

Allocation of Ōrākei Local Board Transport Capital Fund- Findlay Street / Hewson Street Walkway

File No:

Te take mō te pūrongo / Purpose of the report

1. To consider the allocation of the Auckland Transport Local Board Transport Capital Fund (LBTCF) to improve an existing walkway connecting Findlay Street and Hewson Street to the Ellerslie train station.

Whakarāpopototanga matua / Executive summary

2. Local Boards can use the local board transport capital fund (LBTCF) to deliver transport infrastructure projects that are not part of Auckland Transport's (AT) work programme. There is \$2,694,772 left in the Ōrākei Local Board's fund, noting that \$2,000,000 has been indicatively allocated to the Gowing Drive project.
3. At its October 2018 business meeting, the Ōrākei Local Board (the Board) asked Auckland Transport to provide it with options for using the LBTCF for improving to the walking route from Findlay and Hewson Streets to the Ellerslie rail station.
4. The request was investigated, and two options developed, one without lighting and one with improved additional lighting.
5. The recommendation is that the Board allocate \$295,000 to this project, leaving \$399,772 remaining in the Board's transport capital fund.

Ngā tūtohunga / Recommendation/s

That the Ōrākei Local Board:

- a) Allocate \$295,000 from the local board transport capital fund to allow for improvements to the Findlay Street /Hewson Street walkway connection to Ellerslie train station which includes lighting improvements (Option B).

Horopaki / Context

6. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport (AT). Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of AT's work programme. Projects must also:
 - be safe
 - not impede network efficiency
 - be in the road corridor (although projects running through parks can be considered if there is a transport outcome).

Tātaritanga me ngā tohutohu / Analysis and advice

Findlay Street/Hewson Street Walkway

7. The Ellerslie Residents' Association have requested improvements to the walkway connection between Findlay Street and Hewson Street, Ellerslie.



Map showing the walkway by dotted line.

8. This walkway is a pedestrian/cyclist feeder to the underpass to the Ellerslie Train Station. The walkway runs adjacent to the motorway on the western side and residential housing on the other. The formed pathway is very close to the residential boundary and there is a planted grass verge on the western side.
9. Residents describe the pathway as feeling dark and unsafe to use, even during daylight hours.
10. AT has made some minor improvements to the walkway but upgrading the walkway to a higher standard would require some capital investment.
11. Other improvements that could be made include further lighting upgrades, widening and relocating the concrete pathway closer to the motorway, wayfinding signage and a more clearly defined entrance way.
12. This project does not meet the criteria for the Community Safety Fund which specifies physical measures to prevent, control or mitigate identified local road and street safety hazards. These are hazards that expose people using any form of road and street transport to demonstratable hazards which may result in death or serious harm.
13. The Board requested AT to provide a rough order of costs for further improvements and it has been confirmed that this project is suitable for funding from the Board's LBTCF. The following information was provided to a Board workshop in April 2019.

Options for the Findlay Street/Hewson Street Walkway

14. AT assessed the walkway and two options were provided. One without lighting and one with lighting. AT recommended the second option with lighting due to "Safety in Design" requirements where the aim is to make new infrastructure developments safe for all users.

Option A- without lighting:

- The ROC is \$171,000
- This includes relocating the path away from the existing vegetation and providing a 3-metre wide concrete shared path.
- It includes arborist report and consenting costs for working under tree driplines.

Option B – with lighting

- The ROC is \$295,000
- This includes relocating the path away from the existing vegetation and providing a three-metre wide concrete shared path.
- It includes an arborist report and consenting costs for working under tree driplines.
- It includes six new lights, cabling etc to improve night time safety using a busy underpass.

Option C – Lighting Upgrade only

- The ROC is \$124,000
- It includes six new light, cabling etc to improve night time safety
- An allowance for tree trimming is included

15. Option B is AT's recommended option.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views guidance

16. The impact of information in this report is confined to Auckland Transport and does not impact on other parts of the Council group. Any engagement with other parts of the Council group will be carried out on an individual project basis.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

17. The request for improvements to the walking route came from the Ellerslie Residents Association. The project supports Outcome 3 of the Ōrākei Local Board Plan, "People can move around our area easily and safely".

Tauākī whakaaweawe Māori / Māori impact statement

18. The proposed decision has no impacts or opportunities for Māori. Any engagement with Māori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

Ngā ritenga ā-pūtea / Financial implications

Local Board Transport Capital Fund

<u>Orakei Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$3,259,319
Amount committed to date on projects approved for design and/or construction	\$564,547
Remaining Budget left	\$2,694,772

19. The remaining budget includes the Ōrākei Local Board’s allowance as of 1 July 2018. The remaining budget includes \$2,000,000 which has been set aside for the Board’s One Local Initiative project (Gowing Drive). The Board has enough funds to develop other projects.
20. The financial implications of the Board approving the recommendation in this report is the allocation of \$295,000 from the LBTCF. This will leave \$399,772 remaining in this fund.

Ngā raru tūpono / Risks

21. The “Ngā ritenga ā-pūtea / Financial implications” section above summarised the Board’s LBTCF financial position. No risks have been identified in proceeding with this project.

Ngā koringa ā-muri / Next steps

22. Auckland Transport will progress any decisions made by the local board as a result of this report.

Ngā tāpirihanga / Attachments

No.	Title	Page
A	Photographs of the Findlay/Hewson Street Walkway	

Ngā kaihaina / Signatories

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