

Waitākere Ranges Local Board Workshop Record

Workshop record of the Waitākere Ranges Local Board held at the Waitākere Ranges Local Board office, 39 Glenmall Place, Glen Eden, Auckland on Thursday, 10 August 2023, commencing at 9.30am.

PRESENT

Chairperson: Greg Presland
Members: Michelle Clayton
Mark Allen
Linda Potauaine
Sandra Coney
Liz Manley

Apologies:
Also present: Adam Milina, Brett Lane, Natasha Yapp, Nataly Anchicoque, and Keri MacKinnon

Workshop Item	Summary of Discussions
Local Board Equity of Funding David Rose, Lead Financial Advisor 9.30am – 10.15am	Board members were briefed on the proposed Local Board Equity of Funding to be implemented through Long-term Plan 2024-2034.
Western Water Supply Programme Elizabeth Stewart, Elected Member Engagement Advisor Tom Scott, Programme Manager Water Nikhil Susarla, Senior Water Treatment Planner Paul Jones, Principal Consents Planner 10.30am – 11.30am	Board members were provided with an overview of the Western Water Supply Programme.
Storm recovery and resilience Hana Perry, Relationship Advisor Elizabeth Johnson, Senior Healthy Waters Specialist Nicholas Vigar, Head of Planning Craig Mcilroy, General Manager Healthy Waters	Board members were briefed on the 'Making Space for Water' programme which is being developed as part of Auckland's recovery from the January Floods and Cyclone Gabrielle.

Workshop Item	Summary of Discussions
<p>Mace Ward, Deputy Group Recovery Manager</p> <p>Martina Kucera, Recovery Specialist</p> <p>11.30am – 12.30pm</p>	
<p>Auckland Transport monthly update</p> <p>Owena Schuster, Elected Member Relationship Partner, Auckland Transport</p> <p>Bernard Sheary, Principal Project Manager - Central East</p> <p>1.30pm – 3.30pm</p>	<p>Auckland Transport staff updated the Board on the current work being carried out in the Waitākere Ranges local board area, including the storm recovery.</p>

The workshop concluded at 3.30pm.

Local Board Funding Equity - Alternative Options



Today's Discussion

- ❖ Intended Outcomes
- ❖ Past decisions
- ❖ New Direction
- ❖ Summary of JGWP sessions to date
- ❖ Summary of Discussion Paper for LB feedback
- ❖ Next steps



Intended Outcomes

Governance Framework Review (2017-2021) identified inequities in local board funding

Current funding model
– asset based





2021 GFR decisions (in-principle) to achieve LB funding equity

- By utilising unallocated growth and renewals
 - Funding to go to LBs based on equity ranking
 - Equity to be based on the 80:15:5 model
 - Funding equity to be achieved in 10-15 years
 - No reallocation between LBs i.e., no reduction to local board funding levels
 - Implementation through LTP 2024-2034
-
- Limited to local community services ABS budget
 - LDI was out of scope for equity calculations

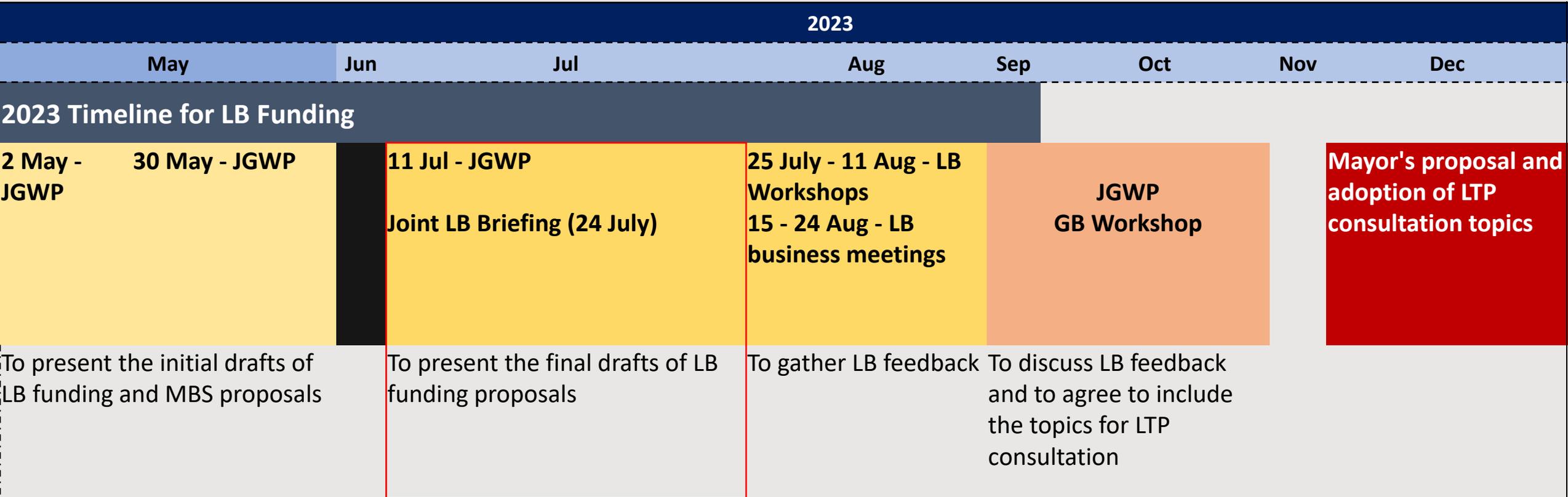




New Direction from the Mayors office in 2023

- Achieving equity in a shorter timeframe
- Scope could be wider than that of earlier GB decisions – all local activities and funding sources
- Funding options include reallocation of existing funding, new funding or a combination of funding



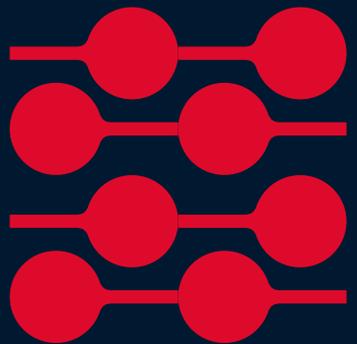




Options Summary – 02 & 30 May JGWP

#	Option	Description	Time required to achieve funding equity
1	GFR October 2021 (original in-principle decision)	Achieving local community services funding equity by reallocating future unallocated growth and renewals budgets to local boards with funding gaps	10 – 15 years
2	Providing new funding to bring all local boards to equity	Achieving local board funding equity by allocating new funding, provided through LTP 2024-2034, to local boards with funding gaps	3 years (will need further analysis) ✓
3	Reallocating all existing local board funding	Achieving local board funding equity by redistributing existing local board funding (both capital and operational funding)	3 years (will need further analysis)
4	Combination of options 2 & 3	Achieving local board funding equity by redistributing some existing local board funding and allocating some new funding, provided through LTP 2024-2034, to local boards with funding gaps	3 years (will need further analysis) ✓





Discussion Paper - Local Board Funding Equity



11 July 2023



Scope of Alternative Options

Changes to scope from GFR

- Includes LDI
- Opex and capex separately
- Excluding growth and other specific funds

The scope for the alternative options will be **local community services**

Expanding the scope beyond local activities(eg: CCOs) cannot currently be accommodated but could be advanced over time





Discussion Paper | LDI

- Considered all budgets as one pool and analysed based on the approved equitable model 80:15:5
- Moving forward staff propose not to have budget classifications within opex or capex (i.e., no ABS or LDI)



Discussion Paper | Proposed Scope Exclusions

Growth

- Reallocation requires the amendment of the DC policy
- May lead to Council refunding some of the DCs already collected
- LBs that receive growth funding through reallocation will be limited in their investment decisions by the conditions of the DC policy and legislation

Discrete projects

- Reallocation may result in inadequate funding for LBs to deliver these projects



Discussion Paper | Unallocated budgets

Budget provision yet to be assigned to a specific project or LB

Unallocated opex is:

- mostly consequential opex related to new growth investment and therefore is proposed to be out of scope

Unallocated capex is:

- some renewals (minor capex and response renewals)
- about \$15m of unallocated budgets for new investment (FY25-FY27)

Reallocation of these unallocated budgets would mean, future investments or renewals that were planned from these budgets will be LB's responsibility



Options Summary

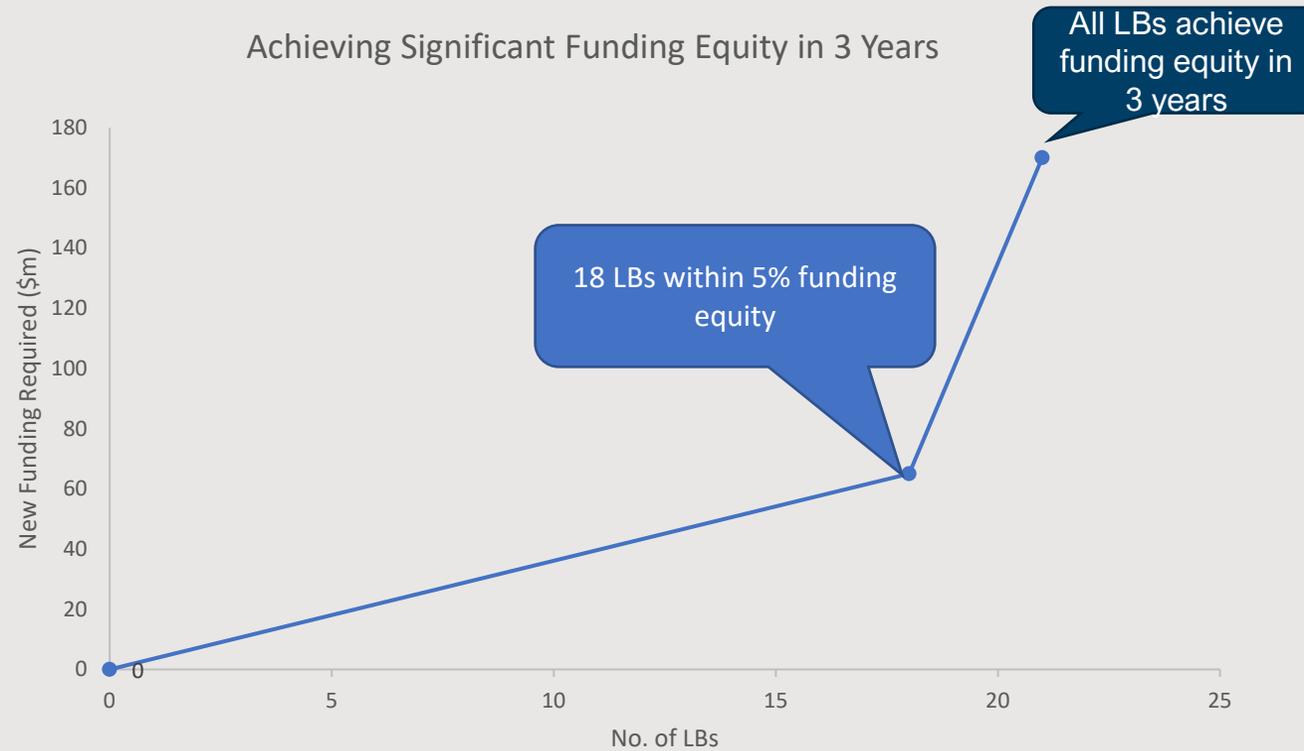
Options	Reallocation%	Approx. New funding required (\$m)	Equity achieved in 3 years
Option (ii): New funding	0	Opex: 170 Capex: 210	Complete
Options (iv)A to (iv)D Combination of reallocation and new funding	10 to 75	Opex: 150 to 40 Capex: 190 to 50	Complete
Transition approaches A lower amount of new funding and lower percentage of reallocation	0 to 75	Opex: 65 to 0 Capex: 75 to 10	18 local boards get to within 5% opex and capex funding equity

1% rates increase = \$20m opex

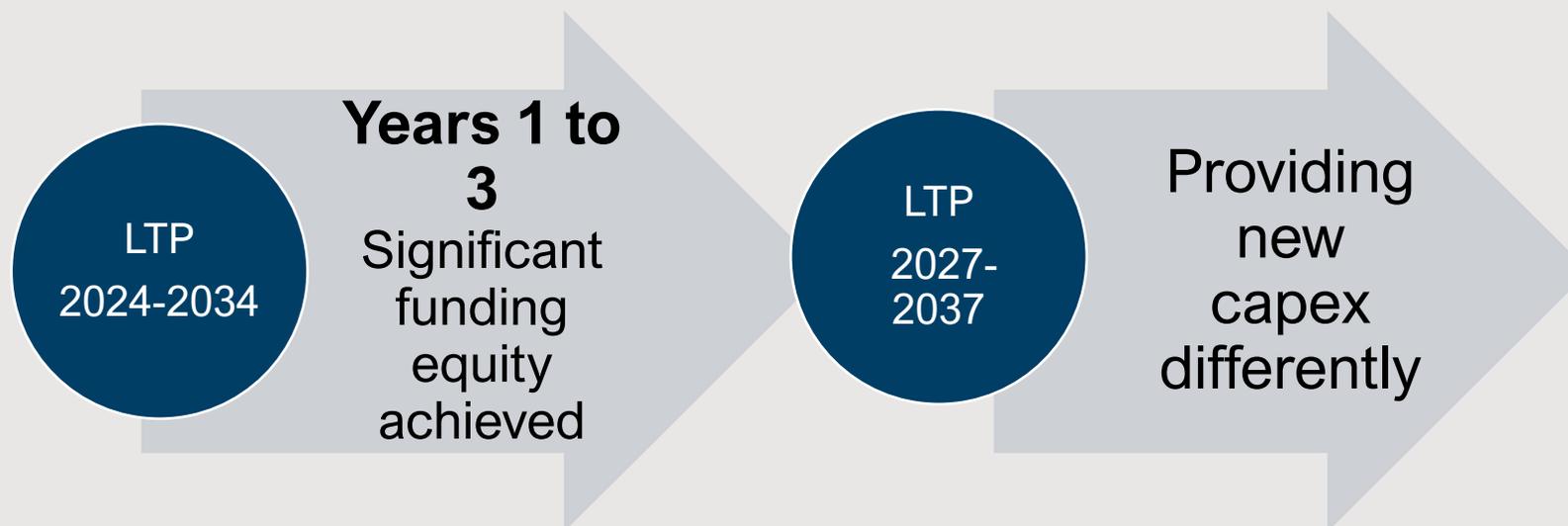
\$100m additional borrowing = +2% on our debt to revenue ratio



Transition Approach



Continuation of Transition Approach through LTP 2027 - 2037



- New capex funding to be kept as a pool LBs can apply to
- LBs to co-contribute to receive capex budget from the pool
- Split of contributions (LB vs new funding) will depend on LB's equity ranking
- Further work to be done to determine the finer details of this approach



Discussion Paper | Impact of Multi-board Services on Equity Analysis

- Have only discussed opex impact due to limitations of data
- However, capex impact would be similar

Hybrid funding

Approach	Description	Assessment
Hybrid (direct and pooled funding)	Host local board funds 50% Local community services funding pool funds 50%	Relatively simple to administer Reasonable balance of costs

Example

Local Board	3 Year Opex budget (\$m)	Opex equity ranking	3 Year Opex budget after considering MBS (\$m)	Equity ranking after considering MBS
Waitemata	15	15	13	11
Hibiscus and Bays	17	14	17	15



Discussion Paper | Implementation

Staged Implementation:

Year 1: 1 July 2024 – 30 June 2025

Analysis and advice is provided to LBs to inform decision-making in year 2, based on funding equity changes in year 2

Year 2: 1 July 2025

Budget and associated service changes (if any) to give effect to funding equity take effect

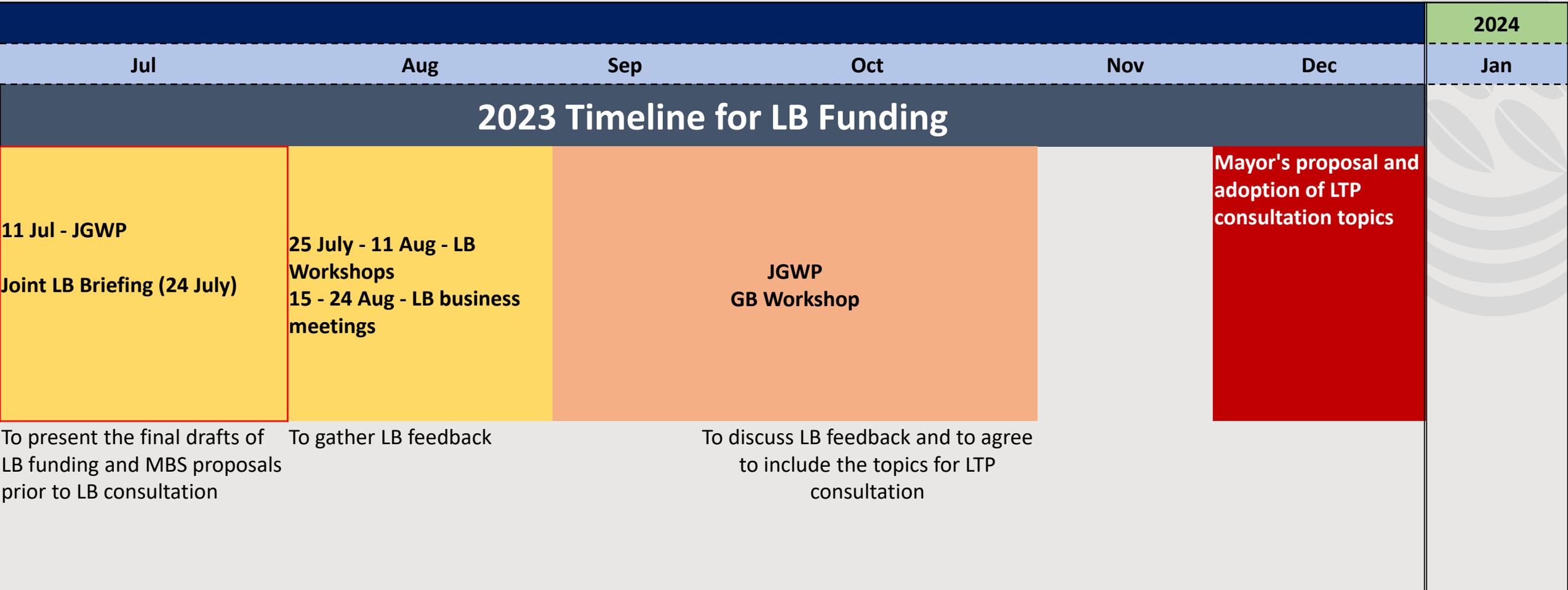


Discussion Paper | Multi-board Services

- Further work is required to analyse the cost-to-benefit value of implementing a MBS programme and shared governance approach
- This work will be undertaken during the LB feedback period to inform further advice to the JGWP



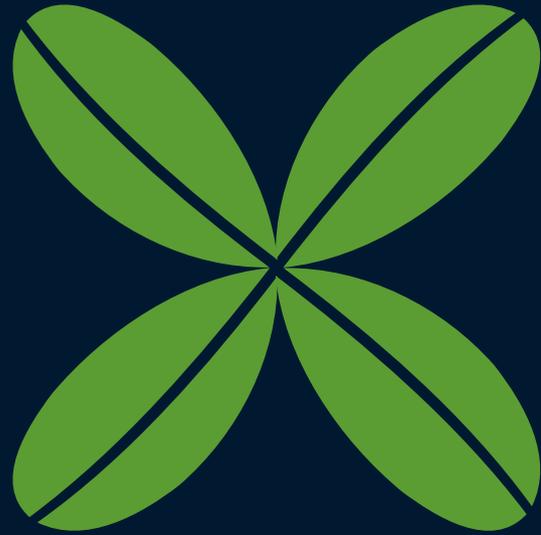
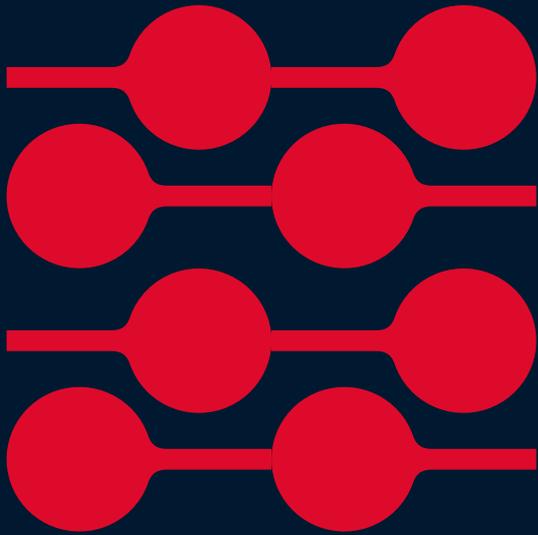
Next Steps





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Discussion Paper - Local Board Funding Equity



Joint Governance Working Party

11 July 2023



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Purpose

1. To seek feedback from the Joint Governance Working Party (JGWP) and the local boards on the proposals to achieve local board funding equity, which are to be implemented through Long Term Plan (LTP) 2024 – 2034. This feedback will be considered by the Governing Body before these proposals are considered for consultation and decision making through the LTP process.

Context

2. Staff have been working on proposals to implement the October 2021 Governing Body decisions on local board funding equity through LTP 2024 -2034. In early 2023, the Mayor's office directed staff to investigate a new direction to achieve local board funding equity and for this to be considered by the JGWP and the local boards prior to implementation. This discussion paper covers:
 - (i) previous Governing Body decisions to address local board funding inequity.
 - (ii) direction from the Mayor to investigate alternative options for achieving local board funding equity in a shorter timeframe.
 - (iii) summary of discussions with, and directions from, the JGWP
 - (iv) scope and impact of the alternative options
 - (v) multi-board services (MBS) and its impact on local board funding
 - (vi) implementation analysis
 - (vii) risks and implications of the funding options.

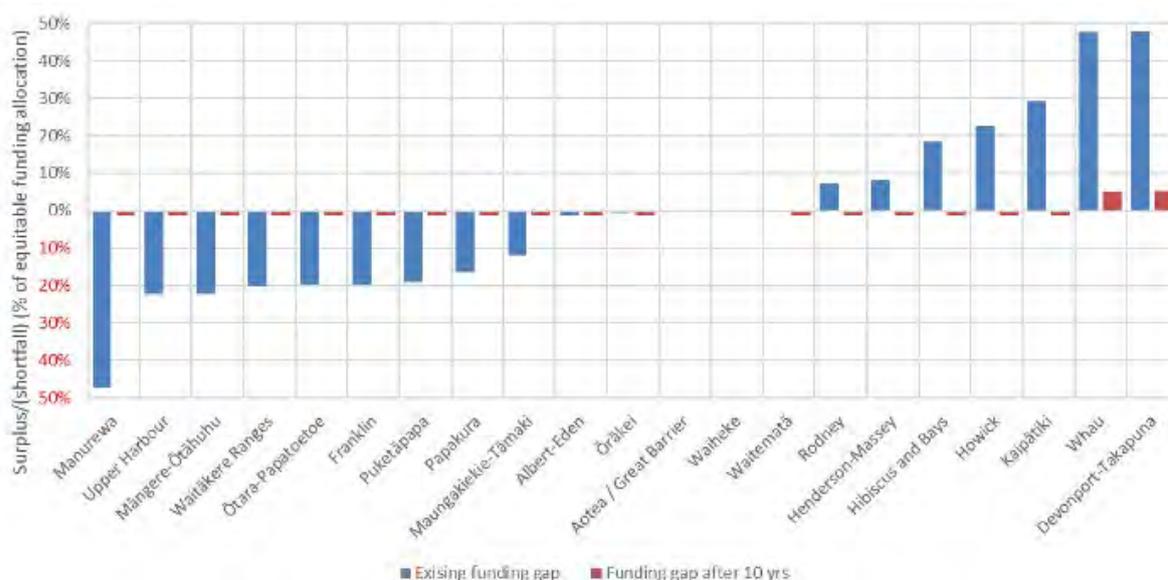
Governance Framework Review and 28 October 2021 Decisions

3. Following a report in 2016 on the state of governance of Auckland Council, the Governance Framework Review (GFR) was initiated by the Governing Body in 2017. The aim of the GFR was to investigate Auckland Council's current governance structure and recommend improvements.
4. The Governing Body established a political working party (the JGWP) to investigate the GFR recommendations. For the last two terms, the JGWP has been functioning as the primary forum for staff to discuss proposals and receive feedback and direction on the GFR, before taking the proposals to the Governing Body.
5. Following extensive investigation and consideration of options by the JGWP, on 28 October 2021 the Governing Body agreed to increase local board decision-making responsibilities to all local community services within the funding envelope allocated to each local board (GB/2021/137).
6. A key part of the Governing Body decision was to address the inequity of local boards' funding to provide these local community services, as current funding is based on the assets in each local board area, most of which were built pre-amalgamation, and have variable distribution across local boards.
7. The Governing Body agreed in principle to address this situation through the forthcoming Long-term Plan process, by:
 - (i) establishing an alternative service level equity and funding policy, that seeks to achieve funding equity for local boards within 10-15 years.

- (ii) allocating Long-term Plan (LTP) outer year funding for growth and future renewals to local boards which are underfunded, starting with the most underfunded local boards. A key aspect of this decision was that no local board would lose funding.
 - (iii) approving the funding allocation based on the 80% population, 15% deprivation and 5% land area (80:15:5) formula.
8. A fixed amount or percentage of funding to be provided for Waiheke and Aotea-Great Barrier local boards based on that used in Locally Driven Initiatives funding.
 9. Although reallocation of funding from local boards that are currently funded over an equitable funding level (based on the 80:15:5 model) was considered, this was not supported. Hence the 2021 GFR decision aimed at uplifting all local boards to an equitable funding level that aligns with the highest funded local board.

Original GFR Scope

10. The scope of the 2021 GFR investigation into local board funding equity was limited to local community services activity asset based services (ABS) budgets, as this is the majority of funding local boards have decision-making over. This included growth funding and discrete projects but excluded slips remediation and coastal renewals and locally driven initiatives (LDI) funding.
11. The GFR analysed budgets across ten years of LTP 2021 – 2031 and considered operating expenditure (opex) and capital expenditure (capex) as one funding pool. This analysis is reflected in the graph below which ranked where local boards sit in terms of the equity of their funding based on ten years of LTP 2021 – 2031 funding. This graph was part of the 28 October 2021 report to the Governing Body on which in-principle decisions to address local board funding inequity were made and has been widely seen and understood by local board members.



Change in funding gap over 10 years 2021/2022 – 2030/2031

New Direction and Alternative Options 2023

12. Since the October 2022 election, the Mayor has expressed his interest in addressing issues he sees with local board funding as a priority this term, including giving local

boards more authority and autonomy over local matters and providing them with a more equitable funding allocation.

13. On 21 April 2023, the Mayor wrote to all local board members outlining his wish to simplify the council's governance structure, to move closer to a genuine shared governance model, and enable more decisions to be made locally where possible. The Mayor indicated that this would involve changes to local board funding policies and addressing equity issues to enable local boards to exercise more control and make decisions about asset ownership and use, and to make it easier for local boards to raise revenue for specific projects. The Mayor reiterated this position in his address to the JGWP on 2 May 2023.
14. In particular the Mayor also outlined his expectation that staff would develop a plan to achieve local funding equity in a much shorter timeframe, than the 10-15 years agreed upon by the Governing Body in 2021, and ideally within 1-3 years. The Mayor indicated his preference that this be achieved by reallocating funding between local boards and potentially using new funding (if available) as opposed to the existing approach which relied on using LTP outer years renewals and growth funding.

Summary of work this term with the JGWP

15. In response to the Mayor's request, the Mayor and Council's Executive have agreed to continue using the JGWP to advance further discussions on addressing local board funding equity.
16. The JGWP was reconstituted after the 2022 elections. It consists of six councillors and six local board members, five of whom are returning from the last term and providing continuity to this discussion.
17. At the first JGWP meeting for this term on 2 May 2023 staff presented an initial report in response to direction from the Mayor's office, consisting of the following three alternative options on how local board funding equity could be achieved in a shorter timeframe (first three years of LTP 2024 – 2034):
 - a) providing new funding to bring all local boards to equity,
 - b) reallocating all existing local board funding,
 - c) a combination of options (a) and (b).

These options are in addition to the original option decided by the Governing Body in October 2021. All of these options are explained further in Table 1 below.

Table 1: Local Board Funding Options

Option	Description	Time Required to Achieve Funding Equity
(i) Governing Body October 2021 (original in-principle decision)	Achieving local community services funding equity by reallocating future unallocated growth and renewals budgets to local boards with funding gaps	10 – 15 years
(ii) providing new funding to bring all	Achieving local board funding equity by allocating new funding, provided through LTP 2024-2034, to local boards with funding gaps	3 years

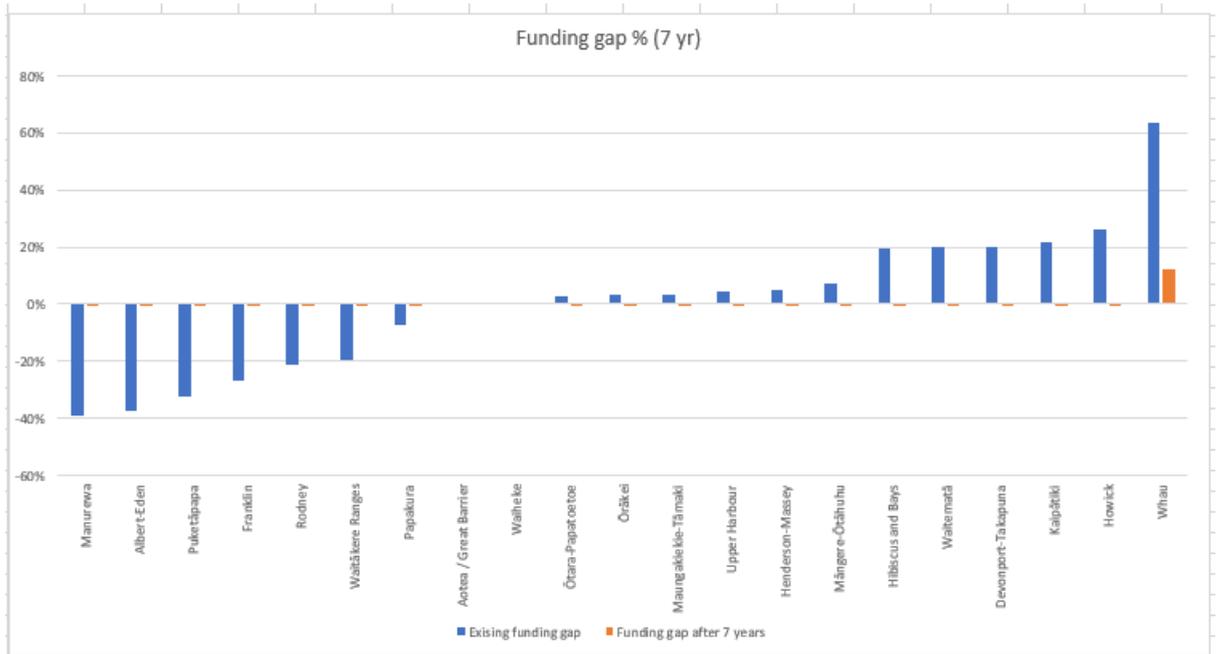
Option	Description	Time Required to Achieve Funding Equity
local boards to equity		
(iii) reallocating all existing local board funding	Achieving local board funding equity by reallocating existing local board funding (both capital and operational funding)	3 years
(iv) a combination of options (ii) and (iii)	Achieving local board funding equity by redistributing some existing local board funding and allocating some new funding, provided through LTP 2024-2034, to local boards with funding gaps	3 years

18. The Mayor attended the 2 May JGWP meeting and outlined his proposal. The JGWP supported the staff's intention to complete a more detailed analysis on these options for further consideration. This detailed analysis was presented to and discussed with the JGWP on 30 May 2023. A copy of the report to, and the minutes of the 30 May JGWP meeting are included at Attachments B and C.
19. The analysis to support the options being considered included current budgets that reflected budget changes that had been made after the October 2021 decision. These budget changes created some confusion with JGWP members. Staff were asked to provide the reasons behind these changes and reconfirm the scope change requested by the Mayor and this is covered in paragraphs 37 to 40.
20. The JGWP directed staff to focus future work on options (ii) and (iv) as it was considered that option (iii) would be politically unacceptable.
21. Further information was requested on the implications of different scenarios in relation to:
- (i) identifying the specific impacts of the components of the expanded scope e.g., impact of removing growth funding (see paragraphs 41 to 46)
 - (ii) analysis of the funding effects of removing regional, sub-regional and multi-board services and facilities from funding allocations (see paragraphs 80 to 98)
 - (iii) possible advantages and disadvantages of different percentages for a mix of reallocation and new funding, to inform principle-based decision on percentages, noting the impact of Annual Budget 2023/2024 decisions (see paragraphs 64 to 71)
 - (iv) resourcing implications for funding changes, given the shorter timeframe for implementation. (See paragraphs 101 to 103)
 - (v) analysis on transition requirements for implementation, for both opex and capex (see paragraphs 92 to 100).

Scope

Updated funding equity analysis based on the original GFR scope

22. The following graph shows the funding equity standings using the current budgets and budgets for the remaining seven years of the current LTP (2024 – 2031).



Change in funding gap over 7 years 2024/2025 – 2030/2031

23. Some of the local board equity rankings have changed when compared to 2021 analysis due to the following reasons:

- (i) the 2021 GFR model had 10 years of data (2021/2022 to 2030/2031) and the updated model only has 7 years, i.e., 2024/2025 to 2030/2031. Our current financial data only extends to 2030/2031, which is the final year of the current LTP.
- (ii) there have been refinements to local board budgets through annual plans since 2021:
 - a. With opex this mainly relates to refinements in the repairs and maintenance budgets as Council incorporated updated, more accurate information from its suppliers.
 - b. Capex budgets have changed to respond to the savings targets and capex prioritisation decided through 2021/2022 and 2022/2023 annual plans.

24. The updated 2023 graph also shows the change in equity in these seven years based on the allocation of unallocated growth and renewals budget. Analysis based on the current budget data shows that there is \$783 million of unallocated budget¹ in these seven years.

25. If the council decides to prioritise this unallocated budget for other purposes (e.g. storm response) prior to or through LTP 2024 -2034, achieving local board funding equity under this proposal will be delayed, unless additional funding is made available for this purpose.

26. Most of this unallocated budget is currently set aside for investment in growth. Repurposing funding intended for growth investment will delay the council’s investment in growth and may require the amendment of Auckland Council’s

¹ these budgets are yet to be allocated to a local board and are kept aside for future renewals and growth-related investment. This is explained in more detail in paragraphs 46 to 52.

Development Contributions (DCs) policy and the refund of some of the DCs collected.

27. Local boards that receive additional funding in the form of growth funding under this approach will be restricted in what and where they invest as investment of growth funding is guided by legislation (various sections of the Local Government Act 2002) and the DC policy.

Scope for Alternative Options

28. Staff have analysed budgets for the three financial years 2024/2025, 2025/2026 and 2026/2027 as these are the first three years of LTP 2024-2034, through which local board funding equity is proposed to be implemented under the new direction.

29. Staff have used the scope of option (i) (GFR) as a starting point for this investigation with three key changes. For the investigation of alternative options staff have:

(i) considered opex and capex separately for the following reasons:

- (a) the differences in opex funding across local boards is reasonably consistent, regardless of the timeframe of analysis. However, differences in capex varies considerably depending on the timeframe of analysis. This is due to the finite and lumpy nature of capex projects as opposed to opex which is ongoing. Discrete capex budgets only appear in certain years when the project is delivered, and this affects funding equity calculations. To better understand the impacts of capex funding on equity, it is useful to consider them separately.
- (b) creates an opportunity to understand opex and capex funding inequities separately and therefore address them differently. This is especially relevant when we consider the strategy of delivering differently, with less reliance on assets for service delivery adopted through LTP 2021-2031²
- (c) if a decision is made to provide new funding to achieve local board funding equity, the mechanisms to raise new opex and capex are different. Opex is generally funded through operating revenue such as rates and user charges, and capex is generally funded through debt (Auckland Council Revenue and Financing Policy).
- (d) in the current financial environment, there is limited flexibility in changing the funding mix (i.e., changing between opex and capex), for new funding, in the short term. The GFR decision of providing local boards with new funding and letting local boards decide the capex/opex funding mix is unlikely to be practical in Council's current financial environment. If an option for new funding is identified it is more feasible to provide local boards with a fixed split of new opex and capex, in the short-term.

It should be acknowledged that investment in capital projects will have an impact on future opex requirements through service and maintenance costs. Once local boards are allocated funding equitably, the future opex-requirements of new capital investment will have to be managed by the local boards from within their opex budget allocation. Staff will ensure that any future

² a three-year transition towards a more sustainable investment approach to delivering community services that is less reliant on council assets and focuses more on provision through alternative ways such as partnerships, digital channels and multi-use facilities (FIN2021/49)

investment advice provided on capital investment will include the whole of life costs of the asset which includes future opex requirements.

- (ii) included budgets funded through fees and charges, general rates and debt in the equity calculations. Some budgets were excluded due to limitations for reallocation of their funding sources, as detailed in the table below.

Table 2: Limitations of some funding sources

Funding Sources	Scope (Y/N)	Reason for being out of scope
Growth	N	Growth funding is allocated to specific projects within funding areas based on the Development Contributions (DC) policy and expected future growth population growth across Auckland. Reallocation of this budget is not possible without a change to the DC policy. Risks in changing this policy could result in growth investment being delayed in high growth areas, as inequity ranking, and growth projections do not align. This could also result in council being required to refund some DCs already collected if not able to deliver agreed growth projects in a timely manner.
External/specific funding/targeted rates	N	This is funding received to support specific purpose projects in specific local boards. This funding cannot be pooled together for reallocation.

- (iii) included LDI budgets, which funds projects across all local activities, in the scope for analysis. In October 2021 the Governing Body approved the 80:15:5 formula as an equitable allocation formula. LDI is currently allocated based on a 90:5:5 formula. Prior to implementation of increased local board decision-making local boards' discretion over ABS was limited. Under increased decision-making local boards have decision-making over both ABS and LDI. Hence staff recommend including LDI in the scope for alternative options and analysing it based on the 80:15:5 model. Once this is implemented there would be no distinction between ABS and LDI, there would only local boards' opex and capex.

Consideration of local activities for alternative options

30. Staff also analysed asset-based services budget within all four local activities:

- (i) Local community services
- (ii) Local environment management
- (iii) Local planning and development
- (iv) Local governance

For potential inclusion in the alternative options to achieve local board funding equity.

31. Staff propose to only consider the budget within local community services activity for these alternative options. The table below explains the reasons for excluding the other three activities.

Table 3: Analysis of other local activities

Local activity	Reason for being out of scope
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<p>Local Environment Management ABS</p>	<p>The ABS budget in this activity is comprised of a targeted rate collected for drainage purposes and an allocation for solid waste. These funds are collected and allocated for a specific purpose and in specific locations.</p> <p>The targeted rate is set by legislation and cannot be reallocated. The solid waste allocation is the budget for a regional service delivered in the local board areas. These do not fall within local board decision-making and cannot be considered for reallocation.</p>
<p>Local Planning and Development ABS</p>	<p>99 percent of the ABS opex budget in this activity is the BID targeted rates budget. These targeted rates are collected from the businesses on behalf of various business associations and are paid to these business associations. Local boards do not have decision-making over the allocation of these budgets.</p> <p>This activity also includes the Waitākere Ranges and Foothills Protection opex budget which is a legislative requirement under the Waitākere Ranges Heritage Area Act 2008 and cannot be considered for reallocation.</p> <p>Currently there is only one capital project under this activity which has a budget of \$19,000 in 2024/2025. This is a multi-year project which ends in 2024/2025.</p> <p>Hence, staff recommend not to include this activity in the scope.</p>
<p>Local Governance</p>	<p>The majority (55%) of the budget under this activity cover staff and other operational costs that support the local boards. Staffing is currently a statutory responsibility of the chief executive (s 42(2)(g) of the Local Government Act).</p> <p>The remaining budget under this activity relates to local board members such as elected member honorariums (40% of the total budget), training, etc. Elected member honorariums are set by legislation (Local Government Members Determination) and local boards do not have any decision-making over this.</p>

32. **Funding for other activities** such as for corporate property, transport and other CCOs are out of scope for this investigation. These are currently outside the local board allocation of decision-making or significant influence. The Mayor has indicated his preference to expand local board decision-making over some or all these activities. However, until a decision is made on this, these activities remain out of scope for this analysis. Also, any investigation that requires the inclusion of these activities would require collaboration of multiple agencies of the council, and additional resources and time.

33. **Gulf Island local boards:** For the alternate funding options, staff have followed the GFR decisions to provide fixed funding to the Gulf Island local boards. The fixed percentages are 1 percent and 2 percent of the total budgets for Aotea Great Barrier and Waiheke, respectively, which is consistent with the Local Board Funding Policy.

34. Local boards are allocated a share of the overhead costs such as interest, depreciation and corporate overheads based on the local board funding policy. Local

boards do not have direct decision-making over these budgets. Hence, these will be out of scope for this analysis.

Equity analysis based on the proposed scope for alternative options

35. The opex and capex equity rankings based on the scope for alternative options as discussed in the previous sections and based on current budget data is provided in Attachment D.
36. Local board funding equity rankings are determined by comparing the existing funding levels (2024/2025-2026/2027) to funding levels based on applying the above 80:15:5 formula to existing funding.

Responding to questions on scope from 30 May JGWP (JGWPC/2023/3 b)

37. At its 30 May 2023 meeting the Joint Governance Working Party also passed the following resolution:

(b) whakaae / agree to seek clarification from the Mayor in regard to the expanded scope

to seek clarity on this updated scope.

38. In response to the above JGWP resolution, the Mayor's office has confirmed that the scope outlined in the previous section is consistent with the Mayor's request. In confirming this, the Mayor has also asked that his overall aspiration of "fairer funding" for local boards, for them to be "bulk funded" and to make decisions on all local matters, not just local community services, is clearly signalled.
39. In response, staff advice is that this proposed extension of scope brings in a range of matters that cannot currently be accommodated within existing policy, legislative and/or resource constraints. While that work could be advanced over time, staff consider that a staged approach towards these outcomes is desirable.
40. The Mayor has also signalled his aspiration that there are fewer local boards with even greater decision-making, ideally in place in time for the coming 2025 election. The Governing Body resolved on 22 June 2023, to refer a local board reorganisation proposal to the JGWP. This proposal considers a smaller number of local boards with greater authority, to be implemented ahead of the 2025 or 2028 election. This would impact on this local board funding equity work programme. Staff will closely monitor the progress of this proposal and update the local board funding equity advice promptly.

Responding to the JGWP resolution on the impacts of the components of the scope (JGWPC/2023/3 d(i))

(i) LTP approved discrete local projects

41. These are specific projects approved through each LTP based on the priorities and strategies of the Council. Funding equity was not assessed or considered while approving funding for these projects. These projects' budgets are allocated to a specific local board and are one of the reasons behind disproportionately high funding for some local boards (example: funding for Te Hono community centre in the Whau local board).
42. After considering the benefits and drawbacks of including or excluding these projects in the funding equity analysis (refer table below), staff propose to exclude these projects.

LTP Discrete Projects	Benefits	Drawbacks
Including in the analysis	It provides a more complete picture of funding levels in the local board area	<p>If reallocation progresses as an option to address funding equity, then the local boards may end up with inadequate funding required to complete these LTP discrete projects. This would mean Council is not delivering on past decisions aligned with policy.</p> <p>These discrete projects raise the level of overfunding in the relevant local boards. This increases the amount of reallocation or new funding required to achieve local board funding equity.</p>
Excluding from the analysis	Considers past Council decisions and ensures adequate funding remains to deliver these decisions.	Does not consider all the funding invested in the local board area.

(ii) Growth funding

- 43. The JGWP requested analysis on the impact of excluding growth from the calculations for equity.
- 44. Based on current budgets there is \$39 million of growth capex funding allocated to various local boards in the first three years of LTP 2024 – 2034. Almost \$23 million of this is spread across three local boards – Upper Harbour, Hibiscus and Bays and Maungakiekie-Tāmaki. The remaining is spread across other local boards.
- 45. Attachment E illustrates the impact, of including or excluding growth funding in the analysis, on equity rankings.
- 46. However, as mentioned in the table above (Table 2 in para 29 (ii)), including growth funding will have other impacts than just impacting equity calculations. Reallocating growth funding may require a change to our DC policy and there will be limitations on local boards receiving growth funding on the type and location of assets they can invest in. For example, local boards cannot use growth funding for renewals or to invest in assets outside the adopted DC policy. Also, the reallocation of growth funding may trigger the refund of some DCs already collected.

Future unallocated budgets

- 47. Future unallocated budgets are budgets which are yet to be allocated to specific local boards in the future years (2024/2025 – 2030/2031) of the current LTP 2021-2031. Most of the future unallocated budget relates to growth funding and is proposed to be out of scope for the alternative options.

48. Unallocated opex is the consequential opex provision to cover operating costs of future investments, which mostly relates to growth funding. As growth is proposed to be out of scope in alternative options (ii). and (iv)., staff propose that unallocated consequential opex is also excluded.
49. Once a new growth investment is delivered, the asset and associated consequential opex transfers to the relevant local board's budget, which would then be considered as the local board's budget for any future equity analysis.
50. Unallocated capex (other than growth) mainly consists of response renewals kept aside for unplanned renewals and some funding provision for new investment.
51. These budgets are formulated based on the estimated future asset investments and response renewals requirements. This budget gets approved and allocated to specific local projects through annual plans or long-term plans as we start planning for the relevant financial year.
52. The unallocated capex budget is a local community services budget and can be considered for reallocation under an equitable allocation model. However, once this is allocated to local boards through the funding model, local boards will have to manage any future new investment and unplanned renewals through their allocated budgets.
53. Based on the scope for the alternative options, current budget figures indicate that in the first three years of LTP 2024 -2034 there is \$25 million of unallocated capex. The amount of unallocated budget may change as further budget decisions are made prior to or through LTP 2024 -2034 to respond to priorities such as storm response.

Alternative Options and their Impacts

54. At the 02 May JGWP staff presented three alternative options (as explained in para 17. Table 1) to achieve local board funding equity in a shorter timeframe:
 - (ii) providing new funding to bring all local boards to equity
 - (iii) reallocating all existing local board funding
 - (iv) a combination of options (ii) and (iii).
55. At the 30 May JGWP staff presented detailed analysis on these three alternative options. The JGWP at this meeting agreed to move forward with options (ii) and (iv) and requested further information on these options to be brought back to the 11 July JGWP.
56. The following sections provide further analysis on these two options reflecting the scope adjustments as outlined above.

Option (ii) - Providing new funding in the LTP 2024-2034 to bring all local boards to equity.

57. This option looks at mitigating local board funding equity through the provision of new funding through the LTP.
58. New funding if any, and the funding sources to enable this will need to be approved through the LTP 2024-2034. There is currently no source of new funding identified. Additional rates or debt is an option to raise new funding, however, this is yet to be

decided through LTP 2024 – 2034 which will have multiple priorities requiring new funding.

59. Some local boards are currently overfunded compared to the equitable funding allocation model. If there is no reduction to existing funding levels of overfunded local boards, the level of funding equity to be achieved will be relatively higher.
60. The amount of new funding required to get underfunded local boards to equity relative to the overfunded local boards, without reducing the currently overfunded local boards is approximately \$170 million in opex and \$210 million in capex across the first three years of the LTP 2024-2034.
61. Opex is generally funded through fees and charges and general rates, and capex is generally funded through debt. As an illustration of how new funding could have an impact on our financial position, for new operational funding required, a 1 percent rates increase raises around \$23 million opex and provides some extra capacity for debt. For new capital funding required, \$100 million of additional capex has impact of around a 2 percent increase against our debt to revenue ratio. It also has an associated requirement for additional opex funding through interest and depreciation.
62. The table below provides a summary of existing local board funding and new funding required in the first three years of LTP 2024 – 2034 to achieve local board funding equity.

	Existing Funding (\$m)	New Funding Required (\$m)
Opex	589	170
Capex	244	210

63. Attachment F shows the allocation of new funding to local boards.

Option (iv) - Combination of reallocation of some existing local board funding and new funding

64. This option looks at reallocating a portion (or percentage) of funding from overfunded local boards, with additional new funding to get all local boards to funding equity.
65. Staff have analysed various combinations to provide a clearer understanding of the impacts of each combination as shown in the table below.

Option	% reduction of surplus from LBs funded above an equitable level	Reduction in surplus over 3 years	New funding (including unallocated if any) required to achieve funding equity
iv(A)	10%	Opex: 1 local board reduces in funding by \$1m Capex: 1 local board reduces in funding by \$1m	Opex: \$150 m Capex: \$190m
iv(B)	25%	Opex: 1 local board reduces in funding by \$2.2m	Opex: \$125m Capex: \$160m

Option	% reduction of surplus from LBs funded above an equitable level	Reduction in surplus over 3 years	New funding (including unallocated if any) required to achieve funding equity
		Capex: 1 local board reduces in funding by \$2.7m	
iv(C)	50%	Opex: 5 local boards reduce in funding ranging from \$0.7m to \$4.4m Capex: 3 local boards reduce in funding ranging from \$0.7m to \$5.3m	Opex: \$80m Capex: \$110m
iv(D)	75%	Opex: 8 local boards reduce in funding ranging from \$0.6m to \$6.6m Capex: 5 local boards reduce in funding ranging from \$1.6m to \$8m	Opex: \$40m Capex: \$50m

66. As is evident from the table above, the higher the reallocation from overfunded local boards, the lesser the amount of new funding required to achieve local board funding equity. However, as the percentage of reallocation increases, the budgetary impact on local boards that are currently funded over their equitable funding levels increases. This is likely to have flow on impacts to their assets and services.

67. Also, given Council's LTP 2021 – 2031 commitment to delivering differently³, it may not be prudent to provide a large amount of additional capital funding as it may not incentivise lesser reliance on assets.

An alternative transition approach

68. Staff have identified an alternative transition option that is different to the above-mentioned options, i.e., allocating a lower level of new funding to uplift most local boards to within 5% equity. Any new funding and funding sources will have to be approved through LTP 2024 – 2034.

69. Under this approach most local boards could be brought to within 5% of funding equity within the first three years of the LTP 2024 – 2034. This is different to the options described previously as those options aim to achieve complete local board funding equity in the first three years.

70. Further reallocation or new funding will be required in years four to six of the LTP 2024 – 2034 to bring all local boards to complete funding equity and staff will provide advice and options on this through the development of LTP 2027 - 2037

³ a three-year transition towards a more sustainable investment approach to delivering community services that is less reliant on council assets and focuses more on provision through alternative ways such as partnerships, digital channels and multi-use facilities (FIN2021/49)

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New funding across 3 years (including unallocated if any) (\$m)	% reduction of surplus from LBs funded above an equitable level	Funding equity status	Reduction in surplus over 3 years	Funding variation across 3 years compared to an equitable allocation
Opex: 65 Capex: 75	0	18 local boards get to within 5% opex and capex funding equity 16 local boards within 3% opex funding equity	No reduction	Opex & capex – Each of the 18 local boards have shortfalls within a maximum of \$1.3m. Opex surpluses range from \$0.4m to \$5.5m. Capex surpluses range from \$0.2m to \$7m.
Opex: 55 Capex: 65	10	18 local boards get to within 5% opex and capex funding equity 16 local boards within 3% opex funding equity	Opex: 8 local boards reduce in funding ranging from \$0.3m to \$1m Capex: 6 local boards reduce in funding ranging from \$0.5m to \$1m	Opex & capex – Each of the 18 local boards have shortfalls within a maximum of \$1.4m. Opex surpluses range from \$0.6m to \$5m. Capex surpluses range from \$0.3m to \$6.3m.
Opex: 40 Capex: 50	25	18 local boards get to within 5% opex and capex funding equity 16 local boards within 3% opex funding equity	Opex: 10 local boards reduce in funding ranging from \$0.4m to \$2.2m Capex: 6 local boards reduce in funding ranging from \$0.3m to \$2.7m	Opex & capex – Each of the 18 local boards have shortfalls within a maximum of \$1.4m. Opex surpluses range from \$0.6m to \$5m. Capex surpluses range from \$0.6m to \$6m
Opex: 20 Capex: 30	50	18 local boards get to within 5% opex and capex funding equity	Opex: 11 local boards reduce in funding ranging from \$0.7m to \$4.4m Capex: 8 local boards reduce in funding ranging from \$0.5m to \$5.3m	Opex & capex – Each of the 18 local boards have shortfalls within a maximum of \$1.3m. Opex surpluses range from \$0.2m to \$3.5m. Capex surpluses range from \$0.7m to \$4m
Opex: 0 Capex: 10	75	20 local boards get to within 5% opex funding equity	Opex: 11 local boards reduce in funding ranging	Opex shortfalls range from \$0.8m to \$1.6m. Opex surpluses range from \$0.4m to \$2.2m.

New funding across 3 years (including unallocated if any) (\$m)	% reduction of surplus from LBs funded above an equitable level	Funding equity status	Reduction in surplus over 3 years	Funding variation across 3 years compared to an equitable allocation
		18 local boards get to within 5% capex funding equity	from \$1m to \$6.6m Capex: 8 local boards reduce in funding ranging from \$1m to \$8m	Capex shortfalls are within \$0.5m. Capex surpluses range from \$0.7m to \$4m

71. Attachment G shows the analysis of these options on local board funding equity.

Continuation of the transition - Proposal for allocating new capex funding to local boards beyond 2026/2027

72. Through LTP 2021 – 2031 the Governing Body has agreed to do more in using alternative ways of delivering services, through partnerships and digital channels and multi-use facilities to reduce the reliance and associated costs of a large portfolio of community assets.

73. Over time, implementation of this new approach is expected to result in the sale of ageing local community service assets that are not fit for purpose and reinvest in services and facilities that better meet the needs of our communities.

74. To ensure that any new capital funding aligns with this strategy, staff propose a different approach for capital funding from year 4 of LTP 2024 – 2034 to achieve greater local board equity, once most local boards get to 5% equity by year 3 of LTP 2024 -2034.

75. Staff propose that new capital funding (if any) to address local board funding equity be kept aside as a pool of funding that local boards can access if they meet the below criteria:

- (i) the project aligns with Council's plans, strategies, and processes.
- (ii) the local board raises funding that satisfies the local board contribution percentage which is based on their equity ranking

76. If the local board meets these criteria a portion of the funding for the new investment will be allocated from this new funding pool by the Governing Body.

77. The funding contribution to the new investment will be based on:

- a) the percentage of new funding for a project a local board is eligible for based on their position on the equity ranking; and
- b) up to a maximum amount of funding that raises the local board to funding equity in the three years of the assessment.

78. The reasons for proposing to implement this approach from year 4 (2026/2027) are:

- (i) in the first three years of LTP 2024 - 2034, some local boards may be more ready than others to tap into this funding. This could create capex inequity.

- (ii) Under this approach it may take longer to achieve local board capex equity which may not be acceptable to local boards that are currently funded below the equitable level.

79. This is a new approach. Further analysis is required to understand the implications of this on equity and funding provisions. If the JGWP supports this approach staff will provide detailed advice on this at its next meeting.

Impact of Multi-board Services

80. This section responds to resolution JGWPC/2023/3 d (ii) from the 30 May JGWP, which requests analysis on the impact of multi-board services (MBS) on local board funding equity.

81. In October 2021 the Governing Body agreed in principle to create an MBS category. This would apply to facilities where at least 50% of users come from outside their local board area.

82. A hybrid approach to multi-board service funding was approved as below:

Approach	Description	Assessment
Hybrid (direct and pooled funding)	Host local board funds 50%	Relatively simple to administer
	Local community services funding pool funds 50%	Reasonable balance of costs

83. Under this approach 50% of the overall opex and capex budget for facilities that are part of the multi-board service programme would be pooled together as MBS funding and not considered as local board funding.

84. Attachment H shows the impacts of including and excluding MBS proposals on opex equity rankings. For this paper, staff have only assessed the impact of MBS on opex equity calculations.

85. Analysis of the impact of MBS proposals on capex equity will require more time and input from subject matter experts, as currently, we do not budget for future capex renewals or investments at such a granular level. Although our asset management planning identifies the estimated renewal requirement for each facility, the actual renewal budget for each facility is determined through work programme planning for the relevant year based on budget availability and other local board investment priorities.

86. However, the impact of considering the MBS proposal on capex equity calculation will be similar to that of the impact of opex equity, as explained in the example below.

87. Consider Waitematā local board as an example. Before considering MBS, the Waitematā local board was overfunded in opex by \$5 million in opex across the first three years of LTP 2024 – 2034. After MBS facilities are taken into consideration, their overfunding reduces to \$1 million. Although they remain overfunded, the level of overfunding reduces.

88. However, for a local board that does not have any MBS facilities (Hibiscus and Bays for example) considering an MBS programme would increase their level of relative

funding as now the total local community services budget pool they are compared against has reduced, while their budget has not reduced.

Local Board	3 Year Opex budget (\$m)	Opex equity ranking	3 Year Opex budget after considering MBS (\$m)	Equity ranking after considering MBS
Waitematā	15	15	13	11
Hibiscus and Bays	17	14	17	15

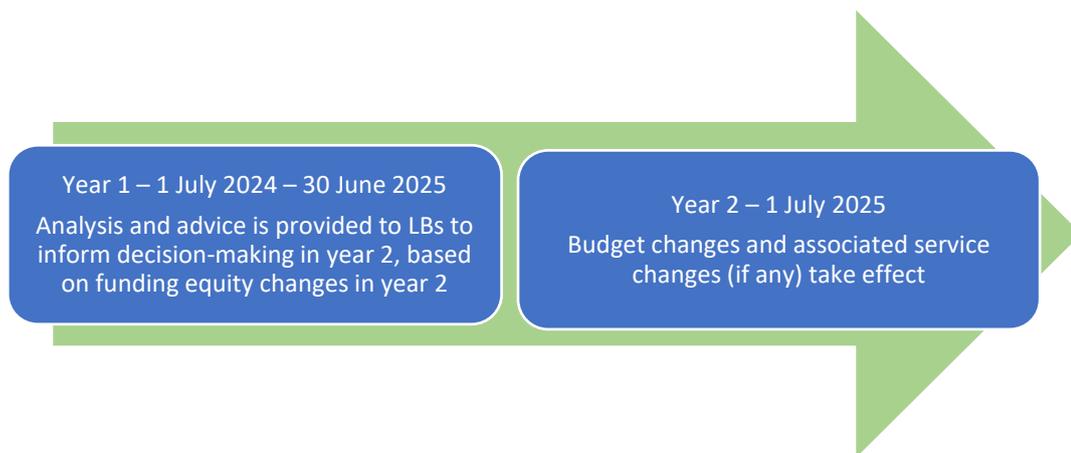
Shared governance

89. The 2021 Governing Body decision requested staff to investigate shared governance proposals for MBS facilities that enable joint decision-making by the local boards and the Governing Body over MBS facilities.
90. Further analysis is required on a shared governance model between affected local boards and the Governing Body to understand if the complexity, logistics, and costs of such a shared governance model justify the benefits achieved.
91. JGWP and local boards' feedback on the inclusion, or otherwise of MBS for funding equity will help guide future work on this.

Implementation Analysis

92. The aim of these proposals is to achieve complete or significant local board funding equity in the first three years of the LTP 2024 – 2034.
93. Staff will provide investment advice to the local boards to manage their assets and services based on the adopted funding approach, increased decision-making and their assets and services portfolio. This investment advice will align with local board plans and LTP 2024-2034 priorities and will be similar to the community investment advice provided to the local boards for the development of their 2023 local board plans.
94. Regardless of which option is adopted, staff recommend adopting a transition approach to implementing local board funding equity over the first three years of the LTP. This gives staff and local boards reasonable time to adapt to the changes under equity of funding.
95. This also provides time for Council to assess the budgetary and other impacts of the 2023 storm and flood damage which could have an impact on the equity analysis. The funding provision for storm damage would be excluded from equity analysis but may have an impact on the overall funding availability.

96. Proposed approach:



Impact on LTP 2024 - 2034

97. The level of local board funding equity that is achieved by year three of the LTP 2024 – 2034, is to be considered as the base level of funding for future years.
98. Any new funding provided in the first three years of the LTP 2024 – 2034 to achieve local board funding equity, will have to continue through the remainder of the LTP to maintain local board funding equity.
99. For example, to maintain the levels of equity achieved by the provision of \$65m of opex and \$75 million capex across the first three years of the LTP, would mean approximately \$200 million of opex and approximately \$250 million of capex over the 10 years of the LTP.
100. Staff propose to reassess the equity ranking of local boards through each LTP refresh, based on the latest available statistics and local board funding pool. Further advice on the funding implications of achieving or maintaining funding equity will be provided through the development of each LTP.

Resourcing

101. Further analysis is required to understand the resourcing impact of achieving local board funding equity in a shorter time frame.
102. Resourcing requirements would also depend on the option chosen to achieve this.
103. The Governing Body approved \$2.8 million per year through annual plan 2022/2023. Resource required to implement increased decision-making has been appointed, with \$1 million remaining per year. Any additional resourcing requirement to implement local board funding equity would initially be covered with this remaining budget. However, resourcing requirements beyond this will require additional budget approvals through the LTP 2024 – 2034.

Risks and Implications

General Risks

Change	Risk	Mitigation
Change in local board funding allocation on elected members and the organisation	Moderate risk: Under an equitable funding approach, local boards may have to consider a lot more complex advice on trade-offs and service prioritisation before making investment decisions.	Ensure that elected members are provided adequate training and there is adequate support (staff and systems) to develop the advice needed to assist local boards with decision-making
	Moderate risk: Inadequate resourcing to support the implementation of funding equity in a shorter timeframe.	Provide analysis of the resource requirements of implementing local board funding equity in a shorter timeframe and ensure adequate resourcing is approved through LTP 2024-2034 to support the implementation.
	Moderate risk: Lack of understanding and maturity in the organisation about local board decision-making and the impacts of local board decision-making on the Council's operations. Also, some of our systems do not align with or respond well to local board decision-making.	Additional staff resources (using the \$2.8m per year approved by the Governing Body) for the implementation of GFR will help in staff training/capability and improvement to our systems
Changes to budget and impact on analysis	Moderate risk: The analysis in this paper is based on currently available budget data. Budget decisions prior to and through LTP 2024 – 2034 will have an impact on this budget data and on the analysis and the equity calculations	Ensure that analysis is regularly updated and reflects the latest available budget data.

104. Other risks and implications are discussed below:

Option	Risks	Mitigation
Any option that involves reallocation	Moderate Risk: Impact on local assets and services – a reduction in funding could lead to the necessary closure of some facilities and an associated reduction in service levels unless feasible alternate delivery methods were supported. Likely to be less support from local boards that may lose funding.	Investment advice from staff will support local boards to consider options to deliver services differently and more cost-effectively, including via partners, technology or the consolidation of services
Any option that involves new funding	Low risk: Risk of unplanned or unjustified investment where local boards receive new capital funding to mitigate inequity, that is not necessarily aligned to adopted policy requirements.	A staged transition approach with whole of life investment advice is necessary to mitigate this risk. Staff will provide advice that aligns with Council's and local boards' plans and strategies.

Option	Financial Implications	Mitigation
Any option that involves new funding	Given Council's current financial conditions and the additional impact of events such as the storm recovery it could be difficult to raise new funding. Any new funding may have impacts on our rates and other financial policies. Future events weather and other events may have further impact on Council's financial position which increases the risk of raising new funding.	Ensure that any new funding is within our financial policies
	Ability to deliver projects within budget timeframes due to inadequate planning time, delays could result in escalating cost.	Capex for new projects is allocated following prudent investment advice through business cases and/or other business processes.

105. **MBS:** The 2021 Governing Body approved in-principle to investigate a shared governance model for MBS. This paper discussed the impacts of MBS on funding equity. However, further analysis is required to understand the costs and complexity of implementing a shared governance model to assess whether the benefits justify the costs involved.

Next Steps

106. Discuss the proposed options included in this paper with all elected members at a joint briefing on 24 July 2023.
107. Following this the discussion paper will be workshopped with local boards in the months of July and August 2023, prior to seeking their formal feedback through August business meetings.
108. Local feedback will be provided to the September 2023 JGWP meeting.
109. JGWP feedback and directions and local board feedback will be presented to the Governing Body in October/November 2023, prior to LTP 2024-2034 Mayoral Proposal being published.

Joint Governance Working Party

OPEN MINUTES

Minutes of a meeting of the Joint Governance Working Party held in the Meeting Room 1, Level 26, 135 Albert Street, Auckland on Tuesday, 11 July 2023 at 2.02pm.

TE HUNGA KUA TAE MAI | PRESENT

Deputy Chairperson	Member Cath Handley	Presiding
Members	Cr Andrew Baker	via electronic link from item 5, 3.38pm
	Member Brent Catchpole	via electronic link
	Member Angela Fulljames	via electronic link
	Member John Gillon	via electronic link
	Cr Shane Henderson	
	Cr Kerrin Leoni	via electronic link, until item 5, 2.55pm
	Cr Daniel Newman, JP	via electronic link
	Member Richard Northey, (ONZM)	

TE HUNGA KĀORE I TAE MAI | ABSENT

Chairperson	Cr Julie Fairey
Members	Member Kay Thomas
	Cr John Watson

TE HUNGA ĀPITI KUA TAE MAI | ALSO PRESENT

Cr Angela Dalton

1 Ngā Tamōtanga | Apologies

Resolution number JGWPC/2023/4

MOVED by Deputy Chairperson C Handley, seconded by Member R Northey:

That the Joint Governance Working Party:

a) **whakaae / accept the apologies from members:**

Absence

Cr A Baker

Chairperson J Fairey

Member K Thomas

Cr J Watson

CARRIED

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

There were no declarations of interest.

3 Te Whakaū i ngā Āmiki | Confirmation of Minutes

Resolution number JGWPC/2023/5

MOVED by Member R Northey, seconded by Cr S Henderson:

That the Joint Governance Working Party:

a) **confirm the ordinary minutes of its meeting, held on Tuesday, 30 May 2023 as a true and correct record.**

CARRIED

4 Ngā Pakihi Autaia | Extraordinary Business

There is no extraordinary business

5 Discussion paper on Local Board Funding Equity

Cr K Leoni retired from the meeting at 2.55pm.

The meeting adjourned at 3.32pm.

Cr A Baker joined the meeting at 3.38pm.

The meeting reconvened at 3.45pm.

Resolution number JGWPC/2023/6

MOVED by Member R Northey, seconded by Cr S Henderson:

That the Joint Governance Working Party:

- a) **whakaae / approve the discussion paper on local board funding equity with any changes or further direction, for local board workshops to be held during July and August 2023, for report back to a further working party meeting in late September 2023.**
- b) **tūtohungia / recommend that Joint Governance Working Party's view is that**
 - i) **their preferred option is to achieve this change by funding a combination of both new funding and reallocation of existing funding**
 - ii) **further consideration is given to a possible and appropriate transition process provided that it makes major and early progress on equity**
 - iii) **urge that the following categories are excluded for reasons of legislative requirements and/or fairness:**
 - **Growth funding**
 - **Special purpose funding**
 - **Targeted rate funding**
 - **Local environment management**
 - **Local planning and development**
 - **Local governance**
 - **Most unallocated funds**
 - iv) **urge that the work be done to determine the criteria for appropriate exclusion of sub regional and multi board services and facilities**
 - v) **seek to achieve equity funding as soon as can be achieved practically, fairly, and in an informed way**
- c) **whakaae / agree to ask that the current funding formula for the two Hauraki Gulf local boards be reviewed to ensure alignment with any changes**

CARRIED

Note: Under Standing Order 1.8.6, member John Gillon requested that his dissenting vote be recorded against clause b) i).

6 Te Whakaaro ki ngā Take Pūtea e Autaia ana | Consideration of Extraordinary Items

There was no consideration of extraordinary items.

4.26pm

The chairperson thanked members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
AT A MEETING OF THE JOINT GOVERNANCE
WORKING PARTY HELD ON

DATE:.....

CHAIRPERSON:.....

Joint Governance Working Party

OPEN MINUTES

Minutes of a meeting of the Joint Governance Working Party held in the Meeting Room 1, Level 26, 135 Albert Street, Auckland on Tuesday, 30 May 2023 at 10.00am.

TE HUNGA KUA TAE MAI | PRESENT

Chairperson	Cr Julie Fairey	
Deputy Chairperson	Member Cath Handley	
Members	Member Angela Fulljames	via electronic link
	Member John Gillon	via electronic link
	Cr Shane Henderson	
	Cr Kerrin Leoni	via electronic link, in person from item 5, 11:32am
	Cr Daniel Newman, JP	
	Member Richard Northey, (ONZM)	
	Member Kay Thomas	
	Cr John Watson	via electronic link

TE HUNGA KĀORE I TAE MAI | ABSENT

Members	Cr Andrew Baker
	Member Maria Meredith

TE HUNGA ĀPITI KUA TAE MAI | ALSO PRESENT

Members	Cr Angela Dalton
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1 Ngā Tamōtanga | Apologies

Resolution number JGWPC/2023/1

MOVED by Chairperson J Fairey:

That the Joint Governance Working Party:

- a) **whakaae / accept the apology from Andrew Baker for Council Business.**

CARRIED

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

There were no declarations of interest.

3 Te Whakaū i ngā Āmiki | Confirmation of Minutes

Resolution number JGWPC/2023/2

MOVED by Chairperson J Fairey:

That the Joint Governance Working Party:

- a) **whakaū / confirm the ordinary minutes of its meeting, held on Tuesday, 2 May 2023, as a true and correct record.**

CARRIED

4 Ngā Pakihi Autaia | Extraordinary Business

There was no consideration of extraordinary business.

5 Discussion Paper - Local Board Funding Equity

Cr Newman left the meeting at 10.50am.

Cr Newman joined via electronic link at 10.56am.

Cr Henderson left at 11.21am.

Cr Leoni joined the meeting in person at 11.32am.

Cr Henderson returned to the meeting at 11.34am.

Meeting adjourned for 15 minutes from 11.40am until 11.55am.

Cr Newman returned in person at 12.12pm.

Resolution number JGWPC/2023/3

MOVED by Chairperson J Fairey, seconded by Deputy Chairperson C Handley:

That the Joint Governance Working Party:

- a) **whakaae / agree to provide direction to staff on its preferred option or options for further investigation and/or engagement with local boards in July and August 2023**

- b) whakaae / agree to seek clarification from the Mayor in regard to the expanded scope
- c) ohia / support in principle focusing future work on options based on new funding or a mix of reallocation and new funding
 - i) with significant change to be achieved within the first three years and,
 - ii) acknowledging that further changes may take a further term if the scope is expanded
- d) tono / request further information for the implications of different scenarios in relation to:
 - i) separating out the impacts of the components of the expanded scope eg impact of removing growth funding
 - ii) analysis of the funding effects of removing regional, sub-regional and multi-board services and facilities from funding allocations
 - iii) possible advantages and disadvantages from different percentages for a mix of reallocation and new funding, to inform principle-based decision on percentages, noting the impact of the forthcoming Annual Budget decisions
 - iv) resourcing implications for funding changes, given the shorter timeframe for implementation
 - v) analysis on transition requirements for implementation, for both opex and capex
- e) whakaae / agree to encourage members to report back to the local board clusters and Governing Body prior to the July 11th meeting, to socialise the discussions to date and possible ways forward.

CARRIED

6 Te Whakaaro ki ngā Take Pūtea e Autaia ana | Consideration of Extraordinary Items

There was no consideration of extraordinary items.

12.27 pm

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
AT A MEETING OF THE JOINT GOVERNANCE
WORKING PARTY HELD ON

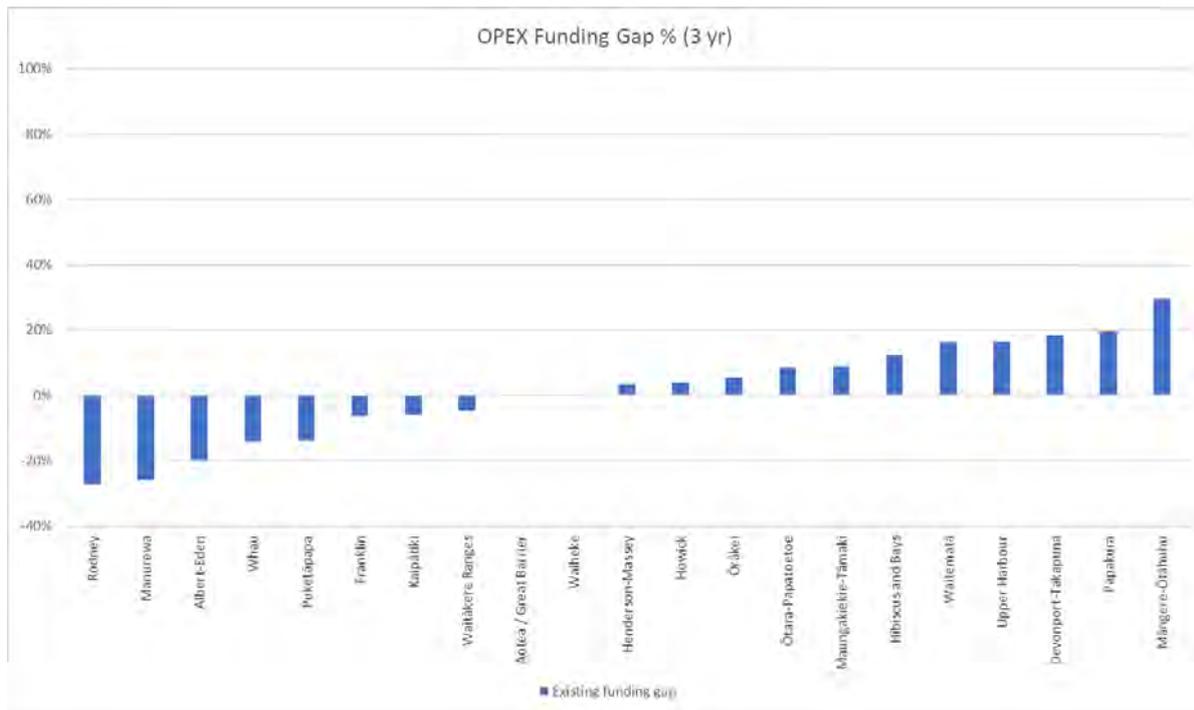
DATE:.....

CHAIRPERSON:.....

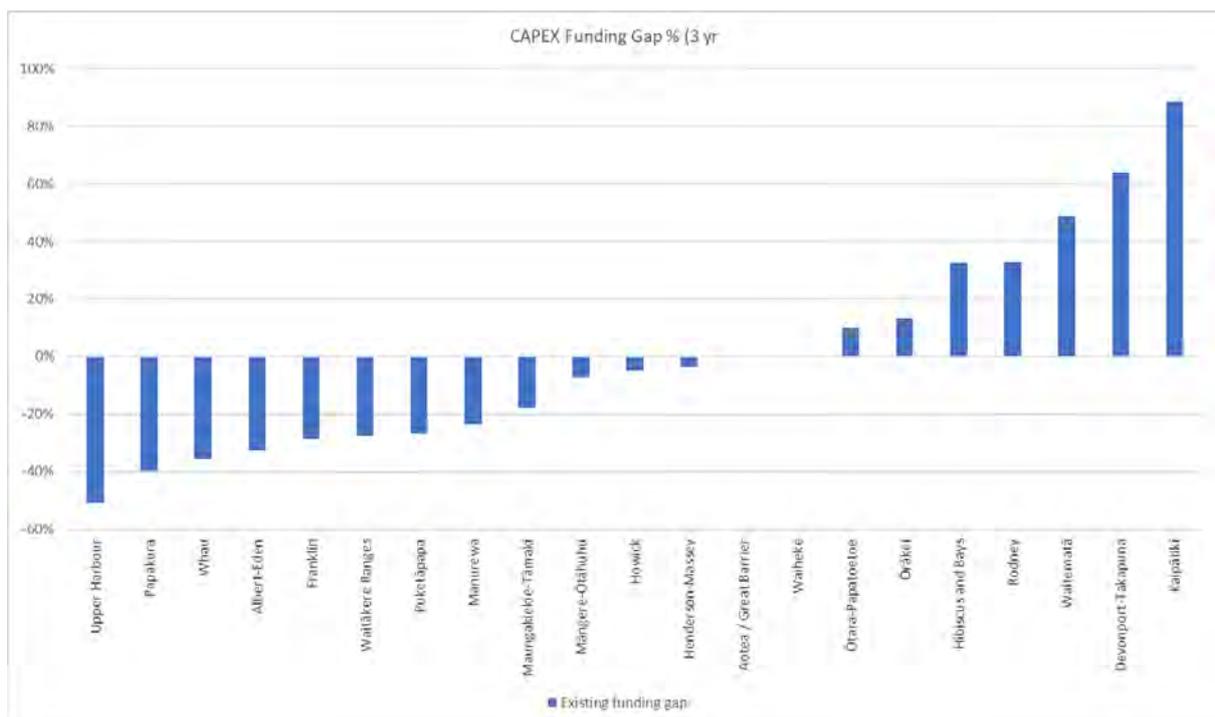
Attachment D: Current funding equity rankings (2024/2025 to 2026/2027)

The below graphs show the percentage of funding variance across three years when existing funding is compared against a funding allocation based on the 80:15:5 (population:deprivation:land area) model

OPEX



CAPEX

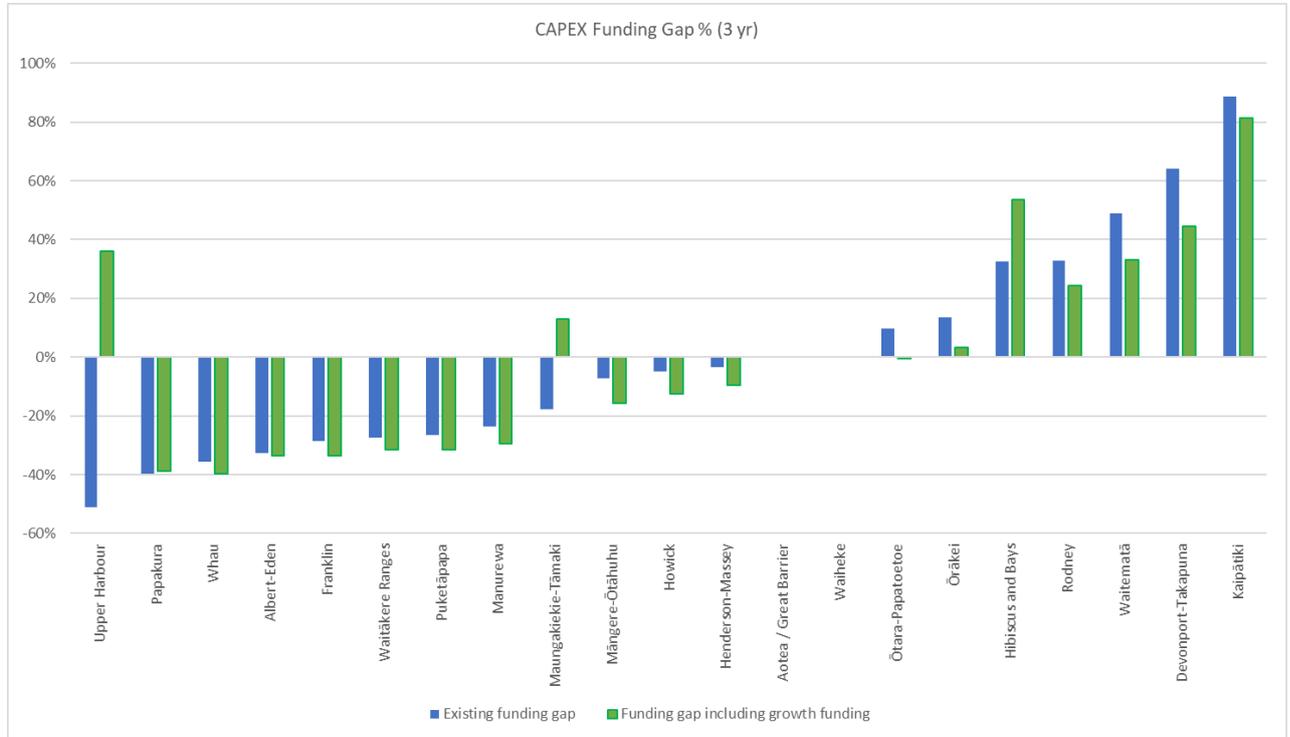


This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Attachment E: Impact of growth funding on equity analysis

The graphs in this attachment show the change in capex equity rankings depending on the inclusion or exclusion of growth funding in the equity analysis

Change in capex equity ranking with and without growth funding



This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Attachment F - Option (ii) - Allocation of new funding to local boards to achieve complete funding equity in 3 years of LTP 2024-2034

The tables in this attachment show the distribution of new funding to achieve local board funding equity in the first three years of LTP 2024 – 2034. Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

OPEX (\$m)

	Current 3 year funding	New funding	After 3 Years
Albert-Eden	25.3	15.3	40.6
Aotea / Great Barrier	4.1	3.5	7.6
Devonport-Takapuna	22.7	2.0	24.6
Franklin	31.9	12.0	44.0
Henderson-Massey	42.3	10.4	52.7
Hibiscus and Bays	38.0	5.6	43.6
Howick	47.1	11.2	58.4
Kaipātiki	27.2	10.0	37.2
Māngere-Ōtāhuhu	38.9	0.0	38.9
Manurewa	25.7	19.0	44.7
Maungakiekie-Tāmaki	31.1	5.7	36.8
Ōrākei	27.9	6.2	34.1
Ōtara-Papatoetoe	34.7	6.6	41.3
Papakura	28.9	2.2	31.1
Puketāpapa	18.8	9.3	28.1
Rodney	27.4	21.1	48.5
Upper Harbour	27.4	2.9	30.3
Waiheke	11.1	4.1	15.2
Waitākere Ranges	19.1	6.7	25.8
Waitematā	34.2	3.7	37.9
Whau	24.7	12.4	37.1
	588.5	170.1	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

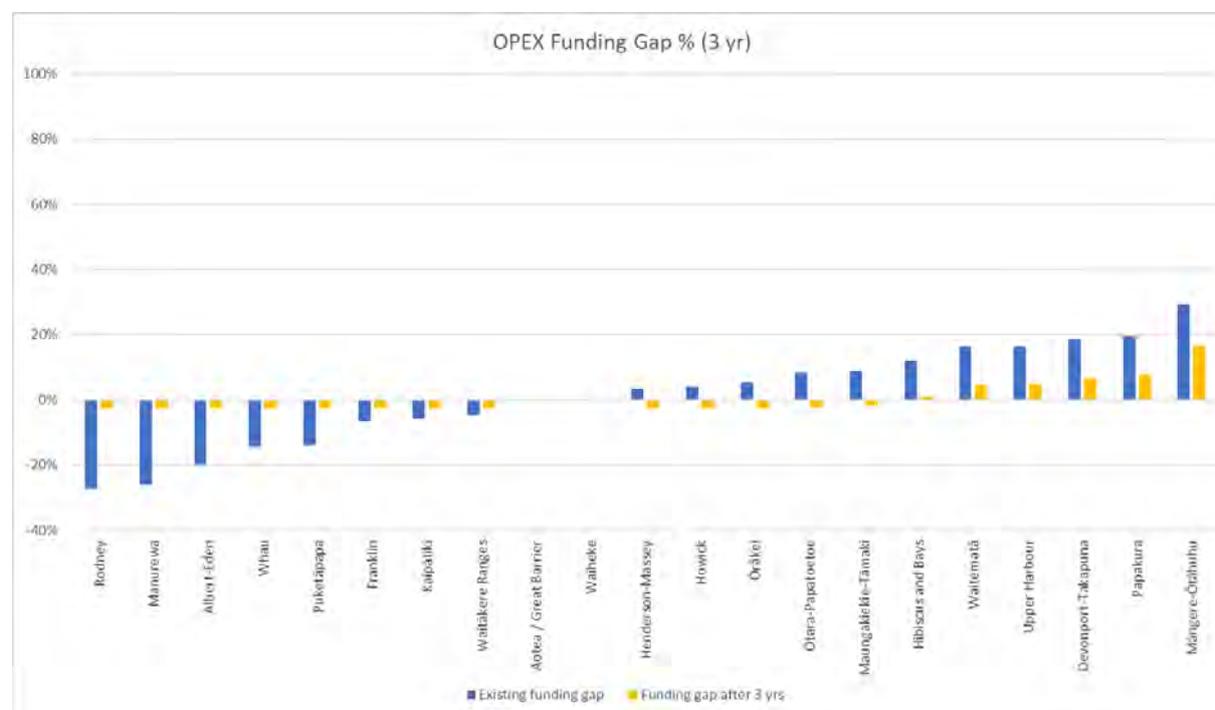
CAPEX (\$m)

	Current 3 year funding	New funding	After 3 Years
Albert-Eden	8.8	15.6	24.4
Aotea / Great Barrier	1.3	3.2	4.6
Devonport-Takapuna	13.0	1.8	14.8
Franklin	10.1	16.3	26.5
Henderson-Massey	16.4	15.3	31.7
Hibiscus and Bays	18.6	7.6	26.2
Howick	17.9	17.2	35.1
Kaipātiki	22.6	0.0	22.6
Māngere-Ōtāhuhu	11.5	11.7	23.3
Manurewa	11.0	15.9	26.9
Maungakiekie-Tāmaki	9.7	12.4	22.1
Ōrākei	12.5	8.1	20.5
Ōtara-Papatoetoe	14.6	10.2	24.9
Papakura	6.0	12.7	18.7
Puketāpapa	6.6	10.2	16.9
Rodney	20.8	8.4	29.2
Upper Harbour	4.8	13.5	18.2
Waiheke	5.9	3.2	9.1
Waitākere Ranges	6.0	9.5	15.5
Waitematā	18.2	4.6	22.8
Whau	7.7	14.6	22.3
	244	212.0	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Attachment G - Transition Approach - Allocation of some new funding to local boards to achieve reasonable funding equity for most local boards in three years of LTP 2024-2034 (new funding - \$65m opex and \$77m capex)

OPEX

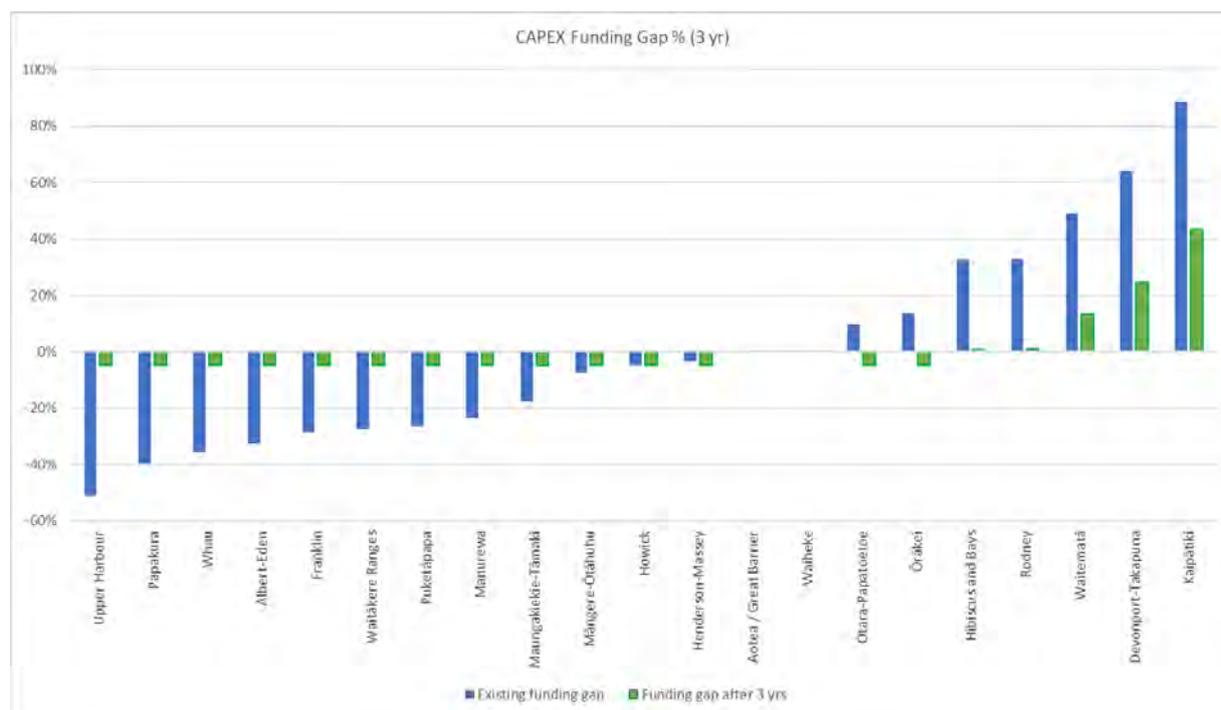


	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	25.3	8.7	34.0
Aotea / Great Barrier	4.1	2.3	6.4
Devonport-Takapuna	22.7	0.0	22.7
Franklin	31.9	5.0	36.9
Henderson-Massey	42.3	1.9	44.2
Hibiscus and Bays	38.0	0.0	38.0
Howick	47.1	1.8	49.0
Kaipātiki	27.2	4.0	31.2
Māngere-Ōtāhuhu	38.9	0.0	38.9
Manurewa	25.7	11.8	37.5
Maungakiekie-Tāmaki	31.1	0.0	31.1
Ōrākei	27.9	0.7	28.6
Ōtara-Papatoetoe	34.7	0.0	34.7
Papakura	28.9	0.0	28.9
Puketāpapa	18.8	4.8	23.5
Rodney	27.4	13.3	40.7
Upper Harbour	27.4	0.0	27.4
Waiheke	11.1	1.7	12.7
Waitākere Ranges	19.1	2.5	21.6
Waitemata	34.2	0.0	34.2
Whau	24.7	6.5	31.1
Total	588.5	65	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

CAPEX



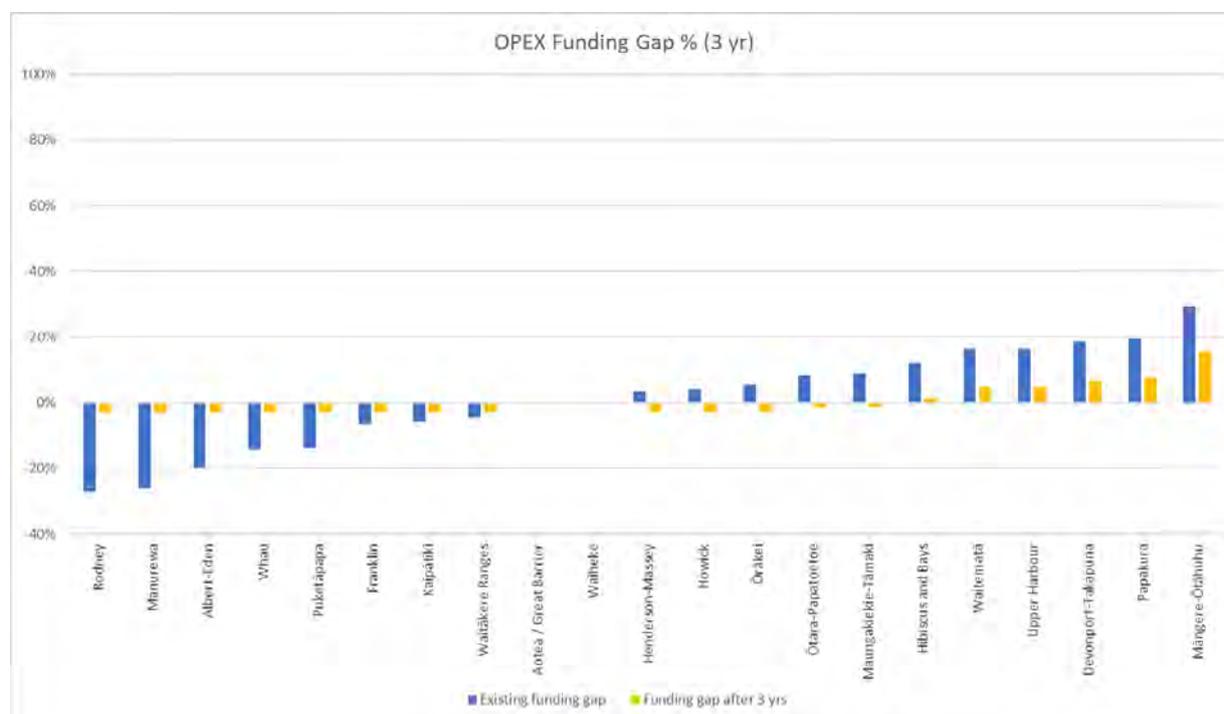
	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	8.8	7.5	16.3
Aotea / Great Barrier	1.3	1.7	3.1
Devonport-Takapuna	13.0	0.0	13.0
Franklin	10.1	7.6	17.7
Henderson-Massey	16.4	4.8	21.2
Hibiscus and Bays	18.6	0.0	18.6
Howick	17.9	5.6	23.5
Kaipātiki	22.6	0.0	22.6
Māngere-Ōtāhuhu	11.5	4.0	15.6
Manurewa	11.0	7.0	18.0
Maungakiekie-Tāmaki	9.7	5.1	14.8
Ōrākei	12.5	1.3	13.7
Ōtara-Papatoetoe	14.6	2.0	16.6
Papakura	6.0	6.5	12.5
Puketāpapa	6.6	4.7	11.3
Rodney	20.8	0.0	20.8
Upper Harbour	4.8	7.4	12.2
Waiheke	5.9	0.2	6.1
Waitākere Ranges	6.0	4.4	10.4
Waitematā	18.2	0.0	18.2
Whau	7.7	7.2	14.9
	244.2	77	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

Transition Approach - Allocation of some new funding to local boards to achieve reasonable funding equity for most local boards in three years of LTP 2024 -2034 (10% reallocation, new funding - \$55m opex and \$65m capex)

OPEX

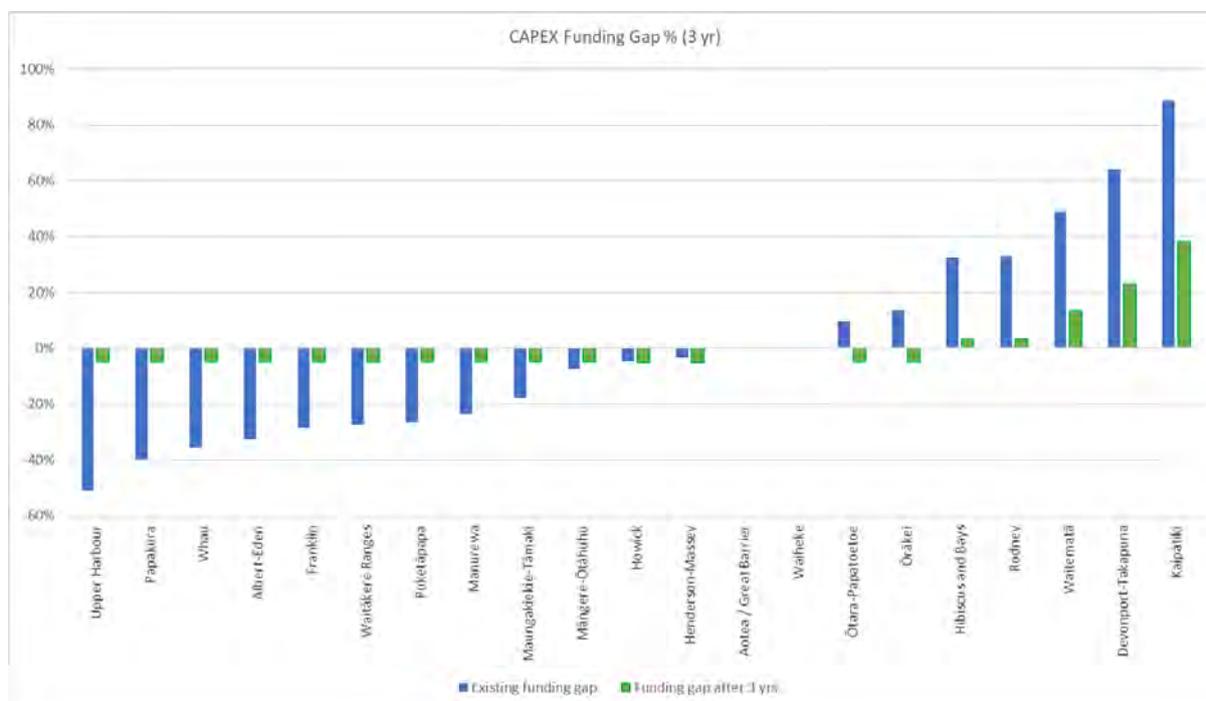


	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	25.3	8.2	33.5
Aotea / Great Barrier	4.1	2.2	6.3
Devonport-Takapuna	22.7	-0.4	22.3
Franklin	31.9	4.4	36.3
Henderson-Massey	42.3	1.2	43.5
Hibiscus and Bays	38.0	-0.4	37.6
Howick	47.1	1.0	48.2
Kaipātiki	27.2	3.5	30.7
Māngere-Ōtāhuhu	38.9	-0.9	38.0
Manurewa	25.7	11.2	36.9
Maungakiekie-Tāmaki	31.1	-0.3	30.8
Ōrākei	27.9	0.2	28.2
Ōtara-Papatoetoe	34.7	-0.3	34.5
Papakura	28.9	-0.5	28.4
Puketāpapa	18.8	4.4	23.2
Rodney	27.4	12.6	40.1
Upper Harbour	27.4	-0.4	27.0
Waiheke	11.1	1.5	12.5
Waitākere Ranges	19.1	2.2	21.3
Waitematā	34.2	-0.5	33.7
Whau	24.7	6.0	30.6
Total	588.5	55	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

CAPEX



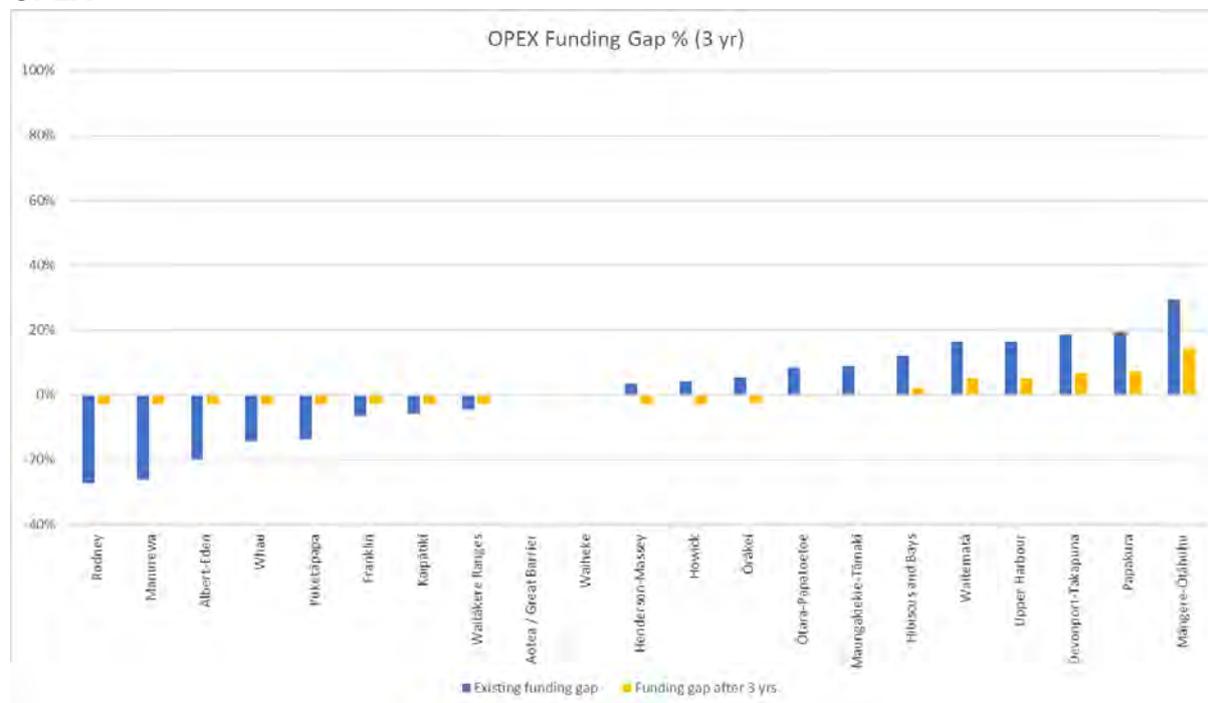
	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	8.8	6.9	15.7
Aotea / Great Barrier	1.3	1.6	2.9
Devonport-Takapuna	13.0	-0.5	12.5
Franklin	10.1	6.9	17.0
Henderson-Massey	16.4	4.0	20.4
Hibiscus and Bays	18.6	-0.5	18.2
Howick	17.9	4.7	22.6
Kaipātiki	22.6	-1.1	21.6
Māngere-Ōtāhuhu	11.5	3.4	15.0
Manurewa	11.0	6.3	17.3
Maungakiekie-Tāmaki	9.7	4.5	14.2
Ōrākei	12.5	0.7	13.2
Ōtara-Papatoetoe	14.6	1.4	16.0
Papakura	6.0	6.0	12.0
Puketāpapa	6.6	4.2	10.9
Rodney	20.8	-0.5	20.3
Upper Harbour	4.8	7.0	11.7
Waiheke	5.9	-0.1	5.9
Waitākere Ranges	6.0	4.0	10.0
Waitematā	18.2	-0.6	17.6
Whau	7.7	6.7	14.4
Total	244.2	65	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

Transition Approach - Allocation of some new funding to local boards to achieve reasonable funding equity for most local boards in three years of LTP 2024 -2034 (25% reallocation, new funding - \$40m opex and \$50m capex)

OPEX

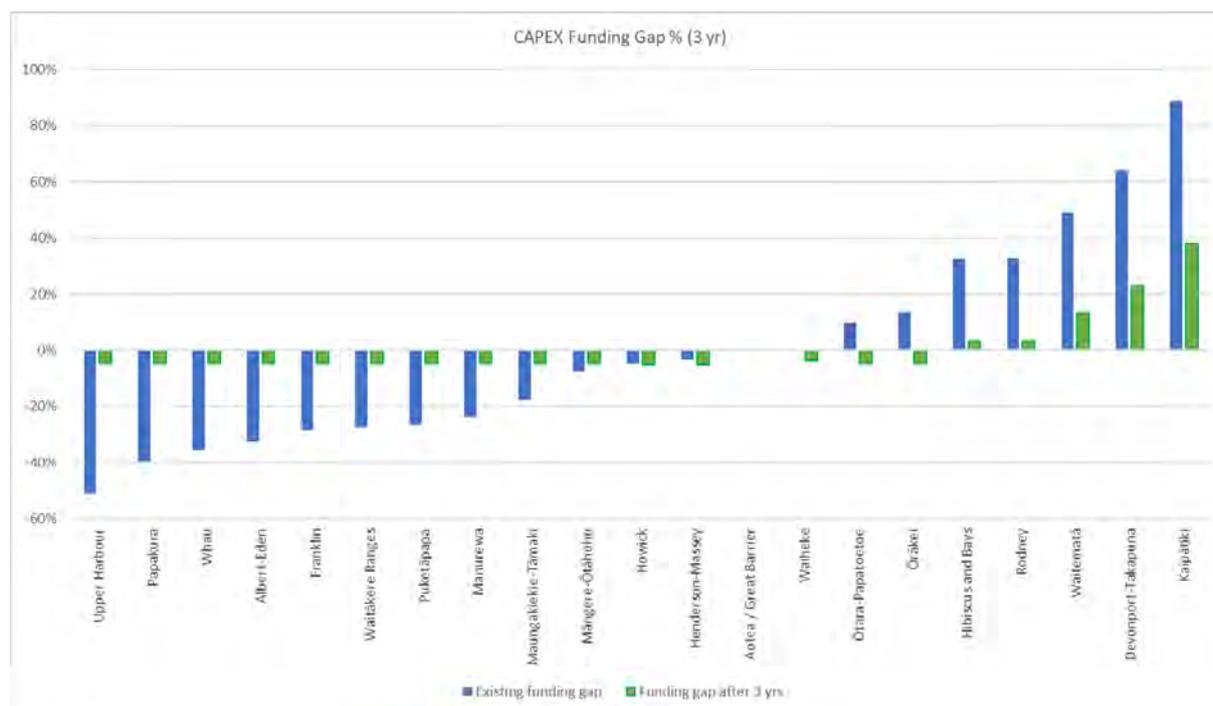


	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	25.3	7.4	32.6
Aotea / Great Barrier	4.1	2.0	6.1
Devonport-Takapuna	22.7	-0.9	21.8
Franklin	31.9	3.5	35.4
Henderson-Massey	42.3	0.1	42.4
Hibiscus and Bays	38.0	-1.0	36.9
Howick	47.1	-0.2	47.0
Kaipātiki	27.2	2.8	30.0
Māngere-Ōtāhuhu	38.9	-2.2	36.6
Manurewa	25.7	10.3	36.0
Maungakiekie-Tāmaki	31.1	-0.6	30.5
Ōrākei	27.9	-0.4	27.6
Ōtara-Papatoetoe	34.7	-0.7	34.1
Papakura	28.9	-1.2	27.7
Puketāpapa	18.8	3.8	22.6
Rodney	27.4	11.6	39.1
Upper Harbour	27.4	-1.0	26.4
Waiheke	11.1	1.1	12.2
Waitākere Ranges	19.1	1.7	20.7
Waitemata	34.2	-1.2	33.0
Whau	24.7	5.2	29.8
Total	588.5	40	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

CAPEX



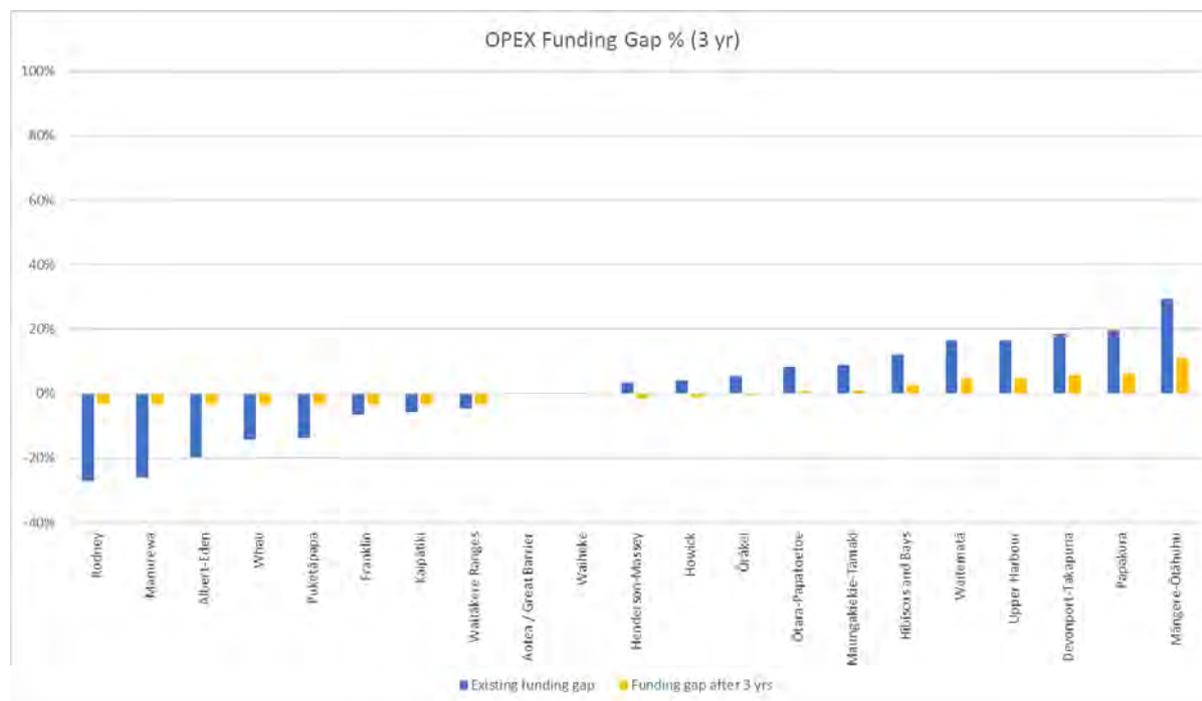
	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	8.8	6.2	15.0
Aotea / Great Barrier	1.3	1.5	2.8
Devonport-Takapuna	13.0	-1.3	11.8
Franklin	10.1	6.1	16.2
Henderson-Massey	16.4	3.1	19.4
Hibiscus and Bays	18.6	-1.1	17.5
Howick	17.9	3.6	21.5
Kaipātiki	22.6	-2.7	20.0
Māngere-Ōtāhuhu	11.5	2.7	14.3
Manurewa	11.0	5.5	16.5
Maungakiekie-Tāmaki	9.7	3.8	13.6
Ōrākei	12.5	0.1	12.6
Ōtara-Papatoetoe	14.6	0.6	15.2
Papakura	6.0	5.4	11.5
Puketāpapa	6.6	3.7	10.3
Rodney	20.8	-1.3	19.5
Upper Harbour	4.8	6.4	11.2
Waiheke	5.9	-0.3	5.7
Waitākere Ranges	6.0	3.5	9.5
Waitemātā	18.2	-1.5	16.7
Whau	7.7	6.0	13.7
	244.2	50	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

Transition Approach - Allocation of some new funding to local boards to achieve reasonable funding equity for most local boards in three years of LTP 2024 -2034 (50% reallocation, new funding - \$20m opex and \$30m capex)

OPEX

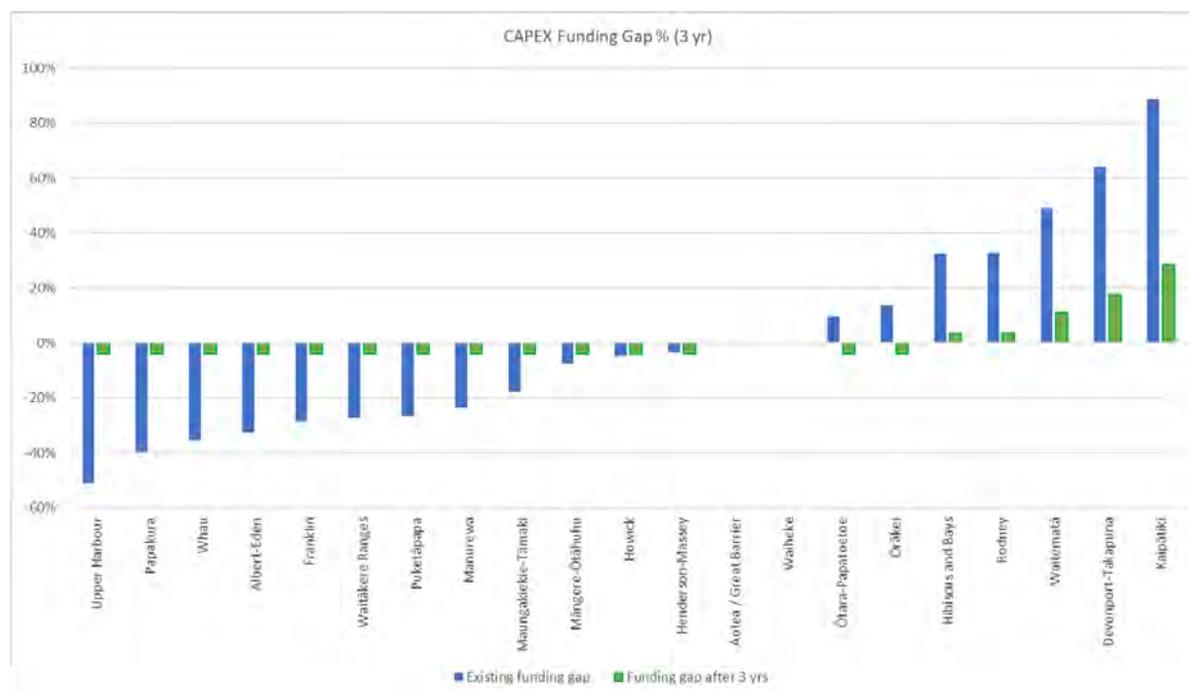


	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	25.3	6.2	31.5
Aotea / Great Barrier	4.1	1.8	5.9
Devonport-Takapuna	22.7	-1.8	20.9
Franklin	31.9	2.2	34.1
Henderson-Massey	42.3	-0.7	41.6
Hibiscus and Bays	38.0	-2.1	35.9
Howick	47.1	-0.9	46.2
Kaipātiki	27.2	1.7	28.9
Māngere-Ōtāhuhu	38.9	-4.4	34.4
Manurewa	25.7	9.0	34.7
Maungakiekie-Tāmaki	31.1	-1.3	29.8
Ōrākei	27.9	-0.7	27.2
Ōtara-Papatoetoe	34.7	-1.3	33.4
Papakura	28.9	-2.4	26.5
Puketāpapa	18.8	3.0	21.8
Rodney	27.4	10.2	37.7
Upper Harbour	27.4	-1.9	25.5
Waiheke	11.1	0.7	11.8
Waitākere Ranges	19.1	0.9	20.0
Waitematā	34.2	-2.4	31.8
Whau	24.7	4.1	28.8
	588.5	20	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

CAPEX



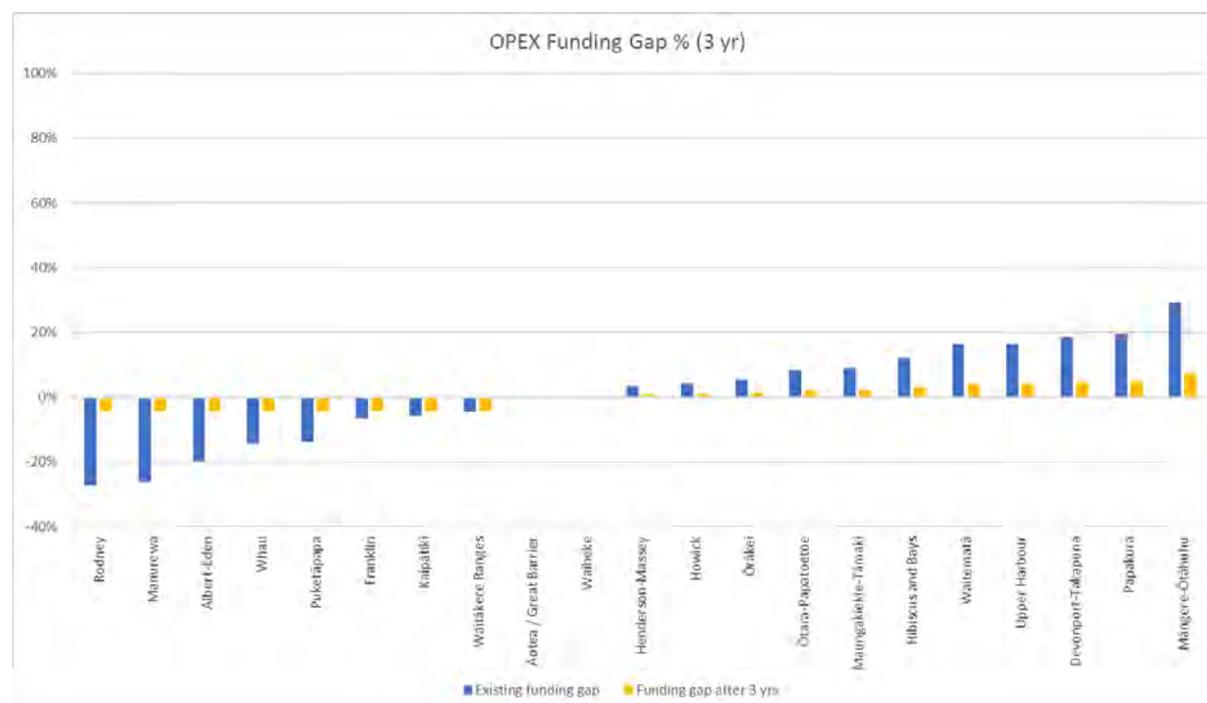
	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	8.8	5.3	14.1
Aotea / Great Barrier	1.3	1.3	2.6
Devonport-Takapuna	13.0	-2.5	10.5
Franklin	10.1	5.1	15.3
Henderson-Massey	16.4	1.9	18.3
Hibiscus and Bays	18.6	-2.3	16.3
Howick	17.9	2.4	20.3
Kaipātiki	22.6	-5.3	17.3
Māngere-Ōtāhuhu	11.5	1.9	13.4
Manurewa	11.0	4.5	15.5
Maungakiekie-Tāmaki	9.7	3.0	12.8
Ōrākei	12.5	-0.6	11.8
Ōtara-Papatoetoe	14.6	-0.3	14.3
Papakura	6.0	4.8	10.8
Puketāpapa	6.6	3.1	9.7
Rodney	20.8	-2.6	18.2
Upper Harbour	4.8	5.8	10.5
Waiheke	5.9	-0.5	5.4
Waitākere Ranges	6.0	2.9	9.0
Waitematā	18.2	-3.0	15.2
Whau	7.7	5.2	12.9
Total	244.2	30	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

Transition Approach - Allocation of some new funding to local boards to achieve reasonable funding equity for most local boards in three years of LTP 2024 -2034 (75% reallocation, new funding – no additional opex and \$10m capex)

OPEX

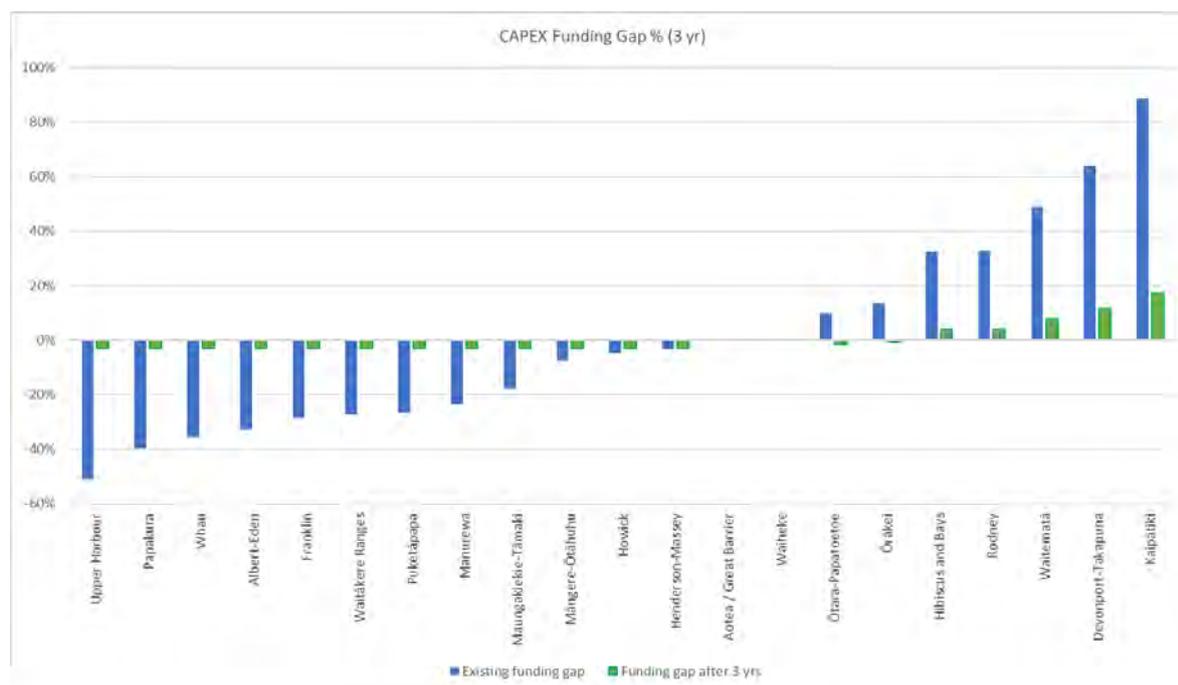


	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	25.3	4.9	30.2
Aotea / Great Barrier	4.1	1.8	5.9
Devonport-Takapuna	22.7	-2.7	20.0
Franklin	31.9	0.8	32.7
Henderson-Massey	42.3	-1.1	41.3
Hibiscus and Bays	38.0	-3.1	34.9
Howick	47.1	-1.4	45.8
Kaipātiki	27.2	0.5	27.7
Māngere-Ōtāhuhu	38.9	-6.6	32.2
Manurewa	25.7	7.5	33.3
Maungakiekie-Tāmaki	31.1	-1.9	29.2
Ōrākei	27.9	-1.1	26.8
Ōtara-Papatoetoe	34.7	-2.0	32.7
Papakura	28.9	-3.6	25.3
Puketāpapa	18.8	2.1	20.9
Rodney	27.4	8.7	36.1
Upper Harbour	27.4	-2.9	24.5
Waiheke	11.1	0.7	11.8
Waitākere Ranges	19.1	0.1	19.2
Waitematā	34.2	-3.6	30.6
Whau	24.7	2.9	27.6
Total	588.5	0	

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

CAPEX



	Current (\$m)	Funding Movement (\$m)	After 3 Years (\$m)
Albert-Eden	8.8	4.4	13.2
Aotea / Great Barrier	1.3	1.1	2.5
Devonport-Takapuna	13.0	-3.8	9.2
Franklin	10.1	4.2	14.3
Henderson-Massey	16.4	0.7	17.1
Hibiscus and Bays	18.6	-3.4	15.2
Howick	17.9	1.1	19.0
Kaipātiki	22.6	-8.0	14.7
Māngere-Ōtāhuhu	11.5	1.0	12.6
Manurewa	11.0	3.5	14.5
Maungakiekie-Tāmaki	9.7	2.2	11.9
Ōrākei	12.5	-1.1	11.4
Ōtara-Papatoetoe	14.6	-1.0	13.6
Papakura	6.0	4.1	10.1
Puketāpapa	6.6	2.5	9.1
Rodney	20.8	-3.8	16.9
Upper Harbour	4.8	5.1	9.8
Waiheke	5.9	-0.8	5.2
Waitākere Ranges	6.0	2.3	8.4
Waitematā	18.2	-4.5	13.7
Whau	7.7	4.4	12.0
	244.2	10	

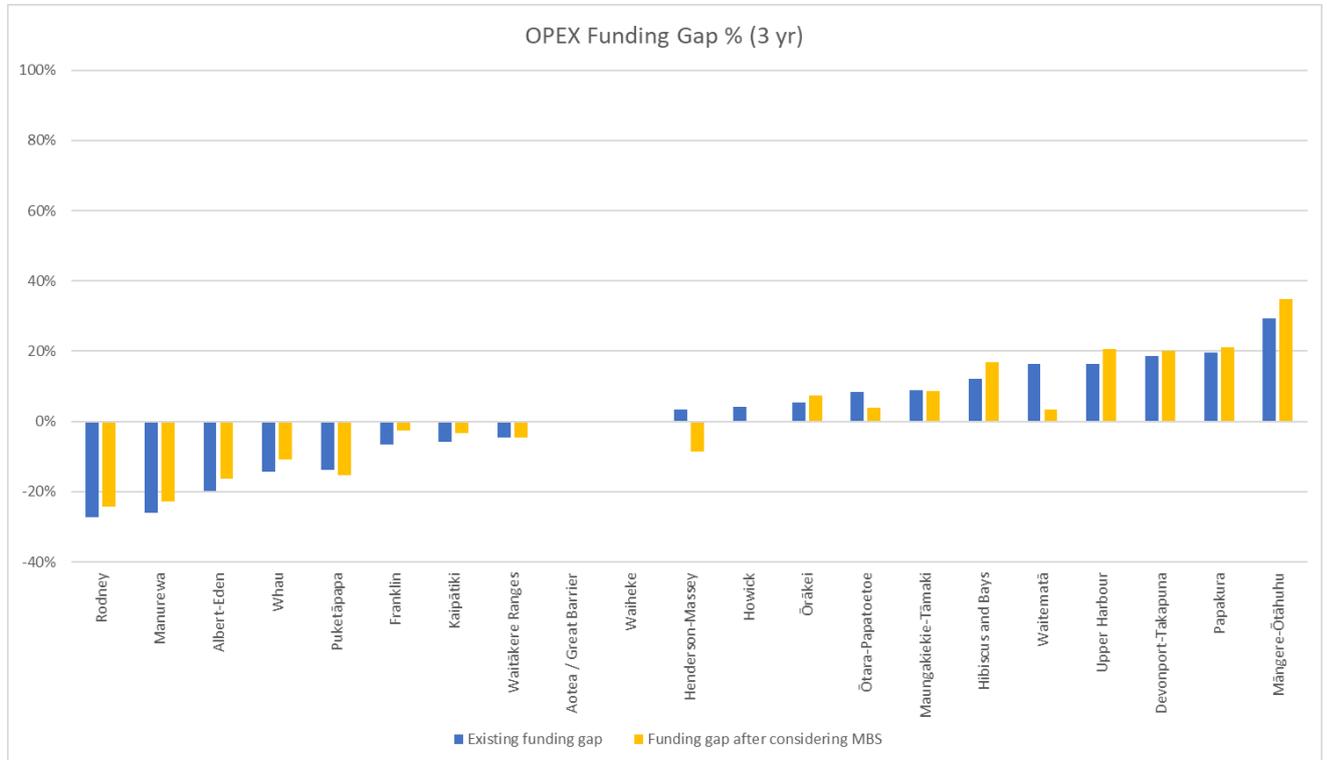
This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Aotea / Great Barrier and Waiheke are allocated 1% and 2% of the total funding.

Attachment H - Impact of MBS on Opex Equity

The graphs in this attachment show the change in opex equity rankings depending on the inclusion or exclusion of MBS programme in the equity analysis

Opex equity ranking showing the impact of considering MBS programme



This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Examples of possible MBS facilities

The following list provides examples of services and facilities that may meet the criteria for MBS's. In all cases the service costs are at least \$200,000pa to operate and in some cases initial analysis shows that at least half of users come from outside the host local board area.

This list is slightly different to the list presented in 2021 as current budget analysis has revealed that some of the facilities in the previous list do not cost at least \$200,000pa to operate.

Further detailed analysis is required to better understand the location of the users of these facilities.

Type	Examples	Host Local Board
Sports fields, courts and stadia	Lloyd Elsmore Park Colin Maiden Park	Howick Ōrākei
Swimming pools	Albany Stadium Pool Glen Innes Pool Parnell Baths Pt Erin Pool Tepid Baths West Wave Aquatic Centre	Upper Harbour Maungakiekie-Tāmaki Waitematā Waitematā Waitematā Henderson-Massey
Other large parks	Barry Curtis Park Bruce Pulman	Howick Manurewa
Libraries and community places	Central City Library Pioneer Hall Te Manawa Multipurpose Facility	Waitematā Waitematā Henderson-Massey
Arts, Culture and Heritage	Corbans Estate Arts Centre Lopdell House Te Uru (Lopdell) Howick Historic Village Otara Music and Art Centre Wallace Art Centre	Henderson-Massey Waitākere Ranges Waitākere Ranges Howick Ōtara-Papatoetoe Puketāpapa

This analysis is based on budget data as of 07 June 2023. LTP 2024 – 2034 decisions will have an impact on this analysis.

Western Water Supply Programme

Waitākere Ranges Local Board

10 August 2023

Agenda

To give the local board
an overview of the plan
for the Western Water
Supply Programme



Western Headworks

- Increase resilience by replacing assets at end of design life or in poor condition
- Deliver water to Water Treatment Plant at increased elevation
- Maximise use of Western Dams

Key dependencies

- Required to supply new Huia Water Treatment Plant









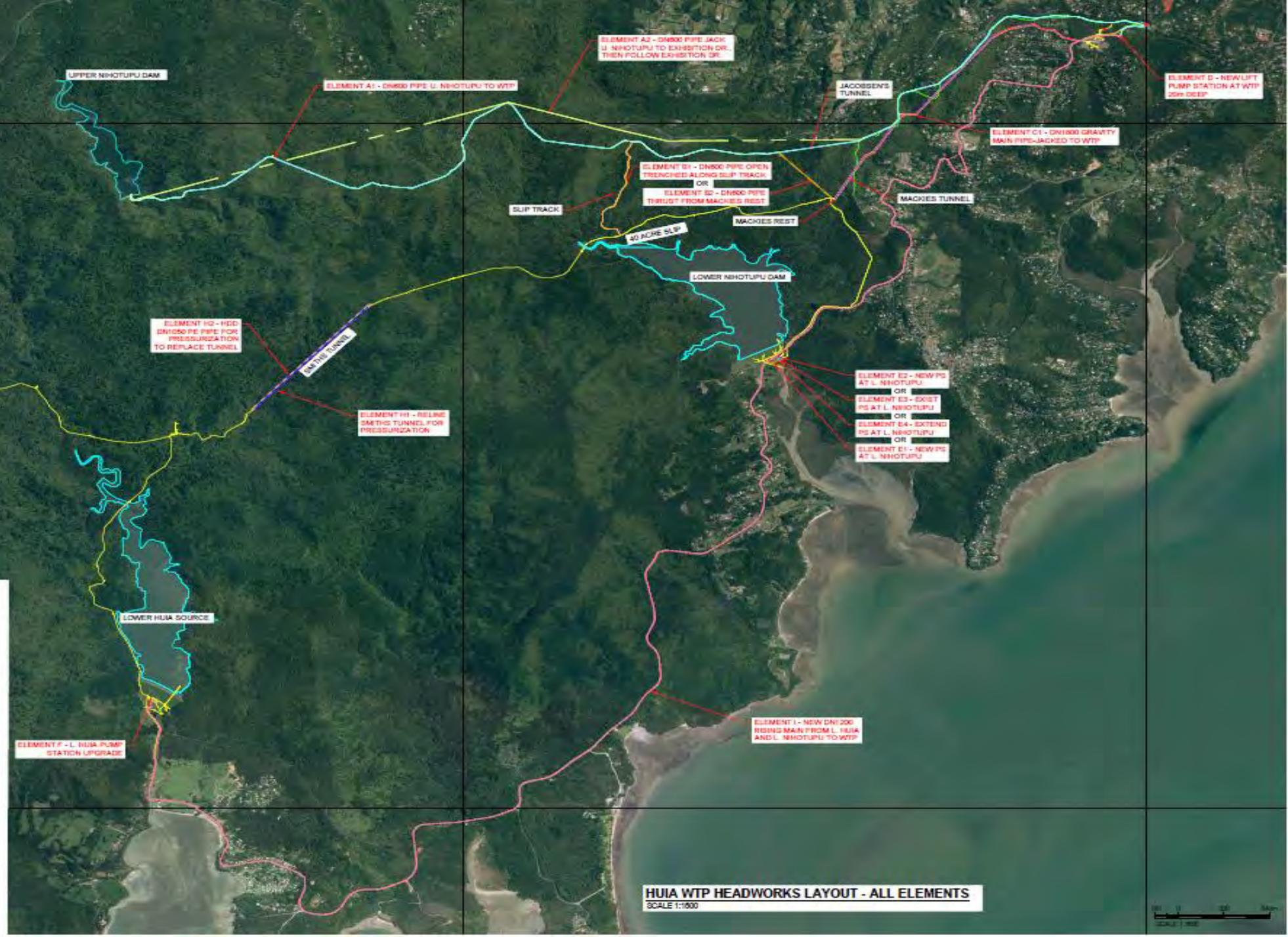


NOTES

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LEGEND

- RAW WATER MAIN
- PIPE TUNNEL
- AQUADUCT TUNNEL
- BRIDGED AQUADUCT TUNNEL
- EXHIBITION DRIVE (PUBLIC ACCESS WALKWAY)
- ELEMENT A1 - DN400 PIPE FROM UPPER NIHOTUPU TO WTP
- ELEMENT A2 - DN400 PIPE JACKED U. NIHOTUPU TO EXH. DR.
- ELEMENT B1 - U. NIHOTUPU MAIN TO COMBINED HUIA MAIN OPEN TRENCHED ALONG SLIP TRACK
- ELEMENT B2 - U. NIHOTUPU MAIN TO COMBINED HUIA MAIN THRUST FROM MACKIES TUNNEL ENTRY AREA
- ELEMENT C1 - DN1800 GRAVITY MAIN FROM MACKIES REST TO WTP - REPLACES AQUADUCT
- ELEMENT D - NEW LIFT PUMP STATION AT WTP
- ELEMENT E1 - L. NIHOTUPU PS REPLACEMENT - POS. 1
- ELEMENT E2 - L. NIHOTUPU PS REPLACEMENT - POS. 2
- ELEMENT E3 - REPLACE L. NIHOTUPU PUMPS & BUILD NEW MCC / SWITCHROOM
- ELEMENT E4 - EXTEND L. NIHOTUPU PS AND ADD PUMPS TO INCREASE FLOW. BUILD NEW MCC / SWITCHROOM
- ELEMENT F - L. HUIA PUMP STATION UPGRADE
- ELEMENT H1 - RE-LINE & SEAL SMITH'S TUNNEL TO PRESSURISE
- ELEMENT H2 - HDD NEW DN1050 PE PIPE TO REPLACE SMITH'S TUNNEL
- ELEMENT I - NEW DN1200 RISING MAIN ALONG HUIA RD. & ALONG LOCAL ROADS IN WOODLANDS PARK



HUIA WTP HEADWORKS LAYOUT - ALL ELEMENTS
 SCALE 1:600

Huia Water Treatment Plant and Reservoirs

- The primary objective of the project is to replace the ageing plant
- Ensure the continued resilience of Auckland's metropolitan water supply network
- Short-term peak production capacity will be increased

Key dependencies

- North Harbour 2 required to allow commissioning of the Water Treatment Plant
- Huia 1, West Boost Pump Station, New Lynn Pump Station Upgrade required to allow construction of the Water Treatment Plant



North Harbour 2 Watermain

- North Harbour 1 currently at capacity at peak flows
- No redundancy for failure of North Harbour 1, especially on Greenhithe Bridge
- Growth - Peak Demand capacity will be exceeded in 2027

Key dependencies

- Woodlands Reservoir 1 to be constructed after North Harbour 2 tunnel from Woodlands Road complete
- Southern section required for Huia Water Treatment Plant commissioning

North Harbour 2 Route

Route is designated

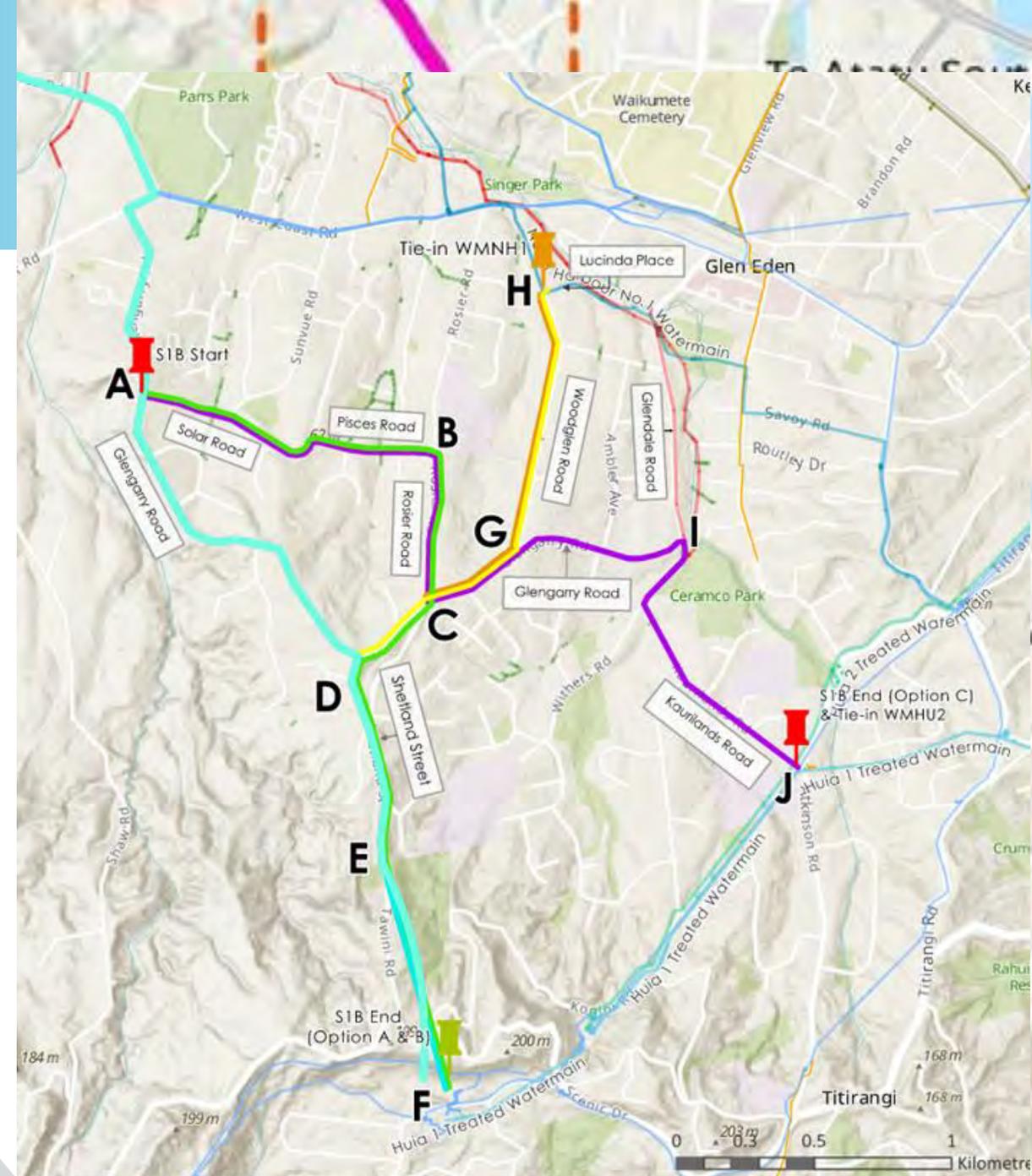
- Review of sections undertaken look for efficiencies since the designation
- Revalidate input from stakeholders
- Revalidate functional requirements and operation



North Harbour 2 Route

Proposed change in Glen Eden

- Use some sections of existing pipe more efficiently
- Tunnelling length considerably reduced
- Shorter by 1.15km
- Operational efficiencies
- Avoids work beneath properties
- Less impact on traffic on Glengarry Road
- Avoids steep embankments



What next?

Next steps

- Feasibility Studies continue
- NH2 pipeline to start detailed design
- Awaiting the Environment Court outcome relating to the site for the new Water Treatment Plant
- Potential for the local board to visit the site
- Keep the local board updated

Pātai mai?

Memorandum

To: Waitākere Ranges Local Board

Cc: Councillor Ken Turner
Councillor Shane Henderson

From: Elizabeth Stewart, Elected Member Relationship Advisor

Subject: Western Water Supply Programme

Date: 4 August 2023

Purpose

1. To give the Waitākere Ranges Local Board a broad overview of the Western Water Supply Programme.

Summary

2. The Western Water Supply Programme ('the programme') is intended to manage water projects across western Auckland in coordination. These projects are dependent on each other in terms of outcomes, resourcing, design or construction timing.
3. The programme includes the Huia Raw Water Optimisation Sub-Programme, the Huia Water Treatment Plant upgrade, Woodlands Park Reservoir and pipelines, and the North Harbour 2 pipeline.

Context

4. As Auckland's water and wastewater services provider, Watercare has a significant role in helping Auckland Council achieve its vision for the city.
5. Watercare's vision is to be trusted by our communities for exceptional performance every day and our mission to provide safe, reliable and efficient water and wastewater services to all of Auckland.
6. We currently supply water and wastewater services to approximately 1.7 million people. As Auckland's water utility, we face three main challenges – population growth (with an estimated growth of 476,000 people over the next 20 years), ageing infrastructure and climate change.
7. Our customers expect safe and reliable services 24/7. This means being resilient to changing conditions and investing sufficiently so our water and wastewater networks can withstand emergencies and droughts and operate normally with minimal impact on our customers and the environment.
8. Watercare's priorities for 2022 – 2025 include:
 - supplying safe drinking water for the public health of consumers, and collecting, treating and discharging wastewater in a safe and responsible manner for people and the environment
 - improving network performance by building and maintaining critical infrastructure
 - protecting the environment, adapting and mitigating for climate change
 - improving and achieving Māori outcomes
 - partnership with mana whenua and mātāwaka
 - continued collaboration with our customers and other stakeholders.
9. The Western Water Supply Programme aligns with Watercare's key strategic priority to improve network performance by building and maintaining critical infrastructure (renewals and growth) as per the [Watercare Statement of Intent 2022 – 2025](#).

10. Watercare's [Asset Management Plan \(AMP\) 2021-2041](#) is our tactical plan for managing our infrastructure effectively to achieve our long-term strategic goals and meet those future demand increases. Our asset management planning is focused on: growth, renewals, and levels of service.
11. Over the next 20 years, we will invest about \$18.5 billion to build and maintain water and wastewater infrastructure for Aucklanders. This equates to roughly an average of \$2.5 million every single day for the next two decades. The AMP also outlines our largest ever investment towards renewals (pipes and plants) at \$8.7 billion to address the problem of ageing infrastructure.

Discussion

12. The Western Water Supply Programme consists of the Huia Raw Optimisation Sub-programme, North Harbour 2 Watermain (South), Western Metropolitan Water Supply Storage (Woodlands Park Reservoir), Western Metropolitan Water Supply Boost Pumping and the Huia Water Treatment Plant replacement. Each of these is explained in more depth below.
13. The programme seeks to ensure the sustainable supply of drinking water, sourced from the Waitākere Ranges, via a new water treatment plant, into the Woodlands Park Reservoirs and supplied to the North Shore via the North Harbour No. 2 Watermain.
14. Huia Raw Water Optimisation: Raw water from the Waitākere Ranges flows via a combination of gravitation and pumping through a system of pipelines, tunnels and pump stations into the existing Huia Water Treatment Plant. These assets are at the end of their design life, prone to natural disasters and have hydraulic limitations in terms of how much water can pass through these particular pipes or tunnels at any one time. The sub-programme will address these limitations and deficiencies in supplying water to the new Water Treatment Plant through a combination of repairs and modifications of existing assets and construction of new assets while ensuring an uninterrupted supply of water to the existing Huia Water Treatment Plant.
15. The North Harbour 2 Watermain (South): The North Harbour 1 Watermain is currently Watercare's only transmission watermain conveying water from the west to the north across the Greenhithe Bridge. The North Harbour 2 Watermain will be an alternative way to service customers in the west and north, as well as provide redundancy and improved transmission capacity.
16. Western Metropolitan Water Supply Storage (Woodlands Park Reservoir): A new Water Treatment Plant will require reservoirs to be installed to increase the short-term peak capacity of the water supply, to be located on Woodlands Park Road adjacent to the proposed site for the new Huia Water Treatment Plant.
17. Western Metropolitan Water Supply Boost Pumping: The West Boost pump station will provide resilience from the Southern water sources to West Auckland, the northern part of the North Shore and the Hibiscus Coast.
18. Huia Water Treatment Plant Replacement: The replacement of the ageing Huia Water Treatment Plant with a new 140 megalitre per day capacity plant to help meet peak demand and improve overall network resilience. It is worth noting that the consents associated with the construction of a new Water Treatment Plant are progressing through the Environment Court process at present and cannot be discussed at this time. We hope to be able to provide an update on this process in the next month or so.
19. The current projected timeline for this programme is on the following page under *Figure 1*. Feasibility work for the Huia Raw Water Optimisation and Replacement Water Treatment Plant Upgrade has begun and will continue into the 2023/2024 financial year. Construction timeframes on the Raw Water Optimisation are still unclear at this stage but will be completed prior to commissioning of the replacement Water Treatment Plant in 2033. Programme delivery timeframes have been increased for other projects due to the scale and complexity, with current forecasting showing project completion during the 2032/2033 financial year.

Figure 1 Shows an indicative timeline for projected works on the Western Water Supply Programme.

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Huia Raw Watermains											
Huia Raw Watermain											
Lower Nihotupu Raw Water Pump Station Upgrade											
Upper Nihotupu Raw Watermain Replacement											
North Harbour 2											
Watermain duplication - North											
Watermain duplication - South											
Early works											
Watermain duplication - Greenhithe Bridge											
Trig Road cross connection											
West Coast Road cross connection											
Huia Water Treatment Plant & Reservoirs											
TBC											
Other Projects											
Huia 1 and Nihotupu 1 Replacement											
Mt Roskill Pump Station											
Upgrade New Lynn Pump Station											

Next Steps

20. Watercare will supply regular updates to the Waitākere Ranges Local Board so that members are kept informed and can communicate updates to the community as appropriate through their channels. We expect there will be a lot of community interest in the wider project and its impacts.
21. If the Waitākere Ranges Local Board are interested, where safe to do so, a site visit could be arranged to get a better understanding of the current challenges involved in the Western Water Supply Programme.

Storm recovery and resilience

Waitākere Ranges local board workshop



Extreme weather events have impacted Tāmaki Makaurau in 2023

- Record-breaking rainfall, floods, landslides and winds
- Loss of life
- 4,500 + households assisted
- Almost 600 households needed emergency accommodation
- Access to around 3,000 homes restricted or prohibited
- Extensive damage to marae, commercial buildings, inventory, infrastructure, utilities, productive land.

Auckland's 2023 record breaking storms



27 Jan
State of emergency declared



24 Feb
Heavy thunder storms caused further damage across Auckland



9 May
Flash flooding with further properties suffering flood damage



27 Jan – 1 Feb
Auckland Anniversary floods: record levels of rainfall (307mm) fell across the region



13 – 14 Feb
Cyclone Gabrielle: Over 300mm of rain, high winds and landslides



9 April
A tornado and high winds hit Auckland's eastern suburbs



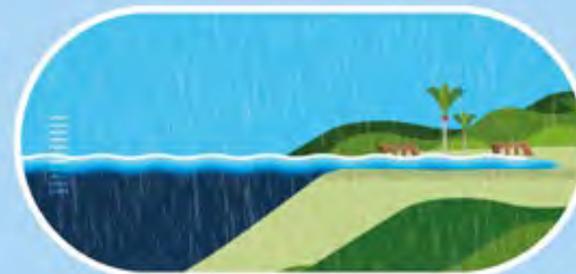
Storms cause a wide range of problems

What happens in a storm to cause damage

Sudden bursts of heavy rain can lead to surface or flash flooding. Water travels over the ground and pools, and pipes built for lower-level rain events are unable to manage the flows. Risk of damage is increased for properties in low-lying areas, steep catchments, close to streams and in urban areas – where large amounts of concrete mean rainwater is not absorbed into the ground.

Coastal areas

Waves, wind and rain can coincide to create storm surges and coastal inundation – where the sea floods the nearby low-lying land. High tides add to these events and can slow the flow of streams, rivers and pipes into the sea.



Overland flow paths

Water can move very quickly over land, creating temporary fast-flowing streams. These are called overland flow paths. Items like rubbish, fences and even buildings can be swept away or create blockages leading to flooding.



Groundwater flooding

The ground absorbs rainfall, but it can become saturated, especially after lots of rain. When the groundwater level is high, water can take days to soak away. Houses built below the water table, and parts of Tāmaki Makaurau built on volcanic rock, will be more affected by groundwater flooding as the ground in these areas is less able to soak up water.



Flood plains and flood-prone areas

Flood plains are areas of low-lying land, often (but not always) next to streams and rivers. As many streams have been piped underground, flood plains may appear in areas where water hasn't been seen before. Flood prone areas are low lying areas where water can pond if outlets are blocked. Water can become very deep, damaging property and creating risk to people.

Land stability and fallen trees

Heavily soaked ground and high winds can cause landslides, erosion and fallen trees. This can cut off essential services like power, water, communications and transport links, and pose a threat to nearby houses.





Waitākere Ranges impacts

189 stormwater requests for service

99 red placards

168 yellow placards

Top stormwater issues

- 1) Blockage (ie streams)
- 2) Property flooding
- 3) Catchpit blocked or overflowing
- 4) Erosion/tomo/slip



The Recovery Office



Auckland
Council



- Coordinates the recovery efforts and processes on behalf of the council group, central Government and partners
- Led from within the council on behalf of all organisations within the Recovery whānau
- Prioritises resources to support our most impacted communities as they deal with the after-effects of the storms
- Directs recovery in a way that acknowledges future changes and challenges, ensuring local recovery is sustainable.

Our purpose

Bring about the immediate, medium, and long-term holistic regeneration and enhancement of Tāmaki Makaurau as a result of the tragic and extreme weather events of 2023
from the CDEM Act 2002



Our 4 whenu (strands)



Community and social recovery

Impacted communities are reconnected and resilient.



Māori partnership and participation

Mana whenua and Māori are active partners and participants in the recovery of Tāmaki Makaurau.



Economic recovery

Sustainable economic activity is re-established enabling equity and economic prosperity.



Natural and built environment

Repaired and reinstated housing, infrastructure, facilities, and services are more resilient, and our natural environment is regenerated.



Recovery in Waitākere Ranges



- Interim Recovery Plan was developed to detail the immediate response, the scale of impacts and the mandate for recovery
- Now we need Aucklanders to help us develop a detailed Tāmaki Makaurau Recovery Plan (TMRP) to guide our long-term activities for both region-wide and local recovery.
- The plan will detail the programmes, funding mechanisms and delivery partners that will support the repair, regeneration, and resilience for the region.
- We're seeking input from all Aucklanders so that our plan reflects the needs and aspirations of our communities.
- Waitākere Ranges has communities that were seriously affected by the storms and continue to face the impact of these extreme weather events.
- We'll have focused engagement opportunities for your communities to ensure your community members have online and in-person opportunities to shape your local recovery plan





Making Space for Water

We're proposing four objectives for managing flood risks:



Reduce existing flood risks

Risks in known flood areas are reduced, using a toolbox of flood management techniques.



Avoid creating new flood risks

New development avoids creating flood risks to people, property and infrastructure.



Raise people's awareness of flood risks

Aucklanders understand what flood risks mean for them. They know if they live in a flood hazard area, how to manage stormwater on their property, and what to do before, during and after a flood.



Be prepared for flood events

Reliable data and systems underpin the council's and Aucklanders' storm preparations.





Making space for water in Waitākere Ranges

Operations and maintenance

- Increased maintenance
- Flood intelligence

Neighbourhood solutions

- Community led flood resilience
- Stream rehabilitation
- Rural settlements
- Culvert & bridge upgrades
- Blue-green networks

Site specific interventions

- Overland flow path management
- High-risk properties



Porters Stream blue-green area



Blue-green networks have catchment-wide benefits



Reduce surface flooding and associated damages



Ensure public safety and protect private and public assets



Support development without causing new flood risks



Improve the urban ecosystem, community interactions and wellbeing, amenity values



Improve water quality



Funding recovery



Making Space for Water:
\$1.65b



Consultation on rates
impact later



Cost share and delivery
negotiations (government,
water reform)



Further costs for
geotechnical and
community recovery



Engagement approach



Engagement objectives



Collaborative engagement

Combine Recovery Office and Making Space for Water engagement and align where possible with Local Board Plan and Civil Defence Emergency Management Group Plan consultation activities to be efficient and reduce consultation fatigue.



Equitable approach

Inclusively engage all Aucklanders, with a greater focus on communities with the greatest need and where impacts were more severe.



Community engagement

Partner with community groups and champions to increase awareness, facilitate diverse conversations and support recovery.



Accessible information

Provide digital and in-person opportunities, as well as hard copy information and feedback forms in all libraries and council service centres. Information will be translated into Te Reo Māori, NZ Sign Language, Simplified-Chinese, Traditional-Chinese, Samoan, Tongan, Korean and Hindi.



Awareness

Drive widespread awareness of the consultation through prominent mentions in communications.



Engagement audiences – wide reaching



Affected
property
owners

Priority
impacted
areas

All
residents

Peoples'
Panel

Mana
whenua

Community
partners

Advisory
panels





Multiple engagement techniques and channels

Digital	Face to face	Hard copy
<ul style="list-style-type: none">• Translated summary information and feedback forms on AK Have Your Say website• Webinars and webinar recordings• Scheduled feedback sessions for organisations• Emailed information and feedback through partners, People's Panel and stakeholder groups	<ul style="list-style-type: none">• 20+ drop-in sessions to talk with subject matter experts and support staff• Further activities to align with Local Board and community led engagement events• Opportunity to provide verbal feedback for council officers to record• Participatory forum• Scheduled feedback sessions for organisations	<ul style="list-style-type: none">• Translated summary information and feedback forms in libraries & other council venues• Information available at engagement events to take away



Waitākere Ranges events



Location	Date	Time
Karekare Surf Club	Sunday 6 August	12:30PM-2:30PM
Piha Barnett Hall	Sunday 6 August	3:30PM-5PM
Glen Eden Library	Friday 18 August	10AM-12:30PM
Laingholm Village Hall	Sunday 20 August	11:30AM-1:30PM





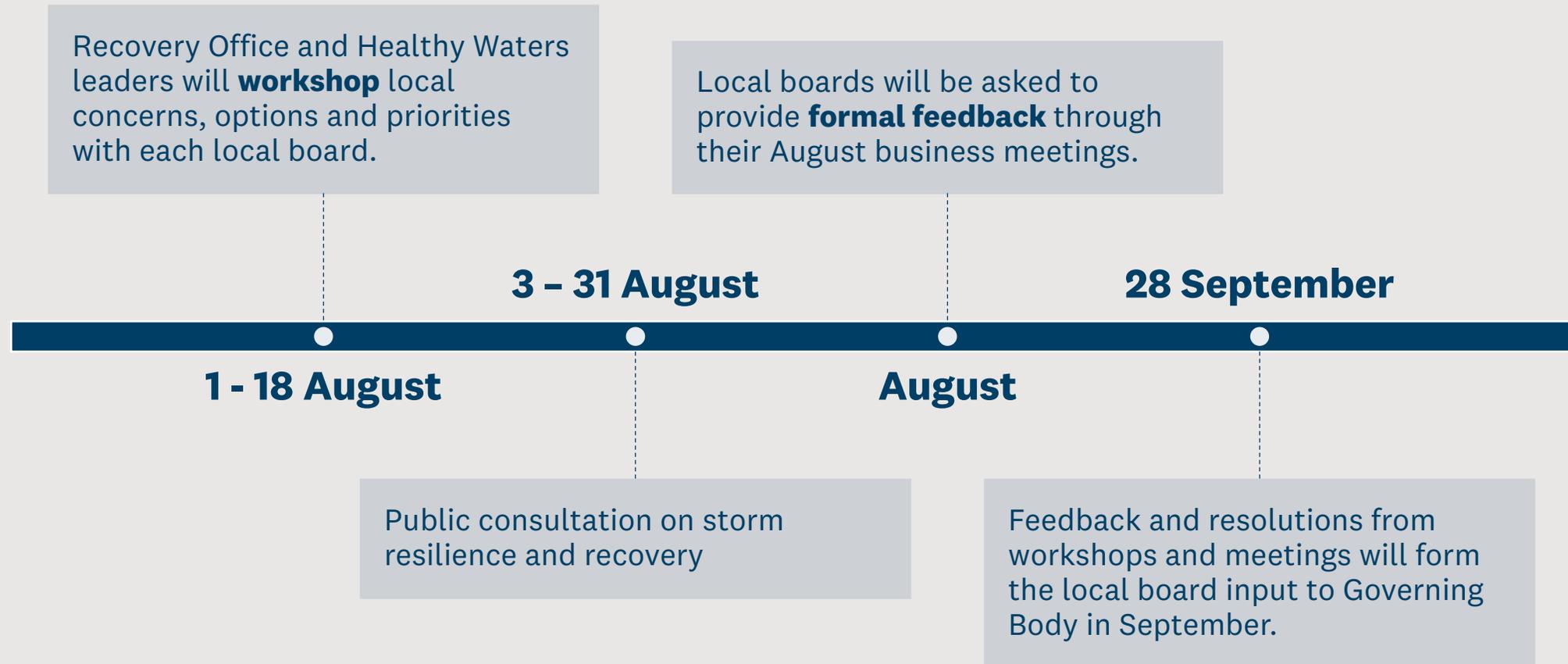
Consultation questions

- How were you, and your local community, affected by the extreme weather events in early 2023?
- Was your home flooded or damaged during the extreme weather events in early 2023?
- In the months following the storms, what has helped you and your community get through?
- What would help you and your community feel like you had 'recovered' from these extreme weather events?
- How can Tāmaki Makaurau Auckland be more prepared for events like these in the future?
- There are nine possible initiatives outlined in Making Space for Water (see the Storm Recovery and Resilience consultation document for details). Our initial budget suggests it will cost \$1.65 billion to deliver them and will require additional rates from Aucklanders. Do you have any comments on the initiatives?
- Are there any other activities that you think are important to manage flooding that haven't been included in Making Space for Water?





Consultation through August and September





Te Mahere a te Rōpū Ārai Mate Whawhati Tata me Te Raru Ohore me Tāmaki

Tāmaki Makaurau Auckland Civil Defence and Emergency Management Group Plan

August 2023. Consultation Version.

aem.org.nz



Auckland
Emergency
Management
Tokonga Māte Ohotata o Tāmaki Makaurau



- Sets strategic direction for our work on Auckland's Civil Defence Emergency Management system
- 5-year timeframe
- Covers 4 Rs of emergency management – reduction, readiness, response and recovery
- Required by the Civil Defence Emergency Management Act
- Consultation running through August





Memorandum

02 August 2023

To: Mayor, Deputy Mayor, Councillors and Local Board Members
Cc: Executive Leadership Team
Subject: Storm recovery and Resilience consultation
From: Mat Tucker, Group Recovery Manager
Contact information: electedrepsrecovery@aucklandcouncil.govt.nz

Summary

1. 2023 has seen a series of extreme weather events impact Tāmaki Makaurau / Auckland, with record-breaking rainfall, floods, landslides and high winds. Thousands of people needed assistance during and after the floods, and there is long-term damage to many homes, businesses and communities. Auckland Council is committed to supporting communities recover and prepare for the future.
2. The Tāmaki Makaurau Recovery Office would like to understand all Aucklanders' experiences of the extreme weather, and their aspirations for recovery. Feedback is being sought which will inform the Tāmaki Makaurau Recovery Plan.
3. This engagement is being combined with the Healthy Waters Making Space for Water consultation to run a single series of community events. Where possible, events are also being coordinated with the Local Board Plan consultation and Civil Defence Emergency Management Group Plan consultation events to reduce fatigue and allow for joined up conversations.
4. The engagement period runs from 3-31 August and includes both online and in-person opportunities for Aucklanders to share their views.

Purpose of the engagement and consultation

1. The 'Storm Recovery and Resilience' consultation begins on Thursday 3 August, and incorporates the Tāmaki Makaurau Recovery Plan and Making Space for Water programmes.
2. Aucklanders have an opportunity to provide feedback and shape the development of the Tāmaki Makaurau Recovery Plan, and indicate their level of support for the 'Making Space for Water' initiatives. Together, this feedback from Aucklanders and our partner organisations will help to shape our recovery efforts and allow us to prioritise the things that matter most to Aucklanders.
3. The completed Tāmaki Makaurau Recovery Plan will outline priorities for region-wide and local recovery activities. This plan is a legal requirement to address the repair, regeneration and resilience of our region.

4. The council's Healthy Waters department is proposing a series of stormwater improvements called 'Making Space for Water'. These will reduce flood risks, make improvements to Auckland's stormwater network, and increase the resilience of communities and individuals against future flooding.
5. Healthy Waters proposes to deliver nine initiatives over six years including infrastructure improvements (such as culvert and bridge upgrades), increased stormwater maintenance, and creating blue-green (waterways and parks) networks to allow stormwater to safely pass through urban areas.
6. Through the consultation, we are seeking feedback on the identified options as a part of the Making Space for Water Programme to help us determine the scope and scale of projects that can be achieved.

Engagement methods

7. A variety of engagement methods are being used to ensure that everyone has an opportunity to participate. Drop-in sessions will be held throughout August in various locations, and the dates and times for these events will be listed on the Have Your Say website (www.akhaveyoursay.nz/stormrecovery).
8. Two webinars will be available for members of the public on the evenings of 8th August and 14th August. Registration information is available online.
9. Printed materials will be available in our libraries and services centres, including translated materials. These are also available online. Aucklanders can provide feedback online, verbally to a staff member at an event, or on a hard copy form. Feedback can be received from Thursday 3 August until Thursday 31 August 2023.
10. Elected members are welcome to attend any public sessions they would like to.
11. This regional consultation is additional to the targeted engagement being done with affected property owners through the risk assessment/risk categorization process.
12. Recovery and 'Making Space for Water' Plans will be developed in close partnership with mana whenua, led through the Recovery Office's Māori partnership & participation whenua and Healthy Waters team.
13. We look forward to our workshop with each local board during August to hear your feedback on storm recovery and resilience in Auckland.
14. Please note a report will be on all local board business agendas for the month of August to provide an opportunity to respond formally, including your comment to inform the development of the proposed Tāmaki Makaurau Recovery Plan.

WAITAKERE RANGES LOCAL BOARD

August 2023



Introducing the Bulletin

The Bulletin is a monthly update to keep you informed about what happened in our area last month and about plans in the future.

Local Board Impacts and local board requests

Local Impacts in the Local Board area and responses for Local Board Members that have lodged requests on behalf of constituents with Auckland Transport and requests that are still being investigated.

CYCLELONE GABRIELLE – REPAIR STAGE OF SLIPS AND ROAD REBUILDS

Will come under separate cover.

Responses to Local Board Issues Been Investigated

PARRS PARK DAIRY

We have investigated this again as I requested them to for a temporary solution and unfortunately there isn't one as we would need to following the normal legal process and doing a normal change which takes 6 months and we am concerned as to how this might impact the resource consent issue. Justification is below:

The loading zone was installed in 2016 as part of the new shared path connecting the West Coast Road cycleway and Parrs Park. The dairy appears to have at the time agreed to the loading zone on the condition that a further three ten minute parking spaces were maintained in close proximity. These were the only parking spaces on West Coast Road. It was suggested and it appears that the dairy has been using adjacent off street parking however as this involves reversing onto West Coast Road it is not ideal.

The resolution which covers the construction of 246 residential dwellings, a community centre and commercial activities was approved in principle in October 2022. Due to the high levels of vehicle activities on West Coast Road and the number of vehicular trips generated by the development a network of new public roads are proposed. The intersections of road C with West Coast Road have removed the three ten minute parking spaces. The dairy raised this as part of the consultation process and suggested three options

- 1) 6 angled car parks on Road A to the rear of the dairy. This was discounted due to safety concerns providing high turnover parking close to an intersection.
- 2) Moving the pedestrian crossing. The current pedestrian 'zebra' crossing location is on the approaching side to the new intersection on West Coast Road (with Road C). Moving the pedestrian 'zebra' crossing closer to the Dairy Shop would make it to the departure side of the new intersection, which would have impact on both performance and safety of the intersection operation.
- 3) Providing more car parks on Road C. The berm of Road C does not have sufficient space to accommodate angled parking due to the space required to provide a footpath and rain

gardens and due to vehicle crossings there is insufficient space to provide additional parallel parking.

The developers further noted that the number of car parks in proximity to the dairy will increase once all roads are constructed.

The concern with this is that the development provides no loading facilities and were we to change the loading zone to a P10 then there would be no options. Is there any link between the loading zone and the resource consent for the development? I really can't see the loading zone being used to deliver goods to the new development and that they will find an alternative within the development.

It would be inappropriate to have any parking on the approach to a busy roundabout (its only 40m) but I cannot see why a P5 loading zone is acceptable and a P5 would be unacceptable. To my mind if we are going to have parking here a better solution would have been for the development to have provided its own loading and changed the loading zone on West Coast Road to a P5.

Currently the existing signage is for a P10 which is incorrect and needs to be changed to a P5 Goods Vehicles Only Loading Zone. If we do not change this then we will not be able to enforce the parking space.

AT advice would be let's wait until the development is completed and see what the actual behaviour is and how much available parking there actually is. Once the roads have been named and vested the approved in principle resolution will need to go back to the TCC to be approved and it could be looked at again then.

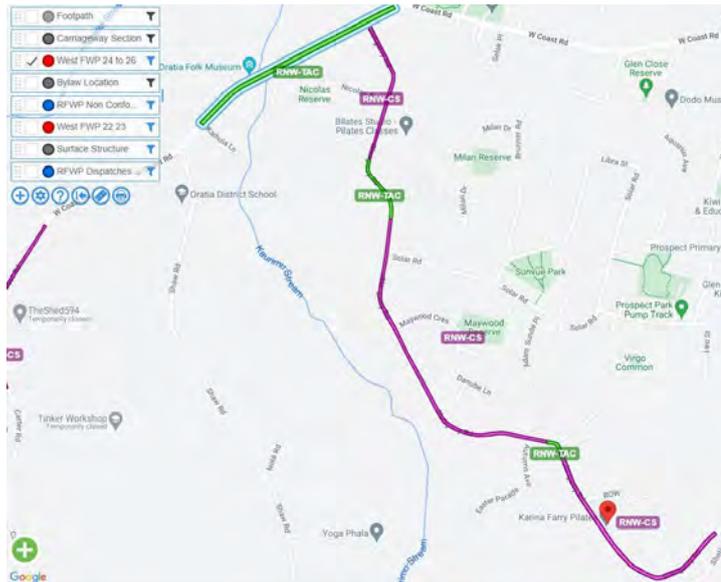
GLENGARRY ROAD POT HOLES

We are in the process of completing our pre-sealing repairs on Glengarry Road in readiness to reseal the road this financial year 2023/24, (see snippet below).

In terms of where the teams start/stop and order of work, without getting into detail this is generally planned via practical needs like;

- systematically starting at one end and working to the other.
- size of work sites that can be completed daily.
- types of repairs to be completed, as different crews complete different work types
- Other clashing Temporary Traffic Management jobs in the area.

Once the repairs are completed we will re-inspect to insure everything is done. Also 3 or 4 weeks prior to the sealing date, we will inspect again and insure no new failures have appeared.



In terms of the question “is there a pipe causing the road damage?”

There is a Watermain running down the Eastern side of the road (see snippet below).

Unless there is obvious evidence that the pipe is causing the damage i.e. water coming out of the road, valve boxes leaking or subsiding or Watercare reinstatements subsiding, these are treated as a road failure and repaired as such. Of course, once we open the ground more information can be visible and we will act accordingly.

It is important to note that our Compliance team deal with Watercare on these issues, but we often get called in the first instance to make the site safe.



HUIA ROAD BUS SHELTER

Update that the signage and shelter has been replaced.

BRABANT ROAD, WAIATARUA

As a result of collapsing under the ground, the pipe is being replaced. There is a concrete blockage that cannot be flushed out. As part of the replacement, two other pipes connected to this one will also be cleared. It is scheduled to be replaced during the first week of August 2023.

CORNWALLIS ROAD - MEETING WITH RESIDENTS

123 Cornwallis Road, Cornwallis We have been advised this site has been inspected by the contractor. There is a slight crack in the road, this is not considered major as there is a retaining wall along the edge. This site will be monitored for any further deterioration.

136, 142 and 143 Cornwallis Road, Cornwallis

AT's contractors attended this area of Cornwallis Road on 8 May 2023 and cleared part of the channel that was blocked with leaf fall and debris and report that the culvert inlets/outlets are all clear.

Request for new footpath Cornwallis Road

Cornwallis Road does not currently have a footpath; it is currently on AT's New Footpath Candidate List. The new footpath candidate list is prioritised and this request falls outside the top-ranking footpaths for investigation, however we will review requests every six months. More information including proposed new footpaths for construction along with the top-ranking footpaths for investigation can be found [here](#).

How footpaths are scored

All footpath requests are scored based on the following:

- proximity to schools, public transport and community facilities
- speed and the number of vehicles that use the road
- if there are already footpaths nearby or on the other side of the road (areas with no footpaths score higher)
- addressing a gap in the existing footpath network
- maximum cost of \$1,000,000 (one million).

AT have around 900 requests on our list; therefore, we must prioritise our investment. We can only fund the top 10-15 requests each year. This means your request is unlikely to be constructed in the near future. However, your request will stay on the list until it prioritises high enough compared to other requests.

Local Board discretionary funds are available for transport projects, including new footpaths. We share our footpath list with the local boards each year.

FOOTPATH BETWEEN 401 AND 413 HENDERSON VALLEY ROAD

We have followed this up with Road Corridor and have been advised that maintenance/reinstatement for this section of footpath is programmed for during June 2023 (weather dependent).

SOME ISSUES IN SWANSON

Pedestrian Crossing, 685 Swanson Road

This crossing is opposite the new Vines development in Swanson Village. It was previously just a pedestrian refuge. During the Vines work on the footpath it was upgraded to a pedestrian crossing, with zebra lines and signage. For whatever reason this crossing was removed recently, with the signage, refuge, rollable kerb and the connecting pathways removed. However the zebra lines remain. It's now very unclear whether this is actually a crossing or not, and I have seen several near

misses, including with School kids. I have raised this through AT's website but am yet to hear back. I have attached some photos. I think this is a significant safety issue and should be sorted out ASAP.

We have followed up with the developer, and as a result, the pedestrian crossing markings have been successfully removed from the road. For your reference, I have attached images as supplied to me today.

Kay Road Underslip

In the severe weather at the start of the year an underslip took out 1 lane of Kay Road, between the balefill and Sunnyvale Road. It has been closed since then. I know that AT have bigger fish to fry after the weather events, but we have received zero communication for AT about our road. No email, no letter drop, nothing. This is the sort of thing a grad could do. I'm not expecting miracles, but i don't think is unreasonable to expect some communication - even if it's to say "we can't fix this for a year" AT's website page [Long term road repairs from Auckland storms](#) indicates that we are in the final stages of completing the GeoTech report. Once this report is finalised we will be able to proceed with the remedial design process.

O'Neil's rail pedestrian crossing

Why can AT find millions of \$\$ for an underpass in Meadowbank, but can't even put that on the table out west?

The Meadowbank underpass is part of the larger [Meadowbank to Kohimarama Connections](#) project consulted on in 2021. There are many projects underway in the North and West of the Auckland region which can be viewed here: <https://at.govt.nz/projects-roadworks/#area> There is also a link on this page where you can subscribe to updates.

Local Board Issues Being Investigated

The Local board have requested the following issues be investigated. These are still under investigation:

- Hayes road/ Mountain Rd Stormwater Problems
- Alderman Drive - footpath maintenance
- Anawhata Road ongoing maintenance issues
- Huia Road Bus Stop- Health and Safety Issues
- Bethell's Roundabout
- Awhiorangi Parade flooding – Being referred to Auckland Council

Local Board Transport Fund

An indicative budget of \$1.46m has been set for the 3-year term. The total cost of all of the projects on the long list is roughly \$2.8m which means that there is insufficient funding to proceed with all projects.

- **Decision requested:** Local board to decide on project/s that will be funded this term.

- **Suggested Options:**

- Suggested Projects 2, 3, 6, 1+4 (remaining

Budget \$763k)

- Project 5 cost is beyond the boards budget.
- Project 4 Option 2 and 3 are beyond boards budget, but the Option 1 (Recommended in the investigation) of On-Road Cycle Path \$274,000 can be combined with

Project 1. Cycling facilities can be further investigated as

part of the detailed feasibility investigation for these projects.

1	Captain Scott Rd speed-calming	Between the intersections of Oates Road and Savoy Road	\$300,000
2	Glengarry Road Footpath Improvement	32 Glengarry Rd, Glen Eden	\$300,000
3	Godley Rd Driver feedback Sign	Near #207 Godley Rd, Titirangi	\$50,000
4	G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway (old LBTCF project)	Glen Eden Train Station	\$274,000
5	G1 Parrs Park to Sunnyvale shared path (old LBTCF project)	Parrs Park to Sunnyvale shared path	\$1,531,000
6	Footpath upgrade: Glenmall Place	Glenmall Place, Glen Eden town centre	\$350,000

The next stage is a decision report will be submitted to the August business meeting for budget allocations.

Workshops held with the Waitakere Ranges Local Board

Auckland Transport have held the following workshops with the Local Board June and July 2023:

- Auckland Transport AT Update Report
- First and Final Leg Public Transport Project
- Kelston – New Lynn Cycling Project Local Board Capital Transport Fund
- Auckland Rail Programme Business Case
- Konini School Update

Local Board Consultation for Proposed Improvements

Consultation documents for the following proposals have been provided to the Waitakere Ranges Local Board for its feedback and are summarised below for information purposes only.

After consultation, Auckland Transport considers the feedback received and determines whether to proceed further with the proposal as consulted on or proceed with an amended proposal if changes are considered necessary:

GREAT NORTH ROAD AND HEPBURN ROAD, GLENDENE - INTERSECTION UPGRADE

We are proposing to upgrade the intersection of Great North Road and Hepburn Road in Glendene in response to safety concerns raised by the community when using the slip lanes to cross the road.

We are proposing to:

- Remove the indented bus bay on the northwest corner of the intersection and relocate the bus stop, shelter, and road markings to the northeast corner of the intersection outside 4191 Great North Road.
- Remove the indented bus bay on southwest corner of the intersection and relocate the bus stop, bus shelter and road markings so it is closer to the intersection.
- Remove the existing slip lanes on Hepburn Road and build new footpaths and grass berms around the northern side of the intersection. This will require the removal of the existing guard rails at the intersection.
- Install a new pedestrian and cyclist crossing across Hepburn Road.
- Install a new pedestrian crossing on Great North Road on the Western side of the intersection.
- Paint two Advanced Stop Boxes at the intersection on Great North Road heading west. Advance Stop Boxes are green boxes painted with a bicycle symbol where people on bicycles can wait before the lights. They improve road safety by making cyclists more visible to people in vehicles.
- Extend the broken yellow lines (NSAAT- no stopping at all times) from the intersection to outside 1 Hepburn Road
- Widen the footpath on the southern side of the intersection along Great North Road

Auckland Transport would like to work with you to deliver safer roads in your neighbourhood. This proposal responds to safety issues constantly experienced by pedestrians and cyclists when crossing the road.

The changes are expected to:

- Reduce driver speeds and improve visibility of pedestrians and cyclists crossing Hepburn Road and Great North Road.
- Provide better cycling facilities to improve cyclist safety at the intersection.
- Improve the community's access to public transport and their safety while using it.

Auckland Transport cares for your safety. We want to make our roads safe for everyone, people walking and cycling, especially for our kids and senior citizens and people driving. Projects like this one around Great North Road and Hepburn Road is another step towards our goal of achieving no deaths or serious injuries on our roads. We are guided by the [Vision Zero](#) approach to transport safety, which prioritises human safety over other measures (like minor time saving).

Next Steps

If you have any questions on the proposal, please get in contact with your Elected Member Relationship Partner.

We have consulted the community including the Waikumete Cemetery in August 2022, and after reviewing all the feedback and design recommendations, we have come up with some changes to the proposal, where we removed the speed table aspect of the design. The updated proposal drawing is also attached to this email.

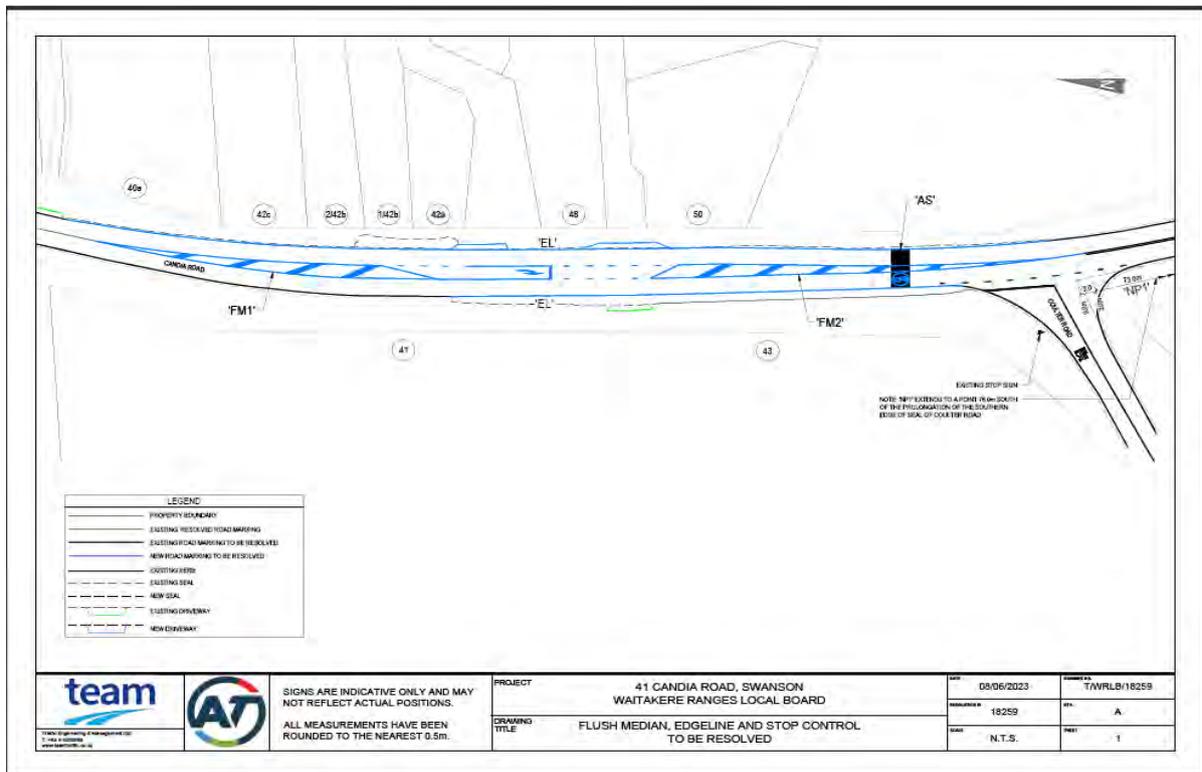
Next steps:

An important aspect of the resolution process is consultation with the Local Board. As such, we are seeking feedback from the Local Board relating to the **new road marking and signage changes** in order to complete the resolution process.

Please note, the scope of the resolution process is limited to the newly installed traffic and parking controls within the road reserve (i.e. the road markings that affect the moving and parked vehicles). Therefore, we are unable to address comments outside of this scope, such as the layout of the roads.

If the Board has any feedback relating to the **new road marking and signage changes**, we request to receive it by **Friday, 18 August 2023**.

- **Edge Lines – Labelled as EL.**
Edge lines are installed on both sides of Candia Road. The edge lines help guide drivers appropriately through the carriageway.
- **Flush Median and Right Turn Bay- Labelled as FM1 and FM2.**
Flush medians are provided on Candia Road to allow the safe and efficient operation of vehicles on the road. The inclusion of right turn bay also facilitates the vehicle turning to and from the ECEC development.
- **Non-Standard Road Marking – Labelled as AS.**
A coloured paving band is provided across Candia Road, the purpose of which is to provide an advanced warning indicating the change in speed environment and is considered to be critical for the safety of all road users.
- **No Passing restriction – Labelled as NP1.**
No-Passing restriction is pre-existing and is provided to the south of the Candia Road/Coulter Road intersection. The purpose of the No Passing restriction is used to prohibit overtaking to

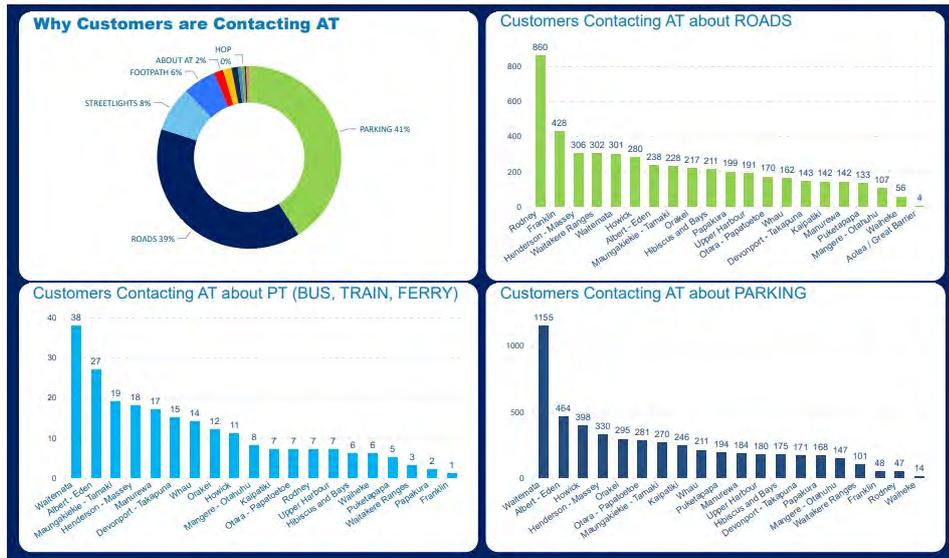


Why Aucklanders contact Auckland Transport

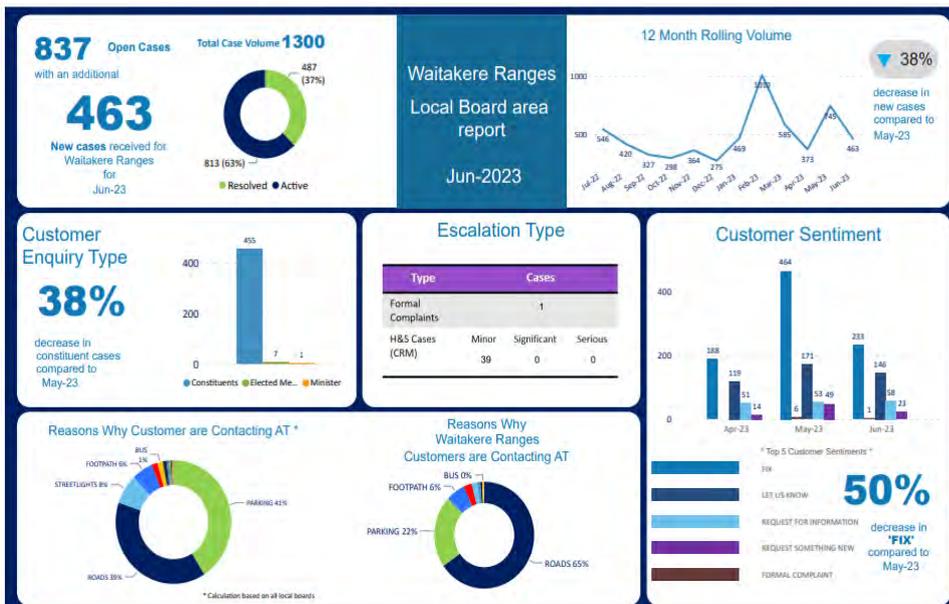
Below is a summary of the reasons why people are contacting Auckland Transport's customer service teams across all of Auckland. The data is summarised by issue and by how key issues like parking effect all of Auckland's local boards.

Local customer activity

This section tells you what people are contacting Auckland Transport about this month in this area. It is to help decision-makers see trends and to inform their planning.



In June 2023, 463 Waitakere Ranges residents contacted Auckland Transport and their concerns are summarised below:



List of proposed bus stops in your Local Board area.

Below is a table of proposed 2022/2023 financial year for your information.

Bus stop by Street Number	Street Address	Suburb
905	Swanson Road	Swanson
905 - Opp	Swanson Road	Swanson
30	Northfield Road	Waitakere
15	Northfield Road	Waitakere
66	McEntee Road	Waitakere
71	McEntee Road	Waitakere
2	McEntee Road	Waitakere
11	McEntee Road	Waitakere

Road Safety Incidents in your Local Board area

The below table give the local board member information about the road safety incidents that have occurred in June 2023 for your information.

Waitakere Ranges - June 2023 - Serious Incident Closures and Deaths / Serious Injury										
ATOC/SCU	Incident Type	Day, Date, Time	Location	Collective Crashrisk & Road Type	Person killed or seriously injured	Death	Serious Injury	Local Board	Urban/Open	Speed Environment
SCU	Vehicle vs parked vehicle	Friday 12th May 2023 21:00	West Coast Rd, Oratia	Low Medium Arterial	Driver	0	1	Waitakere Ranges	Urban	60kmh
SCU	Vehicle vs Person on foot	Wednesday 7th June 2023 17:45	Forrest Hill Road and Pine Ave, Henderson Valley	Low Medium Primary Collector	Person on foot	0	1	Waitakere Ranges	Urban	50kmh

Planned Road Maintenance in your Local Board area

WHERE	TYPE OF WORK	WHEN	DURATION
Anawhata(Piha -End)	Construction - Drainage Work	27 March - 31 May 2023	Day - Lane Closure - Stop/Go
Huia Road (616 Huia Road Parau to 9 Huia Road)	Road Maintenance - Mill & Fill	4 April - 18 May 2023	Day - Lane Closure - Stop/Go
Anawhata(Piha End)	Construction - Drainage Work	27 March - 31 May 2023	Lane Closure - Stop/Go

Huia Road(285 Huia Road - 4 Huia Road)	Seal Road maintenance- Mill and Fill	10 - 23 May 2023	Lane Closure - Stop/Go
Long Road (17 Long Road to Bethells Road)	Seal Road maintenance- Dig Out& Level Mix	22 - 23 May 2023	Road Closure
Titirangi Road (Pleasant Road to Godley Road)	Road Resurfacing - Asphalt Reseal	21 - 23 May 2023	One Direction Detour
Te Aute Ridge Road West	Electrical Installation	26-May-23	Day Shift Only
Vineyard Road (Henderson Valley)	Repairs to Structure	15 - 26 May 2023	Day Shift Only
Anawhata(Piha to End)	Construction - Drainage Work	27 March - 30 June 2023	Day - Lane Closure - Stop/Go
Central Park Drive between Lincoln Road & Collard Place	Regular maintenance and repair work	24 - 25 May 2023 7pm - 5am	2 Nights
Anawhata (Piha to End)	Construction - Drainage Work	27 March - 30 June 2023	Lane Closure - Stop/Go
Warner Park Road (14 to 60)	Road Maintenance - Mill & Fill	12 - 14 June 2023	Day - Lane Closure - Stop/Go
Anawhata (Piha to End)	Construction - Drainage Work	27 March - 30 June 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to End)	Road Maintenance - Water Tables/Drainage	6 - 30 June 2023	Day - Lane Closure - Stop/Go
Glengarry Road (Rosier Road to Maywood Crescent)	Preseal Repairs - Mill & Fill	20 - 23 June 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to End)	Road Maintenance - Water Tables/Drainage	6 - 30 June 2023	Day - Lane Closure - Stop/Go
Atkinson Road (Kaurilands Road to Daffodil Street)	Preseal Repairs – Digout	21 - 23 June 2023	Day - Lane Closure - Stop/Go
Anawhata (Piha to End)	Construction - Drainage Work	27 March - 30 June 2023	Day - Lane Closure - Stop/Go

Glengarry Road (Rosier Road to Maywood Crescent)	Preseal Repairs - Mill & Fill	26 - 27 June 2023	Day - Lane Closure - Stop/Go
Anawhata Rd (Piha Rd to 258)	Road Maintenance - Drainage Repair	26 - 30 June 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to End)	Road Maintenance - Water Tables/Drainage	6 - 30 June 2023	Day - Lane Closure - Stop/Go
Atkinson Road (Kaurilands Road to Daffodil Street)	Preseal Repairs – Digout	26 - 27 June 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs – Digout	27 - 28 June 2023	Day - Lane Closure - Stop/Go
Te Aute Ridge Road West	Electrical Installation	23-Jun-23	Day Shift Only
Anawhata Road (Piha to End)	Construction - Drainage Work	27 March - 14 July 2023	Day - Lane Closure - Stop/Go
Glengarry Road (Rosier Road to Maywood Crescent)	Preseal Repairs - Mill & Fill	26 June - 4 July 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to 258)	Road Maintenance - Drainage Repair	26 June - 5 July 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to End)	Road Maintenance - Water Tables/Drainage	6 June - 14 July 2023	Day - Lane Closure - Stop/Go
Atkinson Road (Kaurilands Road to Daffodil Street)	Preseal Repairs – Digout	3 - 4 July 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs - Digout	27 June - 6 July 2023	Day - Lane Closure - Stop/Go
Warner Park Avenue (Vicotry Road to Kauri Point Road)	Preseal Repairs - Mill & Fill	13 - 17 July 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to 258)	Road Maintenance - Drainage Repair	26 June - 14 July 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha Road to End)	Road Maintenance - Water Tables/Drainage	6 June -14 July 2023	Day - Lane Closure - Stop/Go
Anawhata Road (Piha to End)	Construction - Drainage Work	27 March - 14 July 2023	Day - Lane Closure - Stop/Go

Atkinson Road (Kaurilands Road to Daffodil Street)	Preseal Repairs - Digout	3 - 12 July 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs - Digout	27 June -14 July 2023	Day - Lane Closure - Stop/Go
Waitakere Road (Northfield Road to Swanson)	Preseal Repairs - Mill & Fill	10 - 13 July 2023	Day - Lane Closure - Stop/Go

Local Board Project, Campaign, and other impacts updates:

It includes information about current projects, campaigns and other impacts being undertaken in the area.

AUCKLAND SAFETY CAMERA PROGRAMME

Executive Summary

- Auckland Transport is working with Waka Kotahi and NZ Police on the Safety Camera System Programme to support our wider Speed Management Programme through increased compliance to deliver improved safety outcomes.
- The Board was contacted in December 2022 advising of a safety camera being installed at 121 Waitākere Road. There is an update to the timeline of the installation of the camera.

Discussion

- Construction to prepare the site (including the foundation, base, power and communications) began in January 2023 and was completed in March 2023.
- Installation of the camera pole and housing is expected to begin in mid-June 2023.
- Installation of the safety camera will follow within a two-to-six-week window.
- The safety camera is expected to be operational after a rigorous process of being checked (calibrated) and certified.

Location of camera being installed in the Waitākere Ranges Local Board area

ROAD NAME AND ADDRESS	SUBURB	LOCAL BOARD	POSTED SPEED LIMIT
121 Waitākere Road	Taupaki	Waitākere Ranges	80

Next steps

The project team would welcome the opportunity to meet with the Local Board to talk through the wider Safety Camera System Programme in more detail.

Get in touch

Please get in touch with us if you have any questions or would like to know more about the programme. You can also find out more at nzta.govt.nz/safety-cameras.

Bus Service Disruption

BUS SERVICE DISRUPTION NOTIFICATION	
Location	Glendale Rd, Glen Eden
Type	Police Incident
Service Affected	154, 172
Impact	Glendale Rd is blocked between West Coast Rd & Oates Rd Detour via Oates Rd, Wilson Rd & Bowers Rd

Auckland Transport's Traffic Control Committee (TCC) report

Decisions of the TCC during the month of **May – June 2023** affecting the Upper Harbour Local Board area are listed below:

DATE	STREET	REPORT TYPE	RESTRICTION	DECISION
19 May 2023	Swanson Road / Church Street	Permanent Traffic and Parking changes	No Stopping At All Times / Lanes / Lane Arrow Marking / Road Hump / Traffic Island / Flush Median / Footpath / Pedestrian Crossing / Bus Stop / Mobility Parking	Approved with Conditions
19 May 2023	Seymour Road	Permanent Traffic and Parking changes	No Stopping At All Times / Bus Stop / Road Hump / Traffic Island / Flush Median / Lanes / Lane Arrow Marking	CARRIED

<p>29 June 2023</p>	<p>South Titirangi Road / Titirangi Road</p>	<p>Permanent Traffic and Parking changes</p>	<p>Lanes / Lane Arrow Marking / No Stopping At All Times / Traffic Island / Footpath / Give-Way Control / Flush Median / No Passing</p>	<p>CARRIED</p>
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Local Community Communications

We are trialling updating the community via social media posts in Facebook community groups by the AT West Hub. We want to go to where the community are and so where possible we can post or comment as AT (where we are allowed to be in the group as ourselves), or for staff safety via anonymous posts or through local board members. This includes updates on road repairs in certain areas, explanations on different road works we're doing and why i.e., bunding and polythene and any completed repairs.

Regional Updates

The following are brief updates about projects in this area.

BUY BEFORE YOU BOARD FERRY CAMPAIGN INFORMER

SWIPE RIGHT ON PUBLIC TRANSPORT - PAYWAVE, GOOGLE PAY AND APPLE PAY

<p>Purpose <i>Summarise reason for the campaign.</i></p>	<p>From 12 June 2023, tickets will no longer be available for purchase on board ferries. To travel customers will need to use an AT HOP card or purchase a paper ticket from an AT ticket machine before boarding their ferry service. We are running a marketing campaign to inform ferry users of these changes and to encourage them to buy before they board.</p>
<p>What's happening? <i>Description of campaign + background</i></p>	<p>AT is stopping onboard ticketing on ferry services, except for Rakino, from Monday 12 June. This change ensures we offer a consistent customer experience across all public transport services and minimises the need for cash transactions, enabling the onboard crew to concentrate on operational and wider customer service delivery. Since the majority of customers have already transitioned to using an AT HOP card, very few tickets are currently purchased on board.</p> <p>A marketing campaign is being run to inform ferry users of this change and to encourage those currently buying paper tickets onboard to “buy before they board” by using an AT HOP card or a purchasing a paper ticket from a ticket machine.</p>
<p>Key messages <i>What are our key messages?</i></p>	<ul style="list-style-type: none"> • From 12 June 2023, tickets will no longer be available for purchase onboard ferry services. • You will need to “buy before you board” by either using an AT HOP card or purchasing a paper ticket from an AT ticket machine. • Buy before you board applies to all AT ferry services, with the exception of Rakino Island • Ticket machines are located at ferry terminals across the network except Te Onewa Northcote Point. If you are travelling on a Te Onewa Northcote ferry service, you will need to either tag on using AT HOP card or buy a paper ticket when you depart or arrive at the Downtown Ferry Terminal. • More information is available at AT.govt.nz/ferrytickets

COMING SOON

Within the next 12 months Auckland Transport (AT) will introduce easier payment options across all of Auckland’s buses, trains, and ferries.

This will enable customers to tag on and off with contactless payments (debit/credit cards, Apple Pay and Google Pay) alongside the current AT HOP card.

The changes will apply to full fare paying adults. Those wanting to access concession discounts such as Tertiary and SuperGold will still need to use their HOP card as normal.

AT Chief Executive Dean Kimpton says this is the latest in a range of initiatives AT is introducing to make public transport an easier option for Aucklanders, visitors, and tourists.

Mr Kimpton predicts the improvements will lift public transport passenger numbers by between two million and three million trips per year.

It is estimated that the improvements will cost approximately \$23 million. Introducing this solution now provides numerous benefits for customers, the environment, and the city as a whole.

The improvements are a step towards plans to see the National Ticketing Solution (NTS) introduced across the motu by 2026. By getting Aucklanders using contactless payments for public transport now, the transition to NTS will be smoother and involve much less change for customers.

AT HOP

AT HOP has provided Aucklanders with easy journeys since it launched in 2011.

Since then, more than 3.35 million AT HOP cards have been sold, and in 2019 we celebrated 100 million journeys across our network. Adding some NTS capability to the current AT HOP system earlier will allow for an easier and quicker adoption of the National Ticketing Solution.

Further investment in ticketing is critical if we want to reach our patronage and climate goals.

Concessions

Those using concessions such as SuperGold and Tertiary discounts will still need to use their AT Hop card to access all concessions.

Once the National Ticketing Solution is introduced throughout Aotearoa, the technology will allow for concessions to be loaded against a customer's account regardless of whether they use contactless payment or a transit card.



REGIONAL PUBLIC TRANSPORT PLAN (RPTP) CAMPAIGN

<p>Purpose</p> <p><i>Summarise reason for the campaign.</i></p>	<p>The draft RPTP outlines AT’s proposals for Auckland’s public transport system over the next 8-years. AT is seeking public feedback on the draft Regional Public Transport Plan from 17 July to 17 August 2023.</p> <p>The RPTP is our draft plan for public transport, it outlines:</p> <ul style="list-style-type: none"> • How public transport will be managed and improved over the next 8-years, with a detailed focus on the first 3-years. • The public transport services that will operate during this time period and how they will change. • The goals, policies, and actions that will shape public transport. • How we will monitor the performance of the public transport system and check its meeting Aucklanders’ expectations. <p>As part of this RPTP and associated campaign we need to:</p> <ul style="list-style-type: none"> • Acknowledge that we are aware of the immediate issues with public transport and show that we have a clear action plan to address them (which we are already starting to implement). • Show people the exciting plans to improve public transport over the next 8-years. • Show people that AT listens to public feedback. We have already used two rounds of market research, with over 2,000 Aucklanders and several workshops with key interest groups to inform the draft RPTP. We now want to give all Aucklanders a chance to show their support for the plan, or to suggest changes. • Give Aucklanders more confidence that Auckland Transport ‘has a plan’ and is actively working to improve public transport.
<p>What’s happening?</p> <p><i>Description of campaign + background</i></p>	<p>Consultation for this RPTP starts on 17th July 2023 and we’re running a campaign to encourage Aucklanders to have their say.</p> <p>The campaign is designed to prompt people to have their say on different elements of the plan, and to direct them to the part of the survey and plan where this is covered.</p> <p>We know from previous experience that a lot of customers can be intimidated by large plans and might not want to go through the whole thing. By taking people directly to the parts of the survey and plan that they’re interested in, e.g., ‘what are we proposing to do to reduce fares’, we hope that more people will participate in the consultation.</p> <p>The campaign uses a lot of different media to engage with customers. We will also have ambassadors out at key transport hubs handing out flyers and encouraging participation.</p>

Press ad:

What kind of public transport do you want?

We've asked thousands of Aucklanders what they want Auckland Transport to do more of, less of, and everything in between. With their suggestions, we drafted up a plan for the future of Auckland's public transport.

Now we need your help. Check out how we're proposing to respond to what Aucklanders have told us and have your say at [AT.govt.nz/RPTP](https://at.govt.nz/RPTP)

"More affordable fares"
We've just kicked off half price fares for under 25's and free fares for under 13's, and a weekly fare cap is proposed.

"More reliable bus services"
We hear you. We're on track to fix the bus driver shortage before the end of the year.

"More communication about service disruptions"
Absolutely. We're updating the AT Mobile app and online journey planner so you're in the loop well in advance.

"More trains, more ferries, more buses, more off-peak"
We're proposing 13 new high-frequency bus routes, plus more train and ferry trips.

"Are you powering your tomorrow?"
We sure are. Electric ferries will be operating by 2025. And, we'll have 1,000 electric buses in operation by 2031 (that's 75% of our fleet).

Check out the full plan and have your say
[AT.govt.nz/RPTP](https://at.govt.nz/RPTP) #RPTP

RTC APPROVES AUCKLAND'S DRAFT SPEED MANAGEMENT PLAN FOR PUBLIC CONSULTATION

The Regional Transport Committee (RTC) has just approved Katoa, Ka Ora – Auckland's draft speed management plan for 2024-27, to go out for public consultation in late July.

The plan focuses on implementing safe speed limits around 359 schools, as well as in communities where there is support for change.

Katoa, Ka Ora is Auckland Transport's (AT's) first speed management plan for Auckland. It's different from speed limit work done to date because it's under the new [speed limit rule that was put in place in early 2022](#).

The speed management plan is a part of achieving that. Everybody deserves to get home safely and that's why Auckland Transport is committed to the vision that everyone is alive, healthy, and well in this plan, which is expressed in its name – Katoa, Ka Ora.

Katoa, Ka Ora is projected to prevent deaths and serious injuries - while only minimally changing journey times. The impact in terms of time is an increase of less than 15 seconds over an average 20-minute car journey. NZ Police Assistant Commissioner Sam Hoyle says most Aucklanders would agree that keeping our tamariki safe around schools is incredibly important.

Te Whatu Ora Medical Officer of Health Dr Michael Hale says speed is a factor in around 70 per cent of injury crashes in New Zealand. This is shocking because it is so preventable. Speed causes some crashes, because it makes it harder for us to take in everything going on, plus we travel further before we stop. Even when speed wasn't the reason for the crash, how fast you go usually decides if you live or die.

New under 25 fares roll out from 1 July

Auckland's public transport customers aged under 25 who use a registered HOP card will get the benefit of free or half price fares from Saturday 1 July.

On 30 June, the government's half price discount on public transport fares will end, and AT will be offering new concessions to customers who are under 25 from Saturday 1 July.

Following the government's announcement in May on free fares for those aged 5-12 and half price fares for those aged 13-24, AT has worked quickly to implement the new fares, ensuring the complex changes to our AT HOP system are ready to give customers a seamless experience.

AT Metro Optimisation Manager Richard Harrison says rolling out this change ahead of 1 July has been a significant focus for the organisation in recent weeks.

"Half price fares have made a real difference to Aucklanders when they came into play in April 2022, and we are pleased to be able to continue to offer half price fares for 13–24-year-olds and to introduce free fares for 5–12-year-olds who travel with a registered AT HOP card. Customers can find out more about the changes at at.govt.nz/farechanges

What's changing on 1 July?

- Free fares for those ages 5-12 years old.
- Half price fares continue for those aged 13-24 years old.
- Half price fares end for customers 25 and over.
- Community Connect 50% off adult fares for customers with a Community Services Card.

How do you receive the concession?

Customers aged 5-24 will need to tag on and off using a registered AT HOP card with their correct date of birth to receive free/half price fares. The AT HOP card will need to have a positive balance.

What do existing customers need to do?

If you have a registered AT HOP card with the correct date of birth, the new concessions will be applied automatically from 1 July.

Customers who have not yet registered their AT HOP card online, can register online at <https://at.govt.nz/bus-train-ferry/at-hop-card/register-at-hop-card/> to ensure they get the best fares possible.

What do new customers need to do?

- Buy an AT HOP card
- Create a MyAT account online with a date of birth between 5-24 years old and register their AT HOP Card
- A parent with a MyAT account can create a linked account on behalf of their child
- Tag on within 60 days to activate
- Tag on and off using their registered AT HOP card to receive free/half price fares

What about Community Connect 50% off with a Community Services Card?

Community Connect is a concession that gives eligible Community Service Card (CSC) holders a 50% discount off most bus, train, and ferry fares. It is getting rolled out across the country as part of the Government's \$1 billion cost of living package to support low- and middle-income New Zealanders. In Auckland, CSC holders will need to apply for the concession via at.govt.nz/communityconnect or via MSD offices. The discount will be live on 1 July 2023.

FIFA WOMEN'S WORLD CUP

Starting on 20 July, Auckland is hosting the FIFA Women's World Cup a large sporting event. This email is to let you know that Auckland Transport is working with FIFA, Auckland Council, its CCOs and the emergency services to support this event.

Nine matches will be held in Auckland, at Eden Park and we are asking the public to plan their travel and reminding people that public transport to the venue is included in the ticket price.

Information about Auckland Transport plans is available here - www.AT.govt.nz/events

AT's overarching messages:

- The FIFA Women's World Cup is taking place between 20 July - 20 August
- Nine matches are being held in Auckland at Eden Park.
- Make the most of your FIFA experience and plan your transport in advance. Plan your journey in advance to Eden Park; it will be busier than usual so allow lots of time.
- Travelling by train and on buses (normal scheduled, rail replacement, and special event) is included with your match ticket. If you live near Eden Park, cycling and walking will be the best way to get there.
- Match goers will be relying on dependable public transport to get to and from the events promptly and safely.
- Auckland Transport has been working hard to get Tāmaki Makaurau's public transport network match-ready for the World Cup and we're looking forward to welcoming fans onboard.
- We want to give you reliable services during this exciting time for Tāmaki Makaurau Auckland and help you get to and from the action promptly and safely.
- All train lines will be operational on Auckland match days, but the Onehunga line will end services at Penrose (instead of Britomart) and the Eastern line is restricted to one direction.
- The Eastern Line will be temporarily open for special services on FIFA Women's World Cup Auckland match days, running in one direction.
- The Onehunga Line will run between Onehunga and Penrose only, on game days. Customers will need to change at Penrose to either the Southern or Eastern line services to continue their journey's. Rail buses will operate between Britomart and Onehunga to provide a good frequency in between trains.
- AT is working with FIFA, Tātaki Auckland Unlimited, and Eden Park to let ticket holders know what travel choices are available.
- Approximately half of the attendees are an international delegation.
- For more information visit **[AT.govt.nz/events](https://at.govt.nz/events)**

Specific transport related information:

- AT is providing integrated ticketing for all matches allowing ticket holders to travel for free on trains and scheduled buses, rail buses and special event buses on Auckland

match days (excluding ferries). This means that travel on trains, scheduled bus, rail bus and special event bus services is included with your FIFA World Cup match day ticket. Simply show your ticket to the bus driver when boarding or to gate staff if asked.

Getting information – AT’s event webpage

- The web team created a FIFA event page on the AT website that launched on 21 June 2023 www.AT.govt.nz/events
- It has links to the Eden Park website (for information on how to get around Eden Park) and to the main Tātaki Auckland Unlimited event page.
- For any unplanned disruptions or weather events, ATOC can update the webpage immediately.

CONSULTATION – DRAFT REGIONAL PUBLIC TRANSPORT PLAN 2023

The draft Regional Public Transport Plan (RPTP) is going out for public consultation from 17 July - 17 August 2023. A report will be coming to the WRLB in September / October to seek your feedback.

The RPTP is an important plan that describes the public transport network proposed over the coming years. It includes key proposals to improve PT, as well as aspirational actions beyond the timeframe of the draft RPTP.

The draft plan proposes:

- how train services will run after the City Rail Link opens in 2026.
- significant changes to bus services. Over 80 routes are proposed to be improved or introduced, including 13 new frequent routes (operating at least every 15 minutes 7am-7pm, 7 days a week).
- changes to public transport (PT) in the Waitakere Ranges and wider west Auckland. These are listed at the end of the memo.
- potential new AT Local (On-Demand) service areas across the region are identified in the RPTP.

Please encourage local residents and community groups to submit on the plan once the consultation is live.

Introduction

1. The Regional Public Transport Plan (RPTP) is Auckland’s main plan for public transport (PT) services. It outlines PT will be managed and improved over the next 8-years, with a detailed focus on the first 3-years. This includes the services that will operate during this period (and how they will change) and the goals, policies and actions that will shape PT.
2. The purpose of the RPTP under the Act is to enable consultation with the public and PT operators on the planning of services. It is a requirement of Land Transport Management Act 2003.
3. Auckland Transport’s draft RPTP covers the 2023-2031 period and will be open for public consultation from 17 July to 17 August.
4. This memo outlines:
 - The key content of the draft RPTP, including the key service changes proposed for your local board area (see Appendix).
 - Key aspects of our consultation approach.

-
- How we will seek your board's formal feedback once consultation closes.
5. Further information, including the draft RPTP and a summary of the draft RPTP, will be available at at.govt.nz/RPTP from 17 July.

Core content of the draft RPTP

6. The draft RPTP has been prepared in accordance with strategic direction provided by Auckland Council at their April 2023 meeting. This included the RPTP's Vision and Goals, the plan's three timeframes, and a balanced approach to service changes.
7. The three timeframes of the RPTP are:
 - 2023-2024 – our short-term focus is on recovery. This means resolving issues with reliability related to the driver shortage, and getting people back on PT.
 - 2025-2027 – our medium-term focus is on leveraging key infrastructure, to deliver improved services, increased patronage, and a positive public perception of PT.
 - 2028-2031 – in the long-term, we want to massively increase the number of people using PT. The draft RPTP's Vision and Goals are intended to carry over into future versions.
8. The RPTP has five goal areas, covering services and customer experience, the environment, equity, integrating PT into a growing Auckland, and how we fund and delivery PT. These areas provide the structure for the rest of the plan, including the actions and policies. A specific section also outlines how we have embedded Māori outcomes across these areas, throughout the plan.
9. Actions include our key proposals that will improve PT over the period of the RPTP. These are grouped into the short-, medium-, and long-term timeframes, as well as aspirational actions that are either unfunded or beyond the timeframe of the draft RPTP.
10. This RPTP is also the first time we are communicating to the public how train services will run after the City Rail Link opens in 2026. The specifics of these changes are included in a separate memo (dated 28 June) that you were provided.
11. Significant changes to bus services are proposed in the draft RPTP. Over 80 routes are proposed to be improved or introduced, including 13 new frequent routes (operating at least every 15 minutes 7am-7pm, 7 days a week).
12. Most bus network changes relate to either:
 - Improvements that will be funded by Council's Climate Action Transport Targeted Rate (CATTR). Given existing funding sources are constrained, this rate funds most of the improved services proposed in the draft plan.
 - The opening of significant new infrastructure, such as the Northwest Bus Improvements, the Eastern Busway, Rosedale Bus Station, and Ō Mahurangi (PenLink), which enable new or improved services.
13. The draft RPTP highlights the introduction of electric ferries (from 2024) which will improve reliability and capacity of services, as well as a range of changes and improvements across the ferry network.
14. Potential new AT Local (On-Demand) service areas across the region are identified. These are not currently funded, but public feedback will help prioritise future areas should funding become available.
15. Longer-term projects that will be completed beyond the timeframe of the draft plan, such as Auckland Light Rail, Waitemātā Harbour Connections, and the Rail Programme Business

Case, are not included in this RPTP. Future RPTP's will cover service changes proposed as part of these projects.

Consultation

16. The upcoming public consultation on the draft RPTP will be carried out from 17 July – 17 August. This will be the third phase of engagement as part of the plan's development. The first phase included key interest groups and partners (including mana whenua, central and local government organisations, operators, and advocacy groups). The second phase included a public survey that asked Aucklanders their views on improving PT. Feedback we received in these phases has informed the draft plan. Further details are below:

Late 2022

- Identify issues and opportunities for PT and develop draft RPTP goals.
- Engagement activities in this phase included:
 - Market research survey (over 1,000 Aucklanders).
 - Workshops with partners and key interest groups.

January – April 2023

- Further feedback on draft goals, develop draft actions, and research on Aucklanders' priorities for public transport.
- Engagement activities in this phase included:
 - Market research (over 1,200 Aucklanders).
 - Workshops with partners and key interest groups.
 - Auckland Council's Transport and Infrastructure Committee endorsed the strategic direction for the RPTP.

May - June 2023

- Development of the draft RPTP.
- AT Board endorses draft RPTP for public feedback.

17. Consultation on the draft RPTP will follow the Local Government Act's Special Consultative Procedure. This sets out the length of the consultation (one month), how we promote it, and the ways in which we must be opening to receiving feedback. Some of our engagement activities include:

- 12 events across the region where the public can be drop-in to ask us questions or provide oral feedback. These will be at libraries, major bus, and train stations, and on-line. These will be advertised on our website and AT's social media channels.
- AT ambassadors will raise awareness of the RPTP's consultation by handing out flyers at major bus and train stations.
- Notification to all AT Mobile users.
- The marketing campaign for the RPTP will be based on what we heard from Aucklanders about what they want from PT, and how the draft plan responds to these

concerns and aspiration. This includes social media, full-page press ads, ads at bus stops, billboards, and radio advertising.

- Articles in OurAuckland and AT’s Onboard newsletter.
- The feedback from, which will be available in hard-copy and online, has questions based on key proposals in the draft RPTP. It also invites comments on specific service changes, and general feedback on improving PT.
- Workshops with Auckland Council’s People’s Panels.

Engagement with local boards

18. Once consultation closes, we will prepare reports on public feedback by each local board area. These reports will include a summary of the Auckland wide feedback and the feedback from within the local board area.
19. We will then attend a workshop with each local board, to discuss the report for your area, and then seek your formal feedback via your regular business meetings. Both the workshops and business meetings have already been scheduled (in September and October).
20. Your feedback will help inform changes to the draft plan and will be considered by the AT Board before they adopt the final RPTP in November this year. **APPENDIX – SERVICE CHANGES IN YOUR AREA**

An extract from Part 7 of the RPTP is provided below, which outlines the service changes proposed in your area. We are happy to provide a briefing on specific changes, if you have any questions arising from the information below.

Routes are described by their level of service – rapid and frequent routes operate at least every 15 minutes, from 7am to 7pm, 7 days a week. Connector routes operate at least half hourly, and local routes are generally at least hourly. These are minimum frequencies, and many routes operate more often (especially at peak times). Any proposed reductions compared to today’s level of service are specifically noted in the table.

The main service changes affecting Waitākere Ranges can be summarised as:

- Changes as part of the Northwest Bus Improvements (from late 2023) which will reorganise buses from northwest Auckland to the city centre, and also how buses connect to the new Northwest, Lincoln Road, and Te Atatū interchanges. These network changes were consulted on in 2020. More information on these changes is available on our website at <https://at.govt.nz/projects-roadworks/northwestern-bus-improvements/>
- A new frequent route (15) that will connect Henderson, Glen Eden, and New Lynn stations, and the upgrade of the current route 170 to be a frequent service (route 17)
- The proposed removal of route 115.
- Changes to train services related to the opening of the City Rail Link.
- General improvements to service levels on other routes.

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
14	Lincoln Road	Lincoln Road interchange – Waitakere Hospital –	N/A	Frequent	Replaces existing 14T and 14W from late 2023

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
		Henderson – Glendene – New Lynn			
15	West Coast Road	Henderson – Parrs Park – Glen Eden – New Lynn	N/A	Frequent	New route from 2026
143	Sturges Road	Henderson – Sturges Road – Lake Panorama Drive – Rānui Station	Connector	Connector	Additional evening trips from 2025
145	Western Heights	Henderson – Henderson Valley – Border Road – Summerland Drive – Pomaria Road – Lincoln Road interchange	N/A	Connector	New route with introduction of WX1 in late 2023
152	Sunnyvale	Henderson – View Road – Sunnyvale Station – Rosier Road – Glen Eden – New Lynn	Local	Connector	Route upgraded to connector from 2026. Service via Pisces Road not Glengarry Road from 2026 once 15 introduced
154	Glen Eden	Henderson – Bruce McLaren Road – Glengarry Road – Glendale Road – Glen Eden – New Lynn	Connector	Connector	Additional evening trips from 2026. Service via Glengarry Road not Sunvue Road from 2026 once 15 introduced
162	Glendene	Henderson – Glendene – Hepburn Road – St Leonards Road – Kelston – New Lynn	Connector	Connector	Additional peak and evening trips from 2026
195	Blockhouse Bay Road	New Lynn – Green Bay – Blockhouse Bay – Blockhouse Bay Road – Pt Chevalier – Grey Lynn – Karangahape Road – Britomart	Connector	Connector	Additional daytime and evening trips from 2026. Service via Williamson Avenue from 2023 to replace 134 with introduction of WX1
146 becomes 147	Swanson Road	Waitakere Village – Swanson Station – Rānui – Henderson	Local	Connector	Changed to travel via Metcalfe and Lincoln Roads, not Universal and Central Park Drives, from late 2023 with introduction of WX1

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
172 Becomes 17	Titirangi Road	Glen Eden – Titirangi – Titirangi Road – New Lynn	Connector	Frequent	Route upgraded to Frequent (with new number) from 2026
EWL	East-West Line	Swanson – Manukau via City Rail Link stations	See current EAST and WEST lines	Rapid	New service when City Rail Link opens in 2026
ONE becomes OWL	Onehunga Line becomes Onehunga and Western Line	Onehunga – Britomart via Newmarket becomes Onehunga – Henderson via Grafton	Connector	Connector	When City Rail Link opens in 2026, trains will run Onehunga to Maungawhau. Extension to Henderson will happen later (date to be confirmed)
14T	Triangle Road	Westgate – Triangle Road – Waitakere Hospital – Henderson – Glendene – New Lynn	Connector (Frequent route branch)	N/A	Replaced by 14 and 11T from late 2023
14W	Waimumu Road	Westgate – Waimumu Road – Waitakere Hospital – Henderson – Glendene – New Lynn	Connector (Frequent route branch)	N/A	Replaced by 14 and 11W from late 2023
142	Henderson West Loop clockwise	Henderson – Henderson Valley – Border Road – Summerland Drive – Rathgar Road – Henderson (loop)	Connector	N/A	Replaced by 145 from late 2023
151	Glengarry Road peak	Parrs Park – Glengarry Road – Kaurilands Road – Titirangi Road – New Lynn	Peak	N/A	Removed from late 2023

AUCKLAND BUS USERS URGED TO PLAN AHEAD DUE TO DRIVER STRIKE FROM MONDAY 10 JULY 2023

Auckland bus users are being urged to use AT's Journey Planner and consider when they travel on Monday morning due to short notice industrial action which is expected to affect up to 700 morning bus trips.

The bus trips affected are all on routes operated by NZ Bus, are concentrated in the morning including peak commuting times, and will mostly affect services on the Auckland isthmus.

Auckland Transport's Executive General Manager Public Transport Services Stacey van der Putten says AT has been informed that NZ Bus and union representatives have agreed to enter mediation on Monday morning.

It is deeply disappointing Auckland's bus users will have their morning travel disrupted by this industrial action at a time when the reliability of services and our passenger numbers have been improving.

Tomorrow's industrial action has the potential to disrupt tens of thousands of Aucklanders and we appreciate how deeply frustrating this is for our customers who have been incredibly patient over the past year while we worked to overcome the driver shortage.

AT is urging our bus passengers to use the AT Mobile App or Journey Planner before they travel tomorrow morning to find out whether their usual bus trip is affected and to see options for alternative services they can travel on."

It is believed the current offer tabled by NZ Bus would see the company's Auckland drivers paid above the industry standard, and higher than the \$30 per hour average wage which we are aiming to achieve this year for AT-contracted services.

Auckland Transport strongly believes that bus drivers should receive a fair wage, which is why we have worked proactively to bring the industry together in recent years to support improvements to driver wages and conditions. Our teams have also worked to source significant additional funding from both Auckland Council and the Government which has meant Auckland's bus drivers have received a number of meaningful increases to their wages. AT hope that the unions and NZ Bus are able to quickly resolve this dispute tomorrow so that tens of thousands of Aucklanders aren't unnecessarily inconvenienced this week over issues which could have been dealt with in mediation.

AUCKLAND TRANSPORT WELCOMES END OF BUS CANCELLATIONS AND DRIVER STRIKE

Confirmation that NZ Bus and bus unions have agreed to withdraw strike action will be welcome news for Auckland bus users, Auckland Transport says.

On Friday evening NZ Bus announced it was suspending all its bus drivers for one week after contract negotiations stalled with the unions representing its drivers - Tramways and FIRST Union.

Auckland Transport Executive General Manager Public Transport Services Stacey van der Putten says the news that the bus suspensions and driver strike is over will be a relief for Aucklanders.

If the suspension of NZ Bus services or strike action had continued next week it would have affected up to 4,000 bus trips each weekday, disrupting the daily commutes of tens of thousands of Aucklanders, including thousands of school children.

The withdraw of strike action means that Auckland's bus services will be running as usual from tomorrow, so we're asking our customers to please remember to tag on and off as usual.

NZ Bus, Tramways and FIRST Union have agreed to continue discussions to complete their collective bargaining process and AT looks forward to this leading to positive outcomes for drivers and Auckland bus users.

Storm and Cyclone Remedial Works Update Waitakere Ranges Local Board June 2023

As a result of the three weather events in January February and May of 2023, Auckland Transport has advised Waka Kotahi NZ of 564 storm damage sites, which will need remediation across the Auckland region. In the Waitakere Ranges Local Board area 170 storm damage sites which need repair have been identified, and the preliminary estimation for this work is \$60m. Realistically this could become a two-year program which will be over and above the \$35- \$40m per annum BAU Waitakere Ward maintenance programs. The initial storm clean-up work has been completed and all affected roads have been made trafficable.

Currently closures remain in place:

- Kay Road, Mountain Road,
- 412 Scenic Drive
- 15 Paturoa Road
- 40-42 Ottitori Bay Road in Titirangi where two walls are already under construction.

Locations being managed by traffic lights include:

- 11 Takahe Road
- Scenic Drive between Huia and Woodland Park Road's in Titirangi
- Elevation site near 459 Scenic Drive and at 73 Piha Road.

Weight restrictions are in place:

- Karekare Valley
- Caton Road
- the Scenic Drive elevation site

Resident only restrictions are in place:

- Caton Road
- Glenesk Road
- Rayner Road



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- Karekare Valley.

Given the scale and complexity of the remedial work required, AT has engaged multiple supply partners who are working simultaneously on multiple sites to ensure work is completed as quickly as possible. Fulton Hogan, Downer and Ventia are all providing design and construction expertise across the Waitakere Ranges area, while GHD, Stella Projects NZ and Darlo NZ Limited have also been engaged to provide Project Management, Engineering Review, and support services.

Fulton Hogan are looking after:

- The Karekare Valley
- 1160 Scenic Drive North
- Scenic Drive (Elevation)
- Several larger jobs at Bethells

Downer is looking after five locations at Piha, and multiple sites in Titirangi:

- including 418 Titirangi Road(Lopdell House)
- 15 Paturoa Road
- Takehe Road
- Titirangi Beach Road

Ventia

Incumbent maintenance contractors based in Henderson Valley and are looking after circa 110 small to medium locations across the Waitakere Ranges as well as the ten slips:

- Mountain Road,
- Caton Road slip
- Several slips on Huia Road.

Site Specific Updates

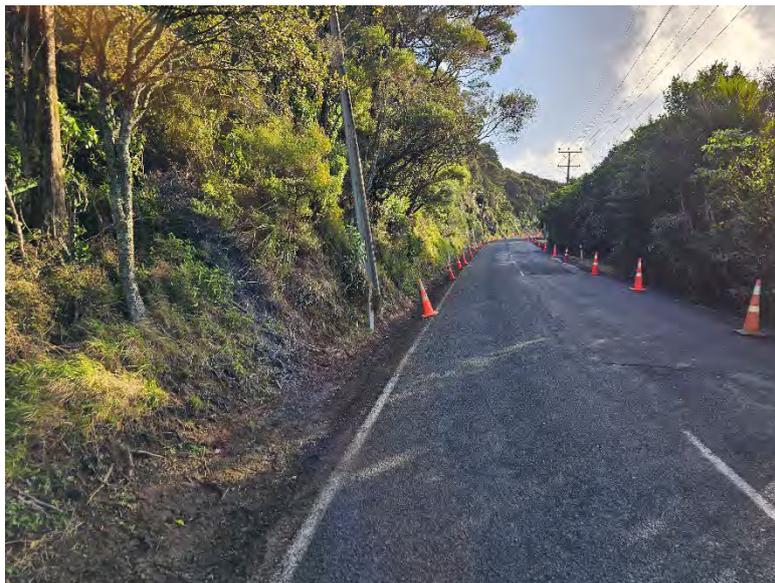
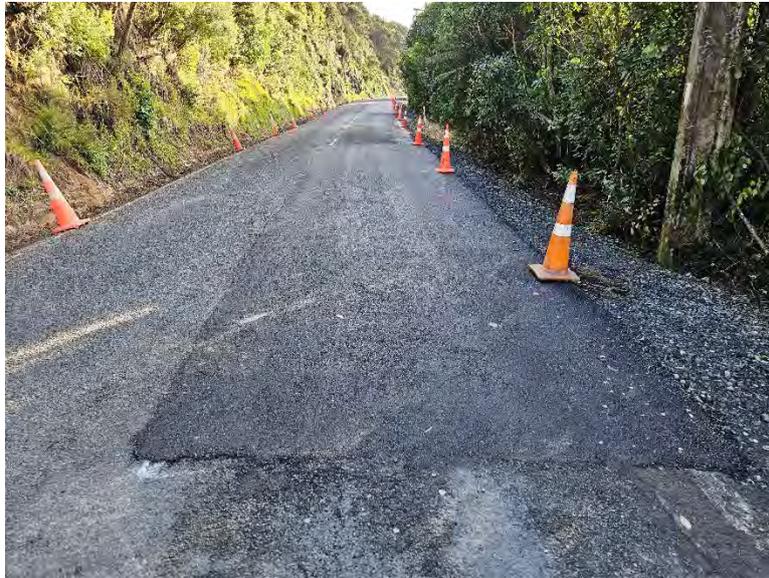
Scenic Drive

Ventia has made significant progress with the ten road shoulder slips on Scenic Drive between Shaw Road and West Coast Road. Sites 1,2&3 are complete, work is underway on sites 4,5, &10 and sites 6,7, 8 &9 need further investigation.

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288 Scenic Drive – Sites 1 to 3

Sites 1 to 3 was attended to first with crews carrying out pavement repairs including geogrid tiebacks. Drainage resilience improvements were also made at the same time.



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288 Scenic Drive- Sites 4 & 5

A different approach was required for Site's 4 & 5 due to the severity of the failure and the height of the road shoulder drop off. A gravity wall to support the road shoulder and prevent future slippage has been installed along the length of sites 4 & 5.



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410 Scenic Drive site 10

Drainage and shoulder slip repair works near completion.



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Scenic Drive North Swanson (120m West of Te Henga Drive)

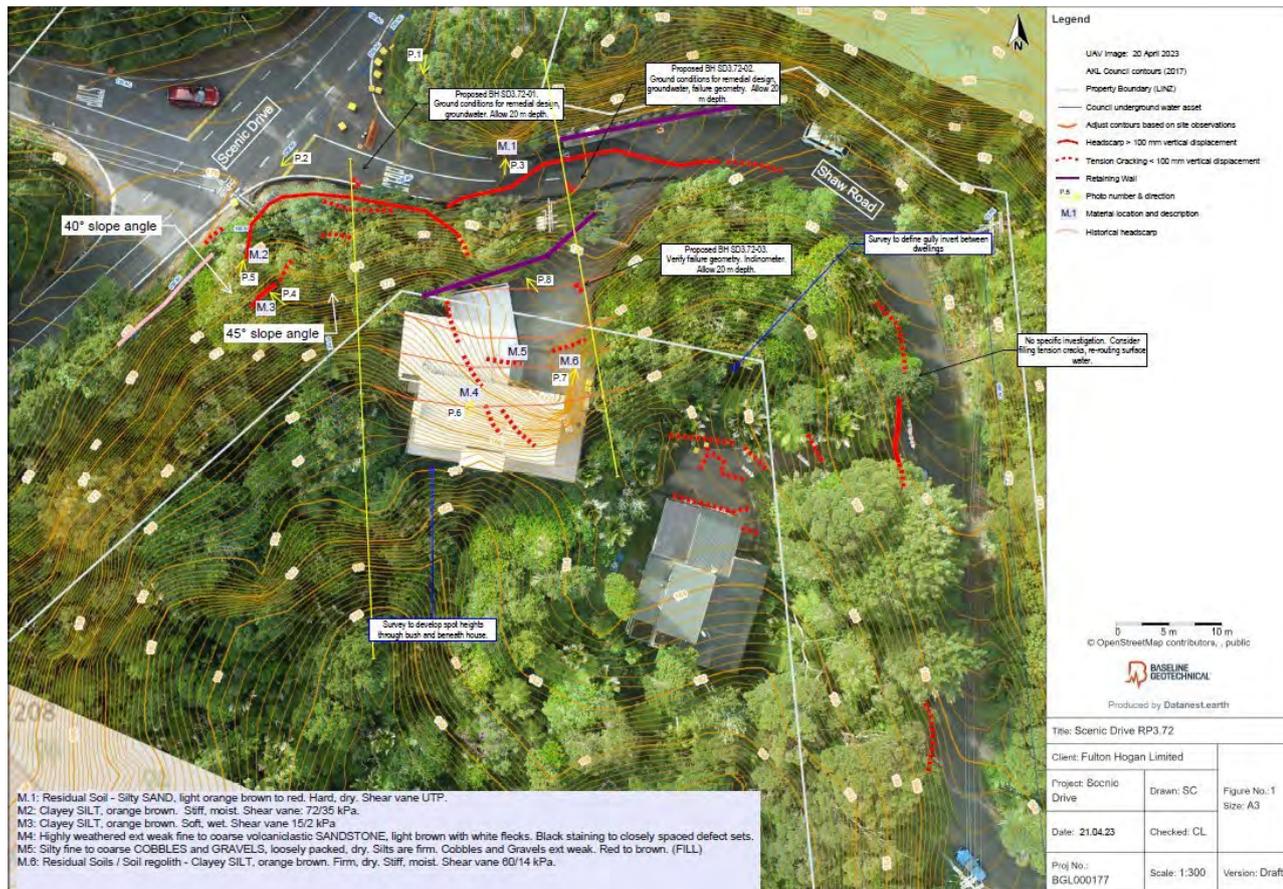
The recently completed 30-metre-long shoulder slip repair, drainage resilience works are to follow.



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204 Scenic Dr Intersection/Shaw Rd intersection

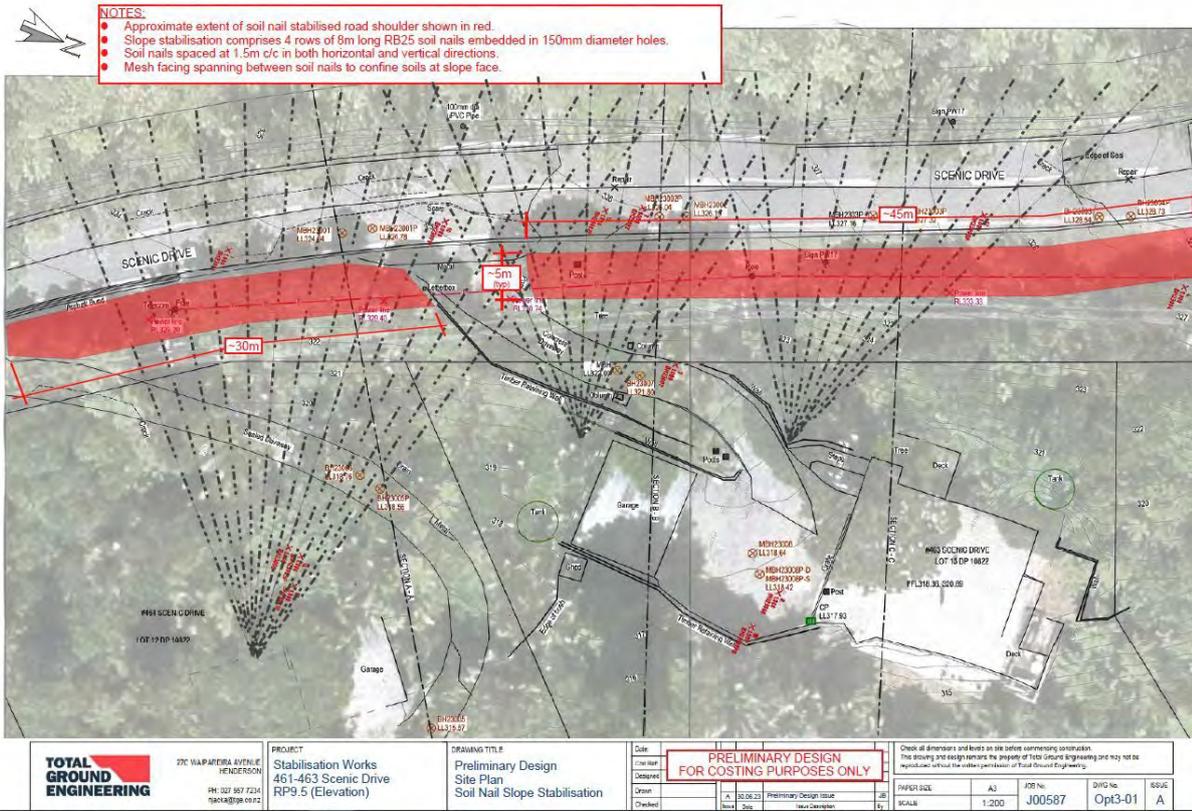
From the geotechnical assessment it has been confirmed that 3 boreholes are needed to further understand the characteristics of the slip. Boreholes are due to be completed in mid-August but are dependent on a Watercare site at the same location.



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459 Scenic Drive (Elevation)

The Options Report for the slip site at Elevation has been submitted with fan drains being selected as the most practical solution to stabilise this slip. There are property access arrangement's to be made with adjacent property owners and these are currently being worked through to enable this work to get underway.



1160 Scenic Drive North Swanson

A solution similar to the Scenic Dr Elevation solution is being investigated for the slip at 1160 Scenic Drive North.



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93 Chamberlain Road

Aprox 40 meters of crib wall collapsed during the storms, repairs are underway with completion due in mid August



Crib Wall repairs underway on Chamberlain Road, Massey



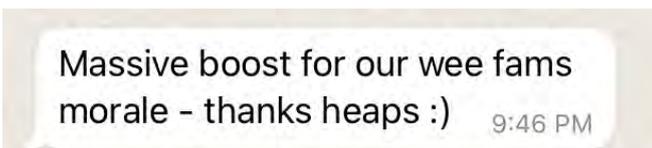
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Kare Kare Valley

Work to clear and stabilise the slips in the Karekare Valley has now been completed. Cordons have been removed and Fulton Hogan are dis-establishing from the Valley. They will continue on with Geo Tech investigations, and the resulting design and build of the permanent infrastructure, that will be required to repair and retain the large number of slips in the Kare Kare Valley. Ventia are in the process of re-establishing and taking back the day to day maintenance of the road network in the Valley, as was the case prior to the storm events.



FH were able to find the driveway which was lost during the cyclone for 40 Lone Kauri Road.



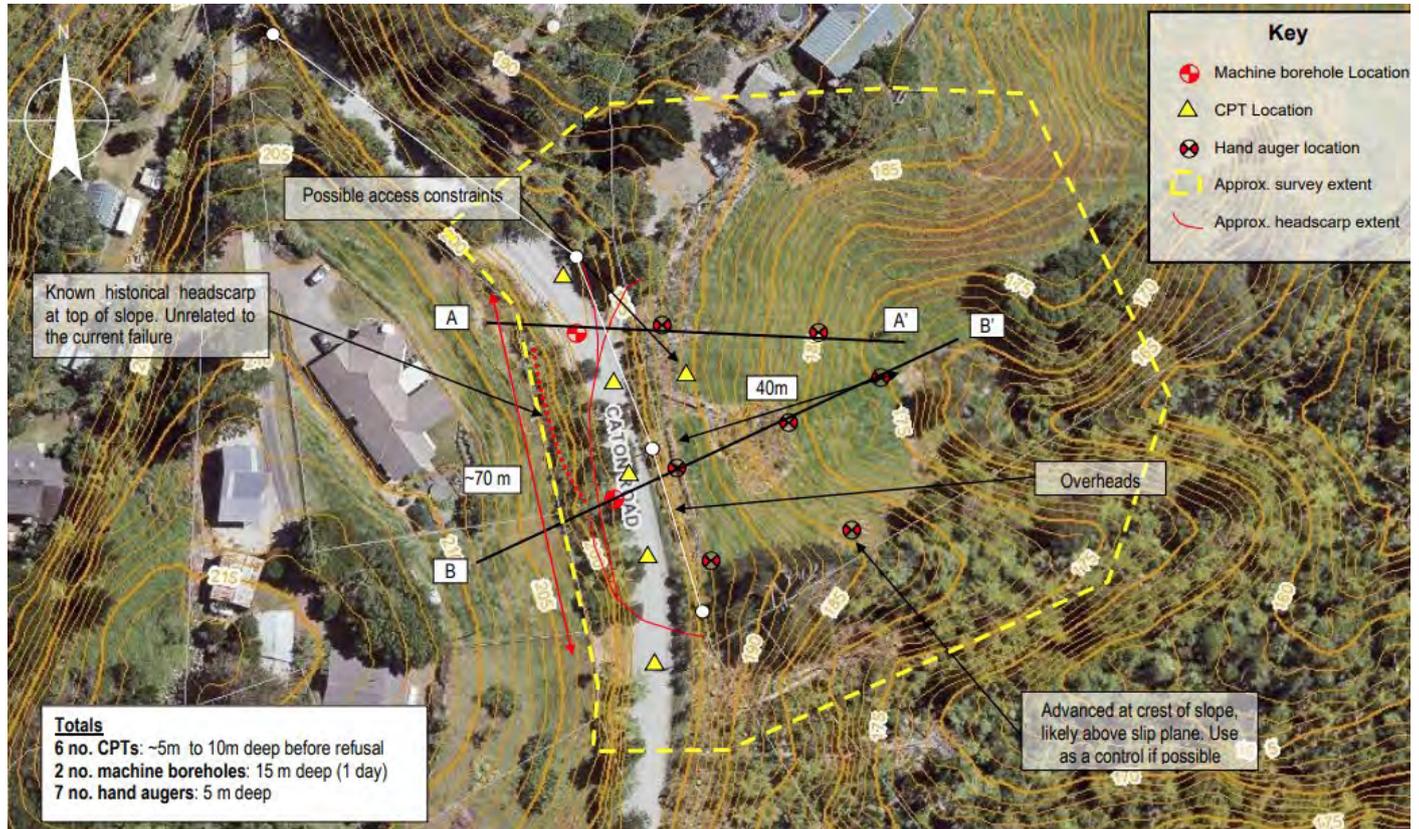
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Designs

Designs are being reviewed for a large number of sites across the region including : 73 Piha Road 41 Rayner road ,47 Rayner Road 15 Paturoa Road, 32 Takehe Road, and Titirangi beach Road

6 Caton Rd

Detail design is underway for this site, and all going well we are targeting a pre xmas construction



296 Forest Hill road: shoulder repairs and drainage work complete.



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86 Red Hills Rd Shoulder repairs and drainage resilience work completed



780 West Coast Rd Shoulder repairs and drainage work have been completed



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Scour Damage

There has been a significant amount of scour damage to roadside drains across the network which will be addressed over the next six to nine months.

Typical scour damage



Scour Repairs Coulter Road and Candia Road (right)



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40-42 Otitori Bay Road

Work is underway with completion due early to mid-September.



177-199 Huia Road

Work is underway with completion due late August.

