

Micromobility Programme

FY23/24 delivery options and recommendations

Purpose

The purpose of this presentation is to:

1. Update Elected Members on the Micromobility Programme
2. Seek approval on the recommendations outlined in this presentation for Waterloo to City Centre Cycleway
3. Confirm preferred approach for delivering the City Centre Walking and Cycling Project
3. Provide an update on Community Connections: Avalon, Taita and Naenae



Prioritising the programme

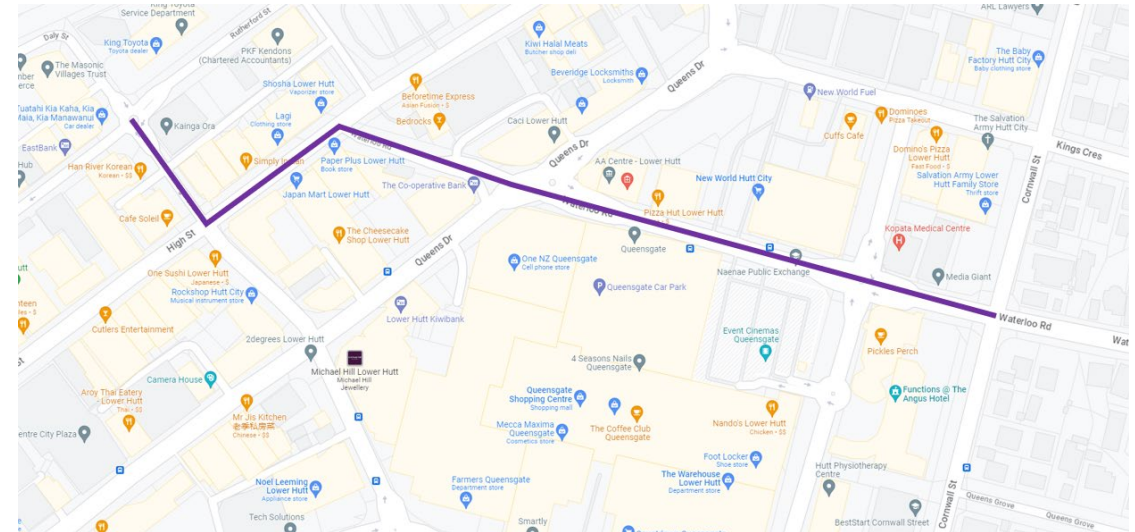
- A prioritisation exercise was carried out to determine which projects would proceed in FY23/24
- As a result, the following projects have been approved to proceed to delivery in FY23/24.
 1. Maru Streets for People
 2. Wayfinding Guidelines
 3. Community Connections: Avalon, Taita and Naenae
- Decisions are required on how to proceed with:
 - City Centre Walking and Cycling
 - Waterloo Station to City Centre Cycleway



City Centre Walking and Cycling project

Background

- Pre-implementation funding is available for work completed before 30 September 2023, regardless of whether construction takes place
- Pre-implementation costs incurred after 30 September 2023, or in excess of \$700K will not be reimbursed by Transport Choices
- Allocated budget for implementation is \$7.5M (Transport Choices)
- Following engagement with local businesses on the preferred route (see map on right), concerns were raised relating to the section of Waterloo Road between Bloomfield Terrace and Queens Drive.



Options

Option	Effect
<p>Option 1</p> <p>Complete detailed design (with and without a gap) and proceed to construction (construction must be completed by 30 June 2024).</p>	<ul style="list-style-type: none"> • Council will receive funding to complete detailed design works undertaken before the 30 September 23, and construction works completed before 30 June 24. • Any design costs incurred after September 23 or in excess of \$700k, would need to be covered by Council. If construction is not completed by 30 June 24, any costs incurred after this date would need to be covered by Council • Expediated stakeholder and community engagement would be required. This may result in further submissions, similar to those received to date. This may put the programme and Council's reputation at risk
<p>Option 2</p> <p>Complete detailed design (with and without a gap) and make shelf ready for construction at a later date.</p>	<ul style="list-style-type: none"> • Council will receive funding to complete all detailed design works undertaken before the end of September 23. Council would be required to cover any design costs incurred after September 23 or in excess of \$700k. If Council want to implement this project at a later date, costs will need to be covered by Council. • No requirement to engage until a later date



Waterloo to City Centre Cycleway

Background

- Originally funded for \$4.4M, divided over multiple "low-cost low-risk" (LCLR) activities.
- After a review with Waka Kotahi, it is no longer acceptable to deliver this project as multiple LCLR projects.
- Cost has increased to approx. \$8.4M.



Options considered

Option	Costs and effects
<p>Option 1 (recommended)</p> <p>Finalise design and submit for funding FY24-27 NLTP</p>	<p>\$8.4M</p> <ul style="list-style-type: none"> • Minimises disruption to residents as will be constructed only once
<p>Option 2</p> <p>Deliver partial section of project – WHAT IS THE PARTIAL BIT MORE DETAIL</p>	<p>\$10.9M</p> <ul style="list-style-type: none"> • This option is not viable, as approach not permitted by Waka Kotahi • Allows for some construction to start now under available budget • Causes inconsistent and confusing connection
<p>Option 3</p> <p>Construct to reduced specification MORE DEAILED</p>	<p>\$3.7M for interim</p> <ul style="list-style-type: none"> • This option is not viable, as approach not permitted by Waka Kotahi • Allows for some construction to start now under available budget • Accessibility, safety and congestion risks • What are we getting for this money – in just one bullet



Community Connections: Avalon, Taita and Naenae

Summary

- Project (previously known as the ‘Magic Triangle’) approved to proceed by Governance Group (considered a must do "flagship" project).
- Three quite separate projects; Taita, Avalon and Naenae. Detailed designs and costs still a work in progress.
- Due to Transport Choices funding cap, construction cost estimates, and specific Transport Choices design criteria the projects will have to be reduced in scope.
- At this stage of the projects, there is no time to change designs.
- Public consultation will need to proceed shortly to ensure final plans are submitted in early September, for review and funding approval by 29 September.
- Final scope/design to be reviewed in parallel with consultation feedback.



Taita Proposal

