

Transport Choices Package





Indicative programme proposal template for Part Two of the Expressions of Interest Form (EOI)

This template is a guide to help you submit supporting information for the indicative programme proposal, which is Part Two of the Transport Choices Expressions of Interest (EOI) process.

This template is not mandatory, but by completing it you will give us with a greater understanding of your project. It will be considered alongside the self-assessment that you completed as Part One of the EOI form.

A separate template for each of the four investment areas, or a combined template, can be completed.

As a reminder, the four investment areas are:

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| <p>Delivering strategic cycling / micro-mobility networks</p> <p>Significantly increasing the pace and scale of implementing planned cycling/micro-mobility networks in urban areas through delivering low-cost, safe, on street cycleways.</p>  | <p>Creating walkable neighbourhoods</p> <p>Targeted and neighbourhood scale investments to significantly improve the safety and attractiveness of walking in urban areas, focused around centres, rapid transit stations, and in rapidly growing neighbourhoods.</p>  |
| <p>Supporting safe green and healthy school travel</p> <p>Accelerate investment in school travel programmes, delivering comprehensive change that makes active modes safer and more convenient for trips to/from schools and in surrounding neighbourhoods.</p>  | <p>Making public transport more reliable and easier to use</p> <p>Accelerating programmes of small-scale upgrades to public transport facilities to improve customer experience and service quality for people of all ages and abilities.</p>  |

Our advisors can help you to complete this template, and they will also work with you to further refine proposals prior to the finalisation of any funding. You can contact our advisors by emailing through to your Local Government Partnership representative or to TransportChoices@nzta.govt.nz

Please send us your completed forms by no later than **2 September 2022**. Forms can be emailed to: TransportChoices@nzta.govt.nz

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|--|------------------------|
| Name of Council: Porirua City Council | Proposal number 1 of 1 |
| Name of proposal (optional): Papakowhai Cycleway (Project A) Paremata Station Cycle and Pedestrian Bridge Connection (Project B) | Date:2/09/2022 |

Names of people completing form: (include Waka Kotahi support s 9(2)(a) PCC) with support from s 9(2)(a) WK)

Select Investment Area(s) for this proposal (select multiple if applicable)

- Strategic Cycle Networks Walkable Neighbourhoods
 Sustainable school travel Public Transport Improvements

Proposal outline:

Please write a brief introduction to your proposal (in approx. 250 words) and list the strategic or network plans or other strategies that the proposal relates to.

We are proposing two projects that will complete a gap in our strategic walking and cycling networks. The projects are complementary but can be delivered separately as each on its own will deliver mode shift and VKT benefits.

Both these projects have strong alignment with Porirua and the regions transport strategies. These projects are identified in the Porirua Network Operating Framework 2022 as filling a critical link in our active transport network and are supported by Waka Kotahi, the regional council and Porirua City Council. They also align with Porirua's Long-Term Plan 2021-2051 and Transport Activity Management Plan 2021-2051 and Porirua's Growth Strategy 2048.

Papakowhai Road Cycleway (Project A)

Papakowhai Road is an important strategic link identified as a primary walking and cycling connection in the Porirua Network Operating Framework 2022. It is also part of the national Te Araroa Trail but currently requires cyclist to ride on the road. This project seeks to create a quality separated shared path and cycleway that fills a gap in the cycleway spine that runs north/south through the city. Papakowhai Road is shown below. It is a wide local road running parallel to SH59 along the historic coastline of Porirua Harbour and connects important destinations including Aotea College, Police College, Aotea Lagoon Park, Paremata School and Paremata Railway Station. It is an ideal location for a safe and accessible shared path and cycleway. Porirua City Council and Waka Kotahi are already undertaking projects at each end of the corridor that will anchor and integrate with the proposed shared path and cycleway. At the southern end of Papakowhai Road is an intersection upgrade designed to improve walking and cycling access across Whitford Brown Avenue, a busy arterial route. To the north Waka Kotahi is working on the future of SH59 as part of meeting consent conditions for Transmission Gully Motorway.

Further context for the southern section of Papakowhai Road is provided in the attached Transport Improvements concept plan, noting that the attached is a draft report.



Figure 1. Papakowhai Road

Paremata Station Cycle and Pedestrian Bridge Connection (Project B)

The walking and cycling corridor through Paremata Station is identified as a primary walking and cycling connection in the Porirua Network Operating Framework 2022. This link is also part of the national Te Araroa Trail. The current corridor is incomplete and due to safety issues does not encourage use by pedestrians who must navigate through the park and ride area and cyclists who are required to dismount and push their bikes along the station platform. This project would involve replacing the two existing footbridges which are nearing end of life with a single fit for purpose walking and cycling bridge over SH59 and connecting a gap in the strategic north/south walking and cycling network. The existing bridges do not

provide a suitable level of service or meet safety requirements for cyclists and pedestrians. The handrails are too low, the ramps do not meet current accessibility standards, the bridges are too narrow and the bridge connection onto the platform results in inappropriate cycling on the station. Pre-implementation is already underway, with Porirua City Council, Waka Kotahi and Greater Wellington Regional Council working together but there is no funding currently available for implementation.

The existing bridges are shown in the aerial below (circled red). The proposed location of the shared path bridge, ramps, and connections (in green).



Figure 2. Papakowhai Aerial Footage

Project/s description:

Please provide a high-level description of each project (or selected example projects if there are many) within your proposal.

Please list the location of each project and attach a network level map showing them (this could be done by drawing on google maps or similar).

Relevant generic drawings can also be included to help describe projects, if available.

Papakowhai Road Cycleway (Project A)

Filling a gap in the cycleway spine that runs through Porirua City the proposed cycleway is shown in green in the figure below. The road loans itself to rapid delivery of a quality 3-4m wide separated cycleway with some sections of shared path. The cycleway is 2km in length and will run adjacent to the carriageway. Much of Papakowhai Road corridor is over 30m in width, there are no private driveway crossings on the cycleway route and all land is within Council or Waka Kotahi ownership.

To encourage the uptake of active transport by school children, commuters and families, safety is an important design feature of the proposed path. Over most of the length of the proposed share path and cycleway the road corridor has plenty of room for a separated pathway. The project will include safe crossing points at intersections measures to manage speeds through the corridor. The project will integrate with existing projects to the south and north to complete an important gap in the strategic north/south walking and cycling network.

In addition to this our community have told us that aesthetics of the cycleway is also important and there is a desire to incorporate features to acknowledge the path following the historical coastline. Our proposal includes planting plans as low-cost additions to improve use uptake of the infrastructure.

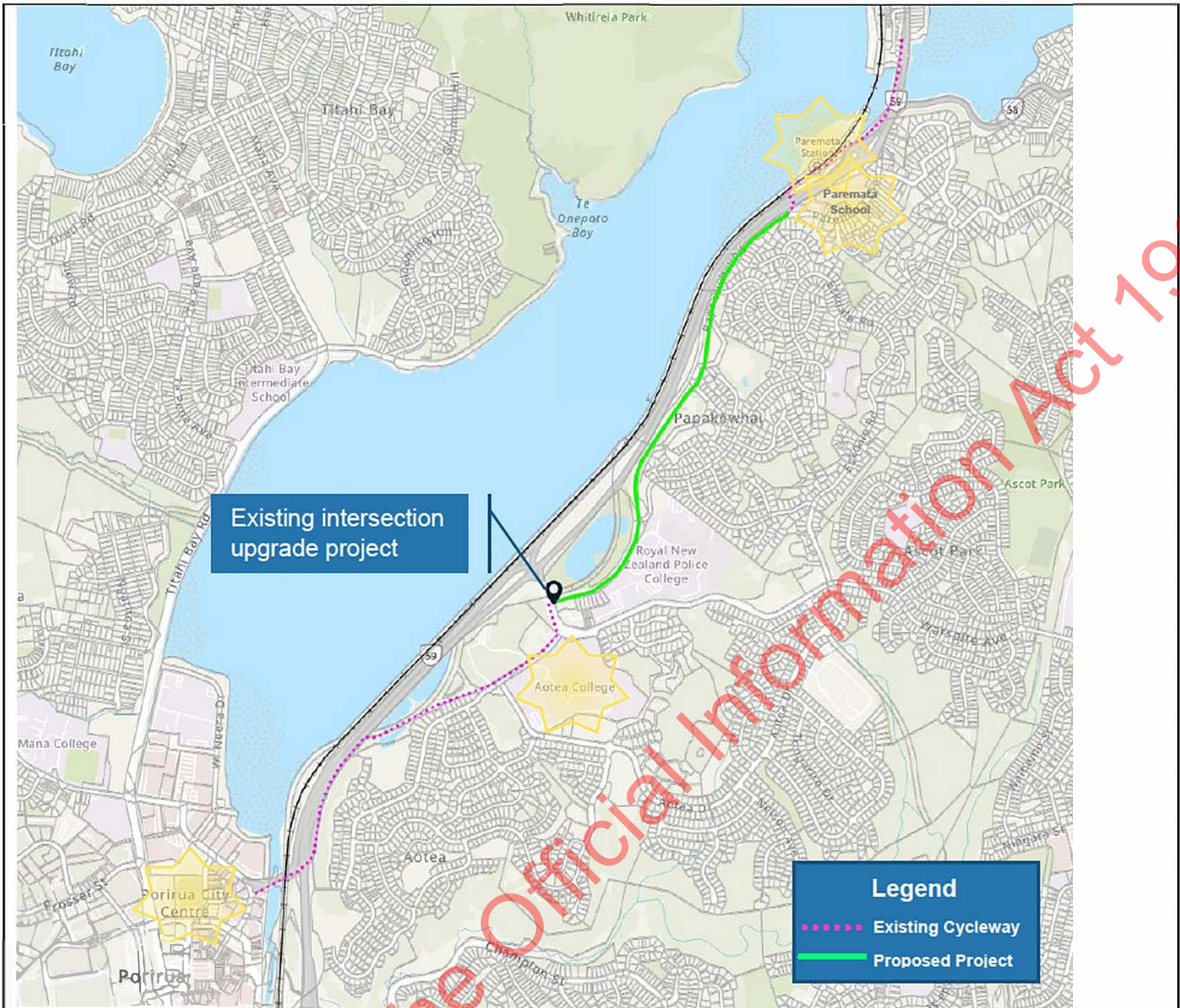


Figure 2. The proposed cycleway fills a gap in the cycle path spine through the city

Paremata Station Cycle and Pedestrian Bridge Connection (Project B)

This project includes the demolition of the two existing footbridges and construction of a new shared path bridge to better accommodate all active mode users. Developing a new fit for purpose bridge along the strategic cycle network will complete a gap in the network and enhance connectivity between Paremata Station, Paremata school and the local community.

The following is a photo of a shared path bridge built as part of the Kapiti expressway. It illustrates the nature of a shared path bridge that we would look to implement at this location.



Figure 2. Kapiti expressway footbridges

Benefits

Please list the benefits that your proposal will provide.

We are looking for benefits that relate to the investment area objectives (shown at the top of this form) and the programme intent of reducing light vehicle kilometres travelled.

Papakowhai Road Cycleway (Part A)

- Completes a gap in the strategic walking/cycling network and national Te Araroa Trail and will lead to an increase in the number of people walking and cycling
- Active transport targeting commuters, school and college children which are the key to lowering VKT.
- Enhanced access to Paremata Railway Station and bus services
- Significant improvement in safety and attractiveness through Paremata, including connections to Paremata Station, Aotea College, Aotea Lagoon Park and Paremata School

Paremata Station Cycle and Pedestrian Bridge Connection (Project B)

- Completes a gap in the strategic walking/cycling network and national Te Araroa Trail and will lead to an increase in the number of people walking and cycling
- Enhanced access to Paremata Railway Station and bus services
- Safer and more convenient access to Paremata school
- Improved accessibility (current ramps don't meet accessibility standards)
- Improved safety (increase handrail height and remove cycling conflicts on station platform)
- Significant improvement in safety and attractiveness through Paremata, including connections to Paremata Station and Paremata School
- Lower maintenance cost with the need to maintain one fit for purpose structure, rather than two aging structures.

Risks:

Please tell us about the key risks or challenges that might arise as you develop and deliver your proposal

This could be either a simple list or a risk register.

Some examples to consider are: Staff Resourcing, Road Safety, Market Capacity, Wellbeing, Time constraints, Communication & Engagement, Road safety issues, Budget, Maintenance

Papakowhai Road Cycleway (Part A)

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| Consenting risks | Low risk as the land is within Council or Waka Kotahi ownership and there is almost no impact on the existing road users. | Engage early |
| Coordination Risk | A small portion of the proposed pathway is grass berm in Waka Kotahi ownership. An agreement will be needed to utilise this unused land for the cycleway. To date no concern has been raised by Waka Kotahi. | Secure agreement early |
| Budget risks | Cost escalation over the budgeted allowance due to design change, additional scope, or increased material cost. Current cost estimation is based on a concept design. | Potential cost escalations can be reduced by removal of non-essential features like planting and signage. |

Paremata Station Cycle and Pedestrian Bridge Connection (Project B)

| | | |
|--------------------|--|--|
| Stakeholder risk | Multiple stakeholders involved including PCC, Waka Kotahi, GWRC and local community | Developing communication plan with early stakeholder engagement |
| Project management | Ramp up and deliver project | Prepare project and resourcing plan/bright |
| Consenting risks | Highly visible project will come with some consenting risks | Early engagement and clear communication with consenting authority |
| Budget risks | Cost escalation over the budgeted allowance due to design change, additional scope, or increased material cost | Ensure requirements and mutual design agreements are made in the early planning stages Clearly outline construction cost estimates |
| Delivery Capacity | These two projects were chosen as they loan themselves to rapid delivery and require low levels of stakeholder management. However, capacity to deliver is a risk. | It is intended that we outsource much of the design and delivery of these projects by contracting a dedicated team to deliver. Senior Leadership support is in place to ensure it is top priority. |

Costs:

If possible, please provide an initial cost estimate for your proposal.

If you have many projects within your proposal, it will be helpful to include estimated costs for each project in a table. Costs could be estimated based on similar projects that have been recently delivered.

Some costs to consider are: Comms/engagement, design, construction, monitoring, contingency, and activation or other enabling activities

If cost information cannot be gathered in time, our advisors can complete the cost estimates for you, after this form is submitted.

We will then work to refine cost schedules at the two key project milestones:

1 Pre-implementation funding agreement.

2 Implementation funding agreement.

If you have information about available co-funding, it can also be included in this section.

While these projects are currently unfunded there is future year funding signalled in the Porirua Long-Term Plan that could be brought forward as part of a co-funding arrangement.

Papakowhai Road Cycleway (Part A)

Detailed cost estimates are yet to be prepared but current high-level indicative cost is \$8 million which is to cover construction of the share path and cycleway, including safe crossing points at intersections and speed management. Pre-implementation costs are estimated at approximately \$0.6 million for planning, resource consents and detailed design. This estimate includes provision for contingencies.

Paremata Station Cycle and Pedestrian Bridge Connection (Project B)

Detailed cost estimates are yet to be prepared but current high-level indicative cost is \$8 million which is to cover deconstruction of the existing bridges and construction of a new shared path bridge and connecting pathways. This includes provision for contingencies and pre-implementation costs of approximately \$0.6 million for planning, resource consents and detailed design.

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