

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, 6 July 2023, commencing at 9.30am.

PRESENT

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

Apologies: Mark Allen, Adam Milina and Brett Lane
Also present: Natasha Yapp, Nataly Anchicoque and Sharlene Riley

Workshop Item	Summary of Discussions
Waitākere Ranges regional park and track network update Jack Jones, Senior Ranger Recreation and Education 9.30am – 10.15am	Board members were updated on the Waitākere Ranges regional park's state and track network.
Auckland Emergency Management - Local Board response plans feedback Natasha Yapp, Local Board Advisor 10.30am – 11.15am	Staff led the discussion on the Local Board Response Plans to assist the Board in developing feedback.
Auckland Rail Programme Business Case (ARPBC) Confidential Item KiwiRail: Gwyneth MacLeod, Head of Network Strategy and Investment, KiwiRail Adrienne Darling, Manager Network Strategy, KiwiRail Jo Reeves, Communications Manager, Projects and Partnerships,	Board members were updated on the Auckland Rail Programme Business Case (ARPBC).

Workshop Item	Summary of Discussions
<p>KiwiRail</p> <p>Auckland Transport:</p> <p>Aaron Rodrigues, Principal Transport Planner, Strategic Projects</p> <p>Jake Cannan, Senior Transport Planner, Strategic Projects</p> <p>Siobhan O'Donovan, Principal Advisor, Regional Communications and Engagement</p> <p>Matthew Rednall, Manager Strategic Projects, Strategic Projects</p> <p>11.15am – 12.15pm</p>	
<p>Greenways G8 c/d Route</p> <p>Helen Biffin, Work Programme Lead</p> <p>Ravi Chandrappa, Senior Project Manager</p> <p>1.00pm – 2.00pm</p>	<p>Staff facilitated the discussion to obtain guidance on the next steps of the Greenways G8 c/d Route project.</p>
<p>Regionwide Bin Optimisation Initiative</p> <p>Greer Clark, Manager Area Operations</p> <p>2.00pm – 2.42pm</p>	<p>Board members were updated on the Rubbish Bin Optimisation Initiative.</p>

The workshop concluded at 2.42pm.

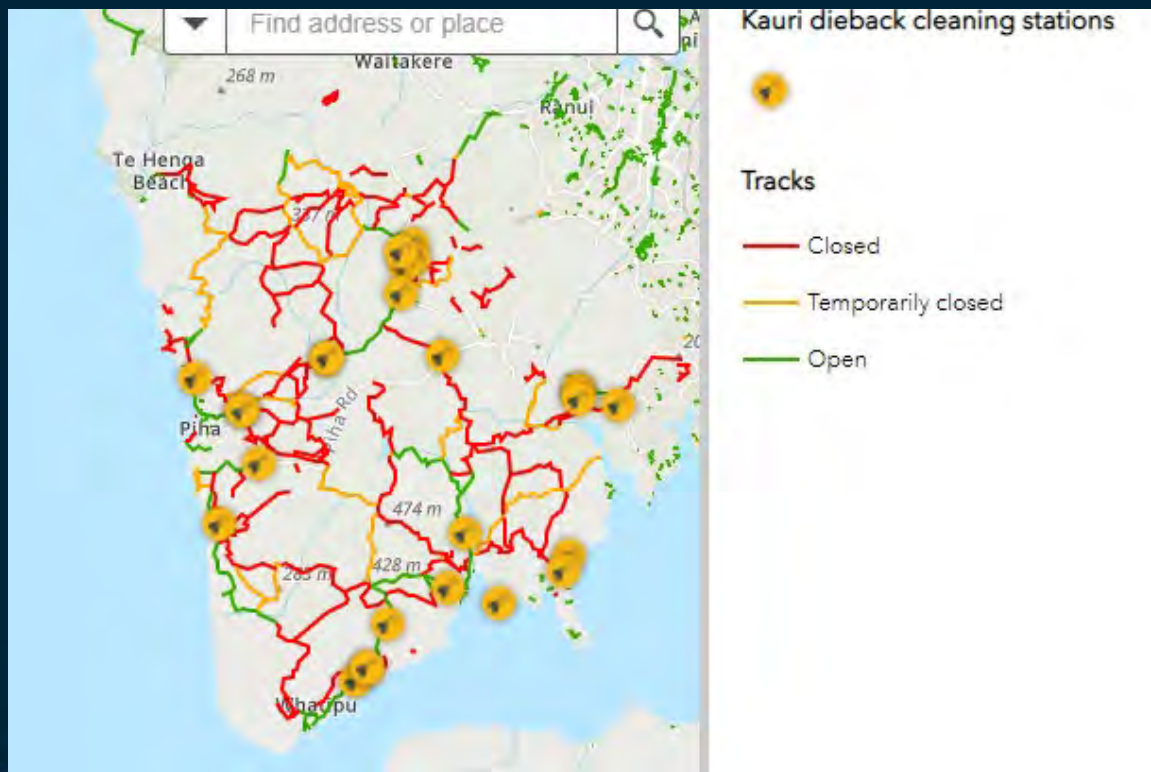
Track Update – Waitakere Ranges

Overview

- Significant damage to the Waitakere Ranges track network subsequent to the 2023 the storm events
- **Highly saturated grounds, increasing hygiene risk of moving soil.**
- We will need to re-assess again following the current weather event as the land remains fragile in many areas
- Te Kawerau a Maki have been assessing KD tracks with biosecurity also – we are required to reach agreement with them before opening tracks subject to the CAN-
- Road closures have added limitations to our recovery assessments & pace to remediate. **Zion Hill works are on hold due to road limitations on lone kauri and Karekare road. Struggle to get clear info and timeframes from AT. Project on hold until November at this stage**
- Geotech report delays- **Muriwai report expected in August. Expect Waitakere to come later in the year.**
- A lot of remedial work underway but, some areas have some big decisions ahead
- Is it reasonable to rebuild? The rebuild must be resilient. How do we fund?

Kauri Dieback Track Map

- Most up to date source of truth
- <https://aucklandcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=090a929b13884cfdb17078f7bb41c8a4>



Huia - Whatipu

- Pararaha Valley Track – accessible with some obstructions. **New drainage issues add 11 culverts . Track remains open.**
- Muir Track – closed, track prep works done, waiting on helicopter works for gravel- est \$60k
- Gibbons Track – , track prep works done. Timeframe, months.
- Caves Track – slip cleared, temporary closure for more work. Ranger team building rafts.
- Signal House Track – Open
- Omanawanui Track – remediated and open
- Puriri Ridge – cleared and open
- Mt Donald McLean walk – Open (access road work required)
- Mt Donald McLean tramp – remediated and open
- Karamatura tramp – remediated and open
- Kakamatua – open
- Con Bryan - open
- Jubilee Track – remediated and open
- ... and Spragg monuments open

Huia - Whatipu

- Karamatura Falls— slip cleared, remediated and open
- Karamatura loop closed May 9th due to new slip, reroute works done, waiting on helicopter gravel day



Titirangi - Waiatarua

- Zig Zag – closed, multiple slips. Awaiting Geotech. Long term viability?
- Exhibition Drive (Watercare) half closed – slips and slumps.
- Slip track – Work completed- waiting on pipeline road tidy up before we can reopen
- Pipeline Road – Minor maintenance needed to meet KD compliance. Priority for Arataki grounds reopening.
- Beveridge Track – remediated and open (note – car park work for slip)
- Nature Trail– cleared and open
- Parker Track & Plant ID track – remediated and open
- Lookout track open
- Parkinson Lookout - open

Piha, Karekare & Anawhata

- Upper Nihotupu Dam – bridge to be lifted back to abutments- contract for works signed Yesterday.
- Ahu Ahu Track – large number of slips – remediation closer to summer-
- Comans Track – slip and minor re-surfacing. Ranger team work on track preparation before helicopter works. Timeframe, months.
- Mercer Bay Loop – reopened Mid June
- Cutty Grass Track - open
- McElwain Lookout – remedial work completed
- Anawhata Beach Track – significant scour. Funding required.
- Rose Track – open, good community effort
- Byers, Kitekite, Knutzen, Connect, Winstone, Usher – closed, slip, bridge loss. Waiting geo tech

Piha, Karekare & Anawhata

- Lion Rock – slip, could be a permanent closure- Site visit occurred with Te Kawerau ā Maki, awaiting feedback.



Piha, Karekare & Anawhata

- Marawhara – White Track – closed, deep soft silt and slip. Timeframe, years.



Piha, Karekare & Anawhata

- Marawhara – if we build the same we can expect the same outcome



Piha, Karekare & Anawhata

- Liard Thomson – closed, substantial slip from North Piha. Could be long term closure at lower section- Looking at what we can do it have access from Anawhata rd to Te Waha point.



Piha, Karekare & Anawhata

- Tasman Lookout and Tasman view – slips, restoring access from beach at North Piha may not be reasonably possible



Cascade Kauri – Lake Wainamu

- Spragg Bush – open
- Large Kauri – open
- Waitakere Dam walk – Open
- Te Piringa / Auckland City Walk – waiting geo tech-

Cascade Kauri – Lake Wainamu

- Lake Wainamu loop track– closed, may be years.
- Lake Wainamu Management Hui- 20th July



Cascade Kauri – Lake Wainamu

- and if we enable some access to lake Wainamu, where will people park?



We will have challenges for some time.....



Rangers are hard at it!





Local Board Elected Members' Response Plan Workshop

23 May 2023



**Auckland
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AEM Responsibility

- Group office of the Auckland Civil Defence and Emergency Management Group
- Administered by Auckland Council under specific legislation (CDEM Act 2002)
- Responsible for delivering emergency management planning and activities at a regional level across the '4 R's' (Reduction, Readiness, Response & Recovery)



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Auckland Emergency Management Structure

AEM currently have 33 FTE positions.

There are three teams:

- Capability and Public Awareness
- Resilience
- Response and Recovery



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Purpose of Workshop

- Collaborate with you on the content you would like to include in your Local Board Response Plan
- This will become a useful tool to help respond to emergencies



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Proposed Structure of your Response Plan

- Purpose of the Plan
- Key Contact lists
- Roles and Responsibilities
- Hazards in your Local Board rohe
- Emergency Alerts and Warning Systems
- Public and Local Board Elected Member alerts
- Emergency Coordination Centre (ECC) activation
- Communication
- Civil Defence Centres, Shelters and Community Emergency Hubs (Definition and lists)



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Questions we would like you to consider

Roles, Responsibilities and expectations during a response

What we have identified and what additional things you might want to see

Risks and Hazards

What we have, and what you might also want to see in relation to risks and hazards?

Civil Defence Centres and locations (AEM managed and resourced)

What we have, and what you might also want to see included?

Community Emergency Hubs (LB/community managed and resourced), community groups and connecting with Marae

What you have in this area that we can capture?

Lastly, do you have any legacy Response Plans or arrangements you would like to share?



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Ngā mihi nui | Thank you



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Right click here and choose
Change Picture to add an image



Local Board Elected Members' Response Plan Template

He Tāpui Tāngata Hei Āhuru Mōwai Mo Tāmaki Makaurau

Working Together To Build A Resilient Auckland

May 2023, Version 1.0

aem.org.nz



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Introduction

This plan has been prepared in collaboration between Auckland Emergency Management (AEM) and Local Board to provide Local Board Elected Members with an effective, planned approach to responding to a civil defence emergency response and links to AEM.

The scope of this plan is on emergency response and not the supporting areas of risk reduction, readiness, resilience, or recovery activities.

When an emergency occurs, this plan will be used as an important reference tool for the Local Board to guide their Elected Members' response to the emergency event.

Note: The emergency event may not be a declared state of emergency, however, may still involve a managed response.

To effectively assist your communities during an event, we recommend all Elected Members take actions to ensure that you and your household is prepared for and able to get through a civil defence emergency. Every household should prepare and rehearse a household emergency plan and assemble and maintain a household 'emergency survival and getaway kit'. Information on the contents of such a kit can be found on the AEM website - www.aucklandcivildefence.org.nz/get-ready/. Without taking these actions, you will be less able to assume the roles and responsibilities required in this plan.

Plan Purpose

This plan is for use by the Local Board Elected Members for the purpose of responding to Civil Defence Emergencies (declared or undeclared). It details the role and responsibilities of Local Board Elected Members so they can effectively support Auckland Emergency Management, and the communities impacted by an emergency, in their local board role.

Key Contacts

Local Board

Chair

Deputy Chair

Auckland Emergency Management

Group Manager

Duty Controller

LB Relationship Manager

Auckland Council Family

Local Board Services

CDEM Group Committee Chair

Community Organisations/ Groups

Including those who have Community Emergency Hub

Key Agency contacts

Relevant agencies for Local Board

Responsibilities

Local Board Elected Members

Elected Members are critical partners in emergency management before, during and after disasters strike. By taking an active and personal role in emergency management, elected officials can help ensure the safety of their communities.

Auckland Emergency Management is committed to working with Elected Members to ensure they have the knowledge and information needed to support emergency management efforts in Auckland.

Add responsibilities before, during and after from the finalised Elected Members Handbook

Auckland Emergency Management

Auckland Emergency Management is responsible for taking an integrated approach to emergency management, based on reduction, readiness, response and recovery.

Role of Local Board Elected Members

Before an emergency event

- Consider having your local Service Centre available to set up as your HQ.
-
-
-

During an emergency event

- Ability to quickly identify local key contacts for response – to give to ECC.
- Provide verified local communications, regularly updated, for the local public through Local Board email, social media platforms and any local radio station(s).
- Provide accurate Situation Reports to the ECC
-
-
-

After an emergency event

- Encourage and support the recovery team working within the community.
- Provide political leadership by ensuring appropriate scrutiny and provision of resources to the recovery team.
- Champion the issue of your community to the local authority and recovery team. Use your local knowledge to understand the culture, thoughts/ opinions and information that can contribute to local awareness and help identify problems and vulnerabilities.
- Reassure your communities and highlight successes, but also be realistic – the recovery process is complex and will take a long time.

7(Flow diagram of what Elected Members can do in a response)

Hazards in Local Board

A hazard is something that has the potential to adversely affect our people, property, economy, environment or other assets we value. When combined, these are referred to as elements at risk.

Auckland's geographical location, partially on a narrow isthmus of land, within the Auckland Volcanic Field, and close to the collision point of two large tectonic plates, makes our region vulnerable to a wide range of natural hazards.

Hazard	Potential Impacts
Severe Weather and Storms	
Catchment flooding	
Tsunami	
Biological e.g. pandemic	
Lifeline Utility Failures	
Volcano	
Biosecurity e.g. animal epidemic, plant and animal pests	

For detailed and up-to-date information about different hazards in Local Board area, refer to the Auckland Hazards Viewer -

<https://aucklandcouncil.maps.arcgis.com/apps/MapSeries/index.html?appid=81aa3de13b114be9b529018ee3c649c8>.

(Inclusion on maps)

The Hazard Viewer shows a range of information in interactive maps including areas exposed to a tsunami zone, flooding, coastal inundation, severe wind, active earthquake faults, volcanic vents and Auckland's Volcanic Field.

(Hazard guidance for specific impacts)

Emergency Alerts and Warning Systems

Public emergency alerts

Add section about public emergency alerts – align with finalised Elected Members Handbook.

Local Board Elected Member alerts

Add a sentence about the Duty Officer processes before a response (whisper warnings and alerts and emails), and then how this flows through to how Local Board members will be alerted/kept aware of heightened risk.

Social Media (website, Facebook twitter, Red Cross app)?

Radio channels?

Emergency Coordination Centres (ECC) and activation

Auckland's Emergency Coordination Centres



Bledisloe Emergency Coordination Centre (ECC)

Bledisloe Emergency Coordination Centre (ECC) - Primary

The primary Auckland Emergency Coordination Centre is in Bledisloe House. This is the base that Auckland Emergency Management use for coordinating any emergency events.



Elcoat Emergency Coordination Centre (ECC)

Elcoat Emergency Coordination Centre (ECC) - Secondary/Alternate

If the primary ECC in Bledisloe House was unavailable, a fully equipped secondary/alternate ECC is located in Elcoat Avenue, Henderson

Add information about ECC activation levels.

Add information on process of declaration and implication for Local Board Elected Members

Communication and sharing of intelligence between Local Board Elected Members and the Emergency Coordination Centre

Add finalised information from the Elected Members Handbook

Civil Defence Centres, Shelters and Community Emergency Hubs

Civil Defence Centres

These are places run by Auckland Emergency Management and staffed by Auckland Council Staff, welfare not for profit organisations and central government agencies.

They are equipped to provide affected people with a safe place to eat, sleep and access essential support services.

Civil Defence Centres are activated by Auckland Emergency Management based on community need and conversations with Local Board Elected Members and other stakeholders. These are of a scale which require a coordinated approach with the scale of resources AEM has to hand.

Shelters

These are places run by Auckland Emergency Management and staffed by Auckland Council Staff and welfare not for profit organisations.

They provide a place to be safe while the worst of the weather passes. Blankets and hot drinks will be available but shelters are not equipped for longer stays.

Shelters are activated by Auckland Emergency Management.

Community Emergency Hubs

Community Emergency Hubs are place run by communities. They are not managed or run by Auckland Emergency Management or Auckland Council staff.

They offer a place where the community can meet, support and help each other and make decisions together about how to best ensure the safety and comfort of everyone in their community during an emergency. Check the group's website or Facebook page, if they have one, to see if the community group has opened their Community Emergency Hub.

Laws still apply during an emergency and community members have no legal powers to requisition resources, however, people are often generous and willing to help and provide resources if they're asked.

A Community Emergency Hub can also provide local, on the ground information back to AEM's Emergency Coordination Centre. This can include requests for ad hoc resources to meet specific needs, thereby avoiding the establishment of a Civil Defence Centre.

Community Emergency Hubs are activated by the community as and when they think there is a need which they can resource – often in the initial 24 to 36 hours.

Appendix

Add a list of the Civil Defence Centres and Shelters that have been identified in this Local Board rohe.

Add a list of community groups in this Local Board Rohe area who AEM is aware of who are involved in disaster preparedness and response, including if they have pre-established Community Emergency Hubs.

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Waitākere Ranges Greenways project update

Presenter: Helen Biffin – P&CF Work Programme Lead
Ravi Chandrappa – P&CF Project Manager

22 June 2023

Purpose of workshop

- To provide an update on feasibility study findings for three Waitākere Ranges Greenways Plan routes
- To provide information about the G9 route
- To provide an update on concept designs and public engagement of the Greenways Plan G8 c/d route options
- To seek feedback and direction on each project

Approved Waitākere Ranges Greenways Projects to date

ID #	Project Name	Current status	Approved funding
28615	Greenways Route G1 - Parris Park to Sunnyvale Station	Specialist feasibility completed including cost estimate.	\$0
28351	Greenways Route G2a - Western Rail Corridor shared path (Sunnyvale to Glen Eden)	Specialist feasibility completed including cost estimate.	\$0
28537	Greenways Route G7 - Glen Eden Train Station to Upper Waikumete Stream Walk & Cycleway	Specialist feasibility completed including cost estimate.	\$0
28538	Greenways Route G9 and G8 c/d - Verdale Circle to Glen Eden town centre	G9 informal route in place. G8 – two options prepared, and consultation completed. Staff memo provided for consideration.	LBTCF - \$565,100

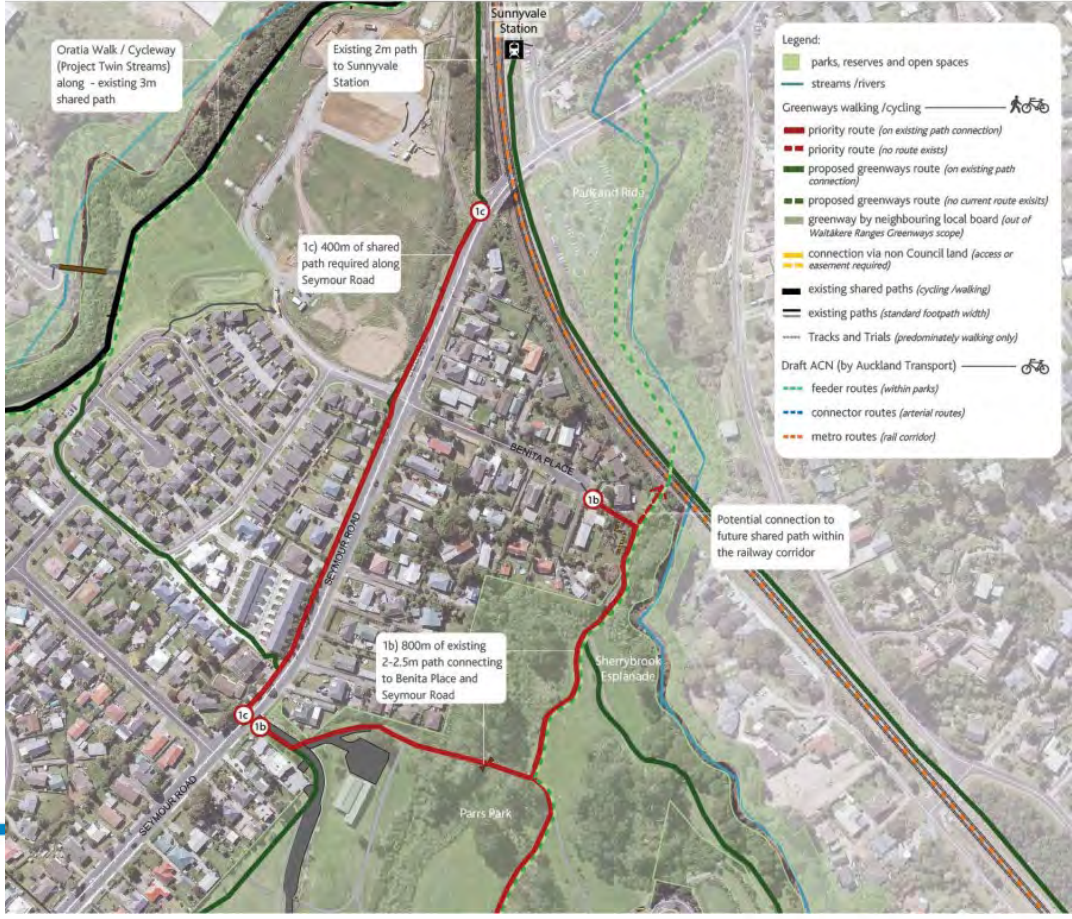
Greenways Route G1- Parrs Park to Sunnyvale Station

Appendices:

- Waitākere Ranges Greenways G1 & G7 investigation report – combined
- Waitākere Ranges Greenways G1 & G7 Memo Addendum
- Waitākere Ranges Greenways G1 & G7 Rough Order of Costs



G1 route Parrs Park and Sherrybrook Esplanade to Sunnyvale Station



Legend:

- Green squares: parks, reserves and open spaces
- Blue lines: streams / rivers
- Green lines with bicycle icon: Greenways walking / cycling
- Red dashed line: priority route (on existing path connection)
- Red solid line: priority route (no route exists)
- Green dashed line: proposed greenways route (on existing path connection)
- Green solid line: proposed greenways route (no current route exists)
- Light green area: greenway by neighbouring local board (out of Waitakere Ranges Greenways scope)
- Yellow line: connection via non Council land (access or easement required)
- Black line: existing shared paths (cycling / walking)
- Grey line: existing paths (standard footpath width)
- Grey dashed line: Tracks and Trials (predominately walking only)
- Blue line with bicycle icon: Draft ACN (by Auckland Transport)
- Blue dashed line: feeder routes (within parks)
- Blue dotted line: connector routes (arterial routes)
- Orange dashed line: metro routes (rail corridor)

Greenways – G1 route – four options identified

Do Minimum Option – Utilise the existing road as the primary cycle route through the park. Some traffic calming measures could slow traffic. Stop through traffic with gate between Swimming Hole and Hoani Waititi Marae Admin building. Est cost \$344,000 plus.

Option 1 (G1a in part) – Dedicated Cycle Path, through the park – est cost \$1,531,000

Option 2 (G1a in part) – Widen existing footpath to a shared path – est cost \$1,063,000

Option 3 (G1b) – convert the existing gravel path, between the swimming centre and north end of the park to a shared concrete path. This option could be used in conjunction with other options, to enhance them – est cost \$594,000

Note: costings are a rough order of costs. Costs include a 10% allowance for P & G plus a 30% contingency.

Greenways – G1 route – option pros and cons

Do Minimum	
Pros	Cons
Cheapest option to implement	Doesn't encourage less confident cyclist to use the park as a cycle route
Provides a more direct link through the park and better connections with activities on eastern side of the park including the school, marae, swimming centre and Waipareira Trust (Hoani Waititi Marae).	Results in the most potential for cycle / vehicle conflicts and therefore is the least safe option
No impact on playing fields	
Utilises existing road through the park so limits additional concrete, asphalt or other impermeable surfacing	
No impact on existing pedestrian activity through the park	
Option 1 – Dedicated Cycle Path	
Pros	Cons
Provides dedicated space for cyclists which reduces potential ped/cycle conflicts	More expensive option
Provides a more direct link through the park and better connections with activities on eastern side of the park including the school, marae, swimming centre and Waipareira Trust.	Creates more road crossing points which introduce potential cycle/vehicle conflicts as well as added costs
Minimal impact on playing fields	Potential for more consenting issues with work around trees and swale drain
An aesthetically pleasing path around and under trees	
No impact on existing pedestrian activity through the park	

Greenways – G1 route – option pros and cons, continued

Option 2 – Widen Existing Footpath to a Shared Path	
Pros	Cons
Cheaper option	Introduces lots of potential conflict between pedestrians and cyclists
Construction and layout is more straight forward due to utilising existing path layout	Goes against Auckland Transport and Waka Kotahi recommended best practice for cycle facilities due to very high pedestrian numbers
Minimises number of road and cycle path intersection points	Widening of path will need to utilise space from playing fields
	Lack of connections with existing activities on the eastern side of the park
Option 3 – Shared Path Through North-Eastern Portion of Park	
Pros	Cons
This section is better suited to a shared path as pedestrian numbers are significantly less through this section when compared to other areas of the park	Dedicated cycle facilities would reduce potential conflicts between pedestrians and cyclists
Removes cyclists from roads and high pedestrian areas for a greater distance than other options	
Minimises additional concrete paths through reserve	
Provides a better connection to residential area of the east of Parris Park	

Greenways Route G1 - Parrs Park to Sunnyvale Station – staff recommendation

Staff recommend a further investigation phase of the project, to explore the identified options further, and to undertake consultation with stakeholders.



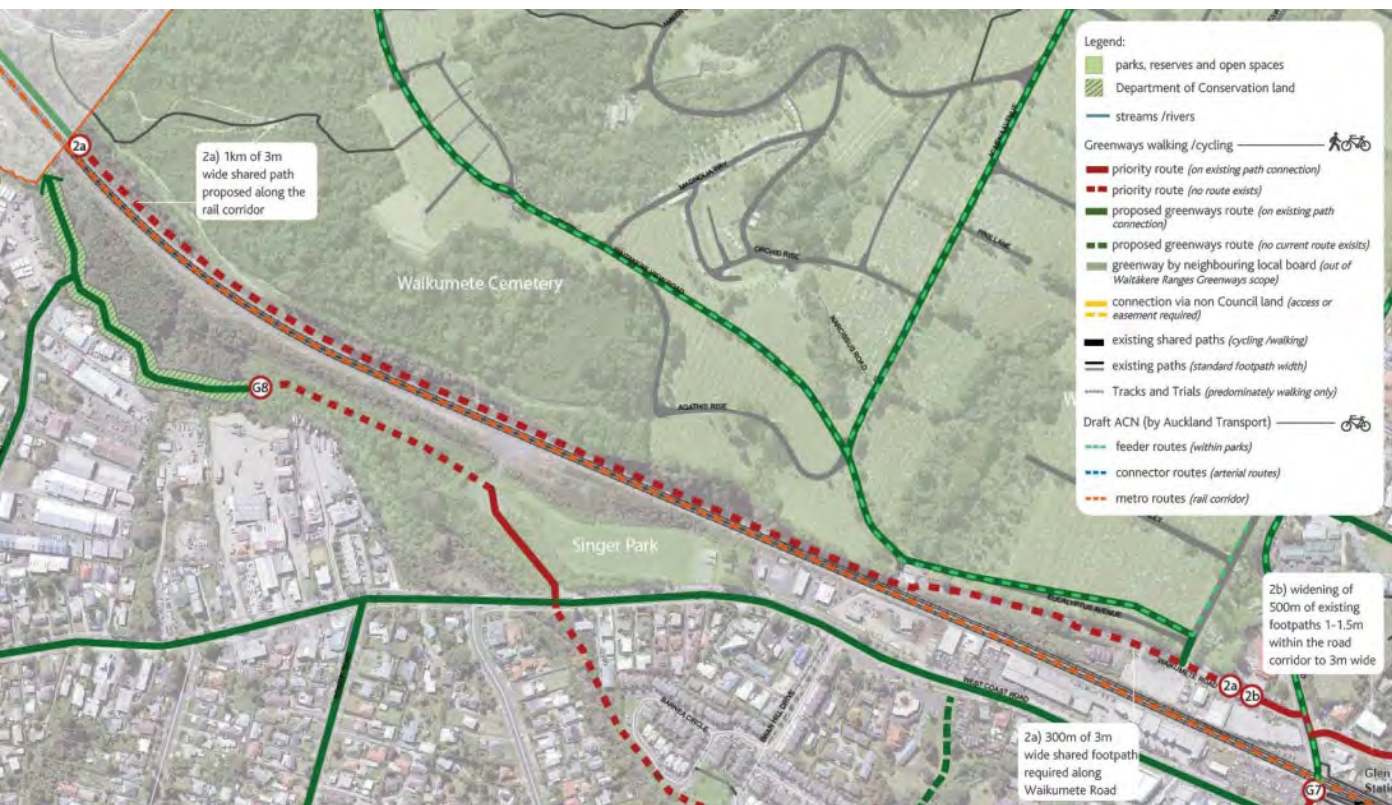
Greenways Route G2a - Western Rail Corridor shared path (Sunnyvale to Glen Eden)

Appendices:

- Waitākere Ranges Greenways G2a memo
- Waitākere Ranges Greenways G2a Feasibility report



G2a - Western Rail Corridor shared path (Sunnyvale and Glen Eden)



- Greenways G2a route is high-level (red dashed line)
- Route is problematic – within Kiwirail rail corridor and travels through major oil and gas infrastructure
- Alternative proposal in similar alignment, with Waikumete Cemetery

Greenways – G2a route



- Proposed route between Rangeview Rd, Sunnyvale and Glenview Rd, Glen Eden.
- Combination of on and off road 3m wide path.
- The path would be constructed of concrete, boardwalks, bridges, through the off-road section.
- On-road travels on quiet roads within Waikumete Cemetery, then on to Waikumete Road, eventually meeting Glenview Road.

Greenways – G2a route

Proposed Route for Shared Path - Advantages and Disadvantages

Advantages	Disadvantages
The design will improve cyclists' safety by having a dedicated path off the major roads.	Challenges around the major oil and gas pipeline which is in close proximity to the path, and requires strict safety protocols in place, should construction to allowed. Provision of access to the pipeline for emergency repairs and maintenance.
Linkage will be provided to the train station and a growing network of cycling commuter routes. It will encourage more people to consider cycling and using public transport.	The off-road section of the proposed path has challenging topography and overland flow paths, requiring boardwalks and bridges.
Formal use of the existing service road.	Costly bridging of gas and oil pipeline.
Restriction of the service road of destructive 4-wheel drive vehicle owners.	Costly construction due to infrastructure requirements and cut-fill requirements for steep gradients.
This additional use of Waikumete Cemetery roads may lead to wider use of the park for recreation.	Gradients may be reduced only to 15% in several sections, which is not the ideal.

Greenways – G2a route

A feasibility level cost analysis was undertaken in late 2022:

Item	Estimated Cost
Preliminary and General (18% of the physical works)	\$400,000
Earthworks, clearing, and disposal	\$174,000
Concrete Path	\$678,000
Structures – Boardwalks and Bridges	\$990,000
Wayfinding – Road Marking and Signage	\$13,000
Kerb and Channel	\$35,000
Reinstatement and Planting	\$30,000
Physical Works contingency (30%)	\$696,000
Professional Services (Detailed Design, Specialists reports, Consents and Watercare/Healthy Waters Liaison, etc.)	\$250,000
Total	\$3,266,000
Plus:	
Optional Route Sections 1 and 2	\$200,000
Auckland Council internal costs, including mana whenua and stakeholder engagement (5%)	\$163,300
Overall feasibility level cost total	\$3,629,000



Greenways Route G2a - Western Rail Corridor shared path (Sunnyvale to Glen Eden) – staff recommendation

Staff recommend that funding is secured in the future to move to the next phase of the project, to prepare concept designs, gain the required approvals including resource consent.

This phase would also include mana whenua involvement and consultation with a wider stakeholder group.

Greenways Route G7 - Glen Eden Train Station to Upper Waikumete Stream Walk & Cycleway

Appendices:

- Waitākere Ranges Greenways G1 & G7 investigation report – combined
- Waitākere Ranges Greenways G1 & G7 Memo Addendum
- Waitākere Ranges Greenways G1 & G7 Rough Order of Costs

G7 Glen Eden Train Station to Upper Waikumete Stream Walk & Cycleway



- Greenways G7 route is high-level (red dashed line)
- The route is problematic due to lack of public land connectivity
- On-road cycle lanes were introduced along Captain Scott Road, as a trial in recent times.

Greenways G7 route – options analysis

Option 1 – On-Road Cycle Path – estimated cost \$274,000

Option 2 – construction of Off-Road Path, including property purchase – estimated cost \$5,337,000

Alternate Option 2 – construction of Off-Road Path plus property purchase – estimated cost \$3,487,000

Note: costings are a rough order of costs. Costs include a 10% allowance for P & G plus a 30% contingency.

Greenways – G7 route – option pros and cons

Option 1 - On-Road Cycle Path	
Pros	Cons
The cheapest option by a significant amount	Introduces potential for cycle/vehicle conflicts on road. The option is not as attractive for less confident cyclists
The most direct route between the existing Upper Waikumete path and Glen Eden Train Station	On-road facilities would result in the loss of on-street parking
No risk in relation to works around streams, flood plains and vegetation. Unlikely to be any resource consent needed.	Savoy Road is steep and is not ideal for a cycle route
	Cycle route is not as aesthetically pleasing when compared to a route through the park
Option 2a – Off-Road Path (eastern side of stream)	
Pros	Cons
Safest option with lack of potential conflicts with vehicles. Will therefore be an attractive option for less confident cyclists.	Most expensive option
Aesthetically pleasing option utilising park land	Requires three bridges as well as long sections of boardwalks and bridges above stream
	Requires purchase of two residential properties. Survey is required to identify exact location of property boundaries and determine amount of private land required
	Steep section of path would be needed for connection to Oates Road. Steeper then recommended for a cycle path

Greenways – G7 route – option pros and cons

Option 2C – Alignment Through #11 & #11A Oates Road

Pros	Cons
Reduced costs compared to other off-road alignment due to reducing the number of bridges across Waikumete Stream	Significantly more expensive than the on-road option
Less work required within vicinity of stream will have less consenting requirements	Requires purchase of three residential properties. Survey is required to identify exact location of property boundaries and determine amount of private land take required
Gradient to Oates Road is less than other off-road alignment	
Safe option with lack of potential conflicts with vehicles. Will therefore be an attractive option for less confident cyclists	

Option 2C – Alignment Through #11 & #11A Oates Road

Pros	Cons
Reduced costs compared to other off-road alignment due to reducing the number of bridges across Waikumete Stream	Significantly more expensive than the on-road option
Less work required within vicinity of stream will have less consenting requirements	Requires purchase of three residential properties. Survey is required to identify exact location of property boundaries and determine amount of private land take required
Gradient to Oates Road is less than other off-road alignment	
Safe option with lack of potential conflicts with vehicles. Will therefore be an attractive option for less confident cyclists	
Aesthetically pleasing option utilising park land	

Greenways Route G7 - Glen Eden Train Station to Upper Waikumete Stream Walk & Cycleway – staff recommendation

Staff recommend pausing the project until future funding enables progression.

Staff will continue to consider options to improve the route and further discuss these with the local board as they arise.



Greenways Route G9 and G8 c/d - Verdale Circle to Glen Eden town centre

Appendices:

- No appendices are provided for the G9 route
- Waitākere Ranges Greenways G8 feasibility report Section A& B
- Waitākere Ranges Greenways G8 Map Options A, B & C
- Waitākere Ranges Greenways G8 Section A & B Preliminary Costs
- Waitākere Ranges Greenways G8 Section C Preliminary Costs
- Public engagement summary

G8 - Singer Park to Harold Moody Reserve alongside Waikumete Stream

G9 - Glen Eden Town Centre: Verdale Circle to Glendale Road



- Greenways G9 route is functioning as an informal walking path
- G8 c/d sections are viable, with two options available from Verdale Circle to Lucinda Place

Greenways – G9 route



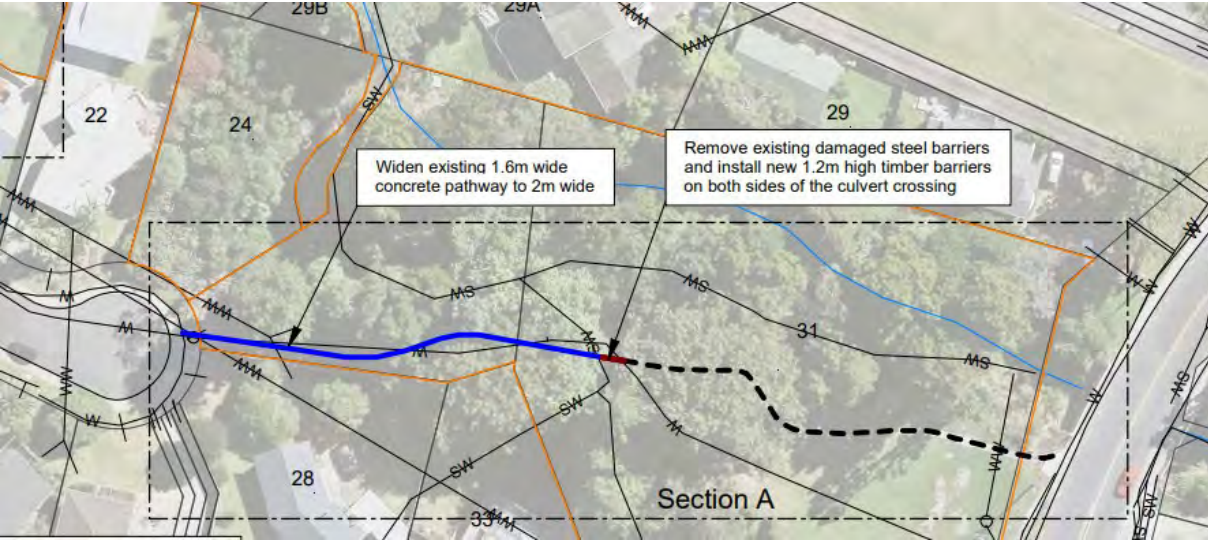
- Issues & constraints in formalising route – ownership of land, land contamination, conflict between vehicles & pedestrians
- High cost to formalise
- Glen Eden Bowling Club have allowed the construction of a fence within their boundary to enable continued informal use
- Staff recommend undertaking minor works on damp areas of the informal path

Greenways – G8 route options

G8 – Section A - connection between Glendale Rd to Lucinda Pl, through Glen Eden Picnic Ground

Proposed work requirements:

- No work is required between Glendale Rd to the culvert section
- Install a 2m wide path over the culvert, and to the end of the path where it meets Lucinda Pl footpath
- Replace and install barriers where necessary
- Cost to be determined – dependent on extend of work



Greenways – G8 route options

G8 – Section B

	Option 1: Connection through 18 Lucinda Place
Accessibility	Relatively flat and straight through
Require Building & Resource consents	Yes
Preliminary cost estimate	\$342,000
Construction risk	Low
Impact on neighbourhood	Medium, however the path near 48 Verdale Circle would be constructed at the furthest point possible from the private property.
Community preferred option	Less preferred option with 21 people supporting. Note that 11 people preferred no connection.
Construction disruption	Low (as #18 Lucinda Pl) is owned by Council
Vegetation removal required	Yes



Greenways – G8 route options

G8 – Section C

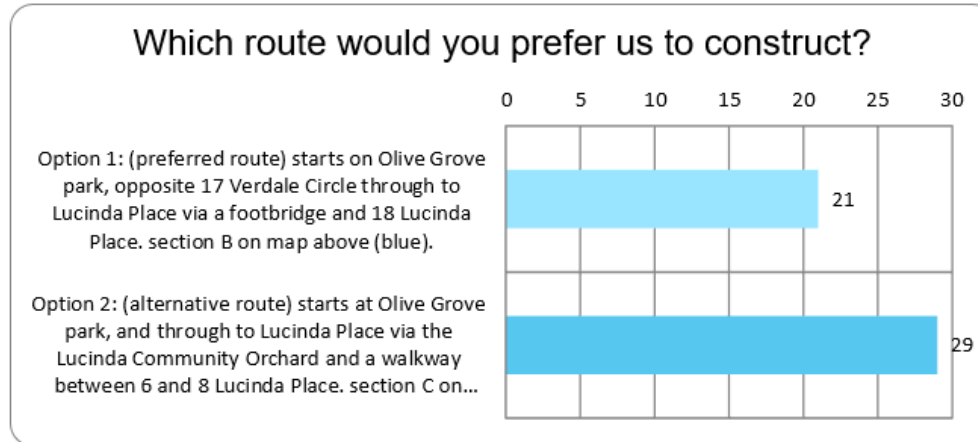
Section C: Connection through the Lucinda Community Orchard	
Accessibility	Change in levels throughout
Require Building & Resource consents	Yes
Preliminary cost estimate	\$394,000 Due to construction risks of underground services, a contingency of 30-40% is ideal. This would increase funding allocation.
Construction risk	Medium (due to the underground services along the path)
Impact on neighbourhood	Medium to high impact. The proposed path runs through the established community orchard and would need to be installed directly adjacent to two property boundaries.
Community preferred option	Most preferred option with 29 people supporting. Note that 11 people preferred no connection.
Construction disruption	Low to Medium due to the path runs between the private property driveway and fence
Vegetation removal required	Yes



Greenways – G8 route options

Public Consultation

- Public consultation on two options was carried out in October 2022 for three weeks through letter drops and online survey tool. and below is the feedback summary
- 61 submissions were received through the public consultation.
- 21 opted for Section B – the connection through #18 Lucinda Pl
- 29 opted for Section C – the connection through Lucinda community garden. 1
- 11 submissions preferred an option to do nothing.



Greenways Route G9 and G8 c/d - Verdale Circle to Glen Eden town centre – staff recommendation

Staff recommend undertaking a minor upgrade on the surface of the informal G9 route walking path.

Staff seek direction on the next steps of the G8 route, following their consideration of public consultation.

Next steps...

Following local board feedback staff will:

- Continue or place projects on hold, as directed by the local board
- Seek funding where required.

Memorandum		Date : 30/06/2023
To:	Waitākere Ranges Local Board	
Subject:	WR Greenways route G9 – Glen Eden Town Centre: Verdale Circle to Glendale Road WR Greenways route G8 c/d – Verdale Circle to Glendale Road (via Lucinda Place) shared path, Glen Eden	
From:	Helen Biffin, Work Programme Lead, Parks & Community Facilities Ravi Chandrappa, Senior Project Manager, Parks & Community Facilities	
Contact Information:	Ravi.chandrappa@aucklandcouncil.govt.nz Helen.Biffin@aucklandcouncil.govt.nz	

Purpose

1. To provide an update on the Waitākere Ranges Greenways G9 route.
2. To update Waitākere Ranges Local Board on the investigation & consultation feedback received from the community on the two available routes for the Waitākere Ranges Greenways G8 c/d route and seek direction on the project.

Summary

3. The Waitākere Ranges Local Board approved the project 28538 Waitākere Ranges Greenways Plan – investigate and install route G9 in June 2021 (WKT/2021/80).
4. Staff have identified multiple issues and constraints for the future construction of the G9 route. These include ownership of land, land contamination and conflict between pedestrians and vehicles, and this Greenways route development was deferred until the required level of funding becomes available. However, one private land owner, Glen Eden Bowling Club offered to allow the construction of a fence within their boundary to enable continued use of an informal path along the G9 route. The fence has been constructed and staff recommend a minor refurbishment of some damp areas of the path.
5. In April 2022, the local board resolved to investigate the G8c and G8d Greenways route (WKT/2022/33). Staff have undertaken a high level investigation of this route, which provides access to Glendale Road and Glen Eden Town Centre and provides wide community benefits such as wider access to open space, playgrounds and the Glen Eden Community and Recreation Centre and War Memorial Hall.
6. Two G8 c/d route options have been considered for the shared path, Option 1 (section B in figure 2 below) connects Verdale Circle to Glendale road via #18 Lucinda Place and Option 2 (section C in figure 2 below) connects Verdale Circle to Glendale Road via the Lucinda Community Orchard/Garden.
7. Staff have completed a feasibility study, high level cost estimates and public consultation on both options. These are provided in Attachments A, B and C.
8. Staff seek local board advice on their preferred option, before moving to detailed design and consenting.

Context

Waitākere Ranges Greenways Plan 2019

Greenways Route G9 – Glen Eden Town Centre: Verdale Circle to Glendale Road

9. The Waitākere Ranges Greenways Plan 2019 Route G9 – Glen Eden Town Centre: Verdale Circle to Glendale Road is a local board priority for delivery. Funding was approved in FY20/21 and FY21/22 to undertake the investigation and design phase. In December 2021, Local Board Transport Capital Funding was approved for the construction of the route.
10. The route is described as connecting the residential area at Verdale Circle to Glendale Road and the Glen Eden Town Centre via 300 West Coast Road and Glen Eden Playhouse Theatre. Following the investigation, staff have identified several significant issues and constraints.
11. An informal path has been created on a desire line between Verdale Circle and the edge of the carpark at the rear of the Glen Eden Playhouse Theatre. This informal path crosses two private properties, one being land owned by the Glen Eden Bowling Club, and brings users into the Glen Eden Catholic Church, Glen Eden RSA and Westview Medical Centre carparks. The map below shows the ownership of land along the desire line.



Figure 1: the existing desire line route is shown as a white line. Indicative boundary lines shown in different colours for each land owner.

12. The initial investigation of a permanent route between Verdale Circle and Glendale Road via 300 West Coast Road (the route) seemed promising, however further into the investigation phase, staff identified a number of issues which will be lengthy and costly to remedy.
13. The staff attended a workshop with the local board on 10 March 2022, where they discussed the issues and their concerns about progressing the project to formalise the G9 route and recommended deferring the project until the required level of funding was available. Staff recommended that the alternative route G8 route be investigated. This route will provide similar access to the Glen Eden Town Centre and access to the wider park and facility network.
14. The local board approved the recommendations in May 2022.
15. The Glen Eden Bowling Club have been impacted over the years by the people having access to the informal G9 route. Along with using the informal path, people have entered the Glen Eden Bowling Club and damaged their property. In September 2022 the Glen Eden Bowling Club offered Auckland Council the opportunity to continue to enable the informal path across their land and agreed that a permeable fence could be constructed inside their boundary. The fence was constructed in November 2022 and people continue to use the informal path from Verdale Circle to private property at the rear of the Glen Eden Playhouse Theatre.

Greenways Route G8c and G8d

16. Following the May 2022 decision to defer work on the Greenways G9 route, staff undertook a feasibility study of the Greenways Route G8c/d. This is provided in Attachment A. After completing the feasibility study, local residents approached council with an alternative option for the same route and this was also investigated and found to be viable, but is not included in the feasibility study.
17. The investigation has determined that two options are available to construct a shared path from Verdale Circle to Lucinda Place, linking Verdale Circle with Glendale Road.
18. The two options are as follows and relate to the map in Figure 2 below:
 - Section B: Olive Grove park, opposite 17 Verdale Circle, through to Lucinda Place via a footbridge and 18 Lucinda Place.
 - Section C: Olive Grove park through to Lucinda Place, via a footbridge and Lucinda Community Orchard and a walkway between 6 and 8 Lucinda Place.

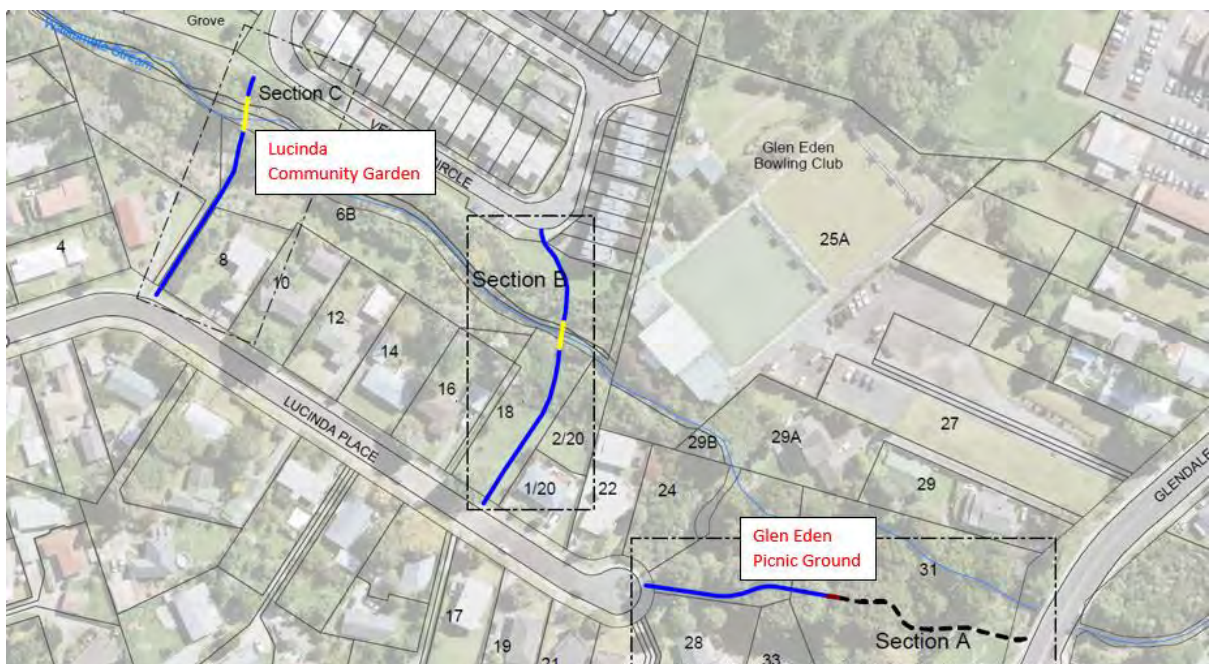


Figure 2: Two route options – section B: connection via #18 Lucinda Pl and section C: connection via community garden. Also shown is Section A: path between Lucinda Place and Glendale Road.

19. Public consultation on the two options was undertaken in October 2022 and is discussed below.

Discussion

Greenways Route G9 – Glen Eden Town Centre: Verdale Circle to Glendale Road

20. The informal path becomes muddy and slippery in wet weather and staff recommend undertaking a minor refurbishment of the path to improve the safety of the path.

Greenways Route G8c and G8d

21. The project investigation stage has identified that both route options are feasible in terms of land ownership, accessibility, design and constructability. Additionally, the estimated cost of each option is within the approved funding envelop.
22. Both options require the installation two metre wide concrete footpaths and a 15m long x 2m wide Glulam timber bridge across the Waikumete Stream with a shallow foundation. The project will include amenity lighting, where possible along the new route section. Improvements are being considered for the existing section of the path between Lucinda Place and Glendale Road but may be limited due to the position of mature trees.
23. The following preliminary cost estimates were received in August 2022 and include contingency of 20% for both route options, The preliminary cost estimates are provided in Attachments B and C, but do not include costs for project management.

24. The preliminary costs are summarised in Table 1 and 2 below, and include the estimated project management costs:

Table 1: summary of Preliminary Cost Estimate for Section B and A

Section B & A – Connection through 18 Lucinda Place	
Description	Cost estimate
Project and Contract Management costs	\$15,000
Preliminary and General	\$8,000
Section A improvements	\$17,500
Actual construction works	\$195,000
Professional Services (Design, Consents and approvals)	\$64,000
Contingency 20%	\$57,000
Total	\$356,500

Table 2: summary of Preliminary Cost Estimate for Section C and A

Section C & A: Connection through the Lucinda Community Garden	
Description	Cost estimate
Project and Contract Management costs	\$15,000
Preliminary and General	\$12,500
Section A improvements	\$17,500
Actual construction works	\$228,500
Professional Services (Design, Consents and approvals)	\$68,500
Contingency 20%	\$66,000
Total	\$408,000

25. A project risk analysis for Sections B and C was undertaken and based on the feasibility study findings and is outlined in Table 3 below:

Table 3: project risk analysis of Sections B and C

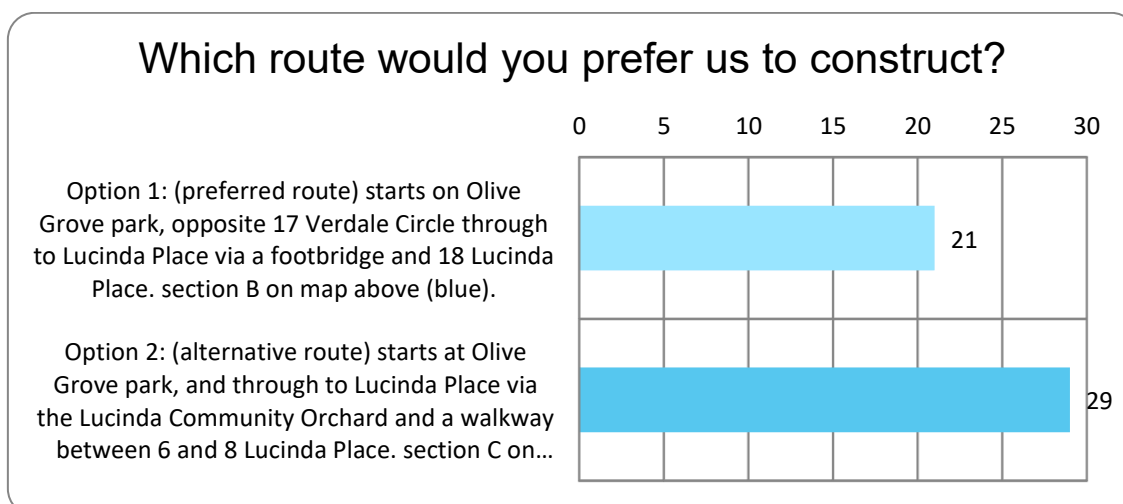
	Section B: Connection through 18 Lucinda Place	Section C: Connection through the Lucinda Community Orchard
Accessibility	Relatively flat and straight through	Change in levels throughout
Require Building & Resource consents	Yes	Yes
Preliminary cost estimate	\$356,500	\$408,000 <i>Due to construction risks of underground services, a contingency of 30-40% is ideal. This would increase funding allocation.</i>
Construction risk	Low	Medium (due to the underground services along the path route)

Impact on neighbourhood	Medium, however the path near 48 Verdale Circle would be constructed at the furthest point possible from the private property.	Medium to high impact. The proposed path runs through the established community orchard and would need to be installed directly adjacent to two property boundaries.
Community preferred option	Less preferred option with 21 people supporting. <i>Note that 11 people preferred no connection.</i>	Most preferred option with 29 people supporting. <i>Note that 11 people preferred no connection.</i>
Construction disruption	Low (as #18 Lucinda Pl) is owned by Council	Low to Medium due to the path runs between the private property driveway and fence
Vegetation removal required	Yes	Yes

26. If either Section B or C of the Waitākere Ranges Greenways G8 c/d route is selected for construction, it would be ideal to undertake the recommended work on Section A, in Attachment A.

Public consultation

27. Public consultation seeking feedback on the two options was carried out in October 2022 for three weeks through letter drops and online survey tool. and below is the feedback summary.
28. 61 submissions were received through the public consultation. Of which 21 opted for Section B – the connection through #18 Lucinda Pl and 29 opted for Section C – the connection through Lucinda community garden. 11 submissions preferred an option to do nothing.



29. Consultation feedback is provided in Attachment D.

Next steps

30. Staff seek direction from the Waitākere Ranges Local Board on their preferred option for the development of the G8 c/d route before proceeding with the next stage of the project.

Attachments

- A. Feasibility Report – G8c-d Section A & B
- B. G8 c-d Sections A & B Aug 2022 Preliminary Cost Estimate
- C. G8 c-d Section C & A Aug 2022 Preliminary Cost Estimate
- D. Community Engagement feedback report

Auckland Council
Waitakere Ranges Greenways - SECTION C
Preliminary Cost Estimate



By: RV

Date: 15/08/2022

No	Description	Quantity	Unit	Rate \$	Total \$
1	Preliminary and General				
1.1	Site establishment and Disestablishment	1	LS	\$ 8,000.00	\$ 8,000.00
1.2	Safety plan, insurances, and programme	1	LS	\$ 1,500.00	\$ 1,500.00
1.3	Compliance with consents and approvals	1	LS	\$ 3,000.00	\$ 3,000.00
Preliminary and General					\$ 12,500.00
2	Section A				
2.1	Cut down the concrete kerbs section in order to achieve 2m wide pathway over the culvert	1	LS	\$ 2,000.00	\$ 2,000.00
2.2	Remove existing damaged steel barriers and install new 1.2m high timber barriers on both sides of the culvert path section	10	Lin m	\$ 450.00	\$ 4,500.00
2.3	Increase concrete pathway width from the culvert to Lucinda Place from 1.6m wide to 2m wide using starters bars every 400mm	55	Lin m	\$ 200.00	\$ 11,000.00
Section A					\$ 17,500.00
3	Section C				
3.1	Form 2m wide concrete path including basecourse	70	Lin m	\$ 550.00	\$ 38,500.00
3.2	Construction of a 2m wide glulam bridge including footings	15	Lin m	\$ 6,300.00	\$ 94,500.00
3.3	Install type "A" barriers on both sides of bridge	30	Lin m	\$ 450.00	\$ 13,500.00
3.4	Provisional Item - Additional costs for composite decking (including extra beams to accommodate decking max span)	15	Lin m	\$ 800.00	\$ 12,000.00
3.5	Provisional Sum - Lighting installation along section C	1	PS	\$35,000.00	\$ 35,000.00
3.6	Provisional Sum - Services relocation	1	PS	\$35,000.00	\$ 35,000.00
Section C					\$ 228,500.00
Preliminary and General + Construction Works Sub-total:					\$ 259,000.00
4	Professional Services, Consents and Approvals				
4.1	Engineering Detailed Design	1	LS	\$15,000.00	\$ 15,000.00
4.2	Consultation with landowners	1	LS	\$ 2,000.00	\$ 2,000.00
4.3	Consultation with services providers and approvals	1	LS	\$ 3,500.00	\$ 3,500.00
4.4	Mana Whenua consultation	1	LS	\$ 2,000.00	\$ 2,000.00
4.5	Arboricultural Assessment and Tree Owner Approval	1	LS	\$ 3,000.00	\$ 3,000.00
4.6	Ecological Assessment	1	LS	\$ 5,000.00	\$ 5,000.00
4.7	Heritage / Archaeological Assessment	1	LS	\$ 5,000.00	\$ 5,000.00
4.8	Lighting Engineer	1	LS	\$ 7,000.00	\$ 7,000.00
4.9	Building Consent and Processing Fees	1	LS	\$ 5,000.00	\$ 5,000.00
4.10	Resource Consent and Processing Fees	1	LS	\$ 9,000.00	\$ 9,000.00
4.11	Construction Monitoring (assuming approx. 8% of the construction cost)	1	LS	\$12,000.00	\$ 12,000.00
Professional Services, Cosents and Approvals Sub-total:					\$ 68,500.00
Construction Works + Professional Services, Consents and Approvals:					\$ 327,500.00
Contingency 20%					\$ 66,000.00
Total:					\$ 394,000.00

Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

Item No.	Chosen Option	Comments provided:
1	1	No comments provided.
2	1	No comments provided.
3	1	No comments provided.
4	1	<i>This appears to be shorter route and will save time</i>
5	1	<i>more direct, closer to the park and shops</i>
6	1	<i>Seems to be easier to build and is a wider access. Hard to say though as so little information provided for option 2</i>
7	1	<i>I love that it utilises the mainly unused mown grass strip at 18 Lucinda Place and integrates from GE Picnic Ground to Olive Grove.</i>
8	1	<i>Support for either route.</i>
9	1	<i>Provided this is not receiving any bike funding then it is fine. Please advise when the Green ways will be full funded?</i>
10	1	<i>Although NO BRIDGE AT ALL is preferred, stick to the original plan and put the bridge where it was initially intended (BLUE) for the REASON it was intended.</i>
11	1	No comments provided.
12	1	No comments provided.
13	1	No comments provided.
14	1	<i>Makes use of underutilized land and provides good access to other council amenities</i>
15	1	<i>The preferred route does not impact on the community garden.</i>
16	1	<i>Cost effective and accessible and easy gradient</i>
17	1	<i>The community garden is great, but please don't put a path through it. My accommodation is only about 1 meter away from the boundary line fence, and I have already had issues from Verdale Circle. Kids playing in and around the river, dogs barking, stray dogs in the garden, Mini motorbikes up and down the street, people hanging around etc.. If a direct bridge is built across from the playground area I'm sure these problems will get worse, and would likely have a negative effect on the community garden. there would be nothing to stop people hanging around outside mine and others living areas with direct view into our properties. I noticed there was a large fence built around the bowling club. Is this to stop people from hanging around? What's to say something similar won't be needed in the garden when hundreds of</i>

Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

		<i>people from Verdale are funneled down in that direction. Option 1 is also more direct and more likely to be used to get to the park. Thanks</i>
19	1	<p><i>Of these two pathways option one (blue) is the least disruptive (to Lucinda Place residents, community orchard and existing nature) and most direct route from Verdale circle to Glendale road. Preferably though, neither route would be built and the council would instead formalize the existing pathway from Verdale, behind the bowls club and through the playhouse, which is a way faster route to the Glen Eden Centre. It is also likely that residents will continue to take the existing pathway in spite of a building a bridge from Verdale to Lucinda. It seems a complete waste of council time and resources to build EITHER bridge connecting Verdale and Lucinda when there is a way better 3rd option available which doesn't require building a bridge OR disrupting Lucinda Place residents.</i></p> <p><i>The community orchard has been going for over 10 years and it's a wonderful way for the residents to work together on a meaningful project and a beautiful, peaceful place to spend time. Building a pathway directly through the main entrance to the orchard and encouraging a huge amount of foot traffic from Verdale will almost definitely destroy the existing garden and likely bring with it a large amount of rubbish, noise, security risk, light pollution and disruption to the residents of Lucinda Place.</i></p> <p><i>The other path - purple - option 2, on the other hand, will be able to avoid disrupting the garden and since it is further down it will also be a quicker route for Verdale resident's to get to Glendale road and doesn't create a direct access to the back of Lucinda resident's houses which is a security risk, it just makes way more sense to do it this way.</i></p> <p><i>If a Verdale resident wants to be a part of the garden they can still access it using option 2 but it will mean that people who are looking to just loiter behind the houses won't be as easily able to access this area. It also means that the garden will actually still be there and not destroyed by random people wondering through who aren't there to garden or collect produce.</i></p>
20	1	<i>I am assuming the Community Orchard will suffer damage, and for anyone not able to use the informal path offers a closer approximation to what we had by going through the club.</i>
20 submissions received supporting option 1.		
1	2	<i>It will be good to have from Olive Grove Park option that has less trees on the path, much safer and convenient option for Verdale and Barnea Circle residents</i>
2	2	<p><i>Our house is in favor of option 2. Option 1 has multiple issues that are not mentioned in the above proposal.</i></p> <p><i>Option 1 is really hidden away, I think option 2 is a lot more visible and accessible.</i></p> <p><i>Option 1 would require a lot of native bush to be removed (most of which our neighborhood community has planted themselves).</i></p> <p><i>Option 1 would also require them to put a concrete path through the grass area by our house, an area that is used by the neighborhood kids to play.</i></p>

**Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges
Greenways Plan G8 Route – October 2022**

3	2	<i>Option 1 leaves certain neighbours vulnerable. Option 2 seems more accessible and safe</i>
4	2	<p><i>As a resident of verdale circle for the past 8 years I am strongly opposed option 1. I think the informal path past the bowling club is sufficient and a bridge to Glendale Rd is not really necessary. However if there is to be a bridge I think option 2 would be preferable.</i></p> <p><i>I think there are numerous issues with option 1 that have not been mentioned in the above proposal.</i></p> <p><i>For example, option 1 would mean putting a concrete path through the grass area next to house 48 Verdale. This area is often used by the community children to play sport and run around. As a community with limited green space protecting the green space that we do have is vital.</i></p> <p><i>Option 1 is less visible and more hidden away than option 2.</i></p> <p><i>The community has put a massive amount of effort into planting native plants, mulching and weeding over the past few years and a lot of this would have to be destroyed. In a climate emergency I think we should be protecting the native bush wherever we can. While a bridge to Glendale Rd has some benefits I do not feel the benefits gained warrant the removal of native bush.</i></p> <p><i>As our house will be directly opposite the bridge it would mean we would now have street lights shining on three sides of our house.</i></p>
5	2	<i>Better connection from park to orchid to pathway. Safer. Safer for the community as kids often playing around circle ends. Restricts people passing through these alternate play areas. Open area of bush already so less damage all the work planting up the area. Good viewpoint area of stream for a bridge. Great to open up access to community orchid for these streets as we already do so much work on pest management.</i>
6	2	<i>It will connect both parks together</i>
7	2	<i>This area would be less intrusive to the native bush. It will be more visible and thus more secure. One of the main issues with this connection through Lucinda place is that it would open the Verdale/Barnea Circle, which is pretty quiet, to more foot traffic. Having this in an area that is more visible to everyone would help the neighborhood to keep an eye on who is coming and going.</i>
8	2	<p><i>More visibly accessible for Verdale AND Barnea.</i></p> <p><i>Not keen on stripping back newer planting opposite 17 Verdale to put in path & bridge.</i></p> <p><i>Also not keen on extra foot traffic opposite #17 Verdale.</i></p>
9	2	<i>Better connection between park and orchard.</i>
10	2	<i>No comments provided.</i>
11	2	<i>By having the path on Olive Grove, gives it a more purposeful destination. It's more fun walking to a park than walking to a dead-end road driveway. When people can walk directly into a park, the park will become the Focal Point for</i>

Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

		<i>either a stroll from the garden to the park. It gives easy access and direction to any future community events.</i>
12	2	<i>I like going to the Park and the Garden all connected.</i>
13	2	<i>Less removal of native bush than option 1. More people would become aware of the orchard. More people would become aware of the kids play area.</i>
14	2	No comments provided.
15	2	<i>I think this route would make the most direct route to the future shared path into the Glen Eden town center and to Henderson (eventually) and then even further afield to new Lynn and the wider cycling network.</i> <i>But I support either route. They are both pretty good. Just get them done soon and get on with providing more cycling infrastructure that connects us to commuter cycle paths safely.</i>
16	2	No comments provided.
17	2	<i>Because it is already being used as an informal path.</i>
18	2	Option 2 is more visible and connects to a central area from playground park. More community involvement with orchard. option1 area is often used by kids to play. less concerns around security with option 2. option 2 has less removal of native bush. I am not sure how the future connectivity of this path as it will only serve our residence of barnea/verdale as there is no throughway for the public the opposite way.
19	2	I don't want a concrete path on the grass area that I play on. I also don't want the trees and bush that I helped plant along the stream to be removed. A small bridge by the orchard would be ok.
20	2	<i>Option 2 is a better connection between areas: Olive Grove Park and Lucinda Community Orchard. This connection will better allow access and involvement of Barnea and Verdale residents to participate in helping and using the orchard. It could also improve access from Lucinda Place to the orchard for mulch, equipment etc. Barnea and Verdale residents could see health improvements through access to free fruit and vegetables from the orchard. It also allows for learning and growing opportunities for the whole community. Visually option 2 is far clearer and would be seen when at Olive Grove Park and travelling south on Verdale Circle.</i> <i>The Greenways plan has the objective: Connect communities/neighbourhoods to key destinations such as local centres, Transport nodes, sports parks and reserves, schools. Option 2 connects two parks and is the superior connection because of this. Option 1 connects a car park to a rarely used park.</i> <i>Connecting to 18 Lucinda Place Park is not a way to increase park use, it will likely be used primarily as a thoroughfare. There are better ways to make this park an attractive destination (extend the orchard as one idea).</i> <i>Option 1 is not a suitable option as it will remove green space and looks like a concrete path will cut through and/or reduce grassed areas. Kids use the grassed area outside 48 Verdale Circle for play (ball sports, water guns etc).</i>

Auckland Council ‘Have Your Say’ consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

		<i>The community also uses this grass area for mulch, planting days, marques when community days and working bees are held. Option 1 will also remove native trees that the community has planted (this was arranged by EcoMatters and the plants paid for by Auckland Council). Removing the trees will disengage the community by undoing their local stewardship restoration work.</i>
21	2	<i>Option 2. I have chosen Option 2 because the expense appears less in that a footbridge is not required. The thoroughfare through the Community Orchard highlights a public facility and promotes diverse communication with a wider group of the community residents.</i>
22	2	<i>I often visit family that live on Verdale circle. If I were to walk I would use the path beside the bowling club. Option two would provide a better neighborhood connection to the orchard.</i>
23	2	No comments provided.
24	2	<i>the 1st option is a known flood area, however going through the bowling area would be much more efficient option for those using the path.</i>
25	2	<i>I don't want a walkway by my property and can't see why it is needed as verdale close is quite central with west coast road and the glen Eden township very close by and if it was to go ahead then it should be by the communal garden so people can use it</i>
26	2	No comments provided.
27	2	<i>We are already seeing an uptick in crime in the area with increasing car break ins and unfamiliar people appearing to scope the area. This includes one man who walked through covered in blood and the police were called. I myself had a bike stolen and my garage rifled through. With option one you a putting a path through a relatively private street area. With option 2 at least it's connected to an already public space.</i>
28	2	<i>Start in the park, open area. No concrete on the grass beside Verdale circle. Preserve the trees. And the residents will also have contact with the orchard, and future projects can be planned.</i>
Option 2 - 28 submissions received.		
1		<i>I don't like both</i>
2		<i>none of the above. this might be a potential invitation to unwanted behaviour in the neighbourhood, specially when crime is increasing in the area.</i>
3		<i>Opposed to both options as we presently witness the issues police have trying to catch people of interest who enter Lucinda Place. People living on Lucinda already have access to Glen Eden. <u>Money would be better spent just giving Verdale access to Glen Eden as shown in the future path</u>, than wasted on giving 2nd access to people who already have it.</i>
4		<i>Not in favour of having either pathways as we have a nice safe complex in Verdale and Barnea Circles and this just gives outsiders access to this area</i>

Auckland Council ‘Have Your Say’ consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

		<i>and a speedy way out if undesirables steal anything from there. Not in favour of this at all especially when you walk around the Mall with the unsavoury element already present do not want to encourage them to come into our complex at all. they do not do this now but would possibly if these pathways went ahead.</i>
5		<i>Although NO BRIDGE AT ALL is preferred, stick to the original plan and put the bridge where it was initially intended (BLUE) for the REASON it was intended.</i>
6		<i>Neither stop wasting money</i>
7		<p><i>Both these options are bad news for the residents of Lucinda Place. The worst is Option 2 proposing a bridge and pathway through the Community Garden. It's presented as a way of giving access to the Community Garden – in fact it will give access to people who have no interest in gardening but are happy to use the space as a playground or place to hang out, free from any supervision or public scrutiny.</i></p> <p><i>Lucinda Place residents already have access to the town centre and transport hub via the walkway through the picnic ground. They don't need another pathway into town. So, traffic on the community garden route will be almost exclusively one way – from Verdale Circle into the backyards of Lucinda Place residents.</i></p> <p><i>Genuine gardeners will always be willing to go out of their way to reach a community garden, as happens throughout Auckland and the rest of NZ. If there are a handful of genuine gardeners at Verdale Circle they can make their way round to Lucinda Place very quickly through existing routes, as others already do.</i></p> <p><i>If a bridge and pathway is opened up, it is not unreasonable to expect the following:</i></p> <ul style="list-style-type: none"> <i>-An influx of children playing unsupervised and out of direct sight (and the consequent noise and hazards posed by an unmonitored waterway). They will naturally feed through from the Olive Grove playground where they already congregate.</i> <i>- With potentially hundreds of people able to flow through via the Verdale Circle housing estate, there will certainly be the potential for loitering, litter, vandalism, and drug use particularly at night when legitimate gardeners are not there. The Community garden follows alongside the Creek, extending along the back boundary of several Lucinda Place properties. It is secluded and can't be seen from the road, opening the potential for trespassing and burglary. Our neighbour has already had to call the police after seeing people going through the back of our property. (And Council meeting records have already noted the difficulty of shifting loiterers from the Bowling Club property next to the existing informal pathway – there's now a large and expensive fence there.)</i> <p><i>This proposal opens up the possibility of entrenching a new 'problem area' in Glen Eden. It offers a huge loss of amenity to Lucinda Place residents. The Community Garden is an asset to the neighbourhood, but far from improving and enriching it through increased participation, this option could well result in damage and destruction of plantings through uncontrolled access by people who take advantage of the space for their own ends. Once there, it will be extremely difficult to shift them on.</i></p>

Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges Greenways Plan G8 Route – October 2022

8		<p><i>I would actually prefer neither of these options and just continue to try to work out a plan going through the bowling club. 18 Lucinda place floods when there is heavy rains and storms. the drain constantly gets blocked up. I can provide photos if need be. I am not sure, but if there had once been houses here, you have to ask yourself why there isnt now?</i></p>
9		<p><i>NONE of those 2 options will benefit Verdale and Barnea Circle. Opening a backdoor towards a small area is a waste of tax money! we have young children playing around Olive Grove Park, that is a safe space to let the children freely move around; and you are proposing to expose these young people to move out of sight and then creating opportunity for 'strangers/unknown people' wandering into the neighborhood. LOOK, we already have access towards West Coast Road, towards the town, towards the library etc ; there is no problem walking out through Swan Hill. For cyclists going to work or long rides for exercise, your proposed accesses will not benefit them, why will they cross a stream, through a small neighborhood or park? there are proper roads for them already!</i></p>
10		<p><i>Of these two pathways option one (blue) is the least disruptive (to Lucinda Place residents, community orchard and existing nature) and most direct route from Verdale circle to Glendale road. Preferably though, neither route would be built and the council would instead formalize the existing pathway from Verdale, behind the bowls club and through the playhouse, which is a way faster route to the Glen Eden Centre. It is also likely that residents will continue to take the existing pathway in spite of a building a bridge from Verdale to Lucinda. It seems a complete waste of council time and resources to build EITHER bridge connecting Verdale and Lucinda when there is a way better 3rd option available which doesn't require building a bridge OR disrupting Lucinda Place residents.</i></p> <p><i>The community orchard has been going for over 10 years and it's a wonderful way for the residents to work together on a meaningful project and a beautiful, peaceful place to spend time. Building a pathway directly through the main entrance to the orchard and encouraging a huge amount of foot traffic from Verdale will almost definitely destroy the existing garden and likely bring with it a large amount of rubbish, noise, security risk, light pollution and disruption to the residents of Lucinda Place.</i></p> <p><i>The other path - purple - option 2, on the other hand, will be able to avoid disrupting the garden and since it is further down it will also be a quicker route for Verdale resident's to get to Glendale road and doesn't create a direct access to the back of Lucinda resident's houses which is a security risk, it just makes way more sense to do it this way.</i></p> <p><i>If a Verdale resident wants to be a part of the garden they can still access it using option 2 but it will mean that people who are looking to just loiter behind the houses won't be as easily able to access this area. It also means that the garden will actually still be there and not destroyed by random people wondering through who aren't there to garden or collect produce.</i></p>
11		<p><i>I would prefer to have neither as the area is starting to experience burglaries, we've been hit twice in last three months. By opening this enclave it gives increased options for exits. For the criminal element. It is also a safety thing</i></p>

**Auckland Council 'Have Your Say' consultation feedback received for Waitākere Ranges
Greenways Plan G8 Route – October 2022**

		<i>for us residents that we know where the children are as there is only swan hill in and out and now the bowling club walk through.</i>
12		<i>the 1st option is a known flood area, however going through the bowling area would be much more efficient option for those using the path.</i>
13		<i>I don't want a walkway by my property and can't see why it is needed as verdale close is quite central with west coast road and the glen Eden township very close by and if it was to go ahead then it should be by the communal garden so people can use it</i>
14		<i>I prefer No bridge due to the area and Lucinda's place community It is a very safe peaceful Area And the green garden surrounding our back yards all that is matter.</i>
15		<i>dont do it</i>
16		<i>I would prefer that neither of these options were used</i>
Opposition to either option - 16 submissions received.		

Ravi Chandrappa
Senior Project Manager
Auckland Council
Level 5, Manukau Civic Building
33 Manukau Station Road, Auckland

FGL Ref: 22/011
Date: 15 August 2022

Re: Waitākere Ranges Greenways – Feasibility Report – Rev1

1 Summary

This report summarises an investigation undertaken by Frame Group Limited into the feasibility for improving the connection between Glendale Road to Lucinda Place through the Glen Eden Picnic Site, and the potential concrete pathway with a pedestrian bridge between Lucinda Place and Verdale Circle, as part of the Waitākere Ranges Greenways Plan.

The following are the proposed works for this connection ensuring compliance with the 'Urban Resident' classification as outlined in the SNZ Handbook for Tracks and Outdoor Visitor Structures (SNZ HB8630:2004):

- Section A – Increase the width of the existing 55m long concrete pathway from 1.6m wide to 2m wide and install new barriers at both sides of the culvert section.
- Section B – Form approximately new 90m long by 2m wide concrete pathway, and construct a new 15m long pedestrian bridge.

The high level estimated costs for these works are:

Physical Works	\$221,000
Professional Services, Consents and Approvals	\$64,000
Contingency (20%)	\$57,000
Total (excluding GST)	\$342,000

The next steps for this project, would be to obtain stakeholder feedback from this report and source funding for this project. Once this is completed, Auckland Council to engage consultants to prepare a detailed design and lodge consents.

2 Project Overview

“Greenways Plan” has been prepared by Auckland’s Local Boards as a series of linked walkways and cycleways with the goal to provide cycling and walking connections which are safe and enjoyable all across Auckland, while also improving the urban ecological environment.

The **Waitākere Ranges Greenways Plan (plan adopted in October 2019)** seeks to create a network of greenways that will provide safe and enjoyable means for people to get around, get active, and get engaged with the community and their environment. The plan is to achieve it by providing walking connections to the track and trail network in the Waitākere Ranges Regional Park, extending the links to existing walking and cycling connections such as the Twin Streams shared path, and connecting communities and neighbourhoods to key destinations such as local centres, transport nodes, schools, and sports park and reserves.

This report covers the feasibility investigation for the improvement of the connection between Glendale Road to Lucinda Place through the Glen Eden Picnic Site (Section 8d as per map below), and the potential concrete pathway with a pedestrian bridge between Lucinda Place and Verdale Circle (part of Section 8c as per map below).



Figure 1 – Map extracted from page 62 of the Waitākere Ranges Greenways Plan (October 2019)

3 Standards and Parameters

SNZ HB8630:2004 classifies track users into user groups based on the type of visitor, their physical capability, and their level of self-reliance in the outdoors. Due to the suburban location of the proposed works, we recommend that this site be classified as 'Urban Resident'.

Urban Resident users and those who utilise urban parks, the majority of which are residents, including unsupervised children, elderly people, people with mobility difficulties and a wide range of physical abilities. These cater for people entering parks for recreation or accessing other locations, suitable for all ages and most walking abilities. Urban Resident 'Paths' are to be a high standard of track surface and structures, and most to be accessible to people with disabilities.

The recommended design parameters for this path are shown in Table 1. These are recommended through discussions with Auckland Council, from an evaluation of the likely visitor profile, and to minimize as much as possible the ecological effects while still maintaining consistency across the sections and with high standards. These design parameters are the basis on which the proposed work and costs have been estimated.

Table 1 – Design Parameters	
Item	Design Parameter
Surface Width	2.0m wide
Gradient	Maximum 1 in 8 (or 7°)
Steps	Not permitted
Surfacing	Hard surface consisting of concrete
Vegetation	Clear vegetation around the path and up to 2.5m in height
Drainage	Paths to be formed as monoslope or crown formation to allow water to shed off surface
Batter Slopes	Generally not required, timber retaining wall approaches will be used at the bridge's end
Retaining Walls	Retaining walls will be constructed from timber poles concreted in the ground and retaining boards
Bridge	Bridge to be constructed to traverse wet catchment area
Barriers	Barriers are to be installed on both sides of the bridge. Type "A" barriers (minimum 1.2m high) will be used for the structure and culvert
Fixings	Bolts, nails and screws to be hot-dipped galvanised

4 Proposed Works

A site visit was undertaken by Frame Group Limited in May 2022. The findings below are divided into two sections:

SECTION A

Connection between Glendale Road to Lucinda Place through the Glen Eden Picnic Site

This existing 120m long section comprises a 64m long by 2m wide concrete path starting at Glendale Road, a 5m long by 1.6m wide concrete path with kerbs and barriers on both sides over a 1200Ø culvert, and a 51m long by 1.6m wide path up to Lucinda Place.

In order to provide a better experience and keep consistency, it is recommended to increase the width of the narrow sections to 2m wide.

The proposed works are as below:

- No works required from Glendale Road up to the culvert section.
- Cut down the concrete kerbs section in order to achieve 2m wide pathway over the culvert.
- Remove existing damaged steel barriers and install approximately 10m long of new 1.2m high timber barriers on both sides of the culvert path section.
- Increase pathway width from the culvert to Lucinda Place to 2m wide using starters bars every 400mm.

SECTION B

Connection between Lucinda Place to Verdale Circle

Currently, there is no direct connection between Lucinda Place and Verdale Circle. In order to provide a better walking access between these two roads, the proposed works are as below:

- Form approximately 50m long by 2m wide reinforced concrete pathway from Lucinda Place up to the proposed pedestrian bridge.
 - Construction of a 15m long by 2m wide glulam pedestrian bridge with Type "A" minimum 1.2m high barriers both sides.
 - Form approximately 30m long by 2m wide reinforced concrete pathway from the proposed pedestrian bridge to Verdale Circle.
-

5 Consents Requirements and Approvals

BUILDING CONSENT

Under the Building Act, Building Consent is necessary for any structure that is not exempted under Schedule 1 of the Building Act. This means that the bridge structure will require Building Consent.

RESOURCE CONSENT

A planning assessment was completed by Southern Skies Environmental on 20 June 2022, to determine if Resource Consent would be required. Due to the proposed works, the site location, and the surrounding environment, Resource Consent will be required for both sections (A and B) of works.

In order to support the consent application, the following specialists' reports, and documents are required:

- Arboricultural Assessment. A mitigation and offset planting plan may be required.
- Ecological Assessment, including the identification of works are within 100m of a wetland or not.
- Heritage / Archaeological Assessment.
- Land Contamination Assessment.
- Erosion and Sediment Control.
- Mana Whenua Consultation.
- Adjacent Landowners Consultation.
- Detailed Design, including drawings plans.
- Flood Level Assessment to confirm bridge is outside the 100 year event flood area.
- Preliminary Construction Methodology.
- Any other further information requested by Auckland Council during the Resource Consent process phase.

TREE OWNER APPROVAL

A Preliminary Arboricultural Assessment was prepared by The Tree Consultant Company on 27 June 2022. Since the proposed works affect public trees in an Open Space Zone, a Tree Owner Approval from Auckland Council's urban forest team is required.

SERVICES

There are some underground services (including a manhole that has to be incorporated in the widening of the concrete path at the end of Lucinda Place) and a lighting post within the proposed works area. Whilst earthworks will be limited in these locations, consultation and consent may be required from the appropriate utility provider for working near or over their services.

6 Preliminary Cost Estimate

A breakdown of the estimated costs for construction and professional services for this project is detailed in the attached Preliminary Cost Estimate.

A summary of the high level estimated costs for these works are:

Physical Works	\$221,000
Professional Services, Consents and Approvals	\$64,000
Contingency (20%)	\$57,000
Total (excluding GST)	\$342,000

7 Next Steps

To progress with this project, the recommended next steps for this project are as follows:

- Obtain stakeholder feedback from this report and source funding for this project.
- Confirm details with Auckland Council and designer to prepare detailed design including drawings and technical specifications.
- Consultation with adjacent landowners.
- Consultation with services providers.
- Engage an Arborist to review the detailed design, prepare an amendment to the arborist report and apply for Tree Owner Approval.
- Engage an Ecologist to review the detailed design and prepare an amendment to the arborist report.
- Engage an Archaeologist to provide an Archaeological Assessment.
- Liaise with any mana whenua and any other interested parties.
- Engage a Planner to prepare an assessment of effects and lodge a resource consent application.
- Prepare and lodge the Building Consent.
- Complete the tender process and procurement.
- Physical construction works.

8 Attached Items

The following items are appended to this report:

- Preliminary Cost Estimate.
- Concept Drawings.
- Consent Planning check memorandum.
- Arborist Report.
- Ecologist Report.
- Geotechnical Report.



Rafael Vial
Engineer / Project Manager
Frame Group Limited

9 Site Photos



Picture 1 – 2m wide pathway within Glen Eden Picnic Ground looking from Glendale Road end



Picture 2 – Culvert crossing at Glen Eden Picnic Ground



Picture 3 – Damaged steel barrier at Glen Eden Picnic Ground



Picture 4 – 1.6m wide pathway within Glen Eden Picnic Ground at Lucinda Place ends



Picture 5 – Proposed pathway alignment through public land at 18 Lucinda Place



Picture 6 – Public land at 2/20 Lucinda Place behind private properties





Picture 7 – Thick vegetation at 18 Lucinda Place



Picture 8 - Waikumete Stream / proposed bridge location



Picture 9 – 150Ø Wastewater pipe



Picture 10 – View from Verdale Circle toward to the proposed alignment



PRELIMINARY COST ESTIMATE

Prepare for
AUCKLAND COUNCIL

Project
WAITAKERE RANGES GREENWAYS – FEASIBILITY REPORT



Project No
22-011



Document Control Record

Rev	Date	Revision Details / Status	Author	Reviewer
Rev 0	21.07.22	Preliminary Cost Estimate	RV	DK
Rev 1	15.08.22	Preliminary Cost Estimate	RV	DK

Approval

Author		Reviewer	
Name	Rafael Vial	Name	Drew Kenny
Title	Engineer / Project Manager	Title	Senior Designer / Project Manager
Signature		Signature	

Disclaimer: This estimate (including any schedules, reports and attachments) has been prepared by Frame Group Limited for the exclusive use by and benefit of Auckland Council. No other party may use, reproduce, modify or rely on this estimate (in whole or in part) without the prior written consent of Frame Group Limited. Neither Frame Group Limited, nor any of its employees, consultants, agents or officers accepts any responsibility or liability with respect to its use, either in full or in part, by any other person or entity.

This estimate is valid for 30 days, after which it should be reconfirmed with Frame Group Limited.



1. SUMMARY

This Preliminary Cost Estimate aims to provide the client with a cost estimate that can be utilised for construction funding purposes. This represents a reasonable estimate based on the information and assumptions provided by Auckland Council.

This is an Engineer's Estimate Class 3 with an accuracy range of -15% and +30%.

2. CLARIFICATIONS & ASSUMPTIONS

The following documentation was used for the Preliminary Cost Estimate:

- Waitakere Ranges Greenways Feasibility Report (by Frame Group, August 2022)

3. EXCLUSIONS

The following is excluded from the Preliminary Cost Estimate:

- Escalation beyond the third quarter of 2022
- Planting
- Signage
- Landscape Design or Works
- GST

4. CONTINGENCY / RISK

- The Preliminary Cost Estimate includes a contingency of 20%.
- If the works are given to the Full Facilities Maintenance Contractors who direct appoint a subcontractor, 15% margin should be added on top of this estimate.
- We note that the New Zealand construction market is currently experiencing fluctuations in some trades and uncertainty in labour and fabrication resource availability. Consequently we recommend an additional contingency to be included when preparing business cases.
- We have not made any specific allowance for any potential delays and/or issues related to materials required for the project.

5. ESTIMATE SUMMARY

Preliminary Cost Estimate as per Attached Schedule	Estimate
Preliminary Cost Estimate Total	\$342,000
Lower Range (-15%)	\$291,000
Higher Range (+30%)	\$445,000



Auckland Council
Waitakere Ranges Greenways
Preliminary Cost Estimate



By: RV

Date: 15/08/2022

No	Description	Quantity	Unit	Rate \$	Total \$
1 Preliminary and General					
1.1	Site establishment and Disestablishment	1	LS	\$ 5,000.00	\$ 5,000.00
1.2	Safety plan, insurances, and programme	1	LS	\$ 1,500.00	\$ 1,500.00
1.3	Compliance with consents approvals	1	LS	\$ 1,500.00	\$ 1,500.00
Preliminary and General					\$ 8,000.00
2 Section A					
2.1	Cut down the concrete kerbs section in order to achieve 2m wide pathway over the culvert	1	LS	\$ 2,000.00	\$ 2,000.00
2.2	Remove existing damaged steel barriers and install new 1.2m high timber barriers on both sides of the culvert path section	10	Lin m	\$ 450.00	\$ 4,500.00
2.3	Increase concrete pathway width from the culvert to Lucinda Place from 1.6m wide to 2m wide using starters bars every 400mm	55	Lin m	\$ 200.00	\$ 11,000.00
Section A					\$ 17,500.00
3 Section B					
3.1	Form 2m wide concrete path including basecourse	90	Lin m	\$ 500.00	\$ 45,000.00
3.2	Construction of a 2m wide glulam bridge including footings	15	Lin m	\$ 6,000.00	\$ 90,000.00
3.3	Install type "A" barriers on both sides of bridge	30	Lin m	\$ 450.00	\$ 13,500.00
3.4	Provisional Item - Additional costs for composite decking (including extra beams to accommodate decking max span)	15	Lin m	\$ 800.00	\$ 12,000.00
3.5	Provisional Sum - Lighting installation along Section B	1	PS	\$35,000.00	\$ 35,000.00
Section B					\$ 195,500.00
Preliminary and General + Construction Works Sub-total:					\$ 221,000.00
4 Professional Services, Consents and Approvals					
4.1	Engineering Detailed Design	1	LS	\$12,000.00	\$ 12,000.00
4.2	Consultation with landowners	1	LS	\$ 2,000.00	\$ 2,000.00
4.3	Consultation with services providers and approvals	1	LS	\$ 2,000.00	\$ 2,000.00
4.4	Mana Whenua consultation	1	LS	\$ 2,000.00	\$ 2,000.00
4.5	Arboricultural Assessment and Tree Owner Approval	1	LS	\$ 3,000.00	\$ 3,000.00
4.6	Ecological Assessment	1	LS	\$ 5,000.00	\$ 5,000.00
4.7	Heritage / Archaeological Assessment	1	LS	\$ 5,000.00	\$ 5,000.00
4.8	Lighting Engineer	1	LS	\$ 7,000.00	\$ 7,000.00
4.9	Building Consent and Processing Fees	1	LS	\$ 5,000.00	\$ 5,000.00
4.10	Resource Consent and Processing Fees	1	LS	\$ 9,000.00	\$ 9,000.00
4.11	Construction Monitoring (assuming approx. 8% of the construction cost)	1	LS	\$12,000.00	\$ 12,000.00
Professional Services, Cosents and Approvals Sub-total:					\$ 64,000.00
Construction Works + Professional Services, Consents and Approvals:					\$ 285,000.00
Contingency 20%					\$ 57,000.00
Total:					\$ 342,000.00

Memorandum	5 June 2023
To:	All local boards
Subject:	Further information on proposed rubbish bin reductions implementation
From:	Taryn Crewe, General Manager Parks and Community Facilities

Tēnā koutou katoa,

Purpose

To provide local boards with an update on the savings adopted for optimisation savings in parks maintenance, which was consulted on as part of the Annual Budget 2023/2024; and invite local boards to give feedback and insights, if any, regarding the attached implementation proposal for rubbish bin reductions.

Summary

1. The Governing Body directed staff to achieve operational cost reductions and to consider optimising and reducing full facility maintenance contracts as part of these savings.
2. While the Governing Body is responsible for full facility maintenance contracts and minimum service levels and setting of budget, local boards have a role in setting the local service levels and keeping oversight on maintenance.
3. Due to this complex allocation of responsibilities between the Governing Body and local boards, the savings identified from these contracts have not been factored into the \$16m proposed and consulted on from local board budgets.
4. One area with potential for cost-effective savings is the maintenance of rubbish bins. This memo provides local boards with the staff proposal on achieving part of the \$5m savings region-wide through a reduction in bins. (Attachment A)
5. Local boards are invited to give provide insights on locations in the proposal, focusing on local board-specific lists. Any concerns can be discussed directly with their Area Operations Managers and informal feedback directed to them. If it is determined some of the proposed bins should not be removed, alternatives will need to be agreed.
6. Updated local board budget allocations for maintenance will be provided to local boards as part of their annual work programme discussions. As per standard practice, local boards will set high-level outcomes for these budgets as part of its work programme adoption. Any decisions to top-up budgets and increase outcomes will need to be made as part of the work programmes approval and funded from an identified budget line.

Context

7. The Mayoral direction in late 2022 and Governing Body meeting on 15 December directed staff to achieve operational cost reductions of approximately \$12m and to consider as part of

those savings optimising and reducing full facility maintenance contracts as part of these reductions. (GB/2022/134, resolution b(i)(c)).

8. Full facilities maintenance contracts are agreements with third-party providers responsible for the maintaining and preserving of council assets throughout the region. These contracts are structured on a regional and subregional level to leverage economies of scale and represent a significant portion of council budgets making them prime candidates for review and optimisation when there is a need to find savings.
9. While these contracts are funded from multiple funding sources, including contributions from all 21 local boards, it is important to note that the Governing Body holds the ultimate decision-making responsibility for the contracts with respect to budget and minimum service levels.
10. Staff acknowledge that due to the fast-paced nature of the budget savings exercise and the complex and overlapping responsibilities between the Governing Body and local boards, they have primarily focused on discussions with the Governing Body. Consequently, the anticipated savings from these contracts have been accounted for separately in the budget and not included in the calculation of the consultation document proposal of \$16m target (5% of local budgets) that is being requested from local boards. This was noted with local board members at a briefing with the Financial and Business Performance Department on 5 May.

Staff review of the full facilities contracts

11. Staff assessed aspects of the five full facility maintenance contracts to identify cost-effective savings that minimised the risk and impact on the communities' use and enjoyment of parks, facilities and town centres. The assessment considered specific criteria in different areas.
12. Three areas of potential savings were identified: number of bins, garden maintenance and turf maintenance. The expected savings from the cost of these maintenance contracts through efficiencies in these areas have been calculated to be approximately \$5m per annum overall and has not been apportioned per local board at this time as pricing is being confirmed with Suppliers.

Bin reduction proposal

13. The review identified that there are currently over 10,000 bins throughout the Auckland region. Through careful assessment, it was determined that a 30% reduction in the number of rubbish bins has the potential to yield ongoing savings of approximately \$1.5m per annum, while still maintaining an acceptable level of quality in local parks, sports fields and town centres.
14. The staff proposal for implementing cost savings in this area took into account various factors. Areas considered to be good candidates for a reduced bin service include areas that;
 - have multiple bins in close proximity to each other
 - are low usage areas and locations where users are more likely to carry out their own rubbish (pack in/pack out), and
 - neighbourhood parks that receive active care and attention from residents.

15. Areas that need to be prioritised for bin retention (no or less reductions) include:
 - places with amenities that encourage users to spend extended periods of time, such as shelters, toilets, destination or large-scale playgrounds, carparks and sports infrastructure
 - locations associated with activities that generate rubbish such as popular dog parks, BBQ areas and community venues
 - destination sites including popular beaches, centres of community events / activities and destination parks
 - areas co-located with other infrastructure such as bus stops in the streetscape.
16. These considerations have informed the proposed reductions and site-specific proposals outlined in **Attachment A**.

Anticipated impacts, risks and mitigation

17. The existing full facility maintenance contracts include a loose litter collection service, which operates alongside the bin collection and other maintenance services to ensure the cleanliness and hygiene in public spaces. There are no proposed changes to this service level, so it is anticipated that this service will play a role in mitigating any potential adverse effects of reducing bins in affected areas which is considered a low risk due to selection criteria. The loose litter collection service not only manages loose litter but helps minimise the risk of pests that may be attracted to litter in the absence of bins.
18. We recognise that customers' perception of service quality may be influenced by the proposed reduction in the number of bins and expect that this may result in an increase in customer complaints. By closely monitoring parks and facilities user feedback, staff can assess the actual impact of the proposal and take appropriate measures to address concerns or issues that arise and manage the number of complaints that we receive.
19. Minor additional costs may be necessary to cover the installation of signage and messaging that encourages members of the public and facility users to take their rubbish and recycling home. Staff will look for opportunities to cover these costs, if any, from other existing budgets, as they allow.
20. Bins removed will also be stored if in good condition to be reused when bins are renewed.
21. The reduction in bins will likely have a subsequent impact on waste collection requirements with less collection needs and transport requirements. Staff consider this as beneficial due to the potential for reduced carbon emissions.

Next Steps

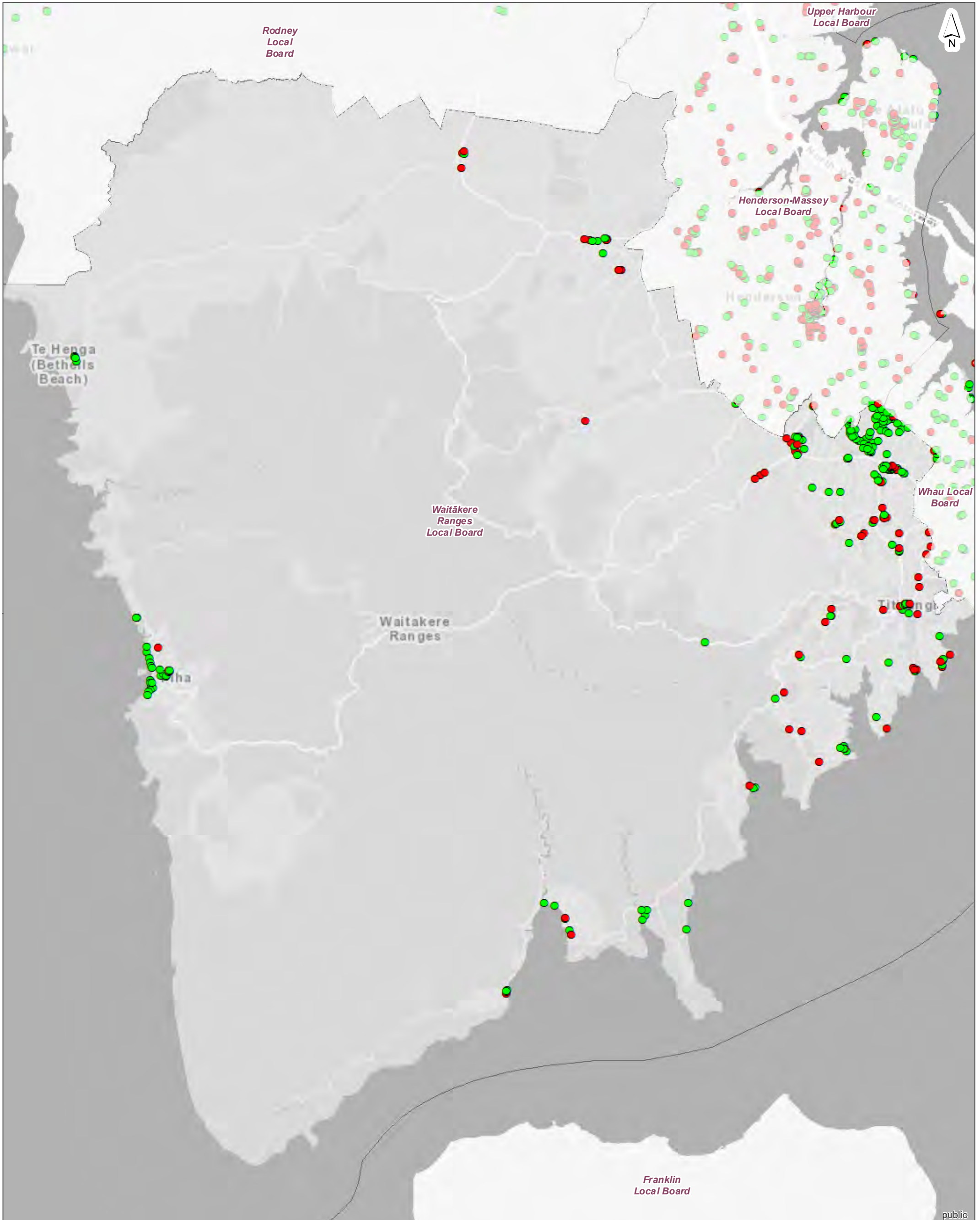
Request for feedback on operational details of the proposal

22. We acknowledge that the lists provided in Attachment A have not been discussed in detail with local boards to date. Therefore, we invite local boards to review their respective lists and provide feedback and insights to their Parks and Community Facilities Area Operations Manager. This feedback will be valuable in the refining the operational specifications that will need to be negotiated with our partners prior to implementation.
23. We also acknowledge that this level of information is fine grained and operational, so staff are not seeking a formal local board decision. Rather, the feedback can be informal and provided directly to the relevant staff.

24. We want to assure local boards that this staff proposal has been developed with the local service levels and performance measures outlined in your local board plans in mind. We do not expect that these will be significantly impacted by this optimisation proposal.

Adoption of maintenance budget allocations in work programmes

25. As part of the proposed work programmes for FY23/24, local boards will be asked to adopt their maintenance budget allocations, the level of which will have been set and agreed upon by the Governing Body. These budget allocations for each local board will be adjusted to reflect the anticipated savings outlined in this memo.
26. If a local board objects to any service level reductions required by the Governing Body, they can raise and maintain these levels through topping up budgets. If a local board wishes to maintain the bins proposed to be removed, they need to identify additional funding from another budget line to meet the required maintenance costs.
27. Thank you for your patience and understanding.



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**Mayoral Proposal:
 Bins for Cost Savings
 Waitakere Ranges**

Keep Bin
 ● YES
 ● NO

0 660 1,320 1,980
 Meters
**Scale @ A3
 = 1:76,840**
**Date Printed:
 2/03/2023**

