED ROUTE

SEPTEMBER 2020



Waka Kotahi NZ Transport Agency is creating a shared path for cyclists and pedestrians between the City Centre and the North Shore, which will connect with existing local paths to extend the city's growing cycle network.

The Northern Pathway will:

- Provide a choice for people to travel between the City Centre and North Shore using active modes of transport
- Reduce the number of short trips completed by private vehicle
- Provide 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 Waitematā Harbour
- Increase access to transport hubs on the North Shore such as Akoranga, Constellation and Albany Busway Stations.

The Northern Pathway is being built in three stages:

- Westhaven to Akoranga: finalise the detailed design, consent and prepare for construction
- Akoranga to Constellation Drive: confirming our preferred route and finalising the business case
- Constellation Drive to Albany: under construction as part of the Northern Corridor Improvements project.

Preferred route

In May and June 2020, we asked for your [feedback](#) on the short-listed route options for the Akoranga to Constellation Drive section of the Northern Pathway. Thank you to everyone who responded.

We are pleased to announce that we have identified the preferred route and we want to share this with you. While both sides of the motorway provide community benefits, the preferred route follows the western side of the motorway from Akoranga Drive, crossing to the eastern side around Sunset Road, to connect with the Constellation Drive to Albany section of the pathway.

We arrived at this decision through various technical workshops and presentations, as well as evaluation and analysis of short list and long list options with mana whenua, project partners and key stakeholders. We also considered all of your feedback.

Through this in-depth process, we found that a western route between Akoranga Drive and Sunset Road will deliver a community facility that provides the following advantages:

- More direct with fewer road crossings
- Less potential impact on property and the environment
- Avoids potential for conflict between path users and buses/traffic at transport hubs
- More space to provide greater separation between residents and commercial development and provide flexibility in the design phase.

Your feedback

We received feedback from 332 people, and our interactive map on [Social Pinpoint](#) was visited by 1,743 unique users, with 392 comments posted. In this feedback, you told us how you want to use this section of the pathway, the destinations you want to reach and what would make the pathway attractive for you to use. Overall, sentiment was 82% in support of the route; however, many respondents were concerned about potential impacts on Smiths Bush.

Find out more about the feedback we received and our responses [here](#).

Considerations

Although the eastern option is closer to key destinations, such as schools, recreational centres, and public transport hubs, several considerations influenced our decision not to follow this side of the motorway:

- Potential for conflict points with bus operations, creating a potential safety hazard and affecting reliability of bus operations
- Less direct routes around bus stations and more road crossings
- Proximity to private property and green spaces with potential encroachment
- Environmental effects through proximity to waterways, native vegetation, public reserves – Smiths Bush is smaller with less protected boundary edges on the eastern side.

Connecting to the local network

You told us that connections to the local network are important, regardless of the route. You asked us to ensure that people from eastern and western communities can easily get to places of work, education and recreation. We will look to provide street-level connections to the local network as part of the detailed design in the next phase of the project.

Road crossings

During the consultation, people emphasised the importance of mitigating potential conflicts between pathway users and road users. A strong preference was expressed for road crossings to be separated from roads with a bridge or an underpass, and, if this could not be done, you told us that crossings should favour pathway users, not cars.

Further investigations are underway on road-separated options at all road crossings and as part of the detailed design. These elements will be considered further in the next phase of the project.

Smiths Bush

We received a great deal of feedback highlighting the special place that Smiths Bush holds in the community as an ancient, ecologically unique urban ngahere (forest).

We have listened to this and are working with relevant community groups, local boards and government agencies to consider options to mitigate any potential environmental impact as we finalise our business case.

There will be further discussion with mana whenua, project partners and key stakeholders as this design detail is developed in the next phase of the project. Through our ongoing public engagement we will also consider how the wider cultural and social elements can be enhanced to deliver a project that benefits the whole community.

Preferred route – key features

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

Reason for our decision:

- Easier access and implementation through availability of open space in the motorway corridor
- Good visibility from the motorway, providing security for people walking and riding
- More direct with no road/bus station crossings

West 3

Benefits

- No road crossings
- Strongly supports connections to Wairau Valley industrial area

Considerations

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

Reason for our decision:

- More available space in the motorway corridor
- Good visibility from the motorway, providing security for people walking and riding

West 2

Benefits

- No road crossings
- Strongly supports connections to Wairau Valley industrial area
- Supports connections to Takapuna Golf Club, Netball Centre

Considerations

- Likely impact on trees
- Proximity to waterways

Reason for our decision:

- More available space in the motorway corridor
- More direct with no road/bus station crossings

West 1

Benefits

- No road crossings
- Strongly supports connections to AUT, Westhaven to Akoranga – Northern Pathway, Akoranga Business Park
- Supports connections to Takapuna Rugby Club, Netball Centre

Considerations

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

Reason for our decision:

- Smooth transition to Westhaven to Akoranga section
- More available space in the motorway corridor
- Greater opportunities to minimise/mitigate impact to Smiths Bush
- More direct with no road/bus station crossings



Who have we heard from?



Mana whenua



Local boards – Kaipātiki, Devonport-Takapuna and Upper Harbour



Auckland Transport



Auckland Council



Utility organisations



Recreational and event centres



Schools, education groups



Walking and cycling groups



Environmental groups

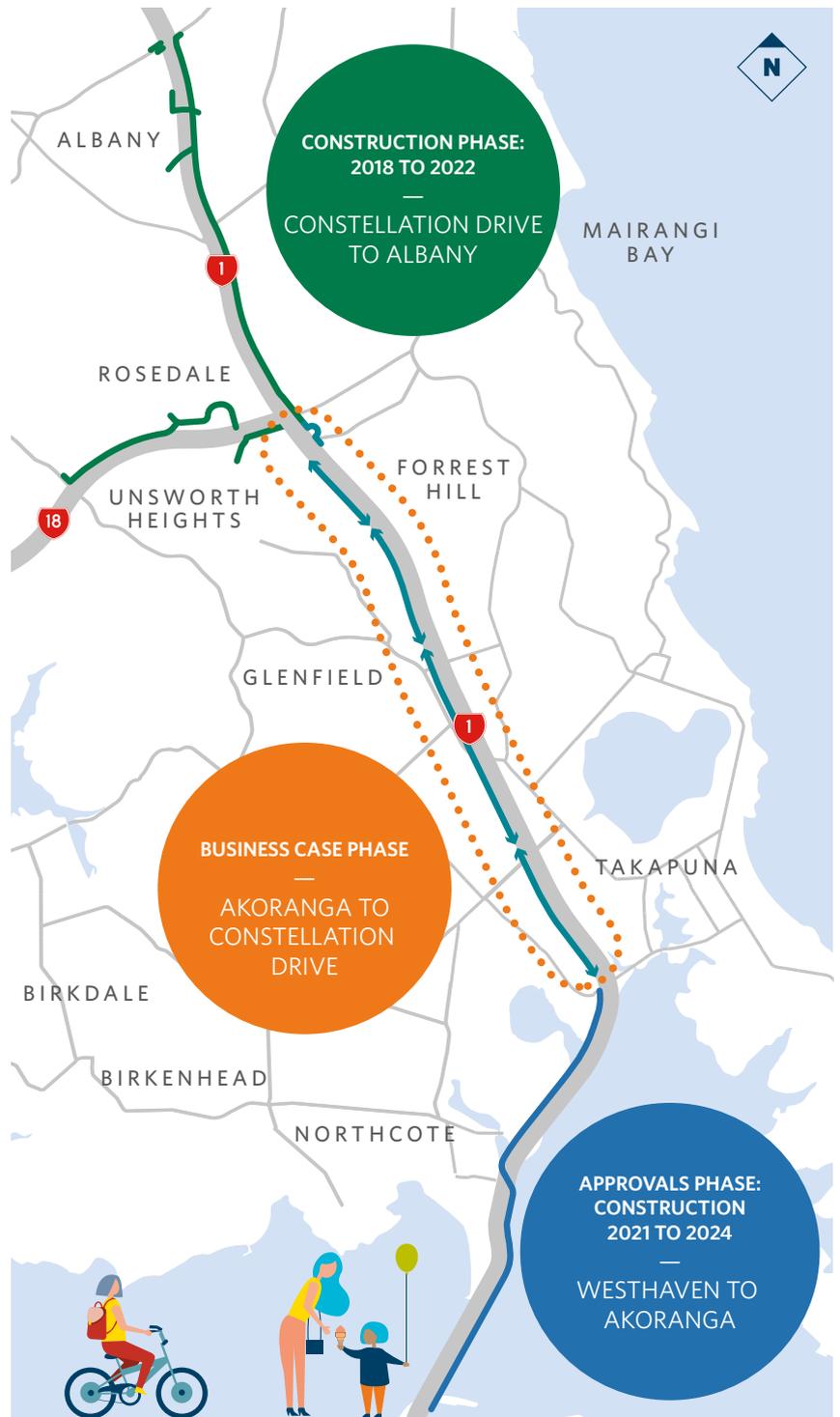


Local residents



Nearby businesses

To learn more about your feedback to our consultation, click [here](#).



Community input and next steps

The preferred route will need to be endorsed by our board and have funding approved before the detailed design can begin. There will be opportunities for you to provide more feedback during the detailed design and consenting phases of the project.



For more information, visit the project webpage or email the team

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

E: northernpathway@nzta.govt.nz

