

# Devonport-Takapuna Local Board Workshop Programme

Date of Workshop: Tuesday 28 February 2023

Time: 12:45pm – 3:30pm

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)
12.45 – 1.30	<p><b>1. Auckland Waitematā Harbour Connections</b></p> <ul style="list-style-type: none"> <li>- Waitematā Harbour Connections</li> </ul> <p><b>Attachments:</b></p> <p><b>1.1</b> Memo: Devonport-Takapuna LB workshop</p> <p><b>1.2</b> Presentation: WHC Presentation – LB Workshops Feb 2023</p>	<p><b>Elise Webster</b> Partner Interface Manager (Auckland Council)</p> <p><b>Daniel Newcombe</b> Partner Interface Manager (Auckland Transport)</p> <p><b>Kathryn Martin</b> Communications &amp; Engagement</p> <p><b>Lucie Timmers</b> Communications &amp; Engagement Lead</p>	Keeping informed	Receive update / inform future direction / provide feedback
1.30 – 2.30	<p><b>2. Auckland Transport</b></p> <ul style="list-style-type: none"> <li>- Katoa, Ka Ora Speed Management Plan</li> </ul> <p><b>Attachments:</b></p> <p><b>2.1</b> Presentation: Katoa, Ka Ora - Devonport-Takapuna Workshop Feb 2023</p>	<p><b>Annie Ferguson</b> Consultation and Project Coordinator</p> <p><b>Adam Moller</b> Principal Transport Engineer</p>	Keeping informed	Inform future direction

2.30 – 3.30	<p><b>3. Auckland Transport</b></p> <ul style="list-style-type: none"> <li>- Local Board Transport Capital Fund</li> </ul> <p><b>Attachments:</b></p> <p><b>3.1</b> Memo: LBTCF Induction 23 24 Devonport - Takapuna Memo</p> <p><b>3.2</b> Presentation: Devonport - Takapuna LBTCF Workshop 1</p>	<p><b>Marilyn Nicholls</b> Elected Member Relationship Manager</p> <p><b>Sila Aavua</b> Programme Manager</p> <p><b>Matthew Ah Mu</b> Programme Support Manager</p> <p><b>Raman Singh</b> Senior Transport Engineer</p> <p><b>Prasta Rai</b> Transport Engineer</p>	Keeping informed	Inform future direction
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**Next workshop:** 7 March 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

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## Attendees

**Chairperson:** Toni van Tonder

**Members:** Peter Allen  
Gavin Busch  
Melissa Powell  
George Wood, CNZM

**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

## Apologies

Terence Harpur

Workshop item	Presenters	Governance role	Summary of discussion and Action points
<p><b>1. Auckland Waitematā Harbour Connections</b></p> <ul style="list-style-type: none"> <li>- Waitematā Harbour Connections</li> </ul>	<p><b>Elise Webster</b> Partner Interface Manager (Auckland Council)</p> <p><b>Daniel Newcombe</b> Partner Interface Manager (Auckland Transport)</p> <p><b>Kathryn Martin</b> Communications &amp; Engagement</p> <p><b>Lucie Timmers</b> Communications &amp; Engagement Lead</p> <p><b>Duncan Humphrey</b> Programme Director – Waitemata Harbour Connections</p> <p><b>David Dunlop</b> Alliance Director</p>	<p>Keeping informed</p>	<p>The local board was provided with an update on the Waitemata Harbour Connections project.</p> <ul style="list-style-type: none"> <li>• The board were asked if there were stakeholders the team should touch base with. They advised keeping in contact with the Engagement Advisor.</li> </ul> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Clarified that if the indicative business study is approved in 2024, what the future steps would look like. The next stage includes procurement and Resource Management act consenting of approximately 2 years. Physical works to potentially start by the end of the decade.</li> <li>• Clarified that this project would not replace the existing Harbour Bridge entirely, as it is a useful asset and could be repurposed in future.</li> <li>• Confirmed that when going out for consultation in March cost evaluations would be included.</li> <li>• Noted that the alliance does not currently have a good relationship when it comes to consulting with community groups.</li> <li>• Expressed concern at the lack of Mana Whenua representation at the workshop. Staff assured they work frequently with Kaitiaki.</li> <li>• Questioned how to change the attitude of the public around utilising public transport. Staff note that this begins with building a reliable transport system.</li> <li>• Confirmed that AT are doing regular surveys of public transport passengers.</li> <li>• Noted that the public are likely to expect visual planning material at consultation</li> <li>• Confirmed that there will be accompanying material that explains the plan for feeding people in communities outside of the main lines into the rapid-transit system.</li> <li>• Requested an online briefing with relevant local boards</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Consultation to start late March 2023</li> </ul>

<p><b>2. Auckland Transport</b></p> <ul style="list-style-type: none"> <li>- Katoa, Ka Ora Speed Management Plan</li> </ul>	<p><b>Annie Ferguson</b> Communication and Engagement, Safe Speed Programme <b>Chatura Siriwardane</b> Senior Transport Engineer <b>Adam Moller</b> Principal Transportation Engineer <b>Daisy Hsu</b> Consultation Coordinator</p>	<p>Keeping informed</p>	<p>The local board was provided with an update on the speed management plan for the local board area.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Noted that the current inconsistency in road speeds is widespread in the area</li> <li>• Concerned that blanket 30kph speed limits are not practical, and would be a difficult adjustment for areas such as Sunnynook.</li> <li>• Noted that it is almost impossible to reach the speed limit on many short or narrow streets in the local board area that currently have 50kph speed limits.</li> <li>• Stated consensus that 30kph speed limits apply within 300/400m of schools, and 40kph along arterial routes.</li> <li>• Schools in the local board area could help identify their preferred safe speed zone</li> <li>• Requested AT consult schools directly regarding variable speed limits around schools in the local board area.</li> <li>• Noted that any speed limit changes need to be consistent</li> <li>• Clarified that the programme is only funded for speed limit changes and signing, not for any structural changes such as raised crossings (this falls under a different programme).</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Collate informal feedback from local board</li> <li>• report will come to a local board meeting for formal feedback</li> </ul>
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<p><b>3. Auckland Transport</b></p> <ul style="list-style-type: none"> <li>- Local Board Transport Capital Fund</li> </ul>	<p><b>Marilyn Nicholls</b> Elected Member Relationship Manager</p> <p><b>Matthew Ah Mu</b> Principal Project Manager</p> <p><b>Raman Singh</b> Transportation Engineer</p>	<p>Keeping informed</p>	<p>The local board was provided with an introduction to the Local Board Transport Capital Fund.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Confirmed that \$1.2 million currently allocated to the Francis-Esmonde link project could be carried over to the existing budget.</li> <li>• Requested to be across correspondence between AT and Mana Whenua regarding Francis-Esmonde link project, to clarify outcome of engagement.</li> <li>• Expressed a lack of appetite to continue with Francis-Esmonde link project at this stage, noting the need for immediate upgrades across the local board area.</li> <li>• Enquired about the process and cutoff period for submitting new projects to AT</li> <li>• Note intention to go through the community centre plans, to best find and address future projects.</li> <li>• Requested an update on Sycamore drive pedestrian crossing. This is in planned works and will be coming back to the board in future.</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• A followup workshop to be scheduled for May 2023</li> <li>• Local Board to submit feedback to AT. Senior Local Board Advisor and AT Elected Member Relationship Manager to collaborate on a first draft.</li> <li>• Decision report to come to a local board business meeting, June/July 2023, for budget allocations</li> </ul>
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The workshop concluded at 3.35pm.

# Memorandum

<b>To</b>	Devonport - Takapuna Local Board
<b>From</b>	Dave Dunlop – Alliance Director Duncan Humphrey – Project Director Waitematā Harbour Connections Alliance
<b>CC</b>	Elise Webster – Partner Interface Manager, WHC, (Auckland Council) Daniel Newcombe – Partner Interface Manager, WHC (Auckland Transport)
<b>Date</b>	30 January 2023
<b>Subject</b>	Waitematā Harbour Connections

## 1 Introduction

- 1.1 The purpose of this workshop is to provide a high level overview of the Waitematā Harbour Connections (WHC) project and a recap for new local board members so that the local board is aware and informed of the WHC project prior to public consultation. We propose to discuss the upcoming consultation on the project, answer queries and seek feedback on any opportunities to engage with communities in your local board area during upcoming consultation.

## 2 Context

- 2.1 The WHC project will provide for a fully multi-modal solution investigating future options for people wanting to walk, cycle, transport freight, drive, take the bus or travel by light rail across the te Waitematā Harbour, connecting people to transport options across the region.
- 2.2 Planning work is looking at how all modes need to cross the harbour in the future, what new infrastructure is needed to cater for these modes, where it will go, and how we make the best use of our existing infrastructure including the Auckland Harbour Bridge to create a more resilient network.
- 2.3 Waitematā Harbour Connections is a key part of expanding Auckland’s future rapid transit network. Rapid transit is already moving thousands of people every day around the region and now we’re working on the next stages to improve transport choices and make Tāmaki Makaurau Auckland a better place to live now and for future generations.
- 2.4 Investing in high capacity, high quality, rapid transit is critical to developing a modern, connected city, providing people with faster, safer and more reliable trips and reducing carbon emissions. Rapid transit enables housing and business growth and is the catalyst for neighbourhood regeneration and people-friendly streets, unlocking the region’s growth potential.

### 3 Process timeline – The Indicative Business Case (IBC)

3.1 Alliance partners Waka Kotahi NZ Transport Agency and partners Auckland Council, Auckland Transport and Ngā Mana Whenua Iwi o Tāmaki Makaurau, are embarking on a crucial phase in the planning and delivery of Aotearoa New Zealand’s most significant city shaping project in coming decades, Waitematā Harbour Connections.

3.2 A planning process called an Indicative Business Case (IBC) will make a recommendation on the preferred option by mid-2023. The study will develop on previous work and explore all modes of transport for a package of improvements confirming the phasing, form, and route of future new connections, and how we best use our existing infrastructure.

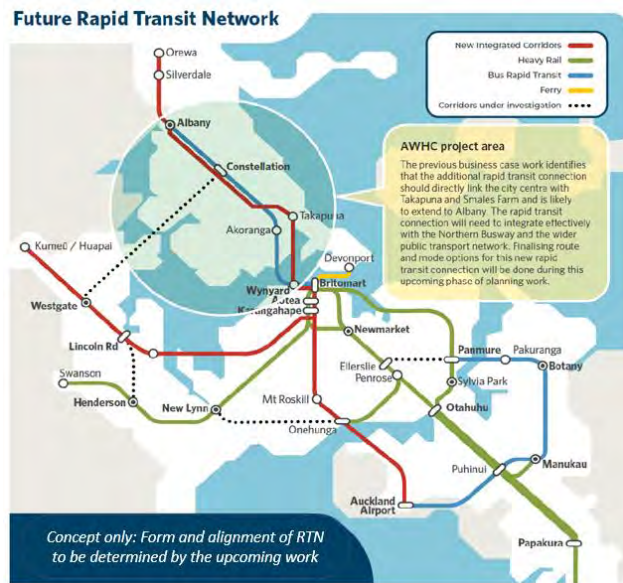


Diagram 1: Future Rapid Transit Diagram

3.3 The IBC fits into the overall planning process as per diagram 2 below:

Diagram 2: Business Case Processes



### 4 Consultation and Engagement

4.1 Pre-engagement on the project is underway via community markets, school engagement and stakeholder events. The more formal consultation and engagement commencing late March through to late April.

4.2 A range of engagement methods are proposed including online surveys, drop in centres and targeted stakeholder engagement.

4.3 It is important that we reach as many people as possible to provide the opportunity to feedback on the consultation. As such, we would appreciate your views on existing community or council events that we can partner on and any particular key stakeholders or connections with diverse communities.

### Attachments

1. PowerPoint Presentation – Waitematā Harbour connections – February 2023



# Waitematā Harbour Connections



February 2023



Ngā Iwi Mana Whenua  
o Tāmaki Makaurau

Waitematā Harbour Connections



Te Kāwanatanga o Aotearoa  
New Zealand Government

# Purpose of Today

The purpose of this session is to:

- Provide a high level overview of the project progress and timeframes
- Provide a recap of the project for new local board members
- Outline the consultation proposed
- Seek feedback on key consultation opportunities in the local board area
- Enable an opportunity to answer questions and hear feedback and ideas.

## Auckland Harbour Bridge - A key transport connection



Te Kāwanatanga o Aotearoa  
New Zealand Government

\*Data from Auckland Harbour Bridge Shared Path Options Assessment 2021

# Strong project partnership approach



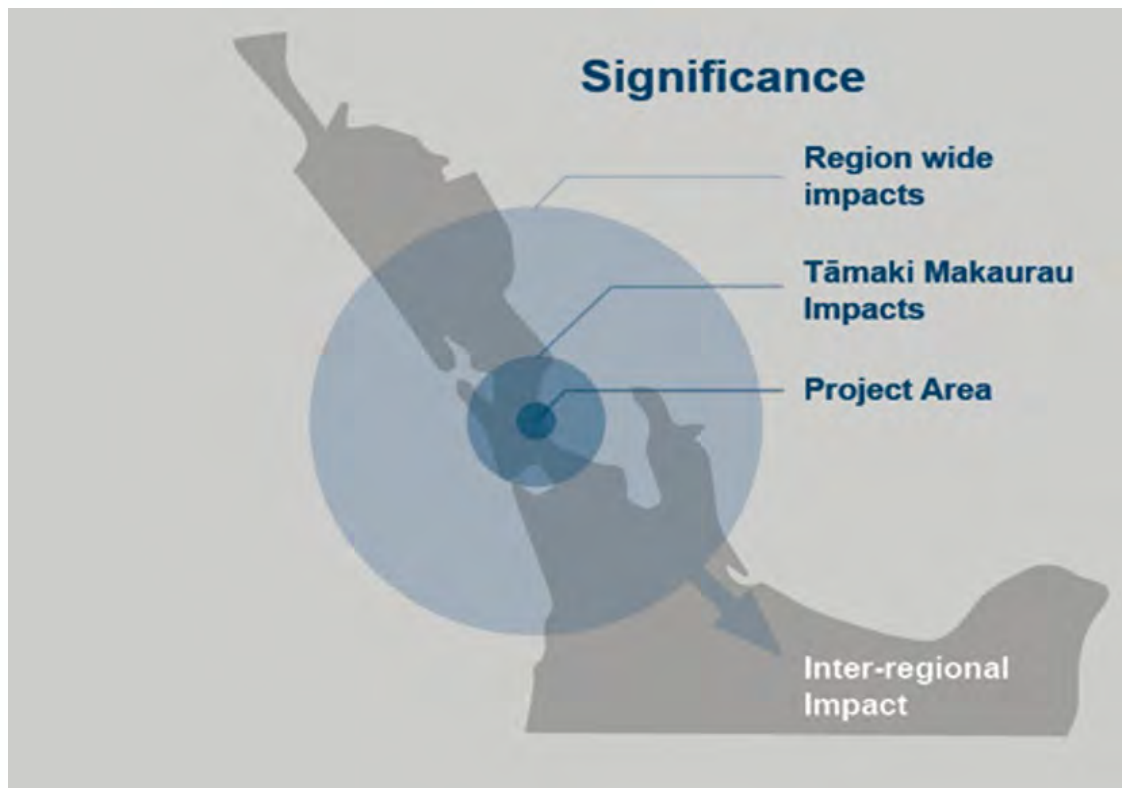
Ngā Iwi Mana Whenua  
o Tāmaki Makaurau

**Waitematā Harbour Connections**



Te Kāwanatanga o Aotearoa  
New Zealand Government

# Significance



- Project area impacts
- Tāmaki Makaurau impacts
- Region wide impacts
- Inter-regional impacts
- National significance

# Project Introduction

- **Government's announcement January 2022** brought forward planning for a fully integrated transport network.
- **Partnership approach** to progress the next phase of planning work on the Waitematā Harbour Connections.
- **Indicative Business Case phase (IBC)** will build on the findings of the previous business case, and consider relevant updates in policies, context, and related projects including Auckland Light Rail.
- **A nationally significant**, high-volume, strategic corridor providing substantial local, regional, and national benefits.
- **Anticipated population growth in Auckland**, will need to be catered for through the project.
- **Connections will provide a multi-modal system solution** including ongoing Northern Busway enhancements, long-term active modes for people on foot and bikes, freight, rapid transit (such as light rail) and network resilience for drivers.
- **It is inter-generational** – considering longevity, mode shift and climate change outcomes.

# Why?

The problems are diverse and are expected to impact at varying scales, ranging more local impacts, to national level.



## ACCESS

- **The cause:** Population growth and increasing economic activity
- **The effect:** Increase in travel demand vs bridge access catchment



## TRAVEL CHOICE

- **The cause:** Gaps in infrastructure restricting travel choices available
- **The effect:** Current mode share vs impact on carbon emissions.



## RESILIENCE

- **The cause:** Climate events vs detour/unproductive time cost
- **The effect:** Aging asset vs maintenance requirements

# Opportunities



## OPPORTUNITIES

- Enable quality integrated urban communities.
- Improved quality of life through better access to more employment, education and health care opportunities across Tamaki Makaurau.
- Provide people with more high quality choices to reliably access opportunities across the harbour.
- Reduction in greenhouse gas emissions from the transport network.
- Reduced frequency of disruptions and faster recovery from unplanned disruption events.

# Way forward: Multi-Modal

Strategic investigations will include all modes and how they interact:

- **Rapid Transit**
- **Active modes**
- **Roading (freight and general traffic)**
- **Northern Busway**

Other strategic investigations include:

- **Resilience improvements including utilities**
- **Future use of existing Auckland Harbour Bridge**
- **Lanes and modes that support freight and services**
- **Emissions reduction**
- **Urban development and land use needs**
- **Funding and financing options**





# Business case process

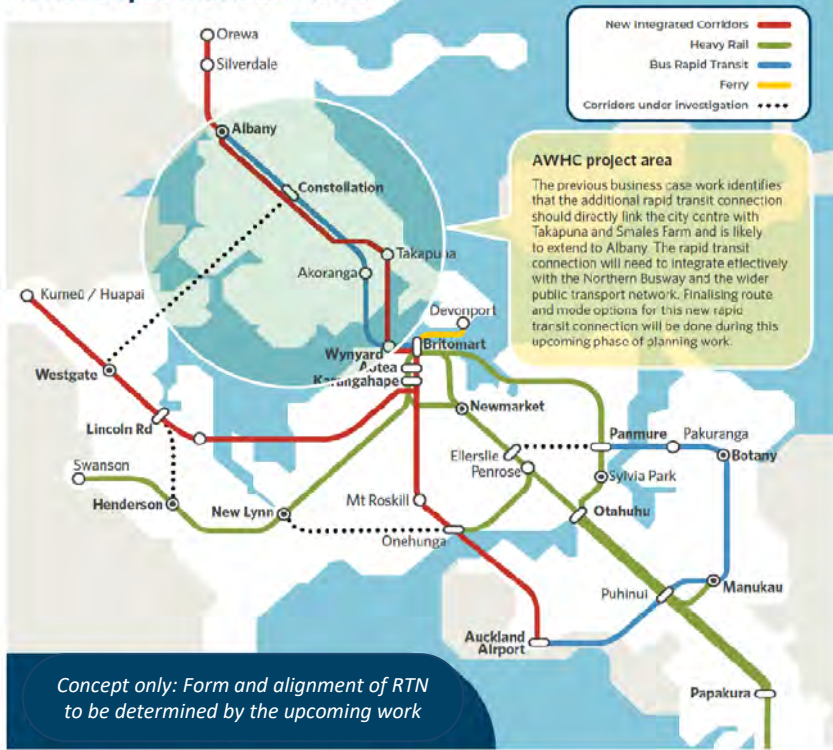


# Part of Auckland's future rapid transit network



Waitematā Harbour Connections is the next stage in expanding Auckland's future rapid transit network. It will improve transport choices and make Tāmaki Makaurau Auckland a better place to live now and for future generations.

## Future Rapid Transit Network



# Related projects, plans and policies

- Auckland Light Rail
- Emission Reduction Plans
- Northwest Rapid Transit
- Rapid Transit Network Plan
- Northern Busway Enhancements
- Te Tupu Ngātahi – Supporting Growth (North)
- Auckland's Transport Emissions Reduction Pathway (TERP)
- Te hau mārohi ki anamata New Zealand's First Emissions Reduction Plan 2022 (ERP)
- National Policy Statement (notably Urban Development)
- Auckland Motorway Improvements
- City Rail Link (CRL)
- Northern Corridor Improvements
- Access for Everyone/City Centre Master Plan
- Government Policy Statement on Land Transport
- Auckland Transport Alignment Project (ATAP)

# Communications & Engagement

- Taking Aucklanders on the journey through this project and its contribution to shaping the future of Tāmaki Makaurau
- Engagement in late 2022 to raise awareness and support, and gather feedback from community and stakeholders to inform the IBC process
- Engagement and consultation from late March this year on options to help shape the recommended way forward
- Targeting a diverse range of views and feedback from across the region



# Early Engagement

- Elected Member Engagement July and Nov 2022
- Hosted a Stakeholder Breakfast and panel event with the Minister of Transport Dec 2022
- Engagement at primary schools Nov and Dec 2022
- Community engagement at six local community markets across six weeks in Nov-Dec 2022
- Survey questions to understand how and why people currently use the crossing, and what they would like to see in the future



# Survey Results

**97%** of respondents cross the harbour

**30%** of respondents currently cross the harbour by bus

**88%** said they would catch a bus or a train over the harbour if they could

**66%** would walk or cycle across the harbour

Most common themes in the open comments



Key destinations were

**Central City & Takapuna**



Strong support for **rail options**



**Reliability, speed and convenience** are the most important factors in encouraging future public transport usage

Current bus trips are most commonly for **employment**, then **social activities**

Respondents said they would use more public transport in the future for trips to social activities, if more options were available



Open comments on cycling and walking connections were mixed

**19%** mentioned support for future connections

**16%** said cycling is not a priority

There was also strong support for cycling infrastructure sooner, rather than later, with comments suggesting a cycle lane on the current bridge

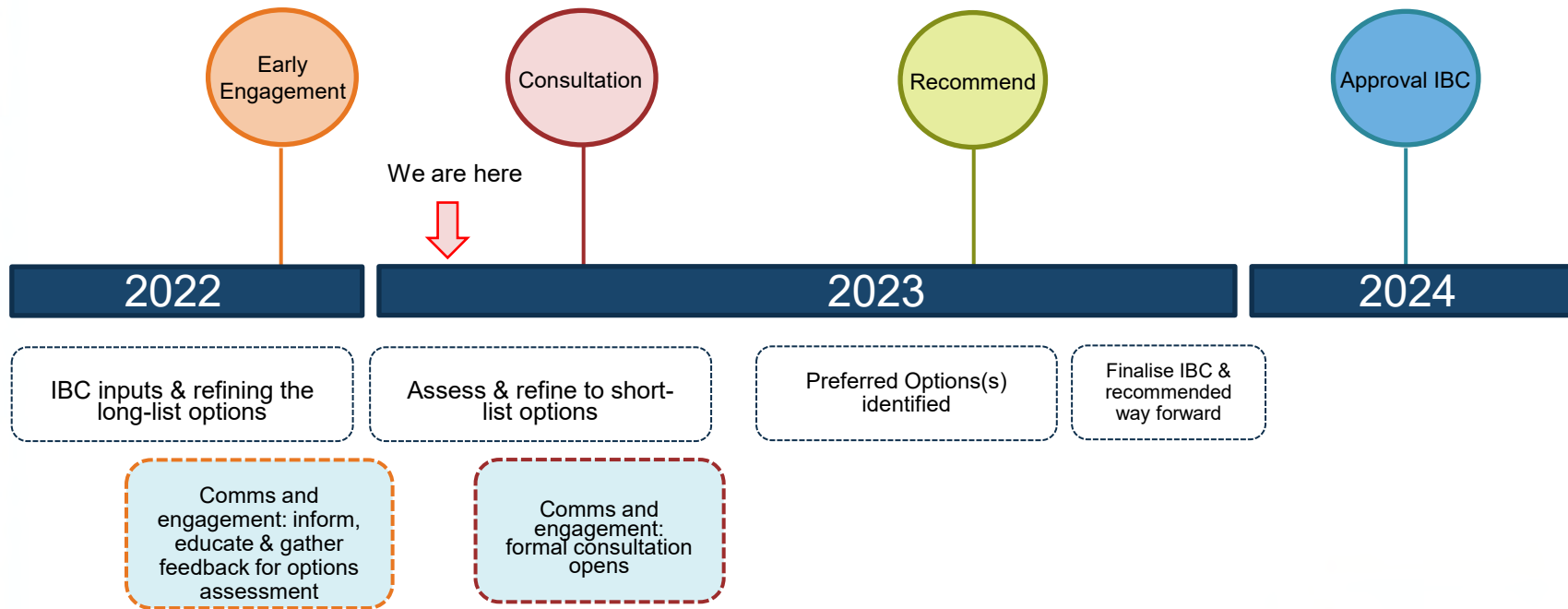
To help with the **decision-making process** on options in the next phase, respondents want information about **cost, timelines** and **modes**

# Engagement and Consultation

- The main consultation and engagement period is late March to late April 2023.
- We will be consulting and seeking feedback on the different outcomes achieved by various options.
- Stakeholder engagement will also continue, with a focus on business, utilities, advocacy and freight groups.
- We plan to connect with diverse communities across Tāmaki Makaurau at community events.
- Consultation includes an online portal to enable all New Zealanders to engage in the process and provide feedback.
- Independent research will be undertaken to support the online survey.
- You will receive an information pack and links to the website and survey in March.
- Please share project information and the survey link with your networks.
- **Pātai:** Are there any particular groups or stakeholders in your area we should connect with?
- **Pātai:** Are there any events or proposed consultations that you would like us to join with a



# Timeline for Indicative Business Case




**Note:** subsequent phases and timing are subject to government decision making and include, detailed business case (DBC), pre-implementation (consenting and design) followed by tender and construction



# In summary

- Te Waitematā Harbour Connections project:
  - is inter-generational
  - will be multi-modal
  - will take an overall network and planning approach
  - includes future use of the existing Auckland Harbour Bridge
  - includes strong climate change and emissions reduction focus
  - includes land use planning and quality urban development
  - has strong governance at all levels
  - requires effective engagement with partners, stakeholders and communities
  - includes Integration with Auckland Light Rail on rapid transit
- **Consultation starts late March.**





# He pātai? Questions



# Katoa, Ka Ora

Auckland speed  
management plan

**Devonport – Takapuna local board workshop**  
February 2023



# Purpose

The purpose of this engagement is to listen to and understand local board concerns and aspirations for the different ways to set safe speed limits in their area.

1. To share current picture of road safety and speed environment for your local board
2. Workshop ways speed management could be applied to your local board
3. Hear local knowledge and insights that can inform speed management planning - including local board requests for speed limit review



Whakaotinga whā:  
Te ikiiki me te āheinga

## Outcome 4: Transport and access

Our communities can access an affordable, efficient, safe and integrated public transport system. A network of roads including cycle lanes, footpaths, and walkways will safely connect people to their desired destinations.



# Shared Vision

A widely-shared vision for Auckland to be the world’s most liveable city.

Everyone alive, healthy, and well on our roads.

Communities can access an affordable, efficient, safe and integrated public transport system. Work with AT on additional road crossings, and speed calming measures, particularly around schools.



We will collaborate with AT and Waka Kotahi NZ Transport Agency to ensure we take all opportunities to link to the Northern Pathway.

We will continue working on the delivery of the Francis Street to Esmonde Road connection and the upgrade of the Patuone Reserve Walkway to offer alternatives to Lake Road, improve connection to the northern pathway and increase recreation opportunities in Takapuna.

### Road networks

Congestion on Lake Road has a significant effect on commuters and businesses. We will continue to explore ways to reduce congestion and improve transport options and journey times by working with Auckland Council and Waka Kotahi NZ Transport Agency to take advantage of any available funding so that improvements are delivered as quickly as possible.

We will also ensure residents can be involved in planning improvements identified in the Belmont Centre Plan so that these can be implemented as soon as funding is available.

We will advocate to the Governing Body of Auckland Council and Waka Kotahi NZ Transport Agency for an additional Waitematā Harbour connection.

### Safety

Our communities have told us that safety is one of the greatest barriers to walking and cycling. We will work with AT to ensure we get the maximum benefit from available budgets and look at improving safety by installing new crossings and speed calming measures around schools and other places where they will have the greatest effect. We will also seek the reinvigoration of the student travel plan and walking school bus programmes.

You have told us that footpath maintenance is a concern. We will work with AT to give greater priority to developing, maintaining, and improving our footpaths.

### Opportunities

- Improvements to feeder bus services on new and existing routes will encourage greater use of our transport hubs and public transport services.
- The Northern Pathway will be an attractive and efficient alternative to using private vehicles.

### Challenges

- Our bus stations are nearing capacity at peak times. Investment is required to ensure they are fit for purpose and future proofed.
- Behavioural changes require viable and easy alternatives. We must support well-planned and maintained walkways and cycleways that enable people to move around quickly and safely.
- Public transport must be efficient, affordable, and convenient to encourage greater uptake.

### Our commitment

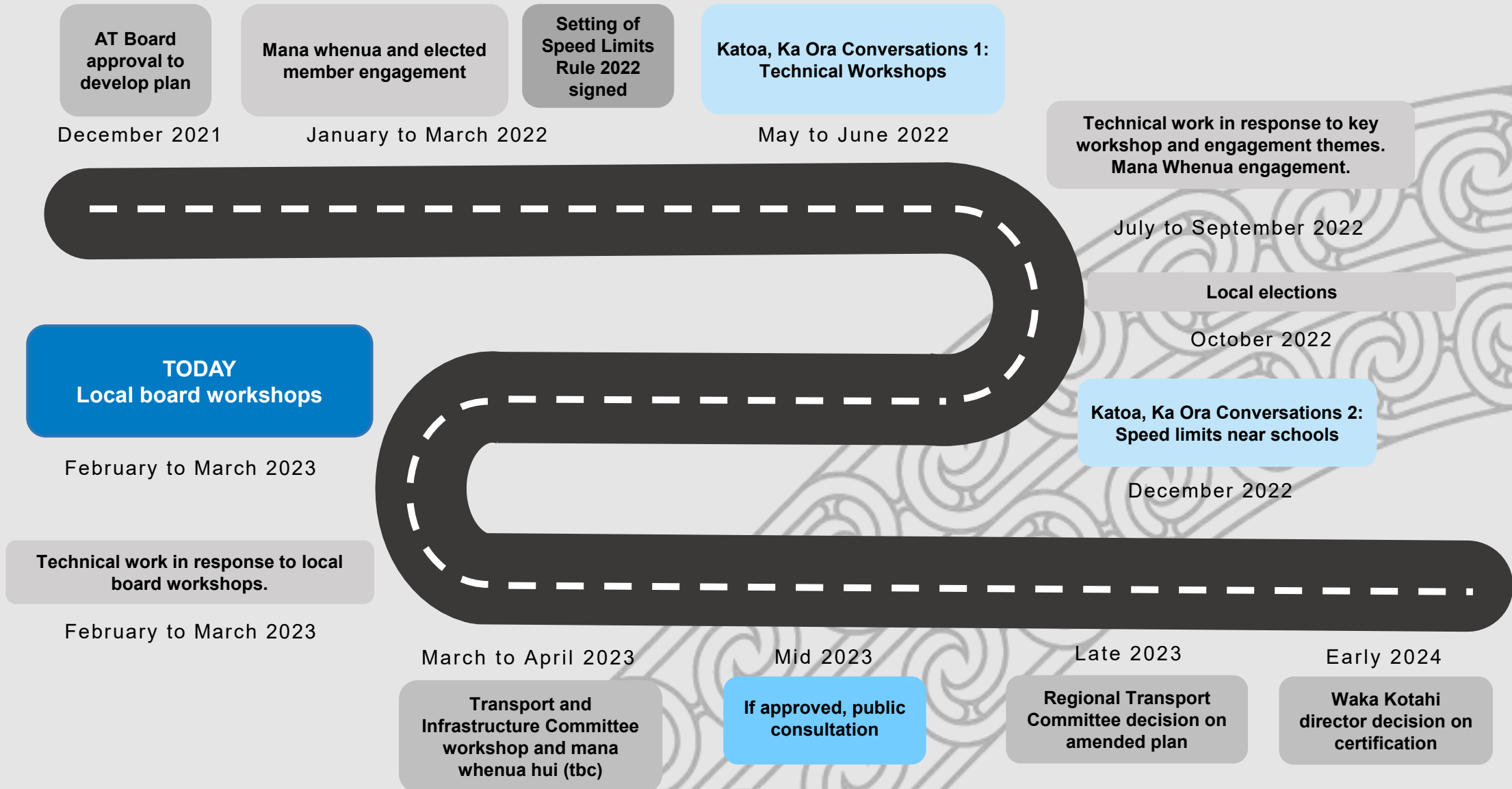
The effects of COVID-19 will last for some time. Resources will be limited, but we will ensure they are focused on initiatives that bring the greatest benefits to our communities while continuing to look for opportunities as they arise.

### WHAT YOU HAVE TOLD US

- "Decarbonising transport is the most important change Auckland can make"
- "Support a new ferry terminal for Bayswater"
- "Make public transport a more convenient alternative to driving"
- "Safe footpaths and cycleways are needed"
- "Address congestion on Lake Road."

# Katoa, Ka Ora timeline

Inform



# What is Katoa, Ka Ora: Auckland speed management plan 2024-7?

A plan to set safe and appropriate speed limits supported by infrastructure, enforcement, communications and engagement in order to reduce road deaths and serious injuries.

## Timing

- Mid-2023 consultation

## 2022 rule\*

- Targets for safe and appropriate speed limits around all schools by 2027

## Current budget

- \$45 million
- Includes development, consultation and delivery

## Scope

- Speed limit changes
- Signage and line marking

## Funding dependent

- Traffic calming
- Pedestrian crossings
- Other infrastructure needed to support/reinforce speed limits

## Out of scope

- High-cost road upgrades
- Public transport infrastructure



\*Land Transport Rule: Setting of Speed Limits 2022

# Draft working principles

Updated following feedback in Katoa, Ka Ora conversations 1, mana whenua, local board and stakeholder engagement.

- 1. Tiakitanga.** The top priority of speed management is to keep people safe and alive on Tāmaki Makaurau, Auckland's roads.
- 2. Easy to understand.** Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all.
- 3. Safe children.** Safe speeds around schools will ensure the safety of children (and all ages and people).
- 4. Safe speed limits.** Speed limits align with government guidance . We consider complex factors ranging from the function of our roads and streets\* to how many people travel outside of vehicles.
- 5. Safe infrastructure.** Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.
- 6. Partnership.** We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring.
- 7. Healthy communities.** Safe speeds support more walking and cycling; this improves health and is better for the environment.
- 8. Measure results.** We constantly monitor the roads to evaluate any changes required to make our roads and streets safe.

\*AT's Future Connect and Roads and Streets Framework tools to be used.



# Long term vision

The 2022 speed management guide provides all road controlling authorities in New Zealand consistent safe and appropriate speed limits for types of roads and streets. The 10 year vision of Katoa, Ka Ora is to move to these speed limits based on national guidance, supported by safety infrastructure and enforcement.

Speed limit (km/h)	Urban roads
10-20	Civic spaces, beaches
30	Local streets
30-40	Activity streets, main streets and city hubs
40-60	Urban connectors
80-100	Transit corridors

Speed limit (km/h)	Rural roads
40-80	Stopping places
50-80	Peri-urban roads
60-80	Rural roads
60-100	Rural connectors
60-110	Interregional corridors

# Community requests for lower speed limits



Requested Speed Limit Changes

- 1 to 4
- 5 or more

Note: This map shows road that community members have asked for lower speed limits on since 2019. This includes all requests made during safe speeds consultations in phases one to three, and other community, stakeholder and partner requests in between times.

# Current picture map – Devonport-Takapuna local board



## Legend

Local board requested road (2022)

Local Board requested area (2022)

Previous speed changes (red and blue lines)

School

Schools we've received support for speed limit review\*

\*This include schools that have responded to the recent school survey with support or strongly support permanent 30km/h speed limits on local roads near their schools, schools that have responded to Phase 1, 2 or 3 safe speeds consultations and requested speed limit review, schools that have contacted AT directly, schools that have attended 2022 Katoa, Ka Ora conversation workshops and raised concerns, and all kura as supported at mana whenua wānanga. Note the survey is open till end of February 2023 so more schools may reply.

\*\* These are high risk roads for all modes and for people walking and cycling.

# Safe school neighbourhoods and school gate variable speed limits near schools

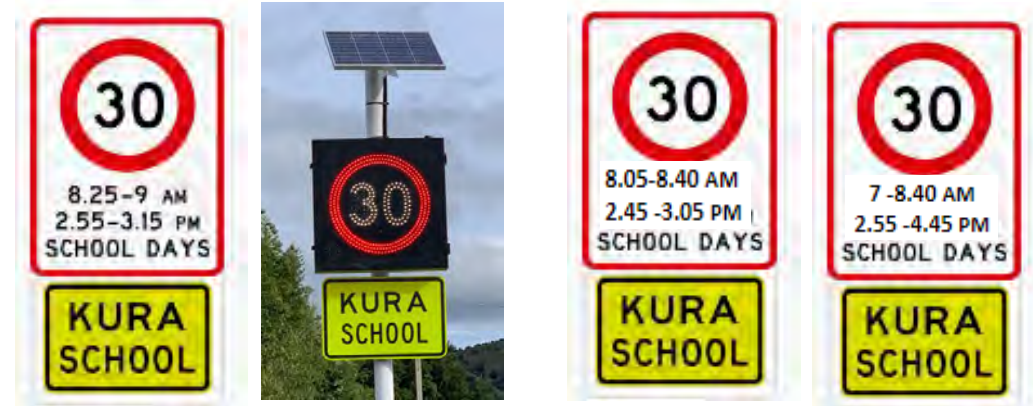
## Safe school neighbourhoods



### First choice for local urban roads

- High benefit-cost ratio and death and serious injury savings
- Estimated travel time increase 12-15 seconds per average car trip
- Consistent and easy to understand
- Benefits all residents

## School gate variable speed limits



### More suitable for high-speed rural roads and arterials

- Expensive, around \$20,000 per electronic sign
- Widespread use may be confusing and inconsistent as all side roads require static variable signs with different fine print
- Estimated travel time increase of 12 seconds per average car trip through a lower speed area when activated

Safe school neighbourhoods for local urban roads together with variable speed limits for arterial roads has an indicative benefit-cost ratio of \$4 – \$7 return for each dollar invested. Only using variable signs has a benefit-cost ratio of 20c return for each dollar invested.

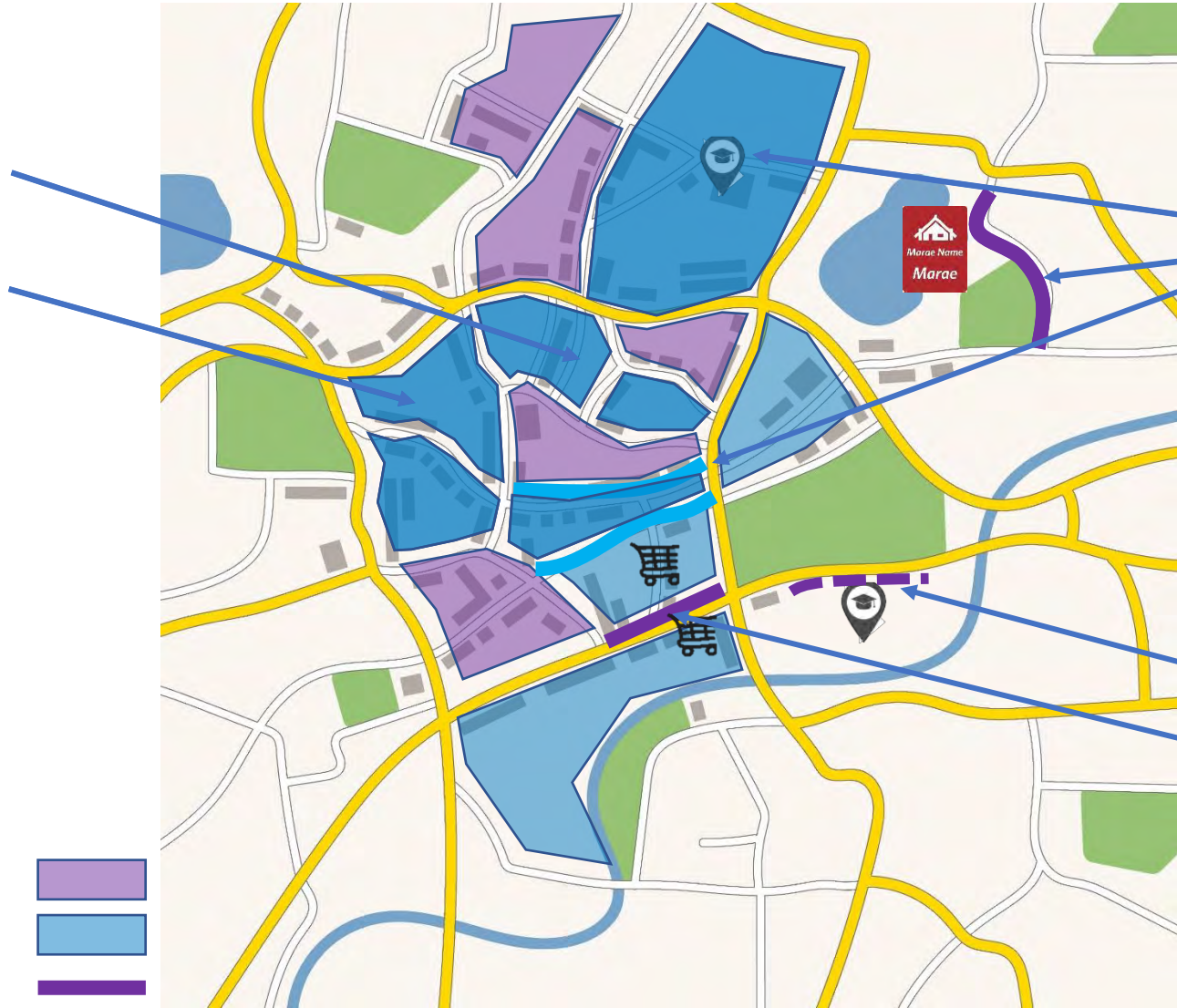
# Draft urban mapping approaches

Discuss

These draft mapping approaches are based on the key themes we have heard are most valued.

## 1. Easy to understand.

- Filling in the gaps
- Include roads with slower road design or lots of people out and about
- Reduce rat-running



## 2. Partner and community requests.

- Respond to local board, mana whenua, mātāwaka, school and community requests.

## 3. Benefit-cost ratios

- Permanent changes for local roads, variables focused on arterial roads
- High-risk town centres and high-risk roads
- Complements planned infrastructure or developments

### Key

- Existing 30kph areas
- Potential 30kph areas
- Potential 30kph road
- Potential 40kph road
- Potential variable 30kph roads



# Tēnā koutou Thank you

Any questions, please contact:  
[atspeedprogramme@at.govt.nz](mailto:atspeedprogramme@at.govt.nz)





# Supporting information



# Katoa Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group

We are a group of partners committed to working together to achieve a road safety vision of a transport system where no-one is killed or seriously injured by 2050. Together, we're making a speed management plan for Tāmaki Makaurau Auckland.

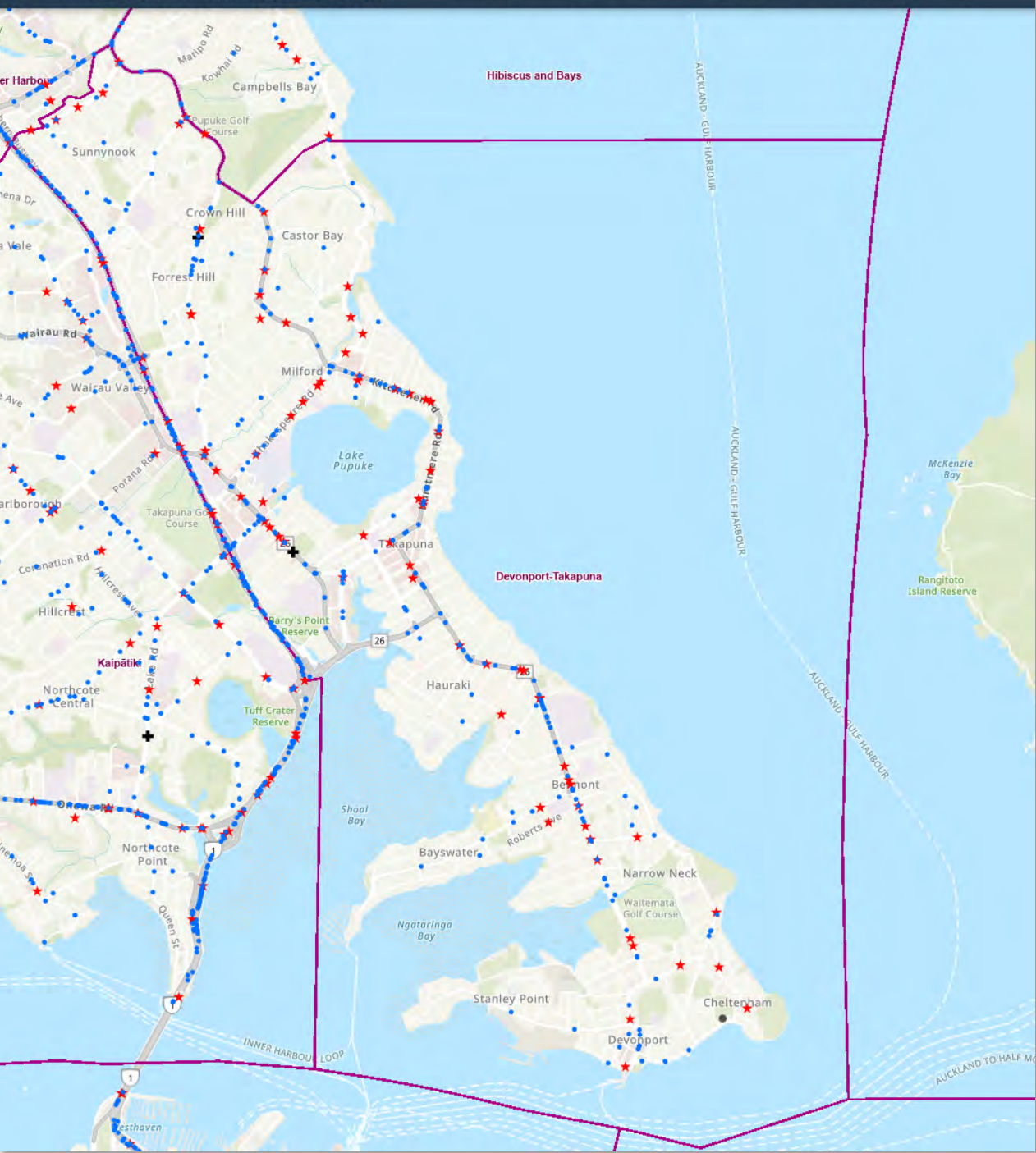


## Meaning of Katoa, Ka Ora.

In te reo Māori, katoa means everyone or all. Ka ora has a broad meaning including to be alive, to be well, to be safe, to be cured, to be recovered, and to be fit.

Together, the phrase 'Katoa, Ka Ora' means everyone lives, and everyone is safe. Katoa placed at the beginning of this phrase reminds us that ka ora is something we all support.





# Devonport – Takapuna crash map

**Legend**

**KiwiRAP (2016-2020)**

Crashes

- Injury Crashes
  - Fatal (+)
  - Serious (\*)
  - Minor (•)

Boundaries

- AC Local Board Boundary (□)

For every injury shown, there are around three more that have not been recorded.

Note: This map only includes data captured through the Waka Kotahi Crash Analysis System. The SORTED study of road trauma evidence and data 2017/18-2018/19 shows this is only 25% of all injuries.

# Devonport – Takapuna road harm per population



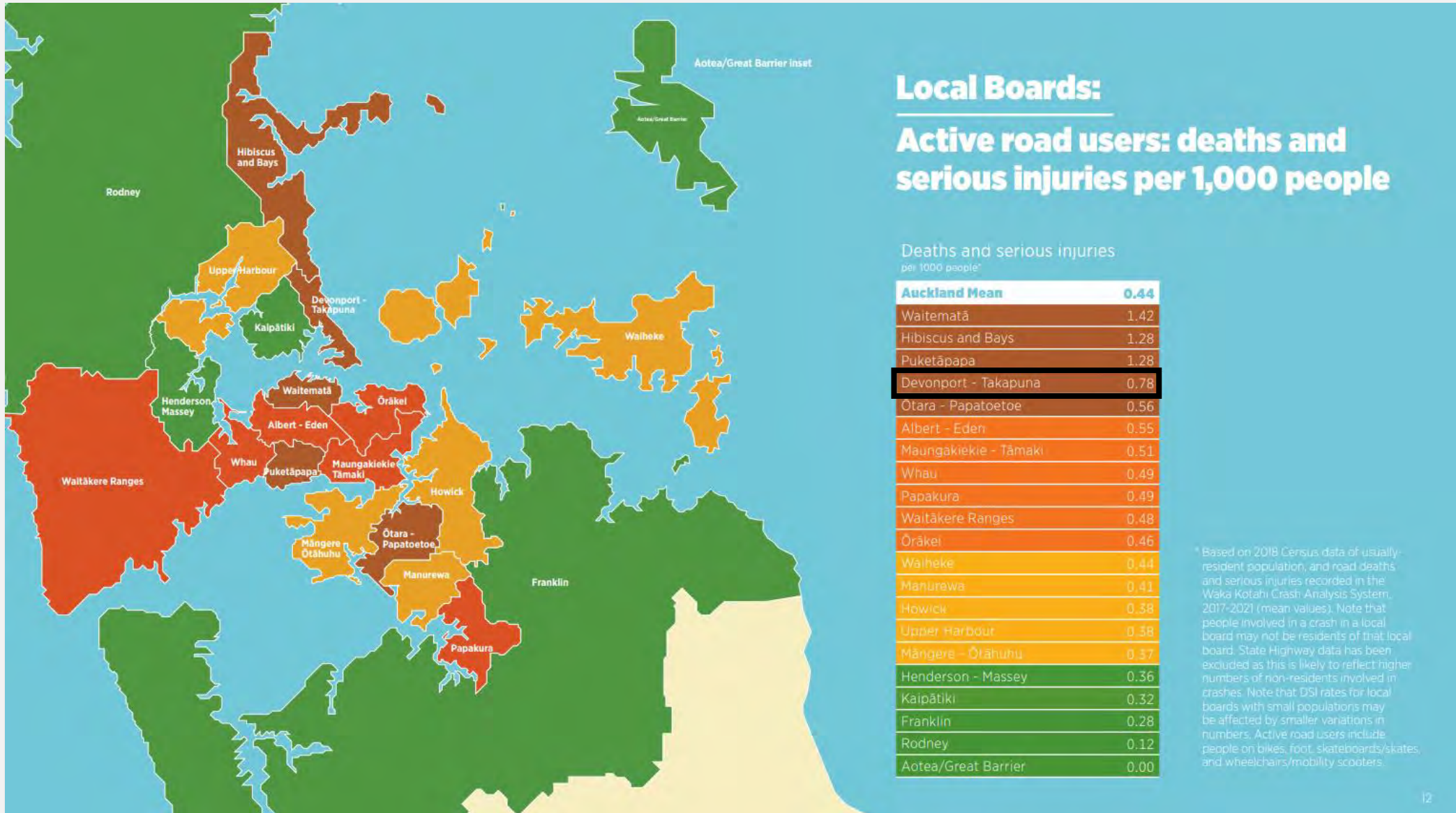
## Local Boards: Deaths and serious injuries per 1,000 people

Deaths and serious injuries  
per 1000 people\*

















Auckland Mean	1.99
Aotea/Great Barrier	5.34
Franklin	3.93
Rodney	2.94
Waitematā	2.47
Ōtara - Papatoetoe	2.23
Waiheke	2.21
Papakura	2.15
Waitākere Ranges	2.07
Maungakiekie - Tāmaki	1.91
Māngere - Ōtāhuhu	1.89
Manurewa	1.85
<b>Devonport - Takapuna</b>	<b>1.48</b>
Albert - Eden	1.46
Ōrākei	1.40
Whāu	1.36
Henderson - Massey	1.34
Howick	1.31
Upper Harbour	1.24
Puketāpapa	1.22
Hibiscus and Bays	1.11
Kaipātiki	0.87

\* Based on 2018 Census data of usually-resident population, and road deaths and serious injuries recorded in the Waka Kotahi Crash Analysis System, 2017-2021 (mean values). Note that people involved in a crash in a local board may not be residents of that local board. State Highway data has been excluded as this is likely to reflect higher numbers of non-residents involved in crashes. Note that DSI rates for local boards with small populations may be affected by smaller variations in numbers.

# Devonport – Takapuna walking and cycling road harm

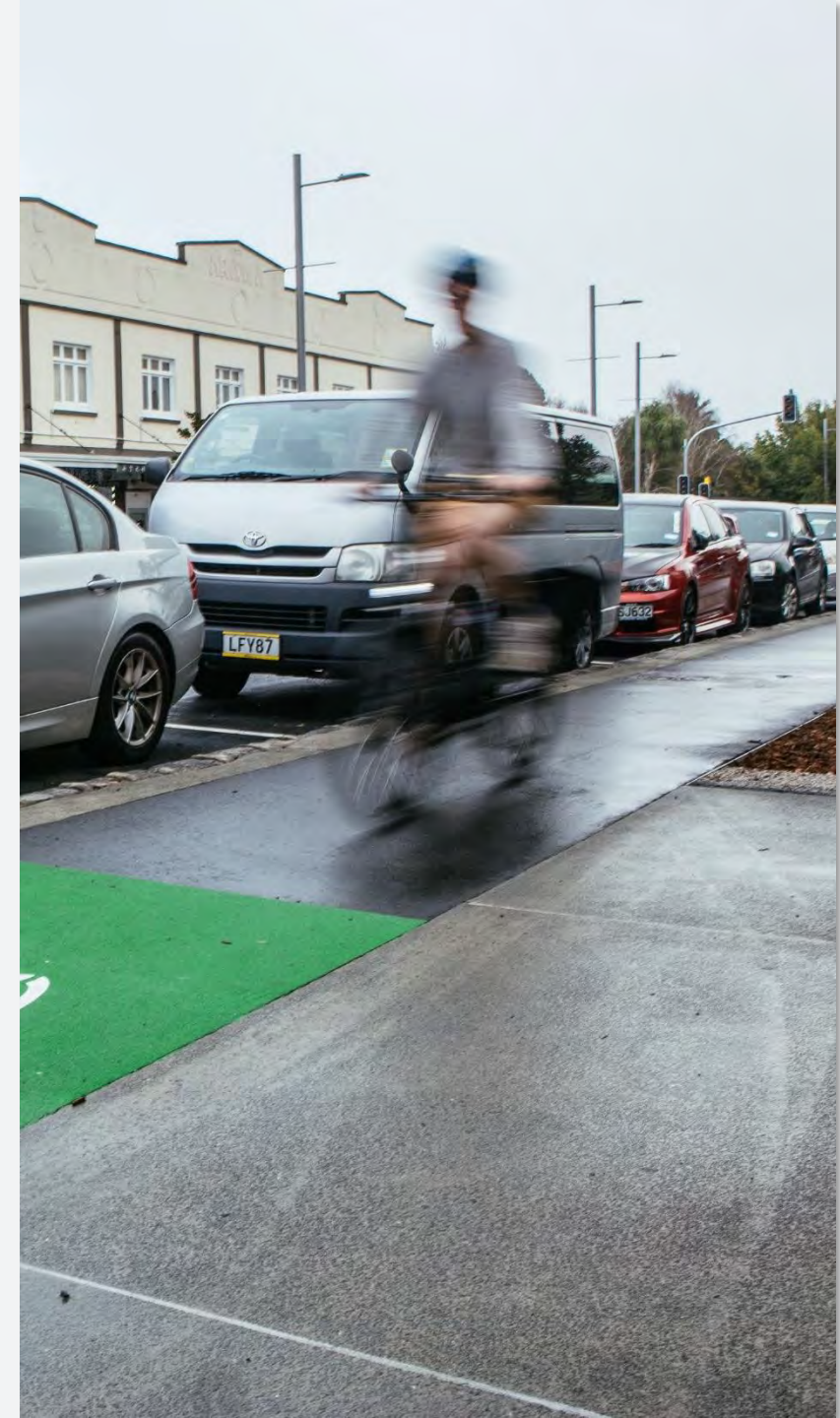


# Key road safety factors

• Speed*	 71%	
• People outside a vehicle % of total DSI	 68%	
• Microsleeps* – may be up to	 20%	
• Alcohol or drugs % of total DSI	 1%	
• Distraction or fatigue % of total DSI	 1%	
• Seatbelt not worn % of total DSI	 1%	
• Red-light running % of total DSI	 1%	
• Potholes*	 0.1%	

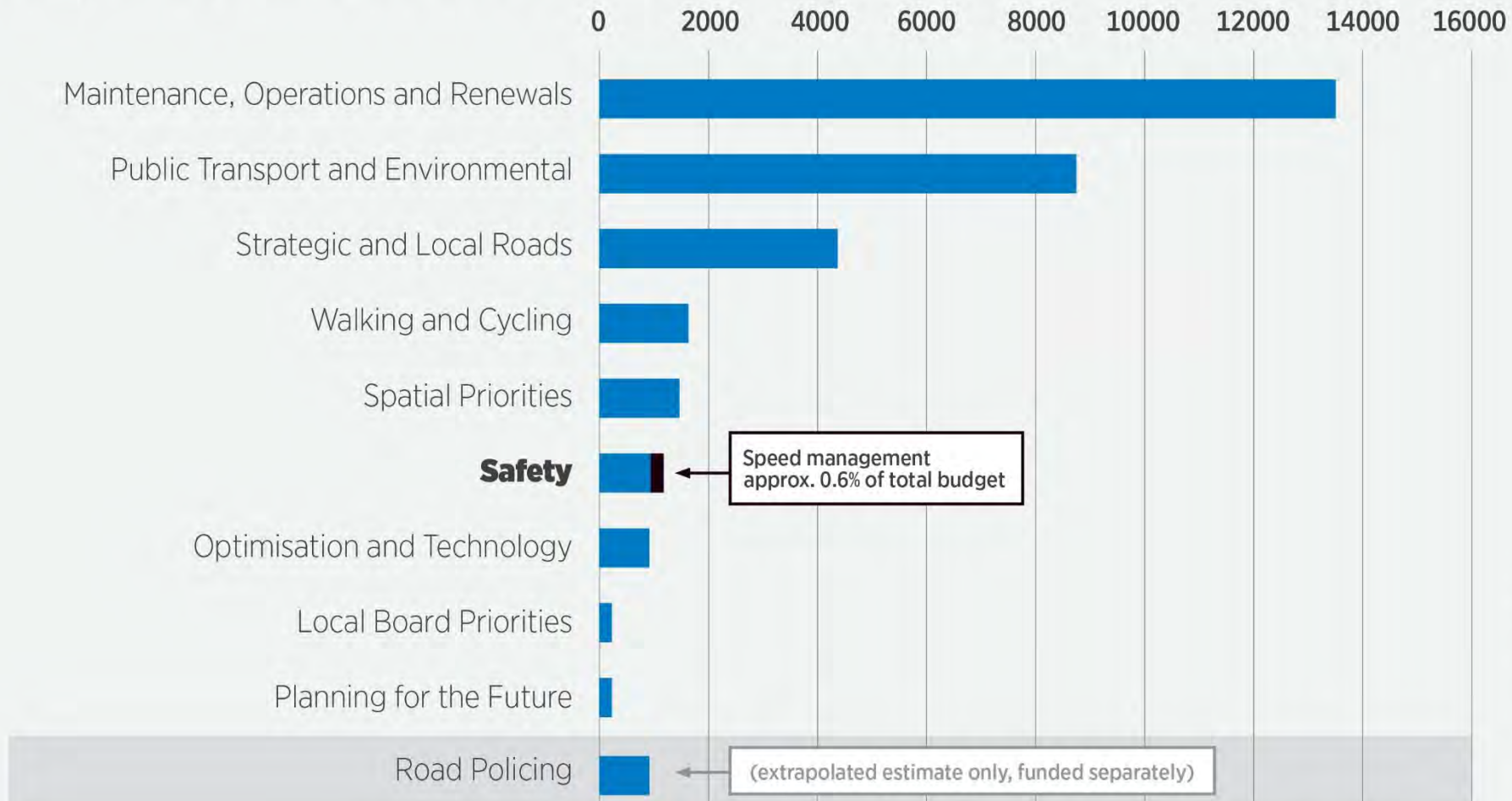
\*Speed, microsleep and potholes factors are NZ based due to data available and other factors specific to this local board.

Reference notes: Speed: Soames Job and Colin Brodie: Understanding the role of Speeding and Speed in Serious Crash Trauma: A Case Study of New Zealand, Journal of Road Safety, Vol 33, Issue 1, Feb 2022, 71% of injury crashes in New Zealand involve speeds above our Safe and Appropriate Speeds. Microsleeps: Characteristics, dangers, underlying mechanisms, and countermeasures. Richard Jones, University of Canterbury. People outside vehicle, alcohol or drugs, red-light running, seatbelt not worn and distraction or fatigue factors taken from Crash Analysis system for Auckland deaths and serious injuries from 2017-2021. Potholes factors based on 2012 to 2021 Crash Analysis system data for Auckland and New Zealand.



# Speed is only one piece of the puzzle

## Planned investment in Auckland's transport system 2021-2031



<sup>2</sup> Auckland Regional Land Transport Plan 2021-2031

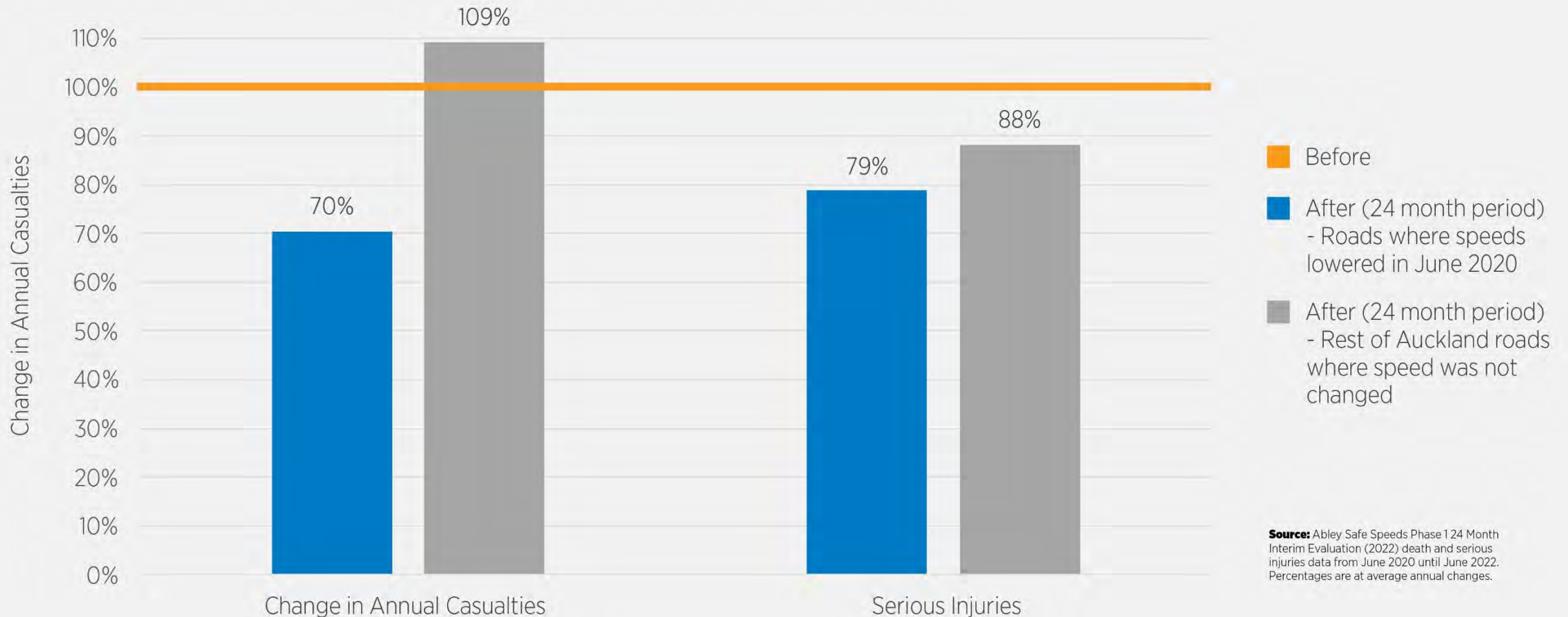
<sup>3</sup> <https://www.transport.govt.nz/assets/Uploads/Presentation/Overview-of-Road-Safety-in-NZ-Data-packs-for-reference-groups.pdf> Page 17

<sup>4</sup> <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

<sup>5</sup> Auckland Regional Land Transport Plan 2021-2031 Appendix 8: "\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tamaki Makaurau". Graph shows an extrapolation if current rates were to continue.

# Slower speed limits save lives

## Change in annual road deaths and serious injuries on Auckland roads where speeds were lowered in June 2020



# Memorandum

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To: Board Chair, Devonport-Takapuna Local Board

From: Marilyn Nicholls

Date: 28 February 2023

Subject: Local Board Transport Capital Fund

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## Introduction

As part of the induction to the Local Board Transport Capital Fund (LBTCF) for the incoming local board, there is important information to help understand the purpose of the fund and the decision-making process for the local board to determine projects to deliver. This information will enable the local board to better understand how it can obtain the best value from the fund and how it can work collaboratively with Auckland Transport (AT) to achieve effective and efficient project outcomes.

This memo contains information under these three main headings:

1. Background (and purpose) of the LBTCF; and
2. Indicative timeline for decision-making process to June 2023
3. Example projects that have been completed and rough order of costs.

## Background

AT manages the LBTCF on behalf of local boards. Auckland Council established this fund to provide local boards with an independent budget that they can use to deliver small projects in their areas that do not feature highly in AT's prioritization process. The budget is currently at \$45m across all local boards for the 3-year electoral term and is subject to change.

The programme commenced in late 2012 following a resolution by the Auckland Council Strategy and Finance Committee. The following criteria for projects were set:

- The project must be technically deliverable and within the road corridor.
- Meets transport safety criteria.
- Does not compromise the transport network.
- Is not part of an asset renewal programme.
- To encourage scale and effectiveness project budgets can be bundled by carrying budget over financial years or bringing budget forward from future years.

The fund can also be used to deliver projects outside the road corridor providing the projects support connectivity of cycleways and footpaths within the transport network.

## Indicative timelines for decision-making 2023

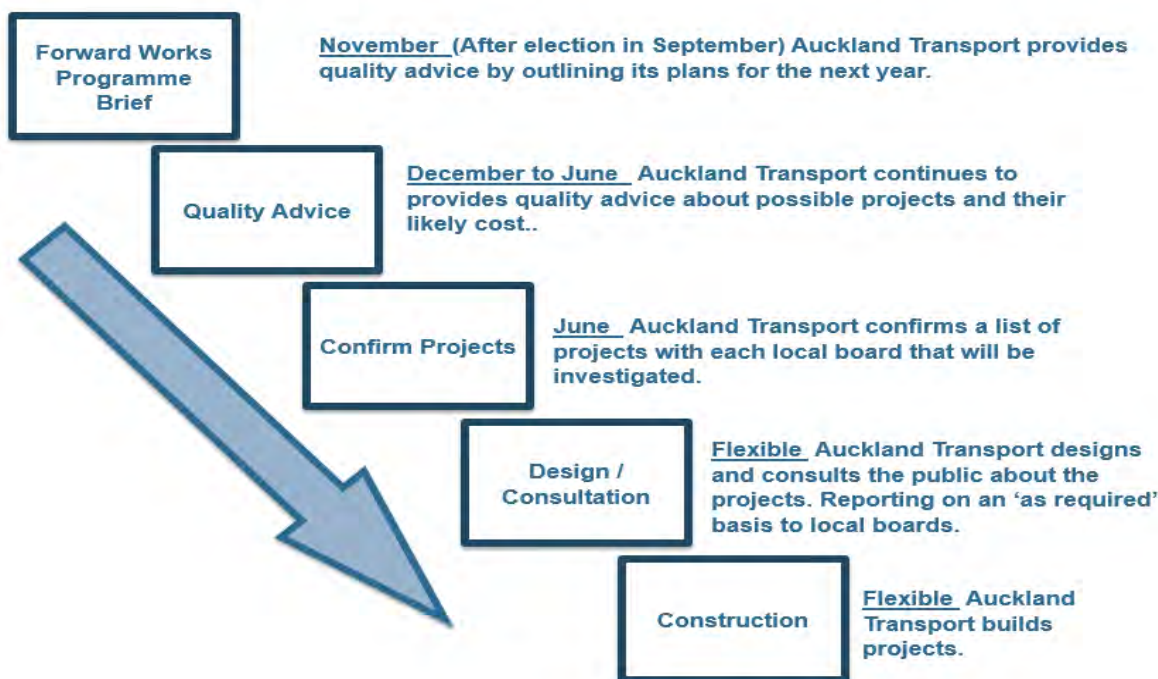
AT has a schedule to provide local boards with quality advice and to manage the decision-making and delivery process. The structure is based on local board's triennial electoral term and is as follows:

- **Initial briefing: November/December of election year:** Immediately after it is elected the local board is briefed about planned work in a Forward Work Programme briefing.
- **Quality advice: By end of April 2023:** AT provides quality advice to local boards about possible LBTCF projects and rough estimates of cost for projects. We are looking to hold the first workshop in February to develop a long list of project ideas. This long list will be developed from the list of candidate projects provided by AT and any new project ideas identified by local board members (Appendix 1).
- **Resolve projects:** By June of the year after the election: The local board identifies a list of projects that it wants AT to deliver. All projects are initiated by resolutions of the local board.
- **Design process undertaken: From June of the year after the election until complete:** AT works with each local board informing and reporting on an as-required basis to develop project designs. This process includes public engagement about the projects (note that for efficiency and effectiveness these projects should be part of the consultation on the Local Board Plan where possible). This sets the scene for the LBTCF to contribute to meeting the local board's wider objectives.
- **Construction approved:** AT returns to the local board with finalised designs and firm estimates of cost and the local board authorises construction by resolution.
- **Projects delivered.**

The process below is a rough guide and can be modified based on local board preferences, funding, and design considerations. However, by working to this rough timeline AT and Local Board Services maximise the ability of AT to deliver a successful and timely programme of work that is integrated with local board objectives.



Figure 5: Local Board Transport Capital Fund process diagram



## Example projects

Below is a list of typical projects delivered through the Local Board Transport Capital Fund. Projects are not limited to these types, but this will hopefully give Local Board members an idea of costs associated with projects.

Project Type	Construction	Investigation and Design	Contingency 20%	Total estimated cost
Ped refuge with pram crossings and lighting	\$ 100,000	\$ 30,000	\$ 20,000	\$ 150,000
1 Speed hump with lighting	\$ 30,000	\$ 9,000	\$ 6,000	\$ 45,000
1 Raised table with lighting	\$ 150,000	\$ 45,000	\$ 30,000	\$ 225,000
Raised zebra crossing with drainage treatment and lighting	\$ 250,000	\$ 75,000	\$ 50,000	\$ 375,000
Mini-roundabout	\$ 400,000	\$ 120,000	\$ 80,000	\$ 600,000
Full-size roundabout	\$ 1,500,000	\$ 450,000	\$ 300,000	\$ 2,250,000
Signalise intersection	\$ 1,000,000	\$ 300,000	\$ 200,000	\$ 1,500,000
Midblock raised signalised crossing	\$ 400,000	\$ 120,000	\$ 80,000	\$ 600,000
Bus shelter	\$ 40,000	\$ 12,000	\$ 8,000	\$ 60,000

# Memorandum

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## Next steps

As you know, a workshop between AT and the local board has been scheduled in February 2023 to discuss candidate projects for FY2023/24 that can be considered by the local board. The list of candidate projects will be sent to you prior to the workshop to allow sufficient time to give due consideration to your options. At that time, AT will provide any quality advice to support to the decision-making process. In the meantime, please contact me if you have questions or need further information.

Regards,

Marilyn Nicholls, Elected Member Relationship Partner

# Memorandum

## Appendix 1 – Project Ideas

Local Board	Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Devonport-Takapuna	Forrest Hill Road/ Nile Road Pedestrian Improvements	1 Forest Hill Road, Milford Intersection of Forrest Hill Road/ Nile Road	ATOC	The project involves providing missing pedestrian crossings across Forrest Hill Road (on the northern leg) and removing the slip lane on Nile Road. The intersection is close to West Lake Boys High school and Plant Barn. No raised platforms are proposed.	\$700,000
Devonport-Takapuna	Albert Road Raised Zebra Crossing	20 Albert Road, Devonport Albert Road/ Church St/ Everest St intersection	Local board/ Councillor request	The request was to provide new crossing facilities for pedestrians due to high pedestrian demand from the schools/ day care in the area. Provide a new raised zebra crossing on Albert Road closer to the intersection. Do pedestrian surveys to determine desire lines as part of the feasibility investigation.	TBC

# Memorandum

Devonport-Takapuna	Hamana Street speed calming	From 90 Seacliff Avenue to Hanama Street/ Old Lake Road intersection	Public request	There are existing raised tables for speed calming on Seacliff Ave, which the road changes to Hanama Street. There are no existing speed calming devices on Hanama St, the request from the public is to provide additional speed calming to speed calm the whole route. Investigate installation of additional speed calming measures.	TBC
Devonport-Takapuna	Kitchener Road Bus stop upgrade	50 Kitchener Road, Forrest Hill	Public request	Upgrade the existing bus stop 3288 to TDM standard and install shelter/tactile pavers.	\$60,000

# Devonport-Takapuna Local Board Transport Capital Fund 2023-2026

28 February 2023 – Workshop 1

# Introduction

- The Local Board Transport Capital Fund (LBTCF) was initiated in 2012 to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- For projects to be funded using the LBTCF, the following criteria must be met:
  - The project must be technically deliverable and within the road corridor.
  - Meets transport safety criteria.
  - Does not compromise the transport network.
  - Is not part of an asset renewal programme.
  - projects outside the road corridor can be funded provided the projects support connectivity of cycleways and footpaths within the transport network.
- An indicative budget of \$1.5m has been set for Devonport-Takapuna Local Board 3-year term.
- Over the coming months AT will work with Local Boards to identify projects, prioritise these projects and pass resolutions approving budget allocations.





# Purpose of workshop

- To discuss a list of LBTCF projects previously resolved for investigation last term which need additional funding for construction to be resolved from this term's budget.
- For the local board to provide projects it wishes to consider for LBTCF funding.
- To discuss some potential projects that are identified by teams within Auckland Transport but are not planned for the 2023-2026 financial years, due to lack of funding.
- Local Board to provide feedback on proposed criteria for project prioritisation.





# Funding for previously resolved projects

Local Board	Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Devonport-Takapuna	Francis to Esmonde	Francis Street to Esmonde Road, Takapuna	Local board/ Councillor request	\$1.2 mill was resolved for this project in the previous LB term after the budget cut, but this project has not progressed further due to the requirement of further Mana Whenua engagement. The proposal is to provide a new walking and cycling connection between Francis Street to Esmonde Road. There is not enough funding available from the next term's budget to construct this project.	TBC



# Project Ideas

Local Board	Project Name	Address	Project origin if known	Project Description/ Comments/ History
Devonport-Takapuna	Forrest Hill Road/ Nile Road Pedestrian Improvements	1 Forest Hill Road, Milford Intersection of Forrest Hill Road/ Nile Road	ATOC	The project involves providing missing pedestrian crossings across Forrest Hill Road (on the northern leg) and removing the slip lane on Nile Road. The intersection is close to West Lake Boys High school and Plant Barn. No raised platforms are proposed.
Devonport-Takapuna	Albert Road Raised Zebra Crossing	20 Albert Road, Devonport Albert Road/ Church St/ Everest St intersection	Local board/ Councillor request	The request was to provide new crossing facilities for pedestrians due to high pedestrian demand from the schools/ day care in the area. Provide a new raised zebra crossing on Albert Road closer to the intersection. Do pedestrian surveys to determine desire lines as part of the feasibility investigation.
Devonport-Takapuna	Hamana Street speed calming	From 90 Seacliff Avenue to Hanama Street/ Old Lake Road intersection	Public request	There are existing raised tables for speed calming on Seacliff Ave, which the road changes to Hanama Street. There are no existing speed calming devices on Hanama St, the request from the public is to provide additional speed calming to speed calm the whole route. Investigate installation of additional speed calming measures.
Devonport-Takapuna	Kitchener Road Bus stop upgrade	50 Kitchener Road, Forrest Hill	Public request	Upgrade the existing bus stop 3288 to TDM standard and install shelter/tactile pavers.



# Project prioritisation criteria

- It is proposed that the following criteria be used to prioritise projects:
  - Mode Choice - Relates to an activities impact on improving access to destinations that will encourage people to walk, cycle, use PT, etc.
  - Safety - Relates to an activities ability to address a crash risk issue and is measured by deaths and serious injury crash reduction.
  - Local board alignment - Relates to the level of alignment with local board plan outcomes (As these are yet to be finalised 2020 plan objectives/key initiatives will be used)
  - Cost - A cost factor rating will be used to ensure projects are also measured for value for money.
- AT would like Local Board feedback on whether they support the criteria above or would prefer other criteria be used.



# Next steps

- AT to prepare feasibility checks and rough costings for projects agreed at this workshop
- Workshop 2 to be set up in May/June to present feasibility findings, rough cost estimates and proposed project prioritisation.
- Decision report to be submitted to June/July business meeting for budget allocations.





*Let's go there*

