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Waka Kotahi NZ Transport Agency
National Office
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Submission - Akoranga to Constellation Drive (Waka Kotahi NZ Transport Agency)

Introduction

Business North Harbour welcomes the opportunity to present this Submission to Waka Kotahi NZ Transport Agency (WKNZTA) on the Akoranga to Constellation Drive portion of the Northern Pathway Project.

The proposed Akoranga to Constellation section of the Northern Pathway, finishes on Constellation Drive which connects to the Business North Harbour Business Improvement District border.

Business North Harbour (BNH) represents a significant commercial and industrial Business Improvement District (BID), who is responsible for over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The Association is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms, which brings both challenges and opportunities to the North Harbour BID area.

BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises, through to multi-national organisations. The businesses range across manufacturing, warehousing, logistics, services, retail and hospitality, all of whom will be affected in different ways and to varying degrees by this proposal. In addition, the BID area has key tertiary institutions within or on its boundary, including Massey University, Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 20 years old.

Please see the attached comments.

Kind regards

SARAH DE ZWART

Relationship and Transport Manager
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Background

Waka Kotahi - NZ Transport Agency is investigating a walking and cycling route to connect the Westhaven to Akoranga and Constellation Drive to Albany sections of the Northern Pathway.

The proposal asks for the public's feedback on the usage of the proposed section of the Northern Pathway, the preferred mode of travel, and the popular destinations.

Recommendations

The Association recommends the northern path be located on the eastern side of the motorway, with the following two main reasons:

1. The Association sees one of the main purposes of the pathway is the link with the SeaPath and south, with the North Shore and north. Therefore, commuters who live west of the proposed path, in locations for example Glenfield, Northcote, Birkenhead etc., taking a direct path would head directly south or west to link up with the path, not inland east.
2. With students being one of the main users for the pathway, the eastern side would support eight educational facilities, whereas the western side only two.

BNH agrees with the proposal that only one crossing be considered, thereby reducing the overall development costs and ensuring the most efficient and fastest route be obtained.

The Association recommends further research onto the population and projected population growth within the area. However, currently there are more employers on the eastern side of the motorway in either Takapuna, Smales Farm, Devonport the Bays and North Harbour, compared to Wairau and Glenfield and Birkenhead, etc. on the western side. Therefore, it recommends the crossing be at Esmond Road intersection. This would still provide a feeder for Auckland University of Technology on Akoranga, however cross over to provide better access for Devonport and the feeder schools within the vicinity.

Further comments

Business North Harbour asks that Waka Kotahi NZ Transport Agency (WKNZTA) review the recently submitted Business North Harbour [Accessible Streets Submission](#), with the Associations recommendations on the proposed national framework for the use of shared paths and cycle paths.

In line with international best practice, the Association requests that dedicated separate paths for walking 1.8 meters (min) and cycling 3 meters (min) and motorised alternative modes will be implemented. With a margin to accommodate future population increases and the move towards alternative modes. In addition to providing clear visibility with no sharp turns, and excellent lighting for the commuters' safety.

The Association reminds WKNZTA consider all current and possible future options of powered and non-powered modes of transport.

For further clarification please contact the writer.