

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop:Tuesday 20 February 2024Time:10:00am- 2:00pmVenue:Local board office - 2 Glen Road, Browns BayApologies:

ltem	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Gary Brown Chairperson		
1.	10:00am	AT Forward Work Programme / Kokiri Agreement Attachments	Beth Houlbrooke Elected Member Relationship Partner	Keeping informed	Provide feedback on the proposed Forward Works Programme and review the Kokiri Agreement.
		 Presentation: The year ahead 2024/25 Presentation: Hibiscus and Bays Local Board considering AT's work programme 			
	11:30am	BREAK			
2.	12:00pm	 Reorganisation and Representation review Attachments Presentation: The Proposal for Fewer and More Empowered Local Boards Presentation: Review of representation arrangements and LB reorganisation plan 	Warwick McNaughton Principal Advisor Liam Davies Graduate	Keeping informed	Review the recommended reorganisation option and discuss issues relating to representation arrangements for local boards before formal feedback is sought.



3.	1:15pm	Options analysis for the future of the	Shyrel Burt	Keeping informed	Receive an update and
		closed ECE spaces	Principal Integration Specialist		provide feedback on the proposed options for the
			Gemma Kaldesic		future use of the closed ECE
		Attachment	Integration Specialist		spaces.
		Presentation: Future use of closed ECE spaces			
	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.



Hibiscus and Bays Local Board

The Year ahead FY2024/25



Think before you print

14th November 2023



- 1. Welcome and introductions
- 2. Overview
- 3. Purpose of workshop
- 4. Focus area 1 Local Board Transport Capital Fund
- 5. Focus area 2 Community Initiated Engineering
- 6. Focus area 3 Capital Projects
- 7. Focus area 4 Network Optimisation
- 8. General update/discussion
- 9. Next steps





Overview

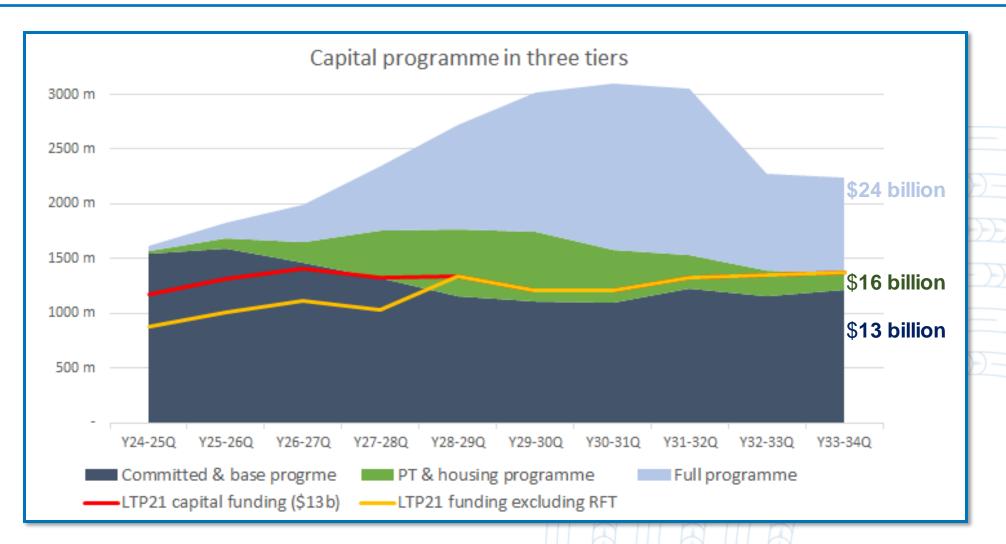




Proposed capital programme ranges from \$13 billion to \$24 billion

- We have developed an initial proposed 10-year capital programme in three tiers:
 - 'Committed & Base' programme \$13 billion
 - 'PT & Housing Enhancements' programme \$16 billion
 - 'Full' programme (all proposed projects) around \$24 billion, which is clearly not affordable within existing funding mechanisms
- In real terms, the \$13 billion 'Committed & Base' programme is around \$1 billion less than the prior LTP due to the significant impact of inflation and flood/storm response costs
- Under all scenarios we are proposing investment is brought forward into the first two years from later years of the programme due to:
 - High committed activity levels associated with Eastern Busway and CRL
 - Renewals including flood and storm response activity
- This is **an initial programme**, developed for further engagement and prioritisation with AC during the LTP and RLTP processes

Programme Options compared to 2021 LTP Funding

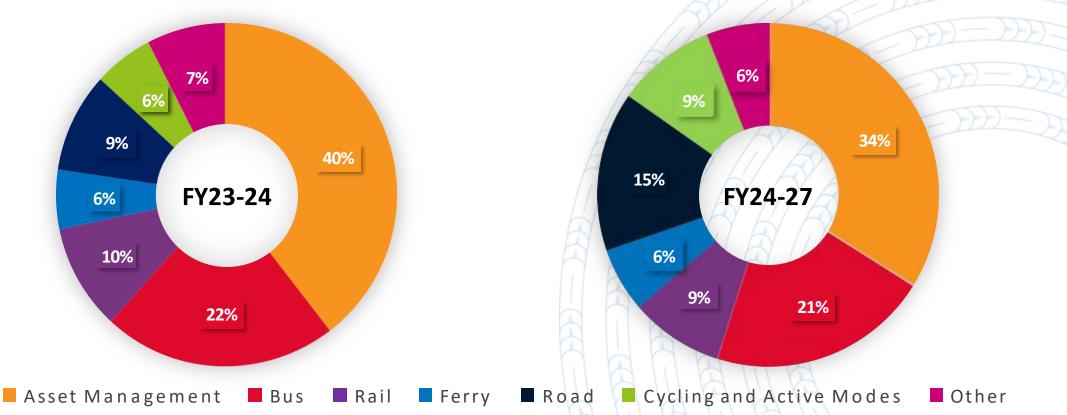




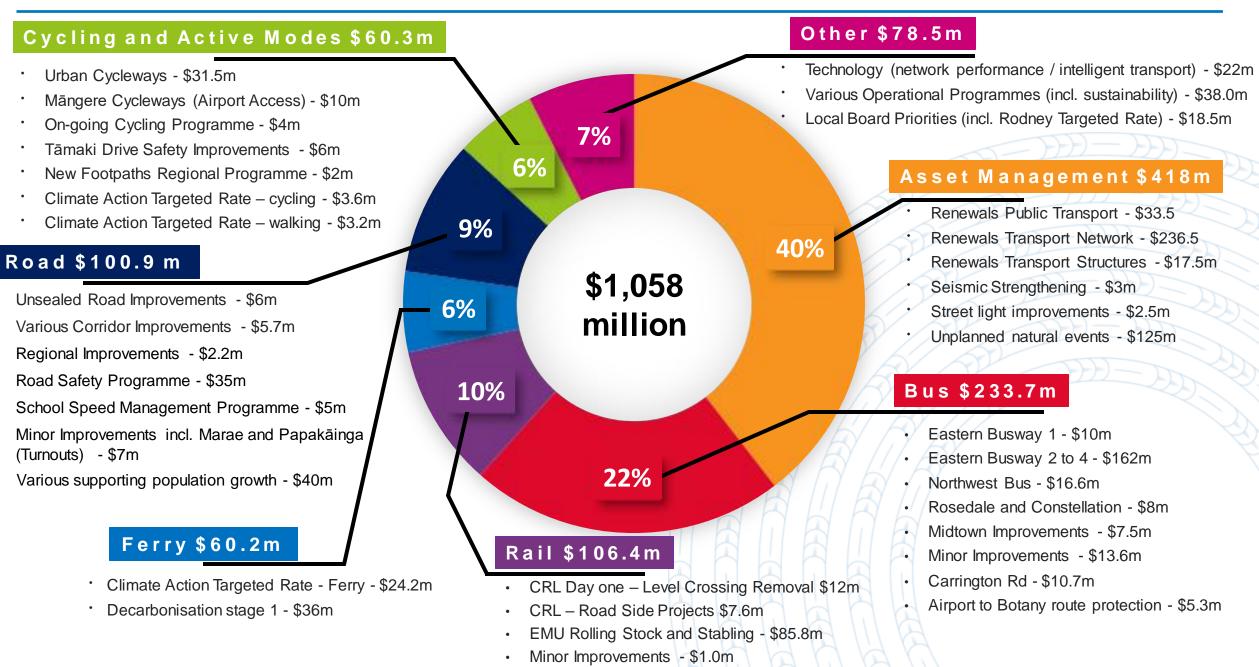
- All scenarios require investment brought forward from later years into the first two years of the programme
- Continued Regional Fuel Tax funding is critical

AT Capital Programme Summary – next three years

- Next three years are <u>highly constrained</u> under <u>assumed funding levels</u> with large committed projects and emphasis on asset renewals and resilience investment to make the most of what we have.
- Provides for completion of the key stages of existing committed projects such as flood response, CRL, Eastern Busway, Northwest Bus, Electric Trains (EMU's), Ferries, Open Loop, SGA post lodgement.
- Remaining funding available will be prioritized towards investment in annual programmes of small-scale projects including optimisation, dynamic bus lanes, intelligent transport systems and cycling – rather than committing to new big projects
- Includes selected high priority small and medium scale projects to address immediate issues and support other investment



AT 2023/24 Capital Programme:

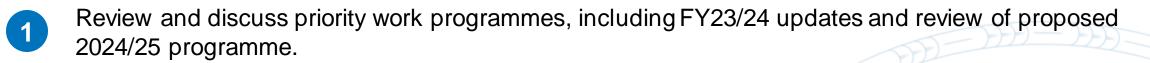


Purpose of Today's Workshop





An ongoing conversation:





Review proposed programme for following two years.



Present significant programmes that might be of interest.

Next Steps

- Local boards to review presentation detail and provide feedback by March 2024
- AT to review feedback and make adjustments to work programmes where appropriate
- AT to present finalised 2024/25 programmes in May 2024
 - Sign off by local board in June 2024.



Engagement

AT's work programmes will be developed with different engagement approaches under the IAP2 standard and based on the weightings of :

- Strategic alignment
- Data dependance
- Customerfeedback

Engagement approach	Commitment	
Inform	We will keep you informed.	
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how your input influenced the decision. We will seek your feedback on drafts and proposals.	
Collaborate	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	
Advocate	Projects that are not currently in AT's work programme, but that the local board would like considered for inclusion in the future.	
Do not support	Project in AT's work programme that the local board believes its community would not support.	

Programmes of Work Engagement Process

Programme	Summary	Programme Engagement
Local Board Transport Capital Fund	Local Board identified projects.	Collaborate
Auckland Cycling Programme	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.	Consult
Public Transport Minor Projects (including Metro Operations and Infrastructure)	Improving bus related infrastructure and services	Consult
Parking	Addressing strategic and community-initiated parking management improvements	Consult
Community Partnerships Programmes	Road safety behavior change initiatives in communities and schools through partnership. Travel demand management in schools, early learning, educational facilities, kohanga reo, kura kaupapa and marae.	Consult
Sustainable Mobility	Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces.	Consult
Community Initiated Engineering Programme	Programme to respond to community concerns for functional improvements to the network. Delivers pedestrian, cycling protection and network roading improvements.	Consult/ Inform
Capital Projects	Major projects	Inform
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.	Inform
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes	Inform
Road Corridor Renewals	Maintenance of assets within the road corridor	Inform
People Powered Streets (Ngā Tiriti Ngangahau – The Vibrant Streets, Streets for People 2.0)	Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure and non infrastructure initiatives.	Inform

Focus areas





Local Board Transport Capital Programme





The 2024 - 2026 Programme

- The programme was initiated to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- Due to budget reductions, the indicative budget was reduced from \$45m to \$29.5m over the 3-year term. This has been split between local boards as per previous year allocations.

The Process

At the beginning of the electoral term, the Elected Member Relationship Team works with Local Boards to identify a long list of potential projects to be funded over their political term (3 financial years).

These projects are then assessed by AT to confirm they meet the funding criteria and are feasible. A rough order of cost is also calculated.

The results are then conveyed to the Board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with Local Boards. Changes to this programme may only occur by Local Board resolution.

Hibiscus and Bays: \$1.889m over 3yrs

Work is in progress to obtain Local Board decisions on project priorities for the full 3-year term.

3-Year Budget	Before	After
All local boards	\$45m	\$29.5m
Hibiscus and Bays	\$2.831m	\$1.889m



Local Board Transport Capital Fund

Update FY2023/FY2024

Project Title	Project Description	Status
Orewa Boulevard Stage 3	Orewa Boulevard Stage 3	Construction
East Coast Bays Wayfinding	East Coast Bays Wayfinding	Completed
	ED	
	B B B	
	A D A	DD DD DD DD
	A R A R A	
		E Contraction of the second se
AT		

Local Board Transport Capital Fund

Update FY2023/FY2024

Legend

- 1 Orewa Boulevard Stage 3
- 2 East Coast Bays Wayfinding





Community Initiated Engineering Programme





Community Initiated Engineering Programme (Including the Walking Programme)

Introduction

The Community Initiated Engineering Programme delivers multi-modal transport improvement projects on the road network that respond to operational and safety concerns raised by our stakeholders and customers.

It will act as a combination of what were formerly four distinct programmes to better focus on the needs and requests of our community. The former programmes were: Minor Improvements, Regional Improvements, Minor Cycling and Micromobility and New Footpaths.

In a similar vein, the new Walking Programme will deliver pedestrian improvements across the region. The programme will deliver on selected priority areas as well as targeted connectivity improvements for the Climate Action Transport Targeted Rate (CATTR).



Outcomes

- Delivers outcomes to respond to customer and stakeholder queries
- Improves the operation and safety of the network
- Responds to emerging issues in development areas
- Offer better access to active modes for all members of the community.

Planning Process

Projects are identified while investigating safety or operational concerns raised by the community. The projects are then prioritised annually with the highest priority progressing to design and then delivery. The prioritisation criteria includes: Safety, mode choice, efficiency, community and cost.

Potential Challenges

- A long list of candidate projects and insufficient funding to progress infrastructure interventions that are important to the local community
- Community expectation for rapid safety interventions

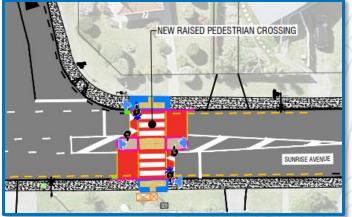
Consult/Inform

Community Initiated Engineering Programme

Update FY2023/2024

Project Title	Location	Project Description	Status
Murrays Bay Sailing Club New Footpath & Ped Crossing	Beach Road Pedestrian Refuge from no. 512 to no. 535	Pedestrian Crossing	Design
Sunrise Ave - Raised Zebra Crossing	83 Sunrise Ave	Zebra Crossing	Detailed Design
Wade River, Arkles Bay	Wade River Road, Arkles Bay	New footpath	Design
Gulf Harbour Drive	Astrolabe Place to Regency Park Drive	New footpath	Investigation
94 Brightside Rd - Raised Zebra Crossing	94 Brightside Road	Raised Zebra Crossing	Detailed Design
East Coast Rd (Rosedale Rd - Constellation Drive)	East Coast Rd from Rosedale Rd - Constellation Drive	Cycleway protections/ installation of separation	Implementation







Community Initiated Engineering Programme

Update FY2023/2024

Legen	d
1	Murrays Bay Sailing Club New Footpath & Ped Crossing
2	Sunrise Ave - Raised Zebra Crossing
3	Wade River, Arkles Bay
4	Gulf Harbour Drive
5	94 Brightside Rd - Raised Zebra Crossing
6	East Coast Rd (Rosedale Rd - Constellation Drive)





Capital Projects





Inform Update FY2023/2024

Project Title	Location	Project Description	Status
	NO	PROJECTS PLANNED FY2023/2024	
		E - P	
		D D	DD-FFF-DD
		A A	TERE- FEE
		R / A / A	ALL - LEE
		$\square \bowtie \bowtie \bowtie \bowtie \checkmark$	D
		H R H R Z	AD THE LAD.
		H H H H H H H H H H H H H H H H H H H	
		h k h k h k	
		HAHAHA	

Capital Projects

Capital Projects

Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
	N	O PROJECTS PLANNED FY2024 - FY2025	
			HE HE HE
		AN AN	
		HAV DE	JEH-HH DAN
		RUN RY D	DEE EEE
			DD DD DD DD
		$\mathbb{R} [\mathbb{N} \mathbb{R} [\mathbb{N} \mathbb{K}]]$	ED
			A. A.
AT			

Network Optimisation





Network Optimisation

Introduction

The Auckland Network Optimisation Programme delivers projects that improve the effectiveness of the region's existing road network, increasing the movement of people and freight through infrastructure and technology projects.

This is a joint programme between Waka Kotahi (NZTA) and Auckland Transport working to improve healthier travel choices and make it safer and easier for people to get around Auckland using our existing network.

Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Auckland Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the programme. Currently the programme has over 200 locations identified with modal deficiencies and over 30 new technology enhancements which will benefit the whole region.

Outcomes

Together with Waka Kotahi, the programme solves known deficiencies on the network for:

- Freight movements on the key freight network
- Bus movements on key public transport corridors (in conjunction with Metro Services)
- Walking and cycling on key corridors and within activity centres
- General traffic

Additionally, the range of technology projects will help operators respond quicker and optimise the network in real-time.



Planned Technology Projects

Project Title	Location	Project Description	Status
East Coast/Oteha Valley/Carlisle Queue Detection	East Coast/Oteha Valley/Carlisle intersection	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Design





Network Optimisation

Update FY2023/2024

Legend

1

East Coast/Oteha Valley/Carlisle Queue Detection





Regional Technology Projects – sites still to be selected

Project Title	Location	Project Description	Status
Advanced detection trials at intersections - Smart Queue Detection - Smart Cycle Detection - Smart Ped Detection	Regional	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Delivering FY23/24 sites
Bus Booster Roll Out	Regional	Bus Booster is a technology that aims to reduce the delay for late-running buses at traffic signals by timing green signals to favour buses as they approach the intersection, where it is safe and practical to do so.	Delivering FY23/24 sites
CCTV key network coverage	Regional	Ongoing CCTV camera deployment to enhance network visibility e.g., mid-blocks on arterial network and 'place' locations.	Delivering FY23/24 sites
Cyclist Sensors and data collection	Regional	Sensors to capture data from strategic cycle network.	Delivering FY23/24 sites
Variable Message Sign infrastructure expansion	Regional	Ongoing roll out of additional VMS infrastructure.	Delivering FY23/24 sites
Pedestrian Sensors and data collection	Regional	Increase the coverage of pedestrian sensors for data collection.	Not initiated

General discussion







Next steps and Thank you





Supplementary information



Auckland Cycling Programme





Auckland Cycling Programme

The Cycling & Micromobility Programme Business Case (PBC) sets out the strategic investment programme for cycling in Auckland and developed a programme for the allocated RLTP \$306M funding.

Outcomes

The PBC focuses on increasing cycling movements and access to opportunities, reducing deaths and serious injuries, and increasing the rate of delivery.

Planning Process

Prioritisation of preferred option focuses on:

- Access to schools, RTN stations, Metropolitan Centres
- Connections to the regional cycle network (Future Connect)
- Connections to the existing/committed cycle networks
- Routes that require no/little kerb movement in order to deliver more and faster

Urban Cycleways Programme

The Urban Cycle Programme (UCP), initiated in July 2015, forms a part of the AT cycling programme and commits the organisation to the completion of four new cycle networks. These networks / packages are:

- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

Delivery of UCP

The delivery of UCP is segregated into two tranches,

- Tranche 1: 14 projects are complete.
- Tranche 2: 4 projects due for completion by end of 2024/25.

Auckland Cycling Programme

Update FY2023/2024

Project Title	Location	Project Description	Status
		NO PROJECTS PLANNED FY2023/2024	
			ALCERT HERE
			D FREEHER G
			ALC ELE ELE
		(NY D)	A - REE - BER
		BY MA	AD AD AD
			S BB BB - In SD
		$\mathbb{E}\left[\left \right\rangle \mathbb{E}\left[\right\rangle \right]$	A DO
AT			
		HAHAH	A

Auckland Cycling Programme

Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
		NO PROJECTS PLANNED FY2024 - FY2025	
			THE HERE ERE
			ALCERTERE CER
		N K	AD EDE DED
		R M K	DE DE DE
			V DD DD DD
		$\mathbb{R} \mid \mathbb{R} \mid $	
\frown			Í
AT			
			A
			(

Public Transport Minor Projects





Introduction

Public Transport (PT) infrastructure projects are delivered predominantly through PT Safety, Security & Amenity (Capex) and PT Renewals Programmes. These programmes are tasked with delivering a range of small to mid-sized PT infrastructure and renewal projects that support bus, marine and rail PT modes.

This includes:

- Bus stop infrastructure improvements
- Removal of redundant bus infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport wayfinding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades and renewals (incl. BT)

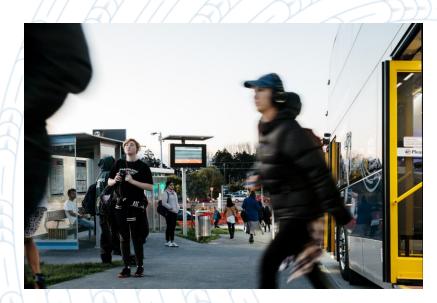
Outcomes

To support and enhance the efficiency, reliability and customer amenity of all of AT's public transport services.

Planning Process

Projects are typically identified:

- By AT Metro Operations
- From public transport operator requests
- Customer requests
- Bus route performance assessments
- Changes in bus routes resulting in redundant infrastructure
- AT Assets (for PT Renewals)
- Local Board requests & Collaborations



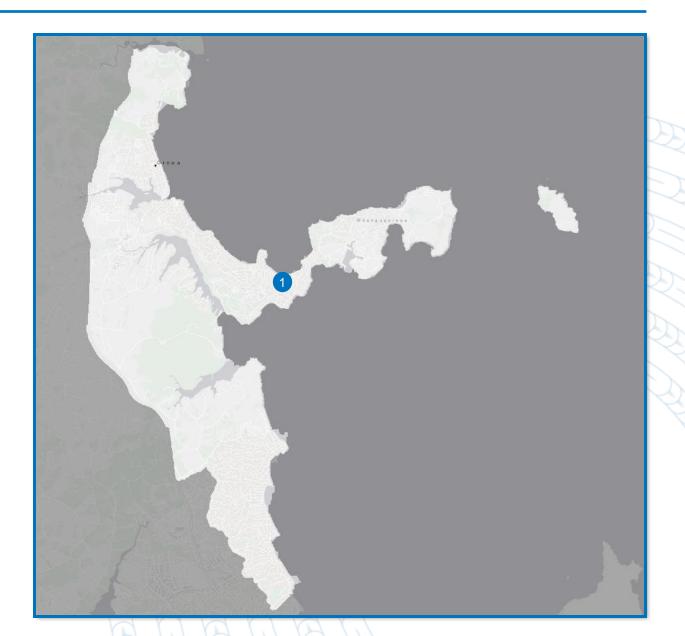
Project Title	Location	Project Description	Status
us Shelter Renewals	17 Manly Park Ave	Renewal / replacement of 'end of life', damaged and noncompliant bus shelters across the bus network.	Implementation
		PD PD	
			-)-)-)
		SV DE DE	
		6 AV DE DE	
		RUN RY DE	H-HH
		II BY N BY D	FFF- FFF
		RY KY RY KY RY K/	

Public Transport Minor Projects

Update FY2023/2024

Legend

1 Bus Shelter Renewals





Public Transport Minor Projects

Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
		NO PROJECTS PLANNED FY2024 - FY2025	
			DEP - HH - HH
		D'	ALL DET - HELL DET
			ADD DEB-HER
		R / R	THE HE AN
		$\square \not \bowtie / \not \land$	
			V 6/ AD
		RI KI RI KI	FN L/
			I EV
			Y // Y
			A
			7 (')





Consult

Introduction

The Parking Programme is both proactive and a community-initiated programme. It provides parking management to address key customer issues. It also focus on AT's congestion points to deliver on the AT Parking Strategy and the commitments set out in the SOI and Enterprise Business Plan.

Outcomes

- Enhances customer experience
- Supports mode-shift

Planning Process

The Parking Design Team collates feedback from the public, including Local Boards and Business Associations.

Projects are then assessed and prioritised by parking demand, 2012 Auckland Plan, community expectations, parking studies, and proximity to frequent and rapid transit network.

Potential Challenges

- Community acceptance to parking changes
- Operate on legislative network
- Technical Solutions lead time



Project Title	Project Description	Status
Orewa Town Centre Review	Review of parking in town centre	Not Started
Integration Mobility Permits	Integration Mobility Permits – Auckland wide initiative	In Progress
Licence Plate Recognition Survey	Licence Plate Recognition Survey – Auckland wide initiative	In Progress
Reactive works area - Narrow Roads	Minor Works (0)	In Progress
Reactive works area - Grass Berms	Minor Works (0)	Not Started
Reactive works area - Parking Changes	Minor Works (1) Rothesay Bay Road (Mobility) Completed	Not Started





Update FY2023/2024

Legend

- 1 Orewa Town Centre Review
- 2 Reactive works area Parking Changes





Project Title	Project Description	Status
Browns Bay	Town Centre Review	
Mairangi Bay	Town Centre Review	- HH - HH
Orewa	Town Centre Review Implementation	
Reactive works area - Narrow Roads	Minor Works (30)	
Reactive works area - Grass Berms	Minor Works (10)	AD AD AD
Reactive works area - Parking Changes	Minor Works (70)	AR DEFERRE
	R M K	DE DE DE



Draft FY2024 – FY2025

Legend

1	Browns Bay Town Centre Review
2	Mairangi Bay Town Centre Review
3	Orewa Town Centre Review Implementation





Community Partnerships Programmes





Road Safety Programme

Community Transport road safety behavior change programmes address 8 high risk themes contributing towards death and serious injury crashes, in communities across Auckland.

Including: Young Drivers, Alcohol and Drugged Driving, Speed, Motorcycles and Motor scooters, Older Road Users, Intersections, Restraints, and Distractions.

Confidential - Community Partnerships Reel



Te Ara Haepapa (The Journey)

Te Ara Haepapa is a programme developed to address the high proportion of Māori involved in deaths and serious injury road crashes in Tāmaki Makaurau.

What's happening in your local area

Police Checkpoints

- Controlled Breath Testing and Child Restraint Check Points
 Speed and Alcohol
- Back to School & Slow Down Around Schools promotions
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign, Boat Ramp Breath Testing Restraints
- Whitiki One on one whanau consultations and clinics
- Support and collaboration is ongoing with Community Providers

Community Partnerships Programmes

Travelwise School Programme

This programme aims to encourage active modes of travel; walking, cycling, scootering and using public transport or a school bus.

Walking School Buses

A walking school bus provides young children with a safe way to walk to school through a structured, adult-supervised walking group that takes them from near their homes to their school.

Of 280,000 children in Auckland 46% use Active modes at Travelwise schools 288 Walking School buses 3750 Children across the region

Local Board - Travelwise schools / Walking School buses

Project Title	Project Description
Road Safety Education, Activations and Events	Also partnering with communities to champion safe road user choices. This includes focus areas such as: Alcohol, Driver Licen sing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Māori Road Safety and Sustainable Travel Education, Activations and Promotional Events.
Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events	Age-appropriate programmes including the safe use of the transport network, bike skills, safe walking (walking school bus), scooter skills, travel options, rail safety, child restraints, promoting slow speeds, "good choices" in high schools.
Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners)	Training and supporting community providers, treaty partners, community leaders and influences to provide education and safet y messaging within their communities. Driver Licencing train the trainer etc.
Māori Road Safety and Sustainable Travel Education, Activations and Events	Partnership programmes with Kura Kaupapa, Rumaki Reo and Kōhanga Reo promoting safe and sustainable travel including bike skills, scooter skills, pedestrian safety etc. Also partnering with Māori to champion safe road user choices, including the provision culturally appropriate programmes provided through a Te Ao Māori lens. This includes focus areas for Māori such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Road Safety Education, Activations and Promotional Events.



Sustainable Mobility





Active Modes

Promoting active modes, improving safety and encouraging mode shift through cycle skills training, events, activations and campaigns targeted at schools and communities.

The cycling programme aims to get more people cycling more often, build community capacity for cycling and encourage the use of cycling infrastructure.

Local Board Involvement

We would love the Local Board to help us shape our programme locally by:

- Identifying new community groups, schools and large businesses interested in working with us.
- Promoting our programme of activities to increase uptake.

Travelwise for Businesses

Working with large businesses and organisations (over 100 staff) to increase travel by sustainable modes.

Targeted engagement including city centre businesses, DHBs, tertiary institutes and new movers.



The following is a list of regional activities that will be tailored to local board areas, aligning with the existing cycle network and planned cycle infrastructure improvements.

Projects	Updates
Community Partnerships	Support community groups with the design, delivery and/or funding of their bike related activities.
Community Bike Fund	A contestable grant for community groups to deliver events and projects that encourage more people to ride bikes. Groups can apply for up to \$5,000.
School Cycle Training	Deliver Grade 1 (basic cycle skills) and Grade 2 (on road riding skills) at a selection of schools.
Bikes in Schools	Support the national programme through training teachers at participating schools.
Kids Learn 2 Ride	Community based drop-in sessions teaching bike skills to children (locations TBC).
Adult Bike Skills	Courses including Bronze (off-road skills), Silver (quiet road skills), Gold (on-road skills) and bike maintenance. Sessions available on demand.
Bike Burbs	In partnership with Bike Auckland provide capacity building support to community Bike Burbs.
Bike Hubs	Support the establishment and running of community-based bike hubs
Events and Activations	Provide walking & cycling focused activities at community events and deliver a series of 'pit stops' on popular cycle routes to encourage safe cycling.
Auckland Bike Challenge	Individuals and teams can compete to log bike rides during the month of February.



Road Safety





Road Safety

Inform

Introduction

The Road Safety Programme is developed in partnership with Waka Kotahi and is aligned to the national Road to Zero Programme. The programme is focused on addressing high risk corridors and intersections, areas with the highest risk for our most vulnerable road users and making sure that we are setting a safe and appropriate speed across the network.



Outcomes

- Reducing Death and Serious Injuries (DSI) on our roads across the region.
- Having a network that is safer for all road users and creates a safe and appropriate speed environment at our areas of greatest risk.

Planning Process

Road Safety projects have been identified through numerous tools that assess the network for risk. The primary source of information has been developed by Waka Kotahi at a national level. The Road Safety programme need to be aligned with the national Road to Zero programme. A list of projects in each Local Board has been developed for prioritization. A key difference moving into the next NLTP period is to work closer with Local Boards to help prioritize the long list of projects and to hear where the Local Boards want us to focus. The projects still need to be aligned with the Road to Zero programme to ensure funding, but we want to hear your views.

Project Title	Location	Project Description	Status
East Coast Road to 43 Sartors Avenue	East Coast Road to 43 Sartors Avenue, Northcross	2 x Mid-block raised pedestrian crossing	Completed
Hibiscus Highway Corridor Improvement (R2Z)	Hatfields Bridge - Waiwera Road	Wide Centreline and Audio Tactile Pavers	Design
School Speed Management (Tranche 2B)	187 Centreway Road - Orewa	The School Speed Management Programme - Treatments includes Signage, Road Markings and Raised Pedestrian Crossings.	Completed
Katoa Ka Ora - implementation	Various	Implementation of Speed limit changes	Investigation



Road Safety

Update FY2023/2024

Legend1East Coast Road to 43 Sartors Avenue2Hibiscus Highway Corridor Improvement (R2Z)3School Speed Management (Tranche 2B)4Katoa Ka Ora - Implementation





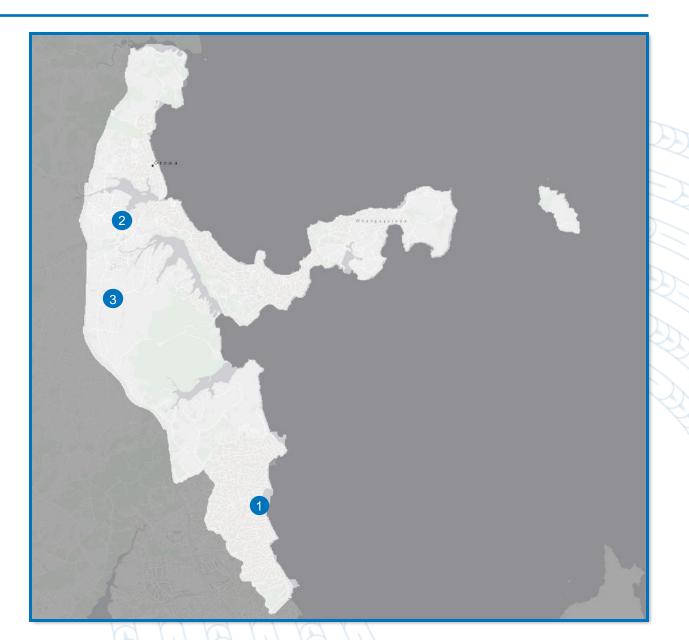
Project Title	Location	Project Description	Status
Brown Bay	Browns Bay Town Centre	Improved pedestrian facilities	To be prioritised and investigated
Silverdale	Silverdale Town Centre	Improved pedestrian facilities	To be prioritised and investigated
East Coast Road & Spur Road Intersection		Intersection Project - RIWAS	To be prioritised and investigated



Road Safety

Draft FY2024 – FY2025

Legend	
1	Brown Bay
2	Silverdale
3	East Coast Road & Spur Road Intersection





Road Corridor Renewals





Inform

Introduction

Road renewals are undertaken when assets reach the end of their service life. This means that overall, the assets are in a range of condition from excellent (new) through to poor (old).





Outcomes

Road assets comprising road carriageway, footpaths, drainage, streetlights, traffic signals, bridges etc meet desired levels of service and are renewed in a timely, efficient and sustainable manner.

Potential Challenges

The existing renewal budgets are very constrained, but the renewal spend is forecast to increase significantly over the next 10 years to meet the needs of the network.

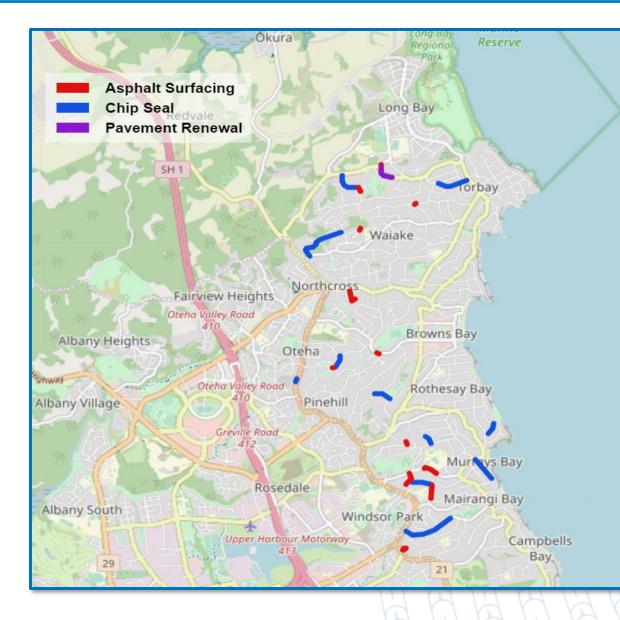
Update FY2023/2024

Roads Renewal				
BEACH RD (MANLY)	HELEN RYBURN PL	PHOEBE MEIKLE PL		
BINNACLE RISE	HILLCREST RD (OREWA)	RAKINO AVE		
BOURNEMOUTH TCE	HONEYSUCKLE LANE	RED HIBISCUS RD		
CARNMORE PL	IAN SAGE AVE	RISHWORTH AVE		
CENTREWAY RD	JUDD PL	ROBERTA CRES		
COUNTY RD	KATE SHEPPARD AVE	ROYALTY RISE		
CRESTVIEW PL	KENNETH HOPPER PL	SHANNON PL (TORBAY)		
CROSS ST 2 (MANLY)	KITEROA TCE	SMALL RD		
DACRE GR	LADIES MILE (WHANGAPARAOA)	ST IVES TCE		
DEVANA CRT	LANGANA AVE (NORTH)	STITCHBIRD CLOSE		
DONALD ST	MACNAY WAY	STREDWICK DR		
D'OYLY DR	MATHESON RD (RED BEACH)	SUNRISE AVE		
D'URVILLE PL	MAXWELTON DR	TAURANGA PL		
EAST COAST RD HLA (#786 - #794)	MIZEN CRT	VAUGHAN CRES		
ELAN PL	MOENUI AVE	WAINUI RD (EAST)		
ELIZABETH PL (MAIRANGI BAY)	MOFFAT RD	WARU NUI CRT		
EMLYN PL	NEWHAVEN TCE	WHANGAPARAOA RD		
FINGAL WAY	NGAHERE VIEWS	WHANGAPARAOA RD 536 - 560		
FISHERMANS COVE	PAINTON ROAD	WHANGAPARAOA RD 948 - 954		
GLENCOE RD	PAINTON/SMALL RAB	WHANGAPARAOA RD 982 - 992		
GLENREAGH PL	PALMGREEN CRT	WISTERIA WAY		
GLENVAR RD	PANORAMA BORE ACCESS			
GROVENOR DR (SOUTH)	PETERS WAY			

	Footpaths Renewal
	BEACH RD (MANLY)
	CENTREWAY RD
	COUNTY RD
	CRESTVIEW PL
	DACRE GR
	D'OYLY DR
	EMLYN PL
	GLENVAR RD
	HONEYSUCKLE LANE
	IAN SAGE AVE
	KATE SHEPPARD AVE
	LANGANA AVE (NORTH)
	MACNAY WAY
	MAXWELTON DR
	NGAHERE VIEWS
	PALMGREEN CRT
	RAKINO AVE
ĺ	ROBERTA CRES
ĺ	VAUGHAN CRES
ĺ	WAINUI RD (EAST)
ĺ	WHANGAPARAOA RD
ſ	WISTERIA WAY
Ĩ	

Road Corridor Renewals

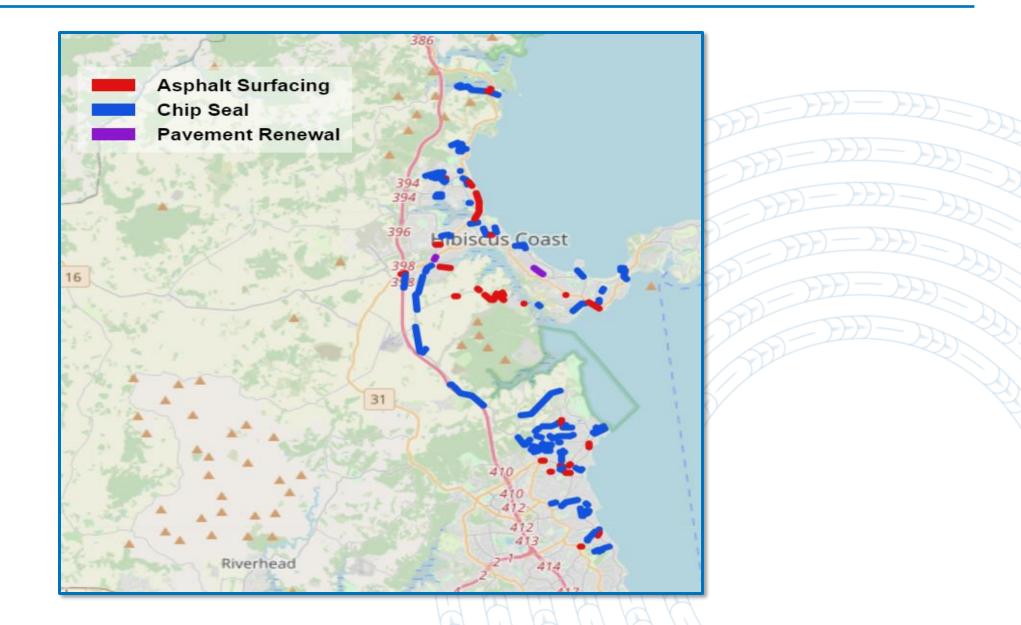
Update FY2023/2024





		Footpaths Renewal				
ALEXANDER AVE (WAIAKE)	DUNCANSBY RD	LYONS AVE	SUNBURST LANE		AMBASSADOR GLD	NEWHAVEN TCE
ALICE AVE	DUNCANSBY RD 49 - 61	MANUKA ST	SYKES AVE		AMORINO DR	OLDHAM PL
AMBASSADOR GLD	EAST COAST RD (SILVERDALE/REDVALE	MCKENZIE AVE	TAVERN RD		AOTEAROA TCE	PARK RISE
AMORINO DR	EMLYN PL	MELANDRA RD	THE CRESCENT (TINDALLS BAY)	>	ASHLEY AVE (LONG BAY)	REGATTA RD
AOTEAROA TCE	FAIRHAVEN WALK	MILLWATER PARKWAY	THE RITZ		AULD ST	REWI ST
ASBURY CRES	FINCHLEY RD	MOTUORA RD	THELMA CRES		BAY VISTA DR	ROBIN LANE
ASHLEY AVE (LONG BAY)	FLEXMAN PL	MOTUTAPU AVE	TINDALLS BAY RD		BAYVIEW RD (BROWNS BAY)	ROSSMORE TCE
AULD ST	FOUNDRY RD	NEWHAVEN TCE	TOTARA VIEWS DR		CAPRICORN PL (BROWNS BAY	SAVOY RD
BAWDEN RD (EAST)	GLAMORGAN DR	NEWHAVEN TCE (LOWER)	VAUGHANS RD		DUNCANSBY RD	TAVERN RD
BAY VISTA DR	GLENREAGH PL	NEWHAVEN TCE (UPPER)	WAIAU ST		FINCHLEY RD	THELMA CRES
BAYVIEW RD (BROWNS BAY)	GLENVAR RD	OLDHAM PL	WAIORA RD		FLEXMAN PL	TINDALLS BAY RD
BEACH RD (EC BAYS)	HAMMOND AVE	OREWA ST	WAIWERA RD		FOUNDRY RD	TOTARA VIEWS DR
BEACH RD LLA (#504 - #530)	HELEN RYBURN PL	PARK RISE	WALDORF CRES		HAMMOND AVE	WAIORA RD
BEACHWOOD DR	HELVETIA DR	PHOEBE MEIKLE PL	WEITI RD		HIBISCUS COAST HIGHWAY	WALDORF CRES
BRANSTON AVE	HIBISCUS COAST HIGHWAY	REGATTA RD	WERANUI RD (EAST)		AN SAGE AVE	WERANUI RD (EAST)
CAPRICORN PL (BROWNS BAY)	IAN SAGE AVE	REWI ST	WEST HOE HEIGHTS	3	KNIGHTS RD (ROTHESAY BAY)	WESTBOURNE RD (WEST)
CARLISLE RD	KAREPIRO DR	ROBIN LANE	WESTBOURNE RD (WEST)		KOWHAI RD (CAMPBELLS BAY	WHANGAPARAOA RD
CARNMORE PL	KATH HOPPER DR	ROSSMORE TCE	WHANGAPARAOA RD		LYONS AVE	WILLIAM BAYES PL
CAVERSHAM DR	KNIGHTS RD (ROTHESAY BAY)	SAVOY RD	WILLIAM BAYES PL	Υ.	MCKENZIE AVE	WILLIAM HADLOW PL
CENTENNIAL PL	KOWHAI RD (CAMPBELLS BAY)	SHANNON PL (TORBAY)	WILLIAM HADLOW PL		MILLWATER PARKWAY	WOODLANDS CRES
DEVANA CRT	KURA PL	SMALL RD	WIN GR	4	MOTUORA RD	
DUCK CREEK RD (STILLWATER)	LINGHAM CRES	STREDWICK DR	WOODLANDS CRES	~	111	
			WORSNOP WAY	\mathbb{N}		

Draft FY2024 - 2025





People Powered Streets





Inform

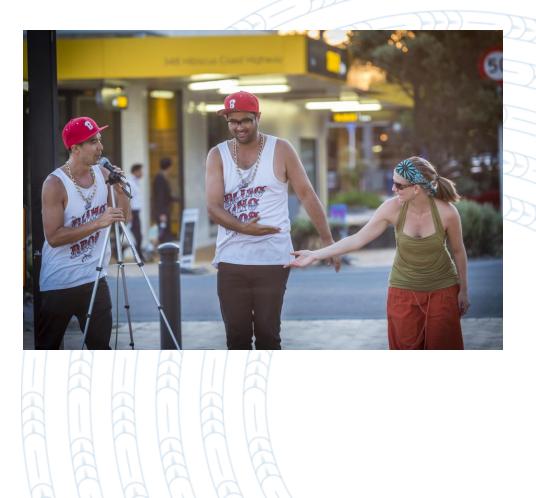
Introduction

People Powered Streets is made up of the following tactical/adaptive urbanism programmes:

- Ngā Tiriti Ngangahau The Vibrant Streets Auckland Council funded (100%) and established through Council's 10yr Climate Action Plan in the LTP. Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure trials and noninfrastructure initiatives outside the city centre.
- 2. Streets for People 2.0 A newly funded (90%) Waka Kotahi programme, focused on climate action that makes it safer, quicker, and more attractive for people to walk, bike, ride devices, and take public transport in our towns and cities.

Status

No projects in progress and no projects planned for FY2024/25



Climate & Environment Update





Hiikina te Wero: Environment Action Plan



Hiikina te Wero was endorsed by the AT Board in December 2021. The Plan was developed in partnership with Mana whenua and provides 5 targets against which AT measures progress over a 10-year period (to 2030).

The YE 2023 Environment Scorecard will be available late November 2023 in English and te reo Māori.

YE 2022 Scorecard is shown on the right.



Managing our Discharges: Runoff from 30% of our busiest roads will be treated by 2030.



Greening out Network: Increase canopy cover along Auckland road corridors to an average of 12%, and increase pervious surfaces along corridors that connect areas of high ecological value by 10%.



Water Conversion: All AT capital/maintenance projects >\$5 million will establish non-potable water supplies for activities that do not need drinking-water quality water.



Waste Minimisation: Waste volumes sent to landfill is reduced by 50% (or 75% of waste is diverted).



Fish Passage and Biodiversity: Fish passage will be provided for 20% of the rural culverts located on permanent streams.



Climate Adaptation

AT's Climate Adaptation Programme covers both coastal and inland assets.

- Developed Climate Change Policy
- Contributing to the Shoreline Adaptation Plans AC staff are developing
- Collaboration across Council family to ensure shared knowledge of hazards
- Detailed assessments of coastal impacts on selected vulnerable AT assets
- Updating national landslide database with 2023 events underway
- Development of predictive framework for inland hazard (landslide) impacts 2023/24
- Updating AT criticality assessment with utility operator layers 2023/24





Next steps include:

- Progressing coastal asset assessments 2023/24
- Embedding the work into asset management 2023/24



- AT Board set an embodied emissions target in Feb 2023 of 50% reduction by 2031 in alignment with Climate Leaders Coalition requirements and 1.5°C warming
- AT emissions were recently certified by Toitu and numbers confirmed by Audit NZ (Annual Report).
- AT is the first Road Controlling Authority (and Council entity) in NZ to achieve Category 4 certification for embodied emissions



This is to certify that

Auckland Transport

is Toitū carbonreduce organisation certified.

Toitū carbonreduce certified means measuring emissions to ISO 14064-1:2018 and Toitū requirements; and managing and reducing against Toitū requirements

Billy Ziemann— Certifier

Date issued: 23 August 2023 | Valid until: 23 August 2025 Certificate Number: 2022203J | Certification Status: Certified Organisation Company Address: 20 Viaduct Harbour Avenue, Auckland, 1010, New Zealand Certification Year Level of Assurance: Reasonable for categories 1, 2 and 3. Reasonable and Limited for category 4

Please refer to the disclosure page on www.toitu.co.nz for further details. Toitū carbonreduce is an annual certification programme and this certificate only remains valid with an annual surveillance audit





WWW.JAS-ANZ.ORG/REGISTER Certified by Enviro-Mark Solutions Limited (trading as Toitū Envirocare)



Hibiscus & Bays Local Board Considering AT's Work Programme

20 February 2024



Our work today

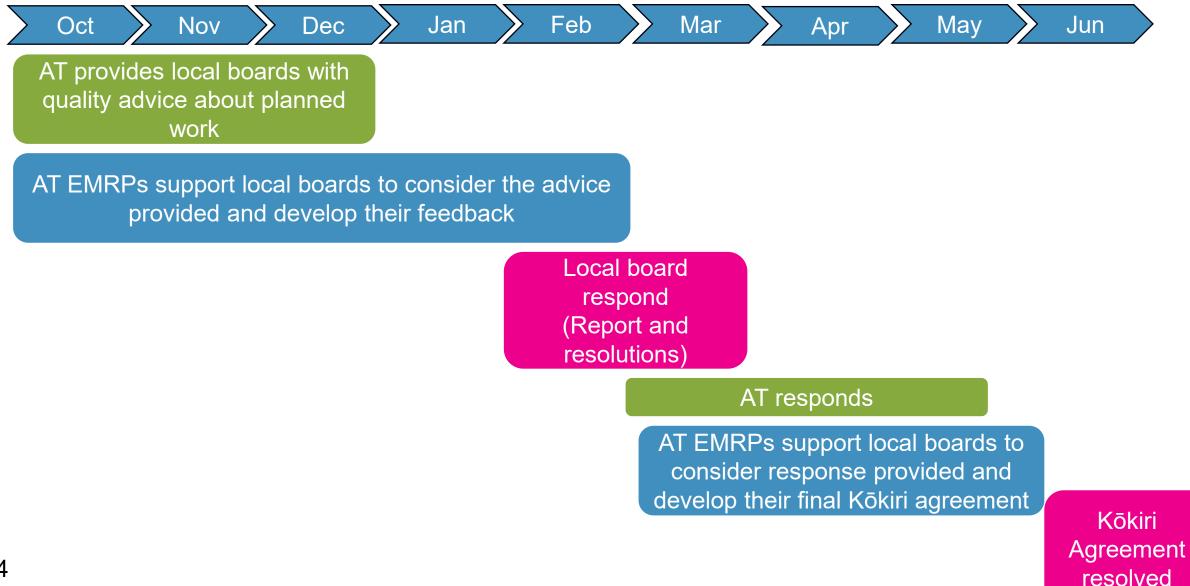
- Consider AT's quality advice about projects and programmes.
- Identify projects or programme that the local board wants to:
 - 'Collaborate' together with AT about and lead building consensus with the community.
 - Be 'consulted' about by AT.
 - Stay well-briefed about and expects AT to keep it 'informed' about.
- The local board's response will be reported to AT in early-2024.

The terms we use

- Terms are from IAP2 doctrine.
- Collaborate: The local board works closely with AT and leads building consensus with the local community.
- Consult: AT will get feedback on the project or programme from the local board. This will include regular updates and reports that the local board can resolve its feedback against.
- Inform: The local board will get regular updates and briefings. Members can provide their individual insights about the project.



Project Kökiri process plan



Local Board Plans

• Signed off 31 October.

- Provide information that helps Auckland Transport:
 - Provide 'quality advice' for the Annual Local Board Transport Plan/Agreements
 - Develop the Regional Land Transport Plan



NB: the initiatives and advocacy in this slide are straight from the LBP2023

Summary of Hibiscus & Bays Local Board's transport goals

Advocacy

- Glenvar and East Coast Road improvements
- Upgrades to Vaughans Road and Okura River Road
- Work with new commercial developments to ensure that provision for integrated and safe public transport infrastructure, such as bus stops, are made early in the planning process.
- Safe and separated walkways and cycleways that are integrated with public transport
- Better accommodate the integration of public transport vehicles, major bus stop and park and rides, with micro-mobility and bicycles
- Increase and improve public transport options and routes for all residents of the local board from Waiwera to Campbells Bay and out to Gulf Harbour, that includes services at weekends and nights
- More bus shelters at existing bus stops to encourage people to utilise public transport
- Lead the development and/or adoption of a Rural Roads Design Manual, distinct from the Transport Design Manual
- Keep up with population growth by funding free or low-cost park and rides, efficient and dependable Rapid and Frequent Transport Networks, dedicated or priority public transport lanes or routes where space allows.

Projects or programmes that AT suggests are

Local Board Transport Capital Fund projects

'Collaborate'



Projects or programmes that AT suggests are

'Consult'

- Browns Bay Town Centre improved pedestrian facilities
- Silverdale Town Centre improved pedestrian facilities



Projects or programmes that AT suggests are

'Inform'

- Murrays Bay Sailing Club New Footpath & Pedestrian Crossing
- Beach Road Pedestrian Refuge
- Sunrise Ave Raised Zebra Crossing
- Wade River Road, Arkles Bay New footpath
- Gulf Harbour Drive Astrolabe Place to Regency Park Drive New footpath
- 94 Brightside Rd Raised Zebra Crossing
- East Coast Rd from Rosedale Rd Constellation Drive Cycleway protections/ installation of separation



Projects or programmes that AT suggests are

'Advocacy issues'

- Glenvar and East Coast Road
 improvements
- Upgrades to Vaughans Road and Okura River Road
- Improved Public Transport to Whangaparaoa Peninsula including Gulf Harbour ferries
- Whangaparaoa Bus Station



Contact: Ben Stallworthy – Ben.Stallworthy@at.govt.nz John Gillespie – John.Gillespie@at.govt.nz Jane Winterman – Jane.Winterman@at.govt.nz



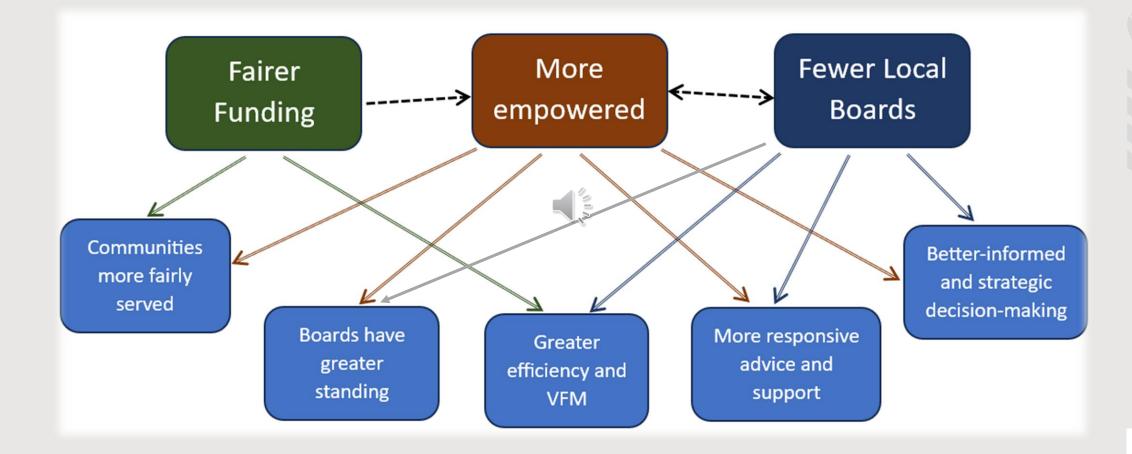
The Proposal for Fewer and More Empowered Local Boards

Seeking your ideas on proposals for change

Local Board workshops February 2024



Integrating the Mayor's proposals for change

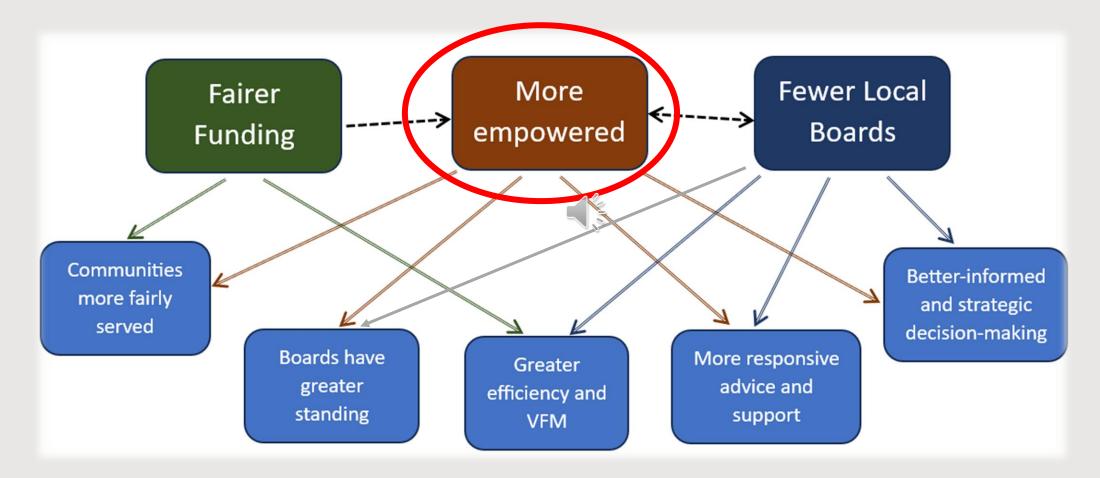




More Empowered Local Boards



What are the problems we are trying to solve? What opportunities could this create?





The change journey

2010 - 2015

Establish local boards and embed processes

2016 - 2022

GFR made recommendations on:



- - policy
- - funding & finance
- - governance & representation
- - organisational support
- 2021 Increased Decision-making

2023 -

-Mayoral proposals



The case for more empowered local boards

why have more empowered boards what would more empowered joards do

the costs & benefits of change what do staff need to do differently



How well do current local boards represent communities of interest?

Communities of Interest

- LGC dimensions that need to be taken into account:
 - Perceptual



- Functional
- Political
- Linked to increasing LB influence
- Current communities of interest
 - Aotea GB, Waiheke, Rodney, Franklin
 - urban boards?



What is the problem?



- > X 21 makes delivery challenging
- > Few people engage with their local board
 - Member satisfaction is low
- Local board influence is limited
- Systems & processes are complex
- Quality advice resources are limited
- Focus is too operational



What do recent survey results show?



Quality of life surveys 2012-2022

11% overall decline in feeling the public has influence over Auckland Council decisions



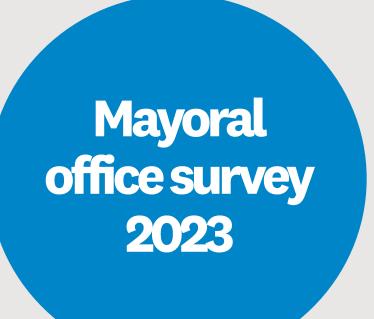
Residents surveys 2016-2023

Re Have your Say:

- "easy to" from 28% to 33%
- "opportunities to" from 28% to 42%
- "had their say" from 17% to 20%



How are boards feeling?



- More support
- Full-time role
- More decision-making
 - Too much analysis & consultation
- > Community want them to do more
- > More autonomy, control over \$
- Better quality advice
- > Respect



How do local boards feel about the support and advice they receive? (numbers in brackets are 2021 response)

Elected member survey 2023

- Number of respondents 75% (91%)
- > Overall satisfaction with advice & support 74% (87%)
- Satisfaction with delivery & timeliness of advice and support:
 - verbal & written **72%** (82%) •
 - responsiveness to requests & queries – 65% (73%)
 - timeliness of formal advice & information 65% (73%)
 - proactiveness of communications - 66% (68%)
 - communications guidance –
 76% (64%)

- policy, strategy & planning 69% (75%)
- financial information 60%
 (77%)
- legal guidance 63% (56%)



Decreases in satisfaction are show in red Increases are show in green

What might more empowered local boards look like?





More empowered local boards will have:

to



- > operate in ways that meet their communities' needs
- > develop local policy approaches
- > support their influence at the GB level
- > engage effectively with their people
- support simple & flexible systems and processes
- receive advice not just information



More empowered local boards might have:

sufficient funding, resources & accountability

- > have funded minimum standards
- raise funds for services above these minimums
- **to** > have other activities if they fund them
 - have more delegations, incl working with AT on local transport delegations
 - have the accountability that comes with empowerment

Suggested approach

Supporting more empowered local boards

- > simpler approaches & less duplication
- Find ways to be more responsive and flexible
- develop different processes fit for different communities
- > lift local board activity to a more governance level
- review advice so its led organisation-wide
- review plans & policies to fit with local board needs
- review the local board support model
- improve governance & quality advice skills



What's next?

- > Staff are presenting to all 21 local boards during February
- Feedback at workshop or throughout Feb to <u>representationproject@aucklandcouncil.govt.nz</u> or via your LB team
- > Other targeted engagement also underway
- Read the 2 Feb JGWP agenda item on the case for more empowered local boards and engage with your rep on the JGWP
- Reports on your March business meeting agendas
- > Feedback will be reported back to the JGWP and GB
- > A detailed discussion paper on a more empowered approach is being prepared and will be presented to the JGWP in March or April
- > A value for money assessment is also underway



Review of representation arrangements 87 Local board regrganisation plan



February 2024

What this is about

- Review of representation arrangements for the 2025 elections:
 - Number of councillors, wards
 - For each local board: number of members, subdivisions, local board name
 - Council is required to do this review
- Reorganisation plan for local boards:
 - Establishing or reorganising local boards
 - Representation arrangements for any changed local boards
 - Council is not required but has the opportunity to do this



Summary

	Representation review	Reorganisation application
Legislation	Local Electoral Act 2001, s 19H	Local Government Act 2002, sched 3A
Scope	 Total number of councillors Wards and boundaries Number of members of local boards Subdivisions and boundaries Names of local boards 	 Number of local boards Local board boundaries Representation arrangements for each local board
Output	 A proposal for 2025 elections which is publicly notified for submissions Appeals determined by Local Government Commission 	 A local board reorganisation plan which is submitted to the Local Government Commission for approval
Frequency	At least once every six years	Ad hoc



Review of representation arrangements

Local boards



What can be reviewed for each local board

- Total number of members
- Whether members are elected at-large or by subdivision
- If by subdivision:
 - Subdivision names and number of members in each
- Local board name



Matters to consider

There are two key matters to consider:

• Effective representation of communities of interest

• Fair representation



Effective representation of communities of interest

- If members are currently elected at-large, is there a case for creating subdivisions to ensure all communities of interest are represented?
- If there are currently subdivisions do they still provide for effective representation of communities of interest or are there different geographical communities of interest now?



What does community of interest mean?

Local Government Commission guidance – three dimensions:

1. Perceptual:

• a sense of belonging to an area of locality which can be clearly defined

2. Functional:

• the ability to meet with reasonable economy the community's requirements for comprehensive physical and human services

3. Political:

• the ability of the elected body to represent the interests and reconcile the conflicts of all its members



Fair representation (if there are subdivisions)

The + / - 10% rule:

The ratio of population per member within a subdivision must not vary by more than 10 percent from the average across the whole local board.

The council can decide to not comply if complying would compromise effective representation of communities of interest but the Local Government Commission makes the final determination.

The rule applies to subdivisions within a local board. There is no rule requiring all local boards to have the same representation ratios.



Boards with subdivisions – current non-compliance with 10% rule

	Рор	Mbrs	Pop per mbr	Diff from quota	% diff
Rodney Local Board Area					
Wellsford Subdivision	6,960	1	6,960	-2,036	<mark>-22.63</mark>
Warkworth Subdivision	23,600	3	7,867	-1,129	<mark>-12.55</mark>
Kumeū Subdivision	40,900	4	10,225	1,229	<mark>13.67</mark>
Dairy Flat Subdivision	9,500	1	9,500	504	5.61
Total	80,960	9	8,996		
Hibiscus and Bays Local Board Area					
Hibiscus Coast Subdivision	64,800	4	16,200	1,563	<mark>10.67</mark>
East Coast Bays Subdivision	52,300	4	13,075	-1,563	<mark>-10.67</mark>
Total	117,100	8	14,638		
Albert-Eden Local Board Area					
Ōwairaka Subdivision	50,200	4	12,550	125	1.01
Maungawhau Subdovision	49,200	4	12,300	-125	-1.01
Total	99,400	8	12,425		

	Рор	Mbrs	Pop per mbr	Diff from quota	% diff
Maungakiekie-Tamaki Local Board Area					
Maungakiekie Subdivision	32,100	3	10,700	-1,314	<mark>-10.94</mark>
Tamaki Subdivision	52,000	4	13,000	986	8.20
Total	84,100	7	12,014		
Howick Local Board Area					
Pakuranga Subdivision	43,100	3	14,367	-3,144	<mark>-17.96</mark>
Howick Subdivision	44,000	3	14,667	-2,844	<mark>-16.24</mark>
Botany Subdivision	70,500	3	23,500	5,989	<mark>34.20</mark>
Total	157,600	9	17,511		
Otara-Papatoetoe Local Board Area					
Papatoetoe Subdivision	60,700	4	15,175	1,361	9.85
Ōtara Subdivision	36,000	3	12,000	-1,814	<mark>-13.13</mark>
Total	96,700	7	13,814		
Franklin Local Board Area					
Waiuku Subdivision	16,350	2	8,175	-1,308	<mark>-13.80</mark>
Pukekohe Subdivision	41,800	4	10,450	967	<mark>10.19</mark>
Wairoa Subdivision	27,200	3	9,067	-417	-4.39
Total	85,350	9	9,483		

Summary of known issues

Local board	Issue	Status	Source	Local board	Issue	Status	Source
Devonport- Takapuna	Looking at a name change		Advised by Local Area Manager	Maungakiekie- Tāmaki	Maungakiekie subdivision does not comply with 10 percent rule being -10.94%		Current sta
Devenue of	Coursedons records in calify	laurationtad Dashlars is	Mambas October	Ōtara- Papatoetoe	Ōtara subdivision does not comply with 10 percent rule		Current stat
Devonport- Takapuna	Saunders reserve is split between Devonport-Takapuna	Investigated. Problem is due to a large meshblock.	Member George Wood.	Dedeen	being -13.13%	NAC conversed o	Descent
	and Upper Harbour LB, requiring two different reserve management plans	Solution is to split the meshblock and to undertake a minor boundary change to the local board boundary.		Rodney	Rearrange subdivisions to provide better rural representation	NAG convened a workshop with board members 22 November 2023. The local board has not considered its position	Proposal fro Rodney Nor Action Grou
Franklin	Looking at a name change		Advised by Senior Māori Outcomes			yet.	
			and Engagement Advisor	Rodney	Subdivisions do not comply with 10 percent rule. Largest variance is		Current stati
Franklin	Subdivisions do not comply with 10 percent rule. Largest		Current statistics		Wellsford at -22.63%		
	variance is Waiuku at -13.80%			Rodney	Subdivision arrangement	A board member has	
Hibiscus and Bays	Subdivisions do not comply with 10 percent rule. Variance		Current statistics.			submitted a suggestion	
	is 10.67%.		Upper-Harbour		Create subdivisions	Investigated possible subdivisions for	Suggestion f then Council
Howick	Subdivisions do not comply with 10 percent rule. Largest variance is Botany at 34.20%	Staff to attend workshop with Howick Local Board on Thursday 1 February 2024	Current statistics.			compliance and seems ok. Not yet discussed with local board.	Cooper in 20

Governing body representation arrangements

Proposal is being developed on basis of 20 councillors to ensure rural areas continue to have distinct representation

Wards not likely to be much different to current arrangements since they must comply with the +/- 10% rule



Local board reorganisation plan

Number of local boards



Why consider a local board reorganisation?

- Current arrangements are not dysfunctional but there is the opportunity to consider improvements
- Fewer and more empowered (Mayor Brown)
- Fewer but their voice counts for more (Hon Rodney Hide)
- There are currently:
 - 21 local board plans
 - 21 local board venues
 - 21 local boards for the staff organisation to support
 - 21 local boards for media to deal with
 - 21 local boards for CCOs to liaise with



Background context

- In 2009 the Royal Commission on Auckland Governance recommended:
 - a unitary authority
 - 6 "local councils" (4 urban and 2 rural)
 - a community board for the CED
- It had also considered a model of 11 local councils.
- The government decided there should be between 20 and 30 local boards
- The Local Government Commission determined 21 local boards



Mayor's preference

The Mayor has recommended an option based on the Royal Commission's model of 11 local councils but with each of the islands retaining a separate local board, making a total of:

• 13 local boards





Joint Governance Working Party (JGWP)

- The JGWP has examined some models for change:
 - Amalgamate two local boards where there are two local boards in one ward, giving 15 local boards
 - Mayor's preference for 13 local boards
 - Models based on current custering of boards
- The JGWP recommended to the Governing Body to develop the 15 local board model further in comparison to the status quo
- The Governing Body has confirmed this approach by resolution



Local government size – large territorial authorities and community level

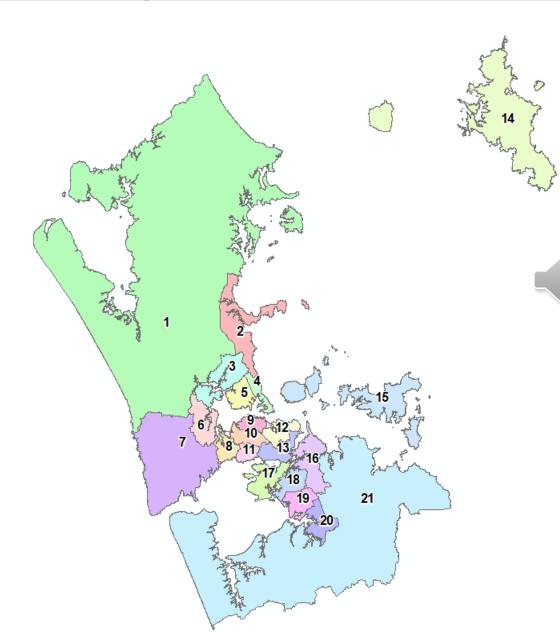
ТА	Рор	Members	Com Bds			
Christchurch City	389,400	16	6			
Wellington City	213,090	15	2			
Hamilton City	179,900	14	NA	No community level		
Tauranga City	158,300	10	NA	No community level		
Dunedin City	130,410	14	6			
Lower Hutt City	112,450	12	NA	No community level		
Whangarei District	100,500	13	NA	No community level		
Hastings District	90,650	15	1			
Palmerston North City	90,390	15	NA	No community level		
Waikato District	88,850	13	6			
New Plymouth District	87,790	14	5			
Note: Tauranga is prior to commissioners						

Hamilton is the largest TA without a community level

180,000 pop

Use Hamilton as benchmark for maximum population size??

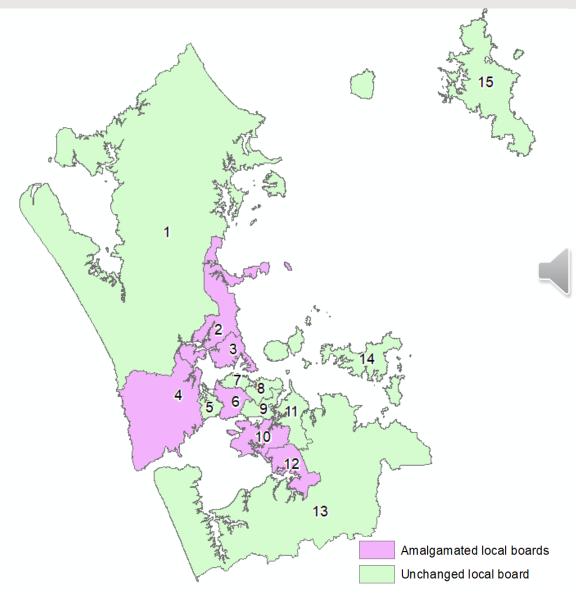
Status quo



Local Board	Pop 2022
Howick	152,500
Henderson-Massey	128,500
Hibiscus and Bays	113,400
Manurewa	107,700
Albert-Eden	98,000
Ōtara-Papatoetoe	93,900
Kaipātiki	89,500
Māngere-Ōtāhuhu	86,300
Ōrākei	85,600
Whau	84,000
Franklin	83,600
Waitematā	83,500
Maungakiekie-Tāmaki	81,900
Rodney	79,400
Papakura	72,900
Upper Harbour	71,000
Puketāpapa	59,700
Devonport-Takapuna	58,100
Waitākere Ranges	55,200
Waiheke	9,390
Aotea / Great Barrier	1,050
	HowickHenderson-MasseyHibiscus and BaysManurewaAlbert-EdenŌtara-PapatoetoeKaipātikiMāngere-ŌtāhuhuŌrākeiWhauFranklinWaitematāMaungakiekie-TāmakiRodneyPapakuraUpper HarbourPuketāpapaDevonport-TakapunaWaitākere RangesWaiheke



15 local boards



Map ID	Contributing Local Boards	Pop 2022	Notes
2	Hibiscus & Bays + Upper Harbour	184,400	
4	Henderson-Massey + Waitākere Ranges	183,700	
12	Manurewa + Papakura	180,600	
10	Ōtara-Papatoetoe + Māngere-Ōtāhuhu	180,200	
6	Albert-Eden +Puketāpapa	157,700	
11	Howick	152,500	No change
3	Kaipātiki + Devonport-Takapuna	147,600	
8	Ōrākei	85,600	No change
5	Whau	84,000	No change
13	Franklin	83,600	No change
7	Waitematā	83,500	No change
9	Maungakiekie-Tāmaki	81,900	No change
1	Rodney	79,400	No change
14	Waiheke	9,390	No change
15	Aotea/Great Barrier	1,050	No change

Affected: 12

010

Unaffected: 9

15 local boards - representation of affected local boards - showing legal maximum of 12 members

Current boards	Subdivisions		Members		New boards	Subdivisions	Members	
	East Coast Bays	4	0			East Coast Bays		New local
Hibiscus & Bays	Hibiscus Coast	4	8		Albany	Hibiscus Coast	12	boards each
Upper Harbour			6			Upper Harbour	-	have two less members than
Henderson-Massey Waitākere Ranges			8	-	Waitākere	Henderson-Massey Waitākere Ranges	12	the combined contributing
Manurewa			8	-	May reva-Papakura	Manurewa	12	local boards
Papakura			6		~~	Papakura		
Māngere-Ōtāhuhu			7			Māngere-Ōtāhuhu		Table shows
Ōtara-Papatoetoe	Ōtara Papatoetoe	3 4	7	-	Manukau	Ōtara Papatoetoe	12	subdivisions based on
	Maungawhau	4				Maungawhau		existing local board areas
Albert- Eden	Owairaka	4	8		Albert-Eden- Puketāpapa	Owairaka	12	and
Puketāpapa			6		Τακεταραρα	Puketāpapa		subdivisions.
Kaipātiki Devonport -Takapuna			8 6	-	North Shore	Kaipātiki Devonport–Takapuna	12	These could be changed.

Hypothetical membership – all boards

Local Boards	Pop 2022	Amalgamated?	Proposed Members	Current members
Hibiscus & Bays + Upper Harbour	184,400	Amalgamated	12	14
Henderson-Massey + Waitākere Ranges	183,700	Amalgamated	12	14
Manurewa + Papakura	180,600	Amalgamated	12	14
Ōtara-Papatoetoe + Māngere-Ōtāhuhu	180,200	Amalgamated	12	14
Albert-Eden +Puketāpapa	157,700	Amalgamated	12	14
Howick	152,500	No change	9	9
Kaipātiki + Devonport-Takapuna	147,600	Amalgamated	12	14
Ōrākei	85,600	No change	7	7
Whau	84,000	No change	7	7
Franklin	83,600	No change	9	9
Waitematā	83,500	No change	7	7
Maungakiekie-Tāmaki	81,900	No change	7	7
Rodney	79,400	No change	9	9
Waiheke	9,390	No change	5	5
Aotea/Great Barrier	1,050	No change	5	5
			137	149



Local board reorganisation plan

What are the legislative requirements?



When Local Government Commission considers our local board reorganisation plan

- Process is technically a "unitary authority-led reorganisation application"
- Commission <u>must</u> approve it unless:
 - The council does not provide the required documentation
 - The council has not complied with subparts 1 & 2 (next slide)
 - The council has not considered the views and preferences of affected local boards
 - The plan does not have the support of affected communities.
- Important to document the views and preferences of local boards and that the Governing Body has considered them
- Important to document community support

What council must consider

- the **scale** and **likelihood** of achieving objectives:
 - enabling democratic decision making by, and on behalf of, communities

00

- o better enabling the purpose of local government
- o efficiencies and cost savings
- boards have the necessary resources
- effective responses to opportunities, needs, and circumstances of the area
- o alignment with communities of interest
- o enhanced effectiveness of decision making
- enhanced ability of local government to meet the changing needs of communities for governance and services into the future
- co-governance and co-management arrangements

- implementation costs
- consequences of not implementing
- communities of interest
- public support
- views and preferences of affected local boards

https://legislation.govt.nz/act/public/2002/0084/latest/LMS906710.html https://legislation.govt.nz/act/public/2002/0084/latest/LMS906695.html

Objectives - comments

Democratic decision making by, and on behalf of, communities

- one of the purposes of local government
- can be broken into its elements:
 - "democratic decision making": elected entity is accountable electorally "by communities": community participation (engagement) in decisions and in the democratic electoral process

"on behalf of communities": representative democracy

 any change must enable community engagement and effective decisionmaking



Objectives - comments

Purpose of local government:

• includes promoting the four well-beings in the present and for the future

Efficiencies and cost savings:

- a value-for-money exercise is being carried out
- intuitively 15 local boards is a more efficient arrangement for those who support all local boards

Boards have the necessary resources:

• will be possible to upscale the level of advice and support

Effective responses to opportunities, needs and circumstances:

• combined boards will have more resources than they currently have



Objectives - comments

Alignment with communities of interest

• all boards will align with wards on one-to-one basis (except islands)

Enhanced effectiveness of decision making

- empowered boards (separate presentation)
- fewer boundary issues for amalgamated boards

Enhanced ability to meet the changing needs of communities for governance and services into the future

• reorganisation plan to take account of future development

Co-governance and co-management arrangements

• reorganisation plan to take account of settlement arrangements









Your comments are welcome - reorganisation plan

Note there are two options to compare –

- status quo (21 local boards)
- 15 local board model

Use the legislative requirements in previous section to assist you with thinking about this



Your comments are welcome - representation review

- This is based on the current arrangements (21 local boards)
- Is your board thinking of a name change?
- If your board currently has subdivisions, are they still adequate?
- If your board does <u>not</u> have subdivisions, should it have subdivisions in order to provide more effective representation of communities of interest?
- If subdivisions do not comply with the +/-10% rule, staff will make further contact to discuss options

Timeline

- March formal reports to boards
- Joint Governance Working Party considers recommendations to Governing Body
- May Governing Body:
 - resolves initial proposal for representation arrangements for 2025 (including 21 local boards)
 - agrees on draft local board reorganisation plan for consultation
- June August submissions and hearings
- September Governing Body makes final decisions:
 - Proposal for representation arrangements
 - Local board reorganisation plan



Questions?



Future use of closed ECE spaces

Shyrel Burt and Gemma Kaldesic



February 2024

Background

- Regional funding for early childhood education services stopped in 2023/2024 budget
- Local boards could decide to fund local Kauri Kids facilities from operational budgets, close them or explore third-party delivery arrangements
- Manurewa, Ōtāra Papatoetoe and Hibiscus and Bays Local Board decided to close their Centre(s)
- Staff have identified alternative uses for the spaces previously occupied by the ECE's



East Coast Bays

- Closed December 2023
- Provided for 14 children
- Indoor and outdoor space
- Connected to East Coast Bays Pool and Leisure Centre
- Building condition not available



Stanmore

- Closed December 2023
- Provided for 25 children
- Indoor and outdoor space
- Connected to Stanmore Bay Leisure Centre
- Building condition not available, Leisure Centre = 3



Potential alternative uses

- Community lease
- Commercial lease
- Room for hire
- Incorporate into neighbouring pool or leisure operation
- Storage
- Mothball



Principles to guide the recommended options

- Alignment with the Local Board Plan
- Minimises costs to the local board operational and capital expenditure budgets
- Identified need
- Permit and consent requirements



East Coast Bays Leisure Centre

	Identified need	Alignment with Local Board plan	Cost to implement/ Ongoing costs per annum	Permit and consent requirements		
				Auckland Unitary Plan Open Space Community zone	Reserves Act Local Purpose Community Building Reserve	
Community Lease – sport and rec	no	High	Medium/ Ongoing opex	Permitted	May require public notification	
Community Lease	15 groups on the interest register Two interested ECE providers	High	High/ Ongoing opex	Permitted	Will require public notification	
Commercial activity - Café or retail accessory to leisure centre	No	No	Should return income to the local board	Permitted	Will require public notification	
Incorporate into Pool or Leisure offer	Could provide for yoga or bike studio	High	Medium Ongoing opex	Permitted	No issues	
Mothball		No	Low/ Ongoing opex	Permitted	No issues	
Venue for hire	No, two nearby	High	Medium/ Ongoing opex	Permitted	No issues	



Stanmore Bay Recreation Centre

	Identified need	Alignment with local board plan	Costs / Ongoing costs per annum	Permit and consent requirements		
				Auckland Unitary Plan Sport & Active Rec zone	Reserves Act Recreation Reserve	
Community Lease – sport and rec	no	High	Medium/ Ongoing opex	Permitted	Will require public notification	
Community Lease	15 groups on the interest register	High	High/ Ongoing opex	Resource consent required	Will require public notification	
Commercial activity - Café or retail accessory to leisure centre	Complementary active wellbeing services	No	Should return an income to the local board	Permitted	Will require public notification	
Incorporate into Pool or Leisure offer	Relocate existing café	High	Very High, capex/ Ongoing opex	Permitted	No issues	
Mothball		No		Permitted	No issues	
Venue for hire	Yes	High	Medium/ Ongoing opex	Resource consent required	No issues	

East Coast Bays

- Incorporate into pool and leisure offer
 - Small space, might best be used as a small group exercise space either a yoga/gentle exercise space
 - Aligns with Local Board Plan key initiatives



Stanmore Bay

- Commercial tenant
 - Complementary active wellbeing services or ECE
 - Costs for permits for Reserves Act and Unitary Plan consent anticipate they would be covered by commercial tenant or their lease
 - Aligns with Local Board Plan key initiatives



Next steps

- Incorporate into Pool and Leisure offer
 - If funding is required will need to go through LBWP 2024/25
- EOI for commercial provider, either for child care or a complementary provider.



Consent and permits considerations

- Stanmore Bay is in the AUP Sport and Active Recreation zone
- Community halls and centres require a resource consent
 - This would apply to venue for hire, or groups on the wait list who are looking to lease meeting room or office space
- A resource consent might also trigger a building consent for compliance with fire regulations and incur further costs
- A resource consent would cost \$10,000 to \$20,000
- Any expansion to the size of the existing ECE, hours of operation or number of children at the ECE is likely to trigger a resource consent
- Clubrooms are permitted



Building consents

- A proposed increase in design occupancy will require building consent and a supporting fire report. An accessibility report and emergency lighting report may also be required.
- Changing ECE provider from a community organisation to a commercial operator does not hold building compliance implications.
- Changing the use of the building or space from crowd activity to working activity (e.g., from leisure centre, café, or ECE to commercial office or business premises) will require building consent and supporting specialist reports.



Community tenants (Hibiscus & Bays)

- Some of these subsidised costs are reflected in the level of rent and maintenance fees the lessee pays
- The majority of operational and maintenance costs for community tenants are met from the local board's operational expenditure and capital expenditure budgets
- We have rated these options low because of the impact on the local board's budget



Commercial opportunities

- The ECE sector is navigating through a period of challenges and instability.
- This is likely to reduce the pool of potential operators
- Another local board has tested the market and there is limited interest from ECE providers
- The zoning provides for cafes or complementary commercial activities like physiotherapists, nutritionists, sportswear retail
- Recommend an EOI with a broad range of potential tenants



Considerations for commercial leasing

Method of Leasing	An EOI facilitated by council officers will require approximately 3 - 6 months to advertise and then evaluate potential tenants. A Commercial Agency will involve appointing a commercial agent and there will be a process of approximately 1 month to select and appoint one or several agents (a sole or general agency).
Financial	A Commercial Agent will incur a commission of approximately 2 months gross rental noting that this is only payable upon a commercial tenant being obtained. There may also be an advertising fee payable upfront to cover promotional costs.
Service Assessment	The potential use / proposed activity will need to be assessed to determine if it provides benefits and community value which align with local board plans. Does the premises have characteristics or restrictions that suit or limit potential tenants. This has the potential to impact the level of rental that is achieved.
Asset suitability	An asset assessment will determine the suitability and any potential renewal (CAPEX) and OPEX funding. This may change given the nature and extent of the use / activity. In addition, the proposed activity will need to accord with the underlying land status.

Considerations for commercial leasing continued

Lease term / tenure	Commercial terms are generally negotiated, and the term offered is contingent on the level of investment, rent, market outlook and ROI.					
	Within a community context, leases for council-owned buildings are generally for a term of 5 years, with one 5 year right of renewal. Consideration be given that the lease term aligns with any future plans for the premises.					
Marketing / signage	Are there any restrictions or limitations on the level of signage or advertising.					
Local Board Engagement and Decision-making	Decisions regarding leasing, particularly in the context of ECE centres, require thoughtful consideration.					
	It is recommended to conduct workshops with each local board to obtain direction once a determination has been made to pursue a lease – whether community or commercial.					
	Having clear direction on potential terms (tenure) and the preferred uses will assist with the EOI or commercial agency process.					