

Puketāpapa Local Board Workshop Agenda

Date of Workshop: Thursday, 24 November 2022

Time: 9.35am – 4.00pm

Venue: Puketāpapa Local Board, 560 Mt Albert Road, Three Kings or via Microsoft Teams

Attendees: Ella Kumar (Chair), Fiona Lai (Deputy Chair), Roseanne Hay, Mark Pervan Bobby Shen on line for part, Jon Turner

Apologies:

Staff attending: Nina Siers, (Local Area Manager), Mary Hay (Senior Local Board Advisor), Vanessa Philipps (Local Board Advisor) and Kat Teirney (Strategic Broker)

Reminder: Time	Workshop Item	Presenter
9.30am – 9.35am (5 mins)	1.0 Welcome/Karakia	Board
9.35am – 10.00am (25 mins)	2.0 Member time	Board
10.00am – 12.00pm (2 hrs)	3.0 Auckland Transport – Forward works programme for the 2023/2024 financial year	Murray Burt Auckland Transport Prasta Rai Auckland Transport Sila Auva Auckland Transport Joshua Hyland Auckland Transport Jared Plumridge Auckland Transport Patrick Chan Auckland Transport Peter Scott Auckland Transport Lorna Stewart Auckland Transport

Reminder: Time	Workshop Item	Presenter
12.00pm – 12.30pm (30 mins)	4.0 Auckland Transport – current projects	Matthew Ah Moo Auckland Transport Lorna Stewart Elected Member Relationship Partner, Auckland Transport
12.30pm – 1.00pm (30 mins)	Lunch	
1.00pm – 1.30pm	5.0 Connected Communities update	Kat Teirney Strategic Broker
1.30 – 2.15pm (45mins)	6.0 Member and advisor time Update on Molley Green Reserve	Mary Hay Senior Local Board Advisor Vanessa Philipps Local Board Advisor Jody Morley Manager Area Operations Parks and Community Facilities
(45 mins)	Break	
3.00pm – 4.00pm (60mins)	7.0 Kāinga Ora	John Tubberty Regional Director - Central and East Auckland, Kāinga Ora Helen Grant Manager Partnerships and Engagement, Kāinga Ora Jessica Laing Strategic Urban Partnerships, Kāinga Ora Kat Teirney Strategic Broker Bryce Pomfrett Head of Service Strategy and Partnerships Thomas Dixon Parks and Places Specialist Rosie Eggers

		Stakeholder and Planning Advisor, DPO
4.00pm – 4.05pm <i>(5mins)</i>	8.0 Closing Karakia	Board

Next workshop: Thursday, 24 November 2022 at 10.00am

Next business meeting: Thursday, 08 December 2022 at 10.00am

Local Board Induction - Week 7

Puketāpapa Local Board



KURA KĀWANA
Elected member development



Alternative Karakia

Kia hora te Marino

Kia whakapapa pounamu te
moana

Hei huarahi mā tatou i te rangi
nei

Aroha atu aroha mai

Tātou ia tatou katoa

Hui e taiki e!

May the peace be widespread

May the sea be like greenstone

A pathway for us all this day

Let us show respect for each other

For one another

Bind us all together!



Today's agenda

Time	Item
9.30am	Welcome / Karakia
9.35am	Member time
10.00am	Auckland Transport – Forward works programme for the 2023/2024 financial year
12.00pm	Auckland Transport – Current projects
12.30pm	Lunch
13.30pm	Member and advisor time
2.15pm	Connected Communities update
3.00pm	Kāinga Ora
4.00pm	Closing Karakia





Member Time





Auckland Transport
Forward works programme FY2023/2024

Refer to separate presentation





Auckland Transport

Current projects





Member & Advisor time





Connected Communities update





Kāinga Ora



The week ahead

Overview and Prep



KURA KĀWANA
Elected member development



Week 6 – Briefing and Workshop

Wednesday 30 November 10am

- Auckland Transport an invitation to Katoa, Ka Ora Conversation (registration required)

Thursday 1 December – 9.30am

- Local Board Annual Planning – Consultation content
- Local Board Plan
- Placeholder: C&CS – Pah Homestead
- Community Leases – Mt Roskill Tennis



He Pātai/ He Whakautu



KURA KĀWANA
Elected member development



Karakia whakamutunga

Unuhia, unuhia
Unuhia mai te urutapu nui
Kia wātea, kia māmā,
te ngākau te tinana, te
hinengaro
i te ara takatū
Koia rā e Rongo
e whakairia ake ki runga
Kia tina! Haumi e!
Hui e! Tāiki e!

*Draw on, draw on
Draw on the supreme
sacredness
To clear and to set free
the heart, the body and the
inner essence
In preparation for our pathways
Let peace and humility
be raised above all
Manifest this! Realise this!
Bind together! Affirm!*



The Year Ahead FY2023/24

Puketāpapa Local Board

November/December 2022

Let's go there 

Agenda

1. Welcome and introductions
2. Purpose of workshop
3. Focus area 1 – Community Programmes
4. Focus area 2 - Public Transport Minor Projects
5. Focus area 3 – Road Safety
6. Focus area 4 – Road Corridor Renewals
7. General discussion
8. Next steps

Purpose of today's workshop

To meet each other

- 1 Review and discuss priority work programmes and proposed 2023/24 programme

- 2 Next Steps
 - Local boards to review presentation detail and provide feedback by March 2023
 - AT to review feedback and make adjustments to work programmes where appropriate
 - AT to present finalised 2023/24 programmes in May 2023



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
- Customer feedback

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.



Programmes of Work

Programme	Summary
Local Board Transport Capital Fund	Local Board identified projects.
Community Programmes	Addressing community concerns for safety and accessibility
Active Modes (New footpaths) (Minor Cycling and Micromobility)	Delivers new sections of footpath which complete gaps in the network or enhances existing cycle facilities to connect people with key destinations.
Auckland Cycling Programme (Urban Cycleways Programme)	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.
Metro Operations and Infrastructure	Improving bus related infrastructure and services
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.
Parking	Addressing strategic and community-initiated parking management improvements
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes
Road Corridor Renewals	Maintenance of assets within the road corridor
Capital Projects	Major projects
People Powered Streets (Ngā Tiriti Ngāngahau – 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.
Community Transport Programmes	Road safety behavior change initiatives
Sustainable Mobility, Customer Experience	Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces.

The 2023 / 2024 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.
- Indicative budget of \$45m over the 3-year term 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 work 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.

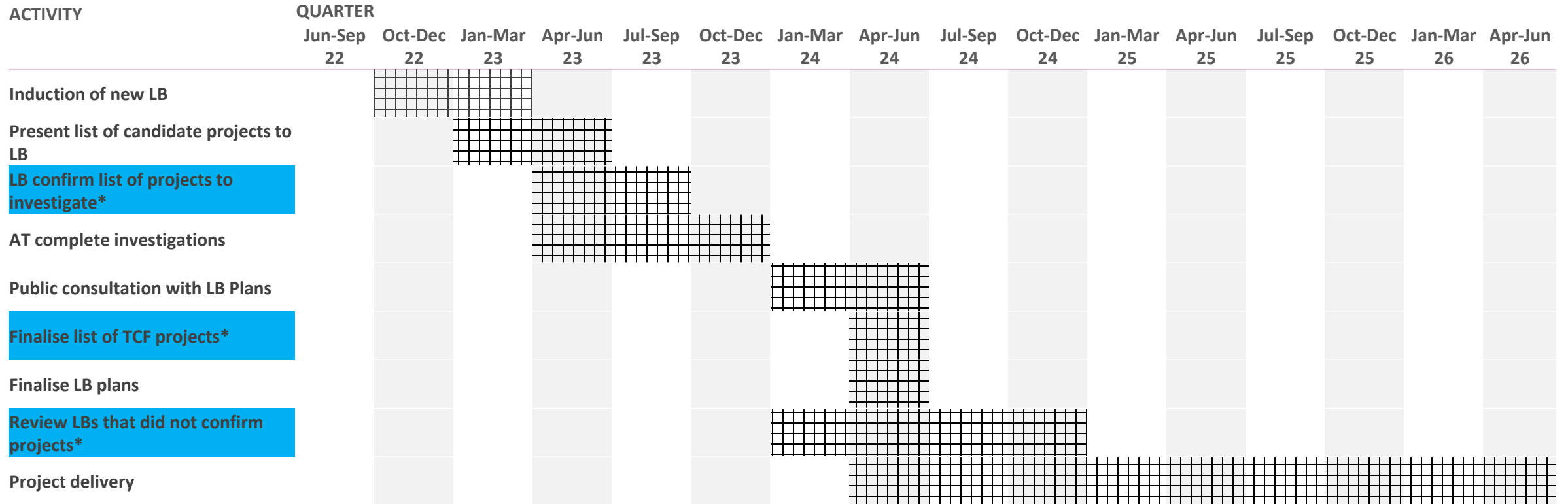
The results are then conveyed to the Board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with Local Boards. Changes to this programme may only occur by Local Board resolution.

Puketapapa: \$1,550,649 over 3yrs

Awaiting Local Board decision on project priorities. Budgets to be resolved in November.



Local Board Transport Capital Fund – 3 Year View (Draft)



Lessons learned

To increase confidence of utilising budget allocations within the electoral term, collaborate effectively with AT to complete decision-making process to confirm projects as soon as practicable in 2023. Key decision milestones are shown as (*) in the schedule above. This will enable projects to progress to construction-ready stage and contracts established.





Focus areas

Let's go there 

Introduction

The Community Programme is a combination of 2 sub-programmes: Minor Improvements and Regional Improvements. The programmes focus on addressing community concerns for safety and accessibility.

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

Planning Process

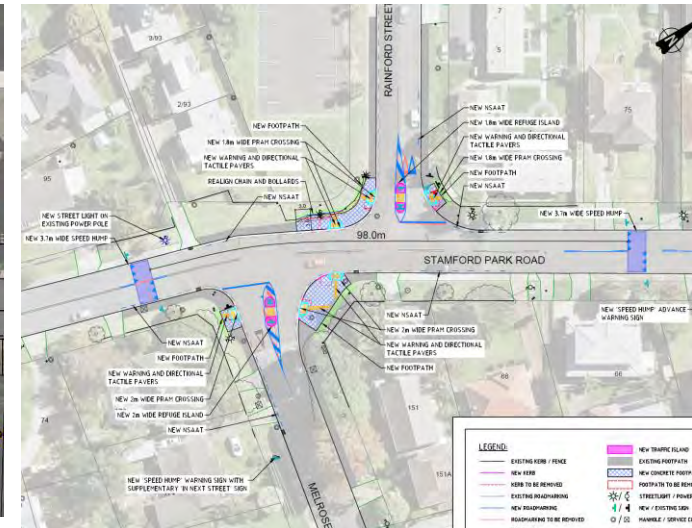
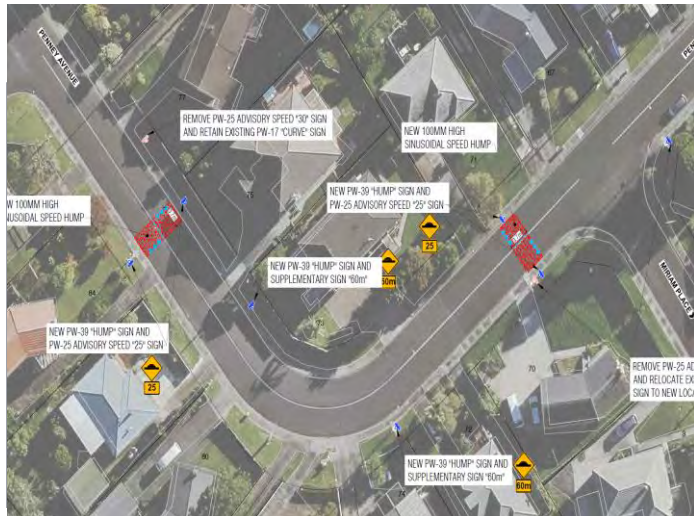
Regional Improvement and Minor Improvement projects are typically identified while investigating safety or operational concerns raised by the community. The projects are then prioritised based on safety, mode choice, efficiency, community and cost.

Potential Challenges

- Community acceptance of infrastructure interventions
- Community expectation for rapid safety interventions



Project Title	Project Description	Status
Penney Avenue - Speed Calming	Speed calming improvements	Investigation
Carlton Street and Frederick Street footpath	Realign footpath and pram crossing	Investigation
Refuge island at Stamford Park Road (between Melrose Rd and Rainford St)	Although there is relatively low pedestrian demand, a refuge island would benefit residents of the Retirement Village at Rainford St and students, students of Mt Roskill Grammar School and people who play sports at Keith Hay Park	Design
Melrose Road /Olsen Avenue - kerb build out and refuge island	Install a new kerb build out and a refuge island.	Investigation
Boundary Road (100)	Pedestrian Improvements	TBC
Somerset Road (45)	Pedestrian Improvements	TBC



Proposed Community Programme

Draft 2023 / 2024



Legend

- | | |
|---|--|
| 1 | Penney Avenue - Speed Calming |
| 2 | Carlton Street and Frederick Street footpath |
| 3 | Refuge island at Stamford Park Road (between Melrose Rd and Rainford St) |
| 4 | Melrose Road /Olsen Avenue - kerb build out and refuge island |



Introduction

Public Transport (PT) infrastructure projects are delivered predominantly through the 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 route infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport way-finding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades & 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
- 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



Public Transport Minor Projects

Draft 2023/24

Project Title	Project Description	Status
Bus Infrastructure Programme	<p>Auckland City wide implementation of bus stop infrastructure to support Auckland bus networks. The new bus network was launched from 2016 to 2018 with only basic infrastructure in place. This programme is ongoing to infill and upgrade bus stop infrastructure to improve customer amenity, respond to operational issues and to support PT uptake and modal transfer. Includes improvements to existing bus stops, bus shelters, road markings & signs, route infrastructure, intersection improvements and customer amenity as requested by the bus operators and AT Metro Operations.</p>	Construction
Double Decker Bus Resilience Routes	<p>This programme is responsible for the investigation, design and implementation for the clearance of obstructions from proposed Double Decker Bus routes across Auckland in response to the growing Public Transport patronage.</p>	Construction
ERAA Bus Driver Rest Facilities	<p>Investigate, design and implement bus layovers and driver break facilities across Auckland in response to the changes in the Employment Relations Amendment Act (ERAA).</p>	Construction
Infrastructure Seismic Assessments	<p>This programme involves the seismic screening of AT Assets as listed below, including a systematic review of any pre-existing seismic assessment reports for validity and accuracy.</p> <p>Assets to be assessed include:</p> <ul style="list-style-type: none">• Rail Stations• Bus Stations• Wharfs & Sea Walls• Carparks• Airfields• Bridges (possibly in the future)	Investigation

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

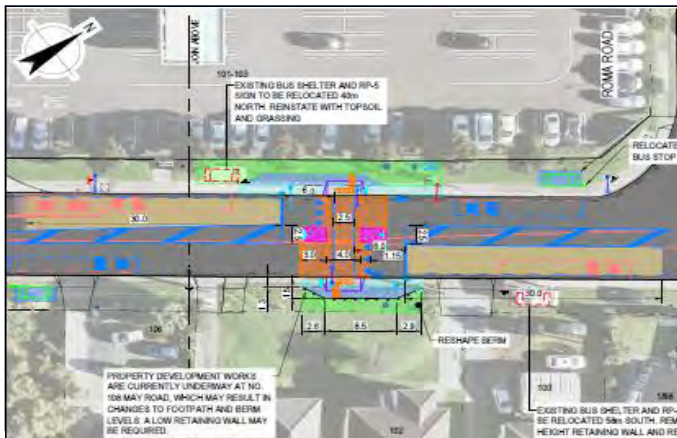
- Reducing Death and Serious Injuries (DSI) on our roads across the region.
- Having a network that is safer for all road users and creates a safe and appropriate speed environment at our areas of greatest risk.

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 and the Road Safety programme to ensure that it is aligned with the national Road to Zero programme. All of our safety projects need to be endorsed by Waka Kotahi to be eligible for funding.



Project Title	Project Description	Status
100 Boundary Road	Pedestrian Improvements (Proposal TBC)	Start-up/ Initiation
45 Somerset Road	Pedestrian Improvements (Proposal TBC)	Start-up/ Initiation
639 Richardson Road	Pedestrian Improvements (Proposal TBC)	Start-up/ Initiation
May Road Improvements	Pedestrian Improvements – Raised Pedestrian Crossings	Redesign
Mount Albert Road (St Andrews Road to Crown Street)	Intersection Improvement and Pedestrian Improvements	Investigation and Design





Legend	
1	100 (95) Boundary Road
2	45 Somerset Road
3	639 Richardson Road
4	May Road Improvements
5	Mt Albert Rd Improvements (St Andrews Rd and Crown Street)



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 very 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.

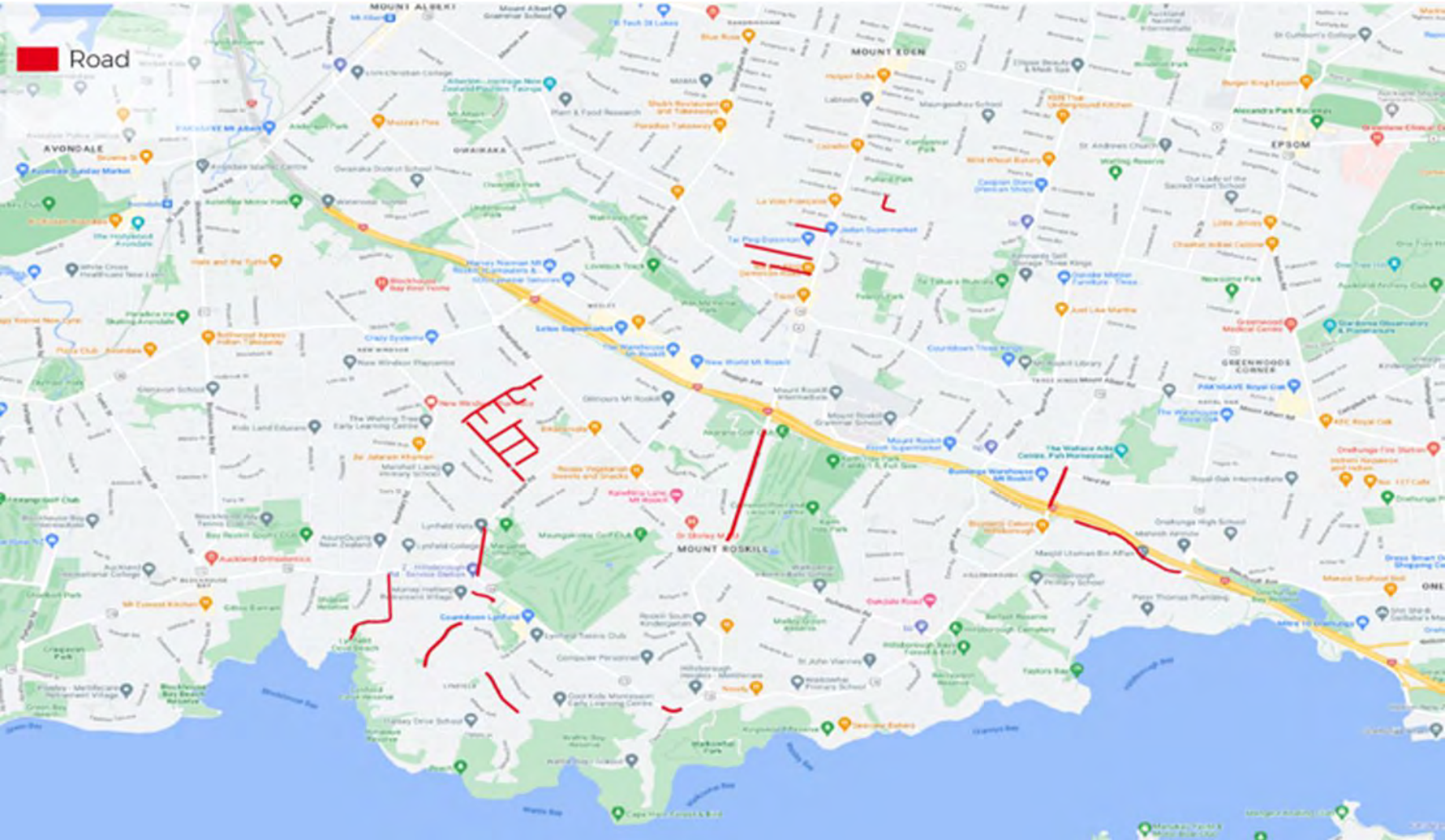
Roads Renewal	
BALL PL	HILLSBOROUGH RD (HILLSBOROUGH)
BARKES PL	HILLSBOROUGH RD (LYNFIELD)
CAMBRAI AVE	JOHN DAVIS RD
ELLIS AVE	KAIN ST
GILLETTA RD	LOUVAIN AVE
GILLETTA RD HLA (RP575 RHS)	ORCADES PL
GRAHAM BELL AVE	PARFITT ST
GRIFFEN PARK RD	SALLY CRES
HAIG AVE	SUBRITZKY AVE
HALSEY DR	WAYNE PL
HENDRY AVE	

Pathways Renewal
BALL PL
BARKES PL
ELLIS AVE
GILLETTA RD
GRAHAM BELL AVE
GRIFFEN PARK RD
HALSEY DR
HILLSBOROUGH RD (LYNFIELD)
JOHN DAVIS RD
ORCADES PL
PARFITT ST
SALLY CRES
SUBRITZKY AVE
WAYNE PL



Road Corridor Renewals- Puketapapa

2022 / 2023



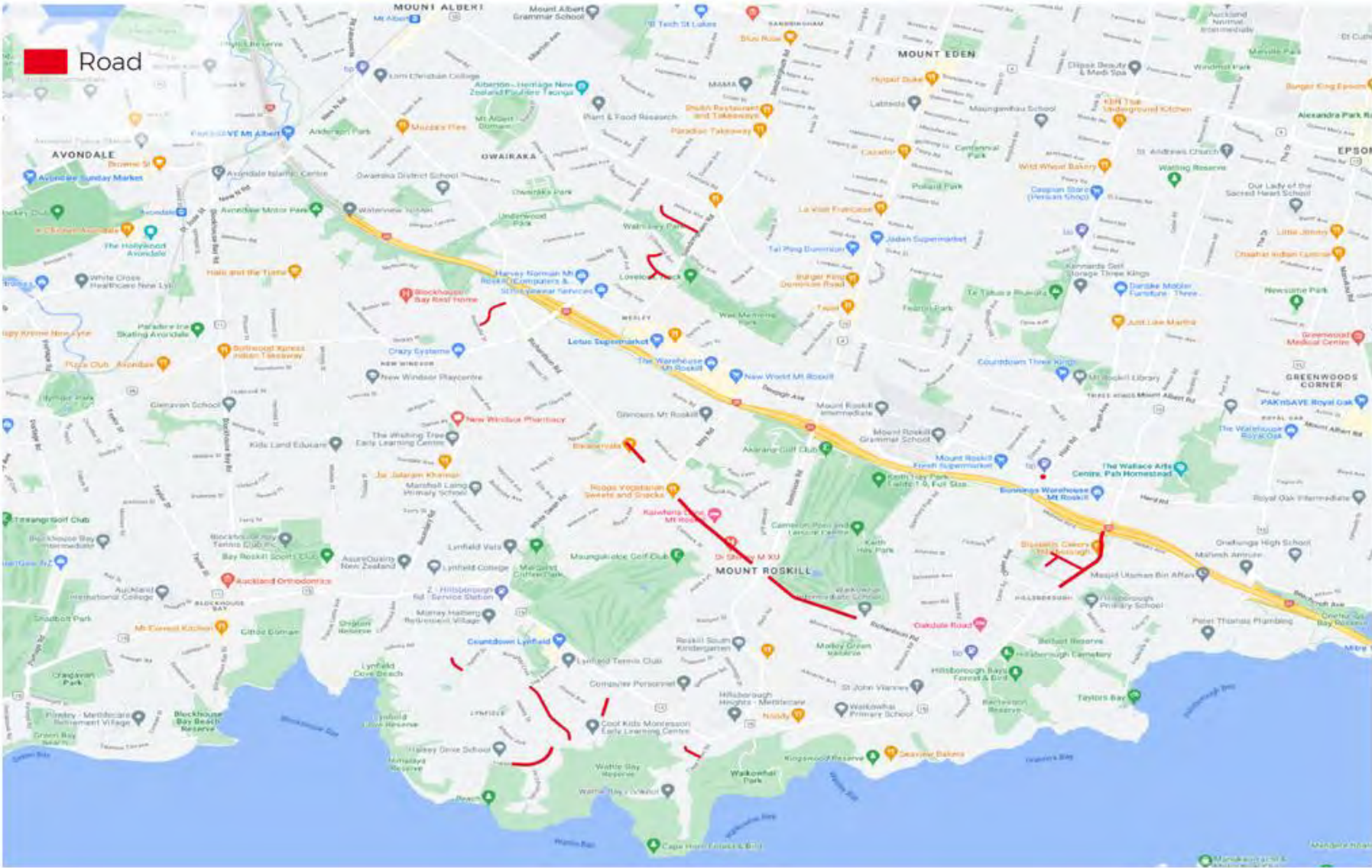
Roads Renewal
CANBERRA AVE
CARONIA CRES
CARR RD / HAYR RD RAB
CURRIE AVE
GALBRAITH ST
GEORGE LAURENSEN LANE
HALSEY DR
HILLSBOROUGH RD (HILLSBOROUGH)
HOLDSWORTH AVE
LABURNUM RD
LINDSAY PL
NETHERTON ST
RICHARDSON RD (MT ROSKILL)
SHEPPARD AVE
SKEATES AVE
WANGANELLA PL

Pathways Renewal
CANBERRA AVE
CURRIE AVE
GALBRAITH ST
GEORGE LAURENSEN LANE
HALSEY DR
HOLDSWORTH AVE
RICHARDSON RD (MT ROSKILL)
SHEPPARD AVE
SKEATES AVE
WANGANELLA PL



Road Corridor Renewals- Puketapapa

Draft 2023 / 2024





General discussion

Next Steps &
Thank you.

Let's go there 



Supplementary programme information

Introduction

The New Footpaths programme delivers new sections of footpath which complete gaps in the regional network to connect people with key destinations such as town centres, employment areas, and schools. This programme helps provide better choices for Aucklanders by building new sections of footpath that will encourage people to walk and better connect people and places.



Outcomes

- Creates safe walking facilities for children, seniors and all Aucklanders
- Supports mode-shift, increasing levels of active mode use to reduce emissions

Planning Process

Projects are initiated through community requests and prioritised on criteria including: priority destination, traffic assessment and safety, constructability, connectivity and community interest.

Due to levels of funding construction is limited to around 5-10 projects a year.



Introduction

The minor cycling programme is part of the programme of works to deliver enhanced safety for vulnerable road users and to grow active mode use in Auckland. It focuses on the existing network enhancements.

This programme is a combination of:

- Protection of existing facilities (pop-up cycleways)
- Minor network connections (gaps)
- Cycling improvements in and around RTN Stations
- Community bike hub facilities
- Micro-mobility based improvements such as E-Scooter parking



Outcomes

- Increase the attractiveness of existing facilities to encourage new riders
- Make journeys safer and more enjoyable for current riders
- Develop quick and effective solutions for Auckland's cyclists
- Better baseline network and level of service for cycling and micromobility

Planning Process

Protection of existing on-road facilities is based on existing cycleways that form part of the strategic cycle network.

Development of a pipeline of projects for minor connections is underway and we welcome suggestions from the Local Boards.



Auckland Cycling Programme

The PBC sets out the strategic investment programme for cycling in Auckland. The Cycling & Micromobility Programme Business Case review is currently developing a programme for the allocated RLTP \$306M funding.

Climate Action Targeted Rate \$129M (22/23)

Outcomes

The Business Case focuses on increasing cycling 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:** 13 projects are complete, with one project due to complete by end of December 2022.
- **Tranche 2:** 4 projects due for completion by end of 2024. 1 in construction, with remaining 2 starting construction in 2022.



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



Introduction

The Network Optimisation Programme utilises the region's existing road network to increase the number of people and freight that travel through key routes and corridors as well as offset increasing levels of congestion.

This programme is being joint delivered with Waka Kotahi NZTA over the next 10 years to improve travel choice and make it safer and easier for people to get around the region.

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.

Over 200 locations with modal deficiencies to be investigated have been identified as part of the recent Business Case work completed with Waka Kotahi NZTA.

Outcomes

Solves known deficiencies (along with Waka Kotahi NZTA) on network performance 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

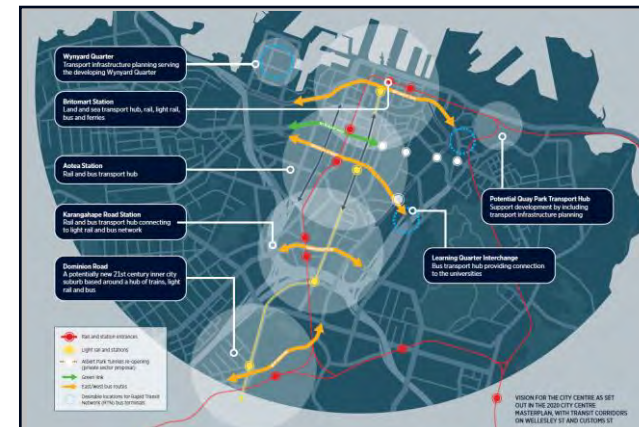
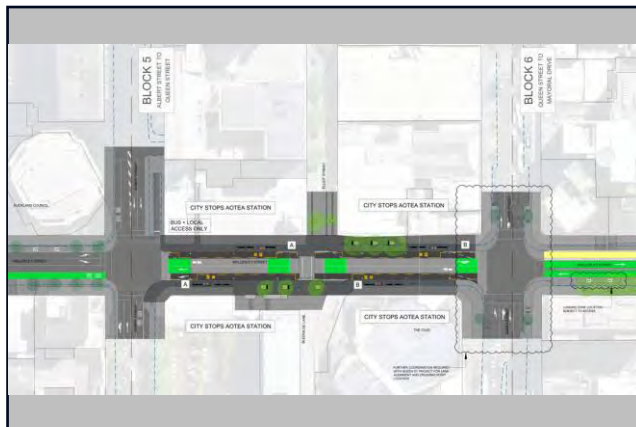


Introduction

Auckland Transport capital projects delivered in the City Centre in co-ordination with other Auckland Council Group projects and private developments.

The programme's objective is to deliver on key “City Centre Master Plan” outcomes by 2030, by re-allocating street space to provide safe, healthy and sustainable travel options. Promote mode shift from vehicles to public transport or active modes and create an accessible and inclusive City Centre.

Project Title	Project Description	Status
City Centre Capital Projects Programme	<ol style="list-style-type: none"> 1. Public realm upgrade of Beaumont Street (construction starts in 2023/24) 2. Wellesley St Bus Improvements (construction starts in 2023/24) 3. Karangahape Station Neighbourhood Improvements (construction starts in 2023/24) 4. City Centre Bus Plan (currently in the business case phase) 	Investigation/Design



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.



Sustainable Mobility, Customer Experience

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.



Introduction

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

1. **Innovating Streets for People 1.0** (2021) - Waka Kotahi funded (90%) which trialed low-cost improvements that are co-designed with the communities. Focusing on safety outside schools, addressing speed and traffic volumes through residential neighbourhoods, place-making and cycleways.
2. **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 non-infrastructure initiatives outside the city centre.
3. **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

Innovating Streets for People: The trials are now complete and in the maintenance phase while permanent solutions are designed and constructed.

Ngā Tiriti Ngangahau – The Vibrant Streets: All projects are in the early engagement phase, moving into co-design over the next few months.

Streets for People: This new programme is in the set-up phase and will begin the early engagement phase in November 2022.



Project Title	Project Description	Status
Puketāpapa - he Taunga Pahikara / A Cycling Haven (Ngā Tiriti Ngangahau – The Vibrant Streets)	A community based non-infrastructure project to support children and families to access current cycling infrastructure and support services.	Engagement and Co-design phase
Community Bike Hubs (Ngā Tiriti Ngangahau – The Vibrant Streets)	A new AT-owned concept for community-run Bike Hubs. Increase cycling mode shift through a ‘by-community, for-community’ bike space. Project team is looking to set up Bike Hub in Mt Roskill. The project is investigating how we could provide the infrastructure and project management resources for the operational Bike Hubs project in partnership with Mana Whenua.	Investigation of partnerships



Draft logo Puketapapa A Cycling Haven team is working through



Community Bike Hubs Project Team presenting at AT's company-wide internal Friday comms, All Hands (August 2022)



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.



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 Tamaki 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 campaign and activities beginning Term
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign

Restraints

- Whitiki – One on one whanau consultations and clinics

Partnerships

- Support and collaboration is ongoing with Community Providers e.g. Te Kura Kaupapa Māori o Maungarongo



Community Transport 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

Puketapapa Local Board - Travelwise schools / Walking School buses

Project Title	Project Description
Road Safety Education, Activations and Events	Road safety behaviour changed and increased access to educational and services
Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events	Promotion of safe and sustainable travel encouraging increased active modes in schools
Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners)	Building Capability and Capacity in Communities to Champion Vision Zero initiatives
Māori Road Safety and Sustainable Travel Education, Activations and Events	By Māori for Māori approach to the delivery of Vision Zero and Sustainable Travel initiatives to Treaty Partners and Māori Communities.



Puketāpapa

Local Board Transport Capital Fund Update Workshop



Today's Plan

Inform the local board about:

- Opportunity to continue projects currently on hold by carrying budget forward from next financial year.

Background

- Earlier this year the Puketapapa Local Board were advised that the following projects construction would need to be deferred to next financial year due to LBTCF budget reductions.
 - Hillsborough Rd/Mt Albert Road
 - Melrose Road Ped Refuge
- Both projects will be ready for construction in the coming months but can not proceed till budget is available.

Discussion

- There is now an opportunity to bring budget forward from next financial year. This will allow construction of these projects to be completed this financial year as originally planned.
- This proposal has no impact on the Puketapapa Local Boards total LBTCF budget over this political term, AT are proposing a shift of budget from next year to this year so projects that were on hold can continue now rather than waiting for next financial year.

Next Steps

- If the Local Board support the proposal a business report will be submitted for the next business meeting.

Questions?



Strategic Broker

Puketāpapa Local Board

Kat Teirney

November 2022



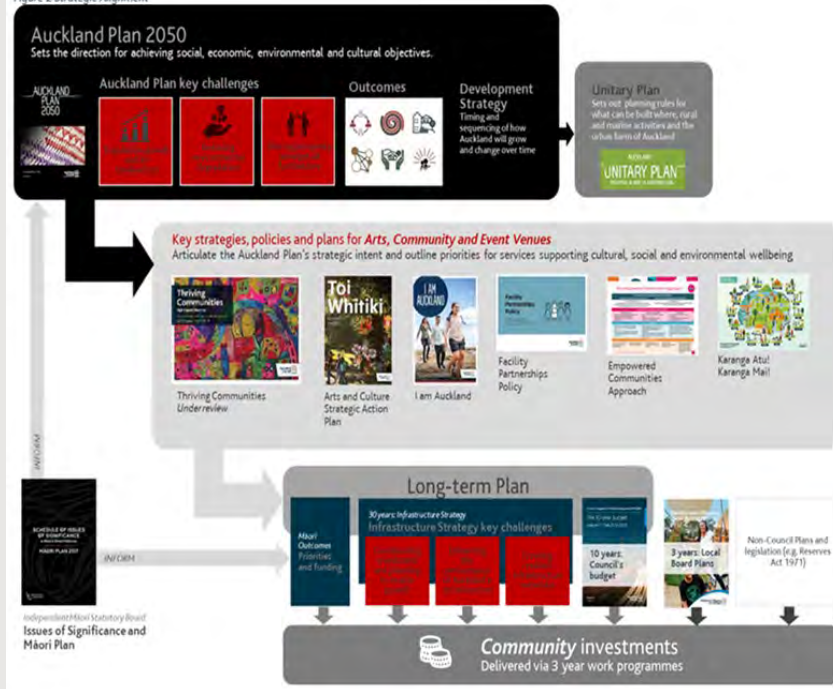
Notes for today's discussion

- Overview: ECA and Connected Communities
- Strategic Broker role
- Puketāpapa roles
- Kat's Plan
 - Deliver of FY23, plan FY24, support Local Board Plan planning
- Work programme commitments
- How we work together / What is most important to you?

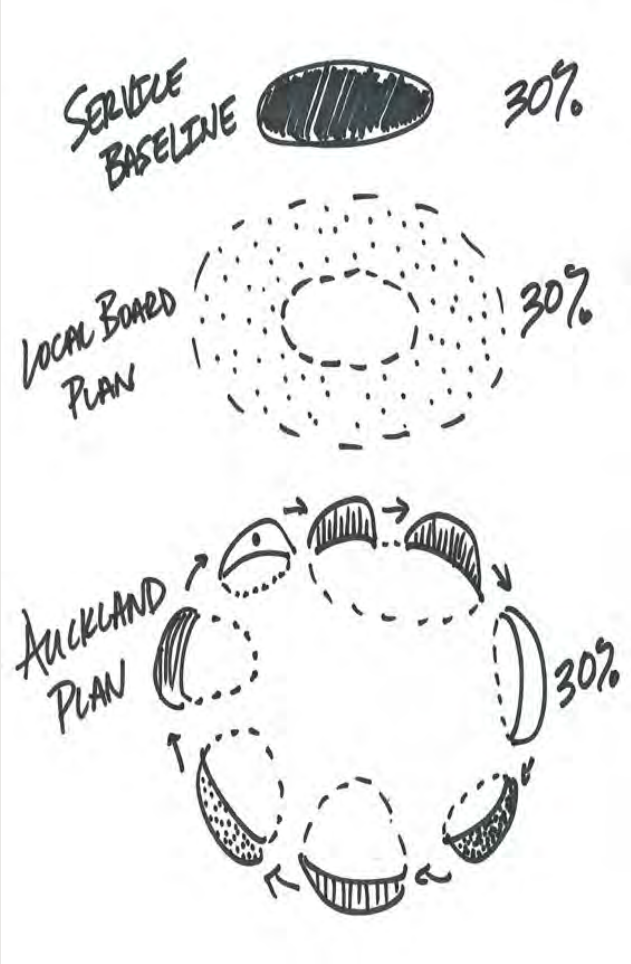


Empowered Communities Approach and strategic links

Figure 2 Strategic Alignment



Connected Communities Delivery



Citywide standard service
A baseline service, available to everyone, everywhere

Place-based response
A variable practice offer based on local intel and aligned to LB priorities

A variable needs and opportunity-based practice offer
Focused on impact against Auckland Plan drivers and Māori, equity and prosperity



Role in a nut shell

- Enable
- Facilitate
- Build capacity
- Build relationships
- Be enabling and responsive

Our Role

Enable a voice for marae and other Māori-led initiatives that build cultural connections, connect to people, provide practical resources and funding, advocate for Māori-led solutions within council.

Assist council to become more **enabling and responsive**, facilitate connections, reduce red tape, shorten decision making chain, create joined up approaches across council to share resources.

Build capacity of street champions, connect people to practical resources, partner with key community organisations, facilitate access to funding streams, increase access to digital tools.

Facilitate community-led placemaking, connect to practical resources and funding, facilitate collaboration across council departments and be a voice and advocate for community empowerment and community-led projects within council.

Build relationships with the council staff and departments who are working in our communities, add value to other units' work with communities, ensure initiatives reflect community needs and priorities.



Puketāpapa Connected Communities

Strategic broker

Actively enable LB priorities

Exclusive to LB

Embedded in community

Wider than CC dept

Build networks / capability

Empower local leadership

Initiate action

Specialist advisors

Deliver programme to achieve LB priorities

Multiple LB areas

Broker informed

Non-baseline (LDI) responses across multiple work programmes

IFOTIS ethos

Fewer things better - evaluation

Engagement advisor

Support local board led engagement

Two LBs

Albert Eden and Puketāpapa

Best practiced aligned, locally tailored

Community input into plans, budgets and local projects

Coordinate and evaluate

Community Centre/RYZ Library

Deliver service to create impact

Network across Auckland

Baseline services (ABS)

AP aligned, Broker informed, locally tailored

Dynamic teams

Service excellence

High trust through reliability



A quick note on the Strategic Brokers work programme

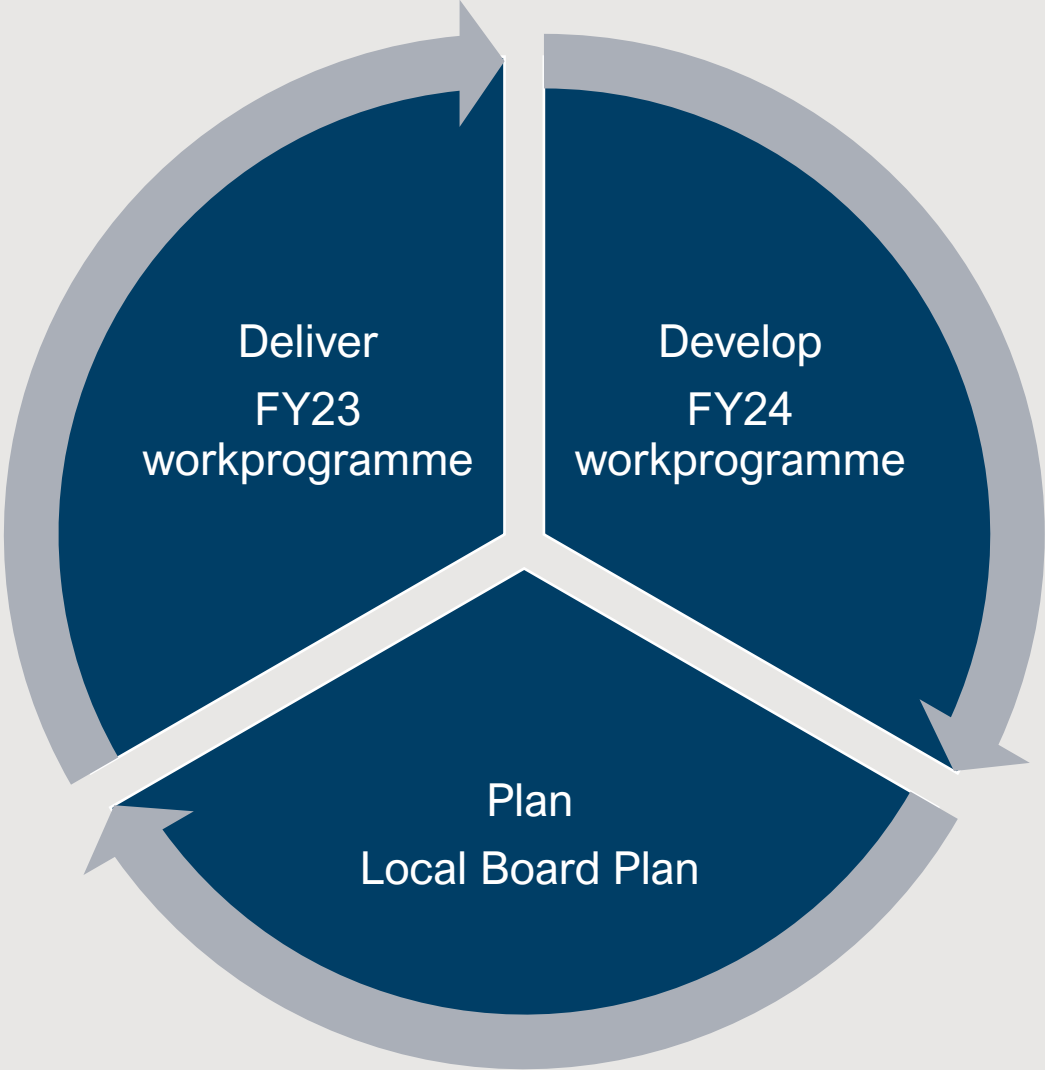
The Local Board work programme will only be about 30% of the Strategic Brokers time

The balance will be brokering and connecting to increase the value of current and future investment



Kat current plan

All the time evaluating, assessing and iterating



Role in a nut shell

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Current work programme commitments

Line#	Activity name	Funding/ Resourcing
428	Apply the empowered communities approach – connecting communities Puketāpapa	Me 😊
429	Build capacity: Social innovation and enterprise development in Puketāpapa	\$15,000
430	Māori responsiveness Puketāpapa	\$3,000
431	Strengthening community connections for an inclusive welcoming Puketāpapa	\$5,000
432	Supporting community connection: Community led network development and social inclusion	\$33,500
433	Strategic relationship grants Puketāpapa	\$120,500
445	Healthy Puketāpapa	\$40,000
	Grant funding advice	

- Nga Tiriti Ngangahau – Cycling Haven and Better Bike Hubs



Strategic contexts for LBP and WP de



Ngā Hapori Momoho

Thriving Communities Strategy 2022 – 2032

Putting community wellbeing at the heart of all we do.

aucklandcouncil.govt.nz

Auckland Council
Te Kōwhiri o Tamaki Makaurau

This strategy sets out the things we need to focus on over the next 10 years, to ensure all our communities can thrive, now and into the future:

- Increase whānau and community financial security so more Aucklanders can live well
- Improve health outcomes so more Aucklanders are happy and healthy
- Increase access and participation so more Aucklanders can access and take part in the things they care about
- Grow community and intercultural connection so all Aucklanders feel as though they belong
- Enable local leadership and innovation so we harness the power and creativity of community
- Increase community resilience and sustainability so Aucklanders make best use of the resources available to them and reduce their emissions



Communities of Greatest Need

Communities most in need refers to communities who have limited capability to access social and economic resources and opportunities compared to the general population. People can be disadvantaged by their age, gender, disability, ethnicity, and socio-economic status. They can be communities of place, interest, or identity.

These communities tend to experience a combination of social, economic, and environmental problems and have different capabilities to respond to these.

There are many possible ways to identify communities of greatest need. Those communities that are most in need varies depending on the specific policy, initiative or service being designed or delivered.

Identifying communities most in need helps you target resources and design specific policy, initiative or services to address equity or inequality of outcomes.




Puketāpapa Local Board



Healthy Puketāpapa

A Strategic Health and Wellbeing Framework



Auckland Regional Public Health Service
Kaitiaki Heaumea & Te Tari Kōwhiri

Puketāpapa Local Board
Auckland Council

Auckland Regional Public Health Service
Kaitiaki Heaumea & Te Tari Kōwhiri

Puketāpapa Local Board
Auckland Council



Healthy Puketāpapa

Health and Wellbeing Baseline Profile 2020

RYZ - ROSKILL YOUTH ZONE

A PLAN FOR 2022 - 2028

PREPARED FOR AUCKLAND COUNCIL

DRAFT



Kāinga Ora update

Puketāpapa Local Board

November 2021

Roskill Development
PUT YOURSELF IN THE CENTRE





**How should we
work together?**

**What is most
important to you?**



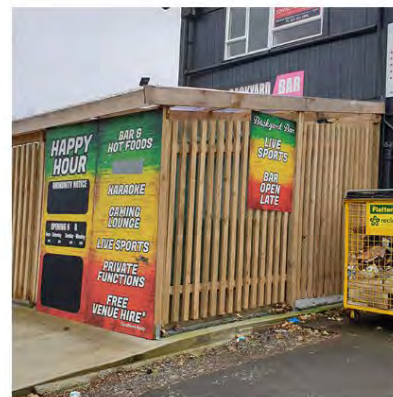
Liquor Licencing



COMMUNITIES AGAINST ALCOHOL HARM

Communities Against Alcohol Harm provides technical advice and support to local community organisations, members of the public, local government members and stakeholders relating to applications for alcohol licences within local community areas.

FACEBOOK



Suggested funding for CAAH in Puketāpapa

\$10,000 from Healthy Puketāpapa CARRYFORWARD:

- LB workshop on process for Liquor Licencing
- Standard operating procedures for board responses
- Workshops for community members

Additional funds:

- Support with hearings



PUKETĀPAPA LOCAL BOARD

Molley Green Reserve Upgrade - Update

November 2022

Thomas Dixon – Parks and Places Specialist

Jody Morley – Area Operations Manager

Rodney Klaassen – Work Programme Lead



Purpose of Workshop

- To update the local board on changes made to the Molley Green Reserve Concept Plan during the ‘Developed Design’ phase.
- To seek feedback on a few key decisions to be tackled during the ‘Detailed Design’ phase.
- To outline next steps on the project.





Design. Illustrative Plan.



Previously Completed

- Concept Plan completed – collaborative process Auckland Council and Kāinga Ora and Mana Whenua and community.
- Kāinga Ora agreed to fund recreational outcomes as well as stormwater.
- The local board adopted the concept plan at their August 2022 Business Meeting.
- Actions related to funding agreements and detailed design were delegated to staff via regular parks legislative processes.
- Moved into ‘developed design’ phase.



Finalised Locations

- Confirmation of the public toilet to be located near the Morrie Laing entrance.
- Confirmation that the shelter has moved across the path to be associated with the playground – and further from the neighbour (appropriate screen planting + design).
- Two moments of proposed interaction with the stream – being the lookout at Albrect Basin (name tbc) and a proposed seating / outdoor classroom at eastern pond.



Further Details

- Play – Harko Brown has been brought on board to help to design the extensions to the playspace. Agreement for limited relocation of existing play equipment.
- Shelter – A standard shelter with zero sides has been proposed, we are supportive due to its maintainability, safety and difficulty to climb.
- Working with Mana Whenua on opportunities for cultural narratives throughout the park.
- Standard design suite agreed for all furniture, signage, bins, drinking fountains, toilets etc.
- Extended courts area to be multi-use, enabling recreation of many types.

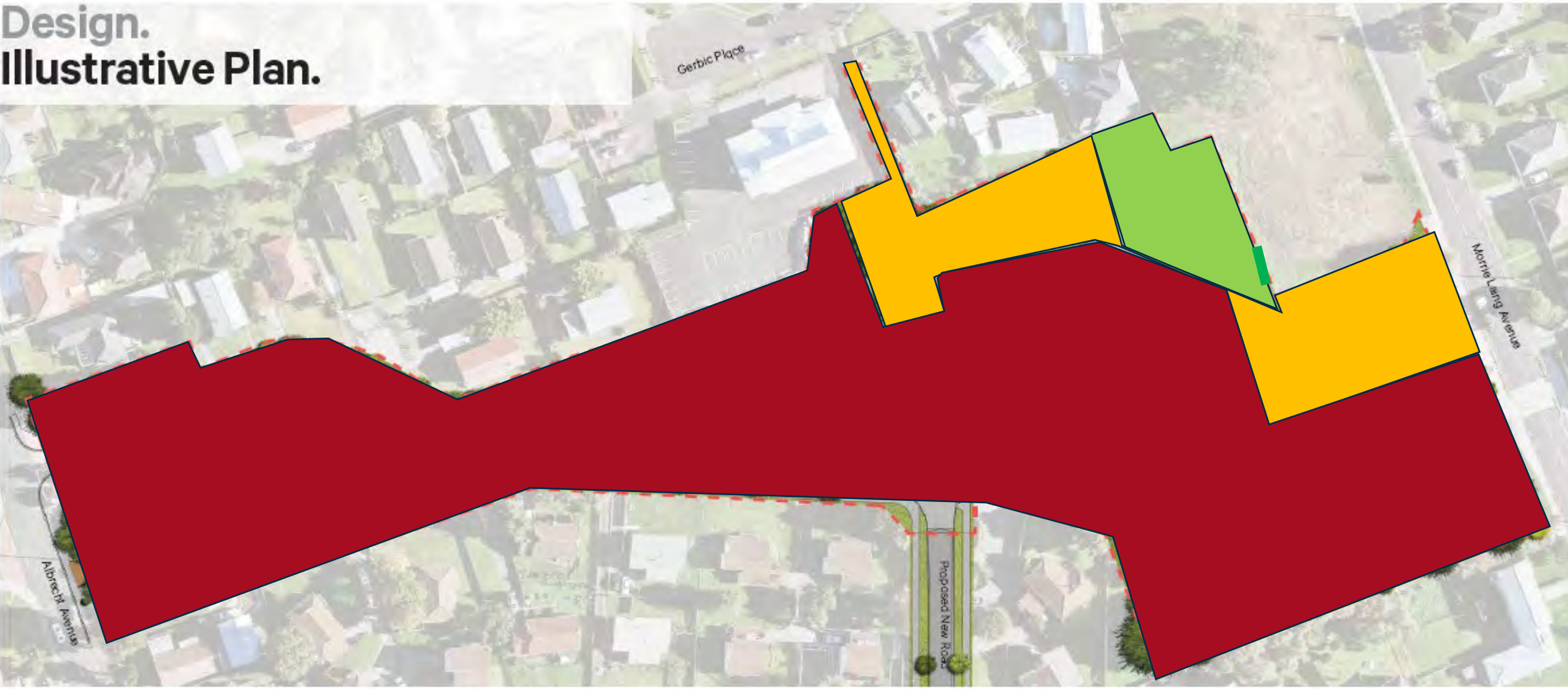


Staging

- Works are intensive, involving the road, the adjacent properties, and 80% of the park.
- Safety is the most important thing.
- Project duration is significantly shortened if the whole site is closed.
- We have requested that access to key destinations (courts, play) is maintained for as long as possible. Proposal that these areas could be kept accessible at start of project.
- We have requested that gates are installed within the adjacent Kāinga Ora property to enable permanent access to the food forest for the duration.
- Planned construction start date of September 2023 – with completion mid 2024 - McKinnon Plaza following behind.



Design. Illustrative Plan.



Safety

- Flooding – flood warning systems, flood proof design.
- Sight lines – passive surveillance to key areas e.g. toilets, playground, shelter, courts. Balanced with the desire for planting for shade, amenity, environment.
- Avoid Entrapment – making sure to avoid spaces where people could be unseen or hidden.
- Lighting – lighting is only supported on key commuter pathways.
- Maintainable – levels and design is safe for our contractors e.g. correct grades for mowing.
- Boundary fencing – semi permeable fencing such as pool fencing. Gates are acceptable to encourage ownership and engagement.
- Materials – Slip resistant, no fall zones, maintainable, durable.



Lighting

- Current lighting within the park lights the walkway through the reserve, but also partially lights the playground and fully lights the basketball court.
- Awaiting further details on current operations of those lights.
- Staff recommend that lighting is removed and only reinstalled along the new shared path, as per existing policy.
- Possibly further insight could be gained on use of the courts after dark before a decision is made.



Current

Design. Illustrative Plan.



Reccommended

Design. Illustrative Plan.



Trees

- Ngahere Strategy for entire neighbourhood has been developed, to include public and private land.
- Significant increase in canopy cover is proposed for within the reserve.
- More of the existing willows have to be removed, due to:
 - Constructability of the stormwater solution
 - Functioning of the stormwater solution
 - Existing underground infrastructure requiring relocation
- Possible balancing act required between trees for shade/amenity/screening and ensuring safety through good sight lines. Particularly around play, shelter and toilet assets.
- Awaiting input from specialist Auckland Council arborist and landscape planning teams.



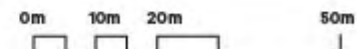


Key Objectives:

- Retain sufficient healthy trees in the short and medium term to maintain the landscape character of the reserve with the long term aim of gradually replacing exotic trees with native trees.
- Retain native kahikatea planted in celebration of the stream naturalisation project by the community.
- Remove trees where required for increased water detention in the reserve during periods of flood.
- Remove trees where they interrupt sightlines and viewshafts into the park to improve safety and community oversight.

Legend

- Site extents
- Existing trees to be retained
- Existing trees to be removed





1:1,000 @ A3



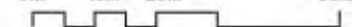
Key Objectives:

- Use extensive Kōwhai planting around entrances and streetscapes to create a distinctive identity for Molley Green Reserve and function as the marker for spring in the community.
- Select a wide range of native trees to provide long season food sources for birds native birds, lizards and insect.
- Create habitat links for wildlife corridor connectivity across Waikōwhai.
- Select carefully for suitable horticultural conditions to ensure long term viability of trees planted.
- Maintain sightlines and viewshafts into the park to improve safety and community oversight
- Create opportunities for shade and shelter within the reserve.

Legend

- - - Site extents
-  Existing trees to be retained
-  Proposed new trees

0m 10m 20m 50m



1:1,000 @ A3

Next Steps

- Landscape Planner and Parks Arborist to assess latest planting plans and provide detailed input.
- Council and Kāinga Ora to meet to agree terms of Infrastructure Funding Agreement.
- Continued engagement with Parks and Community Facilities and Healthy Waters to confirm detailed design.
- Resource consent pre-start meeting before Christmas.
- Next update with the local board in February/March 2023.



Next Steps

Detailed Design

Assets
Specifications
Designs
Engineering
Maintenance

Funding Agreements

Infrastructure Funding Agreement
Healthy Waters Cost Share Agreement

Consents and Approvals

Resource Consent
Building Consents
Engineering Plan Approvals
Land Exchanges
Tree Owner Approvals
Park Naming
Not Land Owner Approval

Construction

Late 2023





**Any Additional
Questions?**

