



9 May 2020

Submission to NZTA re Shared Path landings and route either side of Auckland Harbour Bridge

Thank you for the opportunity to provide feedback on NZTA's planned route and connections for the Northern Pathway (previously known as SkyPath + SeaPath)

We congratulate NZTA for recognising the need to provide high quality walking and cycling provision across the AHB to Takapuna (and beyond), however we have some concerns which we outline herewith.

Northcote Point

We believe the removal of houses at Northcote Point is unnecessary.

NZTA's assessment of the Northern Pathway design was made on the basis there would be no removal of houses at Northcote Point (per NZTA's AHB Shared Path Single Stage Business Case multi-criteria assessment dated 6 January 2020¹).

We hope NZTA will make good on its undertaking not to remove houses and includes this as a Project Objective. On the next page we provide a design to achieve this objective.

The design is a variation of Option 1 from NZTA's Northern Pathway Princes Street Connection Alternatives report² dated 14 April 2020. Whilst it requires the removal of a scheduled pōhutukawa (as do all of NZTA's options), it has significant advantages:

1. Does not require the removal of any houses at Northcote Point
2. Keeps the gradient to a maximum of 5%
3. Provides a seamless connection between the AHB and SeaPath
4. Gives pathway users a reprieve being directly adjacent to the motorway traffic.

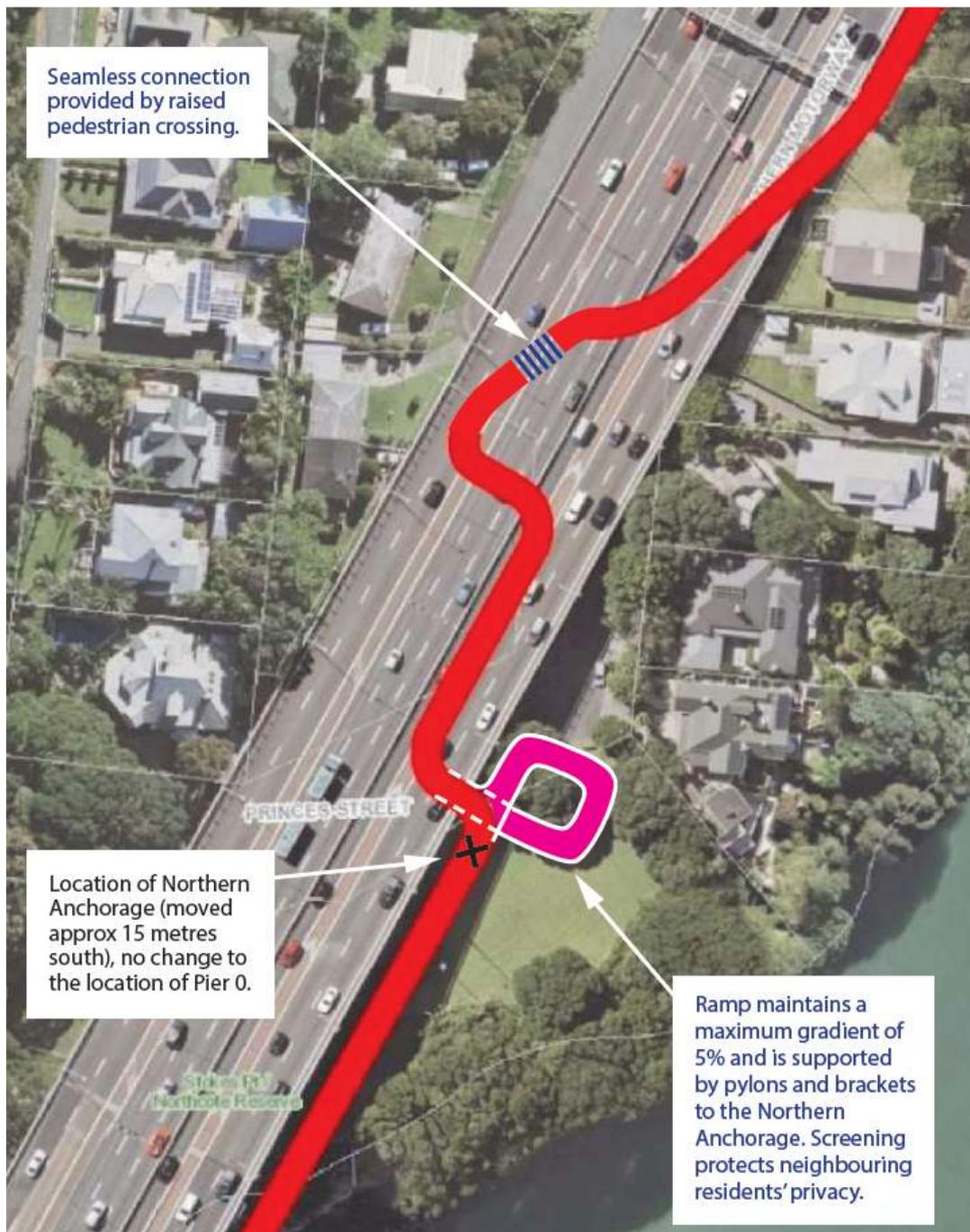
The design requires the Northern Pathway anchorage to be moved approximately 15 metres south. Our engineers have advised this is feasible after their review of NZTA's plan for Northcote Point³. The further south the anchorage point is moved then the greater the distance from the neighbouring residences.

¹ On page 67 of NZTA's multi-criteria assessment advises: "No significant difference in property impacts between the options" when comparing the Northern Pathway with SkyPath.
http://www.getacross.org.nz/uploads/1/2/2/8/122895821/nzta_single_stage_business_case-ssbc-20200106.pdf

² Page 6, Option 1 – Amended SkyPath ramp to Princes Street.
<http://www.getacross.org.nz/uploads/1/2/2/8/122895821/princes-street-connection-alternatives-report.pdf>

³ Plans of the Northcote Point anchorage and NZTA's preferred landing, dated 5 February 2020.
http://www.getacross.org.nz/uploads/1/2/2/8/122895821/northern_pathway_-_anchorage_point.pdf

Recommended design for Northcote Point (variation on Option 1 from NZTA’s Northern Pathway Princes Street Connection Alternatives report):



We note that NZTA’s Northern Pathway Princes Street Connect report claims that for this option users have to “then go back up” to join the SeaPath leg. This is incorrect as the gradient from 9 Princes Street can be kept horizontal until it meets the required alignment for descent to Sulphur Beach.

If necessary, the 270 degree spiral shown above can be extended to enable the ramp to fit under the motorway. Stairs for the optional use of pedestrians can be provided within the spiral.

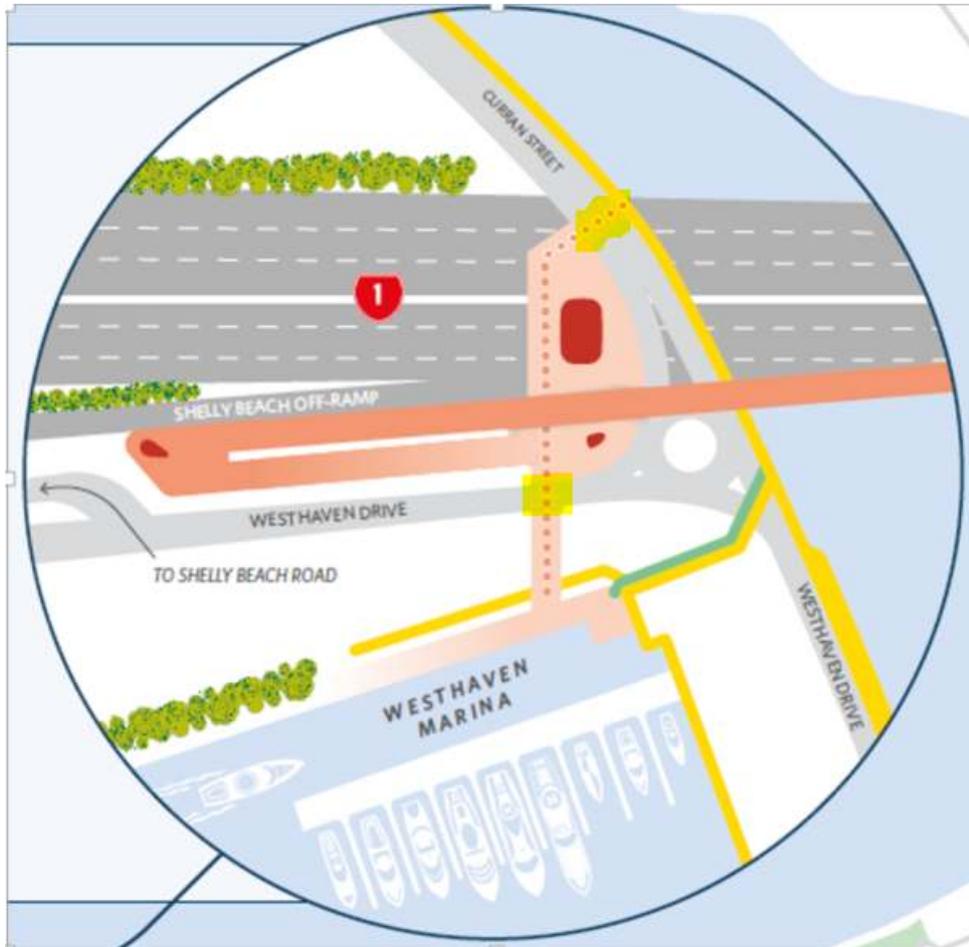
The design’s route is more direct than NZTA’s preferred route for pathway users accessing Northcote Point but slightly less direct for users from Takapuna. Either way, this will have no noticeable impact of patronage. Risk of CPTED or noise issues are addressed in SkyPath’s resource consent.

The spiral is south of the neighbouring residences, thus avoids shading them. The spiral provides the opportunity for architectural design and to be a feature of the Northern Pathway experience.

Westhaven landing

We note that this design is similar to that proposed for the SkyPath. We only have one suggestion which is in support of NZTA's objective to "create a seamless connection between the city, the North Shore and beyond".

We suggest that NZTA makes the crossing of Westhaven Drive and Curran Street raised pedestrian crossings (highlighted in yellow below) to give Northern Pathway users priority and thus make the route a seamless connection:



We thank NZTA for the opportunity to make this submission and welcome questions or feedback.

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