

Proposed Waterview Cycleway - Preferred Route

Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
Executive Leadership Team	(ELT)
New Zealand Transport Agency	(NZTA)
Notice of Requirement	(NoR)
Project Feasibility Report	(PFR)
Resource Management Act 1991	(RMA)

Executive Summary

The Waterview cycleway is the missing link in the off road cycle network linking Manukau / Waitemata harbours and the CBD. The cycleway follows the path of the SH20 Waterview motorway project. The provision of a cycleway / shared path is a condition of the decision on the Waterview motorway connection designation by a Board of Inquiry.

A preferred corridor alignment has been identified between Alan Wood reserve, Mt Albert and Great North Road, Waterview to provide continuous cycleway provision. The preferred alignment is shown in Attachment 1.

The SH20 Waterview Board of Inquiry conditions outline that Auckland Transport is required to prepare a concept design and obtain the necessary land owner and statutory approvals for the cycleway. Should Auckland Transport be successful in obtaining the required approvals, NZTA would fund and implement the cycleway in accordance with condition SO.14 to a sum equal to \$8 million in June 2011 New Zealand dollars (with any construction costs above that figure being met by the Auckland Council).

The preferred corridor for the cycleway will provide for a 4m off road facility connected by bridges across the rail corridor and Oakley Creek. The next steps are to progress a Notice of Requirement to designate the route, undertake developed designs and land negotiations with relevant land owners.

The proposed budget to progress investigations and land negotiations prior to utilising NZTA contribution is identified in the current cycle and walking capex budget.

Recommendations

It is recommended that:

- i) The preferred route for the Waterview cycleway connection as shown in Attachment 1 is confirmed.
- ii) A notice of requirement and negotiations with land owners to obtain the required land to progress the scheme are undertaken.
- iii) The Chief Executive is authorised to implement the agreements with NZTA to finalise design and initiate construction.

Strategic Context

The Waterview cycleway provides a missing link in the regions off road dedicated cycle network and is identified as a strategic connection in the Auckland cycle network.

An outcome of the Board of Enquiry for the Waterview Motorway connection was that NZTA would fund the construction of the cycleway up to a value of \$8m. The requirement for Auckland Transport would be to obtain land owner and statutory approvals. Condition SO.14 which outlines the SH20 Waterview decision is shown in Attachment 2.

Background

A Project Feasibility Report examined seven alignments for the cycleway, Attachment 3. These were investigated against the objectives of the scheme, funding levels and potential challenges of land ownership and access. The preferred option meets the project objectives of the scheme:

- a) To provide a high quality cycleway / shared path that provides linkage between two high quality cycleways on the regional cycle network.
- b) Community access to open space areas and reserves.
- c) Improved local area walking and cycling connections.
- d) Gives effect to Condition SO.14 of the Waterview decision.
- e) Maintains the budget and timeframes of this consent.

The preferred route provides the greatest level of accessibility for community access to reserves, good linkage with the UNITEC campus, maintains the amenity value for Oakley Creek walkway and enables future development of parks and reserves.

The assessment of the preferred alignment identified that land purchase is required. AC Parks has been involved in the development of the option as members of the project steering group and has indicated general acceptance in principle for the preferred route. The exact alignment of the cycleway through the park will be undertaken with redevelopment proposals for Phyllis Reserve.

The preferred route requires an agreement to use and/or acquire land from Ngati Whatua, Unitec, NZTA and two private land owners. Initial discussions have been held with landowners, Local Boards and advocate groups on the preferred alignment.

Next Steps

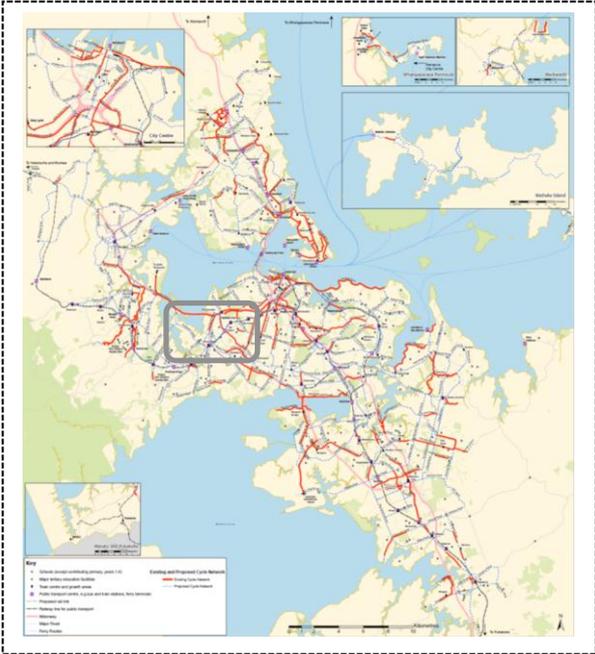
The project feasibility report has identified a preferred alignment that has met the required objectives to progress the alignment through the planning process. To deliver the cycleway connection will require statutory consent approvals to be obtained including developed designs, designation, land easements and land purchase. Auckland Transport is currently in discussions with NZTA to procure services for the next stages.

Attachments

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| Attachment 1 | Preferred Alignment for Waterview Cycleway |
| Attachment 2 | Board of Inquiry Waterview Connection - Condition SO.14 |
| Attachment 3 | Seven Cycleway alignment options investigated |

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APPROVED FOR SUBMISSION by	David Warburton Chief Executive	

Preferred Route of Waterview Cycleway





Board of Inquiry Waterview Condition SO.14

SO.14	<p>For the purpose of mitigating significant adverse effects on passive open space and reserves in Sectors 5, 7 and 9, both during the construction years and longer term, particularly in the Waterview, Owairaka and New Windsor communities (other mitigation having been held by the Board of Inquiry not to be adequate) the following applies:</p> <p>(a) The NZTA shall, subject to conditions (b), (c) and (d) below, construct the following:</p> <p>(i) A pedestrian and cycleway to AUSTROADS standards between Waterview and Owairaka/New Windsor (as generally indicated on drawing labelled as "Indicative SH20 Cycleway Route" (refer to Schedule A, Row 40)), subject to any modifications necessary to address design, property or engineering constraints.</p> <p>(ii) The "Alford St Bridge".</p> <p>(iii) The "Soljak PI Bridge".</p> <p>(b) The NZTA's obligations under condition (a)(i) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:</p> <p>(i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals on a permanent basis in respect of the facilities described in condition (a)(i); and</p> <p>(ii) acquired sufficient land to form a cycle and pedestrian way to AUSTROADS standards between Alan Wood Reserve and Unitec; and</p> <p>(iii) obtained all necessary resource consents required for construction and operation of the facilities.</p> <p>(c) The NZTA's obligations under condition (a)(ii) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:</p> <p>(i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals on a permanent basis for the Alford St Bridge; and</p> <p>(ii) obtained all necessary resource consents required for construction and operation of the Alford St Bridge.</p> <p>(d) The NZTA's obligations under conditions (a)(iii) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:</p> <p>(i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals for the Soljak PI Bridge either on a permanent basis or on the basis that the Soljak PI Bridge may be constructed and operated unless and until its continued existence and / or operation conflicts with or compromises future works pursuant to the designation for rail purposes; and</p> <p>(ii) obtained all necessary resource consents required for construction and operation of the Soljak PI Bridge.</p>
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- (e) The certification from Auckland Council required under conditions (b), (c) and (d) above must be received by the NZTA within 8 years of the designations for the Project being confirmed.
- (f) Each of the facilities for which certification has been given must be constructed within 1 year of the opening of the motorway, or two years from when certification is given for the relevant facility, whichever is the earlier, subject however to some elements of the facilities towards the northern end needing to await the de-commissioning of Construction Yard 7.
- (g) The value of the construction works to be undertaken by the NZTA pursuant to condition (a) to (d) above shall not exceed a sum equal to \$8 million in June 2011 New Zealand dollars (with any construction costs above that figure being met by the Council.)”
- (h) The pedestrian and cycleway facilities described in condition (a)(i) above are in addition to the cycling and pedestrian facilities required by the other conditions.

Advice notes:

The intention of this condition is to construct a continuous pedestrian and cycleway with bridges at Soljak PI and Alford St. To achieve this, the Council and Auckland Transport will use their best endeavours to obtain the necessary consents and landowner approvals, for all three components of the network.

The approvals required for the Soljak PI Bridge reflect the designation for rail purposes of land under the bridge and the possibility that any bridge structure will be approved for a limited length of time only.

In the event that, despite their best endeavours, the Council and Auckland Transport cannot obtain all of the necessary landowner approvals, the condition allows each part of the network to be constructed in isolation from the others. That will provide some mitigation of the significant adverse effects on passive open space and reserves in Sectors 5, 7 and 9 that the condition is intended to address. It will also enable the Council and Auckland Transport to complete the network in the future at their expense when and if they are able to obtain the outstanding approvals.

Condition (f) above requires the earlier of the 2 named events to be the trigger for NZTA to undertake the works, in order that the required mitigation or at least some of it occur during the construction years. It also recognises that towards the northern end of the pedestrian and cycleway, some of the works may need to await the de-commissioning of Construction Yard 7.

Subject to landowner approvals, the Council and/or Auckland Transport will be the owner of the pedestrian and cycleway and the bridges described in (a) above and shall have full responsibility for the operation and maintenance of those facilities once they have been constructed by NZTA. Accordingly, NZTA will be under no further obligation in respect of any of the facilities once they have been constructed and, in particular, will have no obligation in terms of the removal, alteration or replacement of the Soljak PI Bridge in the event that it conflicts with or compromises proposed works pursuant to the designation for rail purposes.

Waterview Cycleway alignment options investigated



Figure 2-1: Concept Options for SH20 to SH16 Cycle Route