

Devonport-Takapuna Local Board Workshop Programme

Date of Workshop: Thursday 23 February 2023
 Time: 10am – 12pm
 Venue: Devonport-Takapuna Local Board Office, Ground Floor, 1 The Strand, Takapuna and MS Teams
 Apologies:

| Time | Workshop Item | Presenter | Governance role | Proposed Outcome(s) |
|---------------|---|--|---|---------------------|
| 9.30 – 10.00 | Members Only Time | N/A | | |
| 10.00 – 11.30 | 1. AT - Forward Work Programme Attachments: 1.1 Presentation: DTLB - AT Forward Work Programme 23-24 | Marilyn Nicholls Elected Member Relationship Manager Mitra Prasad Development Planning Team Leader North/West Roger Jones Executive GM Business Technology | Keeping informed / setting direction | Provide feedback |
| 11.30 – 12.00 | 2. AT - Community Bike Hubs - Update Attachments: 2.1 Memo: Bike Hubs Site Assessment memo Feb 23 | Ben Mansfield Travel Demand Planner | Keeping informed / preparing for specific decisions | Provide feedback |

Next workshop: 28 February 2023

Role of Workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (d) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Devonport-Takapuna Local Board Workshop Record

Date of Workshop: Thursday 23 February 2023
Time: 10:09am – 12:18pm
Venue: Devonport-Takapuna Local Board Office, Ground Floor, 1 The Strand, Takapuna and MS Teams

Attendees

Chairperson: Toni van Tonder

Deputy Chairperson: Terence Harpur

Members: Gavin Busch
George Wood

Staff: Trina Thompson – Local Area Manager
Maureen Buchanan – Senior Local Board Advisor
Rhiannon Guinness – Local Board Advisor
Henare King – Democracy Advisor
Anahita Oei – Engagement Advisor
Deb Doyle – Specialist Advisor, Youth Specialist

Absent: Peter Allen
Melissa Powell

| Workshop item | Presenters | Governance role | Summary of discussion and Action points |
|--|--|---|--|
| <p>1. Auckland Transport</p> <ul style="list-style-type: none"> - Forward Work Programme | <p>Marilyn Nicholls Elected Member Relationship Manager</p> <p>Mitra Prasad Technical Lead Active Modes</p> <p>Roger Jones Executive GM Business Technology</p> <p>Zara Walker Community Transport Manager</p> <p>Prasta Rai Program Coordinator</p> <p>Alok Vashista Parking Design Manager</p> | <p>Keeping informed / setting direction</p> | <p>The local board was provided with an update on the priority work programmes and proposed 2023/24 programme.</p> <ul style="list-style-type: none"> • Local Board Transport Capital Fund was not discussed, as this is coming to a workshop as a separate item on the 28th of February. <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> • Confirmed that AT will seek board consensus going forward, but any projects currently committed will remain committed. • Regarding the New Footpaths programme, questioned if the programme incorporate renewals of existing footpaths. This wil go through the AT relationship manager. • Asked what the process was for requesting a specific footpath, or certain standard of footpath renewal, in the Local Board area. • Clarified that the Lake Road and Esmonde cycle lane project was separate to the greater Lake Road improvements project. • Questioned the use of concrete seperators on Lake Road as opposed to bolt-down plastic jutterbars; comes down to cost and lifespan of materials. • Expressed concern that Lake Road was unsafe for cyclists in its current format. • Expressed approval of AT working closely with local Business Associations • Clarified how the road safety team operates alongside the maintenance team • Signalled intent to present a formal letter to AT expressing the aspirations for Takapuna and higher standard of renewals in town centres • Expressed gratitude for AT’s work during cyclone recovery <p>Next Steps:</p> <ul style="list-style-type: none"> • Local boards to review presentation detail and provide any additional comments by end of February 2023 • AT to review and make adjustments to work programmes • AT to finalise work programmes in May 2023 • Identified several items that would be coming to Local Board Workshops in the coming weeks |

| | | | |
|---|---|---|---|
| <p>2. Auckland Transport - Community Bike Hubs</p> | <p>Ben Mansfield Travel Demand Planner</p> | <p>Keeping informed / preparing for specific decision</p> | <p>The local board was provided with an update on the Community Bike Hub project in their area.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> • Clarified if the board were only providing feedback or are decision-makers on this project; it will depend on the site chosen. • Questioned the amount of space required for the site, and if it could be downscaled to increase location opportunities. AT to provide further detail. • Proposed an alternative location by the Devonport Ferry Terminal • Clarified why the proposed Dacre Park site was initially received negatively by the previous local board. Concerns were around safety and visibility, though was still AT's preferred site. • While noting that two members were not present for discussion, expressed some concern that neither of the proposed sites were ideal for getting the best results from this project. <p>Next Steps:</p> <ul style="list-style-type: none"> • Local Board to confirm site preference • Landowner Approval anticipated to come before the board at the March Business Meeting • Bike Hub aiming to be open mid-2023 |
|---|---|---|---|

The workshop concluded at 12.18pm

The Year Ahead FY2023/24

Devonport-Takapuna Local Board

January 2023

Let's go there 

Agenda

1. Welcome and introductions
2. Purpose of workshop
3. Focus area 1 – Active Modes (Minor Cycling & Micromobility)
4. Focus area 2 - Parking
5. Focus area 3 – Community Transport Programmes
6. General discussion
7. Next steps

Purpose of today's workshop

To meet each other

1 Review and discuss priority work programmes and proposed 2023/24 programme

2 Next Steps

- Local boards to review presentation detail and provide feedback by end of February 2023
- AT to review feedback and make adjustments to work programmes where appropriate
- AT to present finalised 2023/24 programmes in May 2023



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. |



Programmes of Work

| Programme | Summary |
|---|---|
| Local Board Transport Capital Fund | Local Board identified projects. |
| Community Programmes | Addressing community concerns for safety and accessibility |
| Active Modes (New footpaths) (Minor Cycling and Micromobility) | Delivers new sections of footpath which complete gaps in the network or enhances existing cycle facilities to connect people with key destinations. |
| Auckland Cycling Programme (Urban Cycleways Programme) | Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks. |
| Metro Operations and Infrastructure | Improving bus related infrastructure and services |
| Road Safety | Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network. |
| Parking | Addressing strategic and community-initiated parking management improvements |
| Network Optimisation | Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes |
| Road Corridor Renewals | Maintenance of assets within the road corridor |
| Capital Projects | Major projects |
| 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. |
| Community Transport Programmes | Road safety behavior change initiatives |
| Sustainable Mobility, Customer Experience | Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces. |

The 2023 / 2024 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.
- Indicative budget of \$45m over the 3-year term 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 work 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.

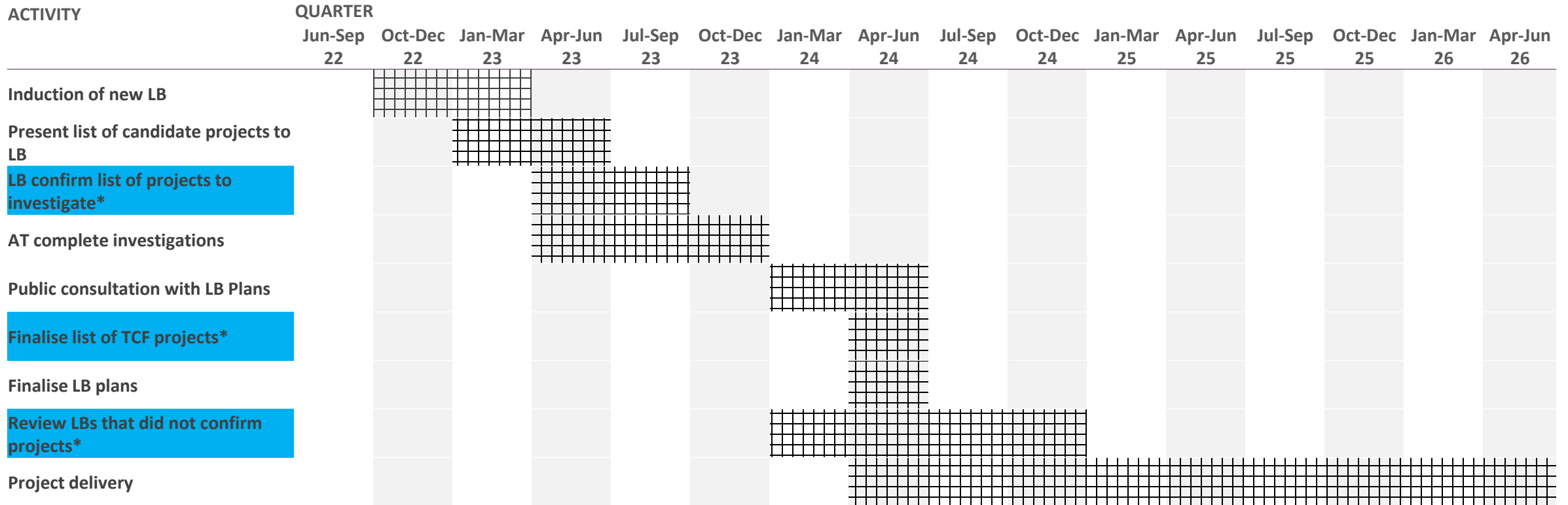
The results are then conveyed to the Board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with Local Boards. Changes to this programme may only occur by Local Board resolution.

Devonport-Takapuna: \$1,514,302 over 3yrs

AT will work with the Local Board to support its decision on project priorities.



Local Board Transport Capital Fund – 3 Year View (Draft)



Lessons learned

To increase confidence of utilising budget allocations within the electoral term, collaborate effectively with AT to complete decision-making process to confirm projects as soon as practicable in 2023. Key decision milestones are shown as (*) in the schedule above. This will enable projects to progress to construction-ready stage and contracts established.





Focus areas

Let's go there 

Active Modes (Minor Cycling and Micro mobility)

Introduction

The minor cycling programme is part of the programme of works to deliver enhanced safety for vulnerable road users and to grow active mode use in Auckland. It focuses on the existing network enhancements.

This programme is a combination of:

- Protection of existing facilities (pop-up cycleways)
- Minor network connections (gaps)
- Cycling improvements in and around RTN Stations
- Community bike hub facilities
- Micro-mobility based improvements such as E-Scooter parking



Outcomes

- Increase the attractiveness of existing facilities to encourage new riders
- Make journeys safer and more enjoyable for current riders
- Develop quick and effective solutions for Auckland's cyclists
- Better baseline network and level of service for cycling and micromobility

Planning Process

Protection of existing on-road facilities is based on existing cycleways that form part of the strategic cycle network.

Development of a pipeline of projects for minor connections is underway and we welcome suggestions from the Local Boards.



Active Modes (New footpaths)

Introduction

The New Footpaths programme delivers new sections of footpath which complete gaps in the regional network to connect people with key destinations such as town centres, employment areas, and schools. This programme helps provide better choices for Aucklanders by building new sections of footpath that will encourage people to walk and better connect people and places.



Outcomes

- Creates safe walking facilities for children, seniors and all Aucklanders
- Supports mode-shift, increasing levels of active mode use to reduce emissions

Planning Process

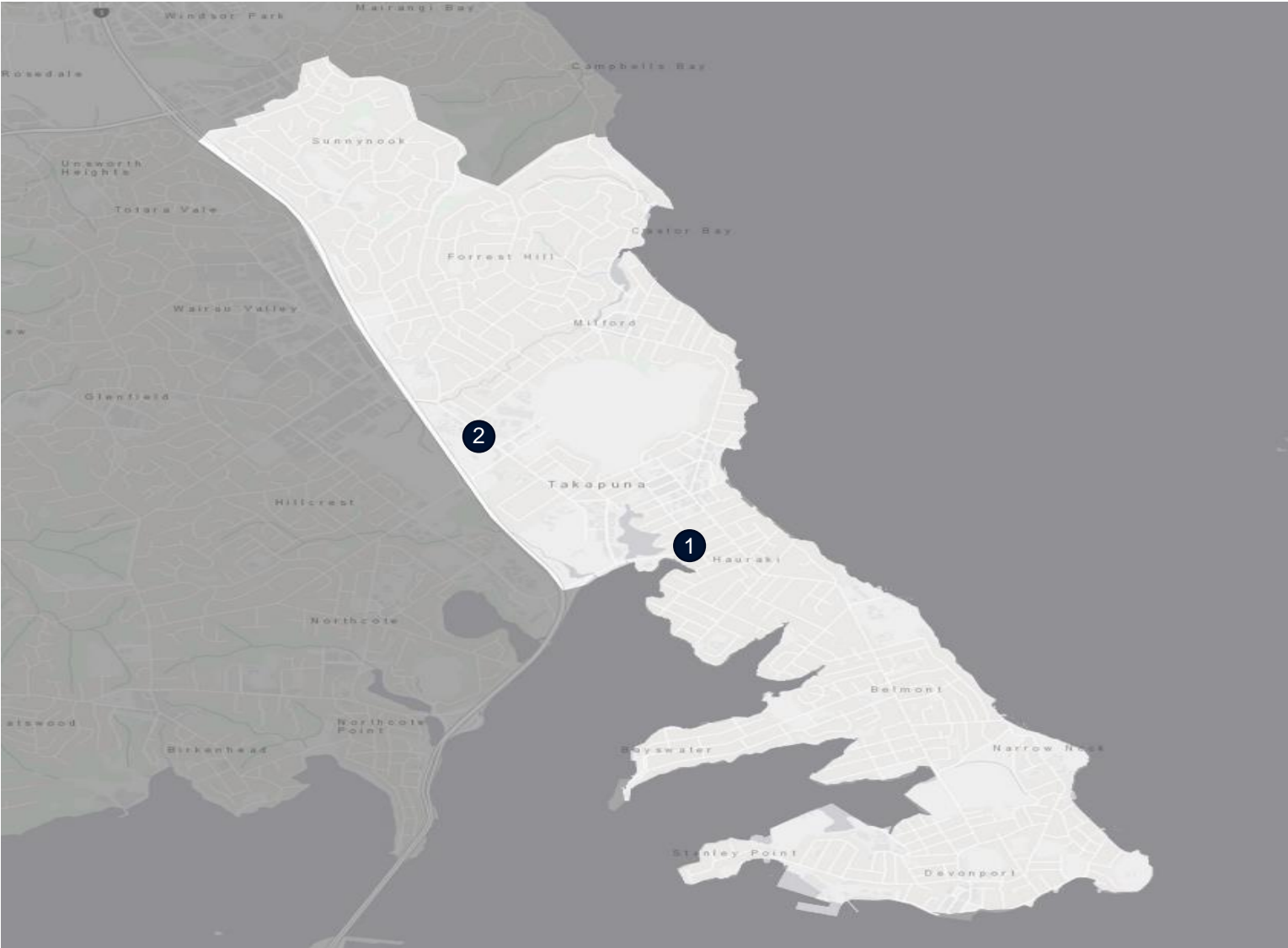
Projects are initiated through community requests and prioritised on criteria including: priority destination, traffic assessment and safety, constructability, connectivity and community interest.

Due to levels of funding construction is limited to around 5-10 projects a year.



| Project Title | Project Description | Status |
|---|---|---------------------|
| Lake Road and Esmonde cycle lane | Dual, separators, line marking, colour, signs | Start up/Initiation |
| Taharoto Rd (Anzac St - Shakespeare Rd) | Installation of pop up cycleway concrete separators | Start up/Initiation |





| Legend | |
|--------|---|
| 1 | Lake Road and Esmonde cycle lane |
| 2 | Taharoto Rd (Anzac St - Shakespeare Rd) |



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



Parking

Draft 2023 / 2024

| Project Title | Project Description | Status |
|---|----------------------------------|--------|
| Town Centre Review - Milford | Study of parking in the area | TBC |
| Price Reviews – Existing paid parking in Devonport. | Demand Responsive pricing review | TBC |





| Legend | |
|--------|--------------------|
| 1 | Town Centre Review |
| 2 | Price Reviews |



Road Safety Programme

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

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



Te Ara Haepapa (The Journey)

Te Ara Haepapa is a programme developed to address the high proportion of Māori involved in deaths and serious injury road crashes in Tamaki 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 campaign and activities beginning Term
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign

Restraints

- Whitiki – One on one whanau consultations and clinics

Whanau Hikoi

- Devonport forms part of the introduction to Public Transport route and communities from across Tamaki Makaurau gather in our Whanau Hikoi and Public Transport activations.



Community Transport Programmes

Travelwise School Programme

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

Walking School Buses

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

Of 280,000 children in Auckland 46% 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 | Road safety behaviour changed and increased access to education and services |
| Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events | Promotion of safe and sustainable travel encouraging increased active modes in schools |
| Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners) | Building Capability and Capacity in Communities to Champion Vision Zero initiatives |
| Māori Road Safety and Sustainable Travel Education, Activations and Events | By Māori for Māori approach to the delivery of Vision Zero and Sustainable Travel initiatives to Treaty Partners and Māori Communities. |





General discussion

**Next Steps &
Thank you.**

Let's go there 



Supplementary programme information

Community Programme

Introduction

The Community Programme is a combination of 2 sub-programmes: Minor Improvements and Regional Improvements. The programmes focus on addressing community concerns for safety and accessibility.

Outcomes

- Delivers outcomes to respond to customer and stakeholder queries
- Improves the operation and safety of the network
- Responds to emerging issues in development areas

Planning Process

Regional improvement and minor improvement projects are typically identified while investigating safety or operational concerns raised by the community. The projects are then prioritised based on safety, mode choice, efficiency, community and cost.

Potential Challenges

- Community acceptance of infrastructure interventions
- Community expectation for rapid safety interventions



| Project Title | Project Description | Status |
|--|---|--------------|
| Vauxhall/Tainui Road Pedestrian Improvements | Zebra crossings on raised intersection platform at Vauxhall Road and Tainui Road Intersection | Consultation |





| Legend | |
|--------|--|
| 1 | Vauxhall/Tainui Road Pedestrian Improvements |



Auckland Cycling Programme

The PBC sets out the strategic investment programme for cycling in Auckland. The Cycling & Micromobility Programme Business Case review is currently developing a programme for the allocated RLTP \$306M funding.

Climate Action Targeted Rate (CATR) \$129M (22/23)

Outcomes

The Business Case focuses on increasing cycling 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:

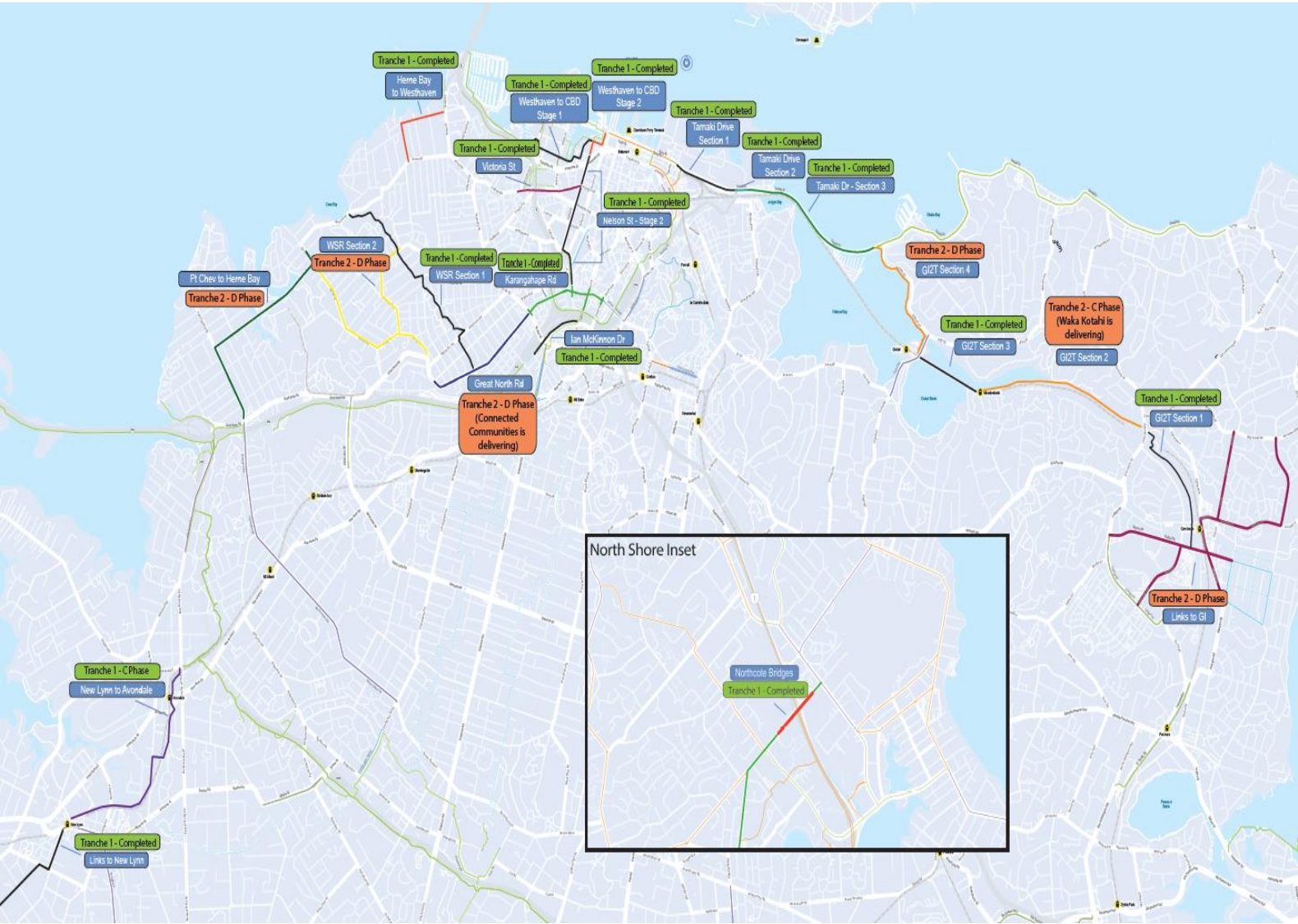
- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

Delivery of UCP

The delivery of UCP is segregated into two tranches,

- **Tranche 1:** 13 projects are complete, with one project due to complete by December 2022.
- **Tranche 2:** 4 projects due for completion by end of 2024. 2 projects started construction, with 2 remaining entering into construction early 2023.





Introduction

Public Transport (PT) infrastructure projects are delivered predominantly through the 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 route infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport way-finding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades & 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
- 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



Public Transport Minor Projects

DRAFT 2023/2024

| Project Title | Project Description | Status |
|--|---|---------------|
| Bus Infrastructure Programme | <p>Auckland City wide implementation of bus stop infrastructure to support Auckland bus networks. The new bus network was launched from 2016 to 2018 with only basic infrastructure in place. This programme is ongoing to infill and upgrade bus stop infrastructure to improve customer amenity, respond to operational issues and to support PT uptake and modal transfer. Includes improvements to existing bus stops, bus shelters, road markings & signs, route infrastructure, intersection improvements and customer amenity as requested by the bus operators and AT Metro Operations.</p> | Construction |
| Bus Lane Priority Northshore – Package 4 | <p>The introduction of bus priority traffic controls to improve bus travel times and service reliability. The scope of this project includes:</p> <ul style="list-style-type: none"> • a northbound bus lane (710m long and operating 24/7) on East Coast Road between the East Coast Road/Forest Hill Road roundabout and 310 East Coast Road. • a section of bus lane around the south and western edges of East Coast Road/Forrest Hill Roundabout. Space for the bus lane will be created by narrowing the central roundabout island. • Swedish style raised tables on all three approaches to the intersection to slow vehicle speeds and improve safety. • Three new signalised pedestrian crossings along East Coast Road. | Construction |
| Northern Busway Lighting Improvements | <p>AT engaged Smart Power to review and make recommendations to reduce power consumption, CO2 emissions and annual operating costs on the Northern Busway Stations and associated Park & Ride facilities. The study recommended that existing fluorescent lighting and associated systems, be replaced with the latest LED lighting technology. The investigation and design phases were completed in FY22. This project has moved to the implementation phase with sufficient funding to complete two busway stations initially.</p> | Construction |
| Infrastructure Seismic Assessments | <p>This programme involves the seismic screening of AT Assets as listed below, including a systematic review of any pre-existing seismic assessment reports for validity and accuracy. Assets to be assessed include:</p> <ul style="list-style-type: none"> • Rail Stations • Bus Stations • Wharfs & Sea Walls • Carparks • Airfields • Bridges (possibly in the future) | Investigation |

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

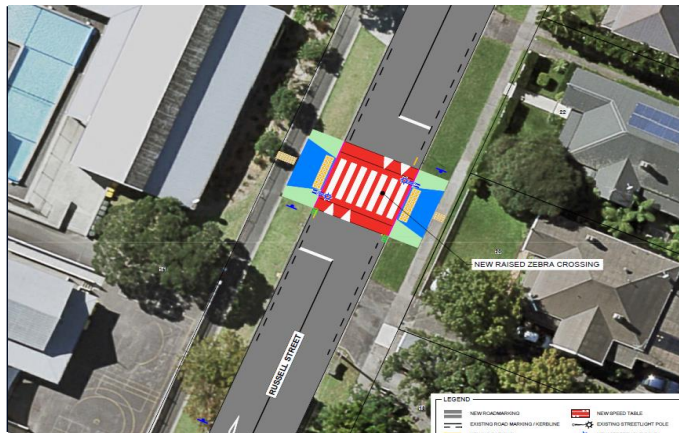
- Reducing Death and Serious Injuries (DSI) on our roads across the region.
- Having a network that is safer for all road users and creates a safe and appropriate speed environment at our areas of greatest risk.

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 and the Road Safety programme to ensure that it is aligned with the national Road to Zero programme. All of our safety projects need to be endorsed by Waka Kotahi to be eligible for funding.



| Project Title | Project Description | Status |
|---|--|----------------------|
| Albert Road Raised Zebra Crossing | Pedestrian Improvements | Consultation |
| Russell Street Raised Zebra Crossing | Pedestrian Improvements | Consultation |
| 11 Alma Road (near Trafalgar Road) | Pedestrian Improvements (Proposal TBC) | Start-up/ Initiation |
| 125-127 Kitchener Road | Pedestrian Improvements (Proposal TBC) | Start-up/ Initiation |
| 29 Northcroft Street | Pedestrian Improvements (Proposal TBC) | Start-up/ Initiation |
| 313 Sunset Road | Pedestrian Improvements (Proposal TBC) | Start-up/ Initiation |
| Kitchener Road to Hurstmere Road | Raised tables - cycle lane | Start-up/ Initiation |
| Devonport Town Centre Safety Improvements | Safety improvements to make town centre safer for pedestrian/cyclists as well as support slower speed. | Investigation |
| Takapuna Town Centre Safety Improvements | Safety improvements to make town centre safer for pedestrian/cyclists as well as support slower speed. | Investigation |





Legend

| | |
|---|---|
| 1 | Albert Road Raised Zebra Crossing |
| 2 | Russell Street Raised Zebra Crossing |
| 3 | 11 Alma Road |
| 4 | 125-127 Kitchener Road |
| 5 | 29 Northcroft Street |
| 6 | 313 Sunset Road |
| 7 | Kitchener Road to Hurstmere Road |
| 8 | Devonport Town Centre Safety Improvements |
| 9 | Takapuna Town Centre Safety Improvements |



Introduction

The Network Optimisation Programme utilises the region's existing road network to increase the number of people and freight that travel through key routes and corridors as well as offset increasing levels of congestion.

This programme is being joint delivered with Waka Kotahi NZTA over the next 10 years to improve travel choice and make it safer and easier for people to get around the region.

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.

Over 200 locations with modal deficiencies to be investigated have been identified as part of the recent Business Case work completed with Waka Kotahi NZTA.

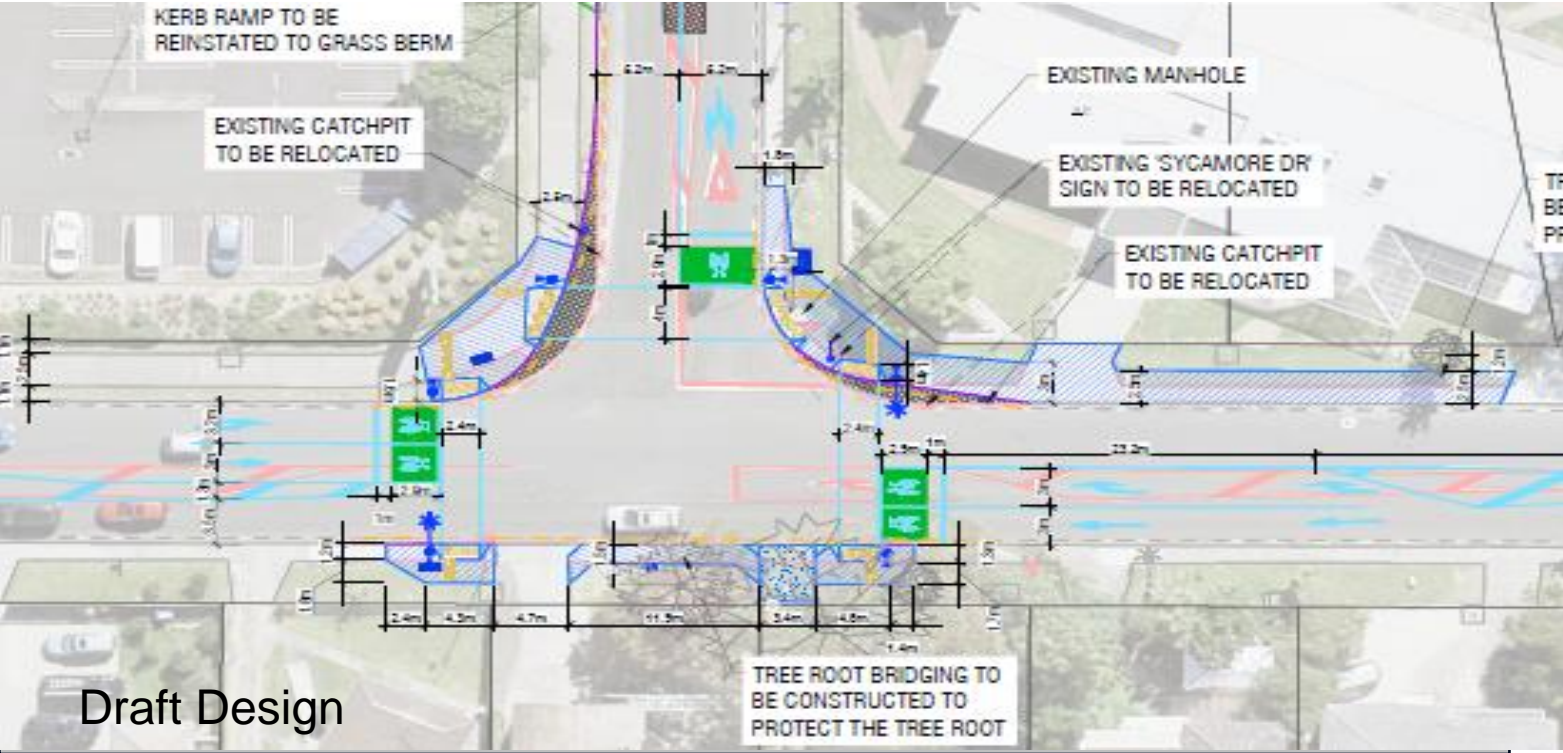
Outcomes

Solves known deficiencies (along with Waka Kotahi NZTA) on network performance 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



| Project Title | Project Description | Status |
|---|--|--------|
| Sunnynook Rd / Sycamore Drive Signalisation | Signalised intersection-Previously consulted on this as being a raised intersection however due to stormwater assessment it has been concluded that vertical speed calming measure cannot be included. | Design |



Draft Design





| Legend | |
|--------|--|
| 1 | Sunnynook Rd / Sycamore Drive Signalisation |



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

Draft 2023 / 2024

| Pavement | | |
|-----------------------|---|------------------|
| NGATARINGA RD | Road renewal works as part of Road Asset Maintenance and Renewals (RAM&R) delivery. | Draft Programmed |
| WICKLOW RD | Road renewal works as part of Road Asset Maintenance and Renewals (RAM&R) delivery. | Draft Programmed |
| JUNIPER RD | Road renewal works as part of Road Asset Maintenance and Renewals (RAM&R) delivery. | Draft Programmed |
| ALMA RD | Road renewal works as part of Road Asset Maintenance and Renewals (RAM&R) delivery. | Draft Programmed |
| REGENT ST (DEVONPORT) | Road renewal works as part of Road Asset Maintenance and Renewals (RAM&R) delivery. | Draft Programmed |
| | | |

| Footpaths (Top 15 of 92) |
|---------------------------------------|
| VAUXHALL RD |
| VAUXHALL RD |
| EAST COAST RD (TAKA/GLENFIELD/E.C) |
| ALBERT RD (DEVONPORT) |
| KEYS ST |
| EAST COAST RD (TAKA/GLENFIELD/E.C) |
| EAST COAST RD (TAKA/GLENFIELD/E.C) |
| ST AUBYN ST |
| ANZAC ST |
| VAUXHALL RD |
| EAST COAST RD (TAKA/GLENFIELD/E.C) |
| WAIRAU RD (EAST) |
| NORTHCOTE RD (EAST) |
| VICTORIA RD (DEVONPORT) |
| EAST COAST RD (TAKA/GLENFIELD/E.C) |

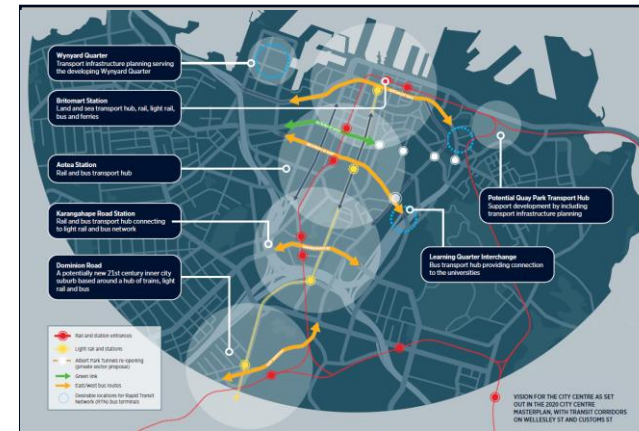
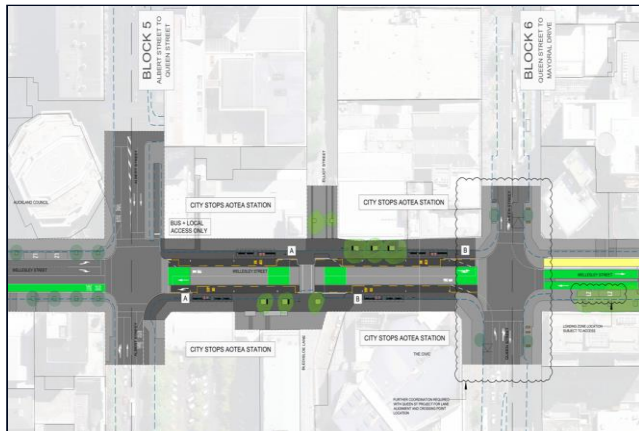


Introduction

Auckland Transport capital projects delivered in the City Centre in co-ordination with other Auckland Council Group projects and private developments.

The programme's objective is to deliver on key “City Centre Master Plan” outcomes by 2030, by re-allocating street space to provide safe, healthy and sustainable travel options. Promote mode shift from vehicles to public transport or active modes and create an accessible and inclusive City Centre.

| Project Title | Project Description | Status |
|--|--|----------------------|
| City Centre Capital Projects Programme | <ol style="list-style-type: none"> 1. Public realm upgrade of Beaumont Street (construction starts in 2023/24) 2. Wellesley St Bus Improvements (construction starts in 2023/24) 3. Karangahape Station Neighbourhood Improvements (construction starts in 2023/24) 4. City Centre Bus Plan (currently in the business case phase) | Investigation/Design |



Capital Projects

Inform

| Project Title | Project Description | Status |
|---------------------------|--|-----------------|
| Bayswater Avenue Cycleway | <ol style="list-style-type: none"> 1. The Bayswater Cycleway Project - part of the Ngā Tiriti Ngāngahau: The Vibrant Streets programme from Auckland Council - was split off from the larger Lake Road Improvements Project this year. This followed the successful securing of funding to progress it ahead of the Lake Road project. 2. The Bayswater Avenue Cycleway project would add a two-way, separated cycleway on the south side of Bayswater Avenue. 3. Construction is expected to start in 2023/24 year | Detailed Design |



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, Customer Experience

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. |



Introduction

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

1. **Innovating Streets for People 1.0** (2021) - Waka Kotahi funded (90%) which trialed low-cost improvements that are co-designed with the communities. Focusing on safety outside schools, addressing speed and traffic volumes through residential neighbourhoods, place-making and cycleways.
2. **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.
3. **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

Innovating Streets for People: The trials are now complete and in the maintenance phase while permanent solutions are designed and constructed.

Ngā Tiriti Ngangahau – The Vibrant Streets: All projects are in the early engagement phase, moving into co-design over the next few months.

Streets for People: This new programme is in the set-up phase and will begin the early engagement phase in November 2022.



| Project Title | Project Description | Status |
|---|--|---|
| Bayswater Ave Cycleway (Ngā Tiriti Ngangahau – The Vibrant Streets) | Bringing forward the benefits of this future permanent project by delivering a bi-directional cycleway through the use of trial and semi-permanent infrastructure. | Engagement Phase |
| Community Bike Hubs (Ngā Tiriti Ngangahau – The Vibrant Streets) | A new AT-owned concept for community-run Bike Hubs. Increase cycling mode shift through a ‘by-community, for-community’ bike space. Project team is investigating potential sites further up the North Shore, as well as, within Devonport in response to the Local Board's feedback. The project is investigating how we could provide the infrastructure and project management resources for the operational Bike Hubs project in partnership with Mana Whenua. | Investigation and Operator Procurement Phase (March 2023 indicative go live date) |



Bayswater Ave Cycleway Project Team's first engagement event (October 2022)



Community Bike Hubs Project Team presenting at AT's company-wide internal Friday comms, All Hands (August 2022)



Memorandum

| | |
|---------|--|
| TO | Devonport-Takapuna Local Board |
| FROM | Ben Mansfield |
| DATE | 13 February 2023 |
| SUBJECT | Community Bike Hubs site assessment |

1. Introduction

Bike Hubs are free, community-run spaces for people interested in bikes, offering basic bike fixes, information and advice, education and training, donated bike resales, and event. Open 15-25 hours per week, operated from shipping containers, and locally staffed, they are essential enablers of mode shift. AT is growing the network of Bike Hubs through the Community Bike Hub project, aiming to open 9 new Hubs by the end of 2023.

Following from previous memos and workshops (see attachment 4 for project history) with the local board, this workshop aims to update the Local Board members on the progress of Te Poka Pū Pahikara i tēnei Hapori – Community Bike Hubs, and understand their board's site preferences.

2. Details

We have heard the Local Board's preference to avoid the Dacre Park site and have conducted additional site analysis. Although areas in the northern part of the board's rohi were not originally in scope, with the loss of the Northcote site and upon request from members, we investigated locations in Takapuna, Sunnynook, Forrest Hill and other locations in Devonport (see Table 1 for an overview).

From this process, we have identified Greville Reserve in Forrest Hill as an excellent Bike Hub site (see Figure 1 for proposed site layout). This option was mentioned by the local board in prior workshops, has good cycle network connections, safe space for riding, and an excellent space for the containers without disturbing other users. We have put this option forward as an excellent alternative to the Dacre Parks site.

We still believe Dacre Park could be a successful site, however understand and acknowledge the Local Board's concerns around demographics, visibility and existing lease arrangements. We are seeking a workshop to understand the board's position on these two proposed sites. Further

information on these sites, the alternatives considered, the selection criteria, site impacts and mitigation, and stakeholders consulted are contained in the landowner approval documentation.

Following our open EOI process for Bike Hub Operators, I'm pleased to announce that we have selected Devonport Peninsula Trust as the Operator for Devonport, should that site proceed. DPT have stated they would not operate a Bike Hub outside of Devonport, and so, if the Greville Reserve site proceeds, EcoMatters Environment Trust are the preferred partner. We're looking forward to collaborating with either of these community organisations and all community members to get the Bike Hub off the ground around mid-year.

Finally, we would like to advise the board that we are working on the designs and artwork for the Bike Hub. An indicative design is given in the attachments (see Figure 3). We're working on an idea to use one container wrapped in this artwork to symbolise the connection of the Bike Hub, while engaging locals to design the second container in community artwork.

3. Discussion

We would like to make a decision with the local board as to their site preferences for the Community Bike Hub. Only one of the proposed sites can proceed at this time.

4. Next Steps

Following confirmation of the Local Board's preference for sites, we will update the landowner approvals team, who will receive feedback from council specialists on our proposal. Following this, the landowner approval with specialist input will come to the Local Board for their feedback and approval. Once approval is granted, AT will apply for resource consents for the site, and once received, will be able to deliver and open the Bike Hub.

The landowner approval is expected to be with the local board in March 2023 - this is currently in the council process and AT does not have control of this timeframe. Following approval, AT is aiming to open the Bike Hub in mid 2023.

Attachments

1. List of evaluated sites
2. Aerial of preferred options
3. Indicative artwork design
4. Previous local board engagements

Table 1: List of evaluated sites. Note that evaluation was a detailed process of 11 weighted scores, summarised below for brevity. Further details available on request, or in the landowner approval documentation.

| SUBURB | SITE | REASON FOR DEPRIORITISATION |
|-------------|---------------------|--|
| Devonport | Bikes n Beyond | Lack of space for Bike Hub and safe riding. Potential risk of commercial preferencing |
| Devonport | St Margarets Church | Complete lack of visibility, would require lease costs |
| Devonport | Windsor Reserve | Resource consent difficult, concerns about aesthetics from community |
| Devonport | Ferry Wharf | Resource consent unlikely to be granted due to marine structures |
| Devonport | Dacre Park | <i>Prioritised due to co-habitation of natural attractors.</i> |
| Devonport | Melrose Reserve | Lack of attractors and foot traffic, removed from community and town centre |
| Devonport | Town Centre Carpark | High utilisation of carpark, lacks safe riding space |
| Devonport | Woodall Reserve | Lacks visibility and natural foot traffic |
| Forest Hill | Greville Reserve | <i>Prioritised due to network connections, safe riding space and proximity to community.</i> |
| Sunnynook | Sunnynook Park | Less appropriate space for containers and riding, compared to Greville. |
| Takapuna | Taharoto Park | Lack of appropriate space with visibility and safe space to ride |
| Takapuna | Sylvan Park | Lack of visibility and natural attractors |



Figure 1: Aerial of a proposed site at Greville Reserve in Forrest Hill. Red rectangles indicate the Bike Hub containers; white rectangle indicates sun / rain shelter. Image to scale.



Figure 2: Aerial of a proposed site at Dacre Park in Devonport. Red rectangles indicate the Bike Hub containers; white rectangle indicates sun / rain shelter. Image to scale.



Figure 3: Indicative artwork for the Bike Hub showing the connection of the site to the wider Bike Hub network. Imagine the centre artwork being specific to the site, with other 'islands' floating around it, connected by a network of paths and cycleways.

Table 2: List of prior engagement with the Local Board for the CBH project.

| Date | Item | Outcomes |
|----------------|--|---|
| July 2022 | Initial project memo to Local Board | Inform the LB of the project and ask for their feedback on locations and groups to engage. |
| September 2022 | Local Board feedback report to project | Gave support to the project and expressed hesitancy about Dacre Park, suggesting Forrest Hill, Takapuna and Sunnynook as locations of interest. |
| November 2022 | Update memo to Local Board | Response to the LB’s advice and offered the site of Greville Reserve as a potential. Updated timelines for delivery, other assessed sites and next steps. |

Please see the November 2022 memo for further background and context about the project. Please note that in between local board engagements, the project has been engaging widely with community, businesses, council and agency staff and other interested stakeholders. The changes contained in this memo are a direct result of these engagements and feedback.

For more information on the Community Bike Hubs project please contact:

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