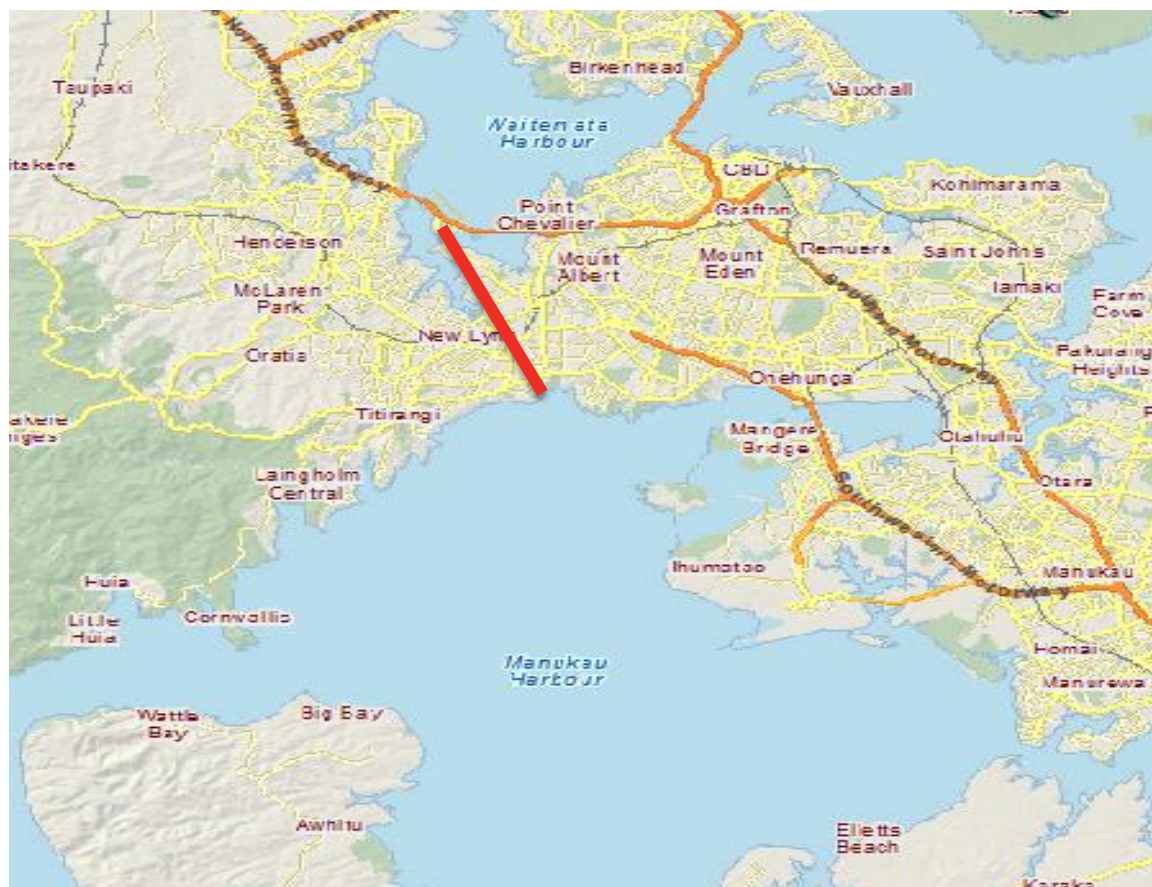


# Te Whau Shared Path

**Earl Barretto**  
**Senior Engineer**  
**Investigation & Design**  
**Auckland Transport**



# Background



- Whau River is a significant landmark as it defines the south eastern corner of Hikurangi (Waitakere / West Auckland)

# Background



- Historically important transport corridor – waka could navigate from the Waitemata to the Manukau Harbour via a short portage at Green Bay Beach

# Project Vision

- 1) Support investment in walking and cycling improvements, whilst enhancing the safety of current road users
- 2) Promote an increase in both walking and cycling in the region and contribute to the development of the Auckland Cycle Network (ACN).
- 3) Make Auckland a beacon for viable sustainable transport.

Ties in nicely with .....

# Auckland Transport's Vision

***Delivering transport choices to get you where you want, when you want***

# Project Objectives

- To build a coastal walkway that provides access to over 100,000 people for commuting, leisure, health and educational purposes
- To provide a quicker link from New Lynn transport interchange to adjacent areas along the coastline
- To provide an easier, quicker and an alternate access way to 12 + schools (6000 students) in the area
- To ease vehicle traffic volume by providing this alternative route
- To open up the Whau river, coastal and local environment to promote community engagement and education.
- To create a landmark and promote the historical Maori cultural significance of land
- To restore and protect the coastline, and open it up to public, social and cultural benefits



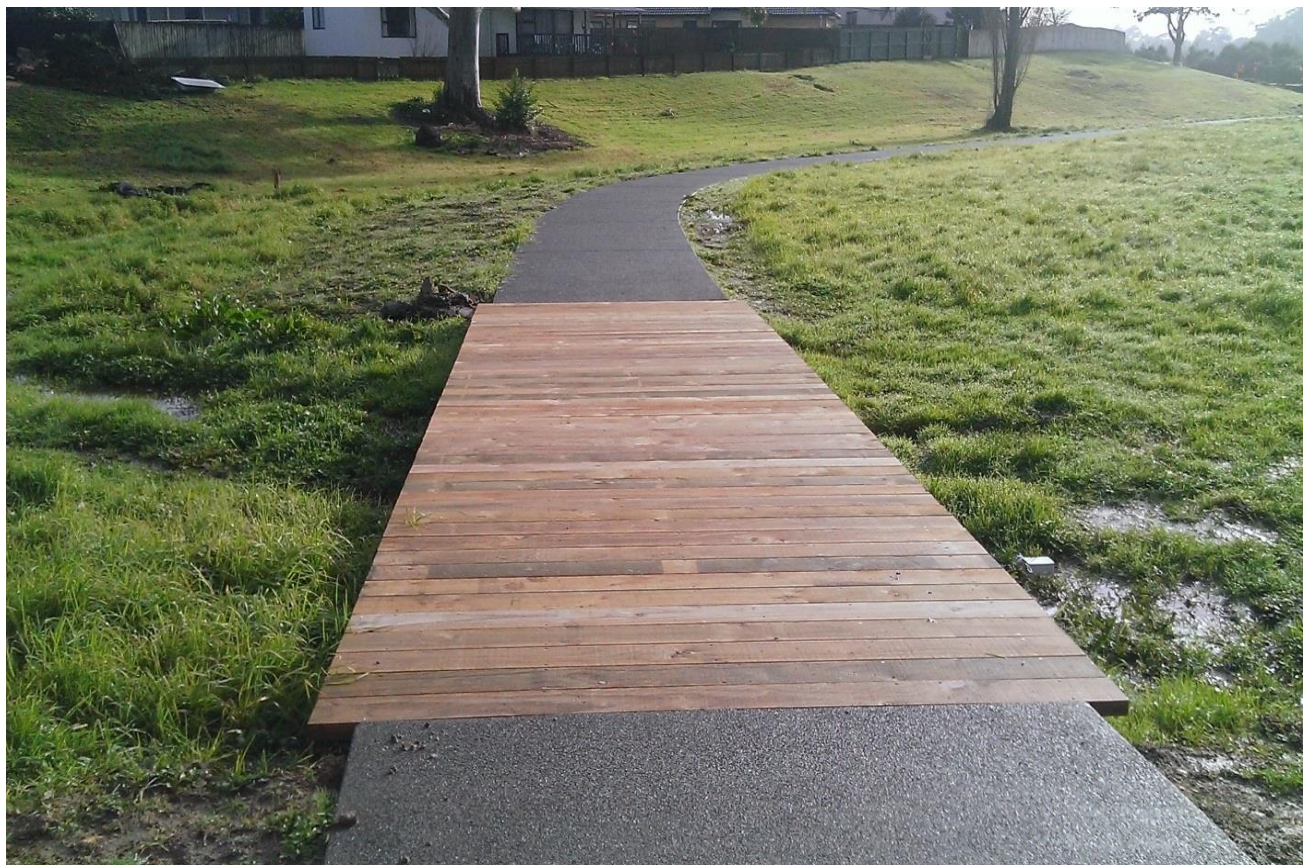
# Key Features



- Transformational project linking the **Waitemata and Manukau Harbours**
- **13km** long coastal shared path
- Links the suburbs of **Green Bay, New Lynn, Kelston, Glendene and Te Atatu**



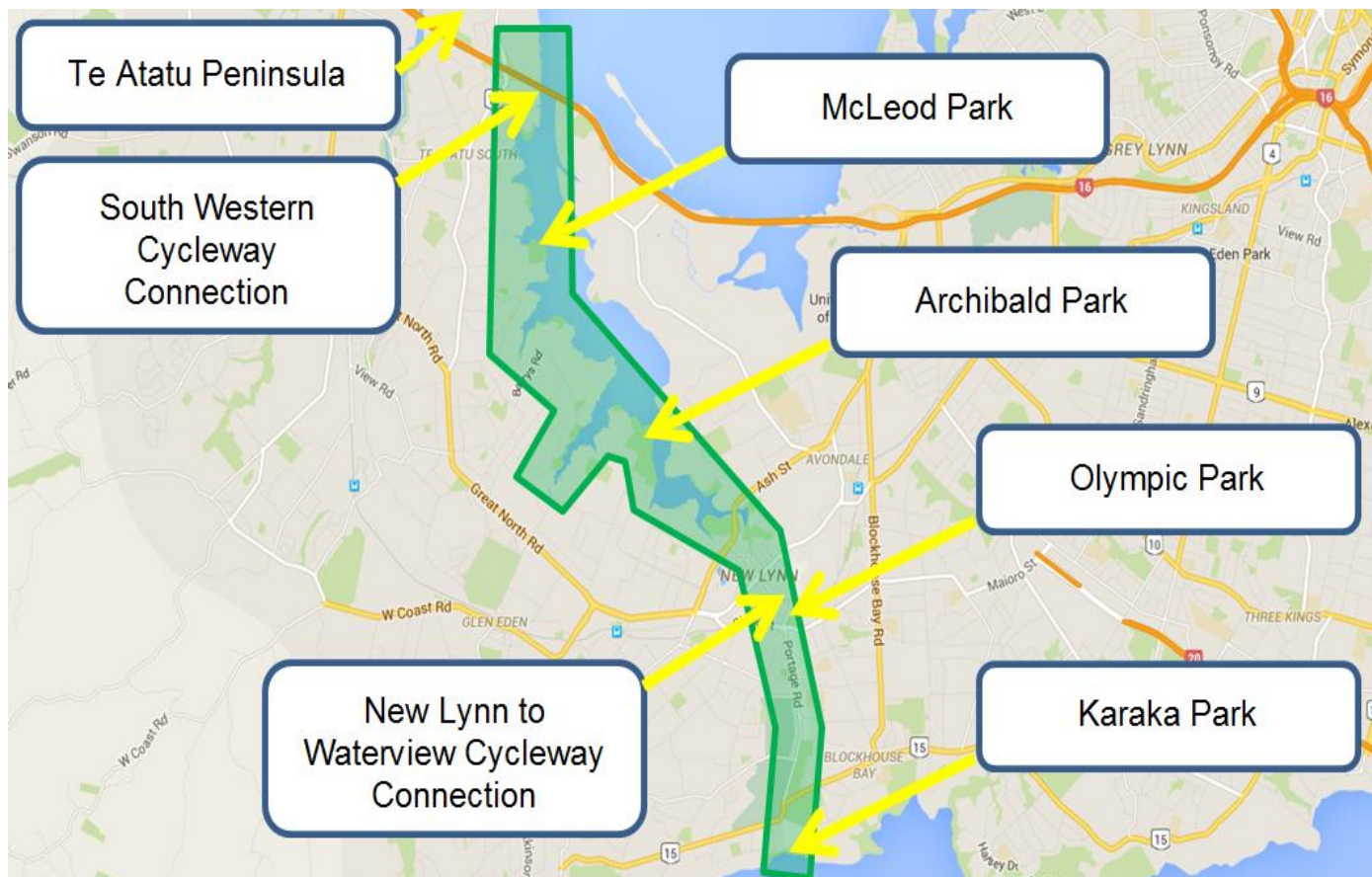
# Key Features



- Linkage will be a mix of **timber boardwalk** and **concrete path**
- Boardwalk sections mainly along the waterfront to maximise the **‘Whau River Experience’**



# Key Features



- Link in with the **New Lynn to Waterview Cycleway** (New Lynn) and the **South Western Cycleway** (Te Atatu)
- Connect at least **33** individual reserves and sports parks; and at least **13** schools

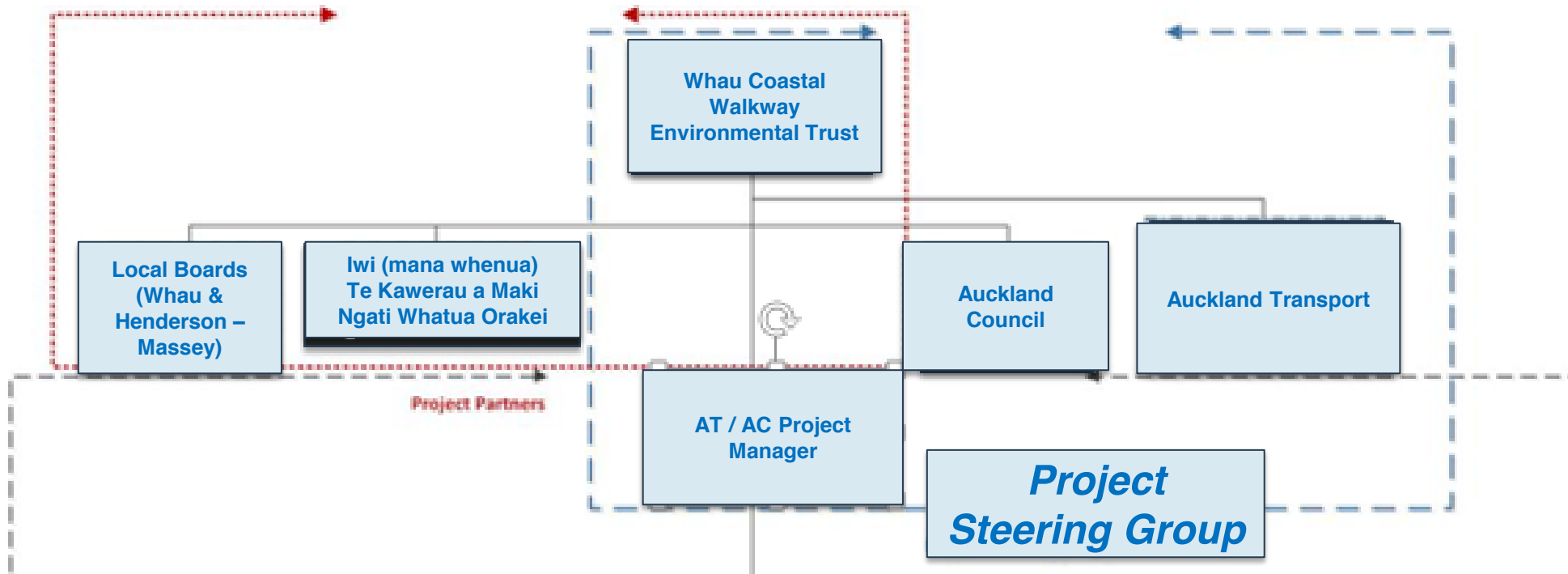
# Key Features



- Weed removal and restoration to open up view shafts
- Will incorporate sustainable design and environment accountability (clean up of the water's edge and improve water quality)

Te Whau Pathway is now part of the ACN and also part of Auckland Transport's Greenways network.

# Governance Structure



- **Community** led project
- **Collaborative** partnership

# Current Status

- Quick wins have been realised (Sections through Ken Maunder, Archibald and Olympic Parks)
- Whau Local Board has funded the design, consultation, resource consenting and project management for the first stage
- Construction funding has been secured for these sections



# Built sections of Te Whau Pathway

- Archibald Park



# Archibald Park Opening





# Built sections of Te Whau Pathway

- Olympic Park



# Built sections of Te Whau Pathway

- Ken Maunder Park (in progress)





# Built sections of Te Whau Pathway

- Approximate length of Te Whau Pathway built to date – approx. **1km**
- **7.5%** of the total length

# AT's Involvement

- Undertaken a holistic feasibility study
- Project cost estimate - **\$67 million**
- Feasibility BCR around **6.3**
- Currently at the procurement stage for preliminary design.

# Funding Arrangement

- Indicative cost – approx. **\$67 million**
- Auckland Transport - **\$2.5 million**
- Auckland Council - **\$1.1 million**
- The Trust Community Foundation (TTCF) - **\$4 million.**



**\$60 million shortfall**





# Funding Strategy



# Funding Strategy / AT's Involvement

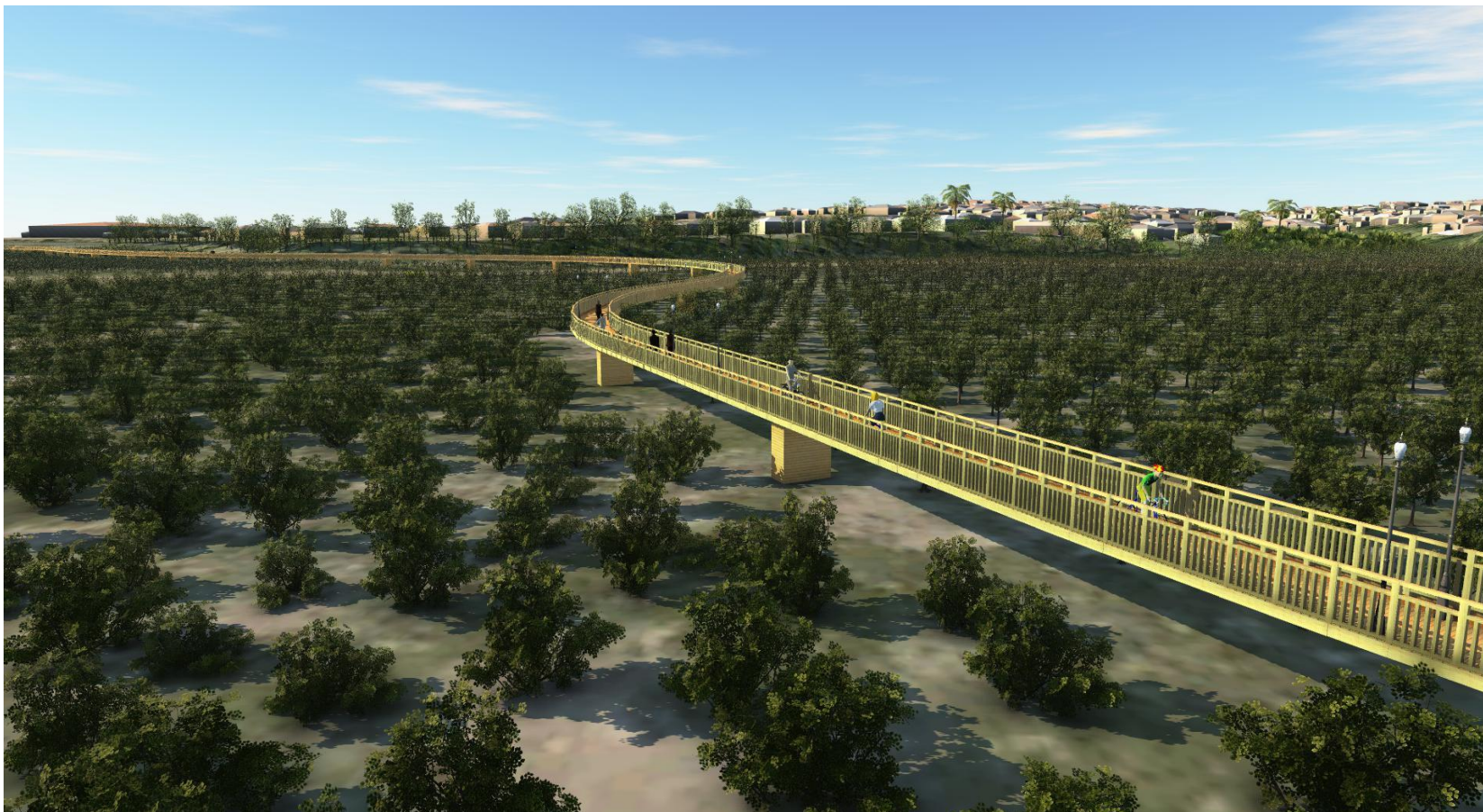
- **Next step:** Complete preliminary design and supporting Detailed Business Case (DBC)
- Approach NZTA for funding - Potential Partners (If the project meets the required criteria)
- Continue to seek alternative funding sources

# Project timelines

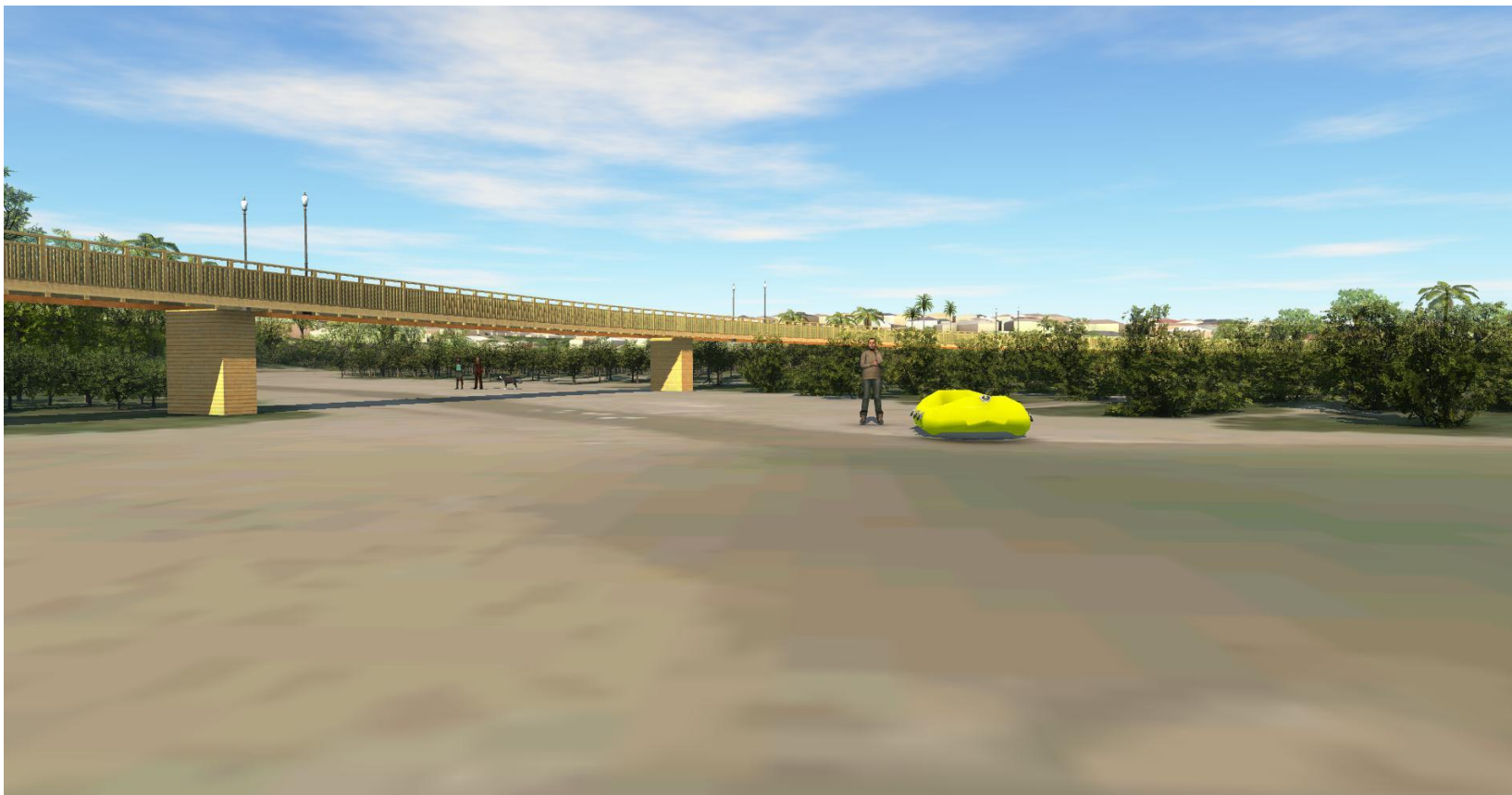
- Feasibility study timeframe – **Aug 2015 to Feb 2016**
- Preliminary Design timeframe – **August 2016 to June 2017**
- Detailed design timeframe – **2017 to 2020 (5 - 6 logical sections)**



# Visual Representation



# Visual Representation





# Visual Representation





# Visual Representation





# QUESTIONS

