

Waitematā Local Board Workshop Agenda

Date of Workshop: 30/07/2024
Time: 9.30 am – 3.30 pm
Venue: Town Hall, Ground Floor Boardroom

Item	Time	Workshop Item	Presenter/s	Purpose	Governance Role
1	9.30 – 10.30	Welcome and Admin	Local Board Services Staff & Local Board Members	Opportunity for LBS staff to provide updates on key issues, upcoming work, and other matters of interest; and for members to raise issues and give updates on matters of interest to the wider board and staff.	Keeping informed
2	10.30 – 12.00	Auckland Transport <ul style="list-style-type: none"> - Local area management plan (LAMP) 10.30am to 11.30am - Great North Road 11.30am to 12.00pm 	Alex Elton-Farr – Elected Member Relationship Partner Tammy Flavell – Communications lead Adrian Lord – Head of Active Modes Steve Willis – Project Manager	Local Area Management Plan: Staff to provide the Board with a project recap and overview of the findings and recommendations from this planning exercise. The Board to provide views and consider next steps for finalising and publishing the plan. This workshop is for the board to understand the underlying principles and method taken to identifying and prioritising projects and initiatives in the LAMP. The project team will receive feedback on work carried out to date and understands, with guidance from the Board, the pathway for finalising and publishing the plan. Great North Road: Staff to provide an update on the project timeline, the final design and parking review, the construction and communications planning to optimise customer experience. This workshop is to ensure the Board to be informed of the detail and have the opportunity to ask questions and give feedback on the construction phase ahead.	Keeping informed Local initiatives

Item	Time	Workshop Item	Presenter/s	Purpose	Governance Role
	12.30 – 1.30	Break			
3	1.30 – 2.30	AT & AC Joint Review of Auckland's traffic-related bylaws	Joemier Pontawe - AT Principal Policy Advisor Paul Wilson - AC Senior Policy Manager Magda Findlik - AC Principal Policy Advisor Annabelle Wrigley - AT Senior Communications Specialist Pippa Sheppard - AT Transport Planner	For the Board to provide views on the draft options and proposal in response to the joint review of Auckland's traffic-related bylaws.	Local initiatives and specific decisions Input into regional decision-making, policies, plans and strategies
4	2.30 – 3.30	Port of Auckland	Julie Wagener – Port of Auckland - Head of Communications Helen Johnson Helen Johnson – Port of Auckland – Executive Assistant – Infrastructure	Staff to inform and engage the Board on the resource consents Port of Auckland will be applying for at the end of this year. These consents are highlighted in the Auckland Council Long-Term Plan.	Local initiatives Engagement

Next Ordinary Business meeting: 20/08/2024

Next workshop: 13/08/2024

Role of Workshop:

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



Local Active Modes Plan for Waitematā-west



06 August 2024



Purpose

We are inviting the Local Board to endorse the Local Active Modes Plan

We are seeking advice on how to proceed with finalising & publishing the plan

Why? This will give us assurance that we should put effort / resource towards investigating and delivering projects / initiatives* identified in the programme.

How? What steps / process shall we take from here in order to make this plan shared?



*any projects initiated from this plan would need to go through community and stakeholder engagement (including Local Board) in line with normal AT processes.

Agenda

- **Project Recap** – What is the Local Active Modes Plan? Why is it valuable?
- **Project Update** – The steps we've taken and what's ahead
- **Findings / Recommendations** – Engagement, guiding principles, draft programme
- **Next Steps** – Finalising programme and publishing the plan, delivery
- **Discussion** – Is the Local Board happy with the approach taken? Would you like it to be a shared document?



What is the Local Active Modes Plan and why is it valuable?

- A programme of small but effective walking and cycling improvements in a defined study area.
- Gives us a pipeline of quick-wins that are community driven, and feasibility tested.
- Helps us to leverage other programmes and be ready to jump on new funding opportunities.
- Will attract investment and resource to the area.



residents of the study area are **four times** as likely to cycle for their journey to work / education than the average Aucklander

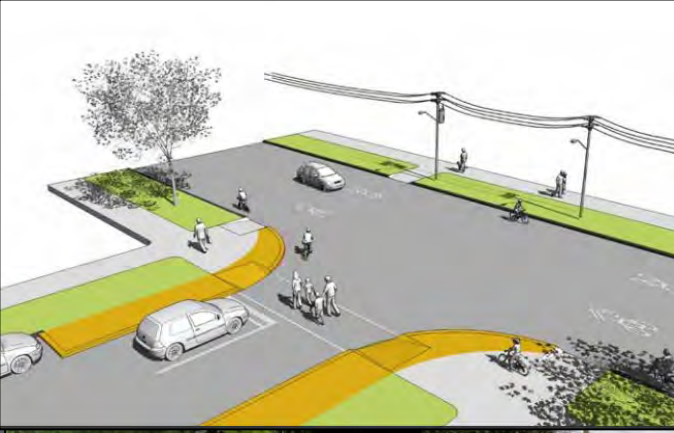
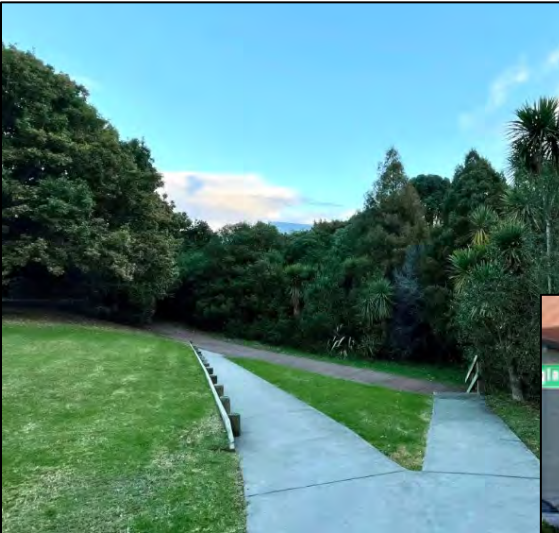
33% of study area residents walk to their place of education. The Auckland wide figure is 21%

71% of study area residents study or work within the study area or the city centre



What's in-scope?

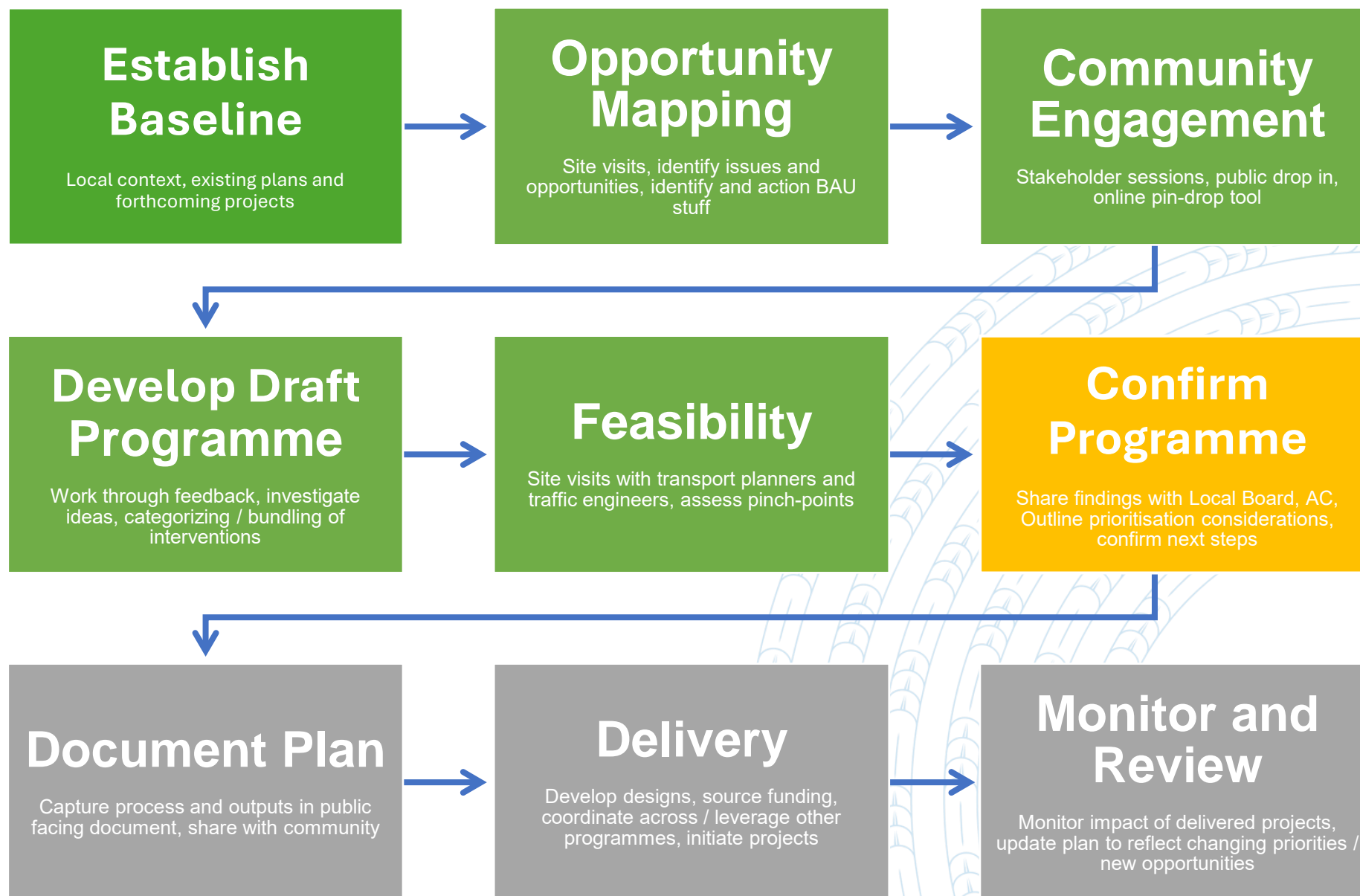
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What's out of scope?

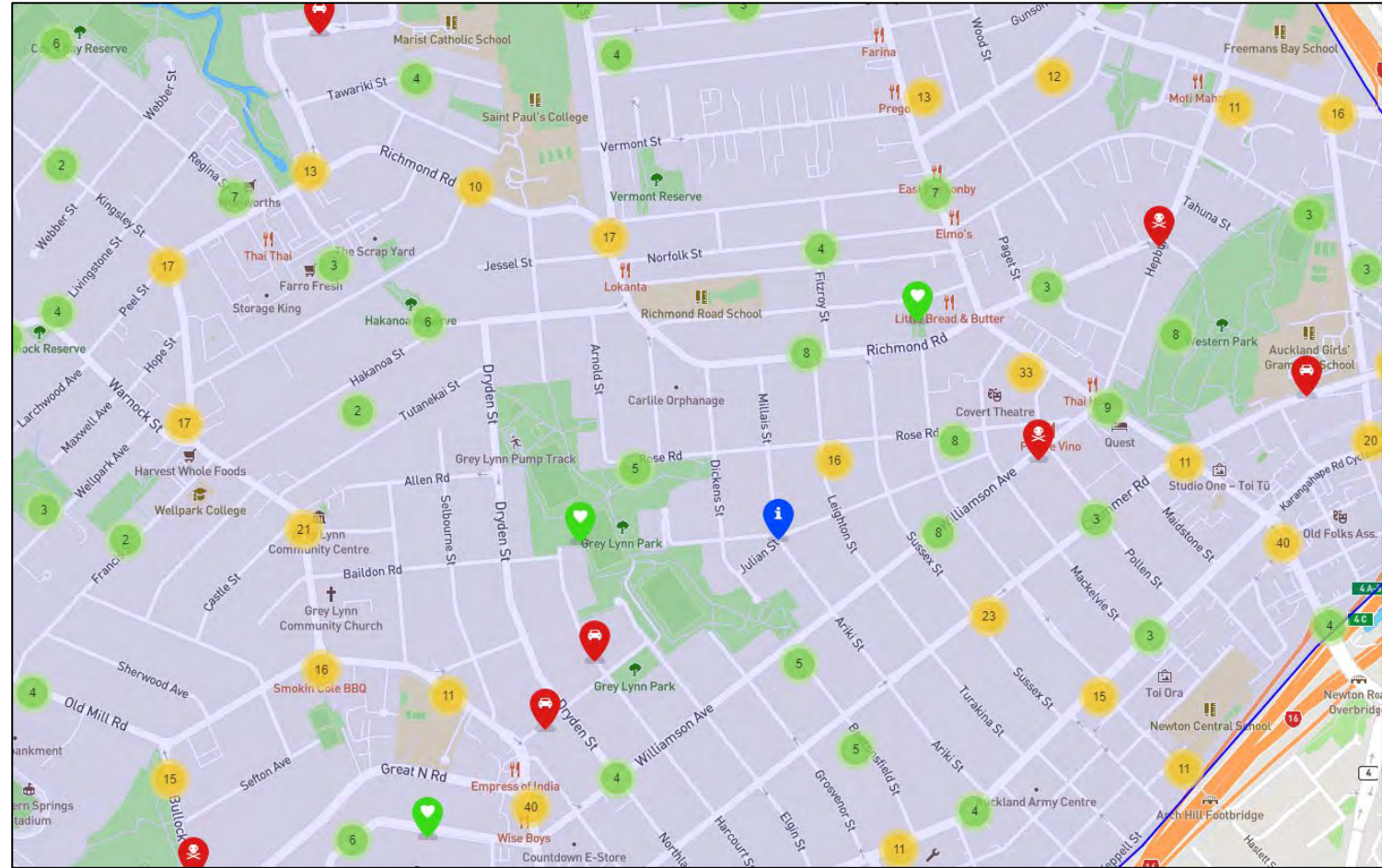


Project Update – what we’ve done and what’s ahead



Community Engagement – who we spoke to

- Information gathering exercise not a project consultation
- Online pin-drop tool: >1000 pins dropped
- 3X public drop-in sessions: >80 people attended
- Key stakeholder engagements: Ponsonby and Grey Lynn Business Associations,
- Bike Grey Lynn and Bike Auckland

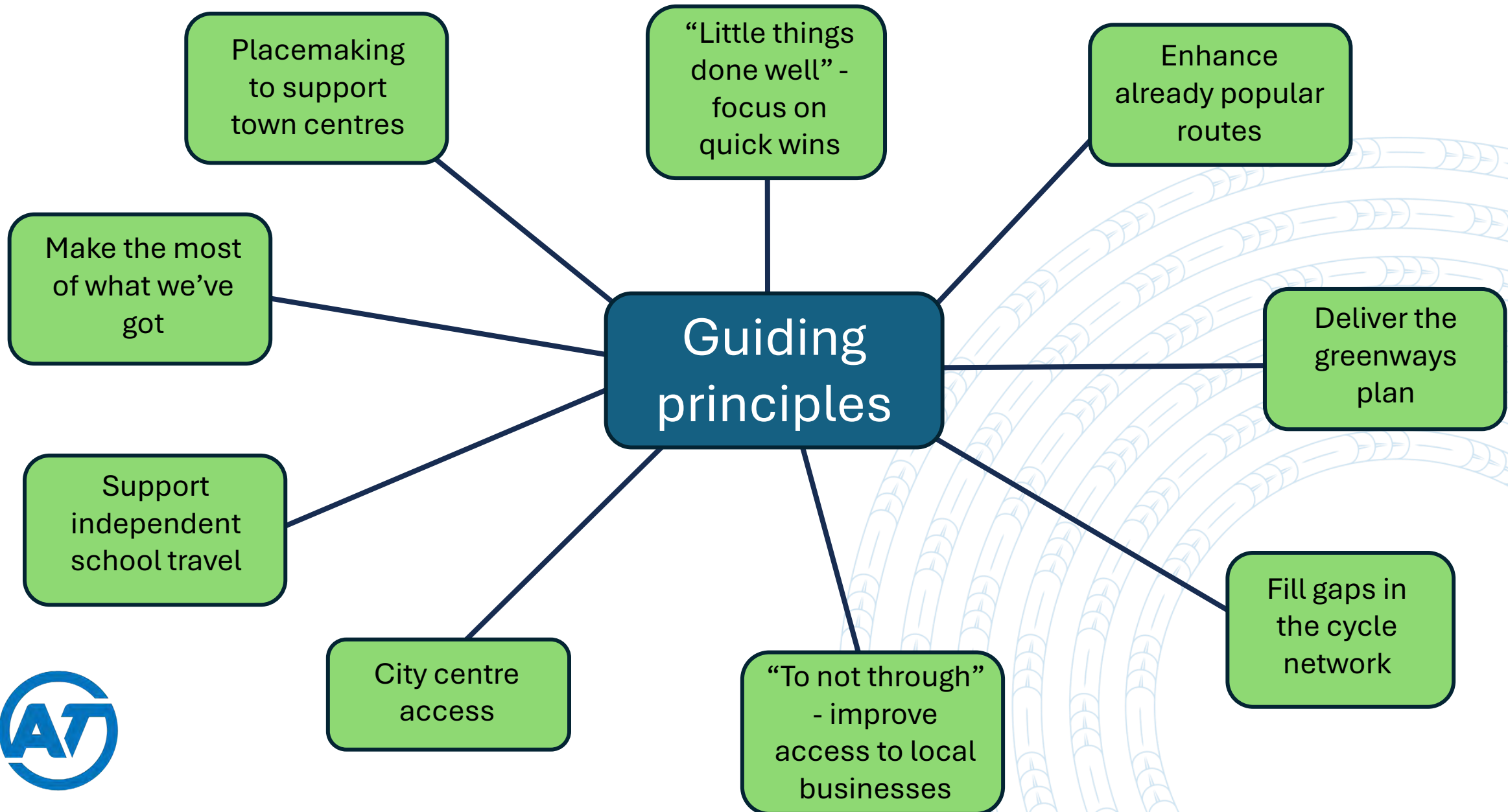


Community Engagement – what we learned

- Engaged community.
- Local people love to walk and cycle in their area, but road safety issues are a real concern.
- Excellent provision of well-connected green space - with lots of opportunity to enhance.
- “Deliver the ridge-line roads”, but strong appetite for quick-wins – “little things done well”.
- City centre is a big generator of active travel trips.
- Desire for place-making and access improvements to support vibrancy and footfall in shopping areas – “to not through”.
- Concern around construction disruption and retention of parking associated with major projects.



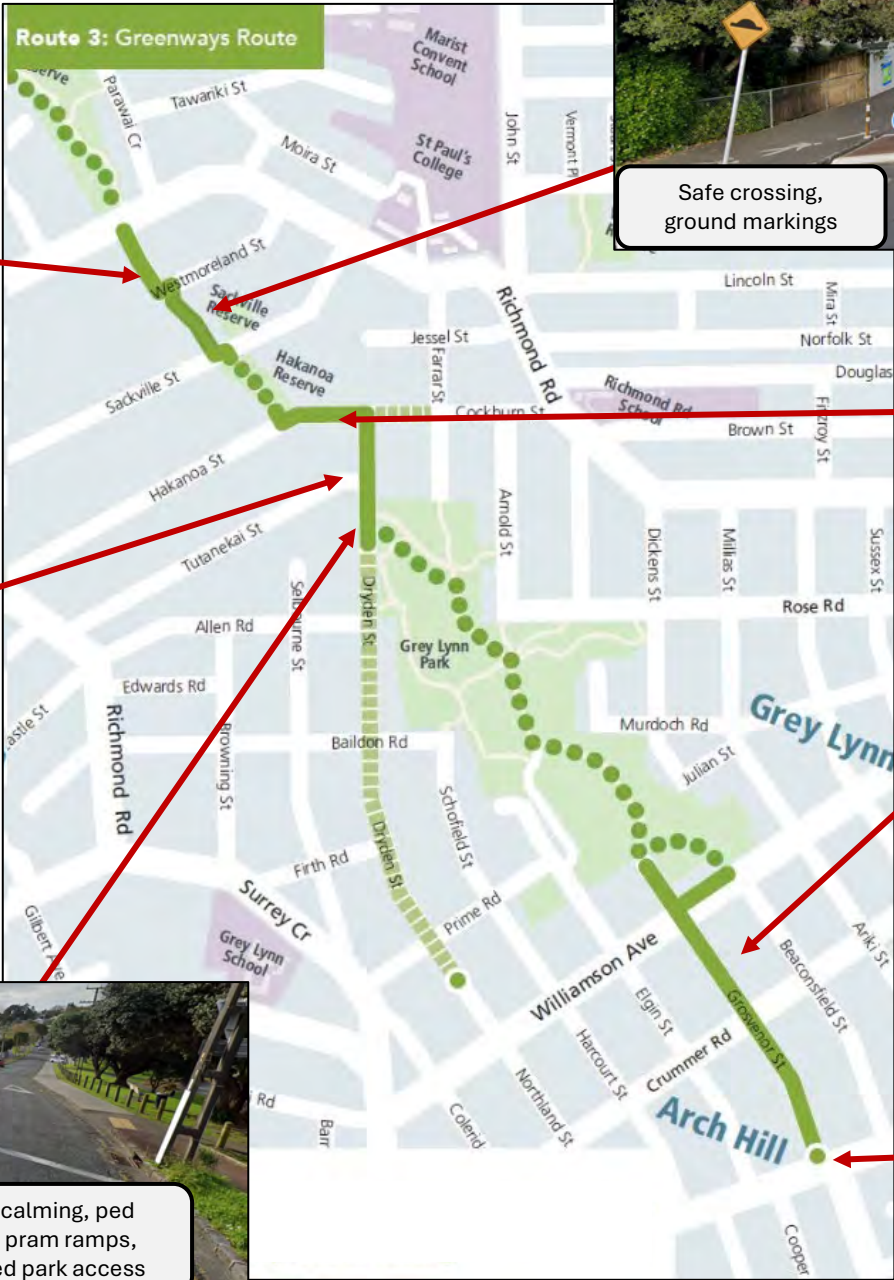
Developing the programme



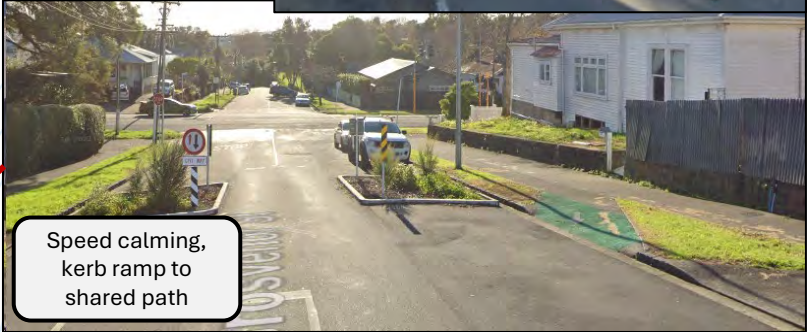
Bundling interventions into projects / categories

Project category	Projects in this category involve:	BAU?	Cycling	Walking
Key routes / gap fillers (quiet-routes, greenways)	Establish new cycling and walking routes along the key movement desire lines. Often follows popular quiet routes used by people already cycling walking. Also looks at busier roads where we think lighter touch treatments might be feasible (e.g. up-hill only protected cycle lanes or upgrades to parallel routes)		✓	✓
Neighbourhood calming initiatives	Areas where a neighbourhood wide view should be taken. E.g. where community has identified speeding through-traffic is an issue and there is an opportunity to reduce traffic volumes.		✓	✓
Cut throughs	Where pathways through parks are also useful pedestrian / bike short cuts, interventions should be identified to ensure the paths are accessible safe, well sign posted etc.		✓	✓
Stand-alone intersections	Pedestrian and cycling safety and level of service improvements at intersections. At locations not captured in Key routes / gap fillers or Neighbourhood calming initiatives		✓	✓
Stand-alone mid-block crossings	List of locations for new / upgraded mid-block crossings. On pedestrian desire lines but not captured in Key Routes / Gap Fillers or Neighbourhood calming initiatives			✓
Way-finding, signage, maps	An area wide local way-finding strategy should be designed and implemented to support quiet routes. We're keen to explore the use of sharrows (and other cycling treatments) as a local way-finding approach. Local walking + cycling maps should be produced and distributed (including at the Bike Hub).		✓	✓
Minor Improvements	Where people have identified specific safety issues on the network these should be addressed as soon as possible e.g. dangerous / high use vehicle crossings over an existing cycleway. Also includes missing pram ramps, footpath renewals, general maintenance issues	✓	✓	✓
Bike parking	List of Sheffield stand locations for bike parking team to deliver. Trial modular bike parking at destinations that are set back from road reserve land including parks. Fund permanent bike parking in parks	✓	✓	✓

Key Routes / Gap Fillers




Safe crossing, ground markings



Draft Programme – Key Routes and Gap Fillers

Legend


 Study area boundary

 Existing and committed protected cycleway

 Future protected cycleway

 Completed Greenway

 Deficient Greenway

 Town centre

 Grey Lynn Park Pump Track and Bike Hub

Key routes / gap fillers:

1: Meola to Westhaven Stitch

2: Westmere to West Lynn

3: Greenway 5 extension (Old Mill Road to Richmond Shops)

4: Greenway 5 improvements (Franklin Road to Richmond Shops)

5: John Street Link

6: College Hill Connection

7: Ponsonby Road By-pass

8: Hepburn Connection

9: Wellington Street

10: Hopetoun Link

11: Newton Road By-pass

12: Bond Street Connection

13: Greenway 6 (Crummer Road)

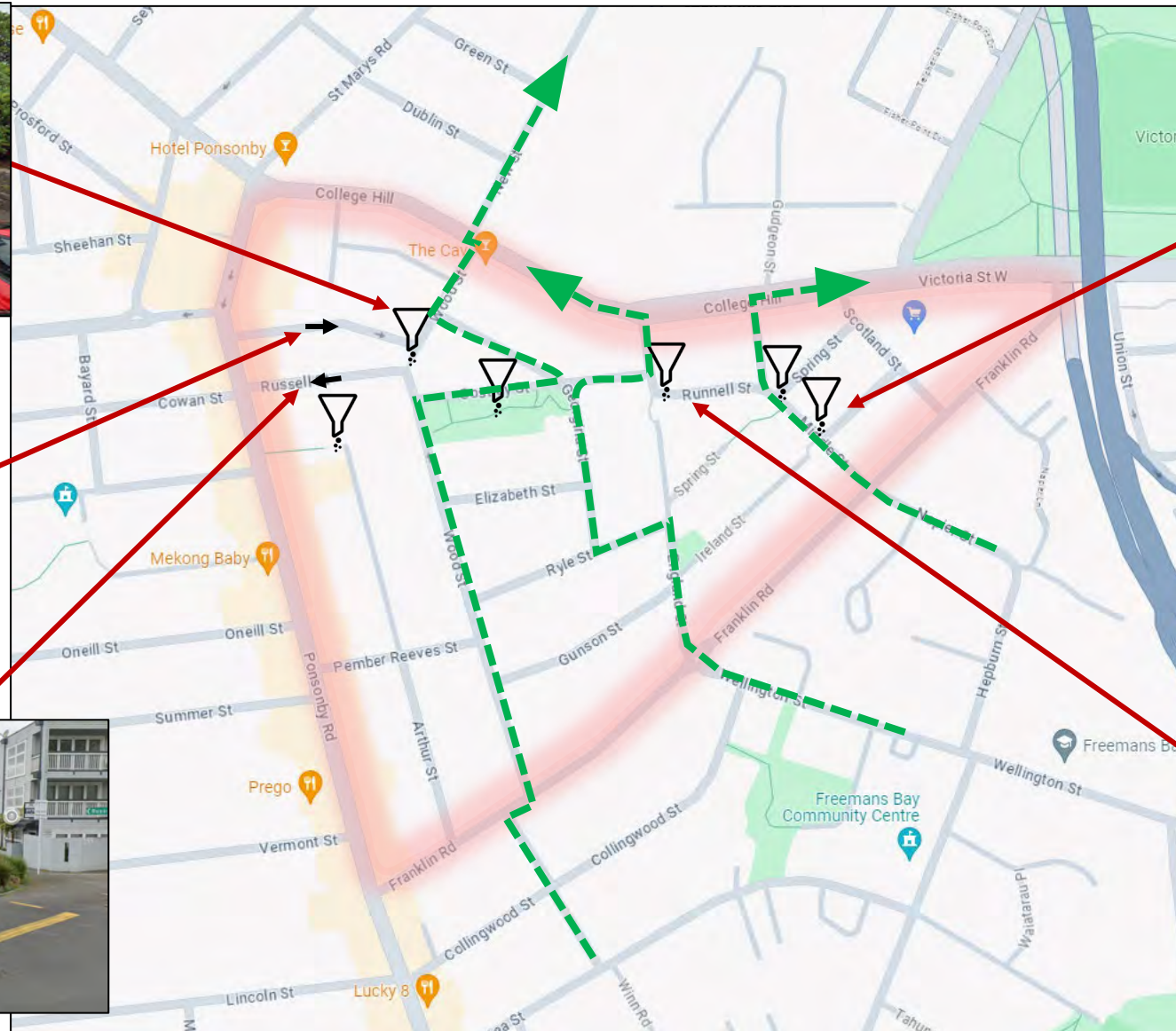
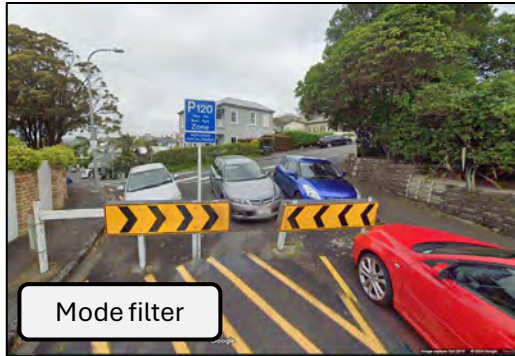
14: Rose Road

15: Western Springs to Grey Lynn

16: Ivanhoe Link

The map illustrates the proposed cycling network in Auckland, highlighting key routes and gap fillers. The study area boundary is shown in grey. Existing and committed protected cycleways are shown in solid black, while future protected cycleways are shown in dashed black. Completed greenways are shown in solid green, and deficient greenways are shown in dashed green. The town centre is outlined in yellow. The Grey Lynn Park Pump Track and Bike Hub is marked with a bicycle icon. Key routes and gap fillers are numbered 1 through 16, with arrows indicating the direction of travel. The map also shows various streets including Victoria St, Nelson St, Queen St, Franklin Rd, Great North Rd, and Dominion Rd.

Existing calmed neighbourhood



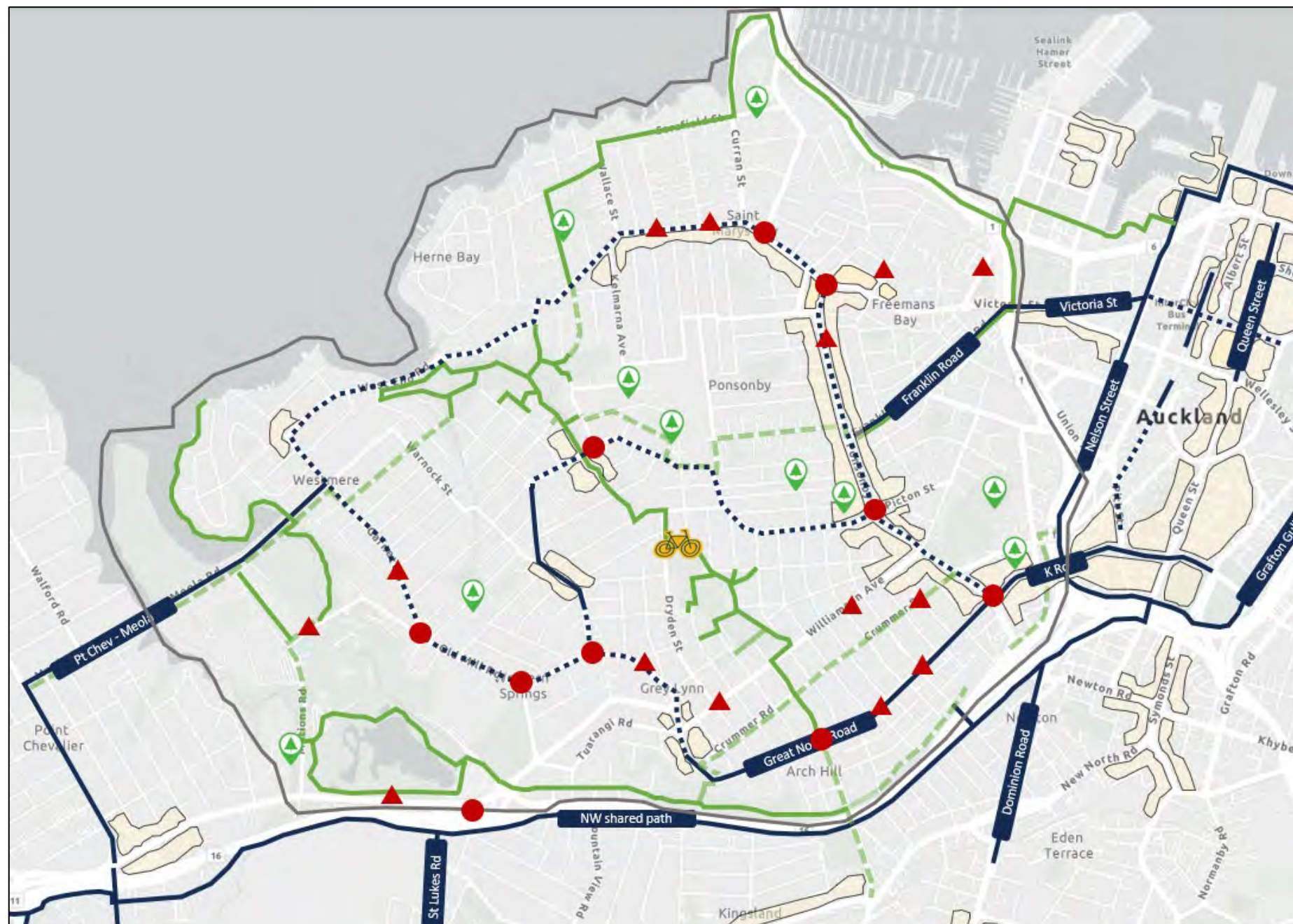
Draft Programme – Neighbourhood calming



Intersections, Crossings and Cut-throughs



Intersections, Crossings and Cut-throughs



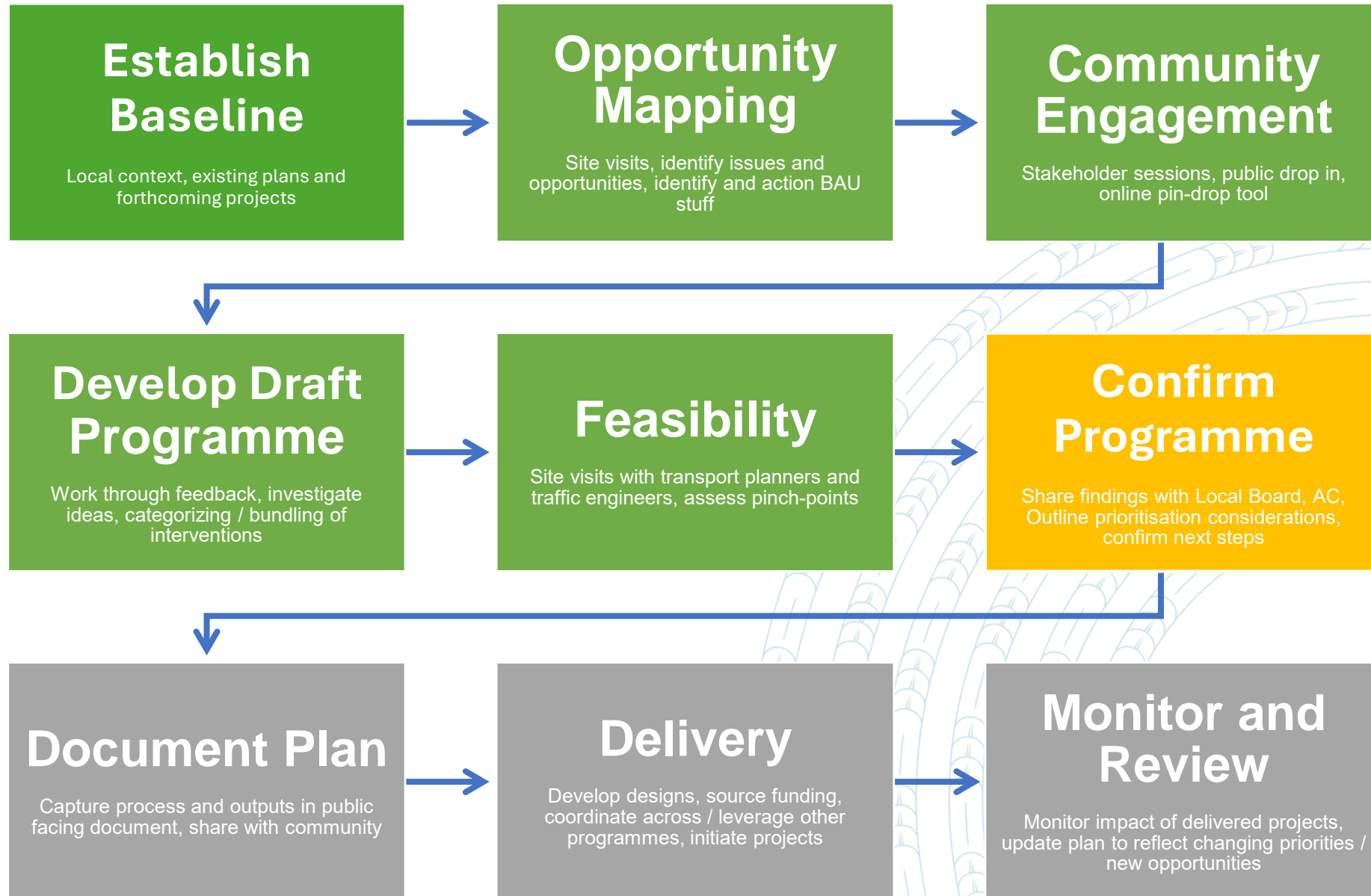
Way-finding, signage, local maps



Programme Summary

#	Project Name	Alignment with guiding principles	Difficulty	Cost	Delivery opportunity? Urgency?	Primary interventions
Key Routes and Gap Fillers						
1	Meola-Westhaven Stitch	V. High	Moderate	High	Pt Chev- Meola opening	Side street treatment, intersection treatments, cut-through accessibility treatments, ramps, ground markings, way-finding
2	Westmere to West Lynn	Moderate	Moderate	Low		Intersection treatment, side street treatments, ramps, ground markings
3	Greenway 5 Extension	High	Moderate	Low		Up-hill protected cycleway, way-finding, ground markings
4	Greenway 5 (Richmond Rd Shops to Franklin)	V. High	High	Moderate		Intersection treatment, ped refuge, ground markings, way-finding
5	John Street Link	Low	Easy	Low		Intersection treatments, ground markings
6	College Hill Connection	Moderate	V. Difficult	High		Up-hill protected cycleway
7	Ponsonby Road By-pass	Low	Low	Low		way-finding, signage, ground markings, ramps
8	Hepburn Connection	Moderate	Low	Low		Contra-flow cut through, sharrows, way-finding
9	Wellington Street Link	High	Moderate	Moderate		protected cycleways, ped refuge (very wide carriageway)
10	Hopetoun Link	High	High	High	CRL Opening	Ped refuge, protected cycleway
11	Newton Road By-pass	Moderate	Low	Low		Up-hill protected cycleway, path widening, ramps, sharrows, way-finding
12	Bond Street Connection	High	Moderate	Moderate	GNR interface	Up-hill protected cycleway, sharrows on down-hill, mid block ped refuge
13	Greenway 6 (Crummer Road)	High	Moderate	Low		Contra-flow cut throughs, kerb build-outs, traffic calming, wayfinding, signage
14	Rose Road	High	Moderate	Moderate		Kerb build-outs, traffic calming, wayfinding, signage, place-making
15	Western Springs to Grey Lynn	Moderate	High	High	GNR interface	Up-hill protected cycleway
16	Ivanhoe Link	Moderate	Low	Low		Traffic calming, sharrows, way-finding
Neighbourhood Calming						
17	Grey Lynn Neighbourhood	V. High	V. High	High	GNR interface	Mode filters, crossings, kerb build outs, intersection treatments
18	Newton / Arch Hill Neighbourhood	High	High	High	Scheme produced	Kerb build-outs, raised crossings, traffic calming

Next steps?



We are inviting the Local Board to approve the Local Active Modes Plan

We are seeking advice on how to proceed with finalising & publishing the plan

Why? This will give us assurance that we should put effort / resource towards investigating and delivering projects* / initiatives identified in the programme.

How? What steps / process shall we take from here in order to make this plan shared?



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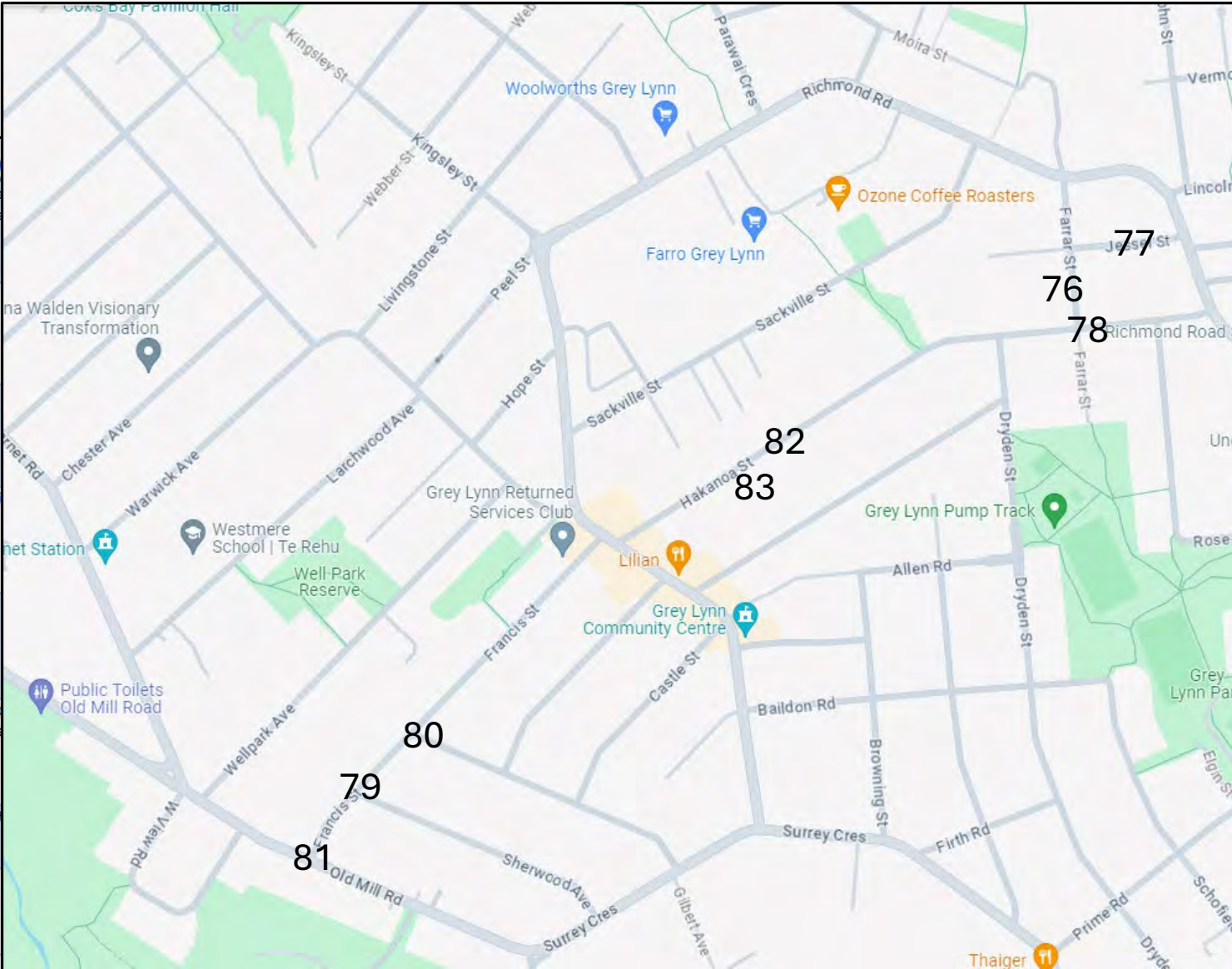
APPENDIX



Example project

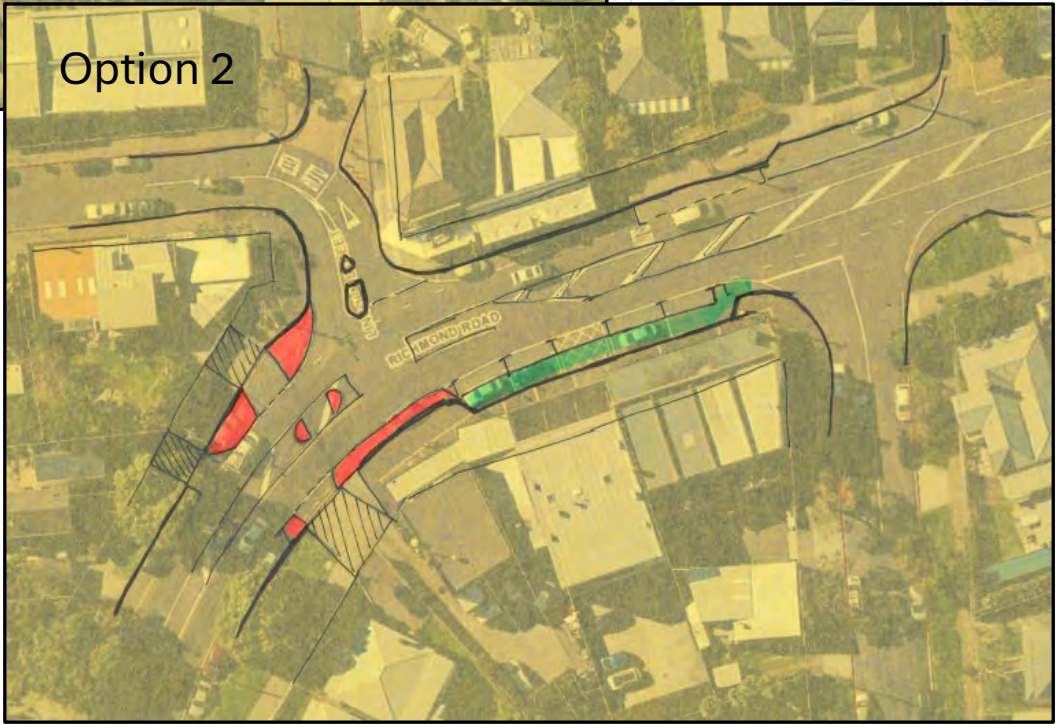
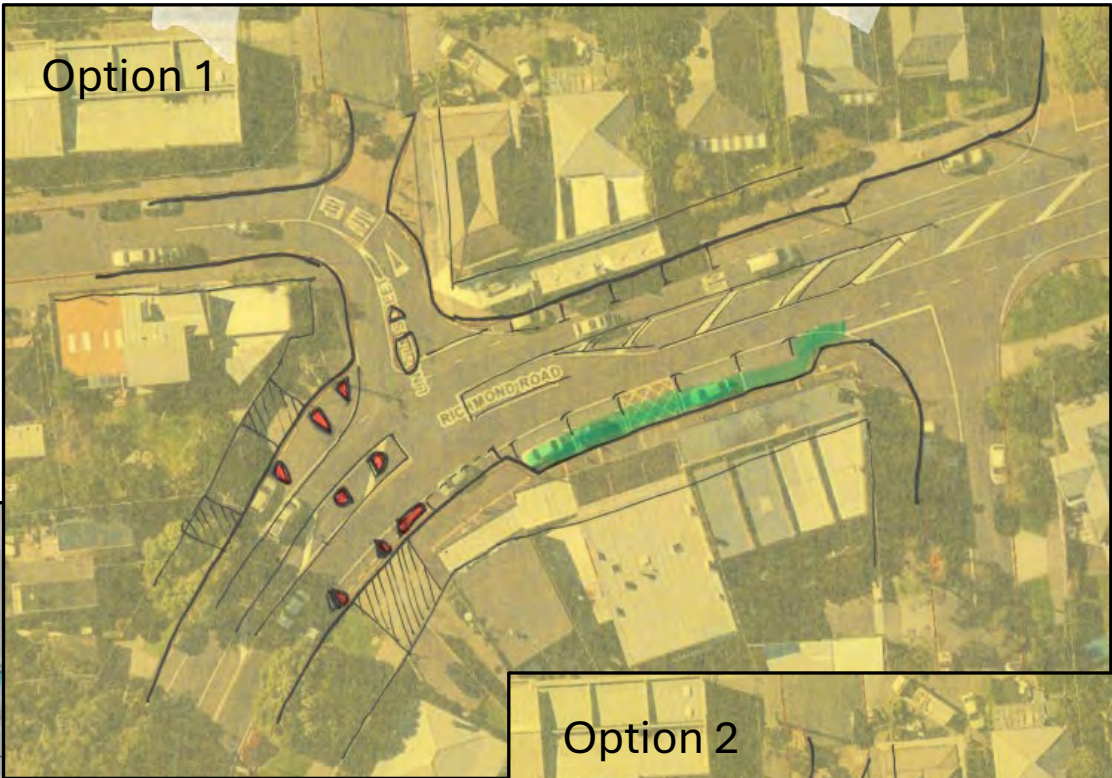
Project category	Key routes / gap fillers
Project name	Greenway 5 Extension

Project group	Location	Location 2	Issue to address	Primary intervention(s)
Greenway 5 extension (Old Mill Road to Richmond Shops)	Farrar Street	between Jessel Street and Grey Lynn Park	missing cycling connection	sharrows
Greenway 5 extension (Old Mill Road to Richmond Shops)	Jessel Street	between Cockburn Street and Richmond Road	missing cycling connection	sharrows
Greenway 5 extension (Old Mill Road to Richmond Shops)	Cockburn Street	Full extent	missing cycling connection	sharrows
Greenway 5 extension (Old Mill Road to Richmond Shops)	Francis Street	Stanmore Road to Old Mill Road	missing cycling connection	up-hill protected cycleway
Greenway 5 extension (Old Mill Road to Richmond Shops)	Francis Street	intersection with Stanmore	missing cycling connection	kerb buildouts
Greenway 5 extension (Old Mill Road to Richmond Shops)	Old Mill Road	near intersection with Francis Street	missing cycling connection	ped crossing (zebra with ped refuge?)
Greenway 5 extension (Old Mill Road to Richmond Shops)	Hakanoa	Full extent	missing cycling connection	footpath renewal
Greenway 5 extension (Old Mill Road to Richmond Shops)	Hakanoa	Full extent	missing cycling connection	sharrows



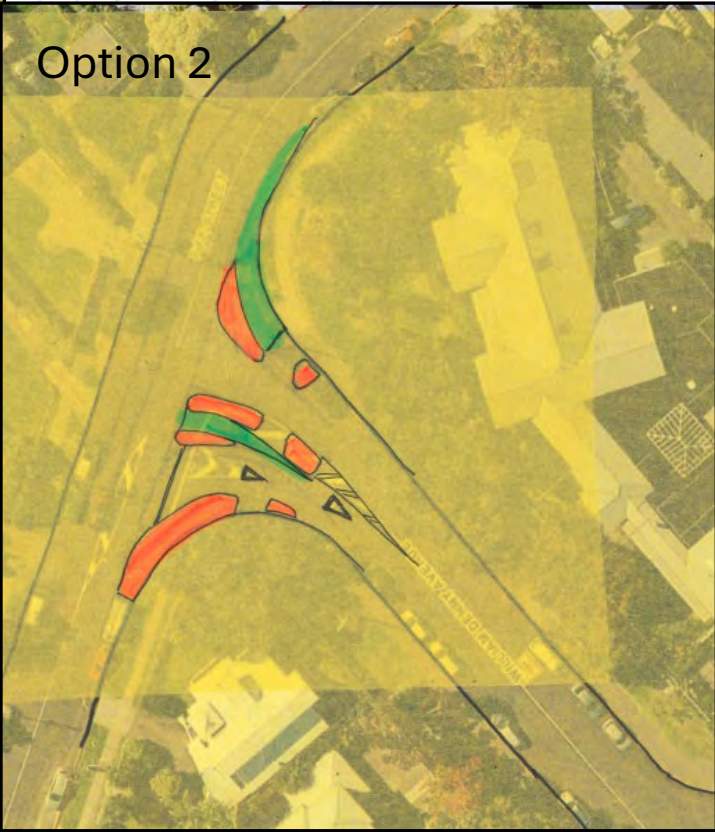
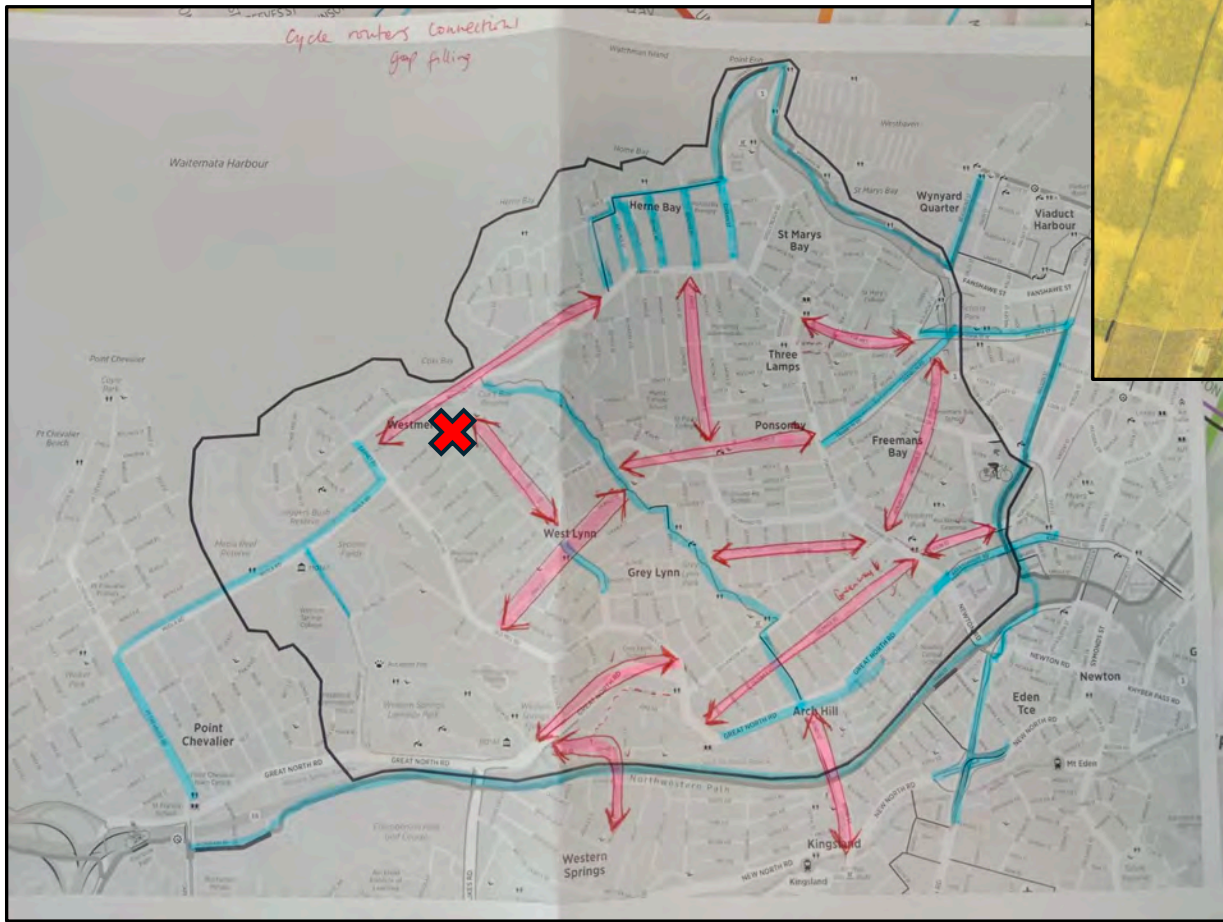
Example treatments

Location	Richmond Road / John Street intersection
Project category	Key routes / gap fillers
Project name	Greenway 5 Improvements



Example treatments

Location	William Denny Ave / Fife Street intersection
Project category	Key routes / gap fillers
Project name	Meola to Westhaven Stitch

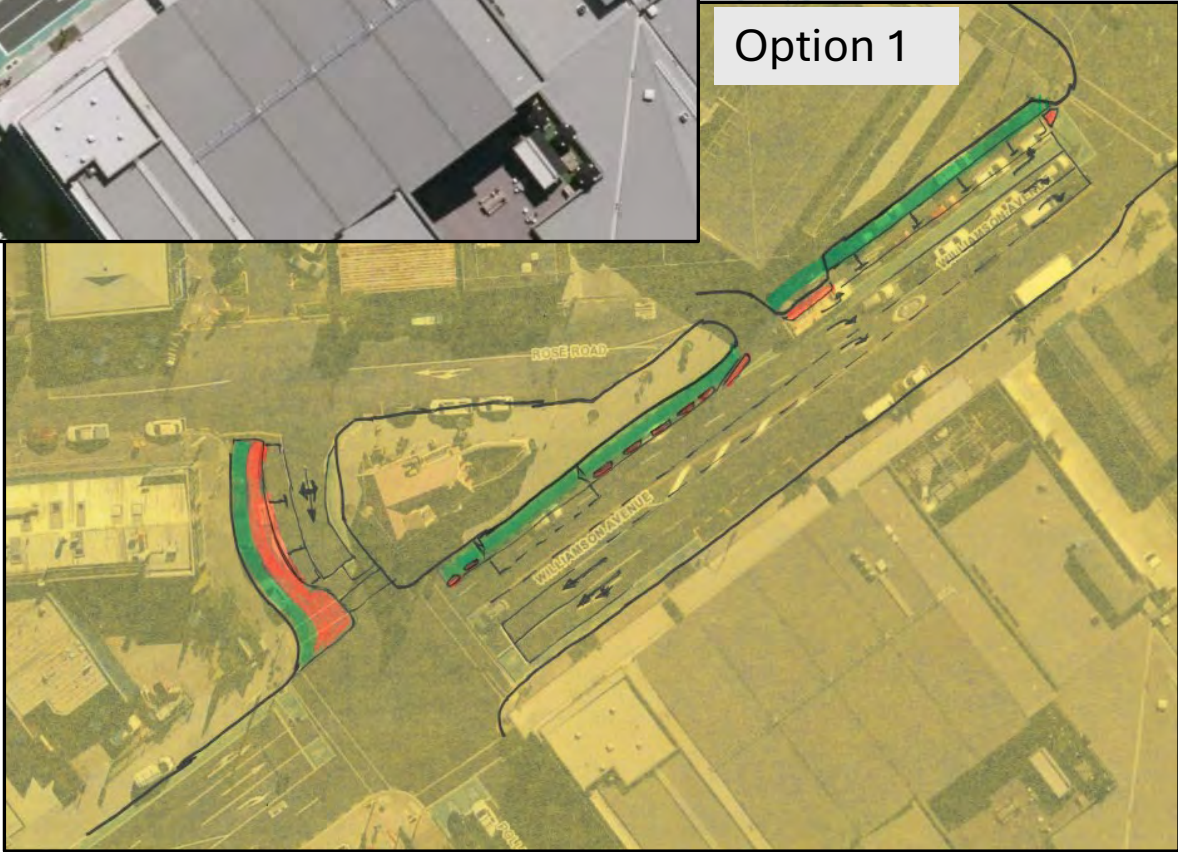


Example treatments

Location	Williamson Ave / Ponsonby Road intersection
Project category	Key routes / gap fillers
Project name	Rose Road Group

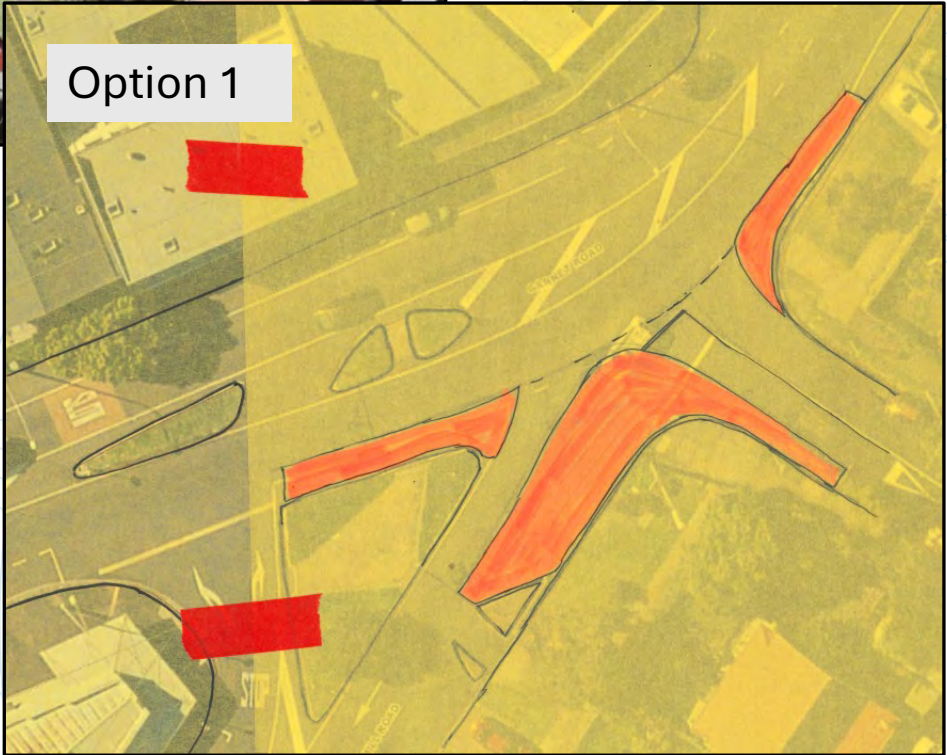


Option 1



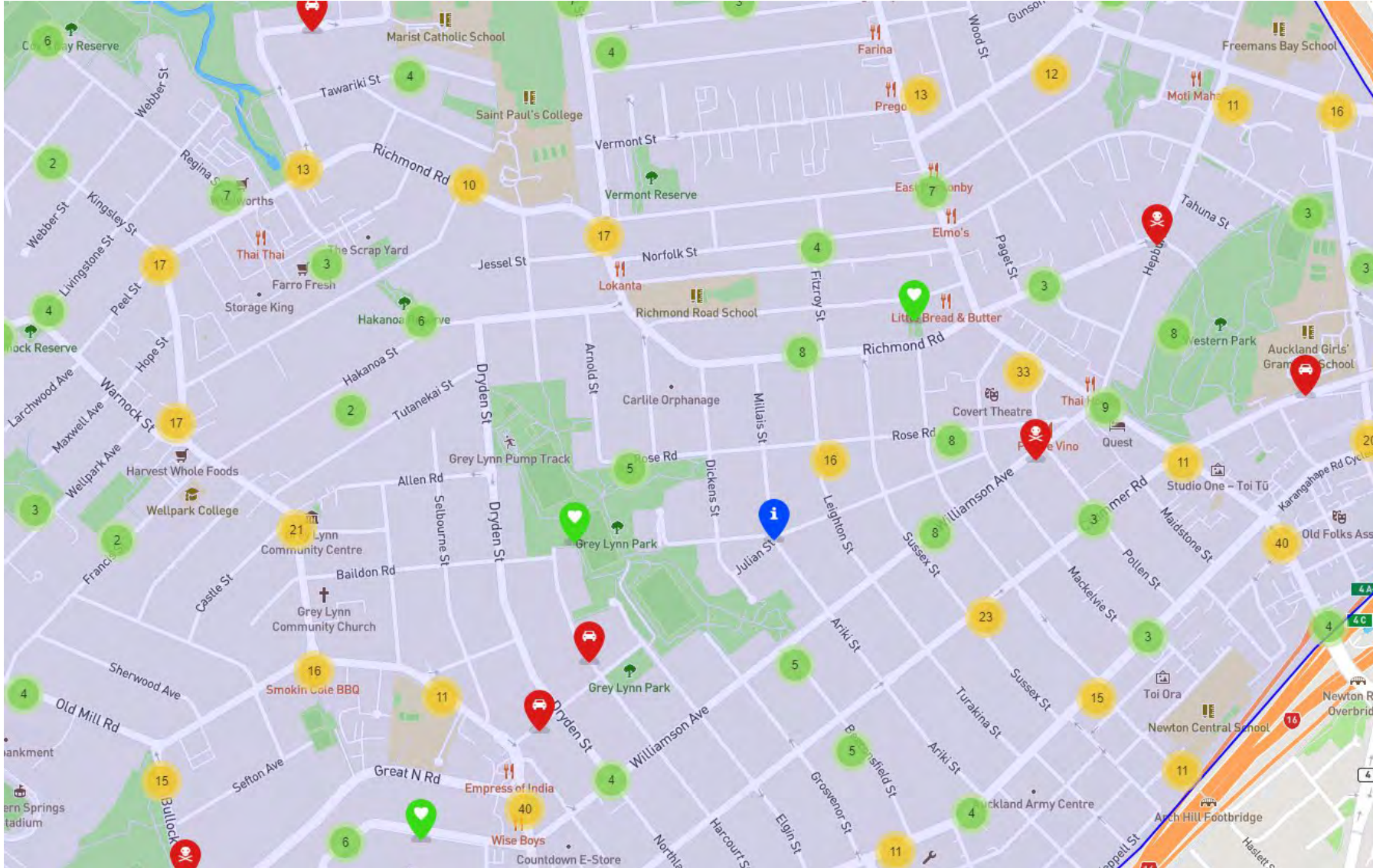
Example treatments

Location	Old Mill Road / Garnet Road intersection
Project category	Stand alone interserctions
Project name	n/a



Engagement pin-drop tool

[Pin-drop Tool](#) | [Local Active Modes Plan](#) | [Have your say](#) | [Auckland Transport \(at.govt.nz\)](#)

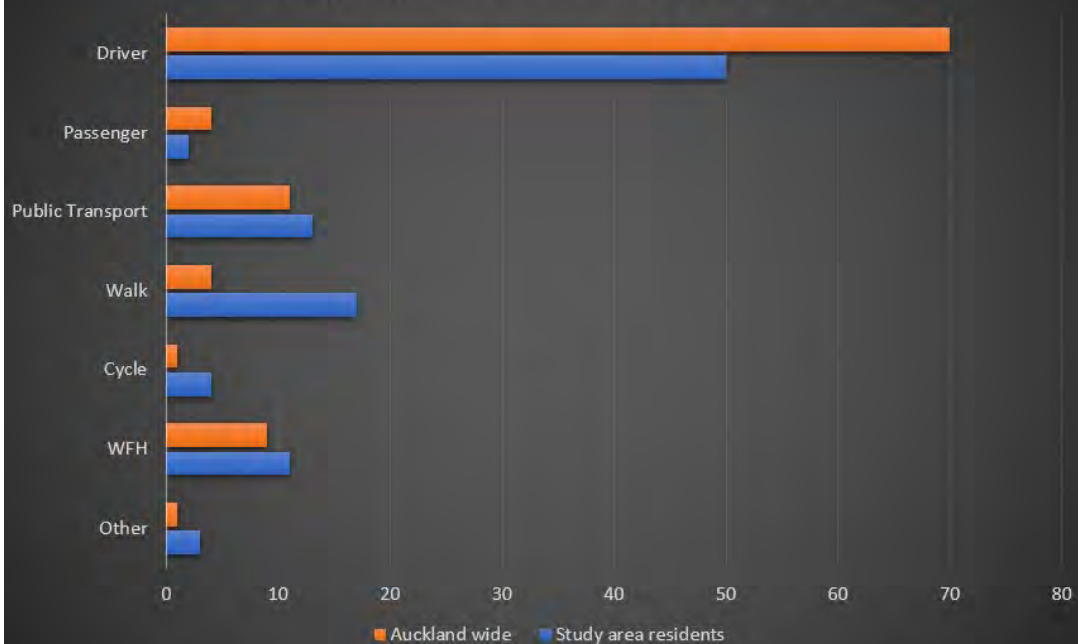


Transport context (Census 2018)

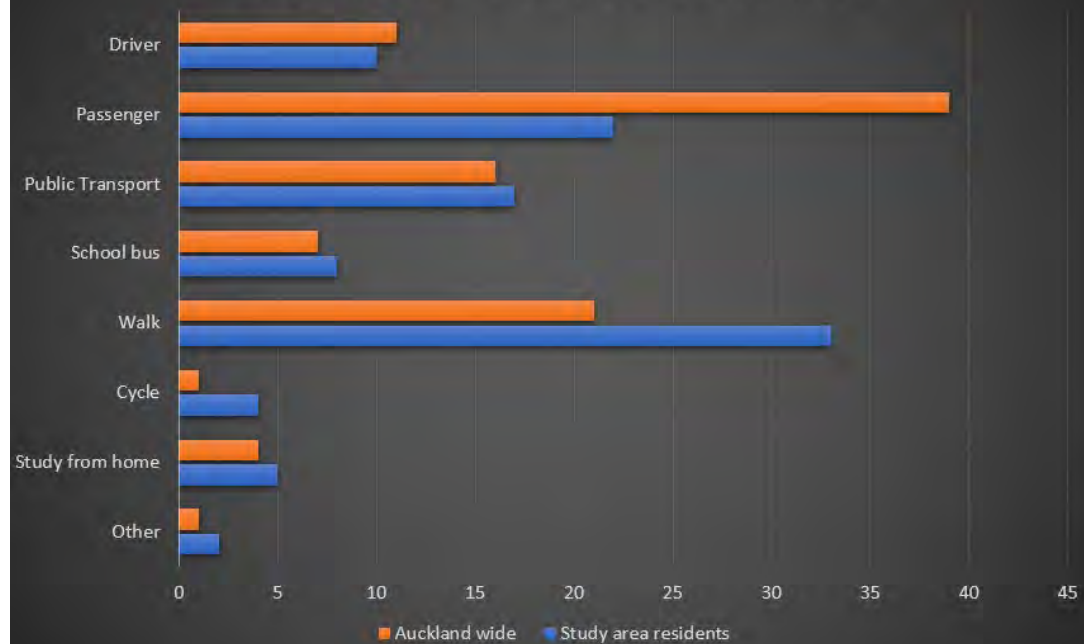
Travel patterns of study area residents

- There are 22,140 people who reside in the study area and are required to travel to a location to undertake their work or education.
 - Of these, 40% of people (8,790 people) travel to a location within the study area.
 - A further 31% (6,876 people) travel to a location within the city centre.
 - The next most popular destination is Newmarket (2.75%).
- 21,480 people travel and arrive at a location within the study area to undertake work / education.
 - Of these, 41% of people (8,790 people) also came from a location within the study area.
 - 59% of these people (12,690 people) travel to the study area from external locations.
 - 11% of these people (2,409 people) travel to the study area from an immediately adjacent suburb.

Travel modes – Journeys to work

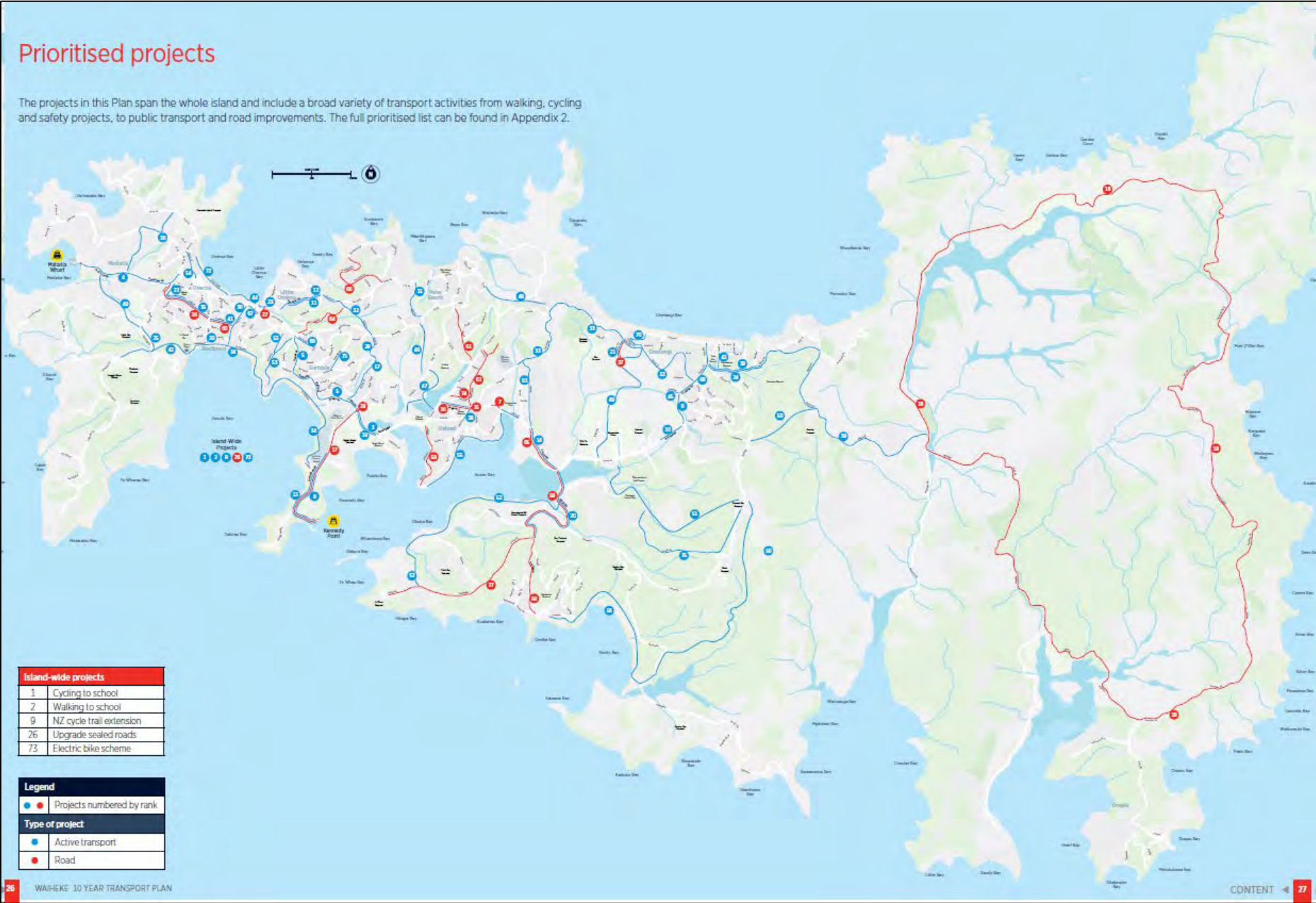


Travel modes – Journeys to education



Example plan:

- Refer to the [Waiheke Transport Plan](#) for an example of a similar project (although larger in scale and covering all transport modes)





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Waitematā Local Board

Great North Road Improvements - project update



Presented by Steve Willis, Tammy Flavell

August 2024

Contents

- Project update & timeline
- Final design & parking review
- Construction planning
- Customer experience



Project update & timeline

- Late 2023 – June 2024
 - Enabling works completed in March (tree pits, ducting, service locations, stormwater upgrade)
 - Design review and finalisation
 - Resource Consent and Tree Owner approvals granted
- July 2024
 - Stakeholder and customer updates
 - Out to market for tenders
- August 2024
 - Evaluation, award, resourcing, establish working group
- October 2024
 - Dawn blessing and informal celebration / open evening
- October 2024 – December 2025
 - Staged construction along the route
 - Regular updates and information sharing, construction working group meetings

Final design & paid parking review

- Incorporates feedback from the community and stakeholders.
- Raised element removed from crossings on Great North Road following design review (side road tables retained).
- We are investigating:
 - Improving car park turnover on side roads by extending paid parking zones (will be consulted)
 - Design review to address carpark loss on Great North Road.



Construction planning

- Work will be staged along route.
- Expectation there will be low level of disruption on the road.
- Ensure our construction partner's plans include robust disruption mitigation and stakeholder management.
- Discuss methodology with businesses/ building managers before work starts.
- Temporary parking for businesses and access signage.



Customer experience

- Early engagement allowing time for conversations to occur and for people to feel prepared.
- Scope of communications will include all corridor users e.g. freight, public transport, drivers, customers, employees
- Clear lines of communication established.
- Regular E-Newsletters, flyer and letter drops, signage and posters, social media posts, door knocks
- On-site ambassador for direct line of communication to manage and resolve issues swiftly.
- No surprises - all facets of work communicated upfront and transparently, including temporary inconveniences.
- Realistic timelines.
- Live traffic feed on project webpage
- Construction Stakeholder Working Group
 - Advocates, elected member and local representation (businesses, schools)
 - Ensures project delivered with all affected parties in mind
 - Provides a forum to hear what is working well and opportunities for improvement





AT and AC Joint review of traffic- related Bylaws



Agenda

What we are discussing	What we need from you
Scope of the bylaw review	Awareness
Findings report	Awareness
Draft options per topic	Input and feedback
Draft recommendations for Local Board input	Input and feedback
Timeframes and next steps	Awareness



Scope of the bylaw review



Traffic-related Bylaws

The review covers three traffic-related Bylaws of Auckland Transport and Auckland Council

- The traffic-related Bylaws are the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015, and the Auckland Council Public Safety and Nuisance Bylaw 2013 (for vehicles on beaches only).
- Staff covered 18 topics that apply to the Auckland transport system and council-controlled land.
- The Bylaws provide a “framework” for 12 topics and “self-contained” controls for six topics.
- Staff conducted workshops, surveys, scans of regulatory approaches, literature reviews and data analysis to inform the findings report.
- **The review does not cover the specific location, nature or condition of traffic and parking controls.**



Bylaw topics covered

1. One-way travel directions and turning restrictions
2. Special vehicle lanes
3. Unformed roads
4. Vehicles on beaches
5. Cycle paths, shared paths and shared zones
6. Cruising and light-weight vehicle restrictions
7. Engine braking
8. Speed limits on council-controlled land (for legacy speed limits)
9. Parking (including zone parking), designating parking place or transport station, or prescribing conditions of use
10. Parking vehicles off a roadway (for example, berm parking)
11. Mobility parking (parking for disabled persons)
12. Residents' parking
13. Broken down vehicles on a road or public place
14. Vehicle repairs on a road
15. Parking for display or sale (sole purpose is advertising or sale)
16. Special events
17. Leaving machinery or goods on a road or public place
18. Unsuitable (including heavy) traffic

The review does not cover the specific location, nature or condition of traffic and parking controls.



Findings Report



The findings report was completed in June 2024

We completed the findings report after a year of doing research and engagement. The key findings are:

- The Bylaws that regulate vehicle use and parking controls by enabling controls to be set 'if and where' required to manage the use of the road space in Auckland have been particularly helpful.
- The Bylaws that regulate vehicles on beaches and off-road parking could be improved to be more effective and efficient
- The Bylaws that regulate activities involving vehicles have not been used.
- A bylaw can no longer regulate new speed limits (speed management plans are required to be used instead).
- Consideration should be given to the possible benefits of replacing the Bylaws with a single bylaw made by both Auckland Transport and Auckland Council.



Draft options per topic



Five possible options are proposed for each topic

These are aligned with the statutory options to respond to the Bylaw review findings – retain, amend, replace and revoke

- Option 1: **Retain** current Bylaws (status quo)
- Option 2: **Amend** current Bylaws
- Option 3: **Transfer** to better aligned Bylaws
- Option 4: **Replace** current Bylaws with a joint AT and AC Traffic Bylaw
- Option 5: **Revoke** current Bylaws and rely on other regulatory powers



Draft recommendations for Local Board input



Draft Recommendations by topic for Local Board input

Significant proposed changes

- Vehicles on beaches
- Parking vehicles off a roadway (e.g., berm parking)
- Unsuitable (including heavy) traffic

No significant changes – consolidate into one Bylaw

- One-way travel directions and turning restrictions
- Unformed roads
- Cruising and light-weight vehicle restrictions
- Engine braking
- Mobility parking (parking for disabled persons)

Minor changes – consolidate into one Bylaw

- Special vehicle lanes
- Cycle paths, shared paths and shared zones
- Parking (incl zone parking), designated parking places or prescribing conditions of use
- Residents' parking
- Special events

Revoke / Transfer – rely on better existing legislation

- Speed limits on council-controlled land
- Broken down vehicles on a road or public place
- Vehicle repairs on a road
- Parking for display or sale
- Leaving machinery or goods on a road or public place

We need your input and feedback about Vehicles on beaches

- The problems are dangerous driver behaviour on beaches that causes public safety risks (including deaths), public nuisance, damage to the environment (for example, harm to native flora, fauna and sand dunes) and public property (for example, gates, barriers).
- Problems are generally low in frequency (except on **Muriwai and Karioitahi beaches**) and high in impact on public safety and damage to the environment.

Draft recommendations for Local Board input

- Continue to prohibit or restrict the use and parking of a vehicle on a beach.
- Only allow vehicles to launch boats, to park in areas intended for vehicles and to obtain an approval (beach driving permit) to travel in a vehicle on Muriwai Beach and Karioitahi Beach.



We need your input and feedback about Parking vehicles off a roadway

- The problems are obstructions to pedestrians or other vehicles, damage to land (for example, a grass berm) and safety risks from poor visibility caused by vehicles parked off a roadway.

Draft recommendations for Local Board input

- Prohibit parking vehicles off a roadway in areas where there is a formed kerb and channel or in areas planted with grass, plants or any vegetation not intended to be a carpark.



We need your input and feedback about Unsuitable (including heavy) traffic

- The problems are damage to roads, footpaths and other public places (for example, heavy vehicles accessing development sites) and public safety risks and nuisance (for example, from poor visibility) caused by unsuitable traffic or heavy vehicles parked on roads, including potentially AC roads and public places.

Draft recommendations for Local Board input

- Add parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic, including, for example, the power to require security under LTA 1998.
- Amend Part 2: Street Damage of the AT Activities in the Road Corridor Bylaw 2022 to help address problems related to the use of heavy vehicles accessing development or construction sites on private lands, causing damage to nearby roads.



Timeframes and next steps



Our next steps

- Early engagement on draft options and proposal
- Resolution from Local Boards
- Regulatory and Community Safety Committee meeting adoption of options and proposal
- AC Governing Body meeting adoption of the proposal
- AT Board meeting adoption of the proposal
- Full public consultation
- Local Board views on public feedback
- Bylaw Panel deliberations
- Decision on the proposal (including the adoption of a new bylaw)

July and August 2024
16 September 2024

08 October 2024

24 October 2024

29 October 2024

November to December 2024

February 2025

March 2025

April 2025





Thank you
Kōrero / Discussion
Pātai / Questions?



Detailed draft options and draft recommendations



Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
1. One-way travel directions and turning restrictions	<ul style="list-style-type: none">• Retain• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to set one-way travel directions and turning restrictions.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).
2. Special vehicle lanes	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to create and regulate special vehicle lanes and includes a new clause about busways.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
3. Unformed roads	<ul style="list-style-type: none">• Retain• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to create unformed road restrictions on legal roads and any other place accessible to the public.• Continue to create restrictions through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).
4. Vehicles on beaches	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that continues to prohibit or restrict the use and parking of a vehicle on a beach.• Continue to only allow vehicles to launch boats, to park in areas intended for vehicles and to obtain an approval (beach driving permit) to travel in a vehicle on Muriwai Beach and Karioitahi Beach.

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
5. Cycle paths, shared paths and shared zones	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to regulate cycle paths, shared paths and shared zones while removing reference to their “establishment.”• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).
6. Cruising and light-weight vehicle restrictions	<ul style="list-style-type: none">• Retain• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to set cruising and light-weight vehicle restrictions.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).
7. Engine braking	<ul style="list-style-type: none">• Retain• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to establish engine braking restrictions or prohibitions.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
8. Speed limits on council-controlled land (for legacy speed limits)	<ul style="list-style-type: none">• Revoke (Recommended)	<ul style="list-style-type: none">• Revoke the current Bylaw but retain speed limits set under the legacy bylaws.• Set new or change speed limits on council-controlled land in accordance with the Land Transport Rule: Setting of Speed Limits Rule 2024 (once approved).
9. Parking (including zone parking), designating parking place or transport station, or prescribing conditions of use	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to regulate parking (including zone parking), parking places and transport stations while removing clauses about the 'establishment' of parking places and transport stations, adding a clause about busway stations and separating clauses for 'restricting' from 'prohibiting' parking.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
10. Parking vehicles off a roadway (for example, berm parking)	<ul style="list-style-type: none">• Replace (Recommended)• Revoke	<ul style="list-style-type: none">• New single AT and AC Bylaw that prohibits parking vehicles off a roadway in areas where there is a formed kerb and channel or in areas planted with grass, plants or any vegetation not intended to be a carpark.
11. Mobility parking (parking for disabled persons)	<ul style="list-style-type: none">• Retain• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to create and regulate mobility parking.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).



Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
12. Residents' parking	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to regulate residents' parking while aligning the terminology with the Parking Strategy 2023, removing clauses about residents' only parking and specifying additional controls, for example to set fees.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).
13. Broken down vehicles on a road or public place	<ul style="list-style-type: none">• Revoke (Recommended)	<ul style="list-style-type: none">• Revoke the current Bylaws.• Continue to rely on existing regulatory powers under section 356 (removal of abandoned vehicles from roads) of the Local Government Act 1974 and clause 6(3) (abandoned vehicle in a public place) of the AC Public Safety and Nuisance Bylaw 2013 to address broken down vehicles left on a road or public place.

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
14. Vehicle repairs on a road	<ul style="list-style-type: none">• Transfer (Recommended)	<ul style="list-style-type: none">• Transfer the clause to the AT Activities in the Road Corridor Bylaw 2022 and the AC Public Safety and Nuisance Bylaw 2013.• Bylaws to prohibit repair or modification of vehicles in any road or public place that can affect the intended use of the road corridor or the public place.
15. Parking for display or sale (sole purpose is advertising or sale)	<ul style="list-style-type: none">• Revoke (Recommended)	<ul style="list-style-type: none">• Revoke the current Bylaws.• Continue to rely on existing general parking controls and the AC and AT Signs Bylaw 2022 to regulate parking for display or sale.• Amend (for the avoidance of doubt) clause 18 of the AC and AT Signs Bylaw 2022 to explicitly refer to a person (other than a motor vehicle trader) offering a vehicle for sale and to delete the related information note.

Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
16. Special events	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to establish temporary vehicle and parking controls for special events (including filming) and the power to suspend existing controls already in place for the duration of a special event.• Continue to set controls through resolutions by AT TCC and AC RCSC.
17. Leaving machinery or goods on a road or public place	<ul style="list-style-type: none">• Revoke (Recommended)	<ul style="list-style-type: none">• Revoke the current Bylaws.• Continue to rely on the AT Activities in the Road Corridor Bylaw 2022, the AC Public Safety and Nuisance Bylaw 2013 and the Local Government Act 1974 (s 357) to regulate machinery or goods left on roads and public places.



Draft options and recommendations for each Bylaw topic for Local Board input

Bylaw topic	Draft Options	Description of Recommended Option
18. Unsuitable (including heavy) traffic	<ul style="list-style-type: none">• Amend• Replace (Recommended)	<ul style="list-style-type: none">• New single AT and AC Bylaw that provides the power to regulate unsuitable traffic while incorporating parking-related controls and other Land Transport Act 1998 powers to regulate heavy traffic.• Amend the AT Activities in the Road Corridor Bylaw 2022 to address problems related to heavy vehicles accessing development or construction sites on private lands causing damage to nearby roads. The amendment would enable AT to conduct pre- and post-work inspections and monitor whether any building work causes road damage.• Continue to set controls through resolutions by AT TCC and AC RCSC.• Continue to seek Local Board views when resolutions are drafted and finalised (where appropriate).

Summary of draft recommendations for Local Board input

In response to the review findings, we recommend to:

- **Replace** the current Bylaws with a single Traffic Bylaw made jointly by Auckland Transport and Auckland Council for most topics (**13** of 18).
- **Revoke** the current Bylaws and rely on other existing legislation and bylaws to better address the problems for some topics (**4** of 18).
- **Transfer** the current Bylaws to better aligned Bylaws for vehicle repairs or modification (Topic 14).



Bledisloe North Wharf and Fergusson North Wharf

Presentation to the
Waitematā Local Board

6 August 2024



Agenda

Bledisloe North Wharf and Fergusson North Wharf

1 Welcome

2 General
business update

3 Infrastructure
update



2

General business update

Port of Auckland at a glance

Long term plan

signed off by Council

\$45.2m

underlying net profit after tax delivered in FY23

\$1.2b

business that adds tremendous economic and social value to Auckland

Largest

import port in New Zealand, resilient and in a sheltered location

Quickest

most economic, and carbon efficient entry port for goods

774

direct employees. Approximately 3,000 people a day access the port for work purposes

Port of Auckland at a glance

800,000

Handles more than 800,000 of Aotearoa's three million, twenty-foot equivalent units (TEU) per year

Won

the HRNZ Future of Work Award 2024; Deloitte Top 200 Business Awards: most Improved Performance

38 hectares

of restoration of native forest at our Mahanihoni property at Manukau Harbour's South Head

\$80,000

per annum employee grant scheme promoting outside work achievements

Won

the Collaboration Award at the 2023 Safeguard NZ Workplace Health and Safety Awards

\$1.5m+

dedicated to restore the mauri of the Waitematā Harbour and Hauraki Gulf

The future of the port

Our commitment to Auckland

- Continued operations for next 30+ years, but with reducing footprint
- Focused on being a good neighbour to Aucklanders
- Sustainably profitable, delivering a fair return to Auckland Council
- NZ's largest import port – play a strategic role in NZ and Auckland's supply chains
- Operate on the smallest site possible – 125ha already transferred to Auckland Council
- We expect to transfer Marsden and Captain Cook wharves to Auckland Council, further reducing our footprint – but we can't do this without upgrading the infrastructure.



Strengthening our Mana: Our Strategy

Vision

Port of Auckland Limited will be a port that is sustainably profitable, delivering a fair return to Auckland Council, whilst remaining the preferred port of our customers and our people

Purpose

Facilitate the sustainable growth of trade for Auckland and the North Island

FocusAreas



Customer at theCore

- Focus on what ourcustomers value
- Broaden and grow our revenue streams
- Embed a customer centricculture
- Deliver consistent and reliable operations



Infrastructure for the Future

- Upgrade our core systems (digital and operational)
- Prepare us for future growth
- Build the right things in the right way
- Commercial model delivering a fair return
- Future appropriate business structure



Whanaungatanga

- Operate safely and sustainably
- Invest and retain our talent
- Celebrate our diversity
- Leverage the power of our people working together
- Make informed decisions

Sustainability



Caring for Aucklanders



Genuine harbour health



Meaningful climate action



Driving towards a circular economy



Sustainable business in Auckland

Financial

F25 \$65mNPAT

F26 \$85mNPAT

F27 \$100mNPAT



3

Infrastructure Update

2030 Master Plan

Channel Deepening



Cruise: the situation

More than 130 cruise ships arrive in Tāmaki Makaurau each year

- More than 300,000 tourists
- Benefits local businesses, including hotels, restaurants, tourist attractions, and retail
- Cruise ships restock in Auckland using a range of suppliers
- During the 2022/2023 cruise season, cruise ships and their passengers injected \$584 million into our economy. This is forecast to hit \$660 million during the 2023/2024 season

Cruise ships are getting bigger

- Cruise ships fall into three different categories:
 - Small / boutique: up to 200m in length, up to 1,000 passengers
 - Medium size: 200m – 300m in length, up to 3,000 passengers
 - Large size: 300m – 350m in length, up to 5,000 passengers
- Queens Wharf is limited to ships 300m in length and Princes Wharf is limited to ships 330m in length (but with tight wind limits)
- Large cruise ships calling to Auckland are expected to more than double over the coming years
- Increasingly unsettled weather conditions are resulting in last minute cancellations or the use of thrusters, which isn't ideal for cruise passengers and passenger ferries
- We need an alternative wharf to berth large cruise ships and an interim solution

Roll-on/roll-off trade: the situation

RoRo trade is important to Auckland

- 280,000 vehicles per annum plus high and heavy
- Dwell times are low – less than two days. This allows time for MPI and Customs to do their inspections
- RoRo ships can carry all sorts of things – cars, campervans, buses, locomotives, helicopters, diggers and farm/quarry equipment. i.e. if it has wheels or tracks, or can go on a trailer, it can go on a RoRo
- Most cargo is destined for Auckland
- We currently have two RoRo berths but will likely sell one berth (Captain Cook Wharf) to Auckland Council for public use. We need two berths plus the supporting yard area
- We need to replace Captain Cook Wharf to maintain current / projected RoRo throughput. RoRo trade is expected to grow in line with GDP

Cruise and RoRo: The solution

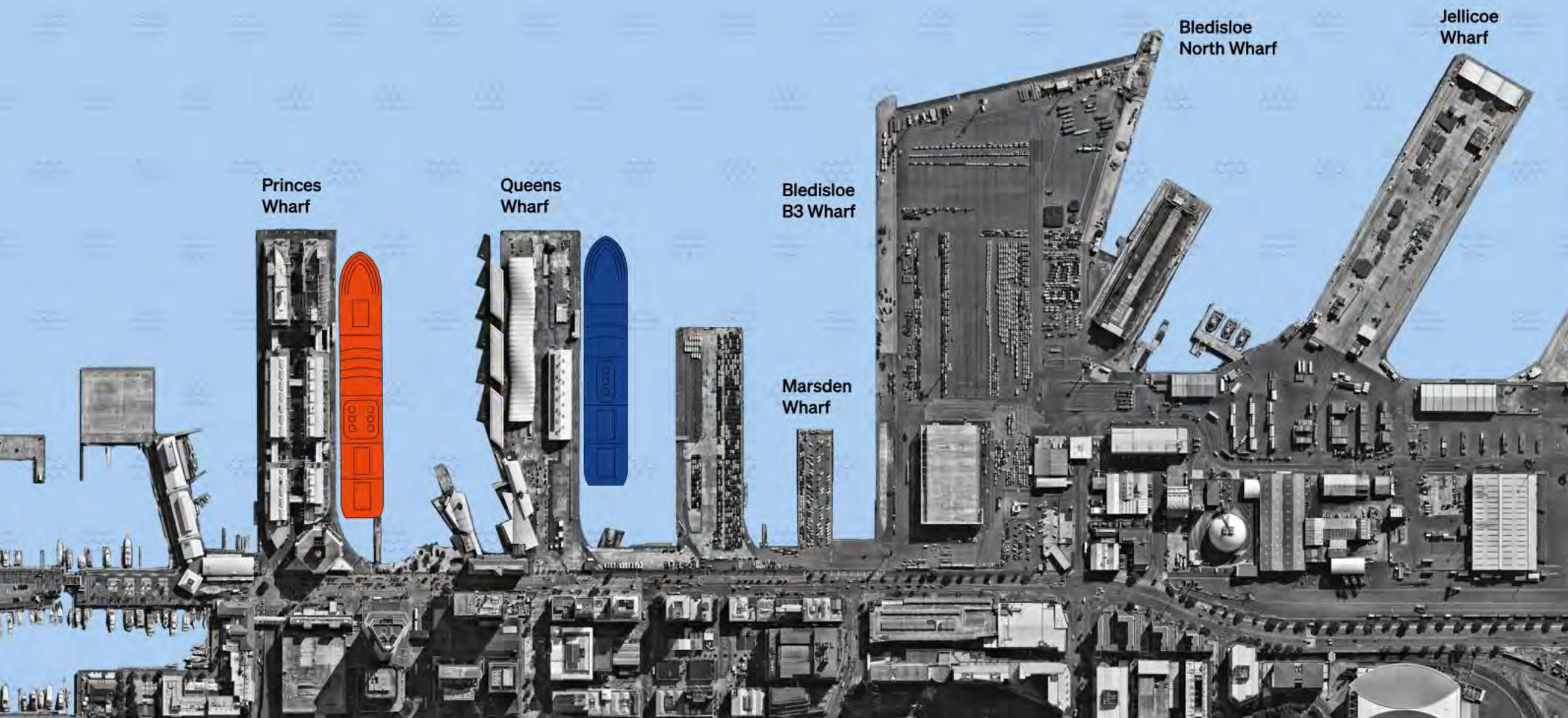
- We have developed a plan to release 3.16 ha of waterfront land to Auckland Council and reduce conflict with passenger ferries
- We need to find a new home for large cruise ships to berth at due to size and tight wind limits, and a new home for RoRo displaced from Captain Cook wharf
- The only viable option is to relocate a % of cruise ships from Princes Wharf to Bledisloe North Wharf and relocate RoRo from Captain Cook to Bledisloe North Wharf. It will be a multi-purpose berth
- The proposed Bledisloe North Wharf is a concrete piled wharf structure added to the end of the Bledisloe Terminal – not reclamation



Bledisloe North Wharf

Relocation of large cruise ships

Relocate 50-60% of the 51 cruise ships from Princes Wharf to Bledisloe North Wharf



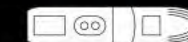
Cruise ships



Over 300m length (up to 350m)
Up to 5,000 passengers



200m - 300m length
Up to 3,000 passengers

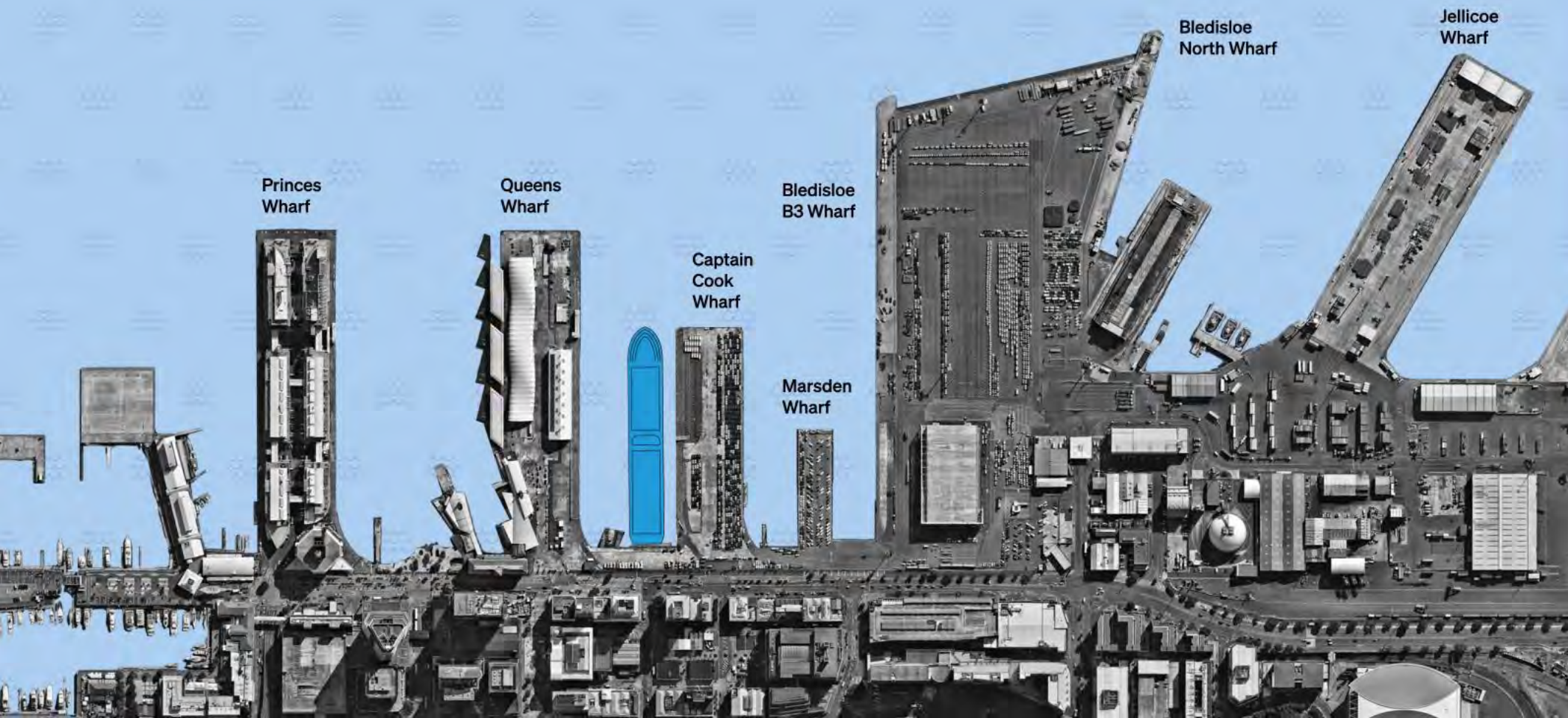


Up to 200m length
1,000 passengers

Bledisloe North Wharf

Relocation of RoRo ships

Relocate RoRo ships from Captain Cook Wharf
to Bledisloe North Wharf



Princes
Wharf

Queens
Wharf

Bledisloe
B3 Wharf

Captain
Cook
Wharf

Marsden
Wharf

Bledisloe
North Wharf

Jellicoe
Wharf

Roll-on / Roll-off ship
(RoRo)



200m length

Bledisloe North Wharf





Advantages

- Future proof for larger ships
- Designed to accommodate large ships over a greater wind range
- Take pressure off struggling cruise terminals
- Future proof for cold-ironing by incorporating pits and ducts
- Remove some traffic from Quay Street West and Princes Wharf associated with >300m ships. Re-route traffic to Tinley Street
- Relocate Ro-Ro from Captain Cook Wharf and free up 3.16ha for public use
- Reduce ferry conflicts as less cruise in ferry basin
- Avoid use of Fergusson North Wharf for cruise
- Avoid anchoring in harbour and tendering
- Avoid need to extend Queens Wharf



Bledisloe North Wharf

LEGEND

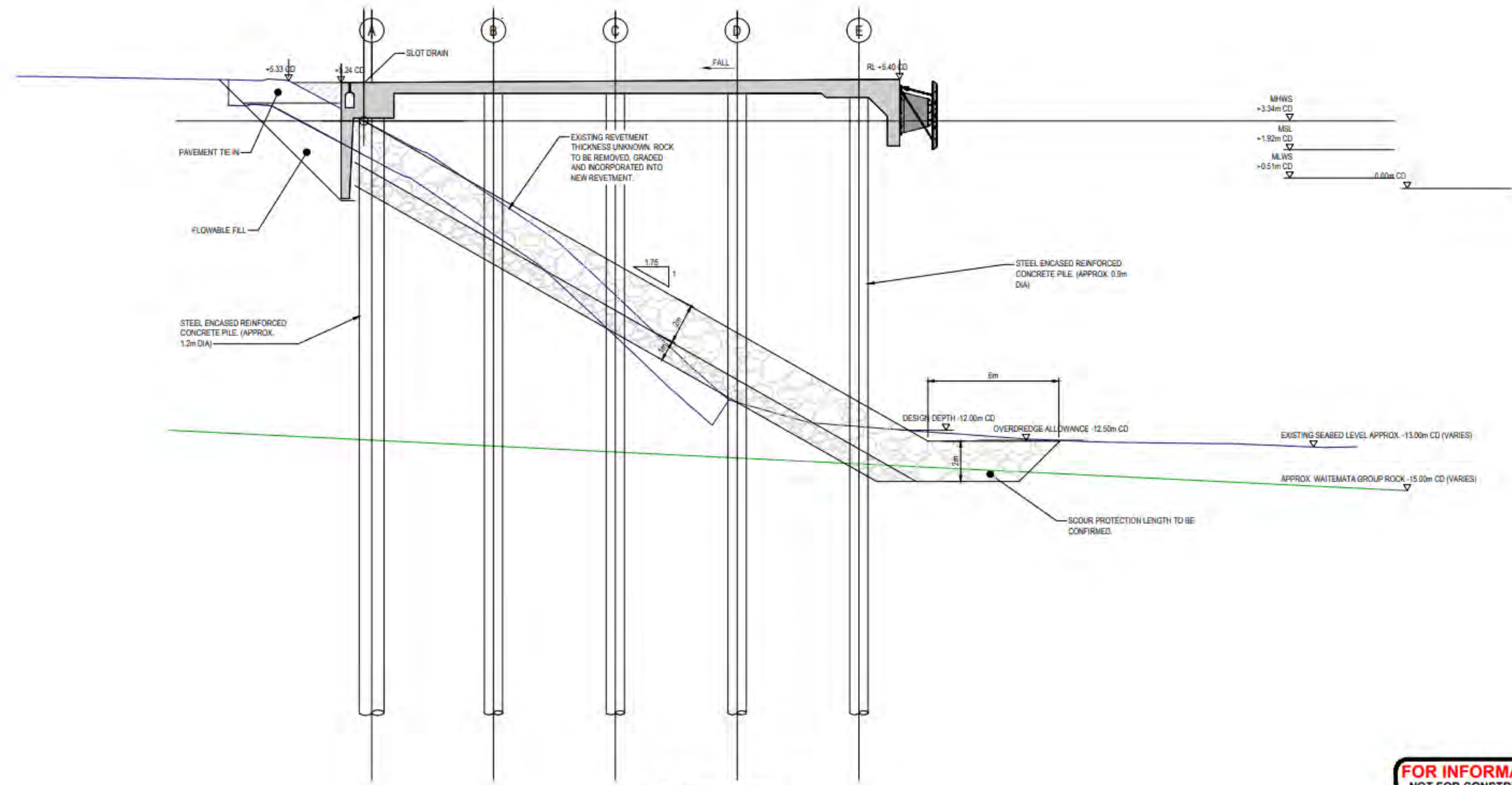
-  EXISTING WHARF
-  PROPOSED EXTENSION
-  APPROX. SEA BED CONTOURS AS AT (m CD)
-  APPROX. LAND SIDE CONTOURS AS AT (m CD)

NOTES

- ELEVATIONS ARE IN TERMS OF CHART DATUM. THE PUBLISHED DIFFERENCE FROM MEAN SEA LEVEL (AUCKLAND 1946) TO CHART DATUM OF 1.743m HAS BEEN ADOPTED.
- THE CONVENTION ADOPTED IS, FOR EXAMPLE: 3.0m OR +3.0m IS ABOVE CHART DATUM; -0.4m IS BELOW CHART DATUM



Bledisloe North Wharf



1 CROSS SECTION
CA-003 SCALE 1:100 (A1)

FOR INFORMATION
NOT FOR CONSTRUCTION

CONCEPT DESIGN
NOT FOR CONSTRUCTION

Harbour crossings



Current wharf (no berth)



Proposed wharf (with berth)



Proposed wharf (with largest cruise ship in berth)



Proposed wharf (with RoRo in berth)



Container trade: the situation

Increasing ship size

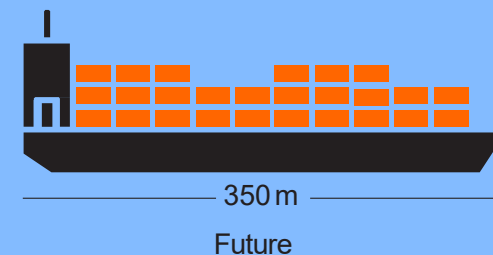
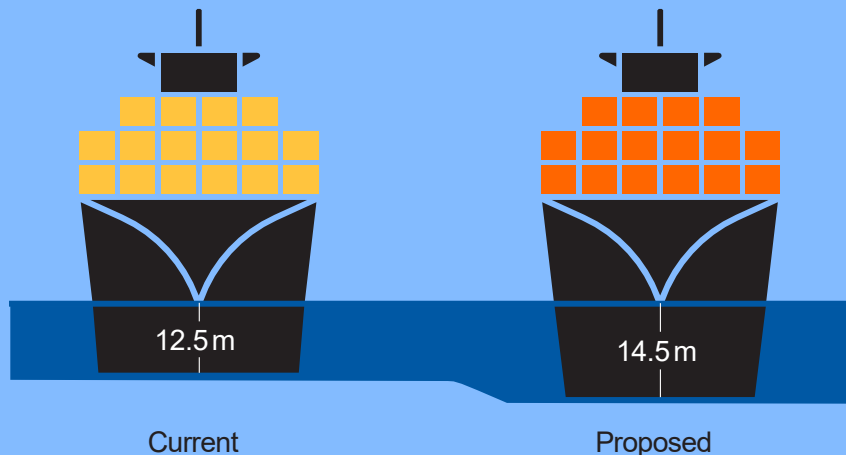
- Larger container ships are being constructed and deployed to the northern hemisphere trade routes between Asia, US and Europe. Older ships get 'cascaded' into other markets, including Australasia
- Fergusson North Wharf was expanded over the years and consented in the early 2000's for 4,000 – 4,500 TEU ships – these were designed to fit the Panama Canal at the time
- The Panama Canal has since been enlarged to accommodate ships up to 14,000 TEU
- Ships up to 6,000 TEU call at Port of Auckland, but need to cater for 6,000 – 8,000 TEU ships in the short term (2-3 years) and up to 10,000 TEU in the medium term (10 years)

TEU = twenty-foot equivalent unit

The Infrastructure

- Channel deepening to -14m and Fergusson North berth to -15.2m consented for large ships
- Fergusson North Wharf is designed to withstand berthing and mooring loads from large ships and support the larger quay cranes with increased height and outreach
- The berth can accommodate 10,000 TEU, 350m long ships, however the wharf is short and the quay cranes cannot access the full length – a wharf extension is required to meet the dolphin

Minimum channel depth at low tide
Current = 12.5 metres
Proposed = 14.5 metres

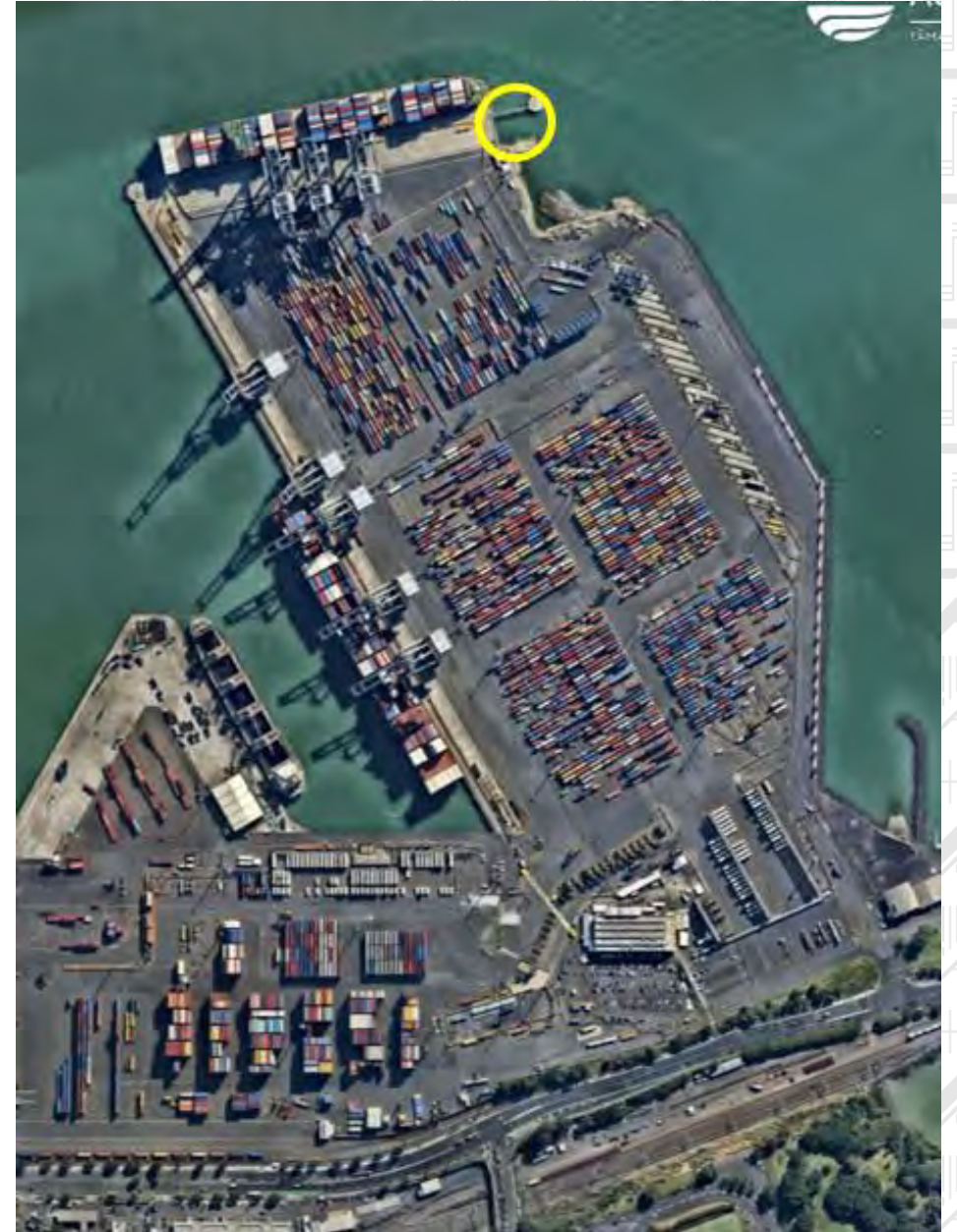


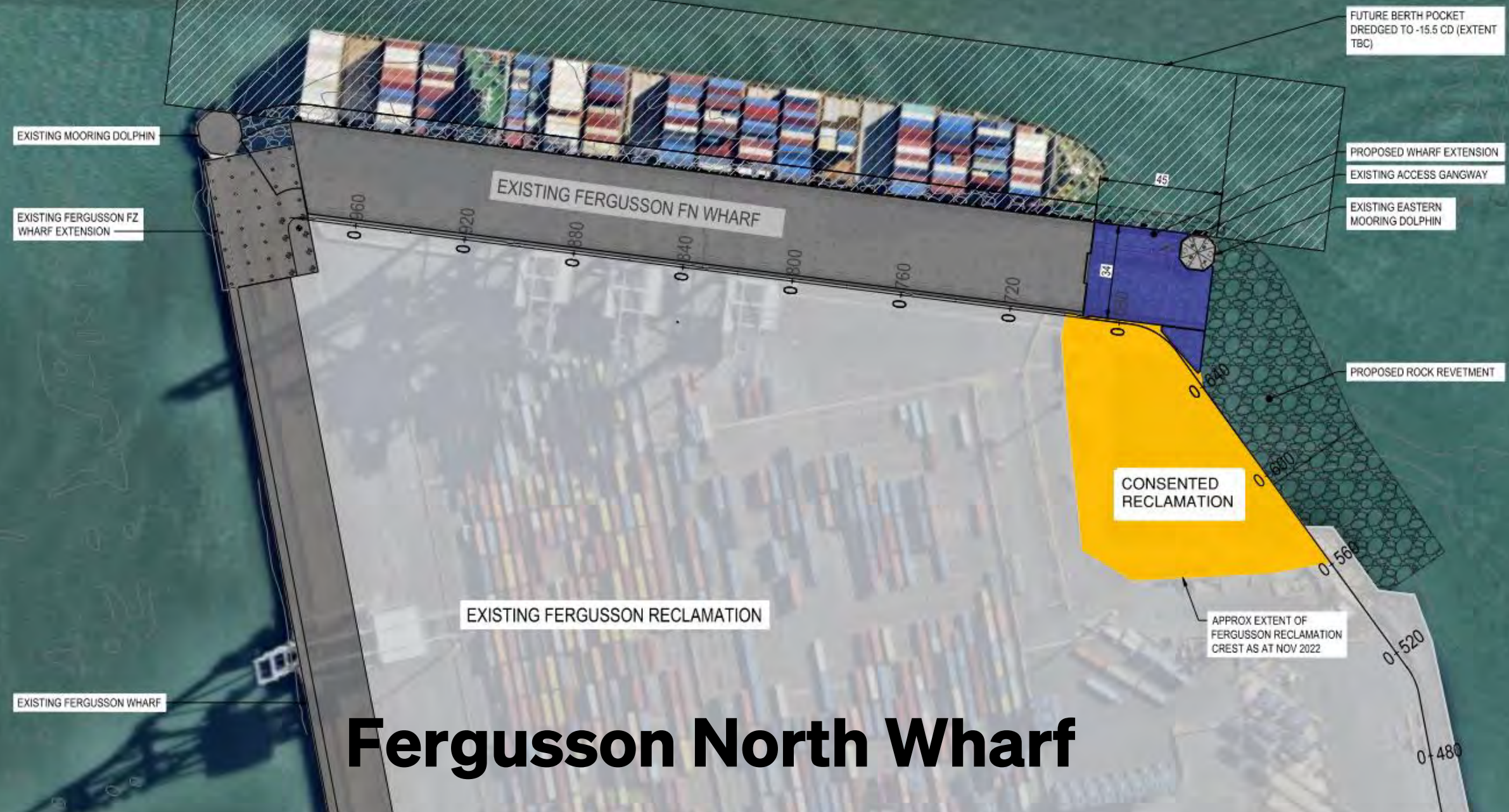
Ship size
Largest vessel permitted (using tidal windows)

- 350m length
- 46m beam (width)
- 14.5m draft (depth)

Container trade: the solution

- Proposal to complete Fergusson North Wharf, filling in the gap between the wharf and the dolphin to make it as productive and profitable as possible for Auckland
- We can then continue to moor ships that hold up to 10,000 containers, with the necessary quay crane accessibility – this is vital for New Zealand trade
- Follow a similar process to Bledisloe North Wharf – we will extend the existing wharf to the dolphin, adding a concrete structure in the current empty space
- There will be no disruption to the seabed or waterflow





Fergusson North Wharf

Current view from Mt Victoria



Proposed view from Mt Victoria with two large vessels in port



Considerations

The following matters will be addressed, and studies carried out by experts:

- Land and visual studies
- Navigation and safety
- Coastal processes
- Ecological matters
- Noise effects
- Cultural values
- Traffic effects
- Economic matters
- Construction effects
- Community engagement
- Planning
- Harbour Health initiatives
- Legal
- Air emissions

Timing



Thanks Ngā mihi nui

Do you have any questions?

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