

# 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, 9 November 2023, commencing at 10.15am.

## PRESENT

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

## Apologies:

**Also present:** Adam Milina, Brett Lane, Natasha Yapp, Nataly Anchicoque, Sharlene Riley and Keri MacKinnon

Workshop Item	Summary of Discussions
Service Property Optimisation Hannah Alleyne, Service and Asset Planning Team Leader Letitia Edwards, Head of Strategic Property Optimisation Mary Binney, Lead Advisor - Increased Decision-Making David Rose, Lead Financial Advisor Gemma Kaldesic, Integration Specialist Jonathan Hope, Principal Integration Specialist Carl May, Strategic Property Specialist 10.15am – 11.30am	Board members were provided with a detailed explanation of the different types of service property optimisation, the opportunities associated with this, and the process involved.
Kelston - New Lynn cycling project  Confidential Item Kshemal Desai, Communication and Engagement Specialist	Auckland Transport staff updated the Board on the New Lynn cycling project.

Workshop Item	Summary of Discussions
<p>Jon Kearins, Principal Transport Planner</p> <p>Matt Fordham, Director at Crank Communication</p> <p>Remco de Blaaij, Team Leader Sustainable Mobility</p> <p>Owena Schuster, Elected Member Relationship Partner</p> <p>11.40am – 12.30pm</p>	
<p>Waitākere Shoreline Adaptation Plans</p> <p>Lara Clarke, Principal Coastal Adaptation Specialist</p> <p>Hana Perry, Senior Advisor - I&amp;ES</p> <p>12.30pm – 1.10pm</p>	<p>Board members were updated on the development of the Manukau North Shoreline Adaptation Plan and the Whatipu to South Head Shoreline Adaptation Plan.</p>
<p>Auckland Transport monthly update</p> <p>Auckland Transport Forward Works Programme</p> <p>Owena Schuster, Elected Member Relationship Partner</p> <p>Veraina Tanielu, Senior Transportation Engineer</p> <p>Sila Auva'a, Programme Manager</p> <p>Peter Scott, Road Corridor Delivery Manager South</p> <p>Andrew Garratt, Team Leader, Road Safety Engineering</p> <p>Mark Lambert, Executive General Manager Integrated Networks</p> <p>Ben Stallworthy, Elected Member Relationship Manager</p> <p>1.45pm – 3.47pm</p>	<p>Staff led the discussion on the Auckland Transport Forward Works Programme to review and discuss the board's priorities for the following 2 years.</p>

The workshop concluded at 3.47pm.

# Service Property Optimisation

November 2023



# What is service property optimisation?

Service property optimisation is a development funding tool to address underperforming service assets that aims to deliver improved community outcomes

## How does it work?

Service properties are used to deliver a council service such as community centres, parks, and libraries. Some service assets are underperforming for reasons such as:

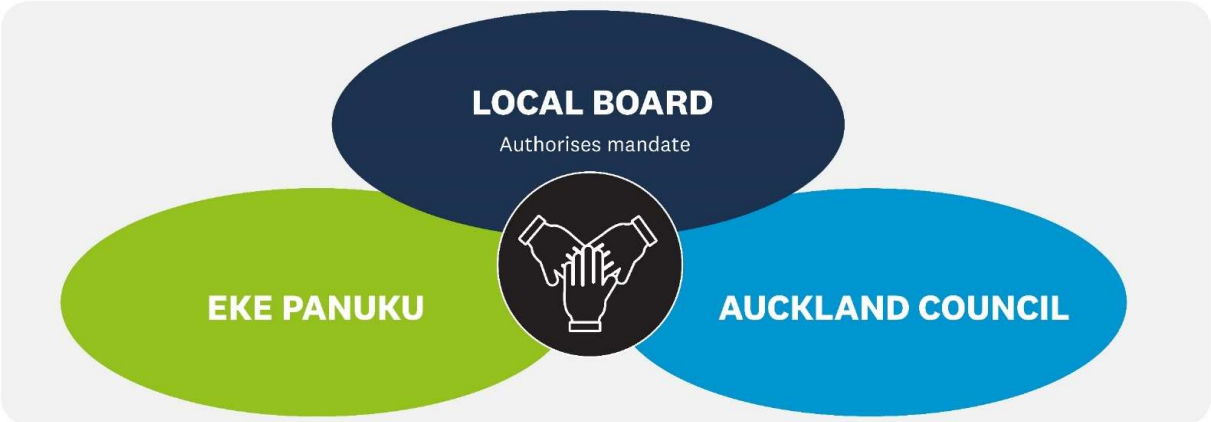
- underutilisation of land
- poor condition of improvements
- not fit-for-purpose
- limited capacity to respond to population growth
- unsuitable location

If development potential can be realised (i.e some or all of the asset is sold for redevelopment), service property optimisation allows for sale proceeds to be reinvested in improved service delivery in the same local board area

Development potential is market driven and any optimisation proposal must be commercially viable to proceed



# Service property optimisation – Auckland Council




**1**



Under-performing service asset(s)  
= potential funding opportunity

**2**



Unlock latent value from under-performing service asset(s)

**3**



Proceeds ring-fenced for local project(s)

**4**



Delivers improved community service outcomes



# What is service property?

Service property:

1. must be owned by the local authority,
2. not be used or held for infrastructure, and
3. is used to deliver council services.

For example: a local park or reserve, art gallery, library, swimming pool, recreation centre, sports facility, community hall, community centre or other community facility

Defined in the Local Government (Tamaki Makaurau Reorganisation) Council-controlled Organisations Vesting Order 2010



# Public Works Act 1981

- Gives Council authority to acquire and/or hold property for planned future service/public work purposes
- Where any land held for a public work is no longer required for a public work, it must be offered back to the former owner or their successor



# Decision-making responsibilities in relation to service property optimisation



To date the Governing Body has delegated the following decision-making responsibilities to all local boards:

- disposal of local service property and reinvestment of sale proceeds in accordance with the service property optimisation approach (as adopted by the Governing Body).

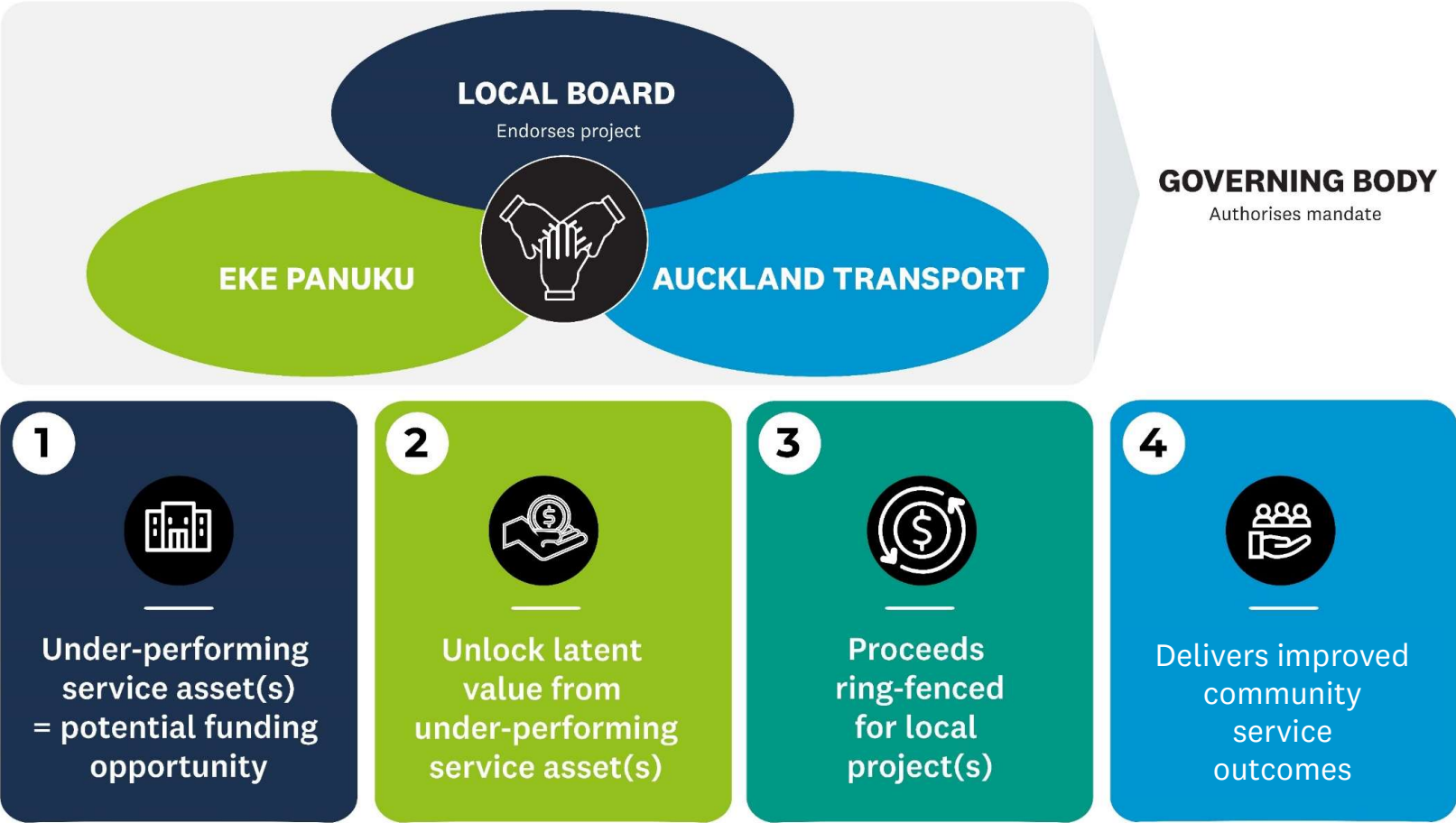
Local boards are allocated decision-making responsibility for the following non-regulatory activities of Auckland Council:

- The number of new local arts and culture facilities, community facilities, libraries, recreation and sports facilities and local parks, and their specific location within budget parameters agreed with the Governing Body.





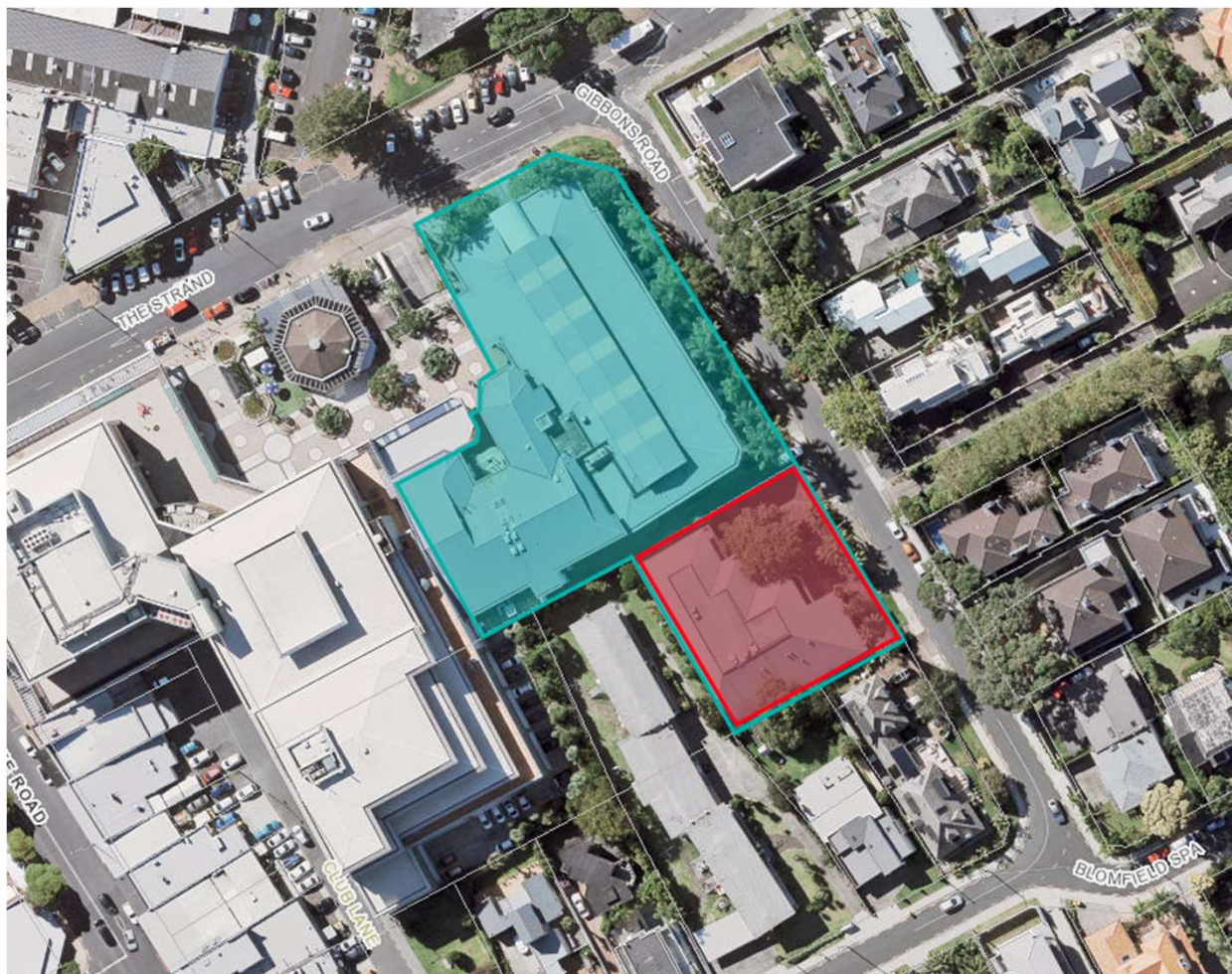
# Service property optimisation – Auckland Transport



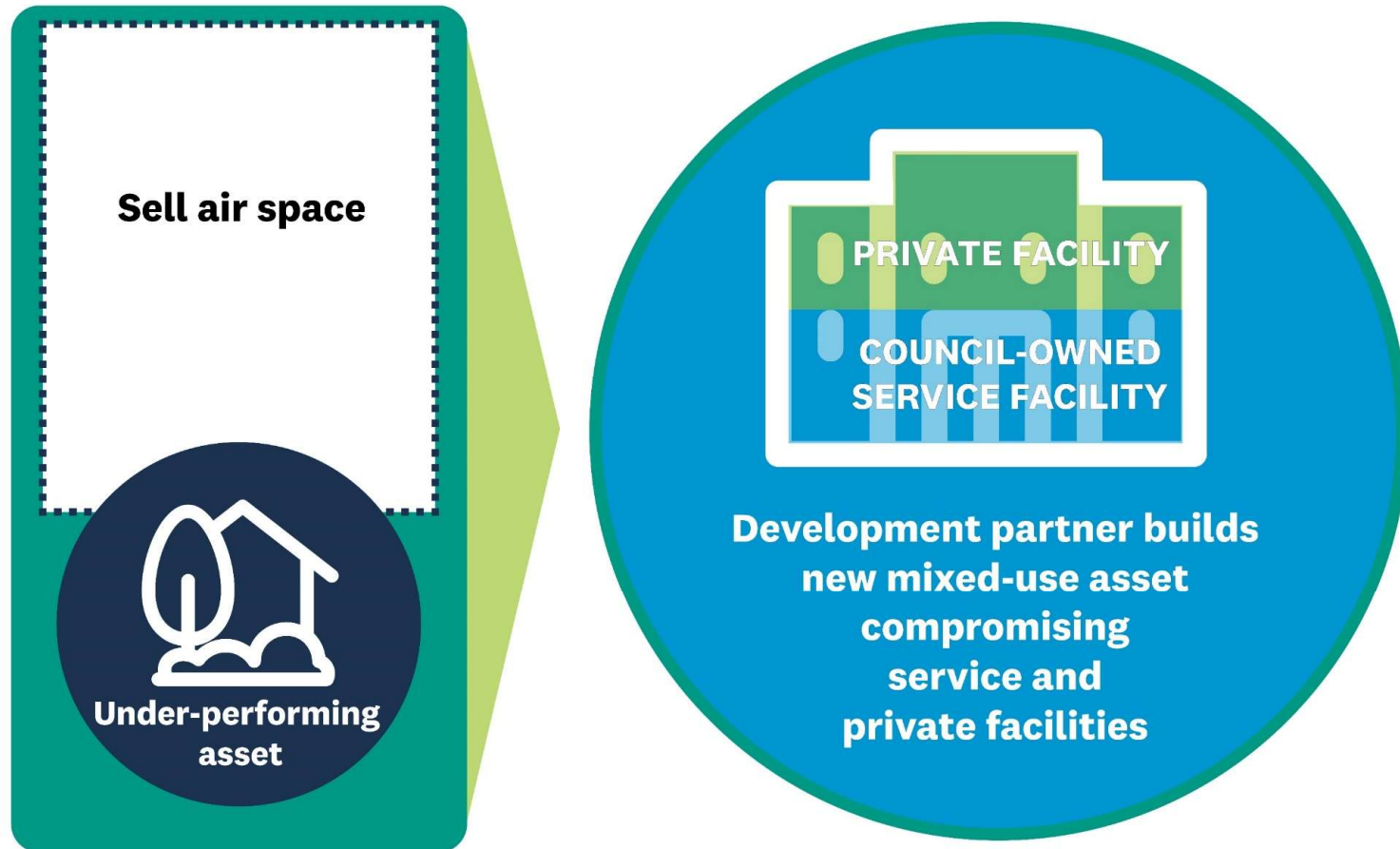
## Integration and upgrade



# 3 Gibbons Road, Takapuna



## Intensification and mixed-use



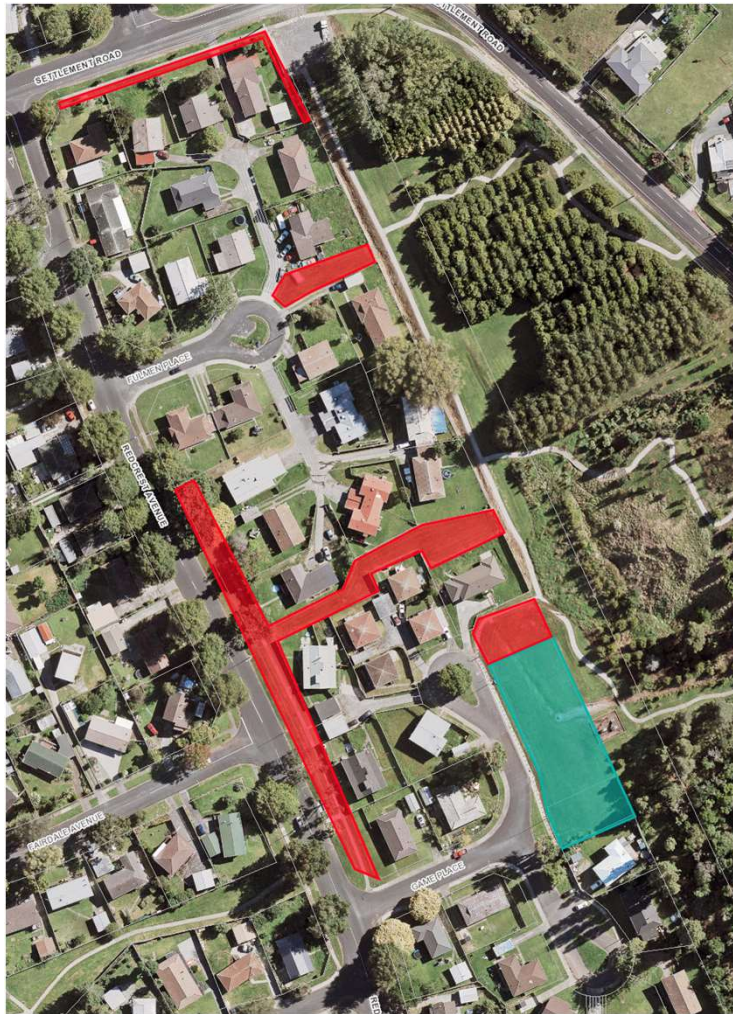
# 2 Pompallier Terrace, Ponsonby



## Direct service reinvestment



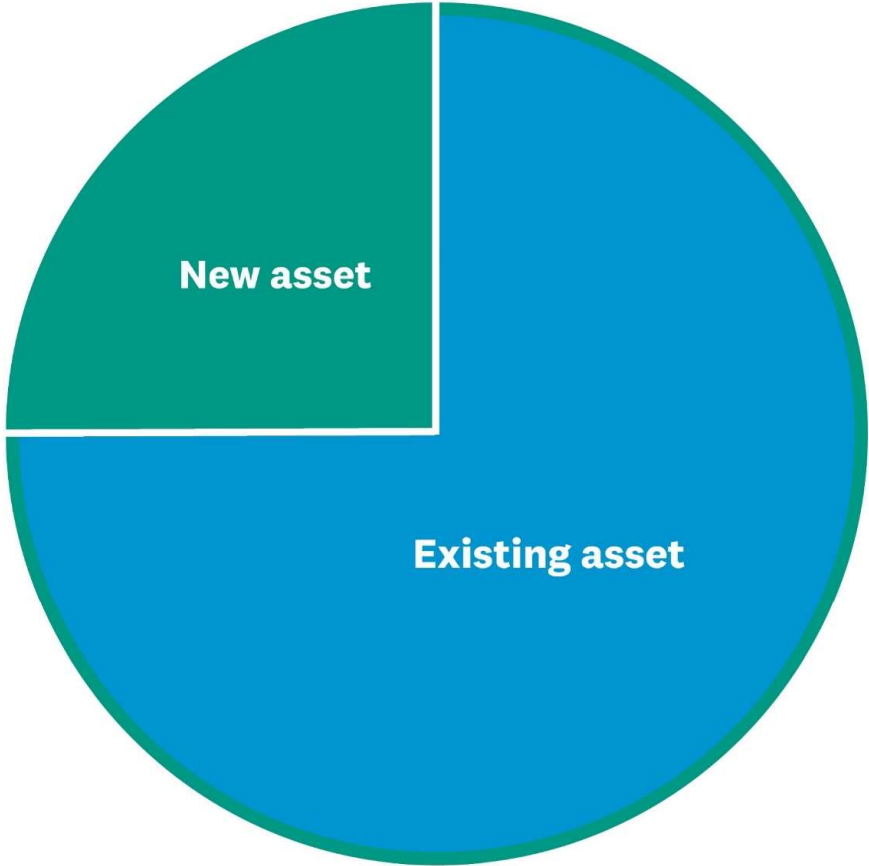
## Red Hill, Papakura



## 19 Jervois Road, Ponsonby



# Strategic disposal and acquisition

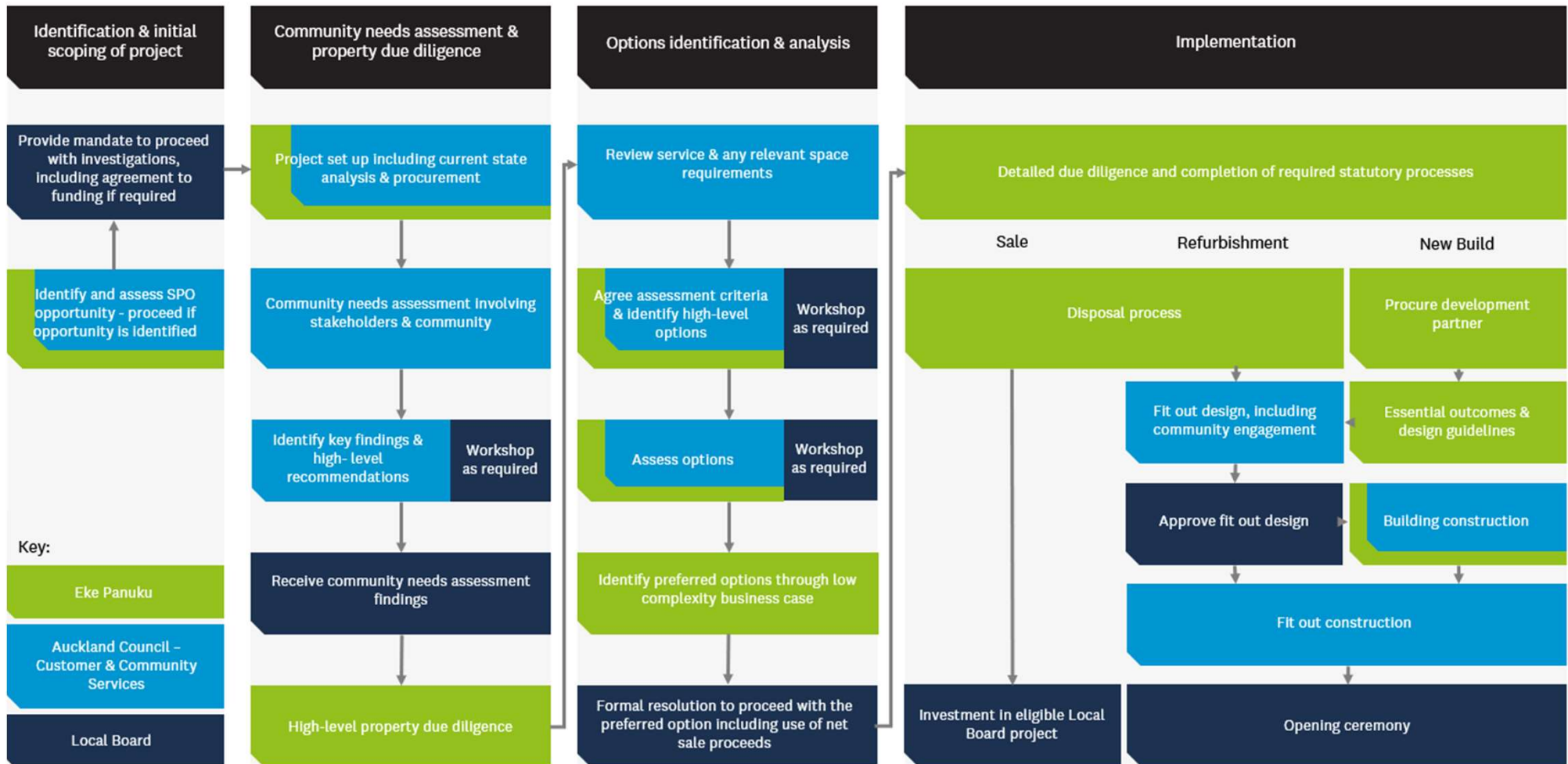




# Hypothetical examples



# Service property optimisation – roles and responsibilities



# Ngā mihi



# Waitākere Shoreline Adaptation Plans

Local Board Workshop: November 2023



## Shoreline Adaptation Plans

# Today's workshop

### **Purpose:**

Update you on the development of the **Manukau North** Shoreline Adaptation Plan & update you on the development of the **Whatipu to South Head** Shoreline Adaptation plan

1. Manukau North **Update**
2. Whatipu to South Head **briefing**
3. Next steps **Working together**

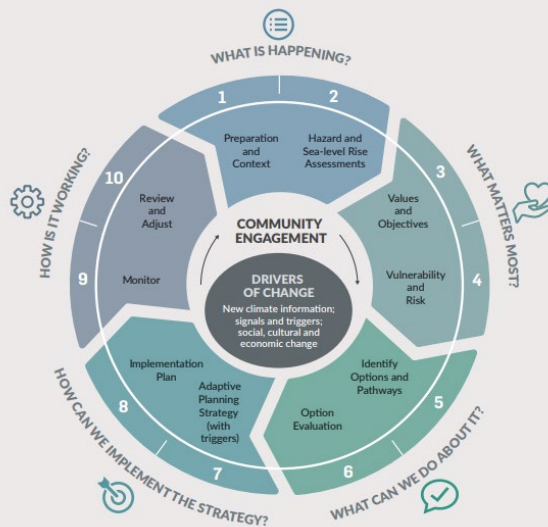
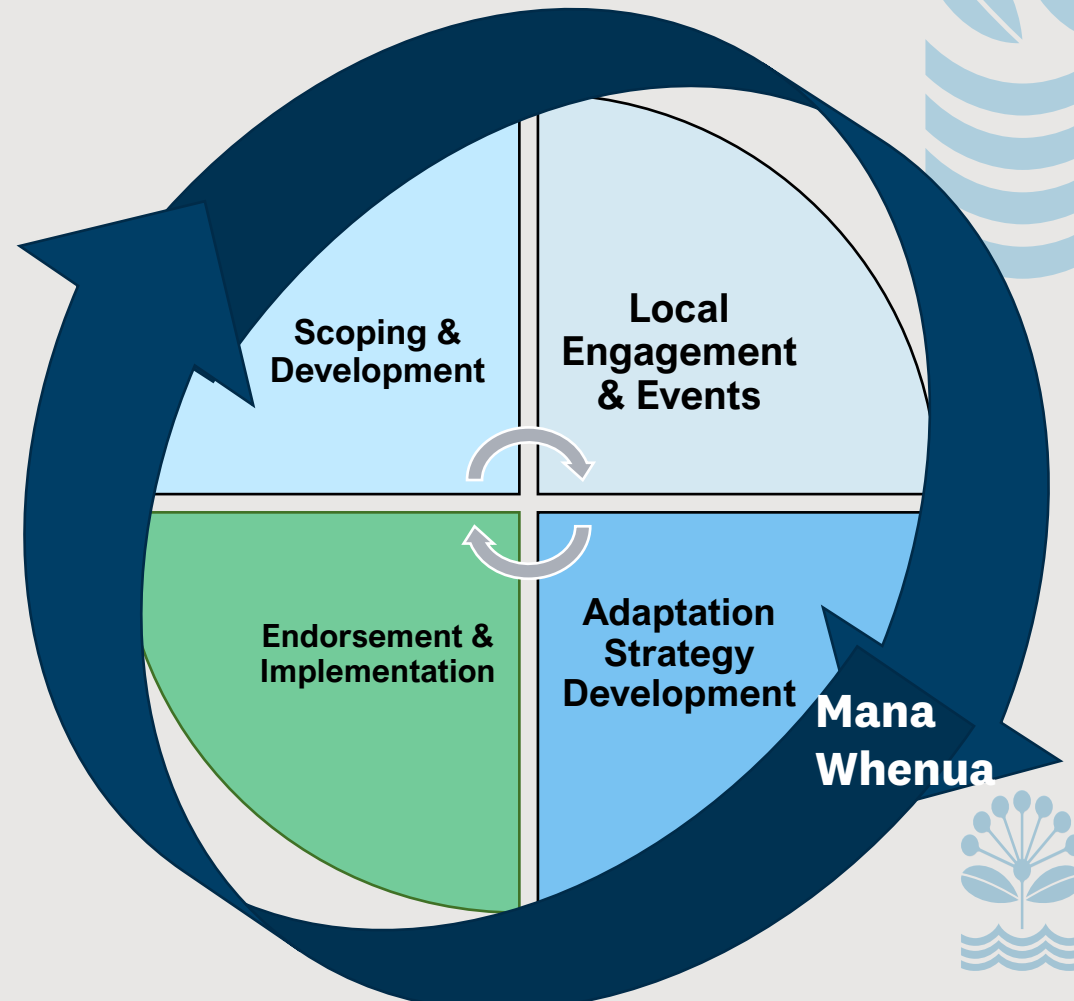


# Shoreline Adaptation Plans: Process & Outputs

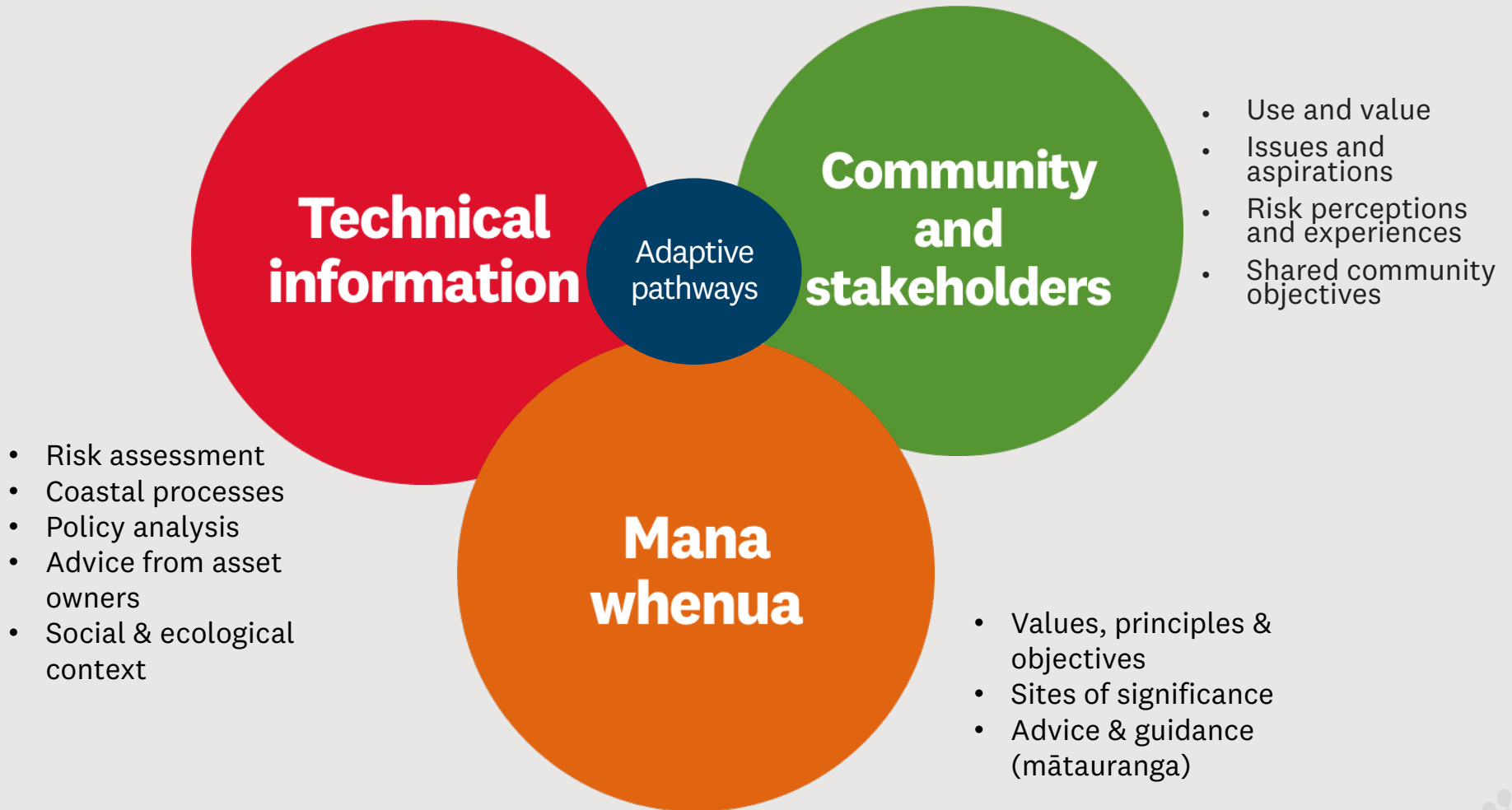
## Outputs:

- SAP Area Plans: unique context, iwi values, community objectives
- Adaptation strategies for each coastal area (Unit/Stretch) over 3 timeframes:
  - Short (0- 20 years)
  - Medium (20-60 years)
  - Long Term (60+)

## Process:



## Auckland's Shoreline Adaptation Plans



# Auckland's Shoreline Adaptation Plans

**Our  
pathways**



Allow natural processes to continue



Defend the current coastline



Support existing



Move assets and infrastructure back

Natural hazards and climate change (uncertainty)

Short  
now-20  
years

Medium  
20-60 years

Long \  
60-100+  
years





# Shoreline Adaptation Plans: Implementation

## Local implementation, from now:

- directs **operational responses** (post storm, maintenance)
- preferred options within **Coastal Renewals Programme** (where existing budget available)
- supports regional **Coastal Asset Management Plan** and risk-based decision making.
- Inform implementation of and updates to statutory plans e.g. **Local & Regional Parks Plans**
- Ongoing collaboration with **mana whenua / Local iwi**

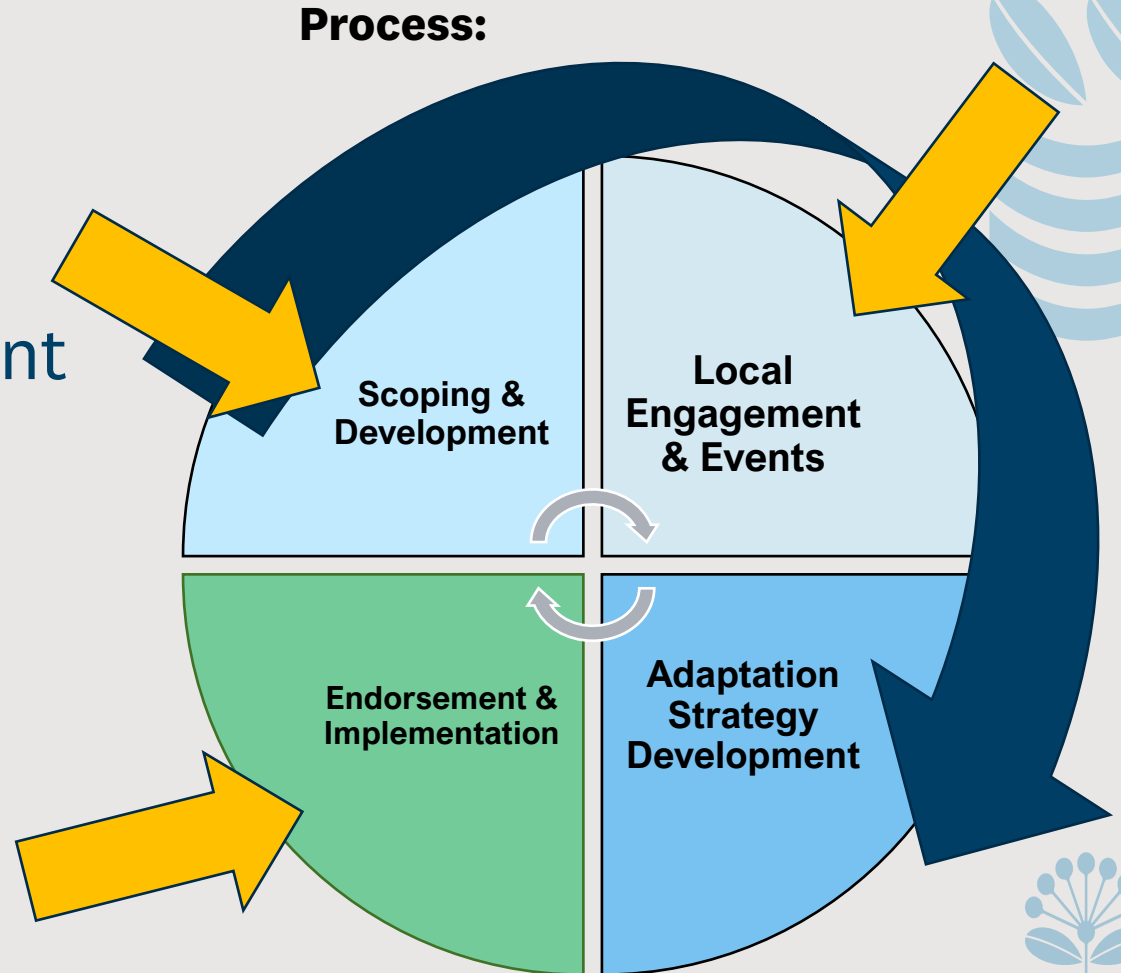
## Regional implementation, from mid-2025:

- **Regional risk-profile**
- **Future funding** requirements
- **Prioritization schema** for future works.



## Local Board inputs

- Stakeholder & community partner identification
- Community engagement
- Governance & Implementation

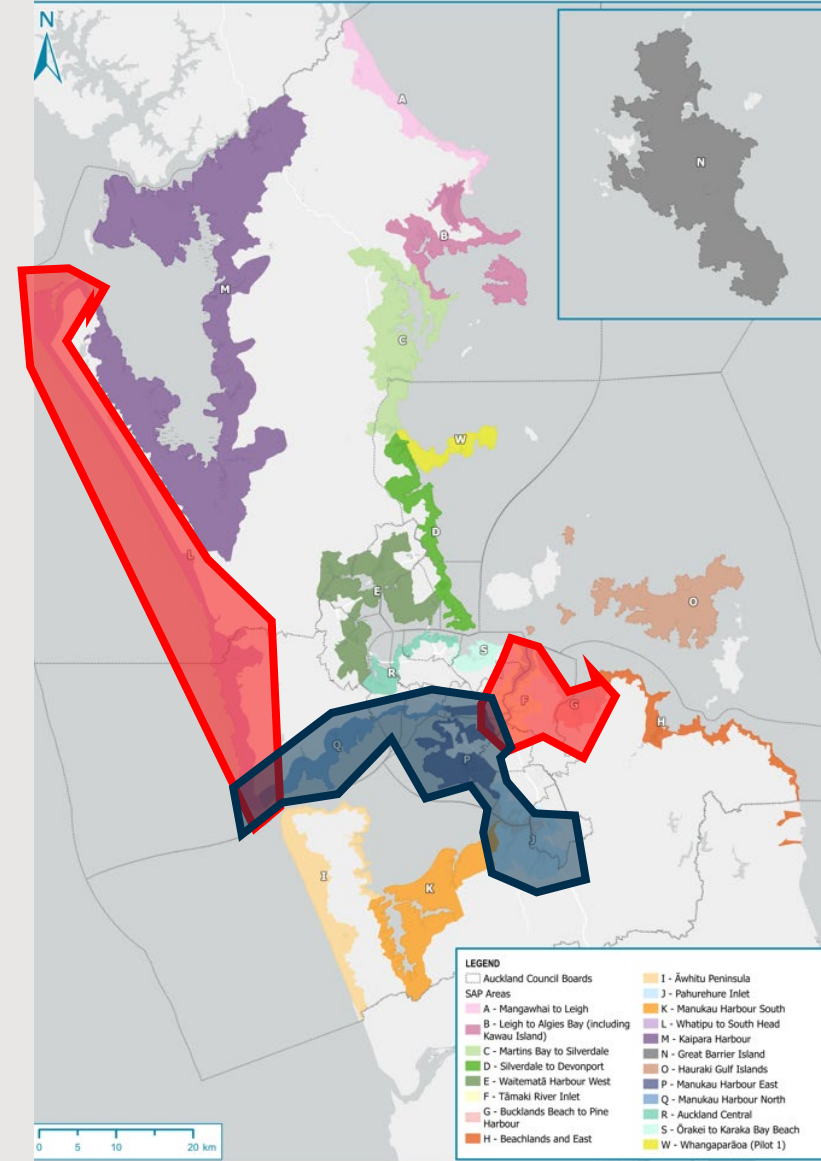
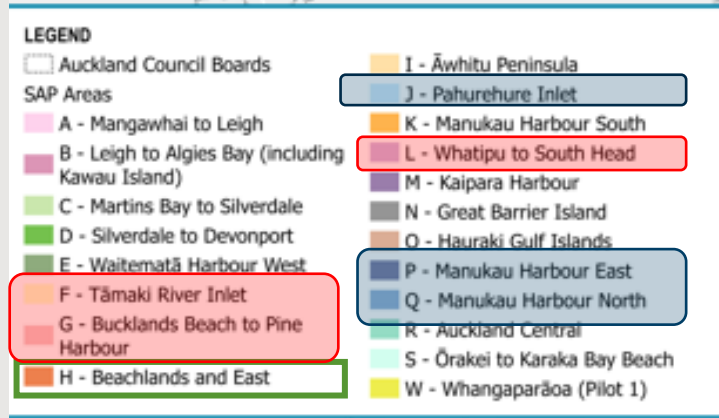


# SAP Plans for the Waitākere Local Board area

Two plans (Manukau North and Whatipu to South Head)

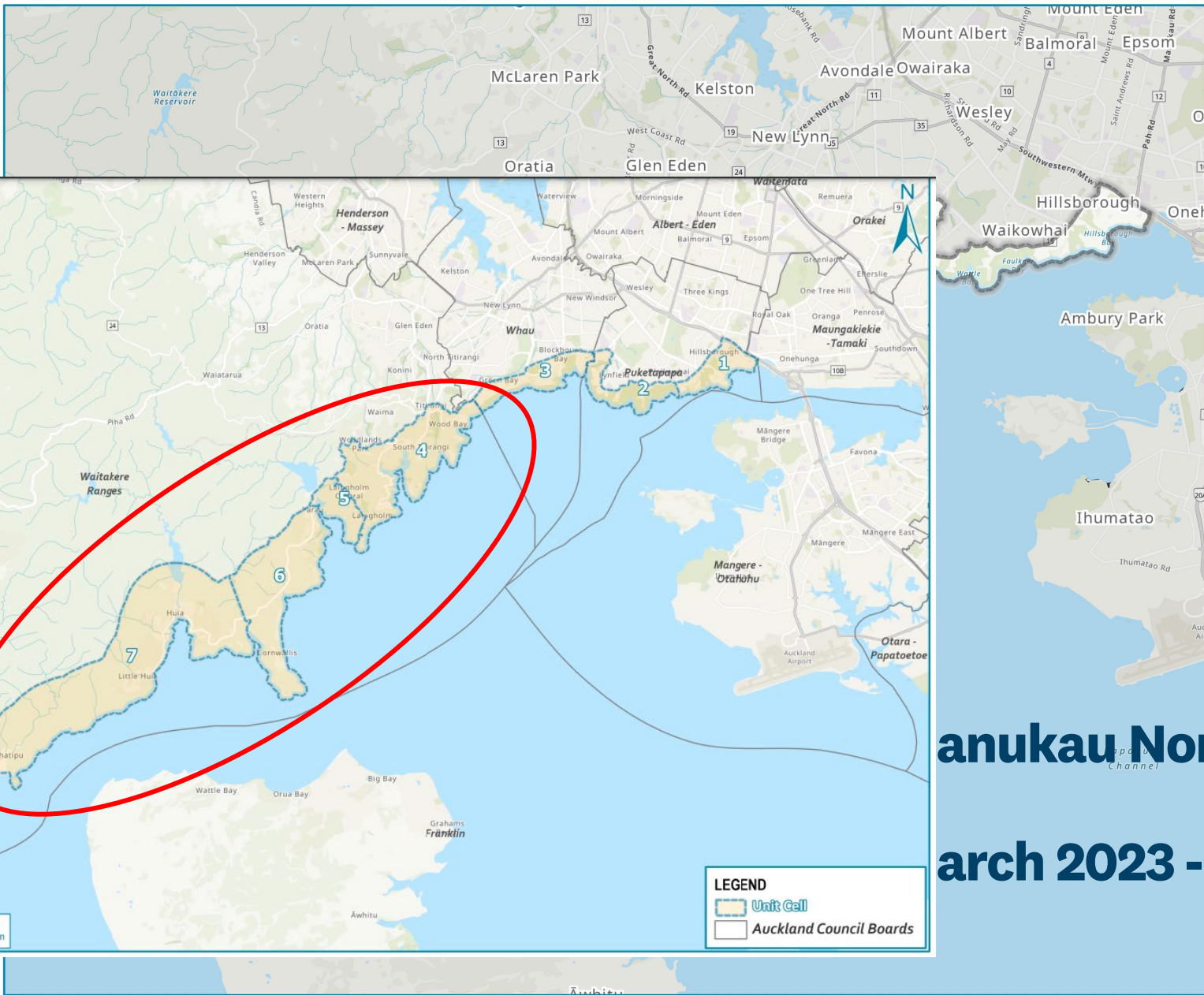


# Regional sequence of SAP Areas




- 1. March- December 2023:** Pahurehure Inlet, Manukau East , **Manukau North**
- 2. November 2023 – May 2024:** **Whatipu to South Head**, (Bucklands Beach to Pine Harbour and Tamaki River Inlet)

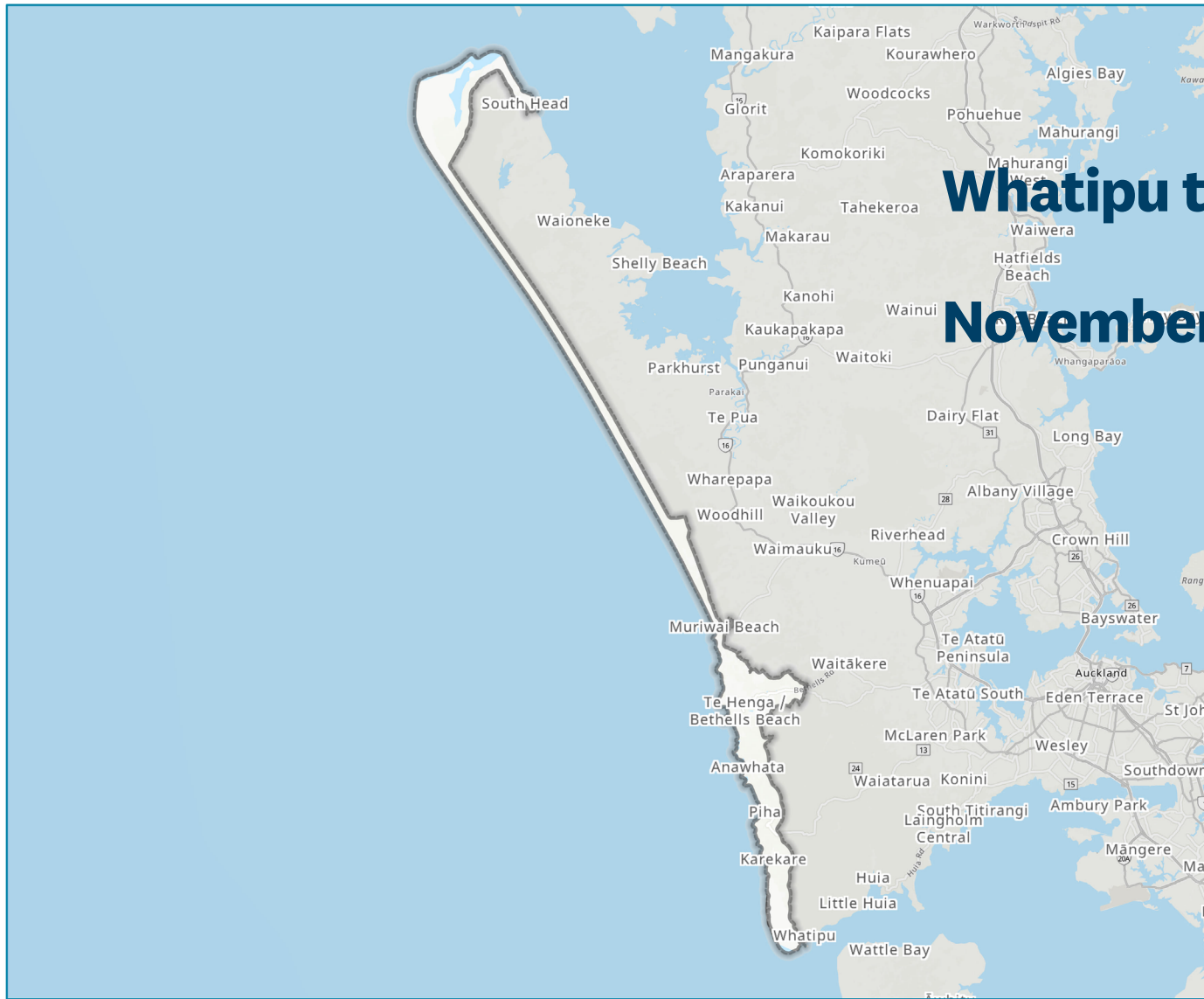




**anukau North**  
**arch 2023 - ongoing**


 Manukau Harbour North Shoreline Adaptation Plan Area





# Whatipu to South Head

## November 2023- May 2024

 Whatipu to South Head Shoreline  
Adaptation Plan Area



# Manukau North- Update

1. **August- October:** Analysis of community feedback & engagement with Mana Whenua
2. **November:** Developing Adaptation Strategies
3. **December- Early 2024:** Local Board, Mana Whenua and Asset Owner Engagement on Adaptation strategies
4. .... Finalise Plan



## Iwi Engagement: Tranche 1 **Manukau North**, East and Pahurehure Inlet

Engagement has included hui and/ or hiko:

- **Te Kawerau a Maki**
- **Ngati Te Ata**
- **Ngati Tamaoho**
- **Waikato – Tainui**
- **Ngati Whaanaunga**
- **Ngati Whatua Orakei**
- **Te Akitai Waihoua**
- **Te Ahiwaru**
- **Ngāi Tai ki Tāmaki**

**Preparing  
cultural  
input**

**Next Step:  
Workshop  
coastal  
adaptation  
strategies**





# Community Engagement: Tranche 1 Manukau North, East and Pahurehure Inlet



Social Pinpoint

In person and online events

Ak Have Your Say

Surveys

Email Submissions

Manukau Harbour Forum

Titirangi Beach Hall

Eco Matters New Lynn

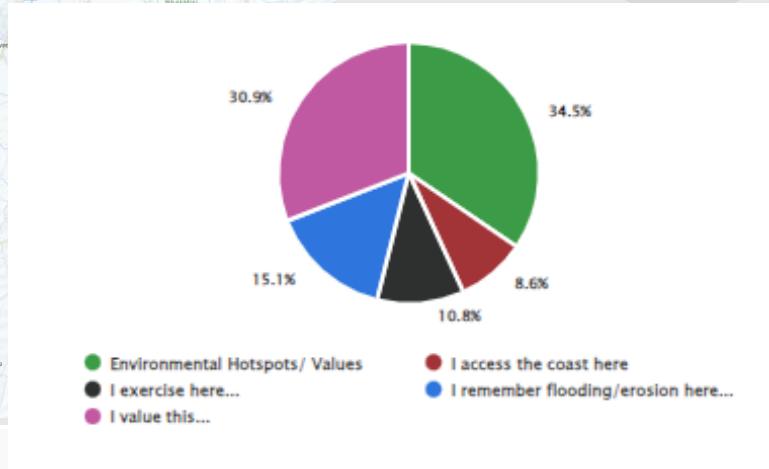
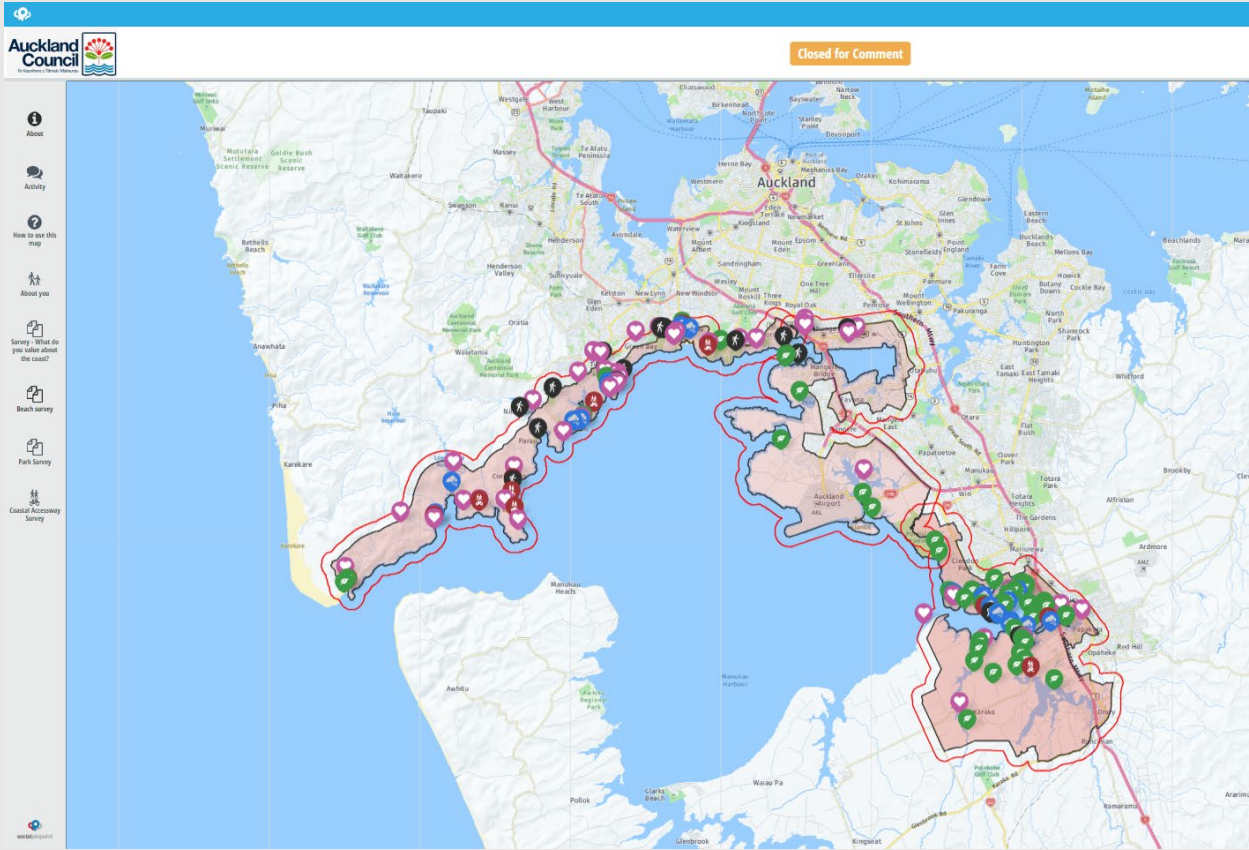
23rd June – 7th August 2023

Purpose: understand local community value and connections to each SAP area.



# Community Feedback- Social Pinpoint

Social Pinpoint



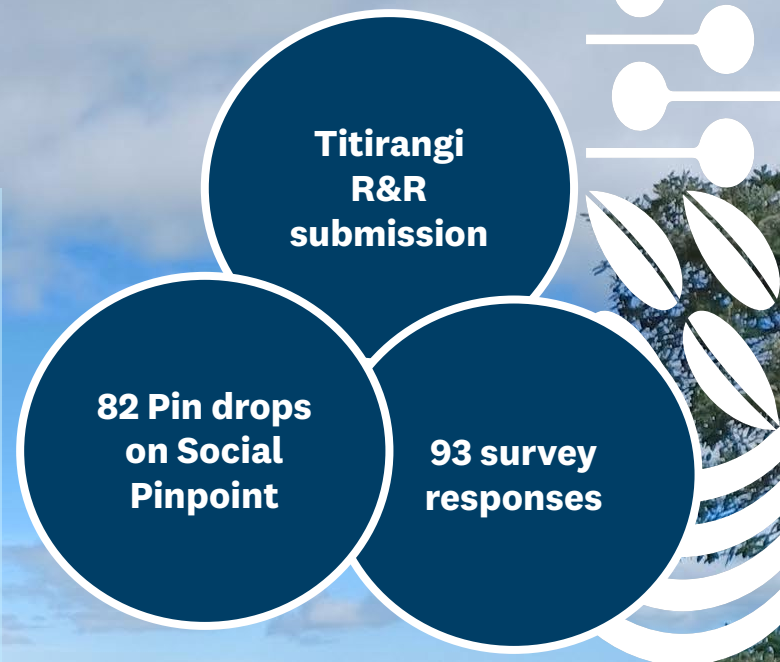
Metric	Value
Total Visits	404
Unique Users	158
Avg Time (min)	3:15
Unique Stakeholders	45
Comments	132
Survey Responses	61





# Community feedback themes (so far)

- Parks and beaches of value are **already vulnerable to coastal hazards**
- **Investment in public areas** near beaches and better maintenance of **key roads** coastal roads
- **Boat ramps** and vehicle parking (i.e. French Bay)
- **Unique coastline, natural values & wellbeing:** natural landscapes, viewpoints, recreation, and regenerating native bush & native birds.
- **Coastal walkways** / bushwalks (i.e. Zigzag track along coast)- aspirations to improve walking routes
- **Water quality** concerns around beaches



Looking south-west toward Ambury Regional Park



# Whatipu to South Head

November 2023- May 2024



## What does community engagement look like ?

2023  
Storm  
events

# Whatipu to South Head

Auckland  
Council  
Consultation  
demands

### **Bespoke approach:**

- Being aware and responsive to our audience
- Working together
- Multiple methods 'tools' available to explore



## Communities:

- **Waitākere & Rodney** Local Board areas
- 2023 storm events, Piha Floods
- **Beach communities**
- **Communities who access the beaches**

## Stakeholders

- Key groups and organisations
- Community groups

Who?

Whatipu  
to South  
Head

How?

Working  
together!

### November – April (open online)

- Exploring opportunities for signage/materials across the **Waitākere and Rodney** LB areas (key reserves, parks, locations)
- Other locations?
- Key events/groups ?

### February/March (local focus)

- In person events (AC host)
- Local channels & presence



## Recap & next steps

### Manukau North

- Booking in a workshop for Adaptation strategies (Dec/Jan)

### Whatipu to South Head

- **[now]** Local Board (& advisors) input to engagement planning
- **[Dec- Jan]** event planning & promotion
- **[Early 2024]** event promotion

\*\*Further workshops – on request





# Pātai

## Questions and discussion





**Waitākere Ranges Local Board**

# **The Year ahead FY2024/25**

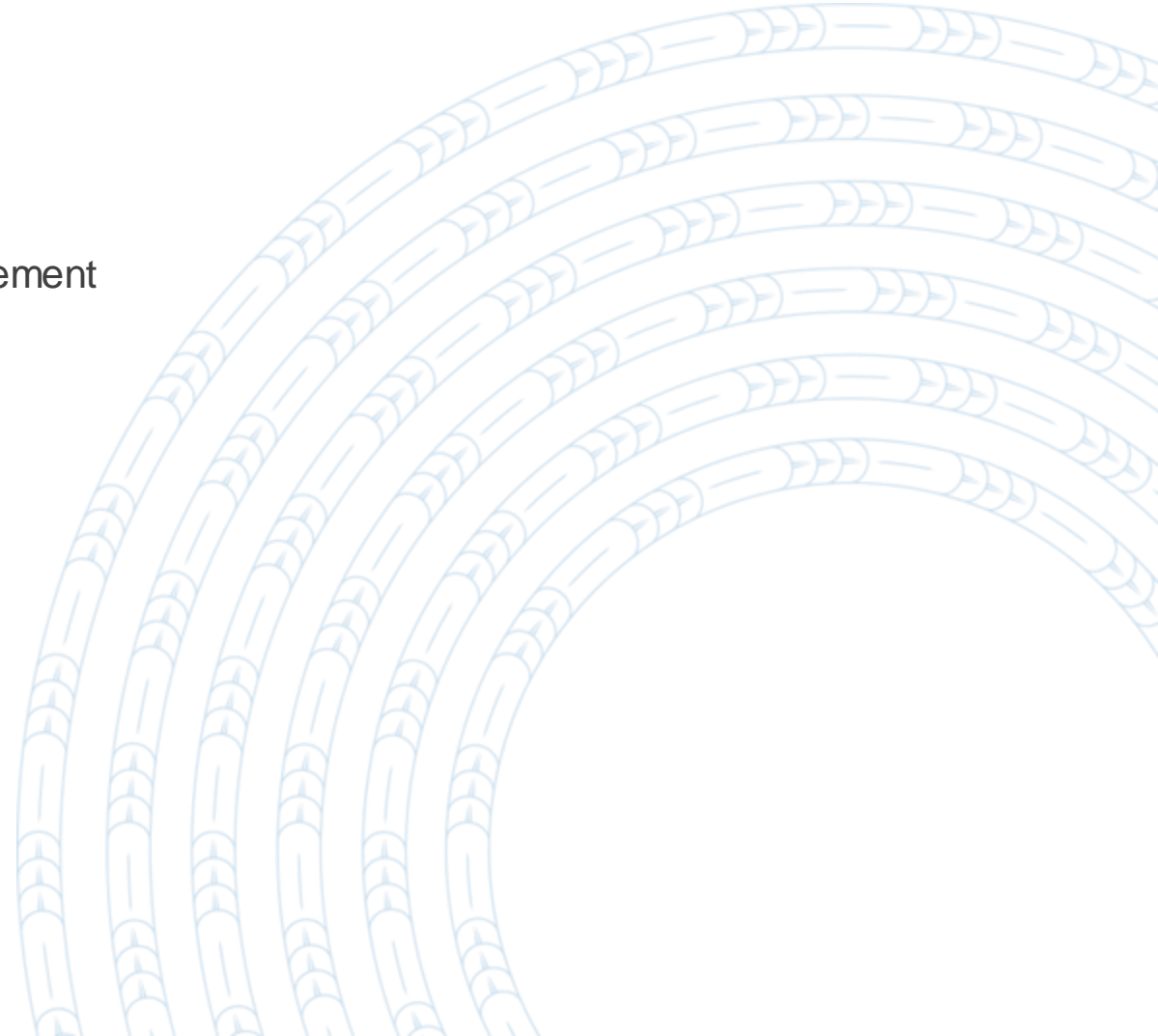


9<sup>th</sup> November 2023



# Agenda

1. Welcome and introductions
2. Overview
3. Purpose of workshop
4. Focus area 1 - Community Initiated Engineering Improvement
5. Focus area 2 - Road Safety
6. Focus area 3 - Road Corridor Renewals
7. Focus area 4 - Community Partnerships Programmes
8. General update/discussion
9. Next steps



# Overview

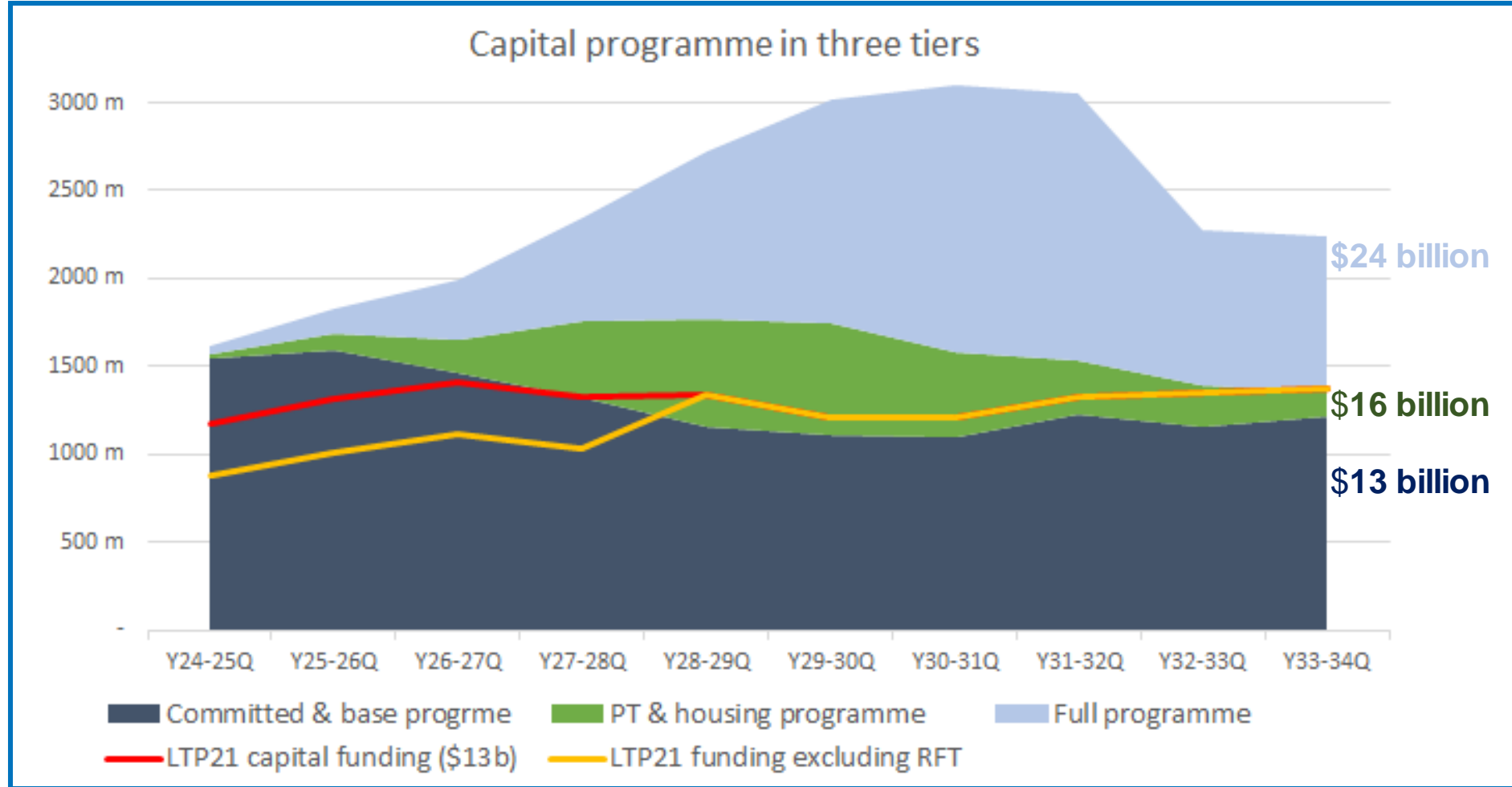


# Proposed capital programme ranges from \$13 billion to \$24 billion

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- We have developed an initial proposed 10-year capital programme in three tiers:
  - ‘Committed & Base’ programme – \$13 billion
  - ‘PT & Housing Enhancements’ programme – \$16 billion
  - ‘Full’ programme (all proposed projects) – around \$24 billion, which is clearly not affordable within existing funding mechanisms
- In real terms, the **\$13 billion ‘Committed & Base’ programme** is around \$1 billion less than the prior LTP due to the significant impact of inflation and flood/storm response costs
- **Under all scenarios** we are proposing investment is brought forward into the first two years from later years of the programme due to:
  - High committed activity levels associated with Eastern Busway and CRL
  - Renewals including flood and storm response activity
- This is **an initial programme**, developed for further engagement and prioritisation with AC during the LTP and RLTP processes

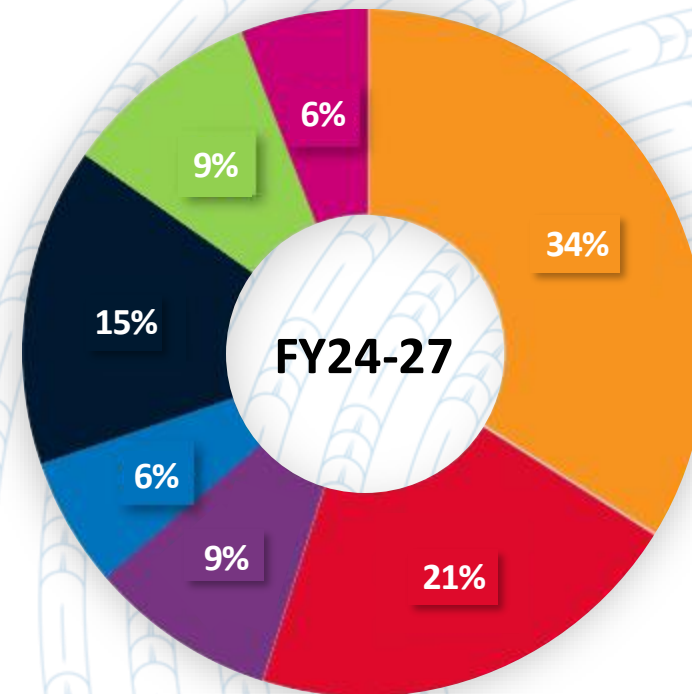
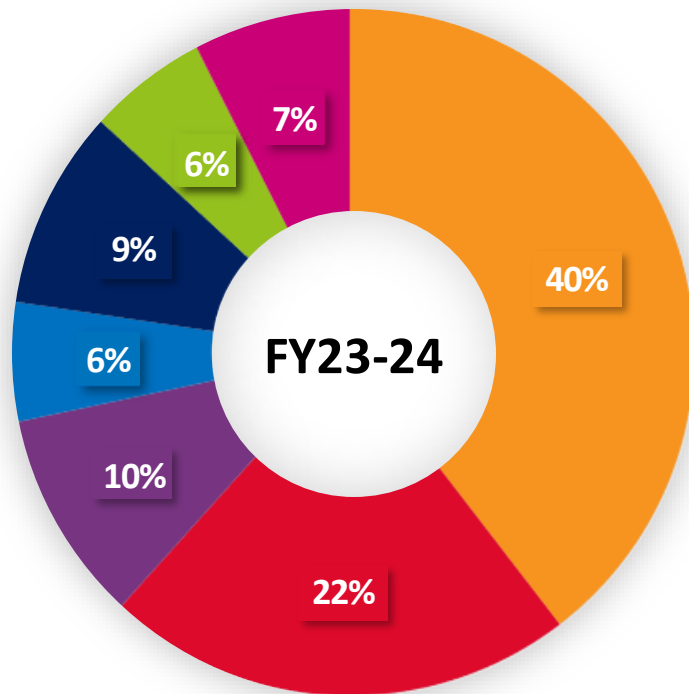
# Programme Options compared to 2021 LTP Funding



- All scenarios require investment brought forward from later years into the first two years of the programme
- Continued Regional Fuel Tax funding is critical

# AT Capital Programme Summary – next three years

- **Next three years are highly constrained under assumed funding levels** with large committed projects and emphasis on asset renewals and resilience investment to **make the most of what we have**.
- Provides for completion of the key stages of **existing committed projects** such as flood response, CRL, Eastern Busway, Northwest Bus, Electric Trains (EMU's), Ferries, Open Loop, SGA post lodgement.
- Remaining funding available will be prioritized towards investment in annual programmes of small-scale projects – including optimisation, dynamic bus lanes, intelligent transport systems and cycling – **rather than committing to new big projects**
- Includes selected high priority small and medium scale projects to **address immediate issues and support other investment**



■ Asset Management ■ Bus ■ Rail ■ Ferry ■ Road ■ Cycling and Active Modes ■ Other

# AT 2023/24 Capital Programme:

## Cycling and Active Modes \$60.3m

- Urban Cycleways - \$31.5m
- Māngere Cycleways (Airport Access) - \$10m
- On-going Cycling Programme - \$4m
- Tāmaki Drive Safety Improvements - \$6m
- New Footpaths Regional Programme - \$2m
- Climate Action Targeted Rate – cycling - \$3.6m
- Climate Action Targeted Rate – walking - \$3.2m

## Road \$100.9 m

- Unsealed Road Improvements - \$6m
- Various Corridor Improvements - \$5.7m
- Regional Improvements - \$2.2m
- Road Safety Programme - \$35m
- School Speed Management Programme - \$5m
- Minor Improvements incl. Marae and Papakāinga (Turnouts) - \$7m
- Various supporting population growth - \$40m

## Ferry \$60.2m

- Climate Action Targeted Rate - Ferry - \$24.2m
- Decarbonisation stage 1 - \$36m

## Rail \$106.4m

- CRL Day one – Level Crossing Removal \$12m
- CRL – Road Side Projects \$7.6m
- EMU Rolling Stock and Stabling - \$85.8m
- Minor Improvements - \$1.0m

## Other \$78.5m

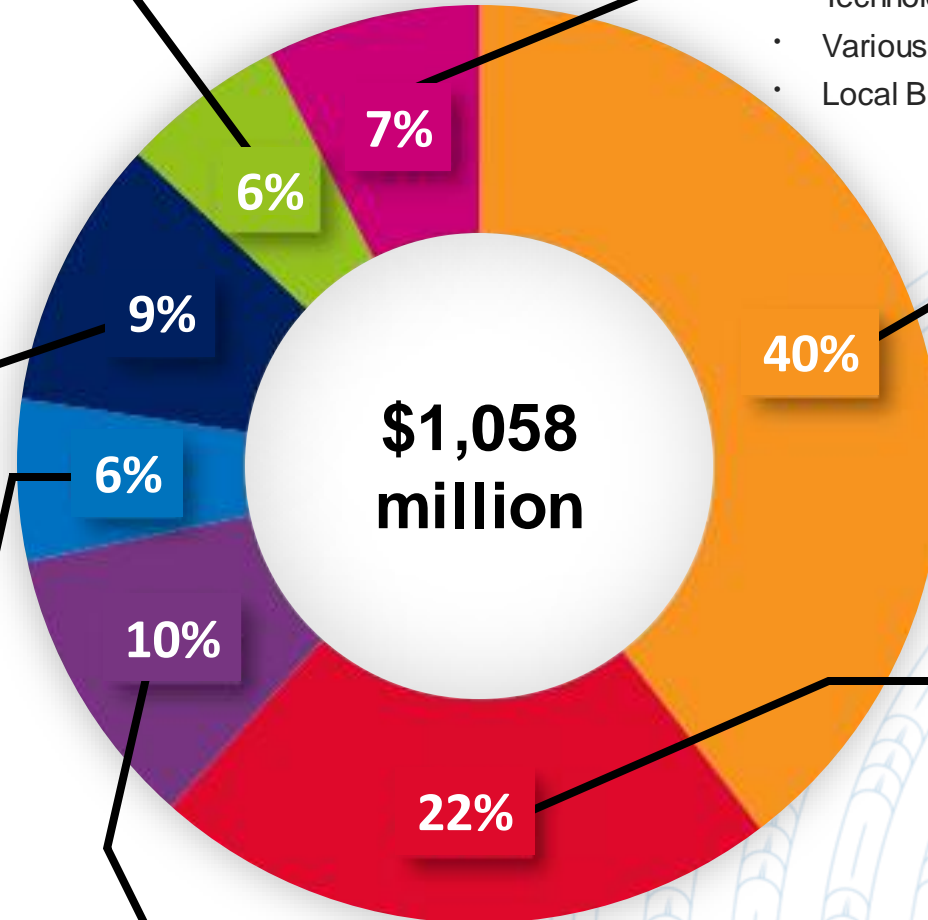
- Technology (network performance / intelligent transport) - \$22m
- Various Operational Programmes (incl. sustainability) - \$38.0m
- Local Board Priorities (incl. Rodney Targeted Rate) - \$18.5m

## Asset Management \$418m

- Renewals Public Transport - \$33.5
- Renewals Transport Network - \$236.5
- Renewals Transport Structures - \$17.5m
- Seismic Strengthening - \$3m
- Street light improvements - \$2.5m
- Unplanned natural events - \$125m

## Bus \$233.7m

- Eastern Busway 1 - \$10m
- Eastern Busway 2 to 4 - \$162m
- Northwest Bus - \$16.6m
- Rosedale and Constellation - \$8m
- Midtown Improvements - \$7.5m
- Minor Improvements - \$13.6m
- Carrington Rd - \$10.7m
- Airport to Botany route protection - \$5.3m





# Purpose of Today's Workshop



# Purpose of today's workshop

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## An ongoing conversation:

- 1 Review and discuss priority work programmes, including FY23/24 updates and review of proposed 2024/25 programme.
- 2 Review proposed programme for following two years.
- 3 Present significant programmes that might be of interest.

### Next Steps

- Local boards to review presentation detail and provide feedback by March 2024
- AT to review feedback and make adjustments to work programmes where appropriate
- AT to present finalised 2024/25 programmes in May 2024
- Sign off by local board in June 2024.



# Engagement

AT's work programmes will be developed with different engagement approaches under the IAP2 standard and based on the weightings of :

- Strategic alignment
- Data dependance
- Customer feedback

Engagement approach	Commitment
Inform	We will keep you informed.
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how your input influenced the decision. We will seek your feedback on drafts and proposals.
Collaborate	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.
Advocate	Projects that are not currently in AT's work programme, but that the local board would like considered for inclusion in the future.
Do not support	Project in AT's work programme that the local board believes its community would not support.

# Programmes of Work Engagement Process

Programme	Summary	Programme Engagement
Local Board Transport Capital Fund	Local Board identified projects.	Collaborate
Auckland Cycling Programme	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.	Consult
Public Transport Minor Projects (including Metro Operations and Infrastructure)	Improving bus related infrastructure and services	Consult
Parking	Addressing strategic and community-initiated parking management improvements	Consult
Community Partnerships Programmes	Road safety behavior change initiatives in communities and schools through partnership. Travel demand management in schools, early learning, educational facilities, kohanga reo, kura kaupapa and marae.	Consult
Sustainable Mobility	Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces.	Consult
Community Initiated Engineering Programme	Programme to respond to community concerns for functional improvements to the network. Delivers pedestrian, cycling protection and network roading improvements.	Consult/ Inform
Capital Projects	Major projects	Inform
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.	Inform
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes	Inform
Road Corridor Renewals	Maintenance of assets within the road corridor	Inform
People Powered Streets (Ngā Tiriti Ngāngahau – The Vibrant Streets, Streets for People 2.0)	Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure and non infrastructure initiatives.	Collaborate

# Focus areas



# Community Initiated Engineering Programme



# Community Initiated Engineering Programme (Including the Walking Programme)

**Consult/Inform**

## Introduction

The Community Initiated Engineering Programme delivers multi-modal transport improvement projects on the road network that respond to operational and safety concerns raised by our stakeholders and customers.

It will act as a combination of what were formerly four distinct programmes to better focus on the needs and requests of our community. The former programmes were: Minor Improvements, Regional Improvements, Minor Cycling and Micromobility and New Footpaths.

In a similar vein, the new Walking Programme will deliver pedestrian improvements across the region. The programme will deliver on selected priority areas as well as targeted connectivity improvements for the Climate Action Transport Targeted Rate (CATTR).



## Outcomes

- Delivers outcomes to respond to customer and stakeholder queries
- Improves the operation and safety of the network
- Responds to emerging issues in development areas
- Offer better access to active modes for all members of the community.

## Planning Process

Projects are identified while investigating safety or operational concerns raised by the community. The projects are then prioritised annually with the highest priority progressing to design and then delivery. The prioritisation criteria includes: Safety, mode choice, efficiency, community and cost.

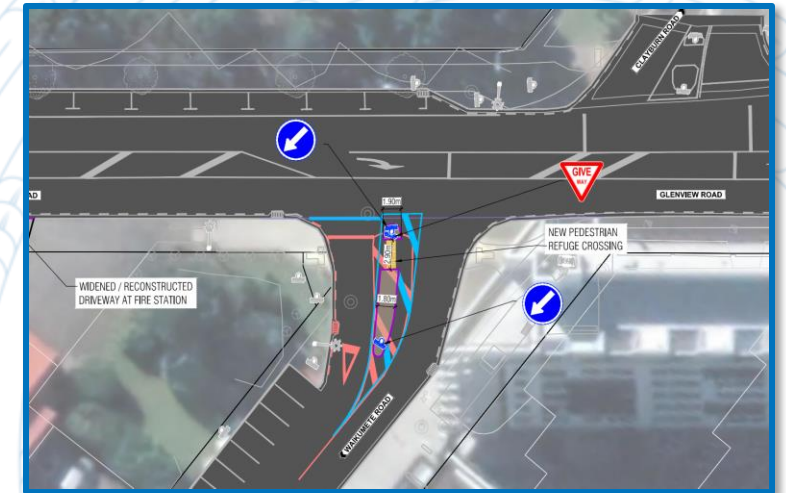
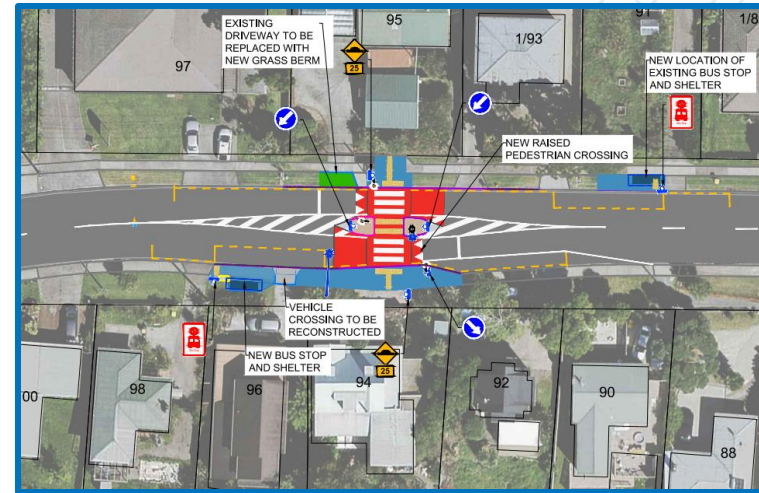
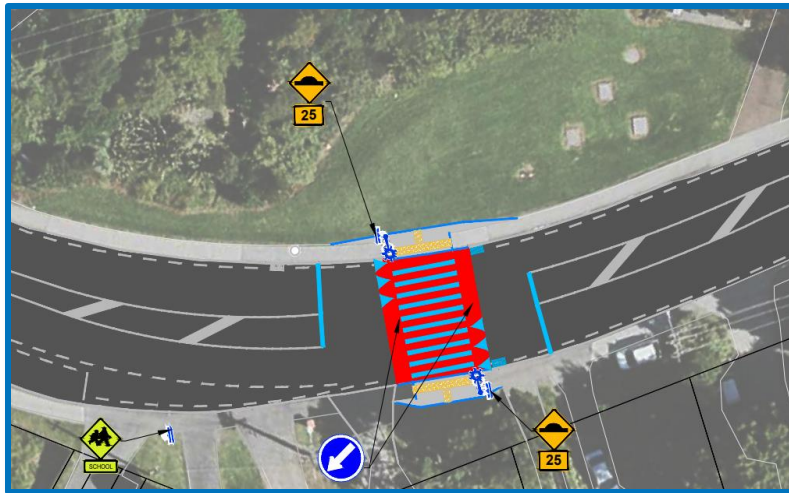
## Potential Challenges

- A long list of candidate projects and insufficient funding to progress infrastructure interventions that are important to the local community
- Community expectation for rapid safety interventions

# Community Initiated Engineering Programmes

## Update FY2023/2024

Project Title	Location	Project Description	Status
Annison Avenue	Withers Road to Pitcher Place, Glen Eden	New footpath	Investigation/Design
Henderson Valley Road	Border Road to Misty Valley Drive, Henderson	Footpath widening	Investigation/Design
Waikumete Rd Pedestrian Improvements	Waikumete Road Glen Eden Auckland 0602	Pedestrian refuges and speed calming infrastructure	Design
Atkinson Rd Pedestrian Improvements	40 Atkinson Avenue, Titirangi	Pedestrian Crossing	Design
Glendale Road zebra crossing	94 Glendale Road, Glen Eden	Pedestrian Crossing	Design



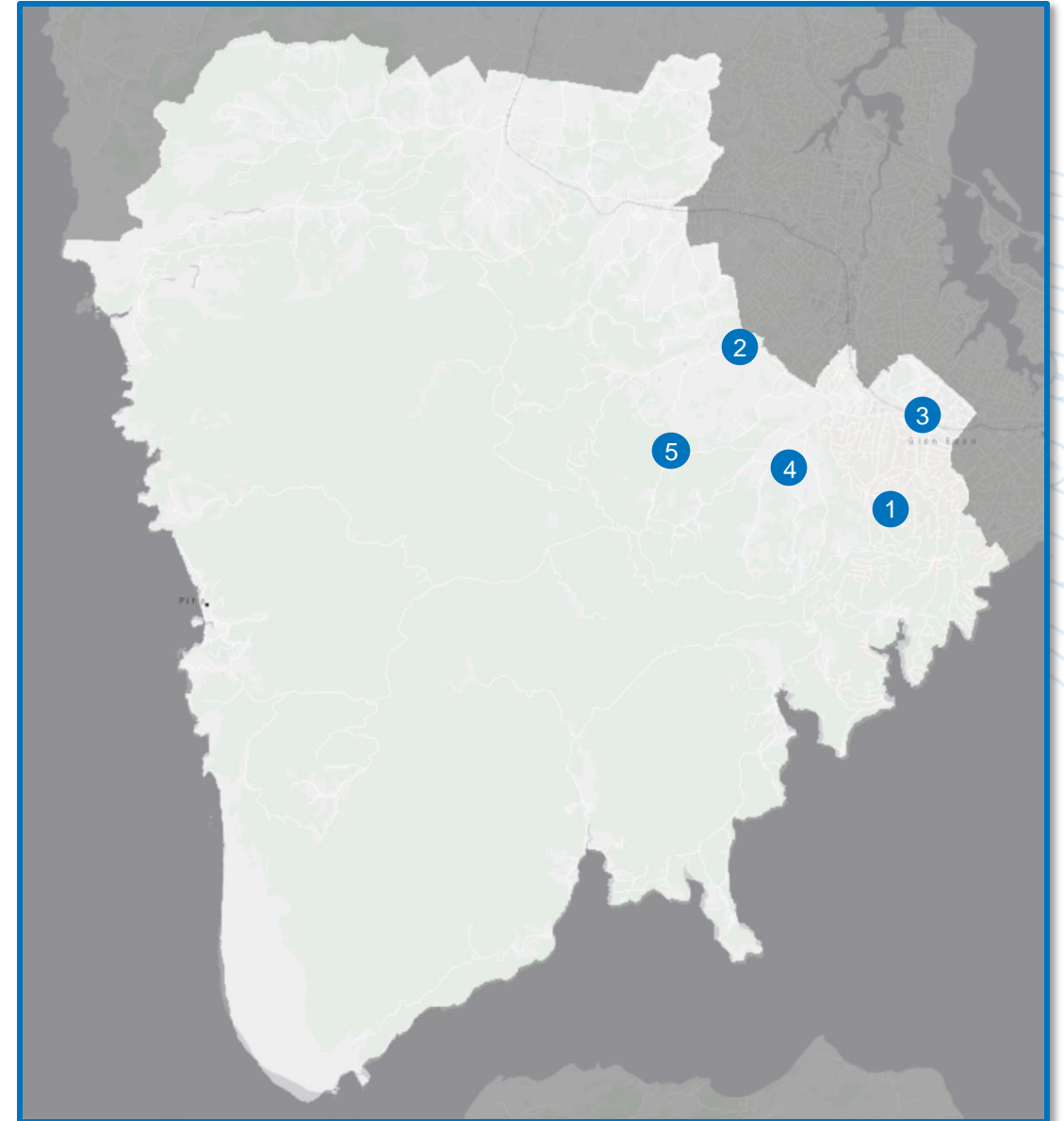


# Community Initiated Engineering Programmes

Update FY2023/2024

## Legend

- |   |   |
|---|---|
| 1 | Annison Avenue from Withers Road to Pitcher Place |
| 2 | Henderson Valley Road B, Henderson                |
| 3 | Waikumete Rd Raised Crossing                      |
| 4 | Atkinson Rd Pedestrian Improvements               |
| 5 | Glendale Road zebra crossing                      |



# Road Safety



## Introduction

The Road Safety Programme is developed in partnership with Waka Kotahi and is aligned to the national Road to Zero Programme. The programme is focused on addressing high risk corridors and intersections, areas with the highest risk for our most vulnerable road users and making sure that we are setting a safe and appropriate speed across the network.



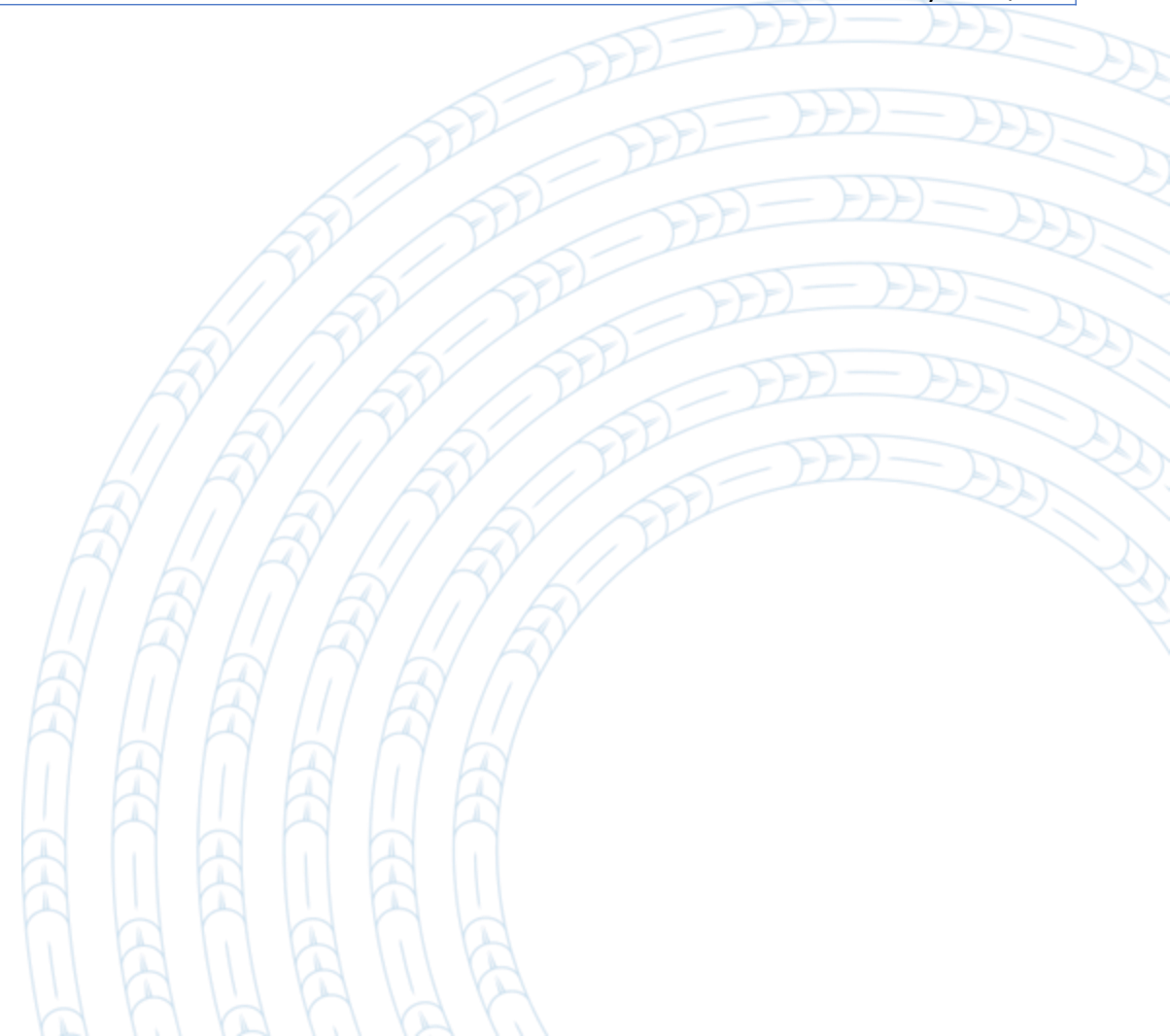
## Outcomes

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

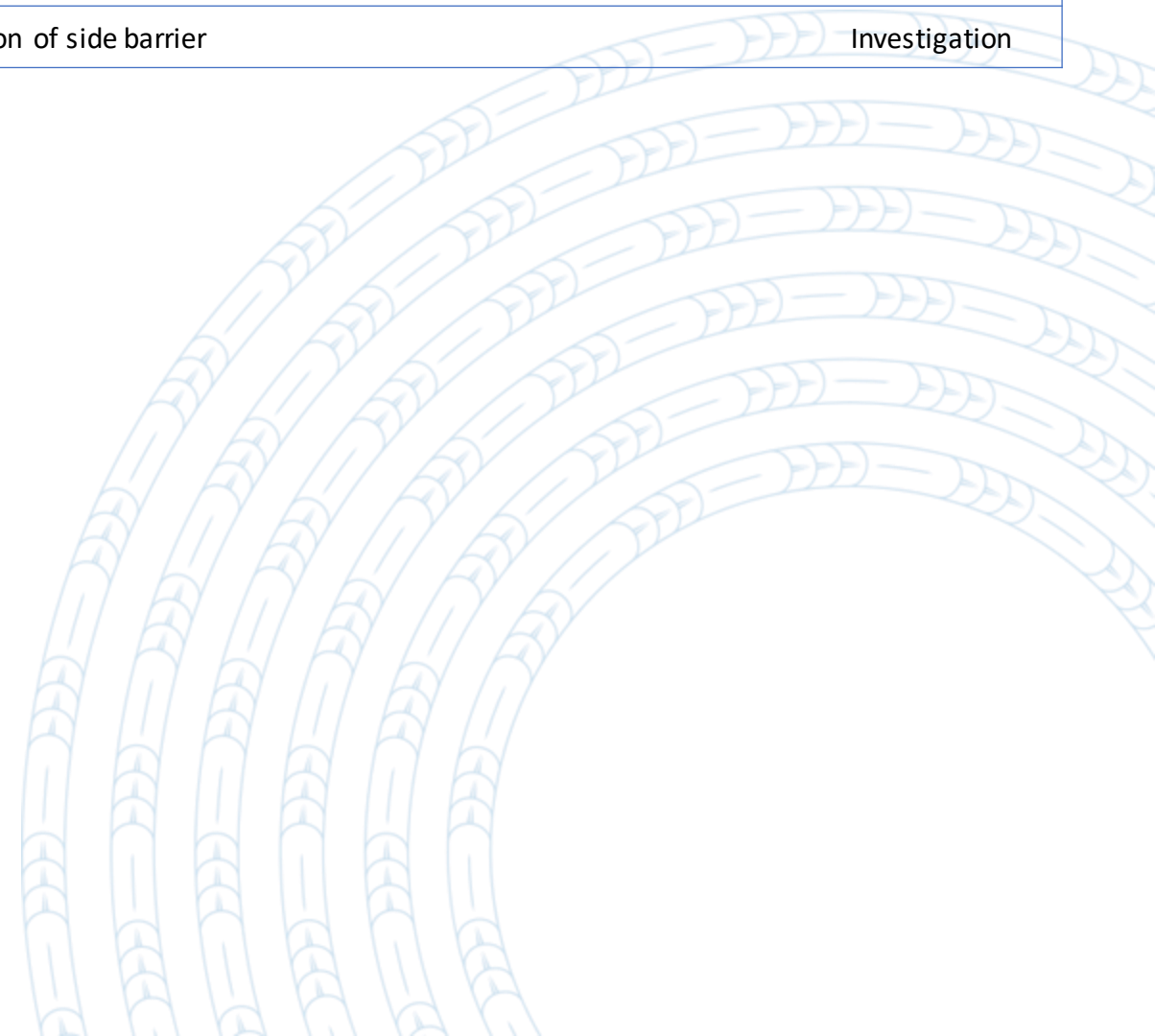
## Planning Process

Road Safety projects have been identified through numerous tools that assess the network for risk. The primary source of information has been developed by Waka Kotahi at a national level. The Road Safety programme need to be aligned with the national Road to Zero programme. A list of projects in each Local Board has been developed for prioritization. A key difference moving into the next NLTP period is to work closer with Local Boards to help prioritize the long list of projects and to hear where the Local Boards want us to focus. The projects still need to be aligned with the Road to Zero programme to ensure funding, but we want to hear your views.

Project Title	Location	Project Description	Status
Katoa Ka Ora - Implementation	Regional	Implementation of Speed limit changes	Investigation, Delivery 2024/25

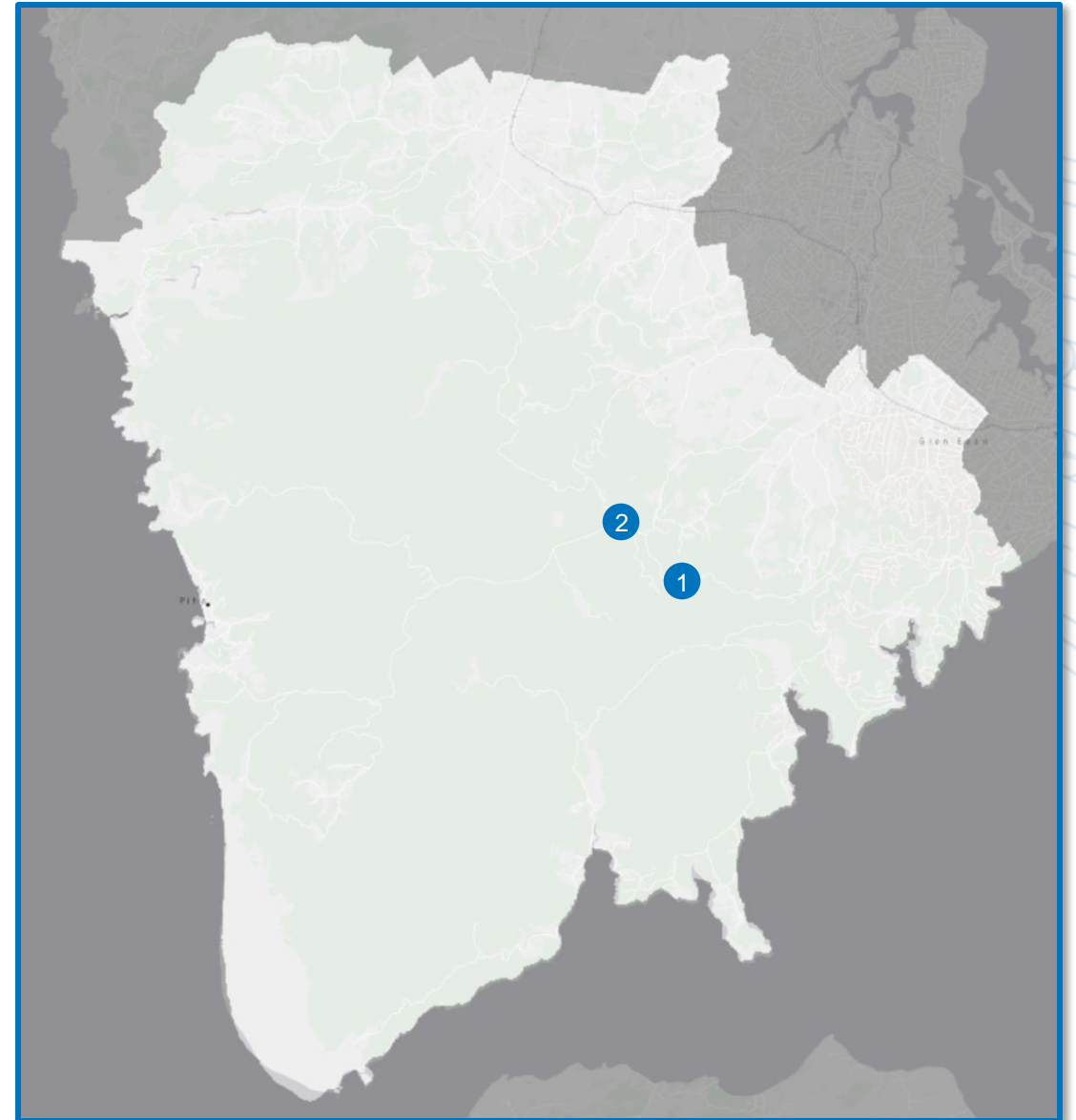


Project Title	Location	Project Description	Status
Scenic Drive	295 Scenic Drive	Implementation of side barrier	Investigation
West Coast Road	922 West Coast Road	Implementation of side barrier	Investigation



## Legend

- |   |                     |
|---|---------------------|
| 1 | 295 Scenic Drive    |
| 2 | 922 West Coast Road |



# Road Corridor Renewals



## Introduction

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



## Outcomes

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

## Potential Challenges

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



# Road Corridor Renewals

## Update FY2023/2024

Roads Renewal	
ATKINSON RD	PANZIC PL
BEACH VALLEY RD	PARRS CROSS RD
BIRDWOOD RD (WAITAKERE)	PIHA RD
BRANDON RD (GLEN EDEN)	RAROA TCE
CARTER RD (WAITAKERE)	SEAVIEW RD (PIHA)
CROWS RD	SUNNYVALE RD (WAITAKERE)
DAFFODIL ST	SUNRAY AVE
GARDEN RD (PIHA)	TAINUI RD (WAITAKERE)
GLENGARRY RD	TUI CRES (WAIATARUA)
GLENORCHY ST	WAERENGA PL
GODLEY RD	WAITAKERE RD (SWANSON)
MALAM ST	WEST COAST RD (WAITAKERE)
MARINE PDE NORTH (PIHA)	WESTRIDGE RD
MARINE PDE SOUTH (PIHA)	

Footpaths Renewal
ATKINSON RD
BRANDON RD (GLEN EDEN)
DAFFODIL ST
GLENGARRY RD
MALAM ST
PANZIC PL
PARRS CROSS RD
WEST COAST RD (WAITAKERE)

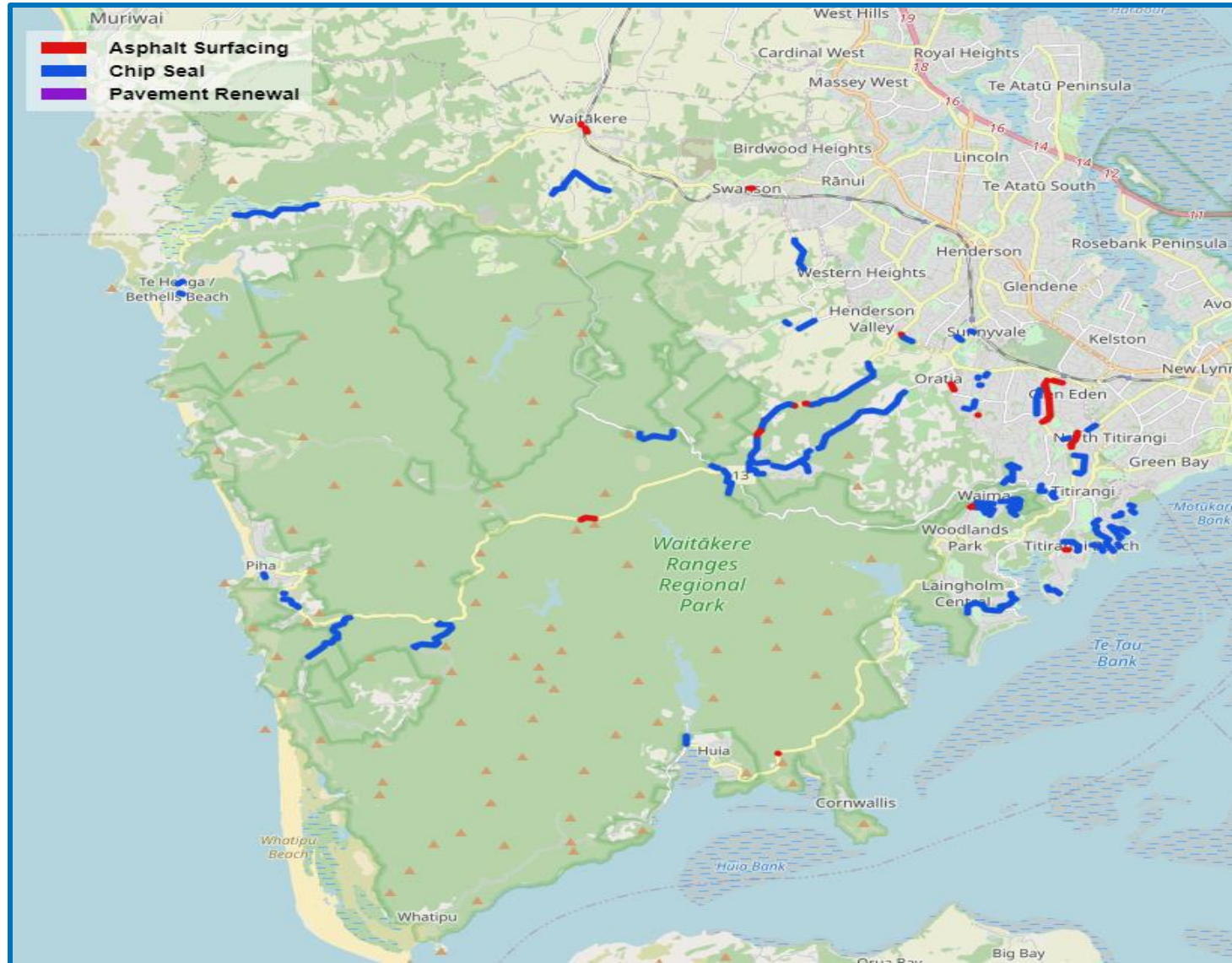




Roads Renewal		
ADAM SUNDE PL	KONINI RD (WAITAKERE)	SUNRAY AVE
AMBLER AVE	LAINGHOLM DR	SUNVUE RD
ANZAC VALLEY RD	LANCEWOOD AVE	SURMAN PL
ATKINSON RD	LONE KAURI RD	SWANSON RD (HENDERSON)
AYDON RD	MCKAY PL	SYLVAN GL
BENITAPL	NGAIO RD	TAINUI RD (WAITAKERE)
BETHELLS RD (WCC)	NICOLAS AVE	TANEKAHA RD
BOYLAN RD	NORMAN RD (TITIRANGI)	TARAIRE RD
BURNHAM RD	OATES RD	THE DRIVE (WAITAKERE)
CANDIA RD	OPOU RD	THE PARADE (WAITAKERE)
CASCADE AVE	OTITORI BAY RD	TINOPAI RD
DANUBE LANE	PIHA RD	VALLEY VIEW RD (FRENCH BAY)
ERANGI PL	PINE AVE	WAITAKERE RD (SWANSON)
FOREST HILL RD	QUINNS RD (WAIATARUA)	WARNER PARK AVE
GLENDALE RD	RIMU RD (WAITAKERE)	WENDY RD
GLENGARRY RD	RIMUTAKA PL	WEST COAST RD (WAITAKERE)
HENDERSON VALLEY RD	SCENIC DR (TITIRANGI)	WESTRIDGE RD
HUIA DAM RD	SCENIC DR HLA (#489 - #477)	WOOD BAY RESERVE RD
HUIA RD (WAITAKERE)	SEABAR PL	WOODFERN CRES
INAKA PL	SEAKENS WAY	WOODLANDS PARK RD
KAREKARE RD	SOLEA RD	WOONTONS LANE
KAURILANDS RD	SOUTH TITIRANGI RD	YORK RD (NORTH)
KELLYS RD (ORATIA)	STYCA PL	YORK RD (SOUTH)

Footpaths Renewal
ADAM SUNDE PL
AMBLER AVE
BENITA PL
DANUBE LANE
ERANGI PL
GLENDALE RD
NICOLAS AVE
OATES RD
PINE AVE
RIMUTAKA PL
SEABAR PL
SOLEA RD
STYCA PL
SUNVUE RD
WOODFERN CRES





# Community Partnerships Programmes



## Road Safety Programme

Community Transport road safety behavior change programmes address 8 high risk themes contributing towards death and serious injury crashes, in communities across Auckland.

Including: Young Drivers, Alcohol and Drugged Driving, Speed, Motorcycles and Motor scooters, Older Road Users, Intersections, Restraints, and Distractions.

[Confidential - Community Partnerships Reel](#)



## Te Ara Haepapa (The Journey)

Te Ara Haepapa is a programme developed to address the high proportion of Māori involved in deaths and serious injury road crashes in Tāmaki Makaurau.

## What's happening in your local area

Police Checkpoints

- Controlled Breath Testing and Child Restraint Check Points  
Speed and Alcohol
- Back to School & Slow Down Around Schools promotions
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign, Boat Ramp Breath Testing Restraints
- Whitiki – One on one whanau consultations and clinics
- Support and collaboration is ongoing with Community Providers

# Community Partnerships Programmes

## Travelwise School Programme

This programme aims to encourage active modes of travel; walking, cycling, scootering and using public transport or a school bus.

## Walking School Buses

A walking school bus provides young children with a safe way to walk to school through a structured, adult-supervised walking group that takes them from near their homes to their school.

**Of 280,000 children in Auckland 46% use Active modes at Travelwise schools**

**288 Walking School buses**

**3750 Children across the region**



### Local Board - Travelwise schools / Walking School buses

Project Title	Project Description
Road Safety Education, Activations and Events	Also partnering with communities to champion safe road user choices. This includes focus areas such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Māori Road Safety and Sustainable Travel Education, Activations and Promotional Events.
Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events	Age-appropriate programmes including the safe use of the transport network, bike skills, safe walking (walking school bus), scooter skills, travel options, rail safety, child restraints, promoting slow speeds, "good choices" in high schools.
Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners)	Training and supporting community providers, treaty partners, community leaders and influences to provide education and safety messaging within their communities. Driver Licensing train the trainer etc.
Māori Road Safety and Sustainable Travel Education, Activations and Events	Partnership programmes with Kura Kaupapa, Rumaki Reo and Kōhanga Reo promoting safe and sustainable travel including bike skills, scooter skills, pedestrian safety etc. Also partnering with Māori to champion safe road user choices, including the provision culturally appropriate programmes provided through a Te Ao Māori lens. This includes focus areas for Māori such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Road Safety Education, Activations and Promotional Events.

# General discussion







**Next steps and thank you**





# Supplementary Information



# Local Board Transport Capital Programme



## The 2024 - 2026 Programme

- The programme was initiated to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- Due to budget reductions, the indicative budget was reduced from \$45m to \$29.5m over the 3-year term. This has been split between local boards as per previous year allocations.

## The Process

At the beginning of the electoral term, the Elected Member Relationship Team works with Local Boards to identify a long list of potential projects to be funded over their political term (3 financial years).

These projects are then assessed by AT to confirm they meet the funding criteria and are feasible. A rough order of cost is also calculated.

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

## Waitākere Ranges: \$958k over 3yrs

Work is in progress to obtain Local Board decisions on project priorities for the full 3-year term.

3-Year Budget	Before	After
All local boards	\$45m	\$29.5m
Waitākere Ranges	\$1,463k	\$958k

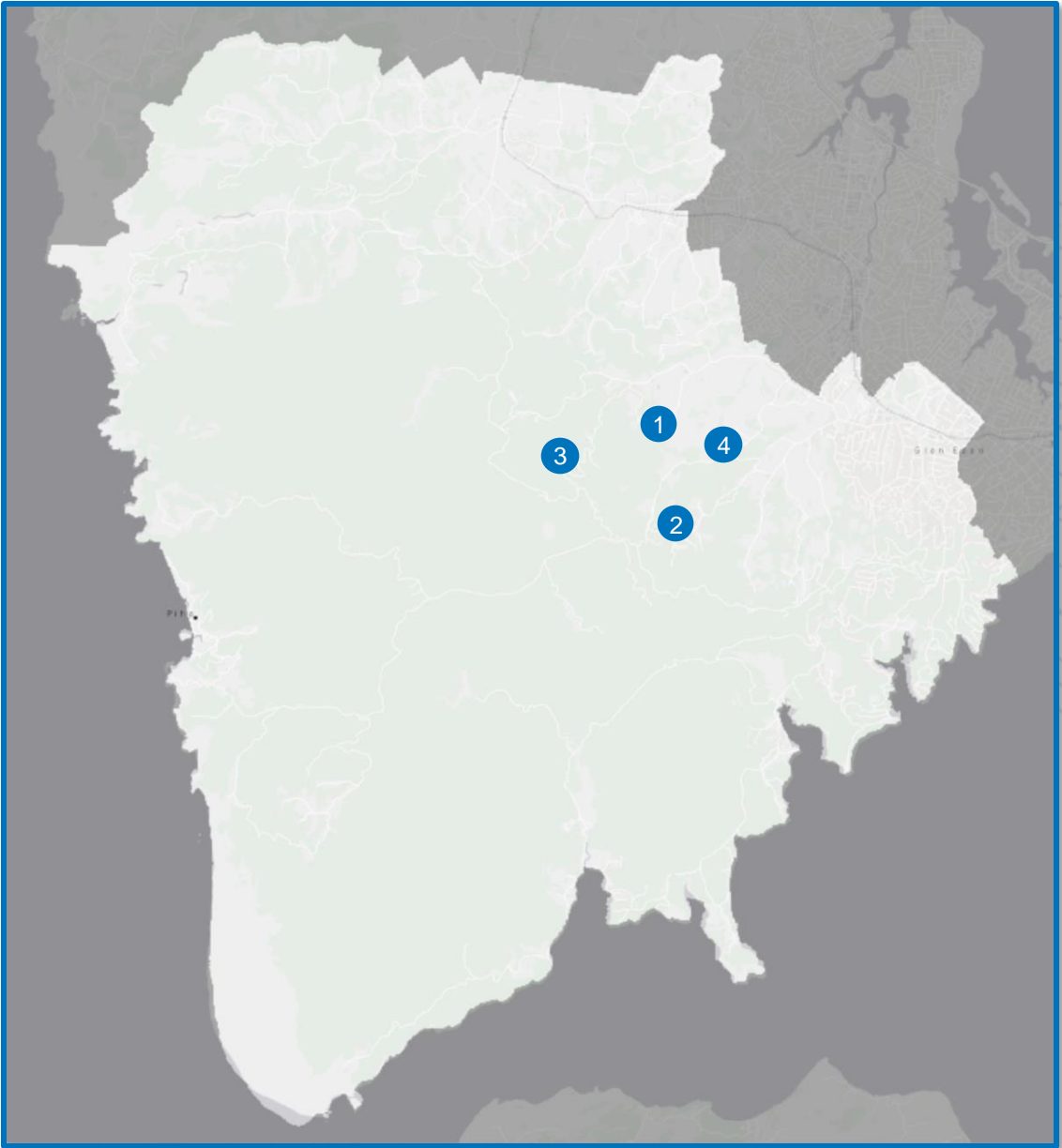


Project Title	Project Description	Status
Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	Detailed Design
South Titirangi Road intersect ped impro	South Titirangi Road intersect ped impro	Construction Ready
G1 Parrs Park to Sunnyvale shared path	G1 Parrs Park to Sunnyvale shared path	On hold
G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway	G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway	On hold



## Legend

1	Glen Eden Town Centre: Verdale Circle to Glendale Road walkway
2	South Titirangi Road intersect ped impro
3	G1 Parrs Park to Sunnyvale shared path
4	G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway



# Auckland Cycling Programme



## Auckland Cycling Programme

The Cycling & Micromobility Programme Business Case (PBC) sets out the strategic investment programme for cycling in Auckland and developed a programme for the allocated RLTP \$306M funding.

### Outcomes

The PBC focuses on increasing cycling movements and access to opportunities, reducing deaths and serious injuries, and increasing the rate of delivery.

### Planning Process

Prioritisation of preferred option focuses on:

- Access to schools, RTN stations, Metropolitan Centres
- Connections to the regional cycle network (Future Connect)
- Connections to the existing/committed cycle networks
- Routes that require no/little kerb movement in order to deliver more and faster

## Urban Cycleways Programme

The Urban Cycle Programme (UCP), initiated in July 2015, forms a part of the AT cycling programme and commits the organisation to the completion of four new cycle networks. These networks / packages are:

- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

### Delivery of UCP

The delivery of UCP is segregated into two tranches,

- Tranche 1: 14 projects are complete.
- Tranche 2: 4 projects due for completion by end of 2024/25.



Project Title	Location	Project Description	Status
New Lynn/Kelston Cycle Focus Area	Emerging preferred network includes: St Leonards Road, Rimu Street, Archibald Road (south), Seabrook Ave as well as a New Lynn to Glen Eden connection. Subject to change and consultation.	Funding has been allocated from the Climate Action Transport Targeted Rate (CATTR) to expand the Cycle & Micromobility Network in the New Lynn/Kelston area to connect into existing cycle facilities, such as the recently completed New Lynn to Avondale Shared Path and the planned Te Whau Pathway. The New Lynn Cycle Focus area project plans to deliver safe cycle facilities predominantly within existing kerb space, reducing project complexity, disruption and cost. The provision of safe cycle facilities within and between the New Lynn metropolitan centre and the surrounding residential areas to the north and west, including the schools in the Kelston area, will extend the Cycle & Micromobility Network to the west, and enhance cycle uptake and access to schools, local shops, and to public transport.	Investigation



Project Title	Location	Project Description	Status
New Lynn/Kelston Cycle Focus Area	Emerging preferred network includes: St Leonards Road, Rimu Street, Archibald Road (south), Seabrook Ave as well as a New Lynn to Glen Eden connection. Subject to change and consultation.	Funding has been allocated from the Climate Action Transport Targeted Rate (CATTR) to expand the Cycle & Micromobility Network in the New Lynn/Kelston area to connect into existing cycle facilities, such as the recently completed New Lynn to Avondale Shared Path and the planned Te Whau Pathway. The New Lynn Cycle Focus area project plans to deliver safe cycle facilities predominantly within existing kerb space, reducing project complexity, disruption and cost. The provision of safe cycle facilities within and between the New Lynn metropolitan centre and the surrounding residential areas to the north and west, including the schools in the Kelston area, will extend the Cycle & Micromobility Network to the west, and enhance cycle uptake and access to schools, local shops, and to public transport.	Design



# Public Transport Minor Projects



## Introduction

Public Transport (PT) infrastructure projects are delivered predominantly through PT Safety, Security & Amenity (Capex) and PT Renewals Programmes. These programmes are tasked with delivering a range of small to mid-sized PT infrastructure and renewal projects that support bus, marine and rail PT modes.

This includes:

- Bus stop infrastructure improvements
- Removal of redundant bus infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport wayfinding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades and renewals (incl. BT)

## Outcomes

To support and enhance the efficiency, reliability and customer amenity of all of AT's public transport services.

## Planning Process

Projects are typically identified:

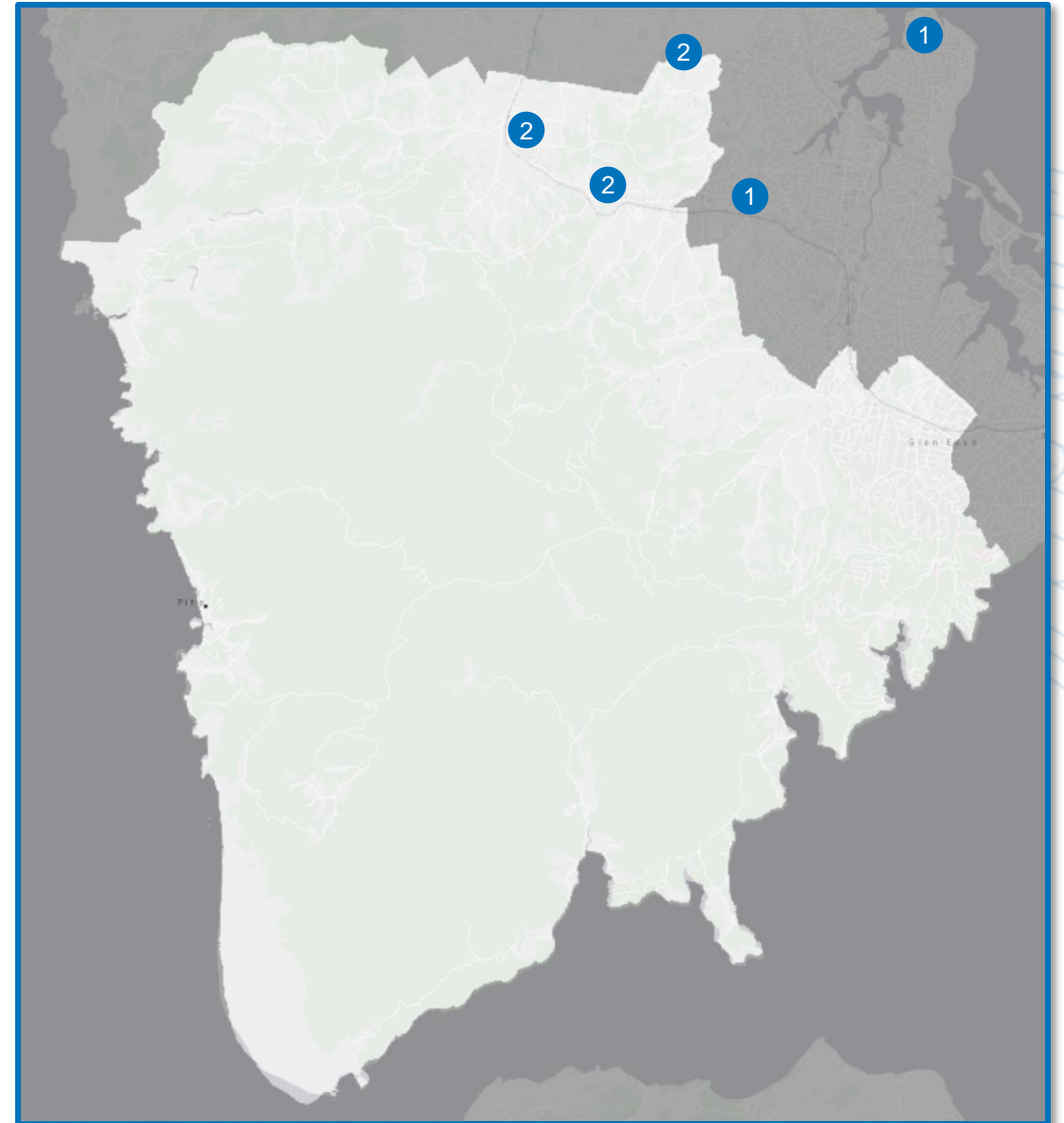
- By AT Metro Operations
- From public transport operator requests
- Customer requests
- Bus route performance assessments
- Changes in bus routes resulting in redundant infrastructure
- AT Assets (for PT Renewals)
- Local Board requests & Collaborations

Project Title	Location	Project Description	Status
Seismic Programme (Bridges)	Marine Parade, North Piha (Wekatahi Bridge)	Seismic screening to determine if existing bridge requires strengthening.	Investigation
Bus Shelter Renewals	76 McEntee Road	Renewal / replacement of 'end of life', damaged and noncompliant bus shelters across the bus network.	Implementation
NW Bus Stops Package 1 - 22 Sites	Station Road, Te Atatu Road, Metcalfe Road, Ranui Station Road, Schoolside Road, Nobilo Road, Hikurangi Street, Swanson Road	22 bus stop infrastructure installations, improvements, and removals to service the Northwestern busway. Some pedestrian crossings improvements. Funded by CERF.	Design/Construction
NW Bus Stops Package 2 - 14 Sites	Swanson Road, Northfield Road, McEntee Road, Taikata Road, Parkhurst Road, Fred Taylor Drive, Tapu Road	16 bus stop infrastructure installations, improvements, and removals to service the Northwestern busway. Some pedestrian crossings improvements. Funded by CERF.	Design/Construction



## Legend

- |   |                                      |
|---|--------------------------------------|
| 1 | NW Bus Stops Package 1 -<br>22 Sites |
| 2 | NW Bus Stops Package 2 -<br>14 Sites |



# Public Transport Minor Projects

## Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
FORWARD PLAN TBC FY2024 - FY2025			



# Parking





## Introduction

The Parking Programme is both proactive and a community- initiated programme. It provides parking management to address key customer issues. It also focus on AT's congestion points to deliver on the AT Parking Strategy and the commitments set out in the SOI and Enterprise Business Plan.

## Outcomes

- Enhances customer experience
- Supports mode-shift

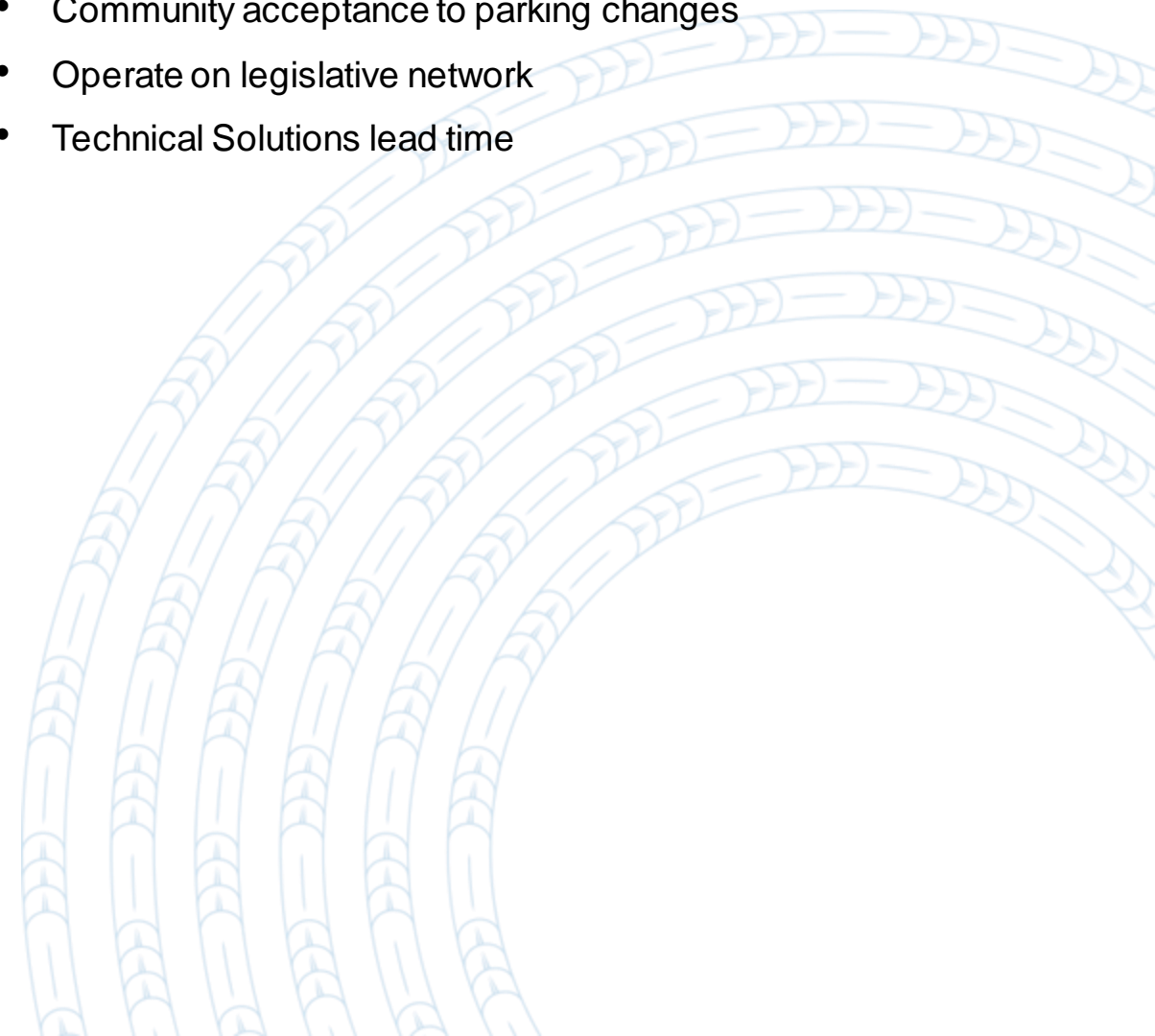
## Planning Process

The Parking Design Team collates feedback from the public, including Local Boards and Business Associations.

Projects are then assessed and prioritised by parking demand, 2012 Auckland Plan, community expectations, parking studies, and proximity to frequent and rapid transit network.

## Potential Challenges

- Community acceptance to parking changes
- Operate on legislative network
- Technical Solutions lead time



Project Title	Project Description	Status
Integration Mobility Permits	Integration Mobility Permits	In Progress
Licence Plate Recognition Survey	Licence Plate Recognition Survey	In Progress
Reactive works area - Narrow Roads	Minor Works (1) Mataki Way	In Progress
Reactive works area - Grass Berms	Minor Works (0)	Not Started
Reactive works area - Parking Changes	Minor Works (1) Marine Parade South	Not Started

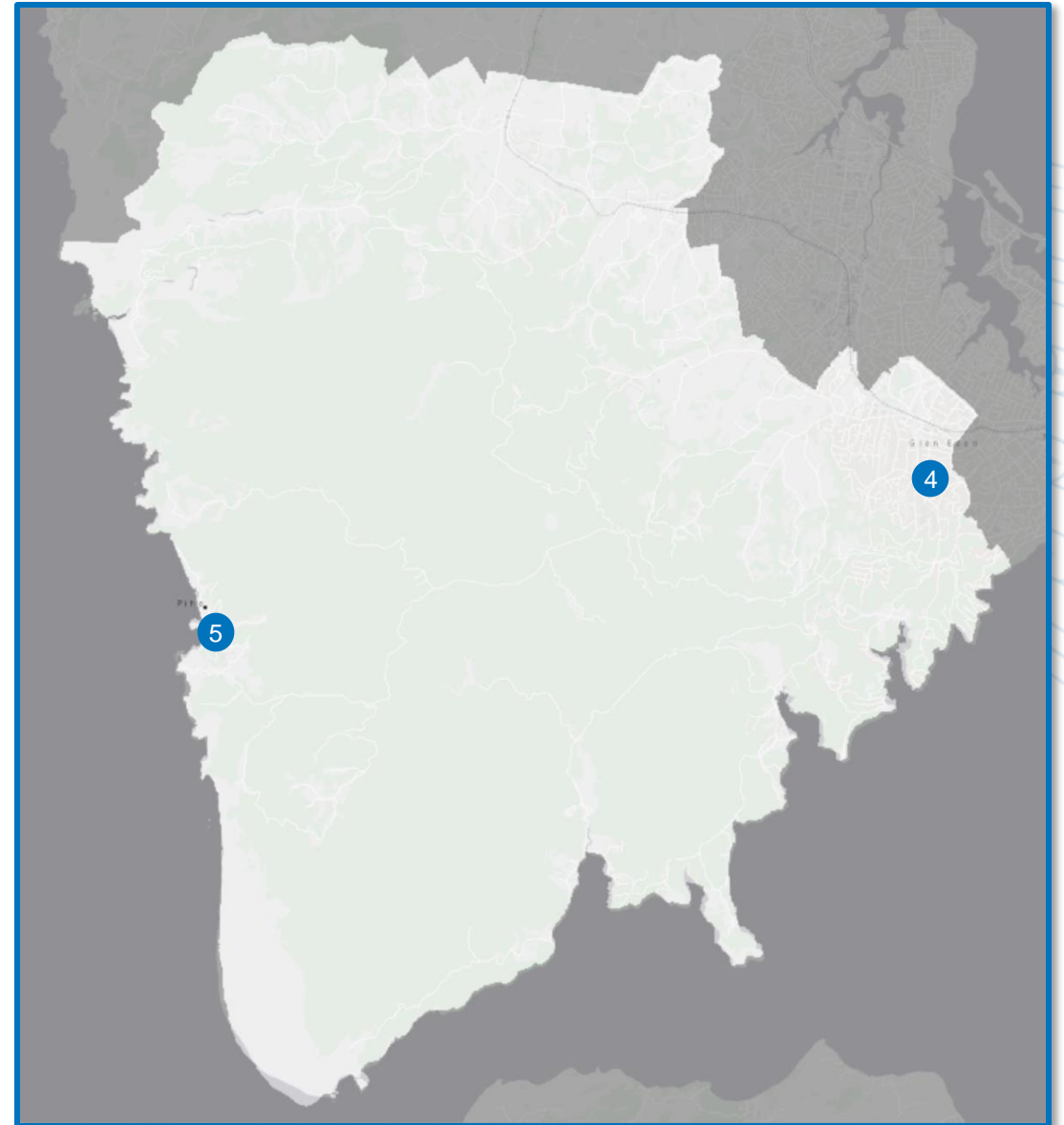
## Mataki Way



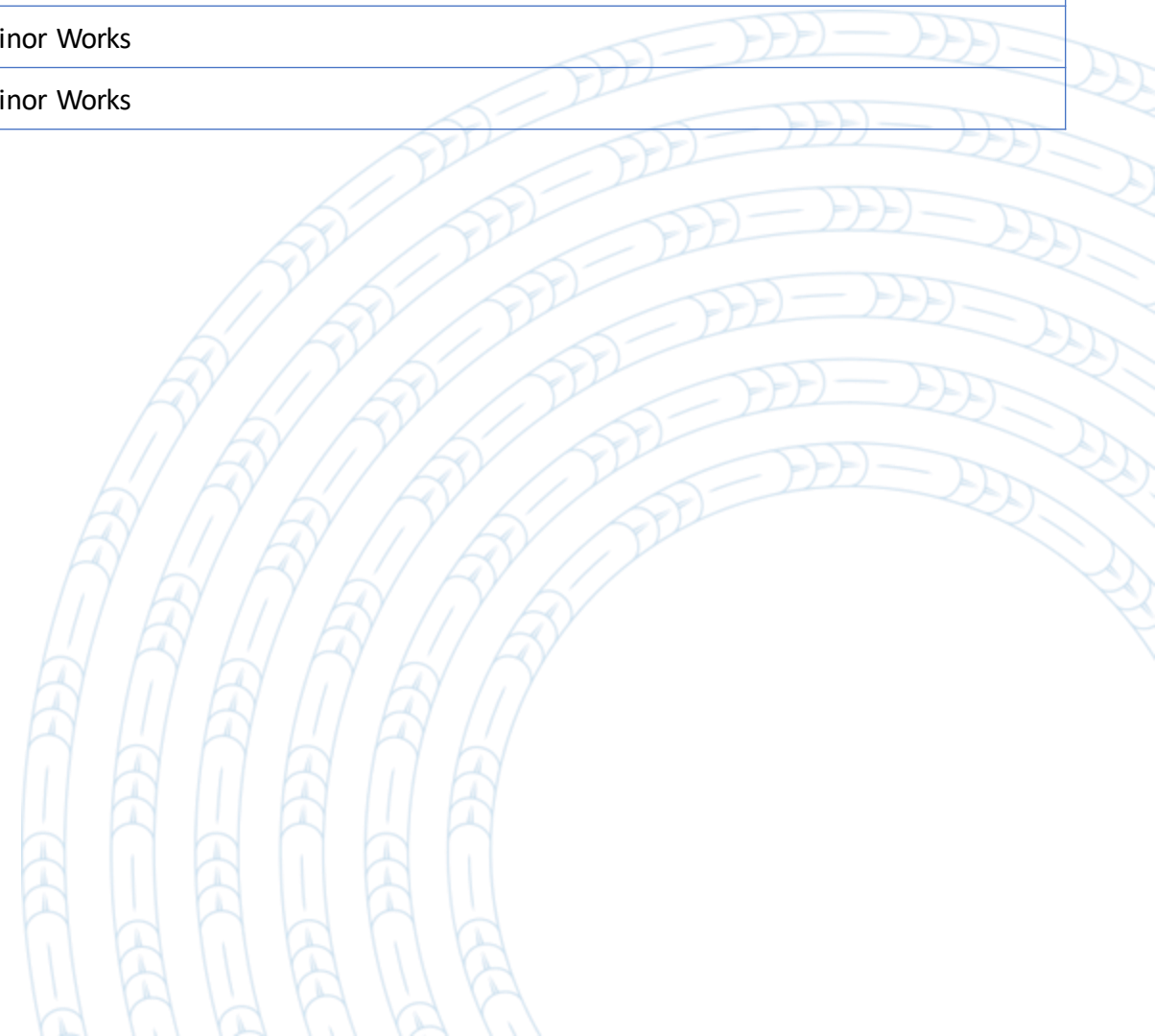
## Marine Parade South



Legend	
1	Integration Mobility Permits – Auckland Wide initiative
2	Licence Plate Recognition Survey – Auckland wide initiative
3	Reactive works area - Narrow Roads
4	Reactive works area - Grass Berms
5	Reactive works area - Parking Changes

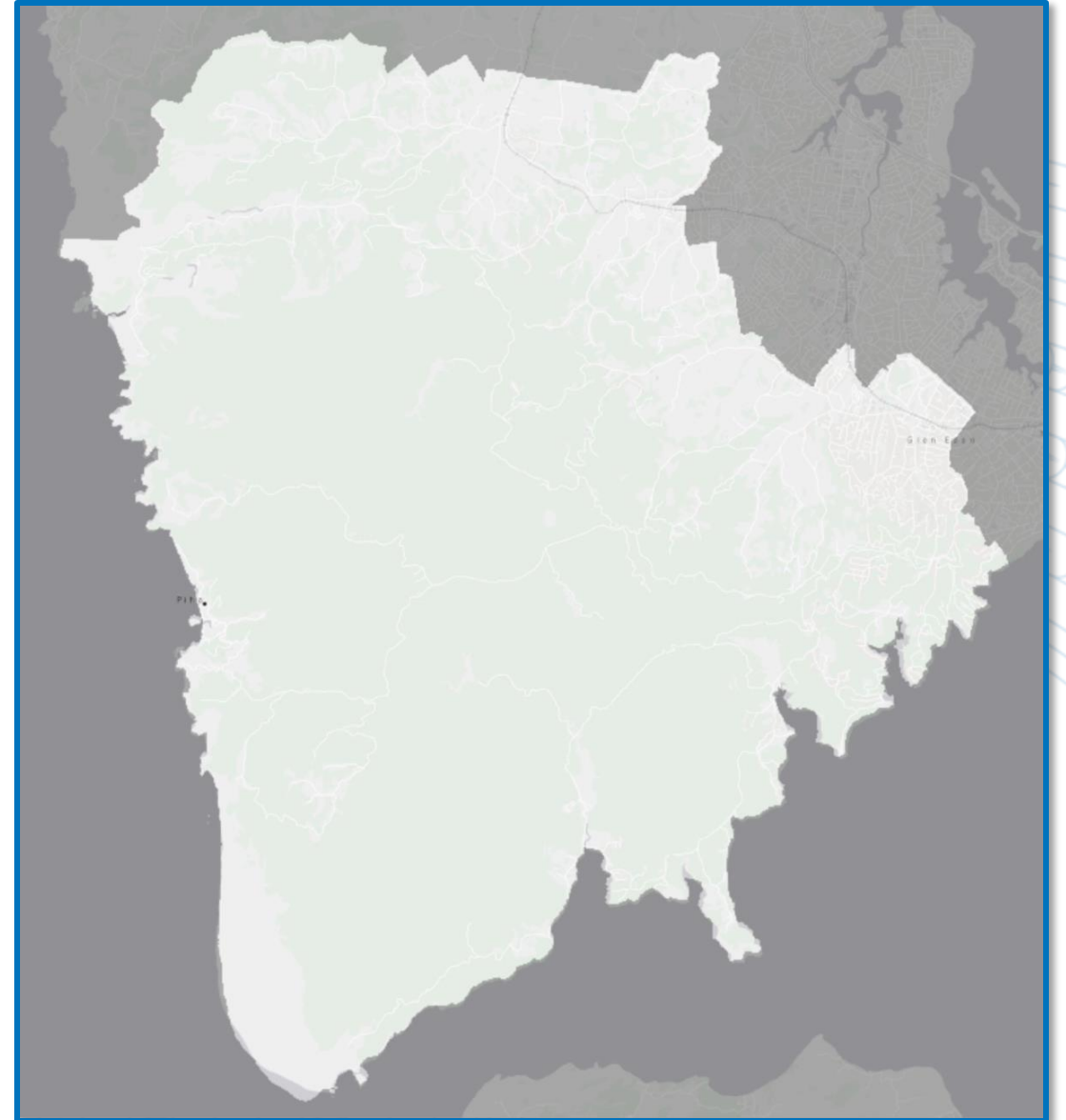


Project Title	Project Description	Status
Reactive works area - Narrow Roads	Minor Works	
Reactive works area - Grass Berms	Minor Works	
Reactive works area - Parking Changes	Minor Works	



## Legend

- |   |                                       |
|---|---------------------------------------|
| 1 | Reactive works area - Narrow Roads    |
| 2 | Reactive works area - Grass Berms     |
| 3 | Reactive works area - Parking Changes |



# Sustainable Mobility



## Active Modes

Promoting active modes, improving safety and encouraging mode shift through cycle skills training, events, activations and campaigns targeted at schools and communities.

The cycling programme aims to get more people cycling more often, build community capacity for cycling and encourage the use of cycling infrastructure.

## Local Board Involvement

We would love the Local Board to help us shape our programme locally by:

- *Identifying new community groups, schools and large businesses interested in working with us.*
- *Promoting our programme of activities to increase uptake.*

## Travelwise for Businesses

Working with large businesses and organisations (over 100 staff) to increase travel by sustainable modes.

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



# Sustainable Mobility

The following is a list of regional activities that will be tailored to local board areas, aligning with the existing cycle network and planned cycle infrastructure improvements.

Projects	Updates
Community Partnerships	Support community groups with the design, delivery and/or funding of their bike related activities.
Community Bike Fund	A contestable grant for community groups to deliver events and projects that encourage more people to ride bikes. Groups can apply for up to \$5,000.
School Cycle Training	Deliver Grade 1 (basic cycle skills) and Grade 2 (on road riding skills) at a selection of schools.
Bikes in Schools	Support the national programme through training teachers at participating schools.
Kids Learn 2 Ride	Community based drop-in sessions teaching bike skills to children (locations TBC).
Adult Bike Skills	Courses including Bronze (off-road skills), Silver (quiet road skills), Gold (on-road skills) and bike maintenance. Sessions available on demand.
Bike Burbs	In partnership with Bike Auckland provide capacity building support to community Bike Burbs.
Bike Hubs	Support the establishment and running of community-based bike hubs..
Events and Activations	Provide walking & cycling focused activities at community events and deliver a series of 'pit stops' on popular cycle routes to encourage safe cycling.
Auckland Bike Challenge	Individuals and teams can compete to log bike rides during the month of February.





# Capital Projects



Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2023/2024			



Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2024 - FY2025			



# Network Optimisation



## Introduction

The Auckland Network Optimisation Programme delivers projects that improve the effectiveness of the region's existing road network, increasing the movement of people and freight through infrastructure and technology projects.

This is a joint programme between Waka Kotahi (NZTA) and Auckland Transport working to improve healthier travel choices and make it safer and easier for people to get around Auckland using our existing network.

## Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Auckland Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the programme. Currently the programme has over 200 locations identified with modal deficiencies and over 30 new technology enhancements which will benefit the whole region.

## Outcomes

Together with Waka Kotahi, the programme solves known deficiencies on the network for:

- Freight movements on the key freight network
- Bus movements on key public transport corridors (in conjunction with Metro Services)
- Walking and cycling on key corridors and within activity centres
- General traffic

Additionally, the range of technology projects will help operators respond quicker and optimise the network in real-time.

Project Title	Location	Project Description	Status
Advanced detection trials at intersections - Smart Queue Detection - Smart Cycle Detection - Smart Ped Detection	Titirangi Road shopping village pedestrian detection	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Trial Assessment for FY22/23 sites. Design for FY23/24 sites.



## Legend

- 1 Advanced detection trials at intersections  
- Smart Ped Detection at Titirangi Rd midblock crossing



Project Title	Location	Project Description	Status
Advanced detection trials at intersections - Smart Queue Detection - Smart Cycle Detection - Smart Ped Detection	Regional	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Delivering FY23/24 sites
Bus Booster Roll Out	Regional	Bus Booster is a technology that aims to reduce the delay for late-running buses at traffic signals by timing green signals to favour buses as they approach the intersection, where it is safe and practical to do so.	Delivering FY23/24 sites
CCTV key network coverage	Regional	Ongoing CCTV camera deployment to enhance network visibility e.g., mid-blocks on arterial network and 'place' locations.	Delivering FY23/24 sites
Cyclist Sensors and data collection	Regional	Sensors to capture data from strategic cycle network.	Delivering FY23/24 sites
Pedestrian Sensors and data collection	Regional	Increase the coverage of pedestrian sensors for data collection.	Not initiated
Variable Message Sign infrastructure expansion	Regional	Ongoing roll out of additional VMS infrastructure.	Delivering FY23/24 sites





# People Powered Streets



## Introduction

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

1. **Ngā Tiriti Ngangahau – The Vibrant Streets** - Auckland Council funded (100%) and established through Council's 10yr Climate Action Plan in the LTP. Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure trials and non-infrastructure initiatives outside the city centre.
2. **Streets for People 2.0** - A newly funded (90%) Waka Kotahi programme, focused on climate action that makes it safer, quicker, and more attractive for people to walk, bike, ride devices, and take public transport in our towns and cities.

## Status

**Ngā Tiriti Ngangahau – The Vibrant Streets:** The Konini school Safer Streets project is in the implementation phase and has presented to the Local Board to seek endorsement of the outcomes identified in the short-listing process..

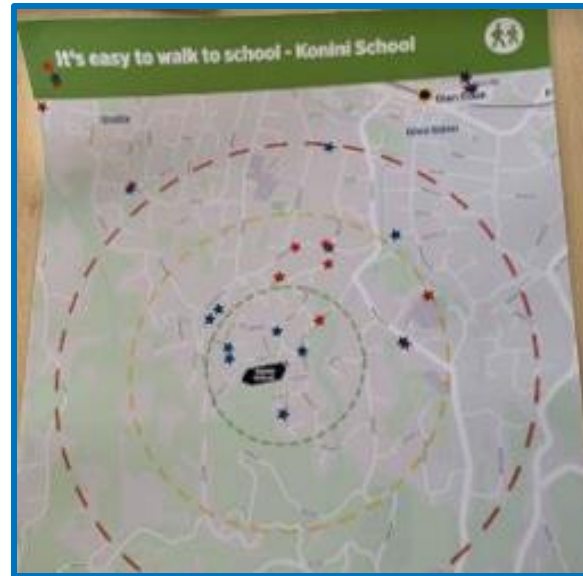


Project Title	Location	Project Description	Status
Konini School - Safer Streets	44 Withers Road, Glen Eden	A partnership with Konini School (Glen Eden) and community to test aspects of the school transport plan, including wayfinding options, possible pop-up cycleways and creating safer crossing points.	Implementation Gateway

**AT Visit to Konini School discussing Safer Streets**



**Second mapping session with Konini Students**



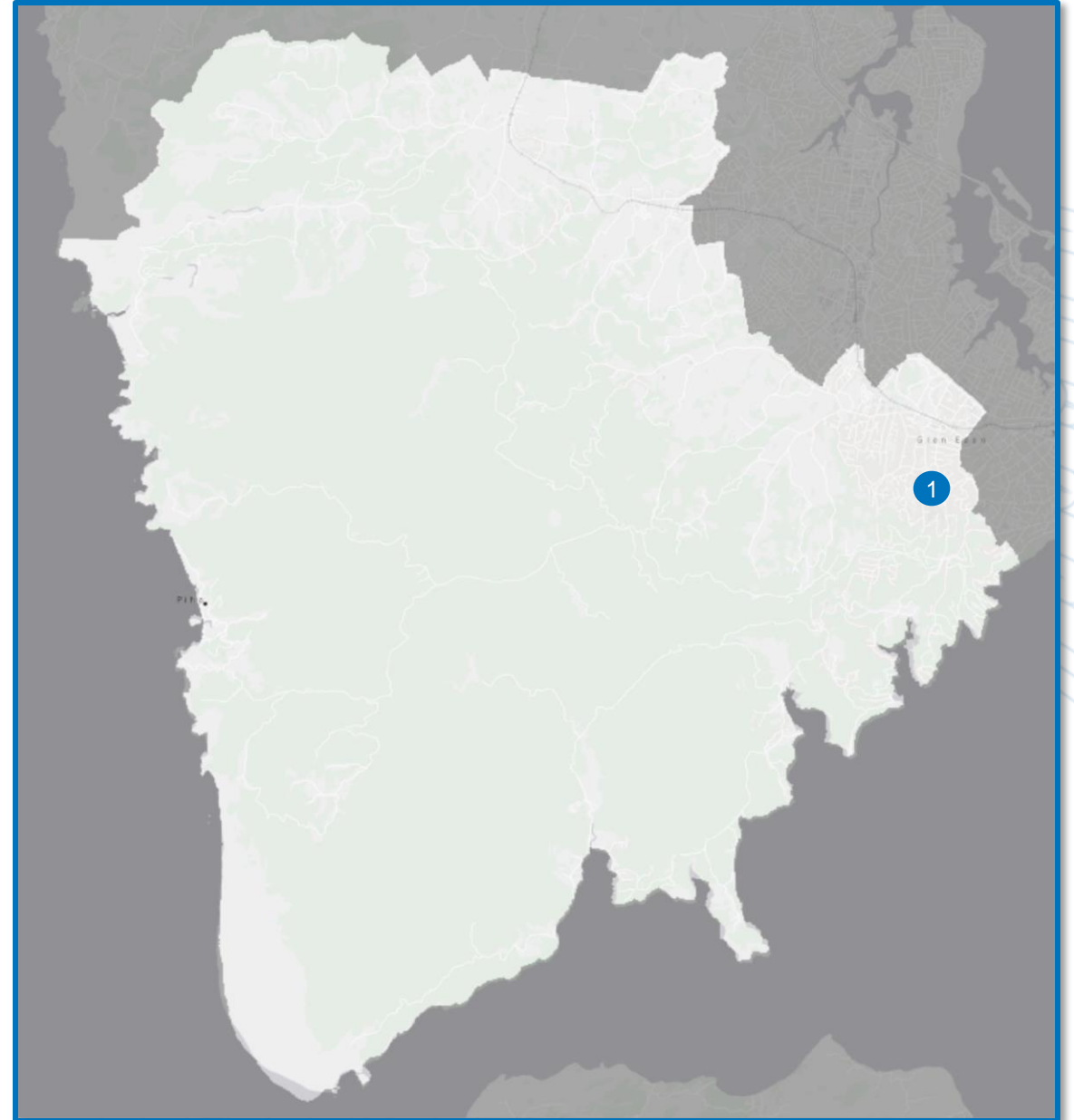
**AT Visit to Konini School discussing Safer Streets**



## Legend

1

Konini School - Safer Streets - 44 Withers Road,  
Glen Eden



# Climate & Environment Update



# Hiikina te Wero: Environment Action Plan




Hiikina te Wero was endorsed by the AT Board in December 2021. The Plan was developed in partnership with Mana whenua and provides 5 targets against which AT measures progress over a 10-year period (to 2030).

The YE 2023 Environment Scorecard will be available late November 2023 in English and te reo Māori.

YE 2022 Scorecard is shown on the right.

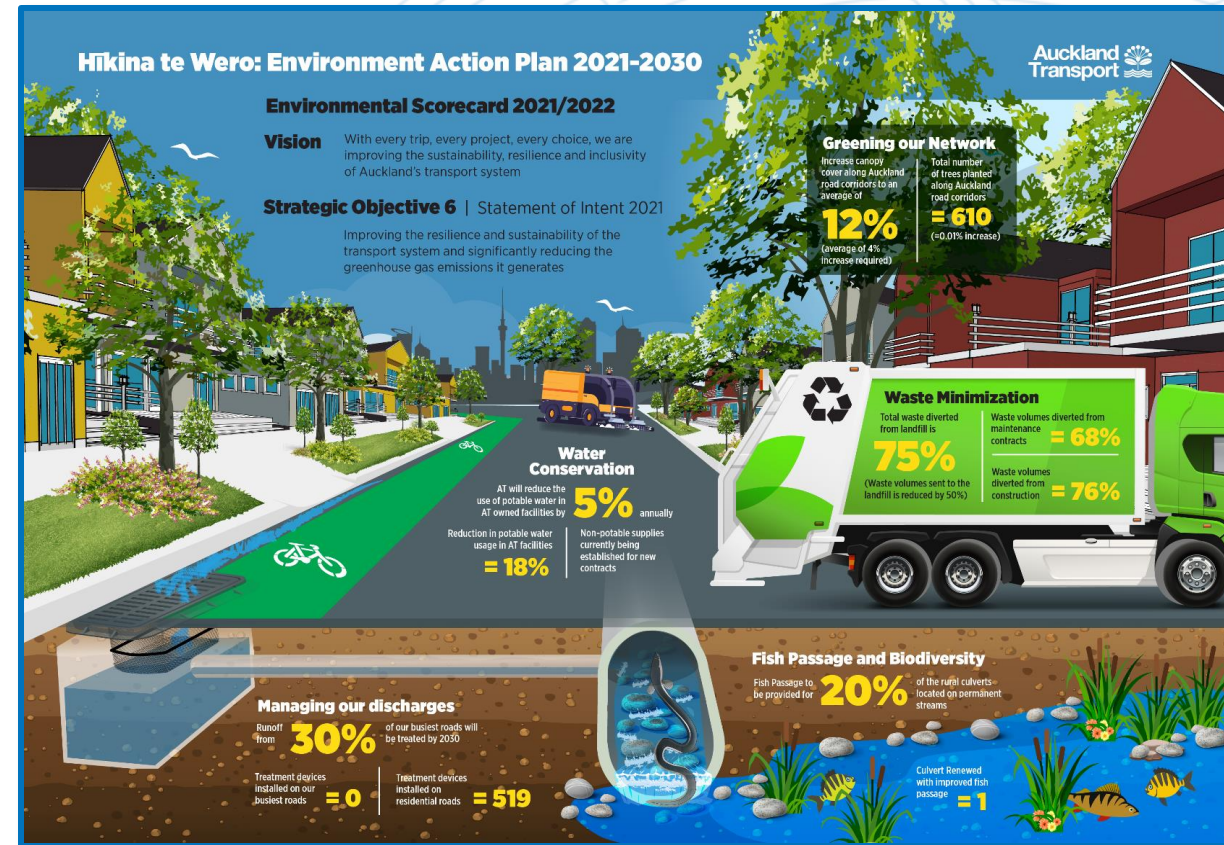
 **Managing our Discharges:** Runoff from 30% of our busiest roads will be treated by 2030.

 **Greening out Network:** Increase canopy cover along Auckland road corridors to an average of 12%, and increase pervious surfaces along corridors that connect areas of high ecological value by 10%.

 **Water Conversion:** All AT capital/maintenance projects >\$5 million will establish non-potable water supplies for activities that do not need drinking-water quality water.

 **Waste Minimisation:** Waste volumes sent to landfill is reduced by 50% (or 75% of waste is diverted).

 **Fish Passage and Biodiversity:** Fish passage will be provided for 20% of the rural culverts located on permanent streams.



# Climate Adaptation

AT's Climate Adaptation Programme covers both coastal and inland assets.

- Developed Climate Change Policy
- Contributing to the Shoreline Adaptation Plans AC staff are developing
- Collaboration across Council family to ensure shared knowledge of hazards
- Detailed assessments of coastal impacts on selected vulnerable AT assets
- Updating national landslide database with 2023 events - underway
- Development of predictive framework for inland hazard (landslide) impacts – 2023/24
- Updating AT criticality assessment with utility operator layers – 2023/24



Next steps include:

- Progressing coastal asset assessments – 2023/24
- Embedding the work into asset management – 2023/24



# Emissions Reduction

- AT Board set an embodied emissions target in Feb 2023 of 50% reduction by 2031 in alignment with Climate Leaders Coalition requirements and 1.5°C warming
- AT emissions were recently certified by Toitu and numbers confirmed by Audit NZ (Annual Report).
- AT is the first Road Controlling Authority (and Council entity) in NZ to achieve Category 4 certification for embodied emissions



This is to certify that

**Auckland Transport**

is Toitū carbonreduce organisation certified.

Toitū carbonreduce certified means measuring emissions to ISO 14064-1:2018 and Toitū requirements; and managing and reducing against Toitū requirements

A handwritten signature in black ink, appearing to read "Billy Ziemann".

Billy Ziemann— Certifier

Date issued: 23 August 2023 | Valid until: 23 August 2025

Certificate Number: 2022203J | Certification Status: Certified Organisation

Company Address: 20 Viaduct Harbour Avenue, Auckland, 1010, New Zealand

Certification Year Level of Assurance: Reasonable for categories 1, 2 and 3. Reasonable and Limited for category 4

Please refer to the disclosure page on [www.toitu.co.nz](http://www.toitu.co.nz) for further details.

Toitū carbonreduce is an annual certification programme and this certificate only remains valid with an annual surveillance audit.

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