



Northern Pathway Akoranga to Constellation Drive

**Assessing the impact the Northern Pathway
may have on people taking up cycling and
changing their current travel behaviours in
North Shore, Auckland.**

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Project introduction

What is Northern Pathway?

- A seamless walking and cycling link between the city centre and the North Shore – connecting with local paths to extend the region's walking and cycling network

SECTION 1

Constellation Drive
to Albany

SECTION 2

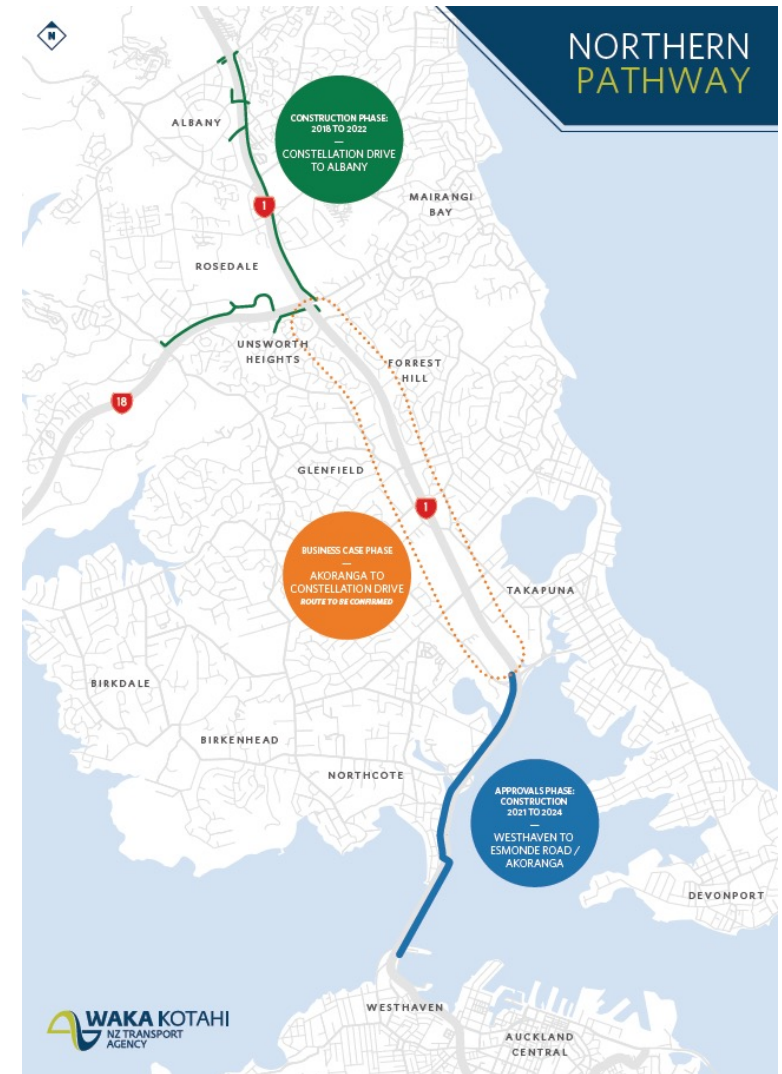
Akoranga to
Constellation Drive

SECTION 3

Westhaven to
Akoranga

SSBC

This paper assesses the impact the Northern Pathway may have on **people taking up cycling and changing their current travel behaviours** in North Shore, Auckland.



Project Objectives



Connects with the other sections at each end



Provide more 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



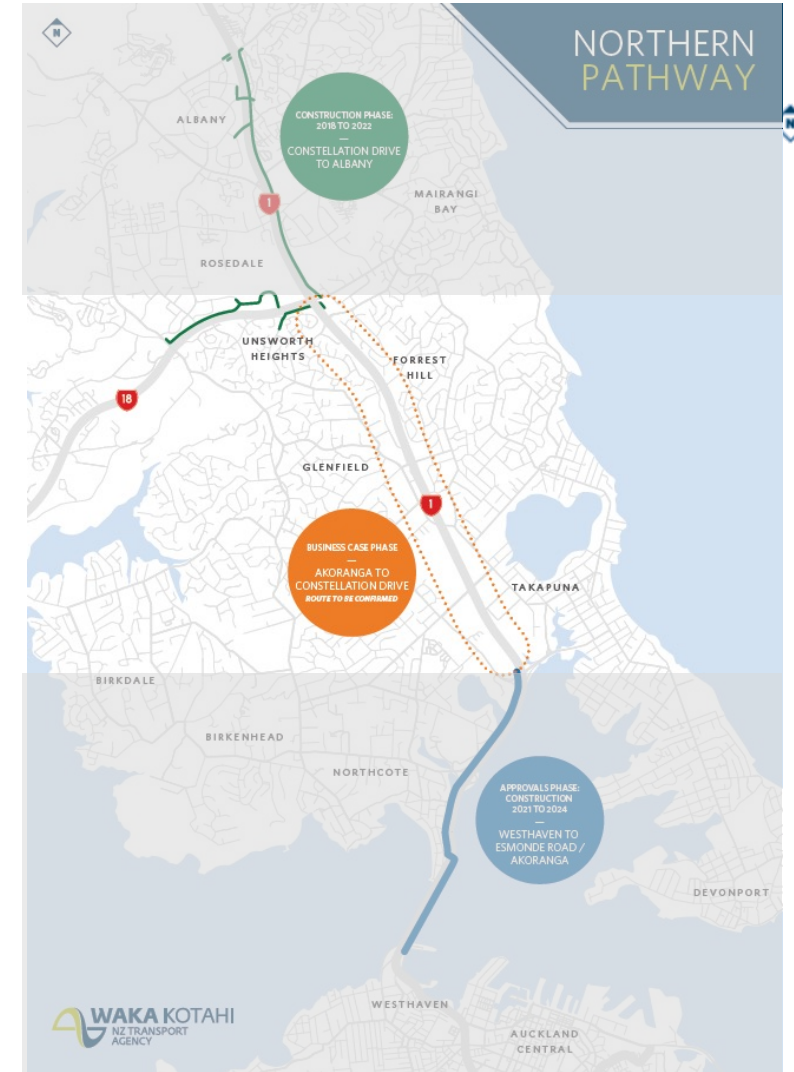
Provide a healthy, environmentally friendly way to commute to work and education, access services, or connect with friends and family



Support future growth of the walking and cycling network on both sides of the harbour



Increase access to transport hubs on the North Shore such as Akoranga, Constellation and Albany Bus Stations.



Context – cycling on the North Shore

- The central North Shore's cycle network is
 - Very incomplete
 - Not suitable for all ages and abilities (generally QoS 3-4)
- Many North Shore destinations inaccessible by bicycle
- Low local cycle mode shares
 - ~1% trips to work
 - Generally ~1-3% trips to school (Takapuna Int. ~10%)



Potential use of Northern Pathway

- Research shows that 59% of Aucklanders would be willing to cycle if conditions were improved*
- The Northwestern Cycleway is a handy comparison
 - Currently 730 to 1,030 daily cyclists**



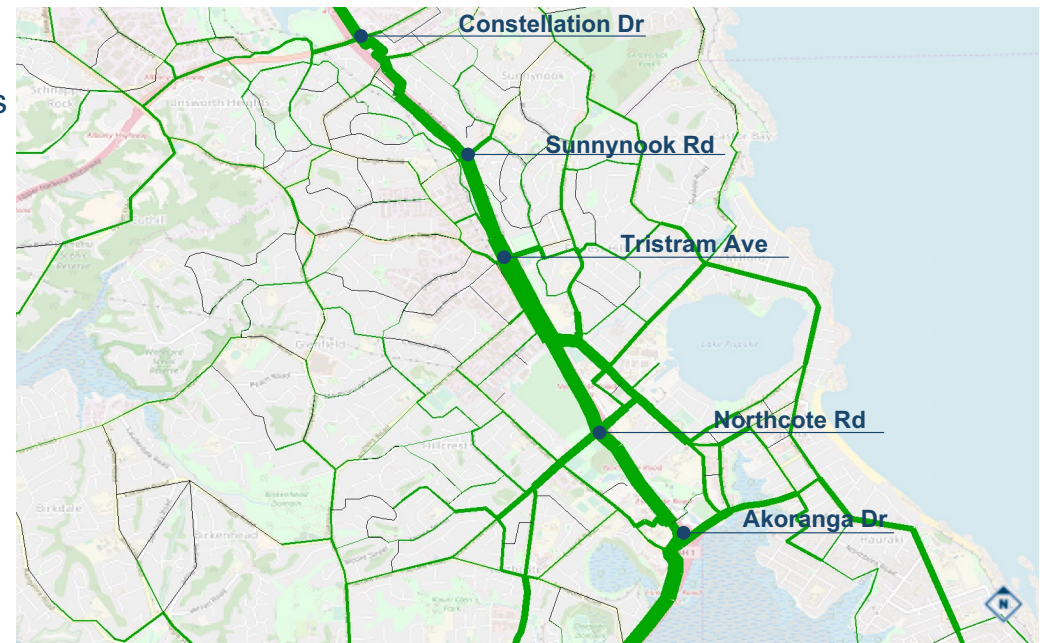
SIMILARITIES	Northwestern Cycleway	Northern Pathway
Comparable length	19 km	18 km
Crossing major bodies of water	2.5km in SH16 causeway	1.3 km Auckland Harbour Bridge
Serving Major Metropolitan Centres	Westgate	Albany
Serving tertiary education facilities	Unitec Mt Albert	AUT Akoranga
Serving significant areas of employment	Lincoln Road & Rosebank Road	Rosedale Road, Wairau Road, Smales Farm, North Shore Hospital and Takapuna

* Measuring and growing active modes of transport in Auckland (2018) Auckland Transport, Auckland


** Auckland Transport automated cycle count data, Te Atatu and Kingsland count sites, 2019 calendar year

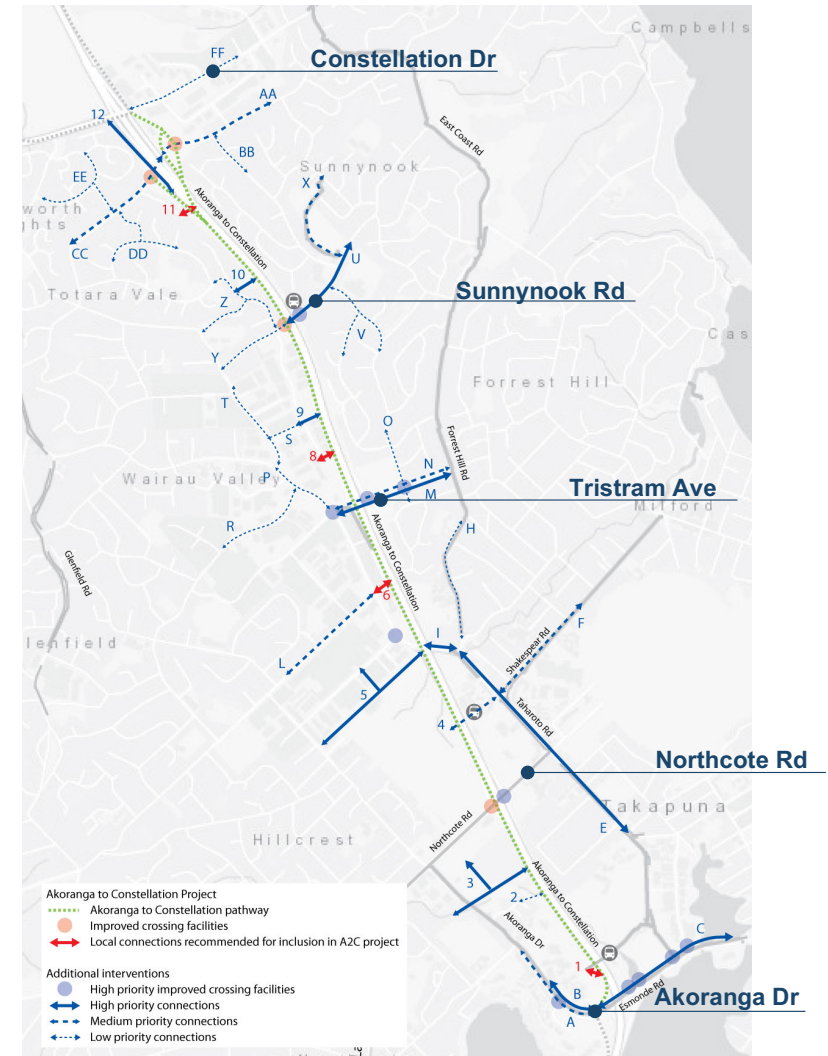
Who'll use A2C?

- A2C will support a combination of
 - Local trips
 - Smales Farm
 - Takapuna
 - NS Hospital
 - Wairau Valley
 - North Harbour Business Area
 - AUT Akoranga
 - School clusters
 - Longer trips
 - City centre is 9-15 km away by e-bike
 - Recreational trips – kids & people just pottering about
- Estimated daily use
 - In the order of 1,500 daily cyclists in 2028
 - Less if not QoS 1
 - More if supporting infrastructure provided



Network Integration

- One cycleway doesn't make a network (but it's a great start)
- Network Integration Plan 
- Supporting interventions in the walk & cycle network
 - Future connections to A2C
 - Future improvements to local network
 - Delivery priorities
- Complementary measures
 - Bike parking at destinations
 - Wayfinding
 - Active mode promotion & education



Engaging stakeholders from the outset of the project



AucklandTransport
SmalesFarm
AucklandCouncil
Forest&Bird
LivingStreets
BikeKaipātiki
AUT
PestfreeKaipātiki
WalkAuckland

We consulted on a number of route alignments

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 Totoravale 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
- Supports connection to Takapuna Golf Course

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.

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

Challenges with delivering a pathway in a complex urban environment



The Western side of the motorway was identified as the preferred alignment

- Fewer conflict points
- More direct route
- Less impact on private property and green spaces
- Less environmental effects



Next Steps

- Auckland is growing rapidly with the North Shore specifically seeing significant spatial and population growth. **The existing transport network is under pressure and more sustainable travel options need to be promoted and supported** going forward to manage the demand for growth.
- Potential for modal shift and active mode up take:
 - Early project analysis indicates that the introduction of safe and attractive cycle infrastructure within the mid-North Shore **could lead to some short, motorised vehicle trips switching mode to walking or cycling**. This would lead to a reduction in the traffic demands and congestion in this area.
 - The Northern Pathway, once completed, **will provide a seamless dedicated walking and cycling link between Auckland's City Centre and Albany on the North Shore** which would make it a viable commuter route for trips from the North Shore suburbs to destinations in the city centre and surrounds

Questions?

