

Inner West Projects

AT Board Summary



Introduction

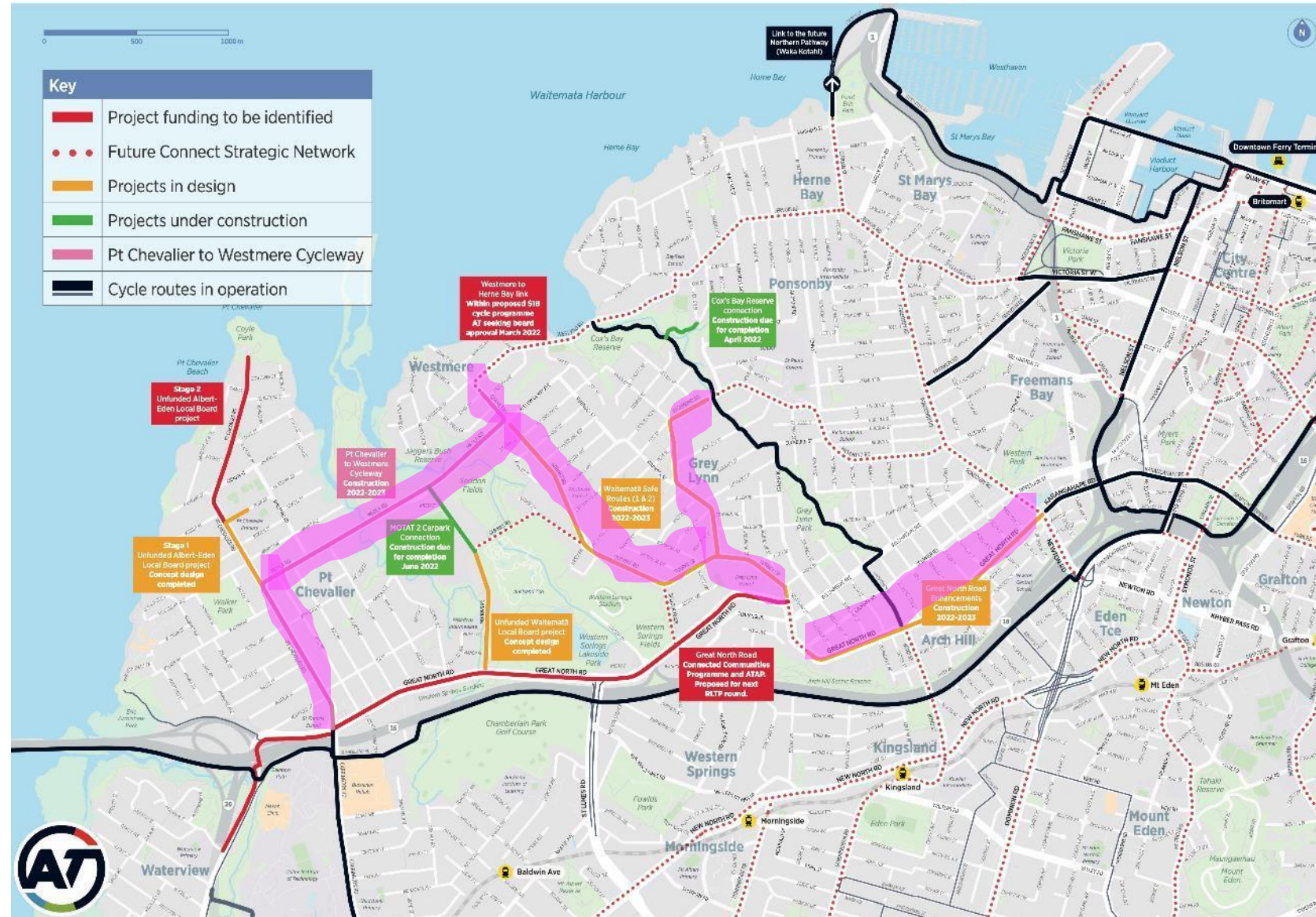
- 3 Inner West Corridor projects are ready for construction procurement and need to start in 2023 for:
 - Alignment with scheduled stormwater and sewer separation work
 - Alignment of delivery with planned renewals work
 - Undergrounding of power cables

Some enabling works completed and further work already contracted.

Request

- Direction from the Board on next steps towards a decision

A network for Point Chevalier and Grey Lynn with strategic and local connections



History

- 3 public consultations since 2016
- Projects previously approved by Local Boards and AT Board
- Originally scheduled to start 2022 for summer construction with some enabling works contracts awarded/completed
- Pause for instruction from new politicians – workshops held with Local Boards and Grey Lynn Residents and Business Associations in December and February
- Capital deep dive to investigate cost basis and possible savings

Project Feedback

- Mayoral election campaign and NZ Herald article in October 2022 suggested scrapping Inner West cycle projects
- AT postpone meeting of Community Liaison Group pending clarification of political intentions
- Consequent campaigning activity in social media and direct letters to politicians and AT
- Recent correspondence – some supporting projects to proceed and some requesting a pause to reconsider
- Recent presentations to Council Transport and Infrastructure Committee from active travel campaigners

Point Chevalier to Westmere



Cycleway, bus lane and footpaths constructed with planned renewal and storm water works

Maintenance upgrade:

- to rehabilitate Meola Road pavement
- Meola road to be raised up and rebuilt through the closed landfill area
- Resurfacing of Pt Chevalier Road / over the concrete slabs from the tram era
- Dig once approach
- Renewals works - **\$9.7m.**

Stormwater and sewer separation:

- AC Stormwater separation in Point Chevalier Rd
- Works programme planned on the Western isthmus
- Dig Once approach
- AC Stormwater upgrade - **\$8.8m**



Utilities improvement and future-proofing

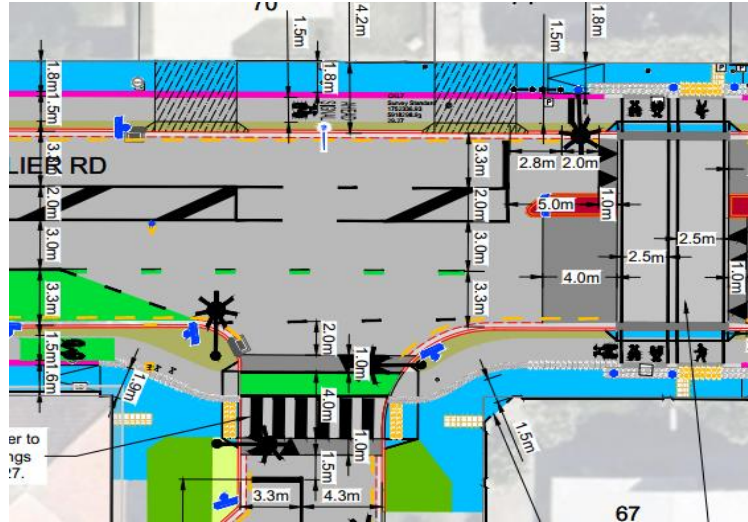


- Overhead lines are going underground
- 54 Replacement trees to be planted for the 34 removed



- Roundabout will minimise the impact on travel times for bus passengers and general traffic
- Improving safety for people walking and cycling.

Raised Table crossings

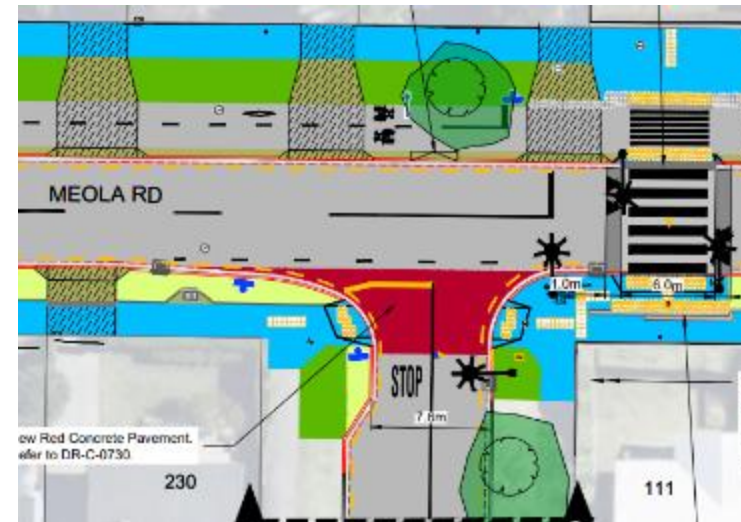


Where the bird streets intersect with Meola Road, we will utilise kerb buildouts but not raised tables. This is because the cycleway is a bi-directional facility located on the north side of Meola Road.

As part of the traffic calming philosophy, 27 raised tables will be installed

- 14 across the carriageway
- 13 across the top of side roads.

Threshold traffic calming treatments will be installed at side roads, comprising a vertical raised table component and a horizontal kerb buildout component.



Pt Chevalier Road – uni-directional cycleway retaining street trees



Meola Road – bi-directional cycleway



Tree Replacement locations

Pt Chevalier Road: All existing Pohutukawa trees will be retained and protected, 4 No. additional Pohutukawa trees and 1 No. replacement Pohutukawa tree will be planted

Meola Road West: 20 No. trees will be removed, all other trees retained and protected, 21 No. trees will be planted;

Meola Road Central: 13 No. trees will be removed, all other trees retained and protected, 27 No. trees will be planted;

Meola Road East: 2 No. trees will be removed, all other trees retained and protected, 2 No. trees will be planted

Garnet Road: No trees will be removed (Consented tree removal previously undertaken by Auckland Council), all other trees retained and protected, 1 No. trees will be planted

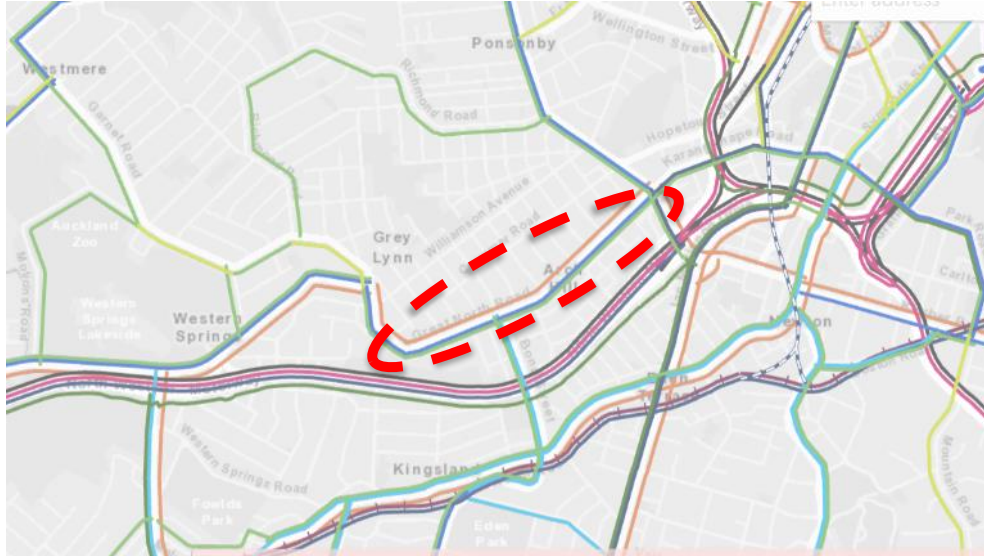


The Great North Road Corridor



Length	1.65km
Cost estimate	\$28M plus \$3.3M for Council Healthy Waters work
Benefit cost ratio	2.4
First year rate of return	5.3%
Co- investment	51% Waka Kotahi secured in March 2022 based on \$24.3M construction costs)

Community led solution for all modes



Future Connect Map- Roads and Streets framework - Movement and Place

- Strategic transport corridor for general traffic, freight, public transport and active mode
- Connects two centres of Grey Lynn and Karangahape Road

Outcomes sought

To accommodate population growth and prioritise strategic transport requirements the project aims to:

1. Maintain general and freight traffic lanes
2. Improve mode share along the corridor
3. Improve safety and reliability for:
 - for buses and bus passengers
 - cyclists
 - pedestrians
4. Improve the urban realm for businesses, residents and users of the corridor
5. Provide affordable solutions
6. Minimise constructions disruption for local business and community

Breakdown of project costs

Deliverables	Cost estimate \$ (M)	Comments
Service relocations, trenching and tree pits	3.9	All underground works associated with signal, lighting camera poles, relocation of existing services and new connections plus construction of tree pits
Separated cycle lanes	3.6	Cycle lane construction with separators and intersection treatments
Separated bus lanes, bus stops and enforcement cameras	3.9	New bus lanes, enhanced bus stops with cycle lanes facilities, enforcement cameras and intersection treatments
Pedestrian improvements	5.2	Raised pedestrian crossing facilities at 23 side road treatments to improve safety and to mitigate the removal of flush median Additional raised pedestrian signals across Great North Road to facilitate safety, bus passengers and walking school bus routes
Road resurfacing	3.5	To remove ghost marking and improve safety from existing road layout and to enhance finished look of corridor. Extending the life of the corridor asset - reducing maintenance
Planting and amenity upgrades	3.6	Planting to replace the removal of 20 trees at 3:1 ratio. Planting of additional trees and low level plants to provide a cohesive landscape plan as identified by community and local board. Street furniture and urban amenity improvements.
Lighting upgrade and replacement of sub standards	0.6	Replacing sub standard lighting and improving lighting particularly at new pedestrian crossings
Total (AT construction cost estimate)	24.3	
Contingency plus escalation	3.8	Contingency and escalation to accommodate 2022 cost increases
AT Grand Total construction	28.1 plus 3.3 HW	
Auckland Council Health waters (HW) stormwater separation	3.3	Auckland Council sewer stormwater separation project

Value for money



Integrated cycle options investigated



Reconciling movement and place issues





Waitematā Safe Routes - Grey Lynn to Westmere



Richmond Road and Surrey Crescent Grey Lynn to Westmere

The project is a refresh of the 2017 design that was halted three months into construction following quality and design concerns voiced by the community.

What it includes

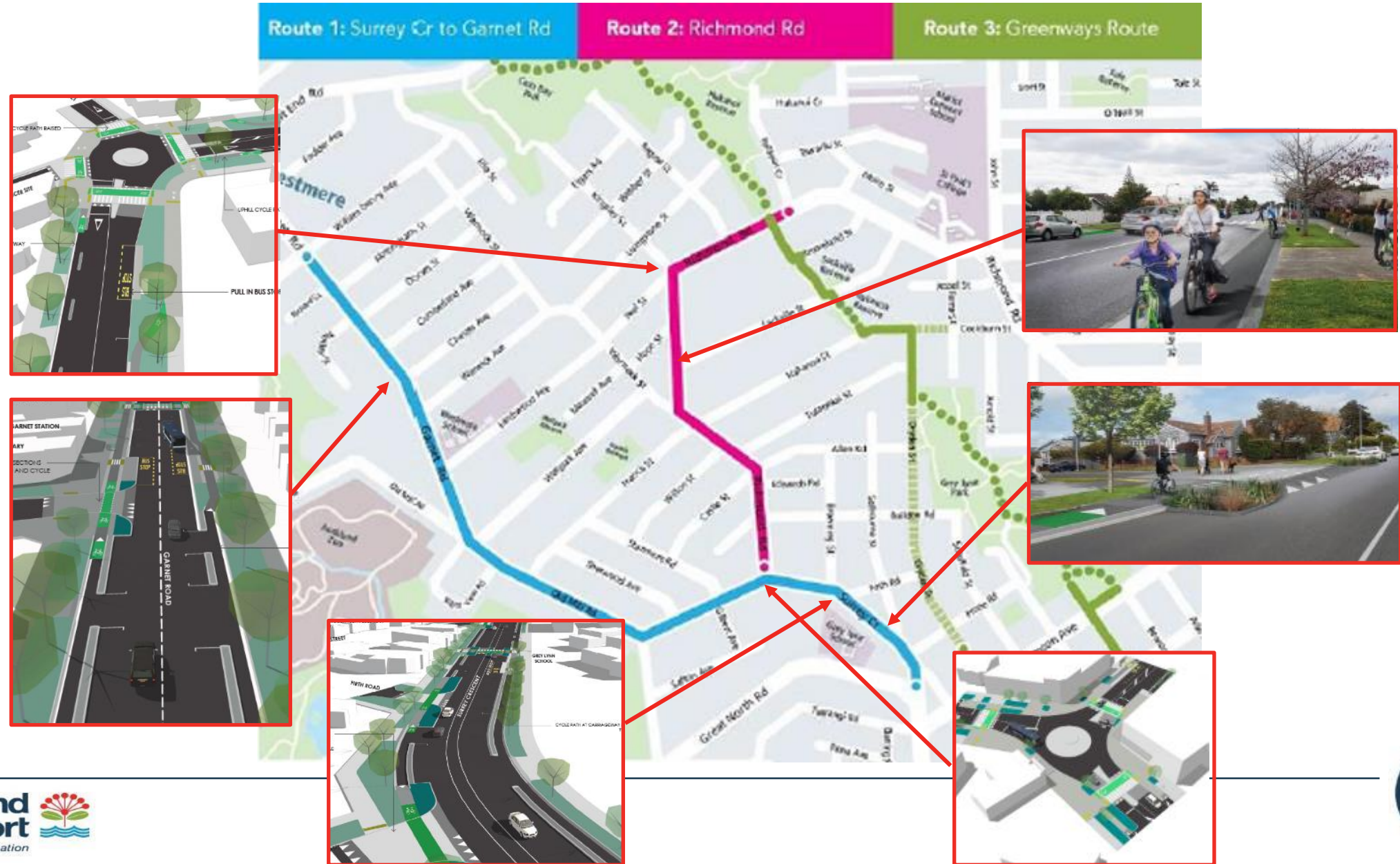
The project centres around walking, cycling, and bus improvements. This includes 5.7km of protected cycleways, new pedestrian crossings, accessible bus stops, a new roundabout, raised speed tables at side roads, landscaping, trees, street lighting and road resurfacing.

What it will provide

- local communities with safe choices however they choose to travel
- connections to destinations such as Westmere and Grey Lynn schools, West Lynn village, Old Mill village, and the Richmond Road retail and office hub near Countdown.
- no reduction to the existing traffic lanes.
- The project will also replace the temporary traffic calming on Surrey Crescent outside Grey Lynn school that was installed in 2021 as part of the Safe School Speeds programme with permanent facilities.



Design Features



Design Features



Old Mill Road / Garnet Road at Old Mill village

Surrey Crescent outside Grey Lynn school



Summary

- Great North Road and Point Chevalier to Meola Road link the **strategic area-wide** network across the city and have attracted Waka Kotahi co-funding.
- All routes link local schools, residential and shopping areas.
- Richmond Road, Surrey Crescent and Old Mill Road have **local significance** to serve schools and connect areas of Grey Lynn.
- Letters of support cover the whole area. Opposition is focussed around car-parking issues in Great North Road and from Occupy Garnet Road in West Lynn.