

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

Project Overview

Te Ara Ki Uta Ki Tai links Glen Innes to Tāmaki Drive via a 7 kilometre, generally 4-metre wide, shared path. The shared path largely follows the eastern rail line from Merton Road near Glen Innes Station to Tāmaki Drive. Split into four sections, each section has been delivered as a standalone project and features connections to local communities.

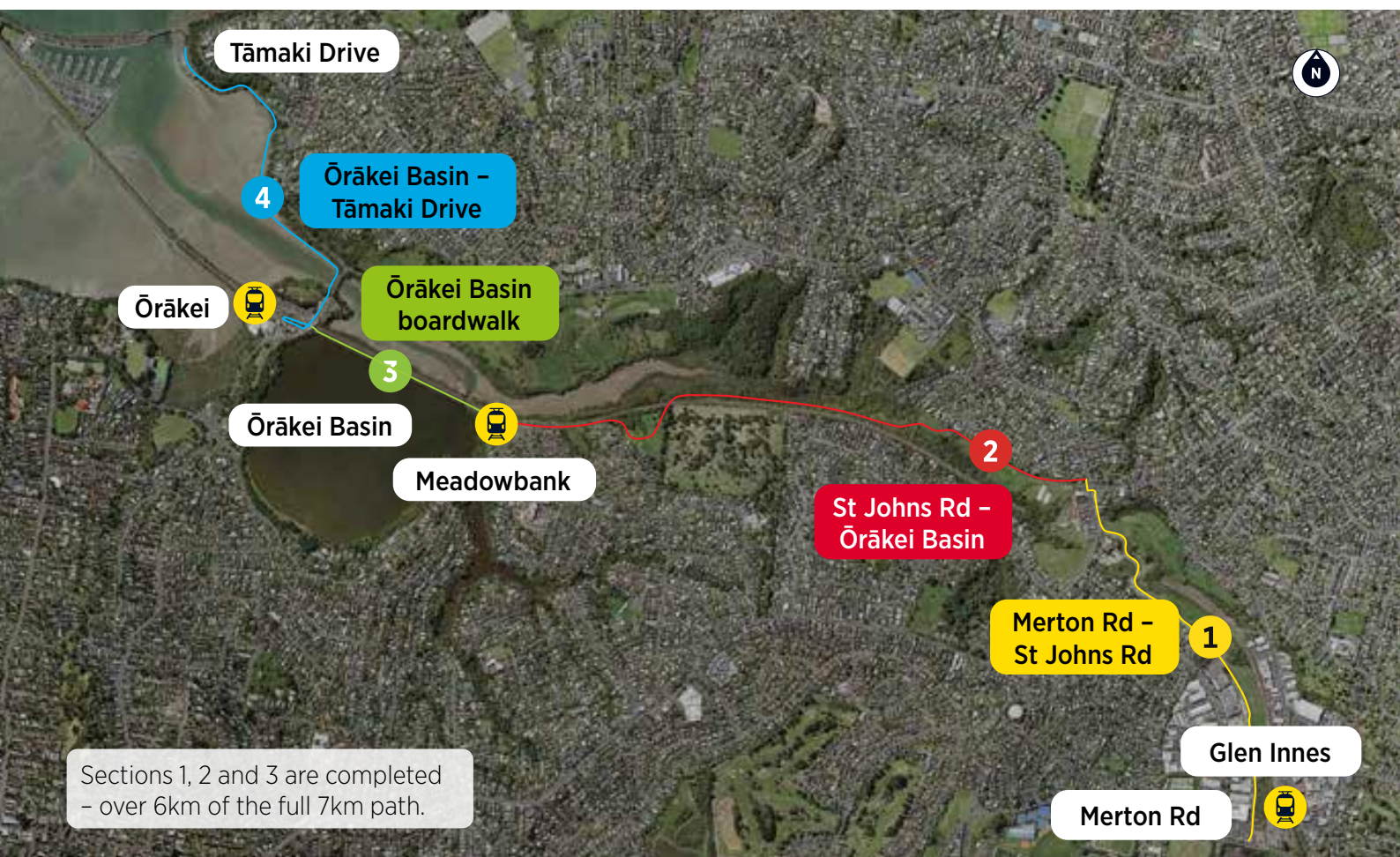
Section 4 – Ōrākei Basin to Tāmaki Drive – is the final section to deliver and complete this project.

Delivering Section 4 (Ōrākei Basin to Tāmaki Drive) – what you need to know

Section 4 has sections of shared path following the road and a 870m long concrete boardwalk in Hobson Bay. Section 4 has been built in stages, and the paths connecting Ōrākei Basin Boardwalk to Ōrākei Road and on Ngapipi Road from Whakatakataka Reserve to Tāmaki Drive have been completed.

HEB Construction, our construction partner, started work at the end of April 2025 to construct the boardwalk. The expected completion is the end of 2026.

This is a priority project for AT as a key piece of the wider Strategic Cycling Network, providing healthier car-free choices for how people choose to travel around their neighbourhood and for their commute. With 1,300+ average daily users the path is already popular with locals and has become a recreational destination for Aucklanders city-wide.



We're starting work in your
neighbourhood in April 2025

Your city — connected





Project timeline

Phase 1: late April to June 2025 – Site establishment and earthworks

- We will establish three main worksites:
 1. Whakatakataka Reserve, Ngapipi Road (the reserve will close for the duration of works)
 2. Purewa Bridge, beside Ōrākei Road
 3. Ōrākei Station Park n Ride (car parking will be impacted)
- Vegetation clearing
- Construction vehicle access built in Park n Ride
- Erosion and sediment control measures set up
- Installation of ducting for power, CCTV and telecoms.

Phase 2: June 2025 – Construction starts

- Construction of the boardwalk will start at both Purewa Bridge and Whakatakataka Reserve in June and July respectively, with the two construction crews aiming to meet midway along the structure 12-months later
- Construct temporary causeway into Hobson Bay.

Phase 3: July 2026 – Boardwalk completed

Phase 4: Mid to end of 2026 – Connections to existing path and fit out

- Shared path connected to Ngapipi Road (via the reserve) and Ōrākei Road from the boardwalk
- Landscaping
- Electrical and CCTV fit out
- Mahi toi (cultural artwork).

Phase 5: End of 2026 – Site disestablishment

- Disestablishment of site facilities and reinstatement works
- Causeway removed and carparks reinstated at Ōrākei Station Park n Ride.

Shared path opens

Early 2027: Temporary cycle lane on Ngapipi Road removed



The boardwalk will feature concrete piles and a 4.5m wide concrete deck with steel balustrades.

Construction methodology

We will be working in three areas at the same time – next to Purewa Bridge (Ōrākei Road), Whakatakataka Reserve and from the temporary causeway in Hobson Bay.

The temporary causeway will be constructed from behind the Ōrākei Station Park n Ride to move plant and equipment into the bay.

The concrete piling will begin first, followed by headstocks installation, precast beam installation and then the concrete decks. The balustrades will then be installed, and the handrails and lighting fixed in place.

Once the boardwalk construction work has been completed, connections to the shared paths on Ngapihi Road will be built in Whakatakataka Reserve and from Ōrākei Road. Finishing works including landscaping, artwork, lighting and CCTV will then get underway.

Construction impacts – what you need to know

The main impact locals will notice is temporary traffic management beside Purewa Bridge on Ōrākei Road and vehicle movements to and from the reserve on Ngapipi Road and Ōrākei Train Station. Our site compound in Ōrākei Station will also impact the number of available car parks.

Traffic management

We will use a mix of temporary traffic management:

- Stop/Go or traffic lights when large machinery or plant is entering or exiting the worksites
- Lane reduction/ shoulder closures when working next to Purewa Bridge, maintaining two-way traffic flow
- A lower posted speed limit past work areas for everyone's safety.

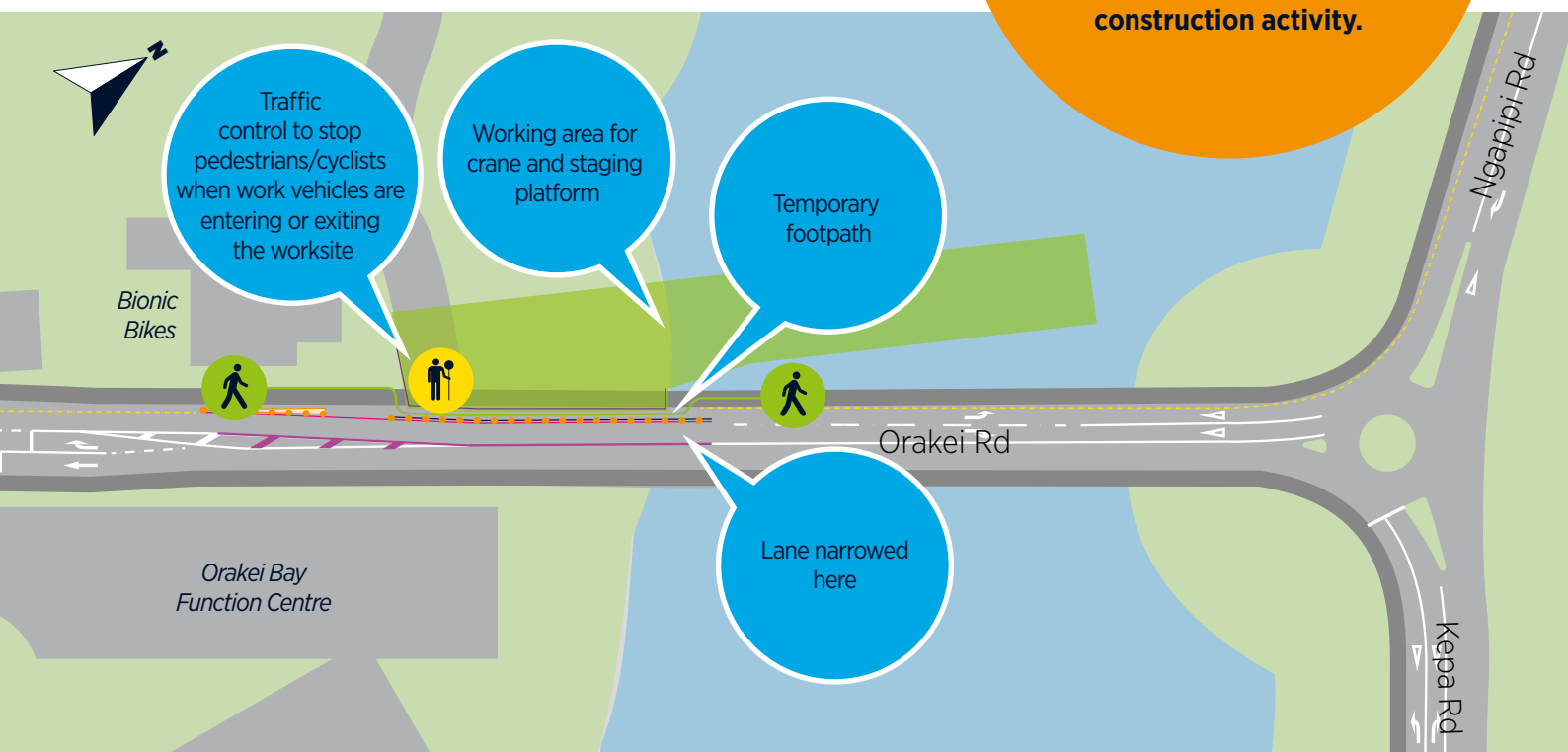
The area available for people walking or cycling as they move past the Purewa Bridge worksite will be narrowed, and riders may need to dismount through this section when other people are on the path.

Traffic controllers will help manage vehicle access and assist pedestrians and cyclists. We know these roads are busy key arterial routes so we'll make sure we keep traffic moving and will plan construction vehicle movement to avoid peak hours as much as possible.



Temporary traffic management at Purewa Bridge

This will enable safe access for cranes, piling and staging equipment and construction activity.



Noise and vibration

We'll closely monitor noise and vibration, keeping within permitted levels and to minimise disturbance for our neighbours. Our work hours will generally be 7am to 6.30pm Monday to Saturday. We will avoid noisy works early mornings wherever possible.

We'll let neighbours know 48 hours in advance of any construction activities expected to cause high noise or vibration, and if nightworks will be carried out. Night works may include oversize deliveries of plant and machinery and concrete pours that need to be finished in 1 day.

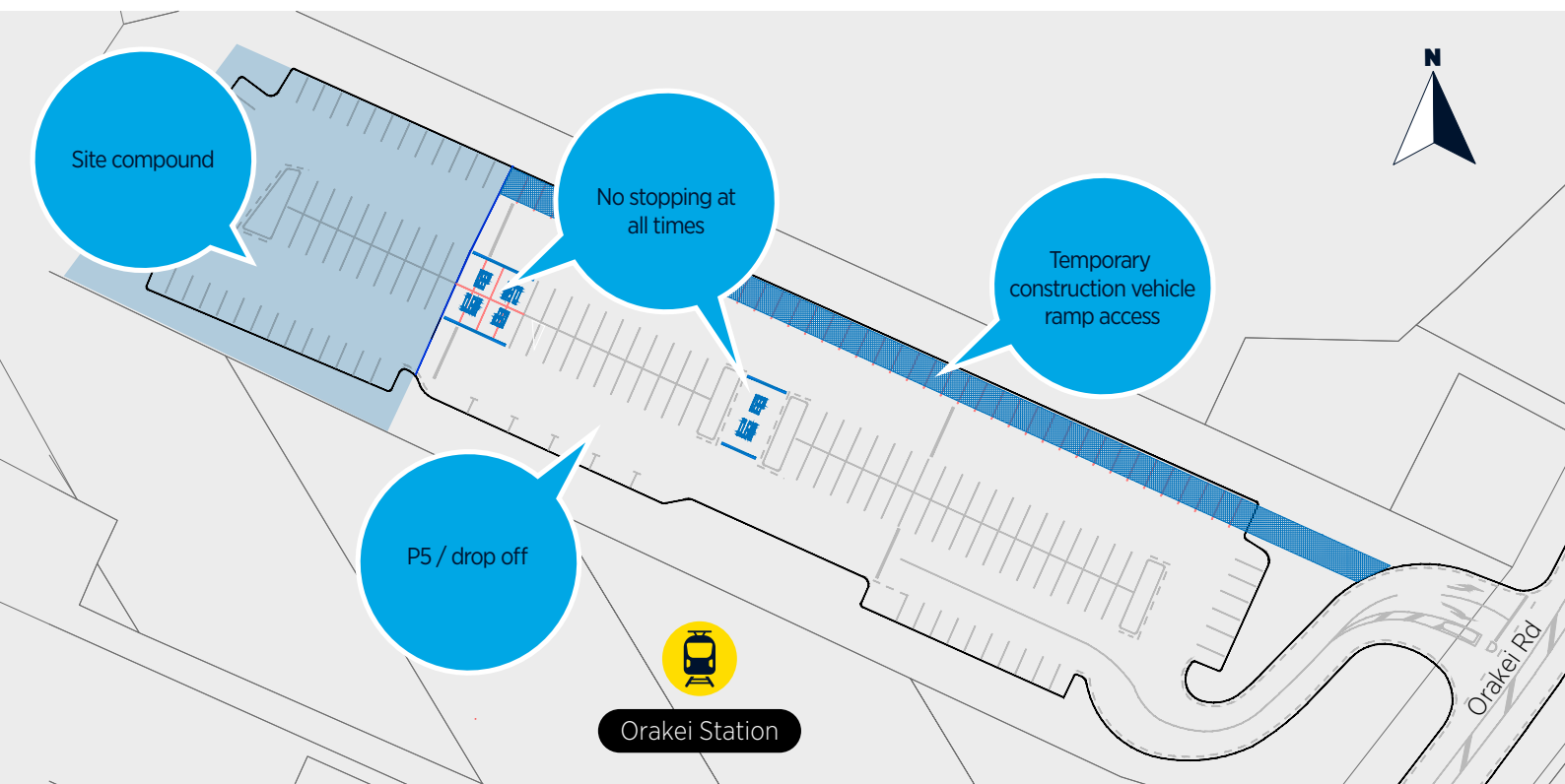
Ōrākei Train Station Park n Ride

Our main site compound will be located at the rear of the car park, where a temporary causeway into the bay will also be built. Locating our site in the car park reduces construction vehicle movement on local roads and saves time and cost by giving us direct access to Hobson Bay.

A temporary vehicle access ramp will be built along the north-eastern end of the car park for oversize vehicles and to separate construction traffic from the car park as much as possible.

We understand people will be inconvenienced by the reduced number of available parks – we'll be doing our best to keep our footprint here as small as possible. The P5 area is retained so people are still able to get a lift to the station.

Train services will not be impacted by our work, and rail bus services will continue to run to and from the station in the event of an unplanned disruption or planned maintenance closure.



The office and site compound at the north-west end of the Ōrākei Station Park n Ride and access ramp.

Keeping you informed

Throughout the project we will communicate with project neighbours, key stakeholders and the wider community in several different ways, including:

- Works notifications prior to any disruptive works
- Newsletter
- Project information boards
- Regular updates on project webpage
- Regular video and photography
- Dedicated Stakeholder & Engagement Manager
- Project open days.

Planting and restoration

Planting and restoration are an important part of the project. Pest-plant and weed control will be carried out in and around the construction areas to support restoration. Vegetation lost because of site works will be replaced with representative native species to enhance quality and diversity of habitat, and to support native wildlife. Mana whenua and Auckland Council have both assisted with plant selection.



To find out more, receive regular construction updates or provide feedback, **scan the QR code**, email projects@at.govt.nz, or visit at.govt.nz/easternpath

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