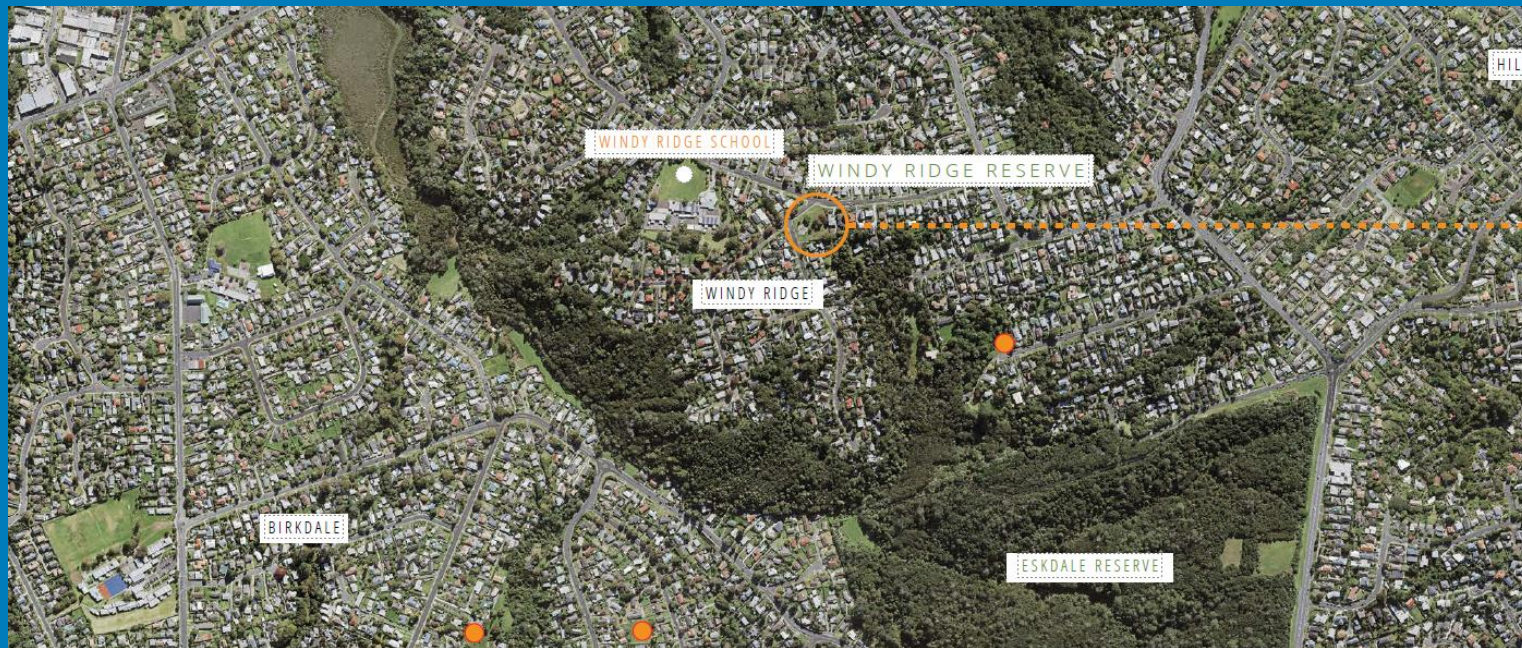


# Kaipatiki - Workshop April 2021

## Windy Ridge Reserve – Concept Design

# Windy Ridge Reserve – Site Context Plan



# Feedback from consultation and workshops

Community – placemaking group	Local Board Members	Mana Whenua
All age inclusive play	Likes accessway	Native planting
Use of natural equipment	Likes use of natural material and relocation under trees	Likes the use of natural material
Extend fencing to incorporate a larger area	Does not support high equipment - good balance of age equipment	Likes the ideas of recycling existing material
Improved shading	Shade sails for swings Use of natural shades	Supportive of the concept design
Seats – BBQs – community garden	Picnic area	Like the idea of gathering around picnic area

# Playspace Inspiration

- The park is blessed with beautiful existing mature trees. These will be kept and the design will be sensitive to the trees, working and weaving around them. A natural timber theme will be adopted in response the feedback received.
- The main play area will be located at the bottom of the park near Seaview Road. There will be a ‘Wow’ play piece here.
- There will be a picnic area located around the main Pohutukawa tree.
- A swing will be located at the top overlooking the hill.
- The existing play structure will be re-used as much as possible. The existing blue poles will be re-used, powder coated and installed as a sculpture/maze.
- Planting will be used as a buffer around the perimeter of the park, and a fence (possibly the existing pool fence) placed within this.

# Proposed Concept Design – Phase 1



## Legend

- ① Existing bus stop.
- ② Existing sign to remain.
- ③ Existing mature trees to remain.
- ④ Proposed Organic-Lock hoggin pathway, with removable bollards at pathway entries.
- ⑤ Proposed native shrub planting, to act as safety perimeter planting.
- ⑥ Proposed low safety fence, possibly re-using existing pool fence.
- ⑦ Proposed picnic area, including: two picnic tables and rubbish bin.
- ⑧ Proposed bench seat.
- ⑨ Proposed timber edging, also acting as a play trail.
- ⑩ Proposed nature play trail with surrounding native shrub planting.
- ⑪ Proposed swing set.
- ⑫ Proposed 'Extra' piece, hammock or musical play.
- ⑬ Proposed 'Wow' piece.
- ⑭ Proposed wet pour safety surfacing.
- ⑮ Proposed bark safety surfacing.
- ⑯ Existing lawn areas to remain.
- ⑰ Proposed recycled structure poles from existing playground to be re-used as a wind sculptures/ maze throughout the trees on lower part of bank.

# Proposed Concept Design – Phase 2



## Legend

- ① Proposed BBQs x2, including extended Organic-Lock hoggin base.
- ② Proposed shade sails over picnic area.
- ③ Organic-Lock hoggin pathway leading to community vege gardens.
- ④ Community vege gardens (to be created and maintained by the community).

# Natural play inspiration

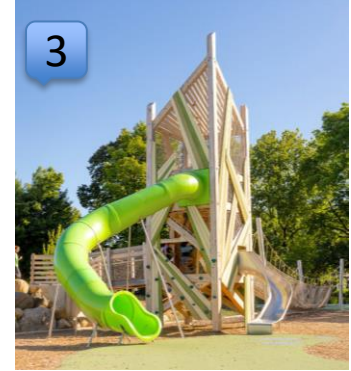


- Nature play trail – balancing, jumping, wondering



- Proposed recycled structure poles from existing playground to be re-used as a wind sculptures/ maze throughout the trees on lower part of bank.

# Central piece options precedent imagery





# Other Pieces



Hammock



Musical play



Basket swing



High swings

# LDI

- BBQs : 1 for \$16,000 or double for \$25,000
- Shade: Over the picnic area approx. \$20,000
- High Swing : Approx. \$5,000
- Additional hoggin pathway to community garden: Approx \$5,000

# Financial Implications

Play space renewal			
	LDI*	Renewal	Overall
<b>Professional Services (design, internal costs, etc.)</b>		\$ 30,000.00	\$ 30,000.00
<b>Preliminary &amp; General items, demolition</b>	\$ 10,000.00		\$ 10,000.00
<b>Demolition, Site Preparation, and Earthworks</b>	\$ 37,300.00		\$ 37,300.00
<b>Fencing</b>			
Reuse existing fence panels plus extra		\$20,000	\$20,000
OR other type of fencing		\$30,000	\$30,000
Organic-lock blend hoggin path	\$5,000	\$20,000	\$25,000
<b>Play equipment</b>			
Swing set	\$5,000	\$9,000	\$ 14,000
Nature play and up-cycle existing playground structure		\$ 14,000.00	\$ 14,000.00
Play equipment option 1 ROC	\$ 80,000.00		
Play equipment option 2 ROC	\$110,000.00		
Play equipment option 3 ROC	\$ 150,000		
Play equipment option 4 ROC	\$ 90,000.00		
Cushionfall, wetpour, edging and drainage		\$ 47,800.00	\$ 47,800.00
<b>Park furniture</b>	\$ 16,000.00	\$ 11,700.00	\$ 27,700.00
<b>Shade sails</b>	\$ 20,000.00	to go over what is not shaded IF ANY	\$20,000
Planting, lawn : maybe need more details or explain		\$ 33,000.00	\$ 33,000.00
<b>Subtotal - Play space renewal</b>	\$ 55,000	\$ 232,800	\$ 287,800
<b>Subtotal – Play space renewal incl. contingency 10%</b>	\$ 60,500	\$ 256,080	\$ 316,580
<b>Project Budget</b>	<b>\$55,000</b>	<b>\$232,800</b>	<b>\$287,800</b>
<b>Unfunded</b>	<b>\$55,000</b>	\$133,200	\$55,000
<b>Unfunded, incl. contingency 10%</b>	\$60,500	\$	\$

LDI (future reserve improvements)	
	LDI*
Organic-lock blend hoggin path	\$ 5,000
Shade over picnic area	\$ 20,000
BBQ's	\$ 16,000.00 x1 \$ 25,000.00 x2
High swing	\$ 5,000
<b>Total - LDI required</b>	<b>\$ 55,000</b>

# Next steps

- Seek options resolution
- Approval of concept design
- Prepare detailed design

Thank you for your time.

# The Year Ahead

Kaipatiki Local Board – March / April 2021

Pā kakenga/  
hekenga  
Tag  
on/off



Kāri AT HOP anake  
AT HOP card only



Northcote Wharf  
Te Orewa  
Northcote Point

Please help us to  
keep this facility safe

Thank you for using the wharf



- No smoking
- No alcohol
- No dogs
- No pets
- No food
- No litter
- No photography
- No mobile phones

# Purpose of today's workshop

The beginning of a conversation >>

---

## The Regional Land Transport Plan

The RLTP is a 10-year investment programme for transport in Auckland. It includes the activities of AT, Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and KiwiRail.

This workshop has an update on the RLTP for this local board area.

## Update on 20/21 projects

Following from our last workshop, we have an update on the projects from 2020/21.

## Planned work for 21/22

A brief overview of what we have planned in your area for 2021/22.

## Next Steps

We welcome your feedback.

For the RLTP we will be bring you a report at your next business meeting so you can resolve your feedback.

If you'd like to learn more about anything in this presentation, we can arrange further in-depth workshops.



# Regional Land Transport Plan >> Introduction



## Process and decision-making steps

Auckland Transport Alignment Project (ATAP)



Draft RLTP

- Auckland Council (Planning Committee)
- Regional Transport Committee
- Public Consultation



Final RLTP

- Regional Transport Committee
- Auckland Council (Planning Committee)
- Auckland Transport Board
- Implementation from 1 July 2021

## Consultation timeframes

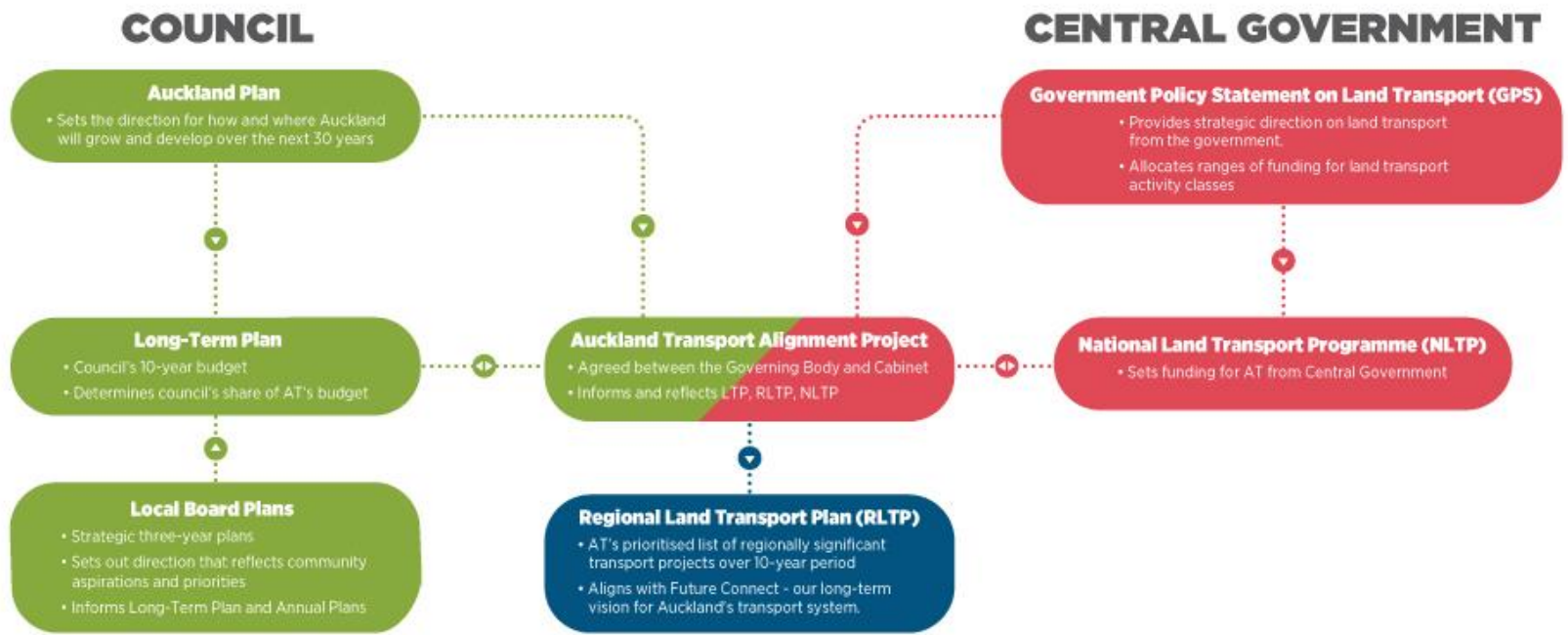
- Released for public consultation 29 March
- Public feedback to be received by 2 May
- Local boards feedback 4 to 18 May

## Feedback sought

- Have we correctly identified the most important transport challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- What other projects or activities do you think should be included?



# What direction do we follow in putting together the RLTP?



## Regional Land Transport Plan >> Auckland's Transport Challenges

FOUR KEY PROBLEM STATEMENTS HAVE BEEN IDENTIFIED:



**Climate change and the environment** – Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change.



**Travel options** – A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland.

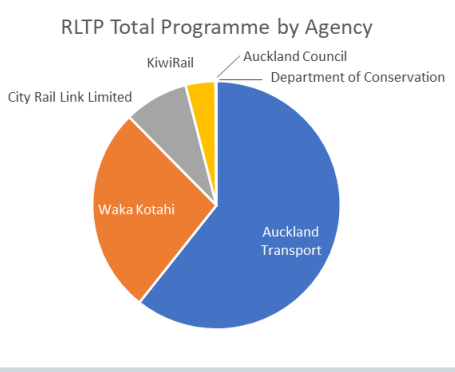
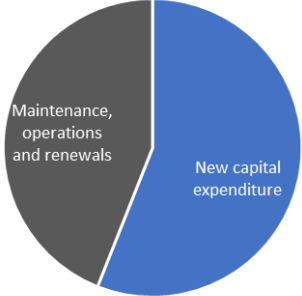
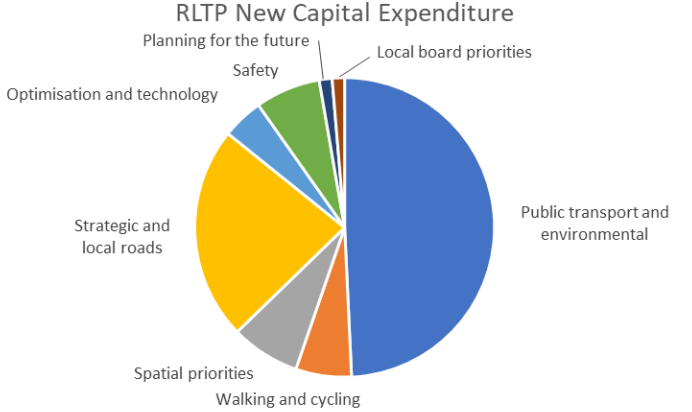
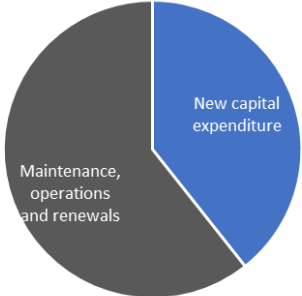
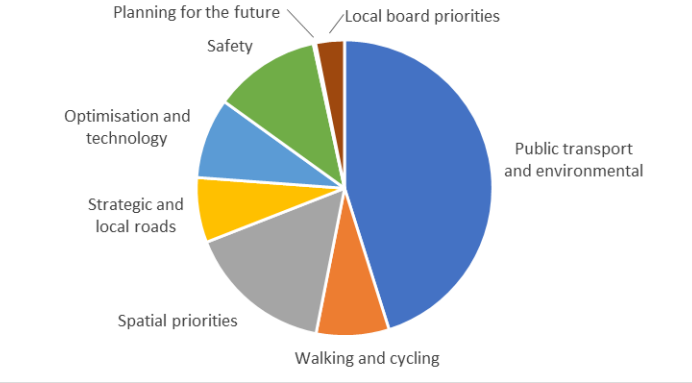


**Safety** – The transport system has become increasingly harmful and does not support better health outcomes.



**Access and connectivity** – Existing deficiency in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities.

# Regional Land Transport Plan » Investment summary

	Total Programme	New Capital Expenditure																																						
<h2 data-bbox="34 382 239 421">Draft RLTP</h2>  <p data-bbox="92 454 409 478">RLTP Total Programme by Agency</p> <table border="1" data-bbox="34 485 490 806"> <caption>RLTP Total Programme by Agency</caption> <thead> <tr> <th>Agency</th> <th>Share</th> </tr> </thead> <tbody> <tr> <td>Auckland Transport</td> <td>~55%</td> </tr> <tr> <td>Waka Kotahi</td> <td>~25%</td> </tr> <tr> <td>City Rail Link Limited</td> <td>~10%</td> </tr> <tr> <td>KiwiRail</td> <td>~5%</td> </tr> <tr> <td>Auckland Council</td> <td>~2%</td> </tr> <tr> <td>Department of Conservation</td> <td>~1%</td> </tr> </tbody> </table>	Agency	Share	Auckland Transport	~55%	Waka Kotahi	~25%	City Rail Link Limited	~10%	KiwiRail	~5%	Auckland Council	~2%	Department of Conservation	~1%	<h3 data-bbox="653 307 1000 345">Total Programme</h3>  <p data-bbox="691 399 956 424">RLTP Total Programme</p> <table border="1" data-bbox="672 478 975 771"> <caption>RLTP Total Programme</caption> <thead> <tr> <th>Category</th> <th>Share</th> </tr> </thead> <tbody> <tr> <td>New capital expenditure</td> <td>~55%</td> </tr> <tr> <td>Maintenance, operations and renewals</td> <td>~45%</td> </tr> </tbody> </table>	Category	Share	New capital expenditure	~55%	Maintenance, operations and renewals	~45%	<h3 data-bbox="1278 307 1781 345">New Capital Expenditure</h3>  <p data-bbox="1362 399 1709 424">RLTP New Capital Expenditure</p> <table border="1" data-bbox="1188 399 1883 806"> <caption>RLTP New Capital Expenditure</caption> <thead> <tr> <th>Category</th> <th>Share</th> </tr> </thead> <tbody> <tr> <td>Public transport and environmental</td> <td>~45%</td> </tr> <tr> <td>Strategic and local roads</td> <td>~25%</td> </tr> <tr> <td>Walking and cycling</td> <td>~10%</td> </tr> <tr> <td>Spatial priorities</td> <td>~8%</td> </tr> <tr> <td>Optimisation and technology</td> <td>~5%</td> </tr> <tr> <td>Safety</td> <td>~3%</td> </tr> <tr> <td>Planning for the future</td> <td>~2%</td> </tr> <tr> <td>Local board priorities</td> <td>~2%</td> </tr> </tbody> </table>	Category	Share	Public transport and environmental	~45%	Strategic and local roads	~25%	Walking and cycling	~10%	Spatial priorities	~8%	Optimisation and technology	~5%	Safety	~3%	Planning for the future	~2%	Local board priorities	~2%
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# Regional Land Transport Plan

## »» What's in the plan?

### Mapped items

Capital projects from Draft RLTP that have spatial details available:

- Auckland Transport
- Waka Kotahi
- KiwiRail
- City Rail Link Limited
- Auckland Council

Also included some deliverables for programmes where known:

- Safety
- Connected Communities
- Urban Cycleways
- Network Performance / Optimisation
- Neighbourhood Interchanges
- Projects Supporting Auckland Housing Programme

### Not on the map

Operations (including public transport services)

Renewals

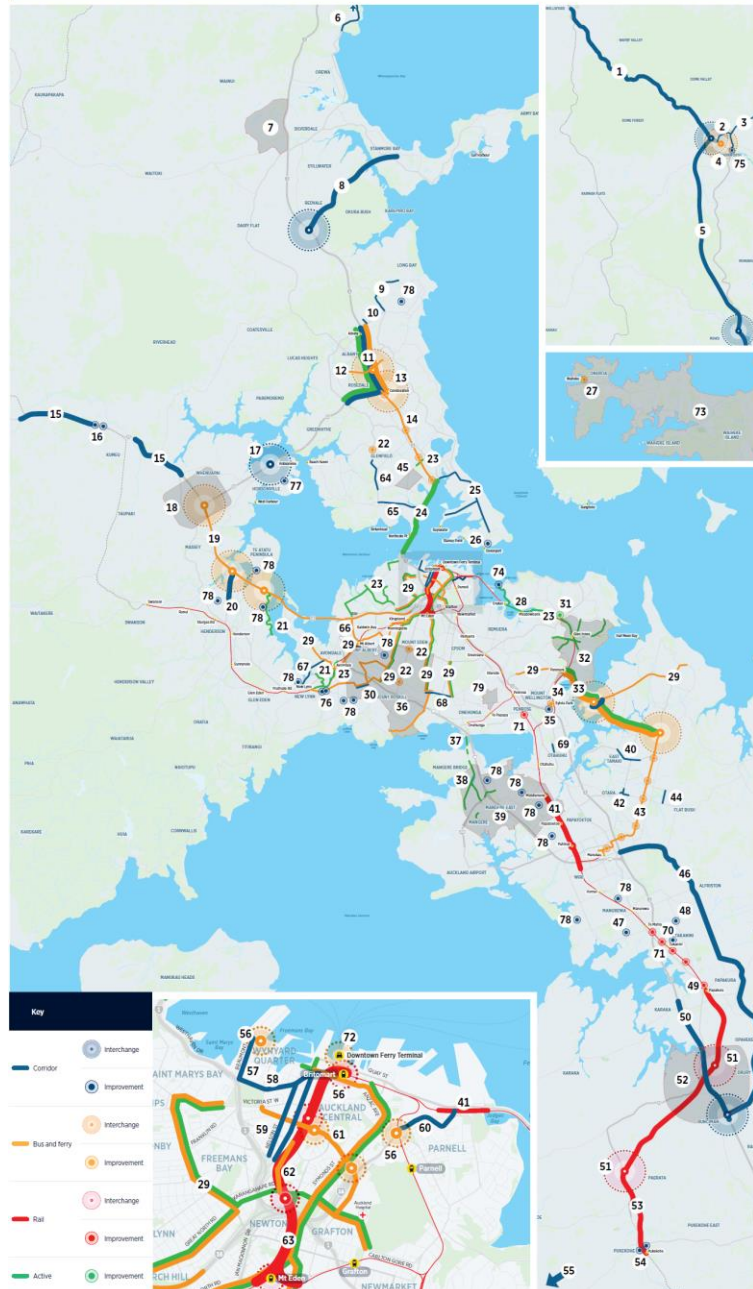
Programmes with delivery details to be confirmed

Pre-implementation only projects  
(i.e. route protection, investigation, business case only)

Non-spatial projects (e.g. technology and systems)

# Regional Land Transport Plan

# 2021-2031



1. Drive Valley Safety Improvements (Waka Kotahi)
2. Huttville Link Road (AT)
3. Safety Programme - Kaitake Road
4. Inverwood Drive to Grove Road (AT)
5. Projects Funded by Bayley Transport Integrated Rate - Northcote Community Transport Hub (AT)
6. Public Workforce (Waka Kotahi)
7. Safety Programme - Hibiscus Coast Highway (Auckland Council / NZUP)
8. Wetland Improvements (AT)
9. Poutūki (Waka Kotahi/NZUP)
10. Glenharbour Road/Coast Road Intersection and Corridor Improvements (AT)
11. Huttville Drive Link (AT)
12. Northern Corridor (includes busway extension) (Waka Kotahi)
13. Huttville Road Corridor (AT)
14. Rosedale and Constellation Bus Stations (AT)
15. Northern Busway Enhancements (AT)
16. S153 Singham Creek-Waimauia (Waka Kotahi)
17. Hospital Improvements (AT)
18. S153 Inverwood Drive Interchange Upgrade (Waka Kotahi)
19. Greenfield Transport Infrastructure - Northward (AT) and Northern Growth Improvements (AT)
20. Northward Bus Improvements (AT) (CSRP)
21. Liberty Road Corridor Improvements (AT)
22. To Whangāhau (Auckland Council/CSRP)
23. Neighbourhood Interchanges (AT)
24. Urban Cycleways Programme (AT)
25. Northern Pathway (Westhaven to Abarangi) (Waka Kotahi/NZUP)
26. Lake Road/Tomahua Road Improvements (AT)
27. Safety Programme - Devonport Town Centre (AT)
28. Huttville Park and Ride (AT)
29. Glen Innes to Tamaki Cycleway (AT/Waka Kotahi)
30. Connected Communities (AT)
31. Network Performance - Hesse Street Dynamic Bus Lane (AT)
32. Huttville Park Interchanges Connectivity Project (AT)
33. Projects Supporting Auckland Housing Programme (Camels) (AT) and Transit Regeneration (AT)
34. Eastern Busway (AT)
35. Sylvia Park Bus Improvements (AT)
36. Network Performance - Road Network Highway/S153 Southwood Oranga (AT)
37. Projects Supporting Auckland Housing Programme (Hokitika) (AT)
38. Old Mangere Bridge Pedestrian and Cycling Link (Waka Kotahi)
39. Mangere Cycleways (Airport Access) (AT)
40. Projects Supporting Auckland Housing Programme (Hangers) (AT)
41. Student Access Road Widening and Intersection Upgrade (AT)
42. Arts to Gary Park (NZUP)
43. Network Performance - East Tamaki Road/Oriental Road/Preston Road (AT)
44. Airport to Botany Stage 2 Bus Improvements (AT)
45. Devonport Town Centre Link (AT)
46. Projects Supporting Auckland Housing Programme (Northcote) (AT)
47. Hill Road Corridor (Waka Kotahi/NZUP)
48. Safety Programme - Manurewa (Central Quadrant) (AT)
49. Safety Programme - Papanui (Papanui Intersection) (AT)
50. Huttville Park Station Park and Ride (AT)
51. State Highway 1 and 16 to Dryden South (Waka Kotahi/NZUP)
52. Dryden Stations (Central / NZUP)
53. Dryden Local Road Improvements (AT)
54. Progress to Pukekohe Electrification (NZUP)
55. Network Performance - Pukekohe Dual Gantry (Pukekohe / Henny / Hwy / Station and East / Station) (AT)
56. Safety Programme - Waiuku Road Corridor (Colombo Road to Domain South) (AT)
57. Downtown Crosser Bus Facilities (AT)
58. Wynyard Quarter Integrated Road Programme (AT)
59. Safety Programme - Fanshawe Street (AT)
60. Safety Programme - Hibiscus Street / Nelson Street (AT)
61. State Highway Optimisation Programme - The Strand Special Vehicle Lane (Waka Kotahi)
62. Hibiscus Bus Improvements (AT)
63. Albert and Vicwell Street Bus Priority Improvements (AT)
64. City Rail Link (CRL) and CRL Road Side Projects (AT)
65. Safety Programme - Glenfield Road (AT)
66. Safety Programme - Coopers Road (AT)
67. Carrington Road Improvements (AT)
68. Safety Programme - Coopers Road (AT)
69. Safety Programme - Ash Street and Sata Street (AT)
70. Safety Programme - Mt Albert Road (AT)
71. Safety Programme - Alibon Avenue (AT)
72. Safety Programme - Whareroa School Road / Alibon Road Intersection (AT)
73. CRL Day One - Lane Crossing Removal (AT)
74. Downtown Ferry Basin Redevelopment (AT)
75. Waiuku 10 Year Transport Plan (AT)
76. Tamaki Drive / Reginald Road Safety Improvements (AT)
77. Hill Street Intersection Improvement (AT)
78. Wetherston Cabways (AT)
79. Scott Road Improvement (AT)
80. Safety Programme - Residential Speed Management (AT)
81. Projects Supporting Auckland Housing Programme (Oranga) (AT)

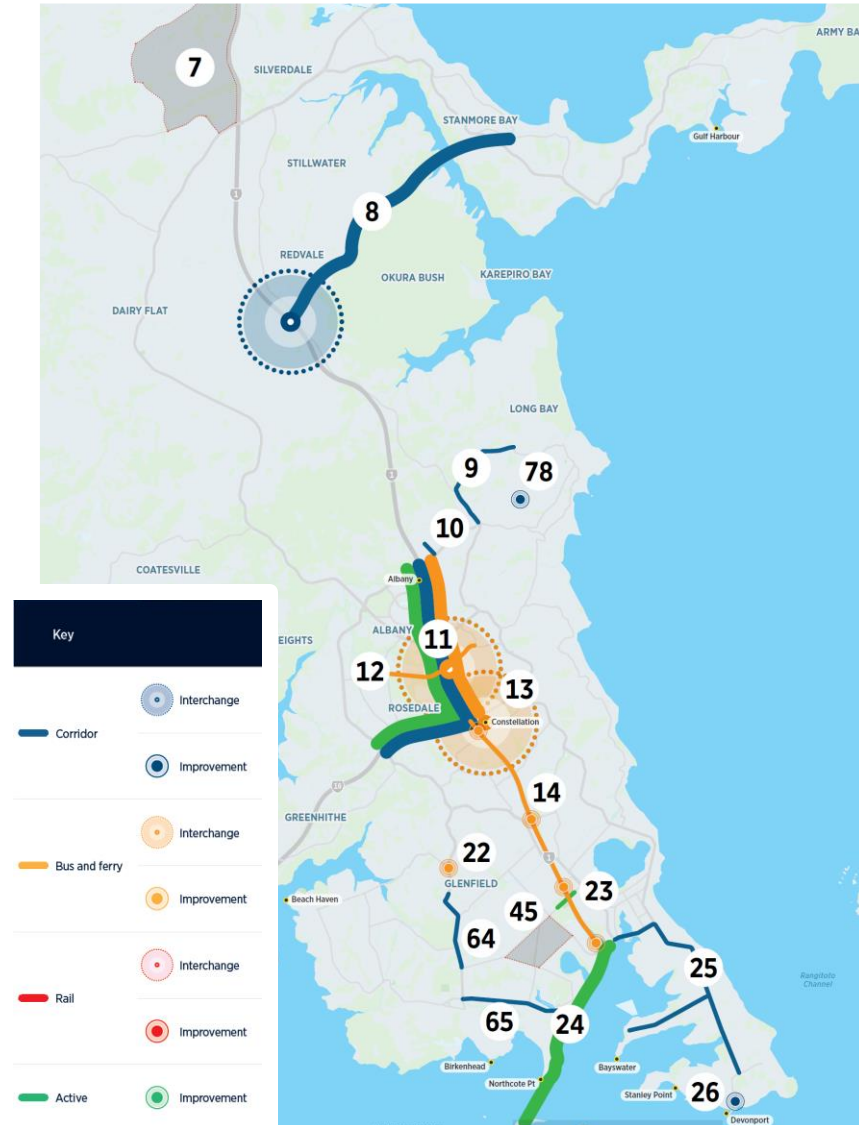
# Regional Land Transport Plan

## » What's planned in and around your area?

	AT Projects	Duration	10 Year Capital Expenditure
7	Wainui Improvements	2021/22 - 2023/24	23.1
9	Glenvar Road/East Coast Road intersection and corridor improvements	2021/22 - 2024/25	57.3
10	Medallion Drive Link	2021/22	12.0
12	Rosedale Road Corridor	2021/22 - 2023/24	8.0
13	Rosedale and Constellation Bus Stations	2021/22 - 2023/24	59.0
14	Northern Busway Enhancements	2027/28 - 2030/31	62.0
25	Lake Road/Esmonde Road Improvements	2022/23 - 2025/26	48.4

	Project from a Programme	Underlying Programme
22	Glenfield Bus Interchange	Neighbourhood Interchanges (AT)
23	Northcote Safe Routes (SH1 bridges)	Urban Cycleways (AT)
26	Devonport Town Centre	Safety (AT)
45	Northcote Spatial Priority Area	Projects Supporting Auckland Housing Programme (AT)
64	Glenfield Road	Safety (AT)
65	Onewa Road	Safety (AT)
78	Residential Speed Management - Torbay	Safety (AT)

	Non-AT Projects	Responsible Agency	10 Year Capital Expenditure
8	Penlink	Waka Kotahi	411.0
11	Northern Corridor (includes busway extension)	Waka Kotahi	128.2
24	Northern Pathway (Westhaven to Akoranga)	Waka Kotahi	360.0



# Regional Land Transport Plan

## » Local Board Plan advocacy items

Outcome	Objective	Key initiatives	
<p>Transport and connections – Our people have many transport options and can easily and safely move around and find their way</p>	<p>People have more travel choices to get to work, school or go about their daily lives</p>	<p>Advocate to Auckland Transport to maintain our roads intersections, footpaths, pedestrian crossings and walkways to a high standard, creating a safe environment for our vulnerable road users – pedestrians, cyclists and bus users of all ages and abilities</p> <p>Advocate to Auckland Transport and Waka Kotahi NZ Transport Agency to improve walking, bus, and cycling infrastructure for Kaipātiki, including the Northern Pathway, the Auckland harbour bridge shared pathway (Te Ara Pae Moana), and supporting connections to our parks and road corridors</p> <p>Advocate to Auckland Transport to work with our school communities on better travel options to and from school</p> <p>Work with Auckland Transport towards greater local decision-making over the local road corridor network</p>	
	<p>Our public transport network is affordable, convenient, frequent, environmentally conscious and accessible – connecting people to where they need to go</p>	<p>Advocate to Auckland Transport to continue improving the bus and ferry network serving Kaipātiki through cheaper ferry and bus fares, increased frequency of the ferry service, and more buses going to more destinations more often</p> <p>Advocate to Auckland Transport to move to an electric bus and ferry fleet serving Kaipātiki</p>	
	<p>The Kaipātiki Connections Network Plan delivers commuter and recreational walking and cycling links through the local board area</p>	<p>Implement an updated Kaipātiki Connections Network Plan that takes account of current opportunities, including the Waka Kotahi NZ Transport Agency’s Northern Pathway project, recent and proposed bush track developments, Northcote’s Te Ara Awataha Greenway, the Beach Haven Coastal Connection, and challenges such as minimising the spread of kauri dieback in our parks</p>	
	<p>Opportunity and prosperity – Our people can buy local, live local and work local.</p>	<p>Local and international visitors are attracted to our area</p>	<p>Work with Auckland Transport, Panuku Development Auckland, and other interested parties, on temporary, low-cost, “pop-up” tactical urbanism projects in our town centres and village centres</p>

# Road Corridor Renewals

---

## Description

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

## Outcomes

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

## Potential Challenges

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

## Kaipatiki Local Board

Please refer to the following indicative list of chip seal and asphalt sites.

These are indicative programmes which will be subject to change following field validation, prioritisation, budget approval and allocation

Footpath renewal programmes will be finalized in conjunction with the identification and mark out of the pre-seal repairs for the resurfacing programmes



## Road Corridor Renewals

Work Activity	Target Length	Network Length
Pavement Rehabilitation (sealed roads)	10 km	6825 km
Pavement Strengthening (unsealed roads)	15 km	812 km
Sealed Road Resurfacing	410 km	6825 km
Footpath Renewal	70 km	7430 km
Kerb and Channel Replacements	45 km	8740 km
LED Retrofit (Streetlights)	7,500 lights	122,000 lights
Street light pole replacements	1,000 poles	79,500 poles

### Resurfacing

Resurfacing is required periodically to re-waterproof the road surface and prevent water ingress into the underlying road pavement. It is normally done at a frequency of 8 – 12 years but sometimes life can be extended to 20 years or more using rejuvenation techniques or where traffic volumes are low. Chip sealing is the normal treatment and makes up approximately 80% of our resurfacing programme. Asphalt is 4-5 times more expensive than chip seal and is used on high volume roads (>10,000 vehicles per day) and in areas where we have high traffic stresses such as intersections and cul-de-sac heads.



Kaipatiki  
Local Board





# Road Corridor Renewals

## Kaipatiki Local Board

### Chipseal

ALFRED ST (NORTHCOTE)  
ATHENA DR  
AYTON DR  
COLIN WILD PL  
CROCOMBE CRES  
DUDDING AVE  
FINN PL (GLENFIELD)  
FLAXDALE ST  
FRIZELL ST  
GIRRAHWEEN DR  
GLENWOOD AVE  
GREENRIDGE CRT  
GREENVALLEY RISE  
HAVENWOOD PL  
HEATHGLEN PL  
HOBBY AVE  
HOLYOAKE PL  
IVY PL  
LANCASTER RD  
LYNN RD  
MAYALL AVE  
MELBA ST  
MERTON AVE  
MILTON RD (NORTHCOTE)  
NUTSEY AVE  
ORTON ST  
PALMERSTON RD  
RICHMOND AVE  
ROBERTS RD GLENFIELD  
ROSEBERRY AVE  
SAPPHIRE PL  
TEAL CRES  
THALIA PL  
VIENNA PL  
VINCENT RD  
WANGANELLA ST  
WANITA PL  
WILLOW AVE  
WOODCOTE DR

### Asphalt

ANTRIM GR  
AYTON DR  
CAMILLA GR  
CHARTWELL AVE  
CLARENCE RD  
COLIN WILD PL  
CORONATION RD (GLENFIELD)  
COUNCIL TCE  
CURRYS LANE (NORTH)  
ESKDALE RD  
ESMONDE RD DEC (WEST)  
EXMOUTH RD  
FLAXDALE ST  
GLENFIELD RD  
GLENVALE PL  
GLENWOOD AVE  
HAVENWOOD PL  
HOBBY AVE  
HOLYOAKE PL  
IVY PL  
LYNN RD  
MERRILL PL  
MERTON AVE  
MIRAKA PL  
MURANO PL  
ORTON ST  
PACKHAM PL  
PARIS PL  
PARK HILL RD (GLENFIELD)  
RICHMOND AVE  
RODNEY RD (NORTHCOTE)  
ROSEBERRY AVE  
ROSEBERRY AVE  
ROSEBERRY AVE  
SUNNYBRAE RD  
SYLVAN AVE  
TARGET RD  
TITIWAI PL  
VALECREST PL  
VIENNA PL  
VINCENT RD  
WANITA PL

# Capital Projects - benefiting your area

## Kaipātiki Local Board

### New Northern Busway Station & Park & Ride

Construction works for Constellation Bus Station, SH1 Bridge replacement, and Rosedale Busway Bridge are progressing well. Rosedale Bus Station design has completed. Rosedale Road 4-Laning design is at final stage and expected by the end of April 2021. **\$116m**



### Downtown Ferry Wharves

Creating six new berths on the west side of Queens Wharf is the first step towards a modern, ferry terminal. The new berths enable Pier 3 to be decommissioned, thereby providing space for the development of Te Wananga. Main works complete end April 2021. Fully commissioned for ferry use, first week July 2021. **\$116m**

### Downtown Programme Quay St & Te Wananga

Quay Street will become a revitalised waterfront space, with wider footpaths, easier navigation, new street furniture, more trees, and greater opportunity for business and events. An exciting new public space will be created in the ferry basin between Princes Wharf and Queens Wharf. Main works complete end April 2021. Planting continues in May & June. **\$72m (Quay St), \$39m (Te Wananga)**

# Capital Projects - benefiting your area

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## Kaipātiki Local Board

### Northcote Safe Cycle Route

The construction of the two pedestrian / cycle bridges spanning the northern motorway alongside and immediately adjacent to the existing Northcote Road overbridge will be completed in April 2021. **\$12m**



### Smales Farm Busway Station Platform B Extension

Safety improvement to extend Platform B northward, increasing pedestrian capacity on the platform. Completion expected October 2021 **\$1.1m**



Kaipātiki  
Local Board



# Road Safety

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## Introduction

The Road Safety Programme is a combination of 4 sub-programmes. The programmes focus on addressing high risk infrastructure as well as setting a safe and appropriate speed environment.

## Outcomes

- Reduces Death and Serious Injuries (DSI) on our roads across the region
- Having a network that has a safe and appropriate speed limit
- Reduction of high risk locations on AT's network

## Planning Process

Road Safety projects' selection and prioritization is informed by proactive risk assessment tools such as Urban KiwiRAP risk Mapping and NZTA Megamaps. The prioritization is further influenced by the Transport Agency's national Safe Network programme.

## Update on 2020/21 Projects

<u>Projects</u>	<u>Update</u>
Glenfield School	Completed
Archers/Coronation - new roundabout	To be Completed by June 2021 (additional to previous presentation)

## Update on 2021/22 Projects

<u>Projects</u>
Ellice Rd/Wairau Rd Intersection



# Network Optimisation Programme

FY20/21 - \$6.5m



FY21/22 - \$9m

## Introduction

Network Optimisation is a multi-modal programme that utilises the existing road space to improve the movement of people, goods and services in strategic corridors, metropolitan and town centres.

Currently we are developing a joint Optimisation Single Stage Business Case with Waka Kotahi to plan the next 10 years with a focus on the first three years of the RLTP.

## Outcomes

Solves known deficiencies (pain points) to improve network performance for:

- Freight movements on the key freight network
- Bus movements on key public transport corridors
- Walking within key activity centres
- Cycling on the strategic cycling network
- General traffic

## Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the Optimisation Programme.



## FY21/22 Projects

- Birkenhead T3 Lane.



Kaipatiki  
Local Board





## Introduction

The Community Programme is a combination of 3 sub-programmes: Minor Improvements, Regional Improvements and Community Safety Fund. 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
- Addresses safety concerns raised by the community and prioritised by the Local Board (CSF)

## Planning Process

Community Safety Fund is included in the draft RLTP to complete agreed projects prior to June 2022. Regional and minor projects are identified by the community and response to changes in operations. These are then prioritised based on safety, mode choice, efficiency, community and cost.

## FY21/22 Projects

- Wairau Rd / View Rd intersection signalisation
- Rangatira Road – Kauri Park School crossing
- Birkdale Road – Pedestrian improvement



# AT Metro Operations & Infrastructure - 2020 Projects Update

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## Introduction

Auckland Transport was making some changes to public transport services across Auckland in January 2021 to:

- enable cost savings with as little impact on customers as possible
- better suit the needs of customers in some areas
- involve the removal of some duplicative and poorly performing services
- add more electric buses, better connectivity and services to new developments
- add increased capacity on some routes.

Service changes are being made across the region, affecting 16 of the 21 Local Boards directly. The following changes affected Kaipatiki

- Reduced capacity on 95 / 97 bus services from Glenfield and Verrans Corner
- Additional ferry sailings from Beach Haven
- Reopening of Northcote ferry service

<u>Projects</u>	<u>Update</u>
•40 Verbana Rd, Birkdale (bus stop relocation and line marking)	Completed
•Sunnynook Rd -Sunnynook Busway Stn (additional bus shelter)	Completed
•243 Rangatira Rd, Beach Haven (stop relocation and new shelter (LB funded))	To be completed before 30 June
•Spinella Dr - 5 sites, Manuka Rd – 4 sites, Bayview (line markings)	To be completed before 30 June
•Chivalry Rd – 4 sites, Glenfield (line markings)	To be completed before 30 June
•Onewa Rd – 5 sites, Hinemoa St – 2 sites, bus stop upgrades	Deferred to 21/22

# AT Metro Operations & Infrastructure - 2021 Proposed Projects

## Public Transport Services 2021

928 and 917 bus service changes are being made to better align with Birkenhead and Northcote ferry services (late April 2021)

923 / 926 services are being amended around Northcote shops. This will improve journey times for through passengers

## Public transport infrastructure:-

- 106, 136, 180, 228 & 163 Onewa Rd – new bus shelters – LB / Cllr requested
- Ongoing response to customer requests for bus upgrades and ongoing programme of upgrade requests from bus operators for operational enhancements – as budget allows

### Current



### New





# 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% Active modes at Travelwise schools

294 Walking School buses,  
3750 Children across the region



## Kaipatiki Local Board

26 Travelwise schools

24 Walking School buses

### Travelwise, Innovating Streets\* and Walking School Bus\* schools

- Bayview School \* \*
- Beach Haven School \*
- Belmont Primary School \*
- Birkdale Intermediate - Ngā Hua O Te Purapura Pai ^
- Birkdale North School \* \*
- Birkdale Primary School - Te Puawaitanga O Te Purapura Pai ^
- Birkenhead College
- Birkenhead School \*
- Chelsea Primary School \*
- Glenfield Primary \*
- Glenfield College
- Glenfield Intermediate
- Hato Petera College
- Kauri Park School \*
- Manuka Primary School \*
- Marlborough Primary School \*
- Northcote College
- Northcote Intermediate
- Northcote Primary \*
- Onepoto School
- St Mary's School \*
- Sunnybrae Normal School
- Target Road School
- Verran Primary School \*
- Willow Park Primary \* \*
- Windy Ridge Primary \*



Kaipatiki  
Local Board



# Community Transport Programmes

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## 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 Maori involved in deaths and serious injury road crashes in Tamaki Makaurau.

## What's happening in your local area up to June 30th

### Young Drivers aged 16-24

- Online theory workshops for young drivers
  - advice on how to stay safe when driving
  - advice on how to prepare for the next stage of their graduated licence
  - a free 'mock' licence test, with a qualified instructor after attending a restricted or full licence workshop

### Speed

- Back to School & Slow Down Around Schools campaign and activities beginning Term 2



Funding for 21/22 financial year programmes still to be confirmed

## 8 High Risk Themes

Bringing community on the Vision Zero journey

# Sustainable Mobility, Customer Experience

## 2021-22 Proposed OPEX Programme

### Introduction

Delivering engagement programmes and behaviour change initiatives that improve safety outcomes and accelerate mode shift toward sustainable modes of travel.

### 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.

### Travelwise Choices

Working with large businesses and organisations to increase travel by sustainable modes.

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

### 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.



## » Regional Budget \$TBC



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.

### 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. List of schools TBC.

### Bikes in Schools

Support 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 and compete to log bike rides during the month of February.

### Travelwise Choices Awards

Celebrating businesses who are doing great things in the sustainable travel space.

**Thank you**

**Any Questions**



# Regional Fuel Tax

- Consulting on a proposal to vary RFT Scheme alongside RLTP with a combined feedback form
- Why are we changing?
  - Government funding decisions reduced the need for RFT funding for some projects within the scheme
  - Alignment with refreshed ATAP and draft RLTP

No change	Proposed changes
<ul style="list-style-type: none"> <li>• RFT rate (10 cents a litre +GST)</li> </ul>	<ul style="list-style-type: none"> <li>• Project descriptions, initiatives and benefits</li> </ul>
<ul style="list-style-type: none"> <li>• RFT scheme period (2018-2028)</li> </ul>	<ul style="list-style-type: none"> <li>• Total spend and RFT contribution per project</li> </ul>
<ul style="list-style-type: none"> <li>• Area subject to scheme (exclusion of Aotea Great Barrier)</li> </ul>	<ul style="list-style-type: none"> <li>• Project timings</li> </ul>
<ul style="list-style-type: none"> <li>• Key objectives and key elements</li> </ul>	
<ul style="list-style-type: none"> <li>• Strategic alignment with other policy documents</li> </ul>	
<ul style="list-style-type: none"> <li>• Expected positive and negative effects</li> </ul>	
<ul style="list-style-type: none"> <li>• Number of funded projects (14)</li> </ul>	



## Next steps

- Consultation feedback reported back alongside RLTP feedback
- Views of Regional Transport Committee will be provided
- Council decision on final proposal
- Submit to Government for Cabinet decision
- Variation given by legal effect through Order in Council





# Ngā Hapori Momoho - Thriving Communities Plan Refresh

## Presentation to local boards

— Auckland Council | March 2021 —

# Purpose and contents

**Purpose:** To engage local boards on the Thriving Communities Plan refresh and present the findings from the community engagement phase.

## What we will cover:

- Background to the project
- Project overview
- Engagement approach
- Summary of community engagement key findings
- Next steps and indicative timeline
- Questions and comments



# Background



The Thriving Communities Action Plan (2014) is council's core 10-year regional community development plan. It sets the direction for how council will direct its efforts, resources and investment to support communities to thrive.



The Thriving Communities Action Plan (2014) is being updated for 2021-2031 so that it can better reflect Auckland's changing population, align more closely with delivering Auckland Plan 2050 outcomes; and to include a robust monitoring and evaluation plan to ensure we keep on track.



To inform the updated plan, we engaged with diverse communities from across the region, to ensure their voices were heard. This included 65 face to face or online interviews and focus groups. We heard from over 400 community groups and leaders from diverse backgrounds across the region.

# Project overview

## 1. Project scoping

This included determining and documenting the parameters of the project and key deliverables.

## 2. Research and planning

This included producing two literature reviews, designing the community engagement approach and communications plan.



## 3. Community engagement

Engagement has been divided into 3 phases. Targeted, Pacific and Māori engagement streams have been designed specifically in consultation with appropriate internal and external advisors.

## 5. Plan development

Evidence gathered will be used to inform the new plan, implementation and evaluation plans. Council staff will be engaged in workshops to help develop new actions.



## 4. Analysis and reporting

All research and engagement findings will be analysed and a findings report will be presented to our reference groups and shared with local boards.

We are here  
(step 4)

## 6. Community engagement – ‘closing the loop’

The draft plan will be shared with groups engaged prior to being submitted to Governing Body.



## 7. Reporting to Local boards

The draft plan will be presented to local boards for feedback before it is submitted to the Governing Body.



## 8. Submit plan to Governing Body for Public Consultation

The final draft Thriving Communities plan will be presented to the Parks, Arts and Community Committee to be adopted for public consultation.

# Engagement approach - overview

## We used an appreciative enquiry approach



WE HEARD FROM OVER 400  
COMMUNITY GROUPS AND  
LEADERS FROM DIVERSE  
BACKGROUNDS



ONE-TO-ONE IN-DEPTH  
INTERVIEWS



FOCUS GROUPS



LARGE FONO

# Engagement approach cont.

	TARGETED COMMUNITIES	MĀORI COMMUNITIES	PACIFIC COMMUNITIES
PHASE 1	<ul style="list-style-type: none"> <li>✓ <b>Document analysis</b> of 50 previous council consultation documents</li> <li>✓ Over 25 in depth one on one face to face <b>interviews</b> with community leaders and organisations</li> <li>✓ 6x <b>focus groups</b> with over 100 participants</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Document analysis</b> of 11 previous council consultation documents</li> </ul>	<ul style="list-style-type: none"> <li>✓ We conducted 13 in depth one on one face to face <b>interviews</b></li> </ul>
PHASE 2	<ul style="list-style-type: none"> <li>• 3x <b>online regional hui</b></li> </ul>	<ul style="list-style-type: none"> <li>• 19x mana whenua <b>interviews</b></li> <li>• 2x maatawaka <b>interviews</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ 1x <b>Fono</b> event in Otago with over 100 participants</li> </ul>
PHASE 3	<ul style="list-style-type: none"> <li>• Socialising draft plan for further input</li> </ul>	<ul style="list-style-type: none"> <li>• Socialising draft plan for further input</li> </ul>	<ul style="list-style-type: none"> <li>• Socialising draft plan for further input</li> </ul>

# Summary of key messages we heard



## 1. Celebrate diversity and build cohesion

Celebrate diversity, support greater intercultural connections and cohesion across diverse communities.



## 2. Strengthen community voices

Strengthen civic participation, particularly empowering youth, democratic decision-making and representation.



## 3. Promote health and wellbeing

Promote health and wellbeing by increasing support and advocacy for social and health services, reducing harm and enabling people to have active and fulfilling lives – which should be underpinned by a healthy environment.



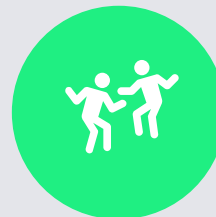
## 4. Foster Te Ao Māori

Foster the use of te reo, tikanga (protocols), mātauranga (knowledge) and New Zealand history. Work to strengthen partnerships with tangata whenua as Treaty partners.



## 5. Address inequities and the high cost of living

Address barriers to inclusion, including reducing inequities including digital inclusion, and find new and innovative ways to help address the high cost of living.



## 6. Support community events and programmes

Increase the amount of local community events and programmes to support greater community cohesion and wellbeing.

# Summary of key messages cont.



## 7. Promote community-led approaches

Employ community-led approaches that recognise the knowledge, wisdom, and skills of communities and what diverse communities value (such as church and family).



## 10. Expand place-based approaches

Increase focus and support for place-based approaches. Recognise the importance of whakapapa and connections to place for iwi and hapū.



## 8. Increase employment, social procurement and social enterprise

Provide greater support for social enterprises and employment pathways through employment and procurement practices.



## 11. Provide more support for community groups

Improve understanding, access, and availability for of different types of support, grants and funding for communities provided by council and by others.



## 9. Improve relationships, communications and engagement

Focus on building good relationships with communities and improve community engagement and communications tools and practises.



## 12. Community venues and facilities

Improve provision and accessibility of community venues and facilities, including libraries, parks and green spaces.

# Summary of key messages from Mana Whenua



Establishing partnerships



Supporting children and young people



Addressing housing crisis



Enabling manākitanga Māori



Creating sustainable employment



More cultural events



Reducing inequalities



Improving technological capacity



Fostering economic development and social enterprise



Improving Māori civic participation



Protecting the environment



Using tikanga Māori and reo



Building resilient whānau, hapū and iwi

# Summary of key messages from targeted communities



Grants and funding for local and regional projects is accessible



Provide more affordable transport options for communities in need.



Encourage more social and civic participation



Council to review and expand its roles to focus on community-led development.



Provide solutions for housing and homelessness



Better employment opportunities for minority groups



Promote procurement practices that help achieve fairer socio-economic outcomes for people from diverse backgrounds



Address rising inequality and high cost of living



Celebrate our diverse cultures, ethnicity, ages, genders and sexual orientations



Empower and enable communities to meet their own needs



Better engagement and communication with minority communities



Simplify council systems and processes



Invest in quality community venues and facilities



Improve urban area place-making



Reduce inequality and high cost of living



# Summary of key messages from Pacific communities:



Recognise Pacific culture and diversity



Faith and family values are very important



Strengthen council engagement process



Build better community venues and facilities



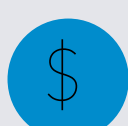
Reflect Pacific in urban design and place-making



Support more council initiatives, programmes, events and festivals



Support Pacific businesses and social enterprises



Address housing shortage and reduce the cost of living



Make grants and funding to be more accessible



Address the social issues of our community



Promote and encourage healthy living

## Next steps:

### **1. Share our Community Engagement Findings Report:**

We have consolidated all our community engagement findings into one report, this has been circulated to you and will be shared with everyone who contributed.

### **2. Deliver Local Board workshops: *WE ARE HERE***

In March/April 2021 we are sharing our engagement findings with local boards and seeking their early input before we start drafting the new plan.

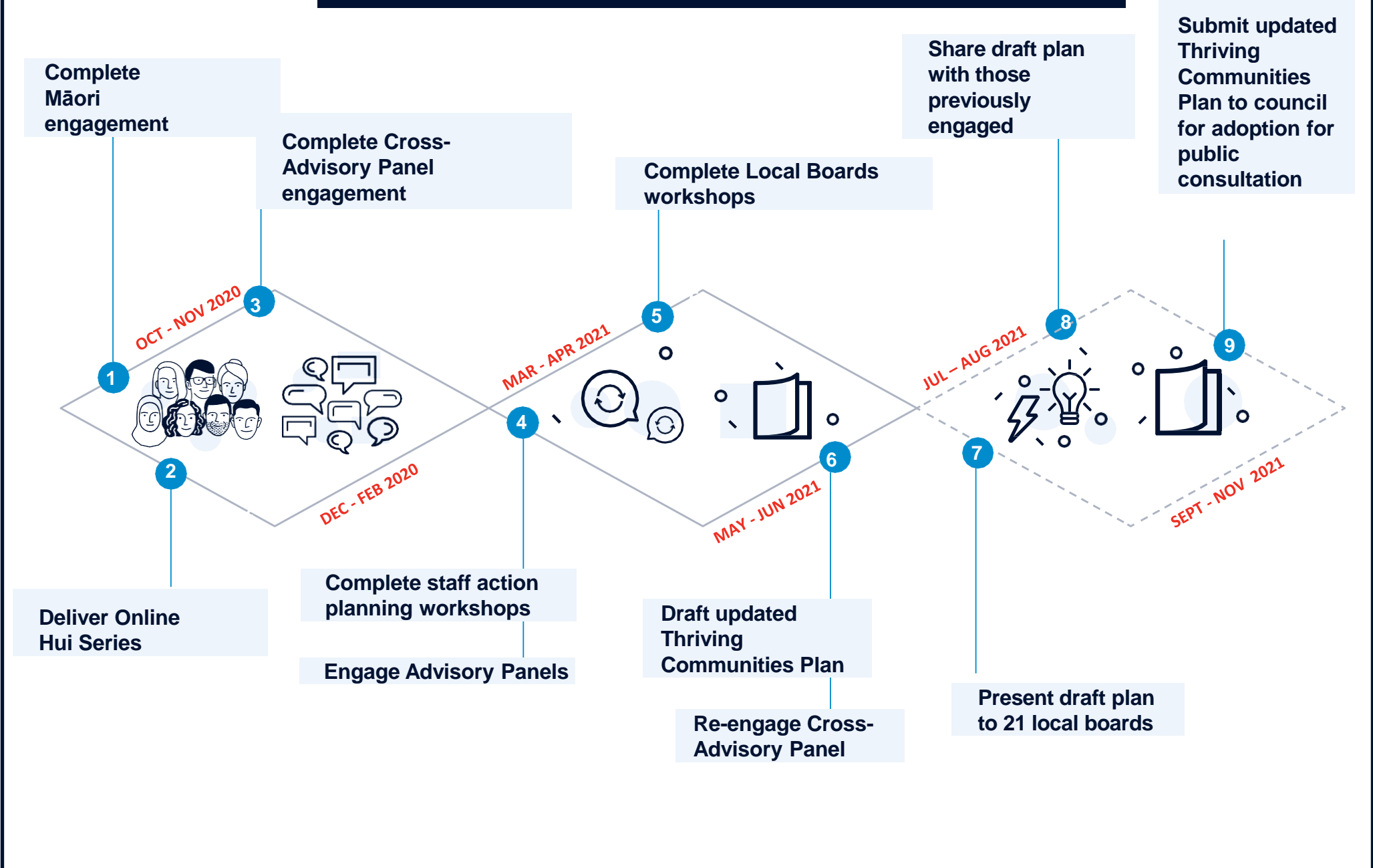
### **3. Council Staff Action Planning Workshops:**

A series of workshops in April 2021 will be held with targeted, cross council teams to co-design actions for the new plan around key areas communities have asked us to focus on.

### **4. Draft the new plan and report to elected members:**

In May/June 2021 we will develop a draft plan and report this to local boards July/August 2021; and then to governing body in September 2021 for approval for public consultation.

# Indicative timeline and next steps



# Questions and Comments

We are interested in your views and comments:

Q1: Do the community engagement findings resonate with you?

Q2: Is there anything you were surprised by or you think is missing?

Q3: Is there any other ideas you have for what we need to include in the refreshed Thriving Communities Plan, to help council support thriving, inclusive communities?

Q4: Any other comments or feedback?

# Contact us

If you have any further feedback, questions or comments, please don't hesitate to contact us by emailing:

**[thrivingcommunities@aucklandcouncil.govt.nz](mailto:thrivingcommunities@aucklandcouncil.govt.nz)**

**Tony (Pauliasi) Fakahau**, Senior Policy Advisor, Culture and Diversity,  
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