

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop: Tuesday 14 February 2023

Time: 10:00am – 2:00pm

Venue: via Microsoft Teams

Apologies:

Item	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Gary Brown - Chairperson		
1.	10:00am	(NON-PUBLIC)			
2.	10:30am	Local Board Capital Fund – project list development Attachments: <ul style="list-style-type: none"> • Memo • Presentation 	Matthew Ah Mu – Programme Support Manager Sila Auvaa – Programme Manager Beth Houlbrooke – Elected Member Relationship Partner	Setting direction, priorities and budgets	Seek direction from the local board to develop a list of qualifying projects.
3.	11:00am	Katoa, Ka Ora (Auckland speed management plan) Attachment: <ul style="list-style-type: none"> • Presentation 	Rochelle Pethybridge – Strategic Engagement Lead Annie Ferguson – Communications and Engagement Specialist Dayal Withana – Road Safety Engineering Team Leader Ivy Hao – Road Safety Engineer	Keeping informed	Inform the local board of the outcome of the December Katoa, Ka Ora Conversations-Speed Limit Settings near Schools and to seek input and feedback into draft speed management proposals.

	11:45am	BREAK			
4.	12:15pm	BID Policy and BID Programme Attachments: <ul style="list-style-type: none"> • Memo • Presentation 	Gill Plume – Senior Advisor (BIDs)	Keeping informed	Provide an overview of the Auckland Council BID programme and provide an opportunity to share knowledge and ask questions.
5.	1:15pm	Strategic Broker role: Introduction Attachments: <ul style="list-style-type: none"> • Presentation: Strategic Broker introduction • Presentation: work programme 	Marilyn Kelly – Strategic Broker	Keeping informed	Introduce the Strategic Broker, the work programme and planning for future work programmes.
	2:00pm	Workshop concludes			

Role of workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Memorandum

To: Board Chair, Hibiscus and Bays Local Board

From: Beth Houlbrooke

Date: 14 February 2023

Subject: Local Board Transport Capital Fund

Introduction

As part of the induction to the Local Board Transport Capital Fund (LBTCF) for the incoming local board, there is important information to help understand the purpose of the fund and the decision-making process for the local board to determine projects to deliver. This information will enable the local board to better understand how it can obtain the best value from the fund and how it can work collaboratively with Auckland Transport (AT) to achieve effective and efficient project outcomes.

This memo contains information under these three main headings:

1. Background (and purpose) of the LBTCF; and
2. Indicative timeline for decision-making process to June 2023
3. Example projects that have been completed and rough order of costs.

Background

AT manages the LBTCF on behalf of local boards. Auckland Council established this fund to provide local boards with an independent budget that they can use to deliver small projects in their areas that do not feature highly in AT's prioritization process. The budget is currently at \$45m across all local boards for the 3-year electoral term and is subject to change.

The programme commenced in late 2012 following a resolution by the Auckland Council Strategy and Finance Committee. The following criteria for projects were set:

- The project must be technically deliverable and within the road corridor.
- Meets transport safety criteria.
- Does not compromise the transport network.
- Is not part of an asset renewal programme.
- To encourage scale and effectiveness project budgets can be bundled by carrying budget over financial years or bringing budget forward from future years.

The fund can also be used to deliver projects outside the road corridor providing the projects support connectivity of cycleways and footpaths within the transport network.

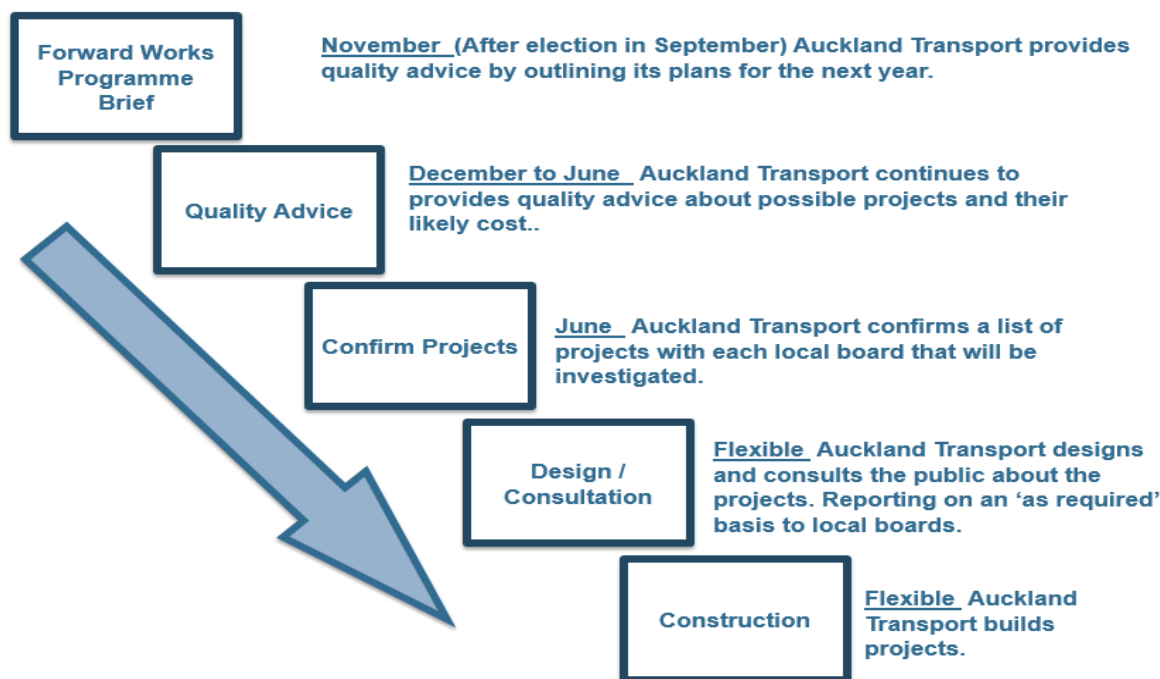
Indicative timelines for decision-making 2023

AT has a schedule to provide local boards with quality advice and to manage the decision-making and delivery process. The structure is based on local board's triennial electoral term and is as follows:

- **Initial briefing: November/December of election year:** Immediately after it is elected the local board is briefed about planned work in a Forward Work Programme briefing.
- **Quality advice: By end of April 2023:** AT provides quality advice to local boards about possible LBTCF projects and rough estimates of cost for projects. We are looking to hold the first workshop in February to develop a long list of project ideas. This long list will be developed from the list of candidate projects provided by AT and any new project ideas identified by local board members (Appendix 1).
- **Resolve projects:** By June of the year after the election: The local board identifies a list of projects that it wants AT to deliver. All projects are initiated by resolutions of the local board.
- **Design process undertaken: From June of the year after the election until complete:** AT works with each local board informing and reporting on an as-required basis to develop project designs. This process includes public engagement about the projects (note that for efficiency and effectiveness these projects should be part of the consultation on the Local Board Plan where possible). This sets the scene for the LBTCF to contribute to meeting the local board's wider objectives.
- **Construction approved:** AT returns to the local board with finalised designs and firm estimates of cost and the local board authorises construction by resolution.
- **Projects delivered.**

The process below is a rough guide and can be modified based on local board preferences, funding, and design considerations. However, by working to this rough timeline AT and Local Board Services maximise the ability of AT to deliver a successful and timely programme of work that is integrated with local board objectives.

Figure 5: Local Board Transport Capital Fund process diagram



Example projects

Below is a list of typical projects delivered through the Local Board Transport Capital Fund. Projects are not limited to these types, but this will hopefully give local board members an idea of costs associated with projects.

Project Type	Construction	Investigation and Design	Contingency 20%	Total estimated cost
Ped refuge with pram crossings and lighting	\$ 100,000	\$ 30,000	\$ 20,000	\$ 150,000
1 Speed hump with lighting	\$ 30,000	\$ 9,000	\$ 6,000	\$ 45,000
1 Raised table with lighting	\$ 150,000	\$ 45,000	\$ 30,000	\$ 225,000
Raised zebra crossing with drainage treatment and lighting	\$ 250,000	\$ 75,000	\$ 50,000	\$ 375,000
Mini-roundabout	\$ 400,000	\$ 120,000	\$ 80,000	\$ 600,000
Full-size roundabout	\$ 1,500,000	\$ 450,000	\$ 300,000	\$ 2,250,000
Signalise intersection	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 1,500,000
Midblock raised signalised crossing	\$ 400,000	\$ 120,000	\$ 80,000	\$ 600,000
Bus shelter	\$ 40,000	\$ 12,000	\$ 8,000	\$ 60,000

Memorandum

Next steps

As you know, a workshop between AT and the local board has been scheduled in February 2023 to discuss candidate projects for FY2023/24 that can be considered by the local board. The list of candidate projects will be sent to you prior to the workshop to allow sufficient time to give due consideration to your options. At that time, AT will provide any quality advice to support to the decision-making process. In the meantime, please contact me if you have questions or need further information.

Regards,

Beth Houlbrooke, Elected Member Relationship Partner

Memorandum

Appendix 1 – Project Ideas

Local Board	Project Name	Address	Project origin if known	Project Description/ Comments/ History	Current AT programme	Cost estimate including design cost
Hibiscus and Bays	Laurence St Raised Zebra Crossing	Manly Par, Laurence Street, Manly. Western refuge island	Public request	Would like the existing refuge western one converted to a pedestrian crossing between the park and the sailing club. Remove the non-standard speed cushions and install a new concrete raised table zebra crossing.	MIP	\$375,000
Hibiscus and Bays	Saddleback Rise, Murrays Bay - Raised zebra crossing	81 Saddleback Rise, Murrays Bay	Old community safety fund project CSFB1.4	Providing a new raised zebra crossing at 81 81 Saddleback Rise. Old community safety fund project consulted in 2020.	None	\$375,000
Hibiscus and Bays	East Coast Bays Schools Safety Improvements (old LBTCF project)	TBC	Local board/ Councillor request	Extents to be discussed and TBC. Is the intention to raise upgrade the main crossing points of the school to raise zebra crossings? Or more small improvements such as SLOW or SCHOOL marking red patches, driver feedback signs.	None	TBC

Memorandum

Hibiscus and Bays	Browns Bay ped crossings (old LBTCF project)	55 Beach Front Lane, Browns Bay (Plaza) 85 Beach Front Lane, Browns Bay (access to playground)	Local board/ Councillor request	Upgrade the existing raised tables with zebra crossing marking, lighting, signage and additional road marking to formalise the crossing points.	None	TBC
Hibiscus and Bays	Torbay Bollards (old LBTCF project)	1040 Beach Road, Torbay	Local board/ Councillor request	Extents to be discussed and TBC. Planter boxes or Bollards to be considered or As part of the feasibility process, truck loading areas should be discussed with AT - Parking and design team.	None	TBC

Hibiscus and Bays Local Board Transport Capital Fund 2023-2026

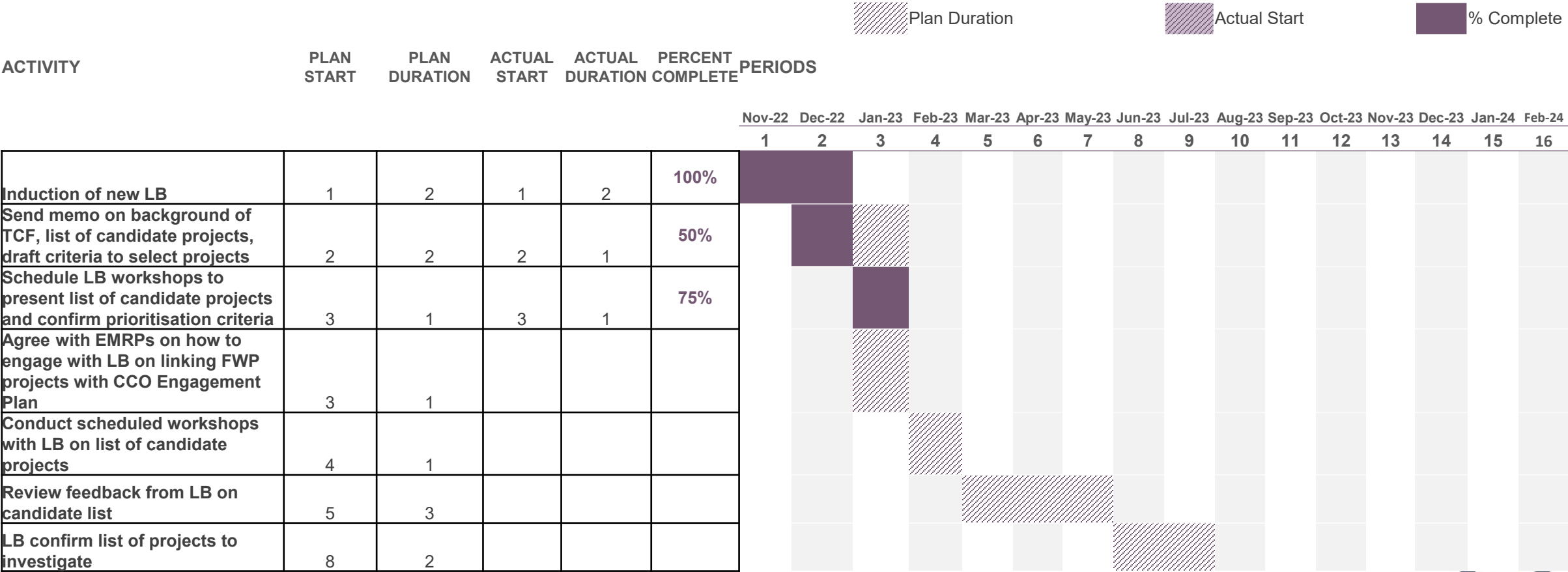
14 February 2023 – Workshop 1

Introduction

- The Local Board Transport Capital Fund (LBTCF) was initiated in 2012 to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- For projects to be funded using the LBTCF, the following criteria must be met:
 - The project must be technically deliverable and within the road corridor.
 - Meets transport safety criteria.
 - Does not compromise the transport network.
 - Is not part of an asset renewal programme.
 - projects outside the road corridor can be funded provided the projects support connectivity of cycleways and footpaths within the transport network.
- An indicative budget of \$2.8m has been set for Hibiscus and Bays Local Board 3-year term.
- Over the coming months AT will work with Local Boards to identify projects, prioritise these projects and pass resolutions approving budget allocations.



Indicative timeframes



Purpose of workshop

- For the local board to provide projects it wishes to consider for LBTCF funding.
- To discuss some potential projects that are identified by teams within Auckland Transport but are not planned for 2023-2026 financial years, due to lack of funding.
- Local Board to provide feedback on proposed criteria for project prioritisation.



Project Ideas

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Project prioritisation criteria

- It is proposed that the following criteria be used to prioritise projects:
 - Mode Choice - Relates to an activities impact on improving access to destinations that will encourage people to walk, cycle, use PT, etc.
 - Safety - Relates to an activities ability to address a crash risk issue and is measured by deaths and serious injury crash reduction.
 - Local board alignment - Relates to the level of alignment with local board plan outcomes (As these are yet to be finalised 2020 plan objectives/key initiatives will be used)
 - Cost - A cost factor rating will be used to ensure projects are also measured for value for money.
- AT would like Local Board feedback on whether they support the criteria above or would prefer other criteria be used.



Next steps

- AT to prepare feasibility checks and rough costings for projects agreed at this workshop
- Workshop 2 to be set up in May/June to present feasibility findings, rough cost estimates and proposed project prioritisation.
- Decision report to be submitted to June/July business meeting for budget allocations.





Let's go there





Katoa, Ka Ora

Auckland speed
management plan

Hibiscus and Bays local board workshop
February 2023



Purpose

The purpose of this engagement is to listen to and understand local board concerns and aspirations for the different ways to set safe speed limits in their area.

1. To share current picture of road safety and speed environment for your local board
2. Workshop ways speed management could be applied to your local board
3. Hear local knowledge and insights that can inform speed management planning - including local board requests for speed limit review





Hibiscus Coast Bus Station.

Whakaotinga rima:
Ngā kōwhiringa ikiiki

Outcome 5: Transport choices

Our communities have excellent transport choices. Being well connected with efficient public transport, roads, cycleways and walkways is essential for our communities and their quality of life.

You have told us it is important to have a range of travel options and supporting infrastructure to enable people to connect efficiently, safely, and sustainably to the different places in their lives.

For the most part, our role is limited to representing your views on transport priorities and keeping these in front of the decision-makers. We will continue to put time and energy into this because we understand how important it is to you.

Advocacy to relieve congestion and provide greater transport resilience is a key part of our work. Penlink, which provides an alternative route between Whangaparāoa Peninsula and State Highway 1, continues to be a key priority. We are working with Waka Kotahi NZ Transport Agency to ensure development meets the needs of our residents and businesses, and that the local connections supporting Penlink are improved.

Congestion, especially during peak hours, continues to be an issue, affecting business development and residents' well-being.

You have told us that public transport needs improving to move people more efficiently and provide a viable alternative to car use. Your ideas include more direct routes between local centres, more Gulf Harbour ferry services, and more

“ We are making it a high priority to support and encourage walking and cycling, particularly footpath maintenance and development, delivering on the Greenways Plan, and providing cycle parking at transport hubs and town centres. ”



Shared Vision

A widely-shared vision for Auckland to be the world's most liveable city.

Everyone alive, healthy, and well on our roads.

Improve connectivity through better travel options and safer intersections. Slow town measures that improve safety and accessibility.

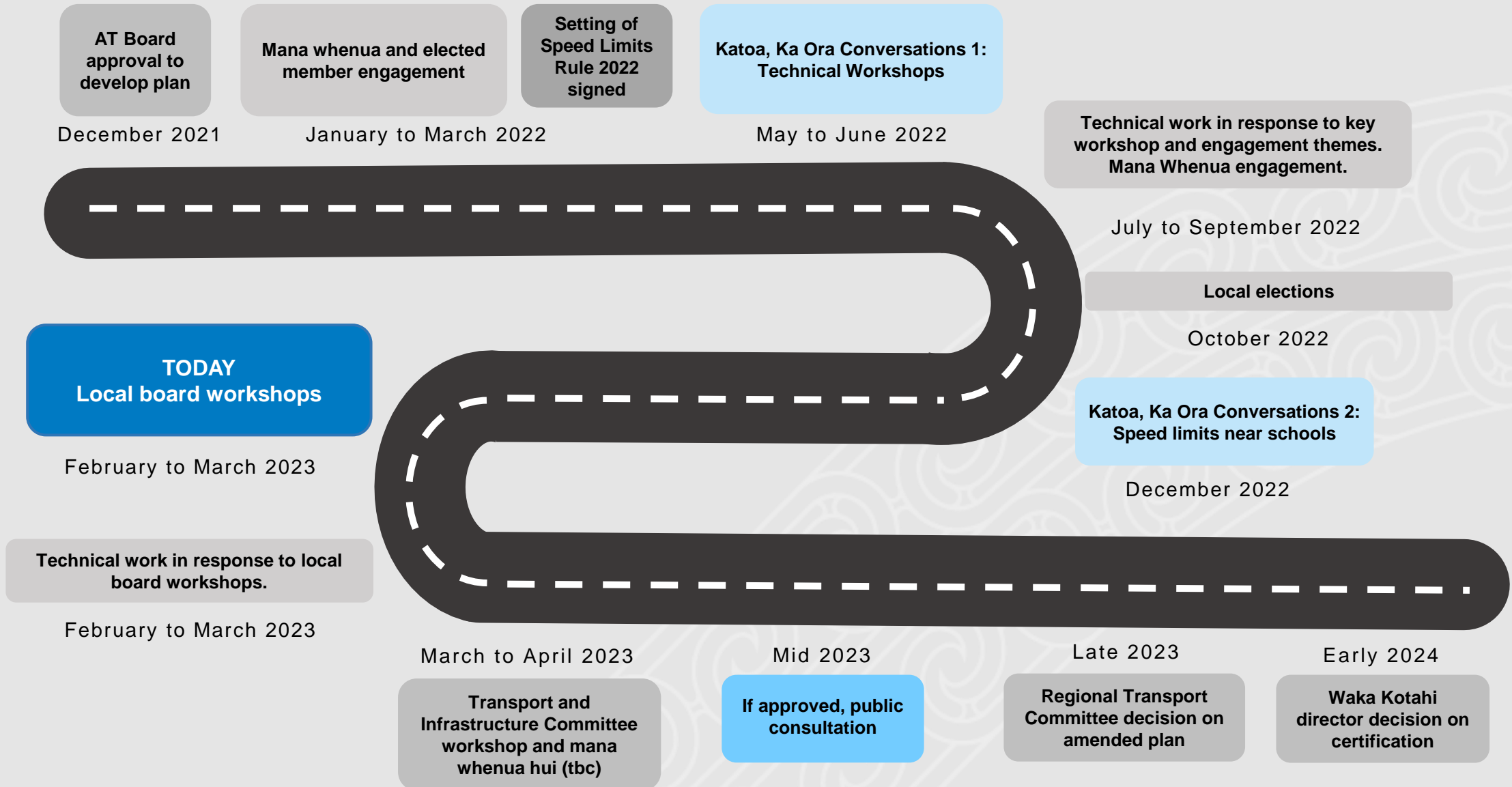


Outcome 5: Transport choices

Objective	Key initiatives
Deliver Penlink	Advocate to the Te Tupu Ngātahi (Supporting Growth Alliance) and Waka Kotahi NZ Transport Agency for four-laning of Penlink, including cycle and pedestrian paths, a bus lane and northern on-ramp at Redvale
Improve walking and cycling routes	Support slow town measures that improve safety and accessibility which align with our town centre plans Advocate to Auckland Transport to link up cycleways through Hibiscus and Bays Advocate for further delivery of wayfinding signage on cycleways and walkways Advocate to Auckland Transport to provide bicycle parking at public transport hubs and town centres Fund new footpath projects and upgrade existing ones
Improve connectivity	Advocate to Auckland Transport, Waka Kotahi NZ



Katoa, Ka Ora timeline



What is Katoa, Ka Ora: Auckland speed management plan 2024-7?

A plan to set safe and appropriate speed limits supported by infrastructure, enforcement, communications and engagement in order to reduce road deaths and serious injuries.

Timing

- Mid-2023 consultation

2022 rule*

- Targets for safe and appropriate speed limits around all schools by 2027

Current budget

- \$45 million
- Includes development, consultation and delivery

Scope

- Speed limit changes
- Signage and line marking

Funding dependent

- Traffic calming
- Pedestrian crossings
- Other infrastructure needed to support/reinforce speed limits

Out of scope

- High-cost road upgrades
- Public transport infrastructure



*Land Transport Rule: Setting of Speed Limits 2022

Draft working principles

Updated following feedback in Katoa, Ka Ora conversations 1, mana whenua, local board and stakeholder engagement.

- 1. Tiakitanga.** The top priority of speed management is to keep people safe and alive on Tāmaki Makaurau, Auckland's roads.
- 2. Easy to understand.** Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all.
- 3. Safe children.** Safe speeds around schools will ensure the safety of children (and all ages and people).
- 4. Safe speed limits.** Speed limits align with government guidance . We consider complex factors ranging from the function of our roads and streets* to how many people travel outside of vehicles.
- 5. Safe infrastructure.** Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.
- 6. Partnership.** We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring.
- 7. Healthy communities.** Safe speeds support more walking and cycling; this improves health and is better for the environment.
- 8. Measure results.** We constantly monitor the roads to evaluate any changes required to make our roads and streets safe.

*AT's Future Connect and Roads and Streets Framework tools to be used.

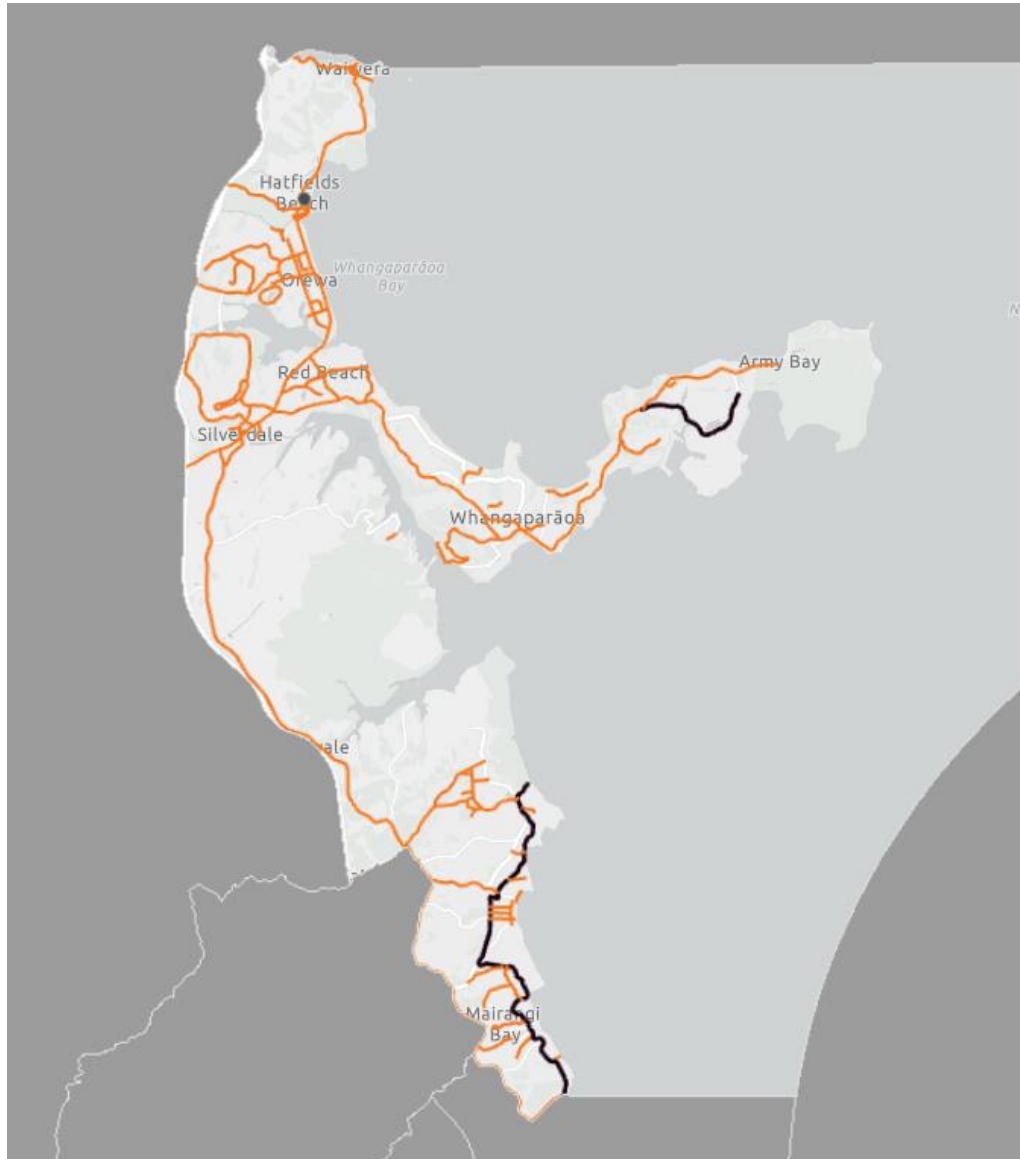
Long term vision

The 2022 speed management guide provides all road controlling authorities in New Zealand consistent safe and appropriate speed limits for types of roads and streets. The 10 year vision of Katoa, Ka Ora is to move to these speed limits based on national guidance, supported by safety infrastructure and enforcement.

Speed limit (km/h)	Urban roads
10-20	Civic spaces, beaches
30	Local streets
30-40	Activity streets, main streets and city hubs
40-60	Urban connectors
80-100	Transit corridors

Speed limit (km/h)	Rural roads
40-80	Stopping places
50-80	Peri-urban roads
60-80	Rural roads
60-100	Rural connectors
60-110	Interregional corridors

Community requests for lower speed limits



Requested Speed Limit Changes

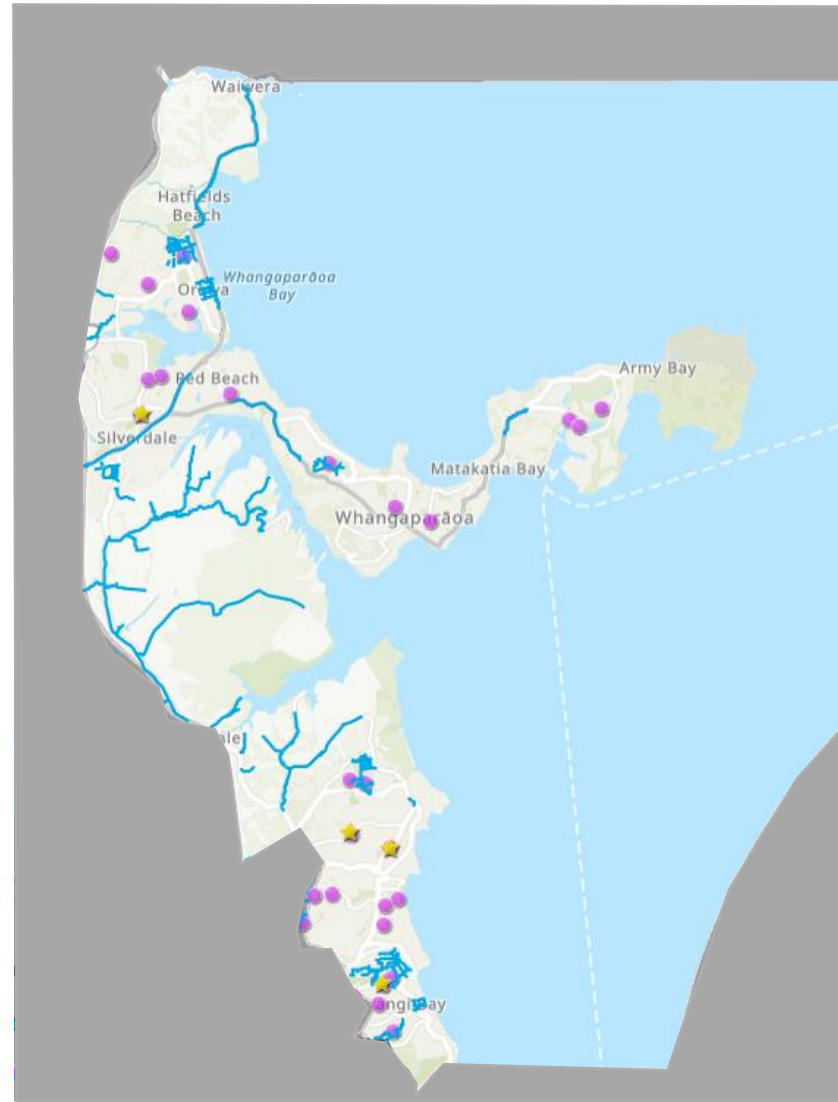
1 to 4

5 or more

Note: This map shows road that community members have asked for lower speed limits on since 2019. This includes all requests made during safe speeds consultations in phases one to three, and other community, stakeholder and partner requests in between times.

Current picture map – Hibiscus and Bays local board

Inform



Legend

- Local board requested road (2022) —
- Local Board requested area (2022) —
- Phase 1 to 3 speed changes —
- School —
- Schools we've received support for speed limit review* —

*This include schools that have responded to the recent school survey with support or strongly support permanent 30km/h speed limits on local roads near their schools, schools that have responded to Phase 1, 2 or 3 safe speeds consultations and requested speed limit review, schools that have contacted AT directly, schools that have attended 2022 Katoa, Ka Ora conversation workshops and raised concerns, and all kura as supported at mana whenua wānanga. Note the survey is open till end of February 2023 so more schools may reply.

** These are high risk roads for all modes and for people walking and cycling.

Safe school neighbourhoods and school gate variable speed limits near schools

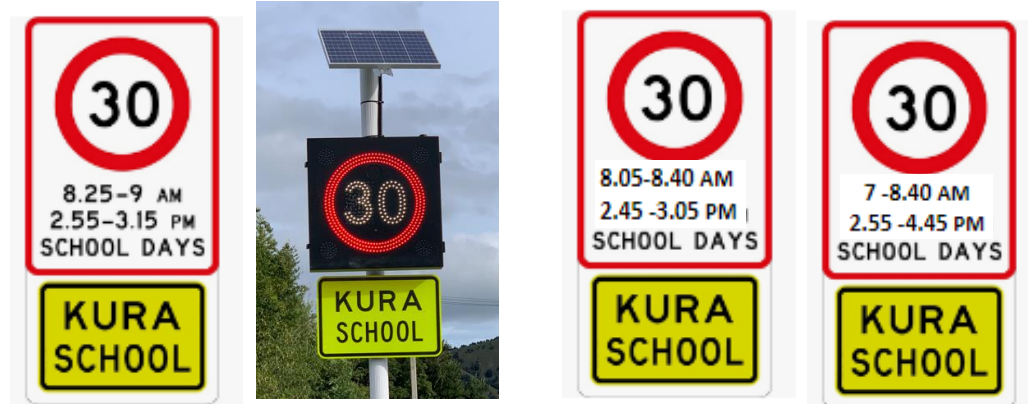
Safe school neighbourhoods



First choice for local urban roads

- High benefit-cost ratio and death and serious injury savings
- Estimated travel time increase 12-15 seconds per average car trip
- Consistent and easy to understand
- Benefits all residents

School gate variable speed limits



More suitable for high-speed rural roads and arterials

- Expensive, around \$20,000 per electronic sign
- Widespread use may be confusing and inconsistent as all side roads require static variable signs and school hours and days vary by school.
- Estimated travel time increase of 12 seconds per average car trip through a lower speed area when activated

Safe school neighbourhoods for local urban roads together with variable speed limits for arterial roads has an indicative benefit-cost ratio of \$4 – \$7 return for each dollar invested. Only using variable signs has a benefit-cost ratio of 20c return for each dollar invested.

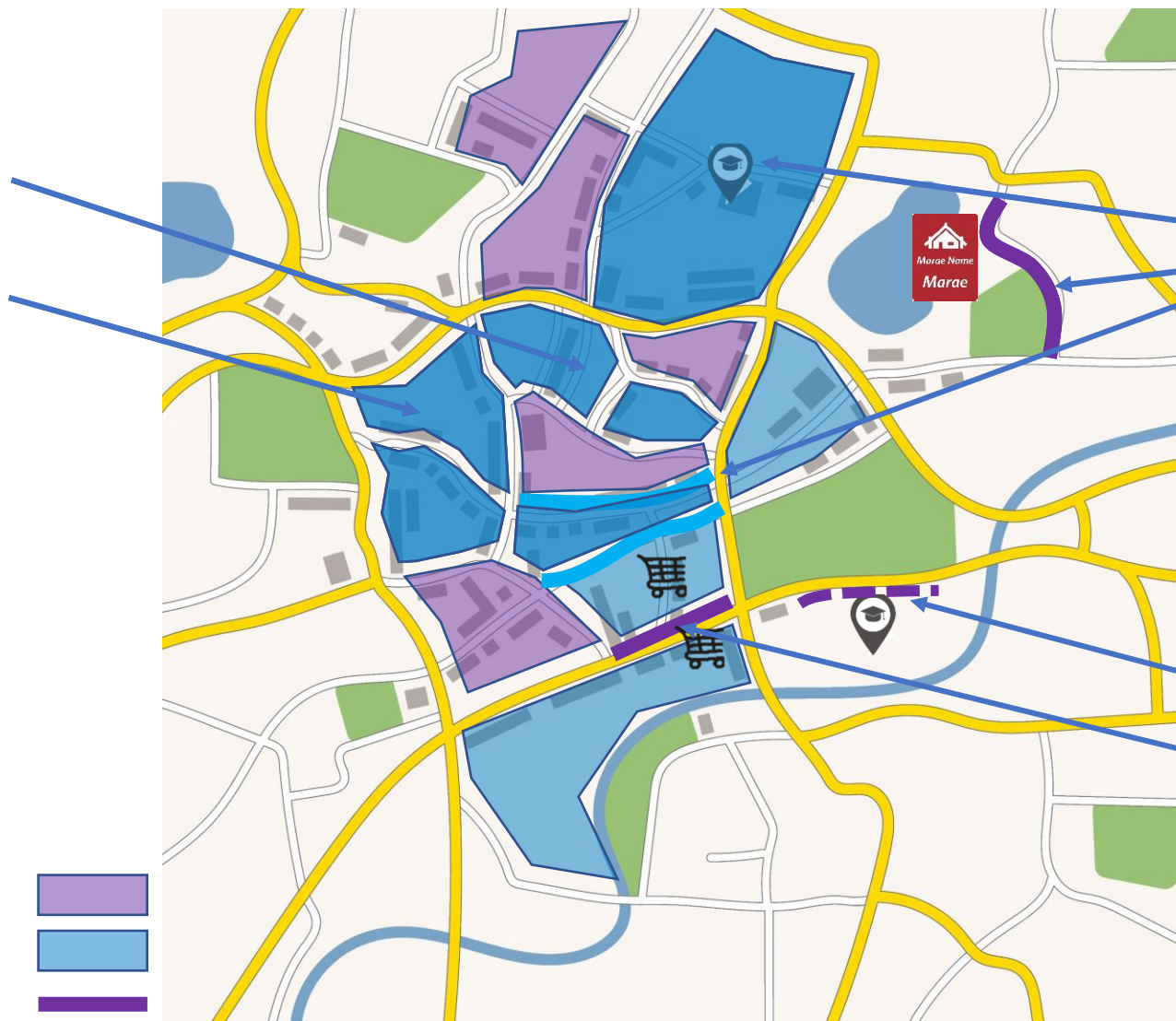
Draft urban mapping approaches

For discussion

These draft mapping approaches are based on the key themes we have heard are most valued.

1. Easy to understand.

- Filling in the gaps
- Include roads with slower road design or lots of people out and about
- Reduce rat-running



2. Partner and community requests.

- Respond to local board, mana whenua, mātāwaka, school and community requests.

3. Benefit-cost ratios

- Permanent changes for local roads, variables focused on arterial roads
- High-risk town centres and high-risk roads
- Complements planned infrastructure or developments

Key

Existing 30kph areas

Potential 30kph areas

Potential 30kph road

Potential 40kph road

Potential variable 30kph roads



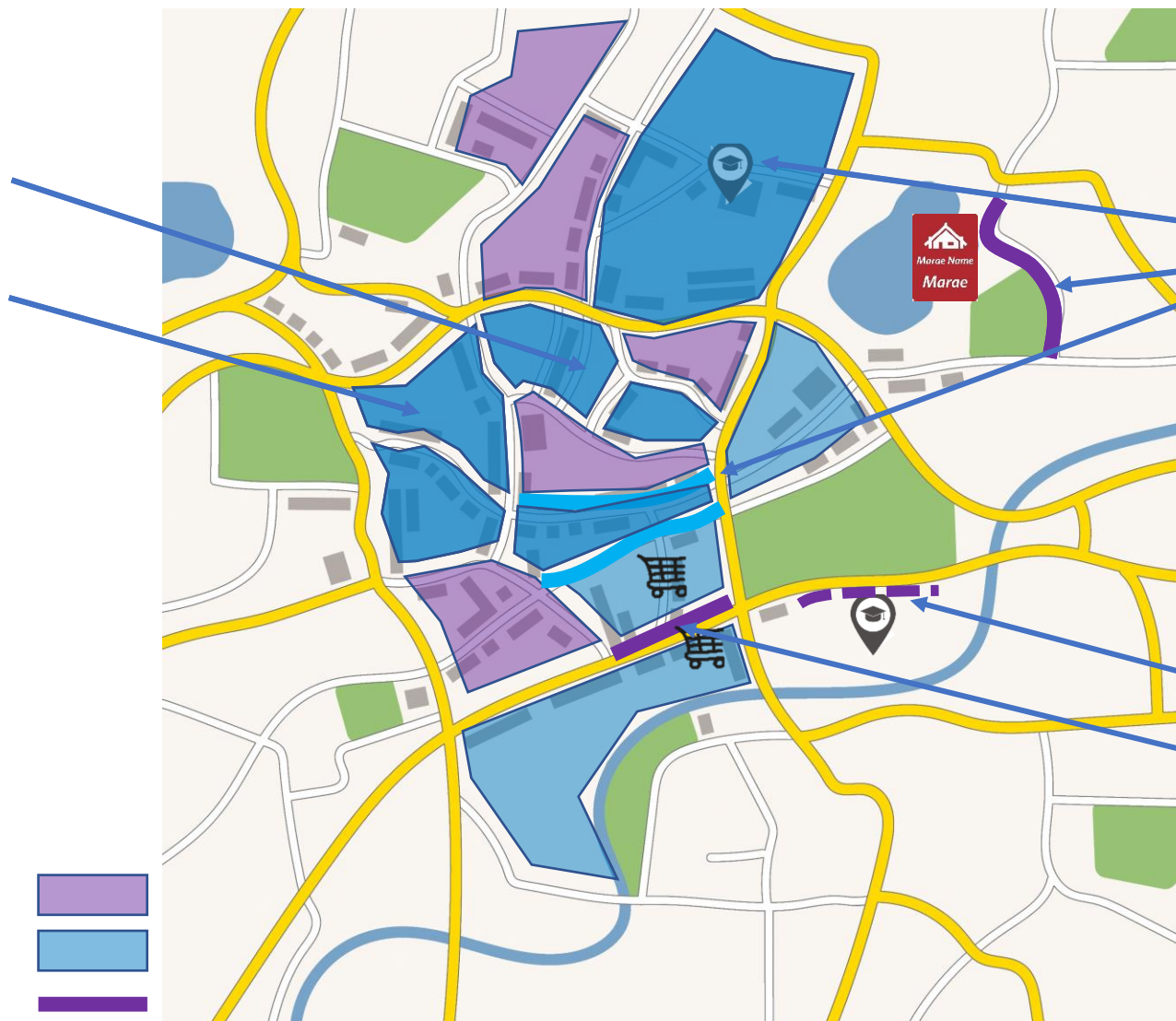
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- High-risk town centres and high-risk roads
- Complements planned infrastructure or developments

Key

Existing 30kph areas

Potential 30kph areas

Potential 30kph road

Potential 40kph road

Potential variable 30kph roads





Tēnā koutou Thank you

Any questions, please contact:
atspeedprogramme@at.govt.nz





Supporting information



Katoa Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group

We are a group of partners committed to working together to achieve a road safety vision of a transport system where no-one is killed or seriously injured by 2050. Together, we're making a speed management plan for Tāmaki Makaurau Auckland.



Auckland Regional Public Health Service
Rātonga Hauora ā Iwi o Tamaki Makaurau



Working with the people of Auckland, Waitemata and Counties Manukau



Meaning of Katoa, Ka Ora.

In te reo Māori, katoa means everyone or all. Ka ora has a broad meaning including to be alive, to be well, to be safe, to be cured, to be recovered, and to be fit.

Together, the phrase 'Katoa, Ka Ora' means everyone lives, and everyone is safe. Katoa placed at the beginning of this phrase reminds us that ka ora is something we all support.

Hibiscus and Bays road deaths and injuries per population



Local Boards:

Deaths and serious injuries per 1,000 people

Deaths and serious injuries per 1000 people*

Auckland Mean	1.99
Aotea/Great Barrier	5.34
Franklin	3.93
Rodney	2.94
Waitematā	2.47
Ōtara - Papatoetoe	2.23
Waiheke	2.21
Papakura	2.15
Waitākere Ranges	2.07
Maungakiekie - Tāmaki	1.91
Māngere - Ōtāhuhu	1.89
Manurewa	1.85
Devonport - Takapuna	1.48
Albert - Eden	1.46
Ōrākei	1.40
Whau	1.36
Henderson - Massey	1.34
Howick	1.31
Upper Harbour	1.24
Puketāpapa	1.22
Hibiscus and Bays	1.11
Kaipātiki	0.87

* Based on 2018 Census data of usually-resident population, and road deaths and serious injuries recorded in the Waka Kotahi Crash Analysis System, 2017-2021 (mean values). Note that people involved in a crash in a local board may not be residents of that local board. State Highway data has been excluded as this is likely to reflect higher numbers of non-residents involved in crashes. Note that DSI rates for local boards with small populations may be affected by smaller variations in numbers.

Hibiscus and Bays walking and cycling deaths and injuries



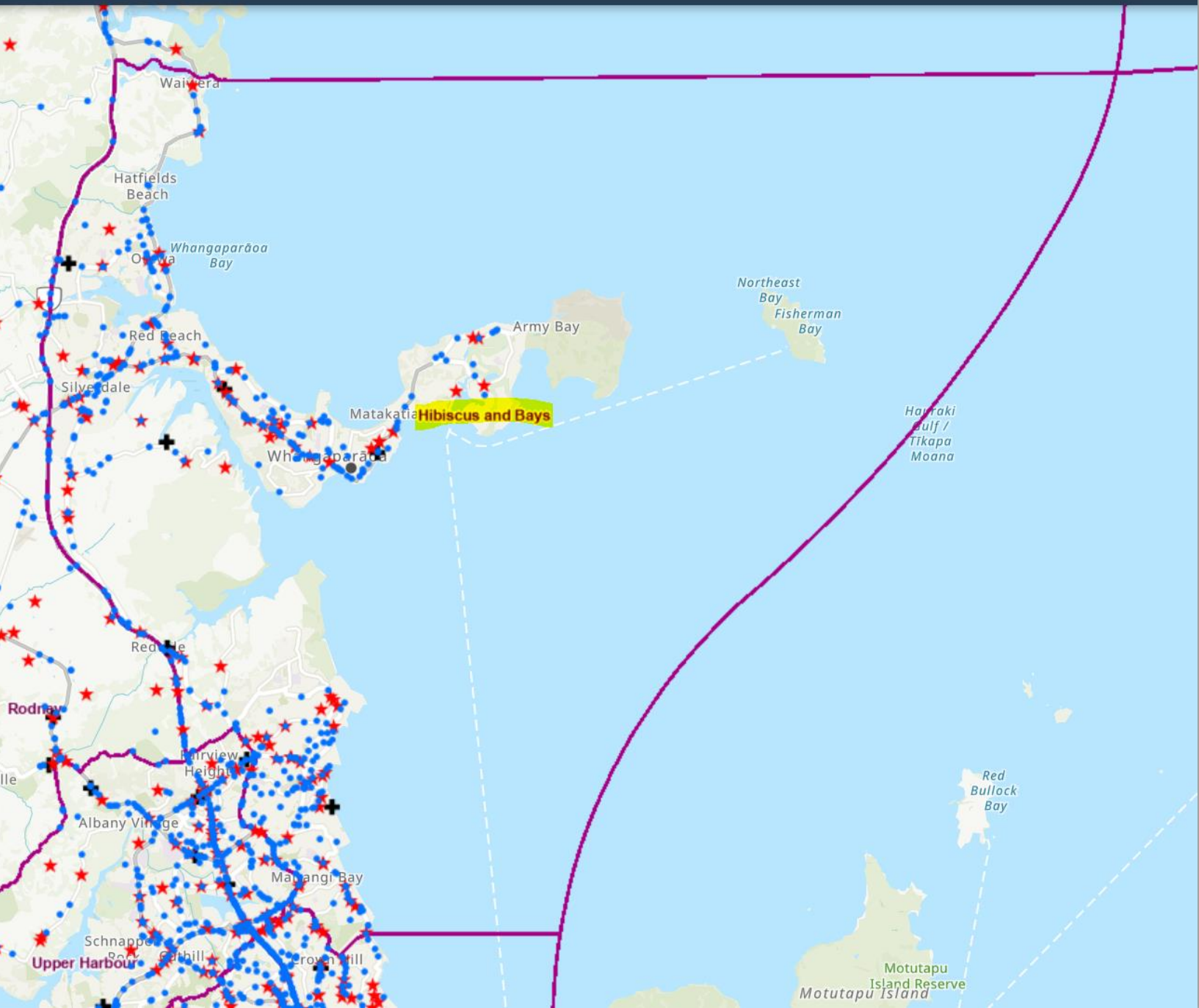
Local Boards:

Active road users: deaths and serious injuries per 1,000 people

Deaths and serious injuries per 1000 people*

Auckland Mean	0.44
Waitemata	1.42
Hibiscus and Bays	1.28
Puketapapa	1.28
Devonport - Takapuna	0.78
Otara - Papatoetoe	0.56
Albert - Eden	0.55
Maungakiekie - Tamaki	0.51
Whau	0.49
Papakura	0.49
Waitakere Ranges	0.48
Orakei	0.46
Waiheke	0.44
Manurewa	0.41
Howick	0.38
Upper Harbour	0.38
Mangere - Otahuhu	0.37
Henderson - Massey	0.36
Kaipatiki	0.32
Franklin	0.28
Rodney	0.12
Aotea/Great Barrier	0.00

* Based on 2018 Census data of usually-resident population, and road deaths and serious injuries recorded in the Waka Kotahi Crash Analysis System, 2017-2021 (mean values). Note that people involved in a crash in a local board may not be residents of that local board. State Highway data has been excluded as this is likely to reflect higher numbers of non-residents involved in crashes. Note that DSI rates for local boards with small populations may be affected by smaller variations in numbers. Active road users include people on bikes, foot, skateboards/skates, and wheelchairs/mobility scooters.



Hisbiscus and Bays crash map

Legend

KiwiRAP (2016-2020)

Crashes

- Injury Crashes
 - Fatal (Black cross symbol)
 - Serious (Red star symbol)
 - Minor (Blue dot symbol)

















Boundaries

- AC Local Board Boundary (Purple line symbol)

For every injury shown, there are around three more that have not been recorded.

Note: This map only includes data captured through the Waka Kotahi Crash Analysis System. The SORTED study of road trauma evidence and data 2017/18-2018/19 shows this is only 25% of all injuries.

Key road safety factors

• Speed*	 71%	
• People outside a vehicle % of total DSI	 45%	
• Microsleeps* – may be up to	 20%	
• Alcohol or drugs % of total DSI	 1%	
• Distraction or fatigue % of total DSI	 1%	
• Seatbelt not worn % of total DSI	 1%	
• Red-light running % of total DSI	 1%	
• Potholes*	 0.1%	

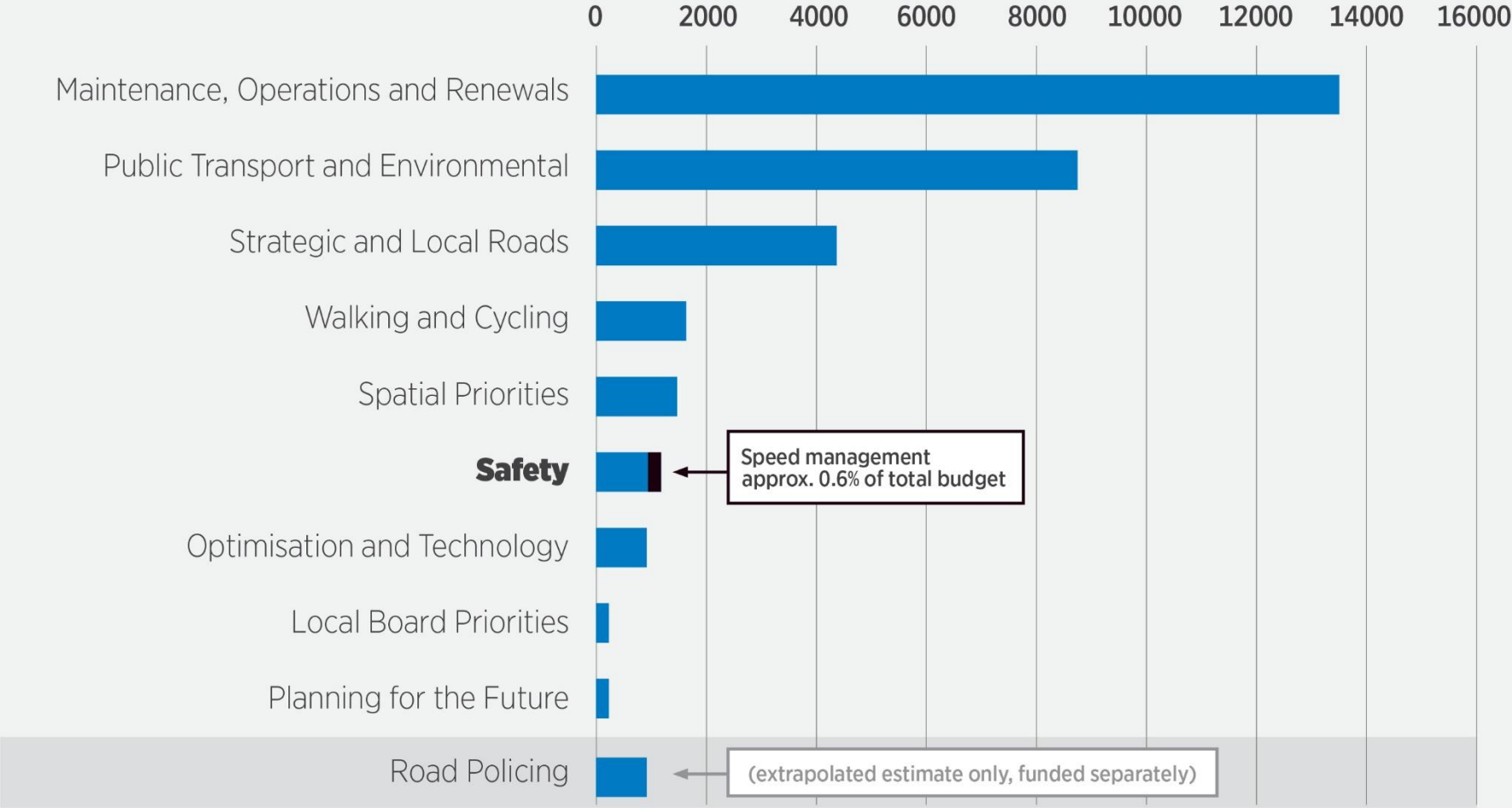
*Speed, microsleep and potholes factors are NZ based due to data available and other factors specific to this local board.

Reference notes: Speed: Soames Job and Colin Brodie: Understanding the role of Speeding and Speed in Serious Crash Trauma: A Case Study of New Zealand, Journal of Road Safety, Vol 33, Issue 1, Feb 2022, 71% of injury crashes in New Zealand involve speeds above our Safe and Appropriate Speeds. Microsleeps: Characteristics, dangers, underlying mechanisms, and countermeasures. Richard Jones, University of Canterbury. People outside vehicle, alcohol or drugs, red-light running, seatbelt not worn and distraction or fatigue factors taken from Crash Analysis system for Auckland deaths and serious injuries from 2017-2021. Potholes factors based on 2012 to 2021 Crash Analysis system data for Auckland and New Zealand.



Speed is only one piece of the puzzle

Planned investment in Auckland's transport system 2021-2031



² Auckland Regional Land Transport Plan 2021-2031

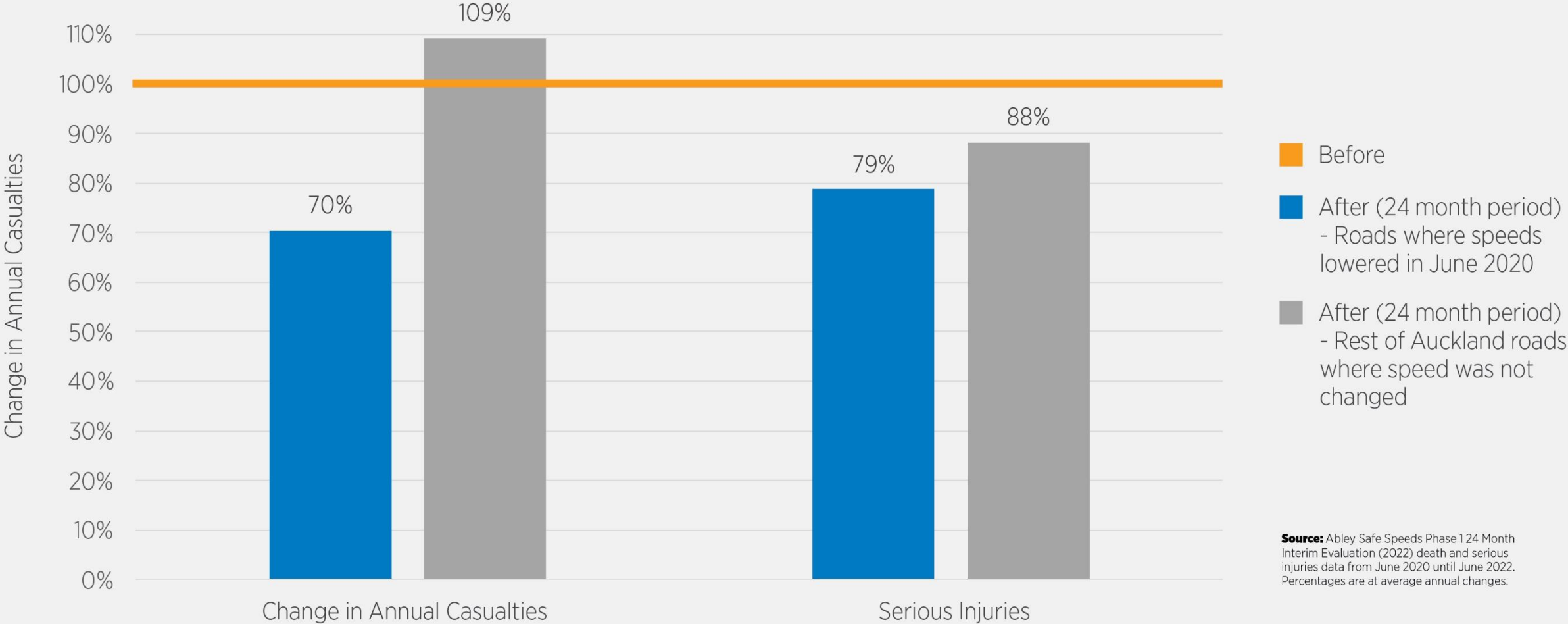
³ <https://www.transport.govt.nz/assets/Uploads/Presentation/Overview-of-Road-Safety-in-NZ-Data-packs-for-reference-groups.pdf> Page 17

⁴ <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

⁵ Auckland Regional Land Transport Plan 2021-2031 Appendix 8: "\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tamaki Makaurau". Graph shows an extrapolation if current rates were to continue.

Slower speed limits save lives

Change in annual road deaths and serious injuries on Auckland roads where speeds were lowered in June 2020



Memorandum

3 February 2023

To: Elected Members – Hibiscus and Bays Local Board
Area Manager, Senior Local Board Advisor, Local Board Advisor

Subject: BID Policy and Programmes – Overview

From: Gill Plume, Senior Advisor - Business Improvement Districts (BIDs)

Contact Information: Gill.Plume@aucklandcouncil.govt.nz

Purpose

- To inform elected members about Auckland Councils Business Improvement District (BID) Policy and Programmes.

Summary

1. Auckland Council offers the Business Improvement District Programme. 18 local boards have Business Improvement Districts (BIDs) operating within their areas.
2. The presentation informs about the Programme and explains the roles of stakeholders, including local boards.

Context

3. Auckland Council offers the opportunity for business communities to collaborate and invest in their local areas through its Business Improvement District Programme. 50 business associations around the region have developed into Business Improvement Districts (BIDs) including Torbay, Mairangi Bay, Browns Bay and Ōrewa.
4. BID operating business associations operate under the Business Improvement District Policy (2022). The BID Policy outlines the governance and accountability relationship between council and the BIDs.
5. Officers from the BID Team will present on the purpose of the BID Programme, how local boards are included and be able to answer any queries members may have. This presentation will be particularly relevant for new elected members and elected members nominated to be a BID representative.

**Gill Plume | Senior BID Advisor | Business Improvement District Programme (BIDs)
CCO/External Partnerships | Governance Division**

Introducing.... Auckland Councils Business Improvement District (BID) Programme

Kaupapa Here ā-Rohe Whakapiki Pakihi

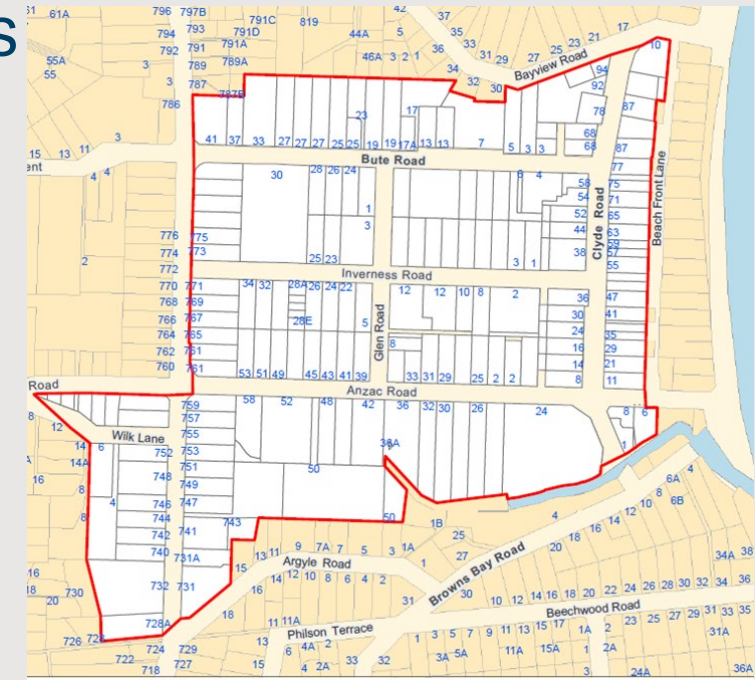
Claire Siddens & Gill Plume

2022 / 2023



Business Improvement Districts (BIDs)

- Formal relationship - council & independent business associations operating a BID Programme
- 50 BIDs - retail, commercial, industrial areas
- Targeted Rates (\$6,000 up to \$4.7M)
- TOTAL \$20M
- 18 local board areas



What is a BID?

- A *membership based* incorporated society
 - Business owners and Property Owners
- Targeted rates model (Local Government Ratings Act)
- 100% of target rates collected
- Accountability to members
- Separation of governance & management

Property rates

Rates this year 2022/2023

\$20,887.19

[Pay rates](#)

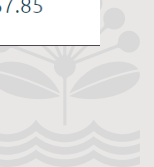
This rates amount is based on the Capital Value from 1 June 2021.

Rates assessment number

12343989634

Detailed rates breakdown

Type of rate	Calculation	Total rate
Business Improvement District Ellerslie	Capital Value \$3,050,000 x 0.00165820	\$5,057.51
Climate Action Targeted Rate - Urban Business	Capital Value \$3,050,000 x 0.00008454	\$257.85



What does a BID do?

Whatever programmes and services its *membership* wants

For example:

- Advocacy
- Events Promotions
- Placemaking
- Crime Prevention

Cannot replicate a council service but can enhance service level



BID programme – who is involved

- Governing Body - policy/ striking rates
- Local boards – decision making responsibilities
 - Approval of the establishment of a new BID Programme & boundary area
 - Approval of any changes or amendments to an existing BID programme boundary area
 - Annually recommending BID programme targeted rate grant amounts to the Governing Body
 - Recommending to the Governing Body propose changes to a BID targeted rate mechanism



BID programme

- Local board representative on BID – workshop April
- Transition to the BID Policy 2022 by June 2023



BID programme

Auckland Council's BID Team (*CCO Governance & External Partnerships*)

- Quality advice & relationships across departments
- Issue resolution processes
- Local Board Work Programmes
- Annual compliance reporting (May)
- BID Policy 2022 – *development & Implementation*



Where can I find out more?

Information website: <https://bid.aucklandcouncil.govt.nz/>

Or speak to one of us

Claire Siddens

Mobile 021 984 065



Gill Plume

Mobile 027 260 6243



Local BID environment



Discussion about your local board area



Thank you

