

Ōrākei Local Board presentation – 2 November

Re: Gowing Drive Connection OLI

(1) We assume councillors will have read the A3 paper relating to the OLB's only project we are seeking support and funding for – the Gowing Drive Connection which will enable a safer walking and cycling route for 3000 plus trips per week

(2) Onscreen is the first of two slides showing where the Orakei Local Board area is and a map indicating where the connection will be. It is shown in yellow. It is a 100m long walking and cycling path, part of which is an underpass below the Eastern rail corridor. Quite small in the overall scheme. What we're talking about is the 7km long Glen Innes-Tamaki Drive path that we want an additional connection to. The Shared Path is the Government-sponsored project, being undertaken by AT and funded by NZTA. This Shared Path will have sub-regional impacts.

(3) What's been tabled is a photograph of the general locality showing the rugged topography of the Pourewa Valley. It is a challenging location. On the reverse is a map which clearly shows the area we are talking about.

(4) What we propose is a link (the missing link) from the Meadowbank area (1) to the shared path and (2) consequently joining up of communities presently split by the railway and the contour of the Valley. You will see the AT plan has a connection (red line) from Kohimarama to the path, but strangely did not add in the connection from Meadowbank. The Board has already funded the other red paths on the left edge of the map as our skin in the game. The yellow line is the Gowing Drive connection that needs your funding to complete this walking and cycling network.

(5) The second slide indicates the wide level of support. The project was consulted on in the Board's Plan and was the most commented upon item in the Annual Budget consultation. It has strong public support. It has Ngati Whatua Orakei support; it aligns with their vision for Pourewa Valley. Kiwi Rail has indicated no objection to crossing under the rail lines.

(6) The Planning Commissioners in August 2016 on the Notice of Requirement strongly recommended linkages across the Valley. AT has now come to the conclusion following a feasibility study (August 2017) that the link we are proposing is "crucial to the full realisation of the shared path benefits."

(7) What are the benefits?

(8) Safety and reduce congestion off busy arterial roads– There is a primary School (St Thomas's) and secondary School (Selwyn) whose zones cross the Valley. Presently, students travel to these schools via busy arterial roads which in the morning and afternoon

are congested with commuters and heavy container trucks. These roads are considered dangerous for cycling. We understand that some students use unofficial dirt tracks and cross the rail tracks defying the odds of not being killed. It is estimated that this connection will attract 3,000 users per week. We have the numbers of students from both schools who live in the Meadowbank and St Johns suburbs. The connection will link families to schools split by the geography of the Valley, and help to save these students and those presently taking them, 1.5km road travel. Reducing this number of users will consequently decrease the number of vehicle trips and improve travel flows especially between 8-9am/ 3-6pm daily. Think of school holidays and how traffic moves more easily. Both schools support the Board's project.

(9) Health and commuting - The connection will allow more convenient access for residents and commuters to/from the cycling and walking opportunities the shared path will provide as well as safer communities given ASB Stadium is also a civil defence centre.

(10) The Board sees this as an opportunity to increase the benefits of the shared path through completing an obvious gap in the Shared Path network. And AT agrees. AT plans to complete this section of the Path in 2018. The Board wishes to make the connection at the same time to take advantage of the economies of scale. To add the connection later will increase the cost. A suitable site to connect to the existing road network has been identified and to be secured, needs to be purchased now.

(11) The Board is committed to this project knowing it has the support of our communities. The Board has committed \$2m capital funding to this one project to accelerate progress and enhance the traffic network. This means we will not be able to invest in any other significant transport projects for the next three years.

(12) The project is affordable and feasible. The Board seeks Governing Body support and funding to enable a safer walking and cycling route for 3000 plus trips per week.

Colin Davis

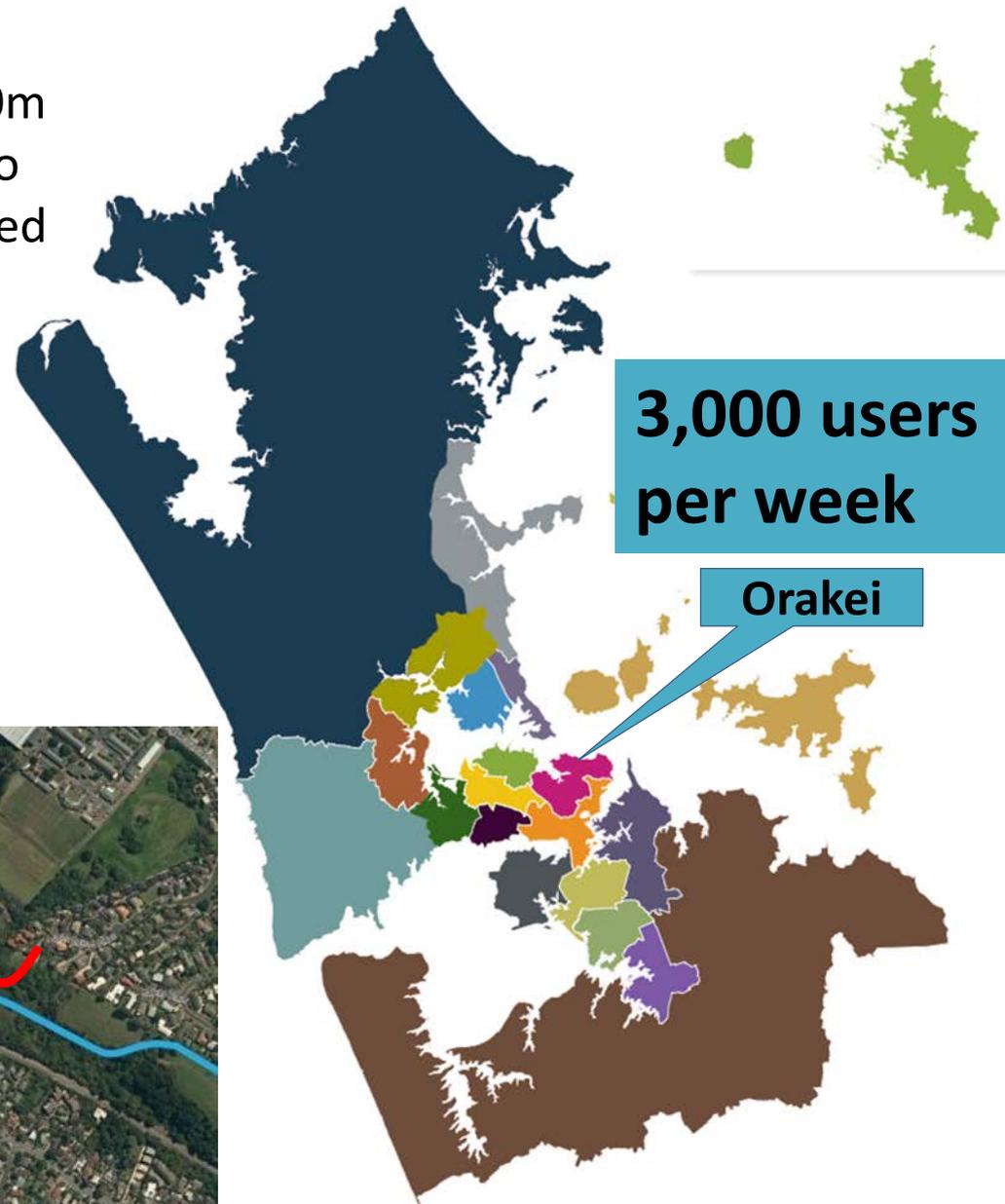
Chairman - Orakei Local Board



Ōrākei

Cycling & Walking Connection (~100m path) to connect our communities to the Glen Innes to Tamaki Drive Shared Path (GI2T Shared Path)

- Underpass under the railway line behind 92 Gowing Drive
- Land purchase of 1801 sq metres
- Sell 1534 sq metres of land after path construction.



Ōrākei – widely supported

Board Case for initiative



NGĀTI WHĀTUA ŌRĀKEI

Auckland Transport concluded “a link to connect Gowing Drive with the Glen Innes to Tamaki Drive Shared Path and facilities and amenities north of the railway line is crucial to the full realisation of the Glen Innes to Tamaki Drive Shared Path benefits” – August 2017



ST THOMAS'S SCHOOL
KOHIMARAMA, AUCKLAND

ASB | Stadium