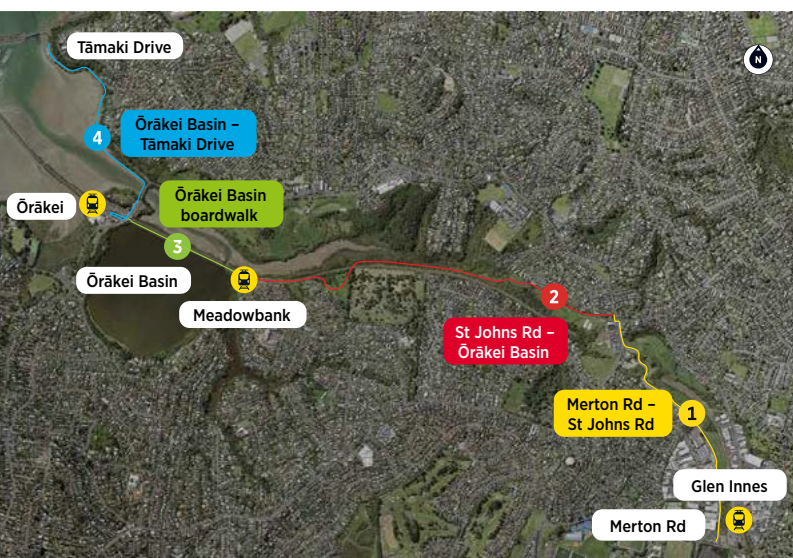


Te Ara Ki Uta Ki Tai (the path of land and sea) Glen Innes to Tāmaki Drive shared path

The Glen Innes to Tāmaki Drive shared path – aptly named ‘Te Ara Ki Uta Ki Tai’ (the path of land and sea) – is a 7km long path connecting Auckland’s eastern suburbs to the Waitematā Harbour.

With 6km already completed from Glen Innes to Ōrākei Basin, the path has proved hugely popular. Alongside the 1300+ average daily users, the path has become a treasured community asset, connecting people to shops, schools and train stations along the way. It’s also a recreational destination visited by families, running clubs and cycling enthusiasts from across Auckland.

Delivered in four stages, the longest of the four sections stretching 2.65 kilometres from St Johns Road to Ōrākei Basin (Section 2) was completed in May 2022. The final stage (Section 4) will provide the missing link from Ōrākei Road to Tāmaki Drive, where it connects with other pathways around the bays and into the city centre.



Key features of the path:

- Approximately 4m wide.
- Separated from road traffic.
- Designed to be easily accessible to a wide range of users, from people in wheelchairs, walking, cycling or on micro-mobility devices.
- Surface materials chosen to reduce the risk of slipping.
- CCTV and lighting for safety and to extend hours of access.
- Connects communities with public transport along the route.



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neighbourhood in April 2025**

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The final piece of the puzzle

Work is getting underway to complete Section 4, a spectacular 870m long boardwalk following the Hobson Bay coastline. The boardwalk will be constructed with concrete piles and decks with steel balustrades. It will start next to Ōrākei Road (beside Purewa Bridge) and follow the coastline to Whakatakataka Reserve to connect with the shared path we've already built on Ngapipi Road running through to Tāmaki Drive.

Completing the project will provide a continuous, safe and fully separated walking and cycling connection all the way from Glen Innes to Tāmaki Drive, enabling more people to use and enjoy the path.

The route and design

Section 4 continues from the Ōrākei Basin Boardwalk (Section 3) and follows Ōrākei Road to Purewa Bridge. From here, a concrete boardwalk will be constructed hugging the Hobson Bay shoreline before connecting to Ngapipi Road through Whakatakataka Reserve. The path follows Ngapipi Road to the intersection with Tāmaki Drive, where people are able to continue walking and cycling to the east or west into the city centre.



Connecting to other paths

Safe, separated and connected paths make people feel more confident cycling as part of everyday life and attract more users. The path connects with the new separated cycle lanes on Tāmaki Drive and shared paths to the east via the signalised pedestrian crossing.

Sections following the road

Footpaths on Ngapipi Road and Ōrākei Road have been replaced with a shared path.

Boardwalk and bridge

This section of the path gives a scenic view of Hobson Bay, distant maunga, fossil beds in the coastal area (at low tide) and the reserve around the headland.

Rest area/lookout

Connecting locals to the path

People in Ōrākei can join the path here to travel into the city, around the bays or south to Ōrākei Train Station, Ōrākei Bay Village and destinations beyond on Sections 3, 2 and 1 of the shared path.

Enhancing community facilities

Our plans are designed to complement Ōrākei Local Board plans to rejuvenate Whakatakataka Reserve. The path is positioned on the outside edge of the reserve so we don't bisect usable space. Water access is also retained.

Key

- Section 3 Ōrākei Basin boardwalk (completed)
- Section 4 Ōrākei Basin to Tāmaki Drive

The boardwalk's 4.5m width, smooth finish and low gradients will make it a faster, easier and more accessible route to and from Tāmaki Drive, replacing the temporary cycling connection along Ngapipi Road.

Stakeholder and community feedback has shaped the design

The design was carefully developed, responding to our Mana Whenua project partner, stakeholder and community feedback.

The design:

- Features concrete piles and deck, with a 1.2m steel balustrade.
- Ensures recreational water access is retained.
- Complements the natural environment.
- Incorporates unobtrusive lighting (while still illuminating the path safely).
- Provides views from the path to the surrounding area and natural environment.
- Has safe surfaces that minimise the risk of slipping.
- Has curves that are smooth for cyclists.
- Includes a rest area.

Distanced from traffic noise and connecting people with nature, the path provides a peaceful respite in people's daily commute, and with its stunning surrounds it will also be a popular destination for Aucklanders.

LED lighting under the handrail will extend hours of use and also minimises light spill (you can see comparable lighting on the nearby Ōrākei Basin Boardwalk).

The boardwalk will sit approximately 2.8m above the high-water mark to account for sea level rise.

A rest area/lookout, with a glass balustrade, will be located approximately halfway along the pathway for people to rest and enjoy the view.

Image: Artist's impression of boardwalk viewed from east, looking towards Ōrākei.

1.2m high lightweight steel balustrade (40x10mm steel flat bars) integrated with LED handrail downlighting.

Concrete surface with pattern and steel disc inserts reflecting the underlying geology and nearby fossil beds.

4.5m wide concrete deck.

100mm spacings between balusters.

Texture finish to encourage marine growth and a darkening appearance over time. Careful design has minimised the number and size of piles needed.

Image: Artist's impression of boardwalk balustrade and deck detail.

Delivering the boardwalk

This is a priority project for AT because it completes a missing link in the Auckland Cycle Network, enabling people to connect with routes to Point England and beyond, and to the city centre via Tāmaki Drive.

This project also plays a role in helping reducing congestion and emissions, which will only be possible if more Aucklanders have the choice to walk, cycle and use public transport, and it becomes a desirable option for many.

Protecting and enhancing the natural environment

Integral to the project at every stage is care to reduce the impact of construction and design the path in a way to complement the environment. On Section 4, careful design has reduced the number and size of piles needed for the bridge and boardwalk, and a textured finish on the piles will encourage marine growth and a darkening appearance over time. This means the boardwalk will blend with the local environment and treads lightly. Where planting is removed because of construction, it will be replaced with natives to enhance the quality and diversity of habitat and support native wildlife.

As part of enabling works in September 2024 we have removed privet from near Purewa Bridge and she-oaks from Whakatakataka Reserve (Ngapipi Road), which we will replace with representative native species. The shared path alignment through Whakatakataka Reserve and planting will complement Ōrākei Local Board future aspirations to restore the reserve.



To learn more, visit at.govt.nz/easterncyclepath
Scan the QR code to sign up and receive project updates

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