

Northern Pathway Rescope Update

In confidence

Meeting Date	1 March 2022
ELT Sponsor	Brett Gliddon, General Manager Transport Services
Prepared By	Norman Collier, Project Director
Legal Reviewer	Susannah Sharpe, General Counsel Environment and Property
Version	Final
Date	22 February 2022
Pages	5 + 2 Attachments

Purpose

This paper seeks Board endorsement of the preferred options for the walking and cycling crossing of the Waitematā and the North Shore Northern Pathway.

Recommendations

It is recommended the Committee recommends the Board:

- **Endorses** presenting a ferry from Wynyard to Sulphur Beach as the preferred interim walking and cycling option for crossing the Waitematā to the Joint Ministers.
- **Endorses** presenting the walking and cycling connection from Wynyard to Akoranga to the Joint Ministers.
- **Endorses** adding a walking and cycling connection from Akoranga to Constellation Drive for Joint Minister consideration.
- **Notes** this interim solution (~15-20 years) is future proofed for the envisaged permanent long-term solution.
- **Notes** the cost, timing and implementation considerations with the preferred new scope.
- **Notes** that scope development is at the high level feasibility stage and the confirmation of core assumptions is in progress.

Strategic relevance

The Waitematā crossing is a critical missing walking and cycling link between the CBD and North Shore. The proposed scope from Wynyard to Constellation forms the backbone of walking and cycling for local and wider connections. This will provide active mode travel choice across the Waitematā (prior to the long term Waitematā crossing) and maximise catchments in close proximity to the employment opportunities and dense residential development of the CBD.

This project will unlock the benefits of extensive active mode investment already made by Waka Kotahi and Auckland Transport (AT) on either side of the harbour, including the recent Northern Corridor Improvement Project which is isolated and currently does not connect to a wider active mode network. The shared path is futureproofed and aligns with the Additional Waitematā Harbour Connections strategy.

Background

The Waka Kotahi preferred option for walking and cycling across the Waitematā was a standalone bridge. The Minister of Transport requested consideration of a more affordable interim option (~15 - 20 years) prior to the completion of a new Waitematā Crossing.

This tranche of work commenced in October 2021 with the business case due for completion in July 2022. The business case is focused on identifying an interim connection over the Waitematā and the associated land side infrastructure to support this connection. The preferred option will be presented to the Minister in March 2022.

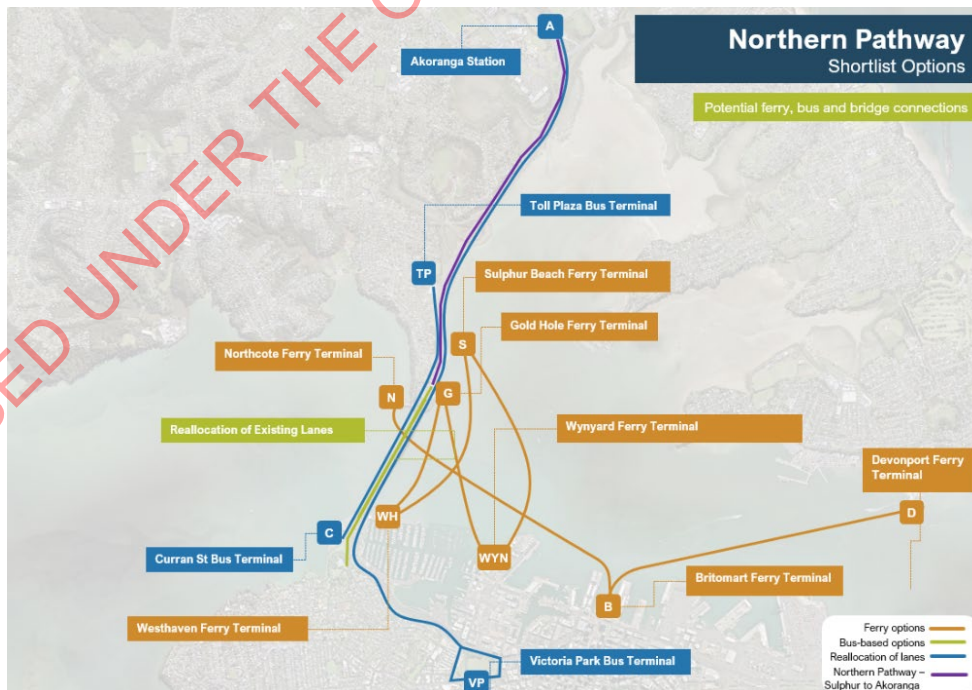
The project is currently at the high-level feasibility stage, with no confirmed design or on-site investigations having been completed. While this paper presents an emerging preferred option, there are many challenges to work with, including supply constraints, building new structures, and consenting, all of which could impact the final preferred option, cost and programme of delivery.

Key Issues

Waitematā connection

Ten options were shortlisted consisting of three modal types: Ferry, Bus or Lane Reallocation on the Auckland Harbour Bridge. All options included the Northern Pathway active mode connection from Sulphur Beach to Akoranga. A summary of the options considered is in Attachment 1.

Figure 1 Short listed options



A range of technical work was undertaken to explore the feasibility, advantages and disadvantages of each option.

Hui held with iwi leaders to understand each option confirmed a clear preference for a ferry option between Sulphur Beach and Wynyard. This option was also agreed with Eke Panuku (the council-controlled organisation that delivers urban regeneration).

A wider stakeholder group has been engaged throughout the process with participation at key stages including the long listing, short listing and preferred option workshops.

s 9(2)(f)(iv)

On balance, the recommended option for further consideration in a business case for the Waitematā crossing is a ferry option (as shown in Figure 2), consisting of two sections:

- Section 1: Dedicated walking and cycling ferry from Wynyard Quarter to Sulphur Beach
- Section 2: A 4m wide shared user path from Sulphur Beach to Akoranga (Seapath)

s 9(2)(f)(iv)

Northern Pathway Scope

There is a significant **additional unlocking opportunity** with the inclusion of the Northern Pathway Section 3. Akoranga to Constellation is already highlighted as a key priority in the Auckland RLTP (refer to Figure 2). This is section is not currently within the scope of the 'new' Northern Pathway identified by the Joint Ministers and would need to be presented as recommended additional scope.

Figure 2 Integration of Northern Pathway with wider strategic network



s 9(2)(f)(iv)

s 9(2)(f)(iv)

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Next Steps

Next steps include:

- Technical development and research.
- Operational (fare and funding) options confirmed with AT.
- Implementation planning options.
- Joint Ministers briefing - 31 March 2022.
- Completion of Business Case – June 2022.

Attachments

Attachment 1 Summary of options assessment

Attachment 2 NZUP Governance Group - New Northern Pathway Update FINAL

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Attachment 1 – Summary of options assessment

A summary of assessment for each option is provided below. Note all options include the Northern Pathway 4.0m shared path from Sulphur to Akoranga so those impacts are not specified as not a differentiator between options. This part of the project has some identified consenting challenges due the location of nesting birds.

Option Type	Option	Description	Result of assessment	Summary of connections	Preferred option
Ferry	1. Sulphur Beach to Westhaven	“Roll on Roll Off” ferry + Northern Pathway Sulphur to Akoranga	s 9(2)(f)(iv)		x
	2. Goldhole to Westhaven	“Roll on Roll Off” ferry + Northern Pathway Sulphur to Akoranga			x
	3. Sulphur Beach to Wynyard	“Roll on Roll Off” ferry + Northern Pathway Sulphur to Akoranga			✓
	4. Goldhole to Wynyard	“Roll on Roll Off” ferry + Northern Pathway Sulphur to Akoranga			x

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Option Type	Option	Description	Result of assessment	Summary of connections	Preferred option
	5. Northcote to Britomart	Side loading ferry from existing wharf	s 9(2)(f)(iv)		X
	6. Sulphur Beach to Wynyard + extension of Devonport services	As above plus additional ferry capacity on Devonport route. Bringing forward ferry upgrades			X
Lane Reallocation	7. One lane	Permanent reallocation of one lane, AHB southbound clip on			X
	8. Two lanes	Permanent reallocation of two lane, AHB southbound clip on			X
Bus	9. Toll Plaza to Curran St	Bus service shortest route + Northern Pathway Sulphur to Akoranga			X
	10. Akoranga to Victoria park	Bus service + Northern Pathway Sulphur to Akoranga			X

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982