

**Extraordinary Joint WDC-NRC
Whangarei Public Transport Working
Party**
Thursday 25 July 2024 at 2.00pm

AGENDA

Extraordinary Joint WDC-NRC Whangarei Public Transport Working Party Agenda

Meeting to be held virtually on MS Teams
on Thursday 25 July 2024, commencing at 2.00pm

Recommendations contained in the agenda are NOT decisions of the meeting. Please refer to minutes for resolutions.

MEMBERSHIP OF THE EXTRAORDINARY JOINT WDC-NRC WHANGAREI PUBLIC TRANSPORT WORKING PARTY

	Chairperson, Councillor Rick Stolwerk	
Councillor Jack Craw	WDC Councillor Scott McKenzie	WDC Councillor Simon Reid
WDC Councillor Carol Peters	Councillor Joe Carr	

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1.0 NGĀ MAHI WHAKAPAI/HOUSEKEEPING	
2.0 NGĀ WHAKAPAHĀ/APOLOGIES	
3.0 NGĀ WHAKAPUAKANGA/DECLARATIONS OF CONFLICTS OF INTEREST	
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TITLE: Kamo Priority Lane - Project Update

From: Jeffrey Devine, Northland Transport Alliance - Strategy & Planning Manager

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 23 July 2024

Whakarāpopototanga / Executive summary

This report is provided to update the Committee on the progress of the Kamo Bus Lane project and to discuss options around scope.

Ngā mahi tūtohutia / Recommendation

That the report 'Kamo Priority Lane - Project Update' by Jeffrey Devine, Northland Transport Alliance - Strategy & Planning Manager and dated 23 July 2024, be received.

Background/Tuhinga

The Kamo Priority Lane project has completed detailed design and the value engineering phase. The scope of the project can now be discussed in detail.

Recent progress to date

- Traffic Modelling for Whau Valley north received 9 May 2024
- Initial Pricing from Civil Contractor received 16 May 2024
- Final Design completed 29 May 2024
- Pricing from Electrical Contractor received 2 July 2024
- Value Engineering activity completed 16 July 2024

Funding

The project is 100% centrally funded. These funds are administrated by NZTA through the Transport Choices Programme.

The project budget is \$1.75M, this figure includes programme level contingency.

Any overruns must be funded from the LTP. NZTA are firm on this.

Project description

Section 1 is identified from the bottom of Bank Street near the Rose Street intersection and goes all the way to the end of Bank Street at Regent, then continues from the start of Kamo Road to just north of the Keyte Street intersection in Kensington / Whau Valley.

Section 1 initially included 5 signalised crossings, but value engineering has resulted in 1 signalised crossing being retained, this is to be the replacement of the crossing on Bank Street at Whangarei Primary School (near the Aubrey Street intersection).

The scope of Section 1 also includes works on adjacent side roads at Mains Avenue, and at Aubrey Street. These works have been included as a result of consultation with business owners. The works

on Mains Ave include reinstatement of parking lost on Kamo Road. This is to ensure Café Narnia does not suffer loss of business as a result of the project. The works on Aubrey Street also reinstate loss of parking. This is to remediate any negative effects for Essence Café.

Section 2 starts at the Whau Valley lights on Kamo road and goes up to the top of the hill at Hailes road / Kamo Intermediate. This section would not include any signalised crossings due to funding constraints.

Value engineering results / Project costs

Section 1 works can be funded from within the Transport Choices Programme at an estimated cost of \$1.65M

If we wish to also include Section 2 then the estimated cost is \$2.1M and there is an indicative funding shortfall of \$340k.

Benefits

Section 1 will provide improved travel times for bus patrons and T2 vehicles by introducing a new lane for the majority of Kamo Road / Bank Street south of the SH1 intersection.

Section 2 will provide reliability of the bus service and also cater for future growth. We also believe that Section 2 is important for perceptions around the infrastructure being significant enough to make a difference, and this is important to encourage uptake.

This is our first Priority lane and may be the only one that is installed for the time being. We want it to make a positive impact and support the rest of the Programme Business Case proposed priority lanes to be progressed in the near future.

Your feedback

We would like to hear your thoughts about the project and would like to know if you endorse the proposal to seek additional funding from WDC for Section 2 to be installed this financial year as part of the Physical works for the project.

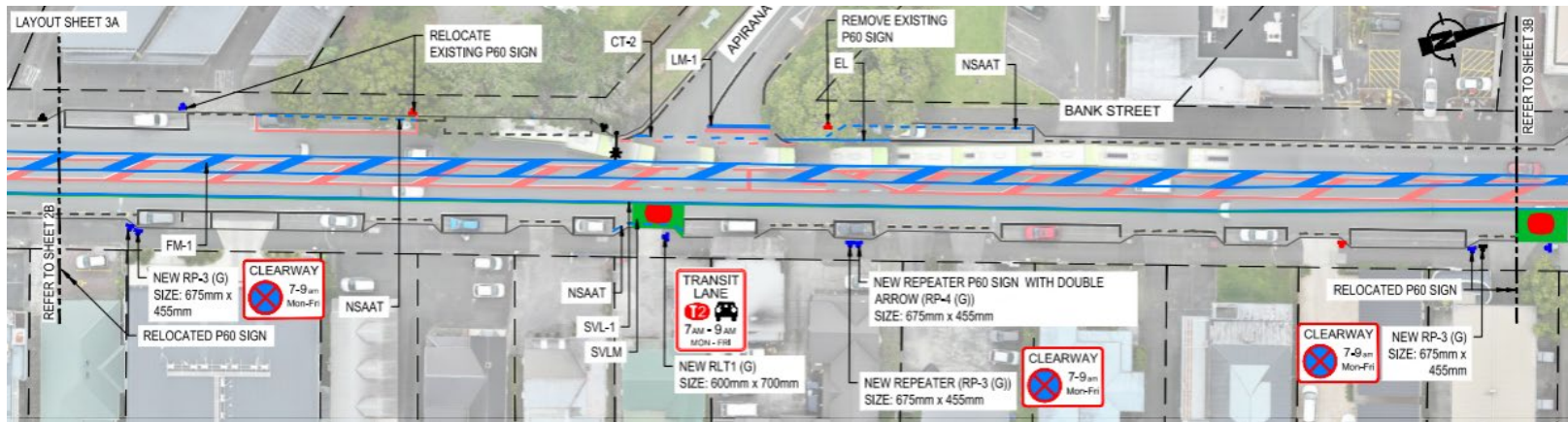
Attachments/Ngā tapirihanga

Attachment 1: Powerpoint presentation - KPL Project for WPTWP [↓](#) 

NORTHLAND TRANSPORTATION ALLIANCE



Kamo Priority Lane Project Project update and options





Progress to date

Recently completed project activities

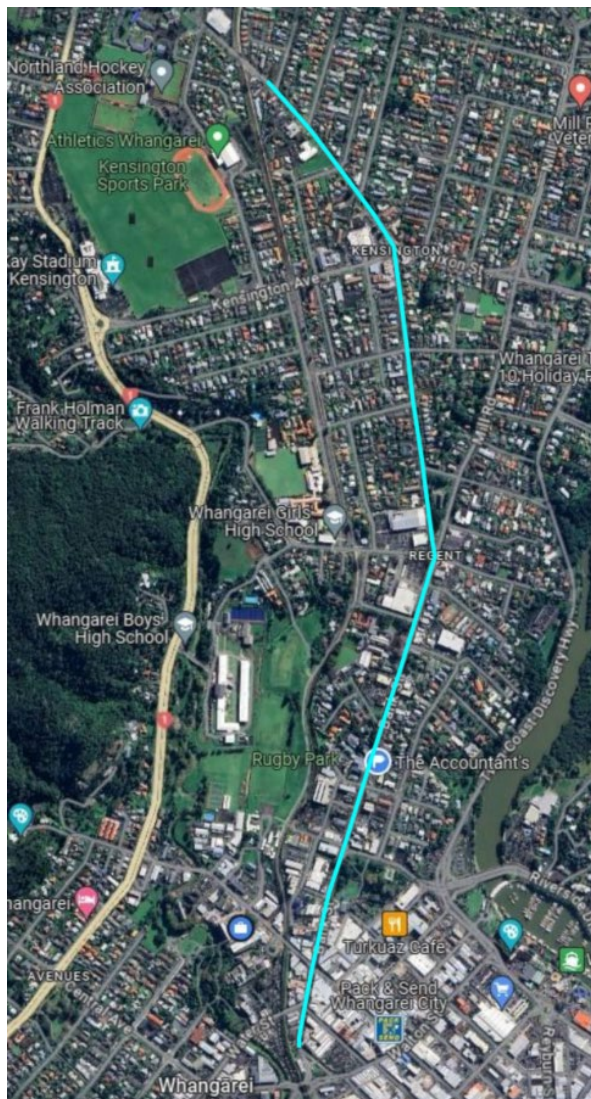
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- Value Engineering activity completed 16 July 2024

Funding



Project Budget comes from Transport Choices Programme

- 100% Centrally funded. Administered by NZTA
- Project budget \$1.75M including programme level contingency
- Any overruns must be funded from LTP. NZTA are firm on this.

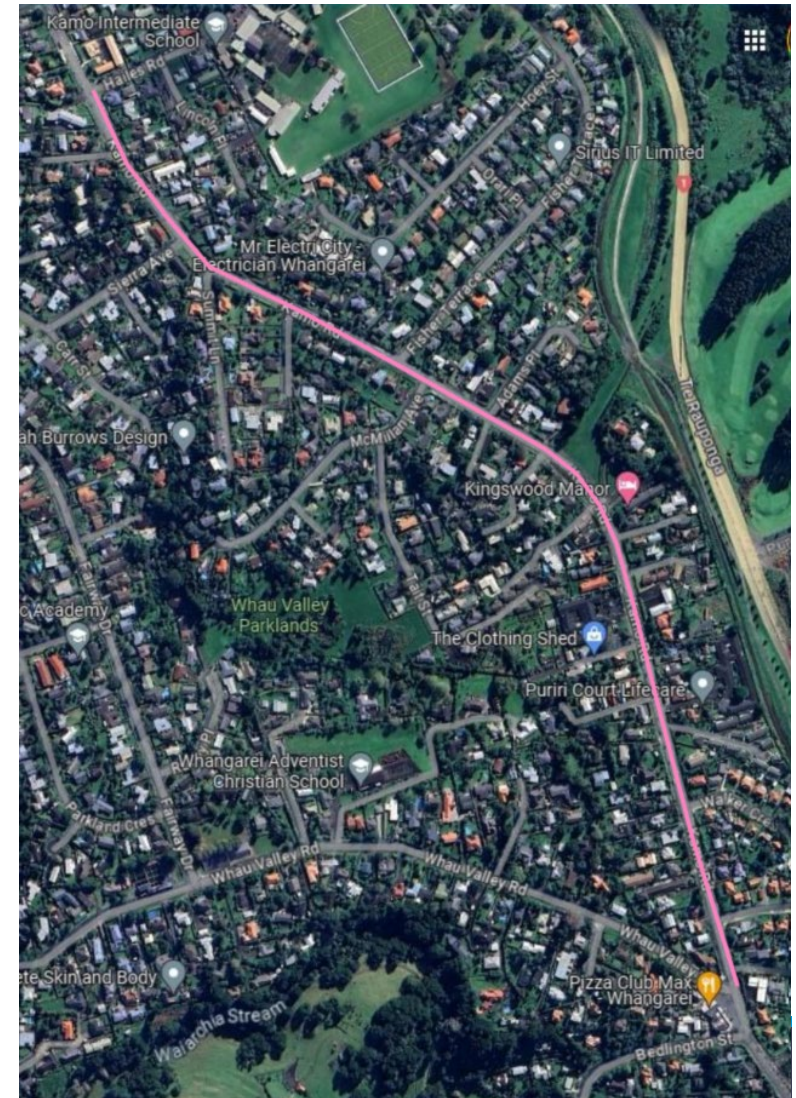


Section 1

- Bottom of Bank Street to Moody Ave near Whau Valley Primary
- Sufficient funds to install / upgrade one signalised crossing on Bank Street at Whangarei Primary
- Upgrade works included at Mains Ave adjacent to intersection to reinstate parking for café Narnia, and works on Aubrey street near intersection to reinstate parking for Essence cafe

Section 2

- Whau Valley Intersection to Hailes Road (Kamo Intermediate)
- No signalized crossings proposed for this section



Whau Valley Intersection Traffic Modelling



The modelling indicated the following outcomes:

- That the introduction of the PL would provide reliability for the bus service for the section from Kamo to SH1
- Currently this section stacks in 2 lanes during the am peak, but has micropeaks within the 7.30-8.30am period, these provide significant delays to the bus service. The PL would remove these micropeaks
- As the population increases, this section of PL will improve average trip times for bus users and T2+ users



Value Engineering Results

Revised Affordable Scope to include:

- All Section One, inclusive of 1 signalised crossing (Whangarei Primary), and improvement works on Mains Ave and Aubrey Street
- This option is costed at approximately \$1.65M

Alternative Option:

- As above, plus Section 2, excluding any signalised crossings for Section 2
- This option is costed at approximately \$2.1M
- Would require additional \$340k funding from outside Transport Choices