

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop: Tuesday 19 September 2023
Time: 10:00am – 2:00pm
Venue: Local board office – 2 Glen Road, Browns Bay
Apologies:

Item	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Gary Brown - Chairperson		
1.	10:00am	Event Partnership funding (NON-PUBLIC)			
2.	10:45am	Auckland Transport: Capital Programme update and Glenvar Road slip remediation (NON-PUBLIC)			
3.	11:00am	LB Annual Planning workshop 1 - LTP intro Attachment: <ul style="list-style-type: none"> Presentation: 10-year Budget and Annual Budget (Long-term Plan and Annual Plan) 	Matthew Kerr Senior Local Board Advisor	Setting direction, priorities and budgets	Receive an introduction on local board annual planning for 2024/2025 and the Long-term Plan.
4.	11:30am	Auckland Transport: Local Board Transport Capital Fund Attachment: <ul style="list-style-type: none"> Presentation: Hibiscus and Bays Local Board Transport Capital Fund 2023 - 2026 	Raman Singh Senior Transportation Engineer Prasta Rai Programme Coordinator Beth Houlbrooke Elected Member Relationship Partner	Setting direction, priorities and budgets	Discuss and confirm the priority list of projects to move to the design phase.

	12:30pm	BREAK			
5.	1:00pm	<p>2023 Regional Public Transport Plan</p> <p>Attachments:</p> <ul style="list-style-type: none"> • Memo: Auckland's Draft Regional Public Transport Plan 2023 – 2031 (11 September update) • Memo: Consultation – Draft Regional Public Transport Plan 2023 (12 July update) • RPTP 2023: Hibiscus and Bays Local Board area snapshot • Example submissions on the proposed Gulf Harbour ferry changes 	<p>Luke Elliot Principal Planner Rapid Transit Network</p> <p>Beth Houlbrooke Elected Member Relationship Partner</p>	Input into regional decision-making	Review and discuss the public submissions on the draft plan.
	2:00pm	Workshop concludes			

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) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

10-year Budget and Annual Budget (Long-term Plan and Annual Plan)



How all the plans interact



- The Long-term Plan (LTP) sets out the priorities and funding for council activities that are planned over a 10-year period. It includes financial and non-financial information for the whole Auckland Council group.
- The LTP is reviewed and consulted on every three years. In the years between we develop an Annual Budget (Annual Plan).
- The LTP acts as the Annual Budget for the year it is developed



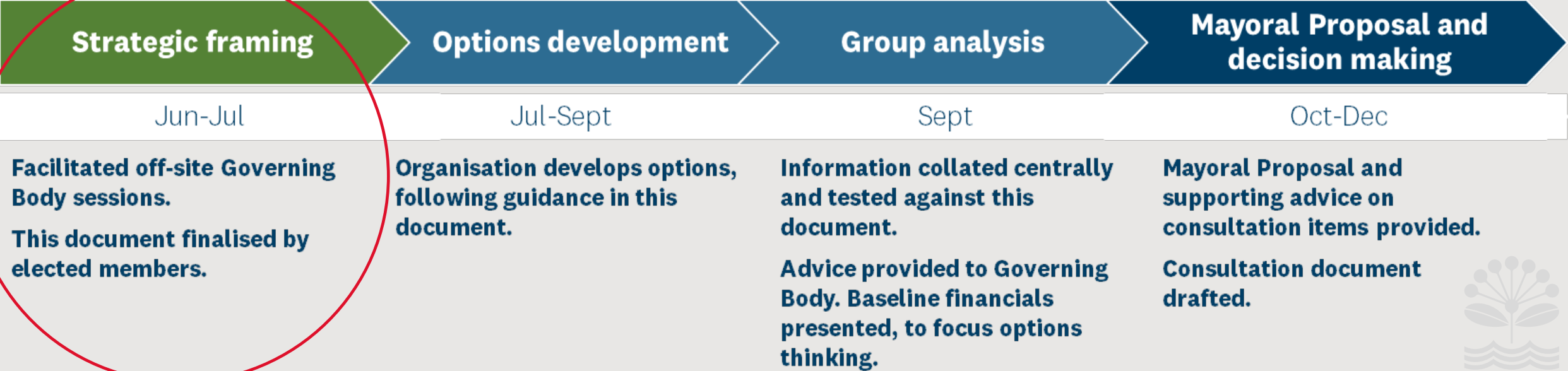
Different approach

Our changing operating context requires us to think differently about what we do and how we do it

Councillors and the Mayor requested to opportunity to take more active role in setting priorities



The development of the LTP process presented the opportunity to demonstrate our new ways of working



The framework used to shape the discussions

Four wellbeings

Wellbeings for Auckland region

Council Group's contribution

Environmental, social, cultural and economic wellbeings

Local Government purpose is to play a broad role in wellbeing, taking a sustainable development approach



Belonging & Participation



Māori Identity & Wellbeing



Homes & Places



Transport & Access



Environment & cultural heritage



Opportunity & Prosperity

Auckland Plan outcomes

Auckland's interpretation of the four wellbeings

Transport

Drinking water, wastewater, Stormwater

Built environment

Natural environment

Community

Economic and cultural development

Well-managed Local Government

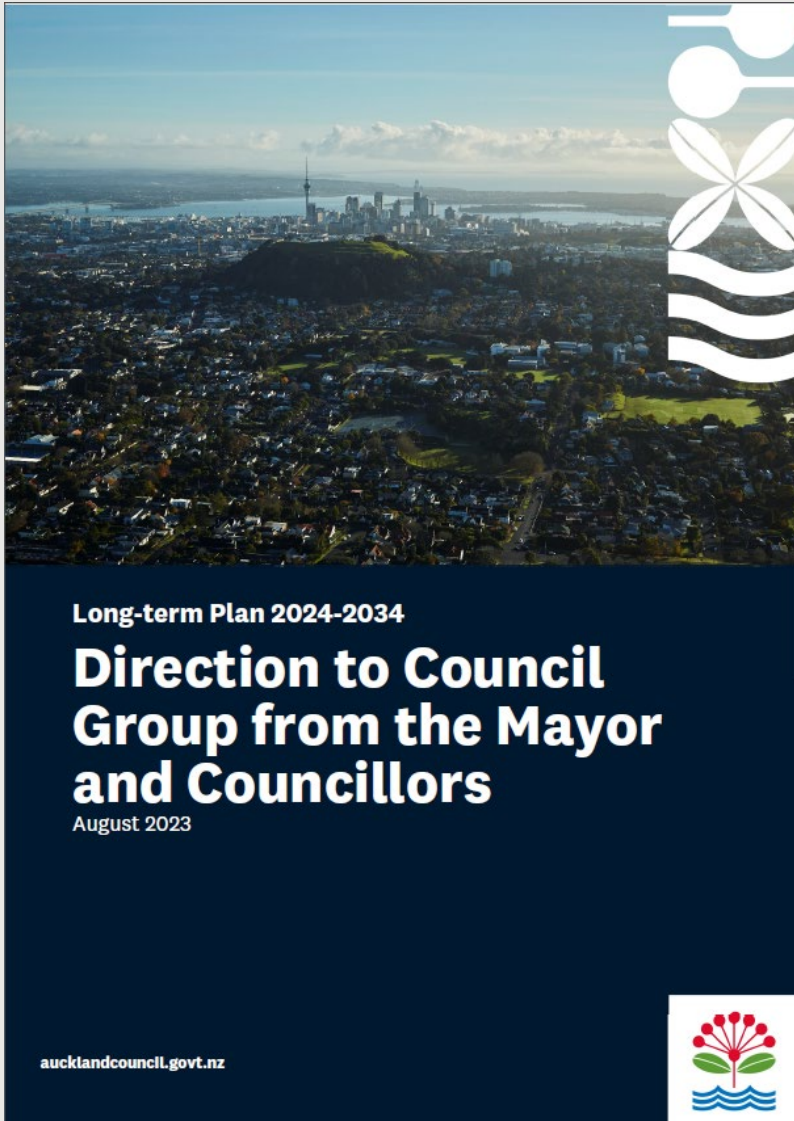
Māori Outcomes, Climate mitigation and adaptation, Communities of greatest need

Seven investment areas

Areas that Council Group invests and takes action to contribute to the collective vision for Auckland



Direction from Mayor and Councillors



Councillors and the Mayor have provided direction to staff for the Long-Term Plan 2024-2034 (The LTP). This includes:

- **Principles for the Long-term Plan.** These describe the approach the Councillors and Mayor are taking to the 2024-34 LTP.
- **General requirements for staff advice.** These describe what the Councillors and Mayor will be looking for from staff advice.
- **Specific guidance for investment.** This guidance is organised by a framework of seven investment areas, which cover the broad set of activities the council group does.





LTP2024-2034 Road Map

2023

Introduction
June - July

Late August

- Early LTP Strategic Direction discussions and facilitated workshops
- Mayor's introduction
- Process Overview and financial context
- Scene setting & strategic case change

Political briefings
Oct to Nov

Series of political workshops

- Strategy and Policy
- Infrastructure Strategy
- Performance information overview
- Asset management 101
- Rates overview

Mayoral proposal
Nov

Mayor sets out his proposal which includes issues he would like to consult on

Political consideration & decision making
December

- Local board workshops and decision making for consultation content
- Workshops and meetings are held to discuss the Mayor's proposal
- Local boards meet to agree on content for consultation
- Consultation items are agreed

- Audit review:**
1. Consultation Document
 2. Supporting Information
 3. Feedback Form

Finalise and adopt LTP 2024-2034
Jun

- Finalise Local boards agreements, budgets and LTP documentation
- Governing body will adopt the LTP 2024-2034 in late June

- Audit review:**
Final documents
1. Volume 1
 2. Volume 2
 3. Volume 3

Deliberations
Apr to May

- Local and regional workshops held to discuss consultation feedback
- Several workshops held to discuss budget issues, implications and trade offs

Public Consultation
Mid Feb to Mid Mar

Formal public consultation will run from early February to late March. Feedback events will run during this time

Adoption for consultation
February

Governing body meets to adopt a consultation document and supporting information

2024



Local board involvement

- Local board chairs invited to Budget Committee workshops and briefings (after the strategic framing stage)
- Local board briefings on Fridays of material presented to Budget Committee

Input into consultation and final decisions

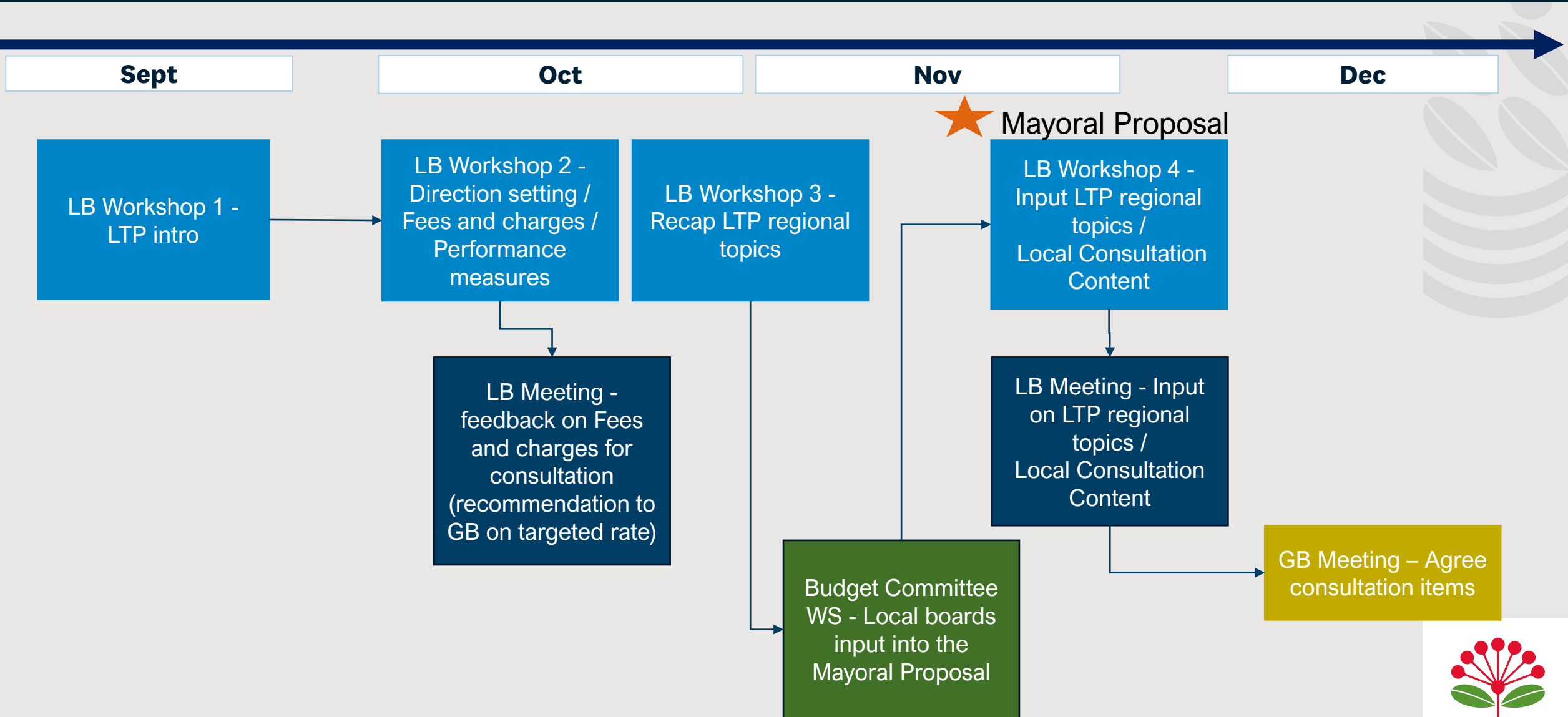
- Opportunities to present to Budget Committee (November and May)
- Adopt input on regional consultation content and input on final LTP decisions (November and April/May)



Local board annual planning

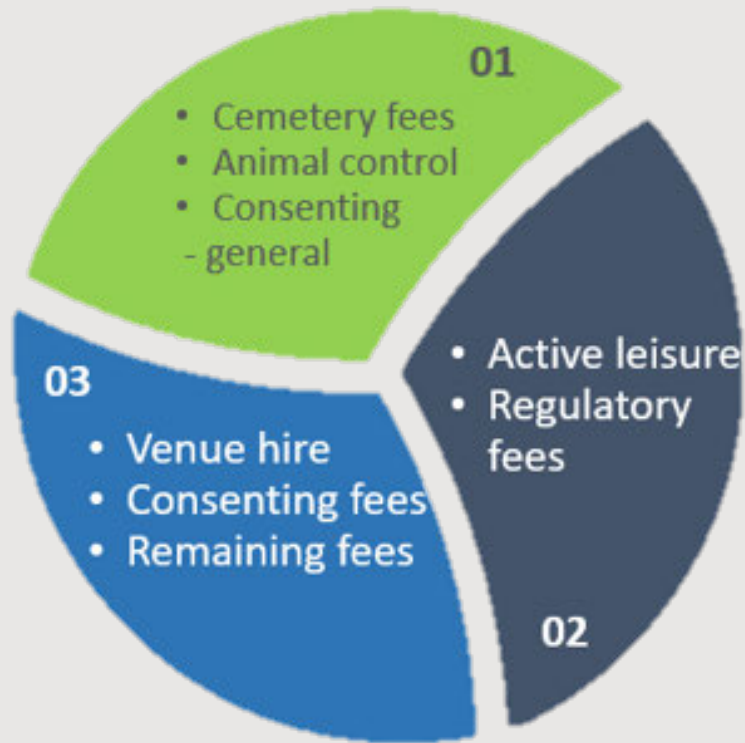


Timeline (now till Dec)



Fees and Charges

- **Third year of 3-year cycle** for the review of fees & charges
- This year the following local fees and charges will be reviewed
 - Venue hire
 - Active leisure (part two)
- More information will be provided in the workshop in October



Performance Measures

- Every three years as part of the LTP we can set new performance measures (Year 2 and 3 we can only change the targets)
- A new performance measure framework is being developed which focuses on **service** measures
- More information will be provided in the workshop in October



Work Programmes

- 2024/2025 are the first work programmes which will start delivering on the new local board plan 2023
- Usually in the first year of the LTP, a three-year opex work programme is prepared for approval however the 2024/2045 work programme will only be for one year due to timing of decisions on equity of funding causing uncertainty of local board budgets in year 2 and 3 of the LTP
- Direction setting for work programmes will happen in October – which can be used as an input into local consultation content
- Staff will then work on developing draft work programmes for 2024/2025



Hibiscus and Bays Local Board Transport Capital Fund 2023-2026

19th September – Workshop 3

Introduction

- On 10th July 2023, at the Local Board Chairs' Forum, Auckland Transport's Chief Executive and Chief Financial Officer confirmed that this financial year's planned capital investment of \$1.058 billion is 10.8% lower than the \$1.186 billion originally outlined in the Regional Land Transport Plan (RLTP).
- In the latest reprioritisation process, the indicative budget advised previously for the current 3-year term was **reduced from \$45m to \$29.5m** (including approved \$7m for FY24).
- This is due to budget pressures Auckland Transport and our funding partners are facing including:
 - absorbing the additional \$125-\$150 million required for flood recovery on Auckland's roads
 - inflation and the rising costs of doing business.
- This means that some capital projects need to be paused or re-prioritised if previously planned.
- Over the coming weeks AT will work with local boards to pass resolutions approving revised budget allocations.



Purpose of today

- Recap on FY22/23 by project.
- Update on budget that was recently confirmed in August 2023.
- Discuss impacts of budget changes to the local board project pipeline
- Recommend projects to prioritise for the next 3-year term



Recap on FY22/23 by project

Projects	FY22/23 Budget	FY22/23 Actual Spent	FY22/23 Variance	Project Status
Orewa Boulevard Stage 3	\$1,596,348	\$1,027,349	\$569,000	Construction
East Coast Bays Wayfinding	\$10,903	\$15,745	-\$4,842	Complete
Grand Total	\$1,607,361	\$1,051,649	\$555,713	



Update on budget for this term

- Due to budget pressures on AT, the indicative budget for 3 years has been reduced from **\$45m** to **\$29.5m**. Of this, **\$7.49m** is approved for FY24 and the remaining **\$22.01m** is endorsed for FY25 and FY26. Hibiscus and Bays Local Board share is now **\$1.854m** over these 3 years.
- Additional budget across all local boards of **\$5.6m** was approved recently to complete projects with contractual commitments in place for design work or construction. The additional budget for the local board is **\$35k**.
- Therefore, an indicative budget for Hibiscus and Bays Local Board has been reduced from **\$2.831m** to **\$1.889m** for the 3-year term.



Discussion on project for 3-year term

Under construction with contractual commitments

Projects	FY22/23 Budget	FY22/23 Actual Spent	FY22/23 Variance	Project Status	Approved Additional budget	Funding required to be resolved to complete the project
Orewa Boulevard Stage 3	\$1,596,348	\$1,027,349	\$569,000	Construction	\$35,000	\$0.00

No contractual commitments

Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Saddleback Rise, Murrays Bay - Raised zebra crossing	81 Saddleback Rise, Murrays Bay	Old community safety fund project CSFB1.4	Providing a new raised zebra crossing at 81 Saddleback Rise. High vehicle speeds approaching this crossing point at the intersection. Old community safety fund project consulted in 2020.	\$375,000
East Coast Bays Schools Safety Improvements (old LBTCF project)	TBC	Local board/ Councillor request	The board wants to make small improvements only such as SLOW or SCHOOL marking red surfacing, even at Kindy's in the area.	\$150,661
Torbay Bollards (old LBTCF project)	1040 Beach Road, Torbay	Local board/ Councillor request	<p>Planter boxes are recommended by the board to be considered to discourage trucks from parking and using the area for loading/ unloading outside the shops. As part of the feasibility process, truck loading areas should be discussed with AT - Parking and design team.</p> <p>"Potential loading zone at 1022 Beach Road or alternative to be considered as part of the investigation. LZ may not be supported by residents, high consultation risk. If the planter boxes are installed, then an alternative parking for trucks needs to be provided. AT has planter boxes available that can be used at this location, design and transportation cost included."</p>	\$30,000



Discussion on projects to deliver for 3-year term

No contractual commitments

Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
141 DEEP CREEK ROAD, Torbay	141 DEEP CREEK ROAD, Torbay	Local board/ Councillor request	<p>"The address is 141 Deep Creek Road.</p> <p>We have been struggling for many years with the road outside of the Kindy that has a speed limit of 50km an hour with no pedestrian crossing. As you can appreciate with under 5-year-olds this presents a significant safety issue. The problem is now also being exacerbated due to the Glenvar Road closure as the traffic is now being diverted past not only Torbay Kindy, but Glamorgan and Torbay Schools. The schools at least have crossings to attempt to slow drivers down but the Kindy does not.</p> <p>"AT might be installing some advance warning signs as part of a previous request.</p> <p>There is an existing refuge at this location. During the detailed feasibility stage undertake pedestrian surveys to determine the location and type of crossing facility upgrade required."</p>	\$375,000
Hibiscus Coast Highway/ Whangaparaoa Road – pedestrian treatment	1 Whangaparaoa Road, Read Beach Hibiscus Coast Highway/ Whangaparaoa Road/ Millwater Parkway intersection	Local board/ Councillor request	<p>Signalised intersection with slip lanes. On the southwest corner of the intersection, there is no footpath at the island to connect to Whangaparaoa Road slip land. The request is to provide this and a pedestrian-friendly crossing treatment on the slip lane (shorten the crossing distance) and also provide a new footpath here that connects to the existing footpath that stops outside 57 Hibiscus Coast Highway.</p> <p>"The slip lane is 50km/hr. Cost estimate based on having a raised zebra crossing and a driver feedback sign and new footpaths.</p> <p>The footpath between Titan Place and the existing footpath is also included in the scope of this project."</p>	\$1,300,000
Bakehouse Lane one-way northbound treatment	Bakehouse Lane, Orewa	Local board/ Councillor request	<p>Given that Bakehouse Lane in Orewa is not the legal width as a 2-way road (and there have been many accidents and near accidents over the past years), we would like it to be changed to 1 way. We see this as an easy (and inexpensive) exercise as follows -</p> <ul style="list-style-type: none"> (a) Sand blasting the carparking lines on the right-hand side (moving north on Bakehouse lane) and (b) Re-painting that side at the same angle as the left side carpark lines. (c) Installing a 1-way sign at both ends of the Lane – where the 1-way movement of traffic is travelling north. <p>The operations team suggested that currently, this road is operating as intended, 2-way operation is possible, and the narrow nature of the road encourages slower vehicle speeds. Converting this to one way could lead to an increase in vehicle speeds and compliance could also be an issue.</p> <p>Changes required to make the road 1-way - Kerb buildout at both of the intersections is required, making it tighter to physically restrict the traffic, realigning the parking, marking changes and new signage.</p> <p>Stormwater upgrades might be required.</p>	\$450,000



Discussion on projects to deliver for 3-year term

No contractual commitments

Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Whangaparaoa Road, Manly crossing	956 Whangaparaoa Road, Manly	Local board/ Councillor request	<p>The 3rd project (which we are hoping to be able to squeeze into the \$375k project funding) is travelling along Whangaparaoa Road – turning right at the roundabout at Manly Shops, then head towards the Fire Station. There are a lot of people that cross the main road, not far from the Fire station to then walk through the walkway to access the beach. At certain times of day, as you can probably appreciate, this road gets very congested with traffic – and the closest pedestrian crossing is at the Manly shops just down from Manly Medical Centre.</p> <p>We were wondering whether AT could look at building the access blocks with a little “walk into area” (as seen in other parts of Whangaparaoa road), so that people crossing the road can at least break up their crossing safely – given it may be difficult and too expensive to build a pedestrian crossing anywhere near the fire station.</p> <p>"Cost estimate for a refuge island as request. The risk is that during internal investigation a raised crossing facility might be requested and bus stop relocations will be required."</p>	\$150,000
Raised crossing on Beach Road at Murrays Bay Beach	between 478 and 511 Beach Road	Local board/ Councillor request	The board has requested for a new raised zebra crossing between 478 and 511 Beach Road at Murrays Bay Beach. The crossing demand is from the beach, sailing club and the shops n the area, the demand is higher in the summer.	\$375,000
Crossing at 672 Beach Road, Browns Bay	672 Beach Road, Browns Bay	Local board/ Councillor request	<p>Request to investigate for a safe pedestrian crossing at or near 672 Beach Road, Browns Bay, walkway connection through Philson Terrace.</p> <p>Low pedestrian demand from observations, a complicated site, retaining wall and footpath might be required. Therefore, the cost of this will be high, indicative cost 600k.</p>	\$600,000



Quality advice about the 3-year programme

- An indicative budget of **\$1.889m** has been set for Hibiscus and Bays Local Board 3-year term.
- The approved budget of **\$35k** will fund the completion this project with contractual commitment.
- It is recommended that projects with no contractual commitments are prioritized and the remaining budget of **\$1,853,965** from 3-year term is allocated to initiate highest priority projects.

Project status	Projects	Approved additional budget	Funding required to be resolved to complete the project	Recommendation
Under construction with contractual commitments	Orewa Boulevard Stage 3	\$35,000	-	To complete
No contractual commitments	Hibiscus Coast Highway/ Whangaparaoa Road – pedestrian treatment	-	\$1,300,000	Prioritise these projects to be funded from new term budget.
	Saddleback Rise, Murrays Bay - Raised zebra crossing		\$375,000	
	East Coast Bays Schools Safety Improvements (old LBTCF project) – (\$150,661)		\$148,965	
	Torbay Bollards (old LBTCF project)		\$30,000	
	141 DEEP CREEK ROAD, Torbay		\$375,000	Not prioritised as there is insufficient budget for these project.
	Whangaparaoa Road, Manly crossing		\$150,000	
	Bakehouse Lane one-way northbound treatment		\$450,000	
	Crossing at 672 Beach Road, Browns Bay		\$600,000	
Raised crossing on Beach Road at Murrays Bay Beach	\$375,000	AT funded through Walking programme		



Let's go there



Prioritisation Criteria

- As a reminder, projects that are funded using the LBTCF will meet the following criteria:
 - 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 the connectivity of cycleways and footpaths within the transport network.



Memorandum

11 September 2023

To: Hibiscus and Bays Local Board

Subject: Auckland's Draft Regional Public Transport Plan 2023 – 2031

From: Luke Elliott – Principal Planner Rapid Transit Network,
Auckland Transport

Contact Information: [REDACTED]

Purpose

1. To provide information to support a workshop with the local board on the Draft Regional Public Transport Plan 2023 – 2031 (RPTP).

Summary

2. Consultation on the Draft RPTP has now closed. Attached to this memo is a summary of submissions, both regionally and from your local board area.
3. This information is provided to you to assist you in considering providing formal feedback on the draft RPTP to AT at your business meeting following the workshop.
4. Your feedback will help inform changes to the draft plan and will be considered by the AT Board before they adopt the final RPTP in November this year.

Context

5. The RPTP is Auckland's main plan for public transport (PT) services. It outlines PT will be managed and improved over the next 8-years, with a detailed focus on the first 3-years. This includes the services that will operate during this period (and how they will change) and the goals, policies and actions that will shape PT.
6. The purpose of the RPTP is to enable consultation with the public and PT operators on the planning of PT services. This is a requirement of Land Transport Management Act 2003.
7. Public consultation on the draft RPTP was open from 17 July to 17 August 2023, and Auckland Transport (AT) received over 3,200 responses. This compares well to the 462 the previous (2018) RPTP received.

Discussion

8. The rate of responses to the draft RPTP's consultation received from the Hibiscus and Bays area was the highest of all boards, noting that not all submitters provided their local board. The reason for this is the high rate of submissions related to the Gulf Harbour ferry.
9. To assist in revising the draft RPTP, AT would like you to provide formal feedback on:
 - The proposed changes services changes in your area,
 - Anything you feel is missing from the draft RPTP, and
 - Any other content of the plan that you wish to comment on.
10. Your feedback will assist in the refinement of the plan ahead of its finalisation.
11. The appendix to this memo sets the top five areas residents of the Hibiscus and Bays Local Board area provided feedback on, and also summarises the overall feedback that AT received.

12. This memo should be read alongside the memo provided to you on 12 July 2023, which outlines key aspects of the draft RPTP and the consultation process.
13. From that memo, the main service changes affecting Hibiscus and Bays can be summarised as:
 - Changes associated with the opening of Ō Mahurangi (PenLink) and a proposed bus station in Whangaparāoa. The NX2 will be extended to this station, and local buses reorganised to provide connections to this service. A new route (99) from Gulf Harbour will provide a high-frequency connection to the station.
 - Alongside those bus network changes, we had proposed to discontinue the Gulf Harbour Ferry when its current contract ends in 2028, as the bus services will provide a faster, more frequent, more reliable and more cost-effective option. Following the high rate of responses, we have committed to looking at the peninsula's transport issues in more detail, including considering what would be required for the ferry to continue operating.
 - Service changes associated with the opening of Rosedale Station on the Northern Busway in 2027.
 - A new route (987) for West Hoe Heights.
 - General improvements to service levels on other routes.
14. The full content of the RPTP is available on AT's website at at.govt.nz/RPTP.

Next steps

15. Following the workshop, the next steps are:
 - i. To provide formal feedback to AT on the draft RPTP at your next business meeting.
 - ii. AT will consider your feedback as part of finalising the RPTP.
 - iii. The revised RPTP will go to the AT Board for endorsement at their 29 November meeting.
 - iv. The final RPTP is expected to be released in early December.

Attachments

RPTP Consultation 2023 – Hibiscus and Bays Local Board area snapshot

Memorandum

To: Hibiscus and Bays Local Board
From: Luke Elliott, Principal Planner Auckland Transport
Date: 12 July 2023
Subject: Consultation – Draft Regional Public Transport Plan 2023

Introduction

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

Core content of the draft RPTP

6. The draft RPTP has been prepared in accordance with strategic direction provided by Auckland Council at their April 2023 meeting. This included the RPTP's Vision and Goals, the plan's three timeframes, and a balanced approach to service changes.
7. The three timeframes of the RPTP are:
 - 2023-2024 – our short-term focus is on recovery. This means resolving issues with reliability related to the driver shortage, and getting people back on PT.
 - 2025-2027 – our medium-term focus is on leveraging key infrastructure, to deliver improved services, increased patronage, and a positive public perception of PT.
 - 2028-2031 – in the long-term, we want to massively increase the number of people using PT. The draft RPTP's Vision and Goals are intended to carry over into future versions.
8. The RPTP has five goal areas, covering services and customer experience, the environment, equity, integrating PT into a growing Auckland, and how we fund and delivery PT. These areas provide the structure for the rest of the plan, including the actions and policies. A specific section also outlines how we have embedded Māori outcomes across these areas, throughout the plan.
9. Actions include our key proposals that will improve PT over the period of the RPTP. These are grouped into the short-, medium-, and long-term timeframes, as well as



aspirational actions that are either unfunded or beyond the timeframe of the draft RPTP.

10. This RPTP is also the first time we are communicating to the public how train services will run after the City Rail Link opens in 2026. The specifics of these changes are included in a separate memo (dated 28 June) that you were provided.
11. Significant changes to bus services are proposed in the draft RPTP. Over 80 routes are proposed to be improved or introduced, including 13 new frequent routes (operating at least every 15 minutes 7am-7pm, 7 days a week).
12. Most bus network changes relate to either:
 - Improvements that will be funded by Council's Climate Action Transport Targeted Rate (CATTR). Given existing funding sources are constrained, this rate funds most of the improved services proposed in the draft plan.
 - The opening of significant new infrastructure, such as the Northwest Bus Improvements, the Eastern Busway, Rosedale Bus Station, and Ō Mahurangi (PenLink), which enable new or improved services.
13. The draft RPTP highlights the introduction of electric ferries (from 2024) which will improve reliability and capacity of services, as well as a range of changes and improvements across the ferry network.
14. Potential new AT Local (On-Demand) service areas across the region are identified. These are not currently funded, but public feedback will help prioritise future areas should funding become available.
15. Longer-term projects that will be completed beyond the timeframe of the draft plan, such as Auckland Light Rail, Waitematā Harbour Connections, and the Rail Programme Business Case, are not included in this RPTP. Future RPTP's will cover service changes proposed as part of these projects.

Consultation

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

Late 2022

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

January – April 2023

- Further feedback on draft goals, develop draft actions, and research on Aucklanders priorities for public transport.
- Engagement activities in this phase included:



- Market research (over 1,200 Aucklanders)
- Workshops with partners and key interest groups
- Auckland Council's Transport and Infrastructure Committee endorsed the strategic direction for the RPTP.

May-June 2023

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

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

- 12 events across the region where the public can drop-in to ask us questions or provide oral feedback. These will be at libraries, major bus and train stations, and on-line. These will be advertised on our website and AT's social media channels.
- AT ambassadors will raise awareness of the RPTP's consultation by handing out flyers at major bus and train stations.
- Notification to all AT Mobile users
- The marketing campaign for the RPTP will be based on what we heard from Aucklanders about what they want from PT, and how the draft plan responds to these concerns and aspiration. This includes social media, full-page press ads, ads at bus stops, billboards, and radio advertising.
- Articles in OurAuckland and AT's Onboard newsletter.
- The feedback from, which will be available in hard-copy and online, has questions based on key proposals in the draft RPTP. It also invites comments on specific service changes, and general feedback on improving PT.
- Workshops with Auckland Council's People's Panels

Engagement with local boards

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



Memorandum

Appendix – service changes in your area

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

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

The main service changes affecting Hibiscus and Bays can be summarised as:

- Changes associated with the opening of Ō Mahurangi (PenLink) and a proposed bus station in Whangaparāoa. The NX2 will be extended to this station, and local buses reorganised to provide connections to this service. A new route (99) from Gulf Harbour will provide a high-frequency connection to the station. Alongside these changes, we propose to discontinue the Gulf Harbour Ferry when its current contract ends in 2028, as the bus services will provide a faster, more frequent, more reliable and more cost-effective option.
- Service changes associated with the opening of Rosedale Station on the Northern Busway in 2027.
- A new route (987) for West Hoe Heights,
- General improvements to service levels on other routes.

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
83	East Coast Bays	Massey University – Albany Station – Browns Bay – Mairangi Bay – Constellation Station – Sunnynook Station – Smales Farm – Takapuna	Frequent	Frequent	Additional evening trips from 2027
99	Gulf Harbour	Gulf Harbour – Little Manly – Pacific Plaza – Whangaparāoa Station	N/A	Frequent	New route introduced from 2027 after Ō Mahurangi (PenLink) opens, replacing part of current 982
842	Crown Hill peak	Greville Reserve – East Coast Road – Shakespeare Road – Smales Farm Station	Peak	Peak	Additional trips from 2026

Memorandum

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
843	Sunnynook	Constellation Station – Sunnynook Road – East Coast Road – Milford – Hurstmere Road – Takapuna – Akoranga Station	Connector	Connector	Additional evening trips from 2026
856	Beach Road	Albany Station – Glenvar Road – Torbay – Browns Bay – Mairangi Bay – Campbells Bay – Milford – Smales Farm Station – North Shore Hospital - Takapuna	Connector	Connector	Route via Rising Parade once East Coast and Glenvar Roads intersection signalised from 2027
861	Long Bay	Long Bay – Torbay – Albany Station – Massey University – Constellation Station	Connector	Connector	Additional peak, daytime, and evening trips from 2026.
864	Rosedale Road	Browns Bay – Browns Bay Road – Rosedale Station – Albany Highway – Albany Village	N/A	Connector	New route once Rosedale Station opens in 2027
865	Oaktree Avenue	Browns Bay – Oaktree Avenue – Greville Road – Albany Station	Connector	Connector	Route changed to Browns Bay – Massey University (not Albany Station) via Rosedale Station from 2027
907	Campbells Bay	Campbells Bay – Archers Road – Sunnynook Station – Target Road – Constellation Station	Local	Local	Route extended to Rosedale Station from Campbells Bay from 2027, with additional peak and evening trips
982	Whangaparāoa	Gulf Harbour – Little Manly – Stanmore Bay – Silverdale – Hibiscus Coast Station	Connector (to Little Manly)	Connector (to Little Manly)	Changed to operate Little Manly – Hibiscus Coast Station only, via Whangaparāoa Station, once Ō Mahurangi (PenLink) completed and from 2027). Gulf Harbour served by 99
983	Red Beach	Gulf Harbour – Manly – Pacific Plaza – Red Beach – Silverdale – Hibiscus Coast Station	Local	Local	Changed to operate Manly – Hibiscus Coast Station only, via Whangaparāoa Station, once Ō Mahurangi (PenLink) completed and from 2027). Gulf Harbour served by 99

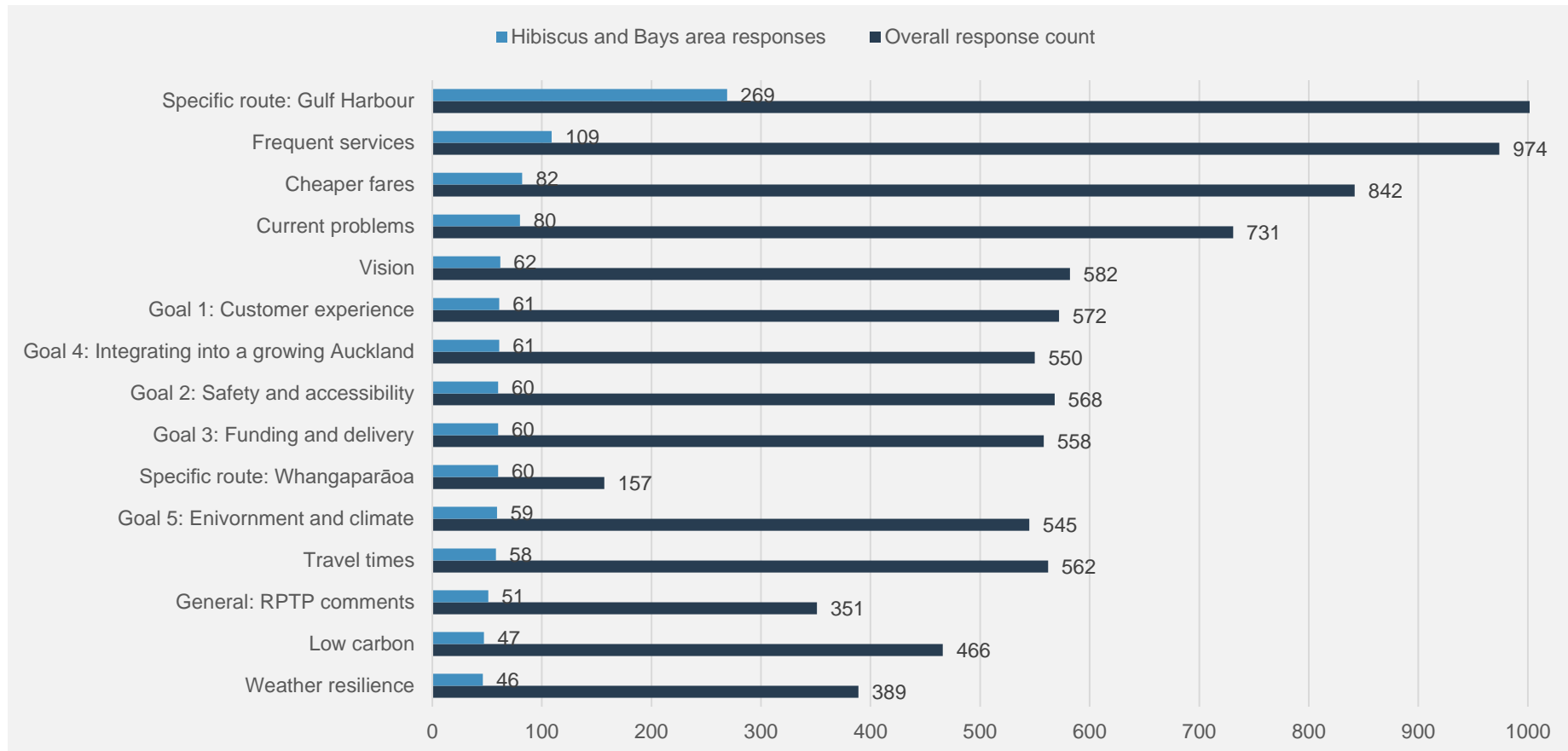
Memorandum

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
987	West Hoe Heights	Orewa – West Hoe Heights – Ara Hills – Hibiscus Coast Station	N/A	Connector	New route from 2027
989	Milldale	Hibiscus Coast Station – Milldale	Connector	Connector	Route will extend to cover more of the Milldale area as development continues, and connect to Silverdale once Highgate Bridge completed (from 2027)
995	Warkworth	Warkworth – Hibiscus Coast Station	Local	Connector	Route will change to use new Ara Tūhono motorway from mid-2023. Route upgraded to Connector from 2027.
NX1	Northern Express 1	Hibiscus Coast Station – Albany Station – Northern Busway – Victoria Park – Britomart	Rapid	Rapid	Frequency between Hibiscus Coast Station and Albany improved from 2027. Extended to Quay Park from 2028 as part of City Centre bus changes
NX2	Northern Express 2	Albany Station – Northern Busway – Victoria Park – Wellesley Street – Universities Some trips serve Hibiscus Coast Station	Rapid	Rapid	Extended to Whangaparāoa Station via Ō Mahurangi (PenLink) from 2027
988	Gulf Harbour Ferry Connection	Pacific Plaza – Gulf Harbour – Army Bay – Gulf Harbour Wharf	Local	N/A	Withdrawn following completion of Ō Mahurangi (PenLink) (from 2028) and improvements to local bus services and withdrawal of the Gulf Harbour ferry
GULF	Gulf Harbour Ferry	Gulf Harbour – Downtown	Local	N/A	Withdrawn following completion of Ō Mahurangi (PenLink) (from 2028) and improvements to local bus services

RPTP 2023: Hibiscus and Bays Local Board area snapshot

We received a total of **3,192** submissions, and **414** of the respondents told us they were from your Local Board area – *please note that there are likely more submissions from your area however **only 57% of all respondents told us their Local Board***. For example, there were an additional 950 emails that were received in response to the Gulf Harbour ferry service proposal, the majority of whom are likely residents of your Local Board.

Topics with the most responses in the Hibiscus and Bays Local Board area



Details on the top 4 topics your constituents were most interested in

These components of the RPTP received the most responses from the people in your Local Board area.

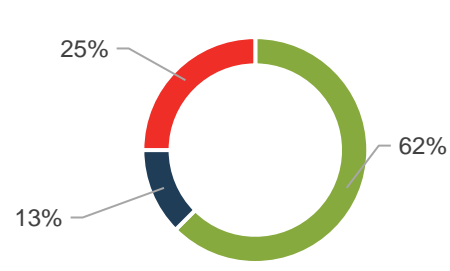
Specific route changes: Gulf Harbour Ferry

267 residents provided comments on the proposed change

Top themes	LB area mentions	Public mentions
The Gulf Harbour ferry service should be retained	211	660
Cancelling the ferry will increase congestion and emissions	111	288
The service should be invested in and made more reliable	92	380
Buses are not a good or equal replacement	91	215
The community relies on the ferry service	79	219

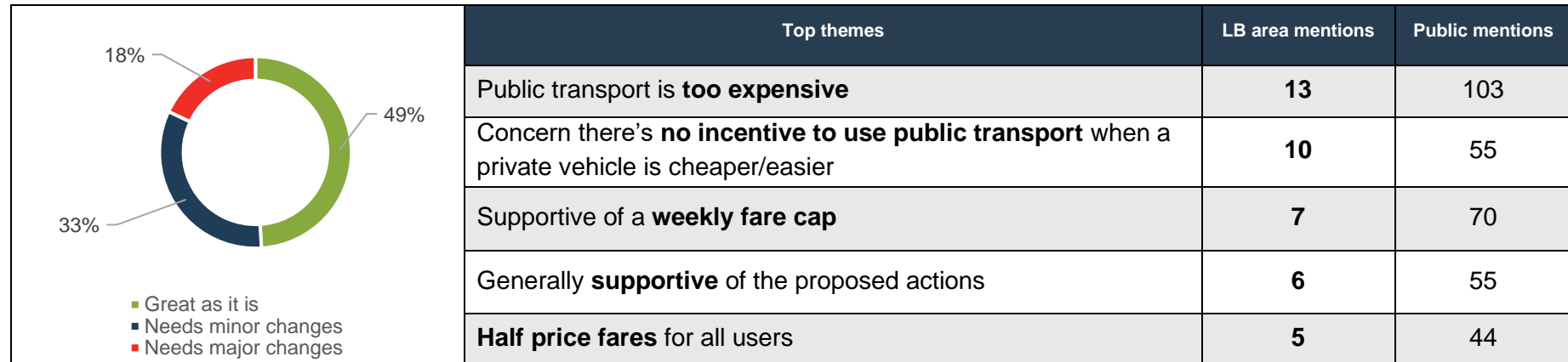
Frequent services

109 residents responded to this question, and 93 provided comments

	Top themes	LB area mentions	Public mentions
 <p>25%</p> <p>62%</p> <p>13%</p> <ul style="list-style-type: none"> Great as it is Needs minor changes Needs major changes 	Gulf Harbour ferry removal increases travel time, car use, congestion , and affects locals' lives	33	46
	Penlink won't resolve Whangaparāoa problem (due to road width)	20	28
	Maintain Gulf Harbour ferry	9	15
	Supportive of increased services	8	56
	Increase ferry services (e.g. add GH weekend services)	8	21

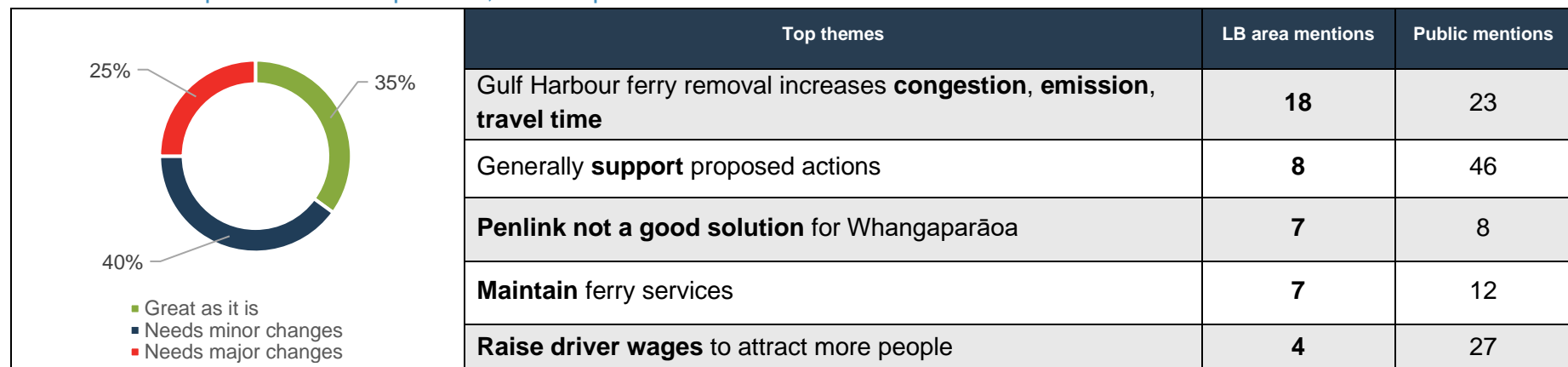
Cheaper fares

82 residents responded to this question, and 58 provided comments



Current problems

80 residents responded to this question, and 60 provided comments

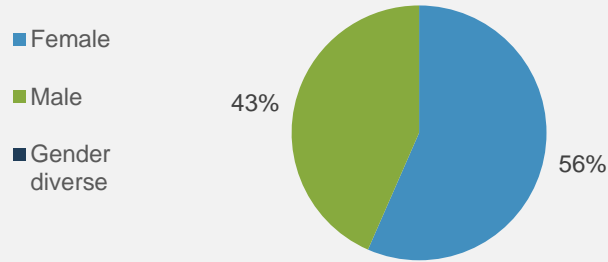


Demographics of submitters from your local board

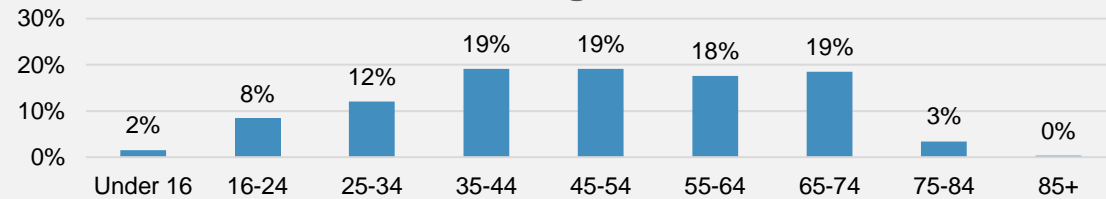
3,192 total submissions

414 submissions from your Local Board area

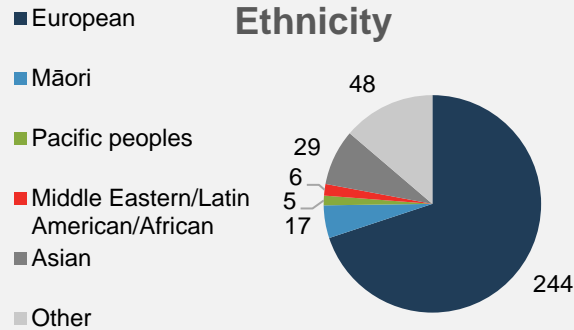
Gender



Age



Ethnicity



Disability



Travel habits of respondents in your local board area:



Once a week or more, 65% of people use **public transport** to work/study and 26% to other places



Once a week or more, 41% of people drive a **private vehicle** to work/study and 77% to other places



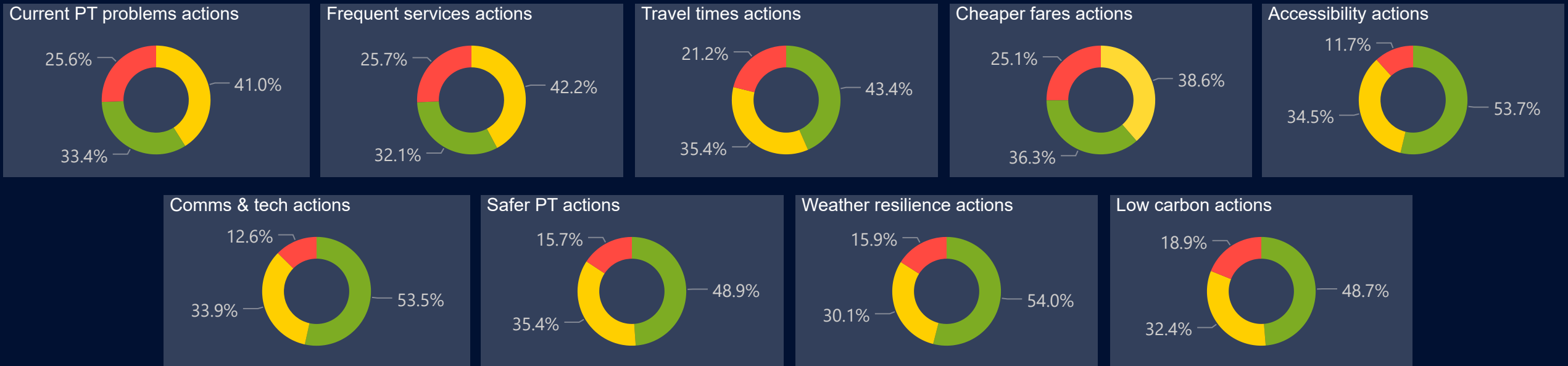
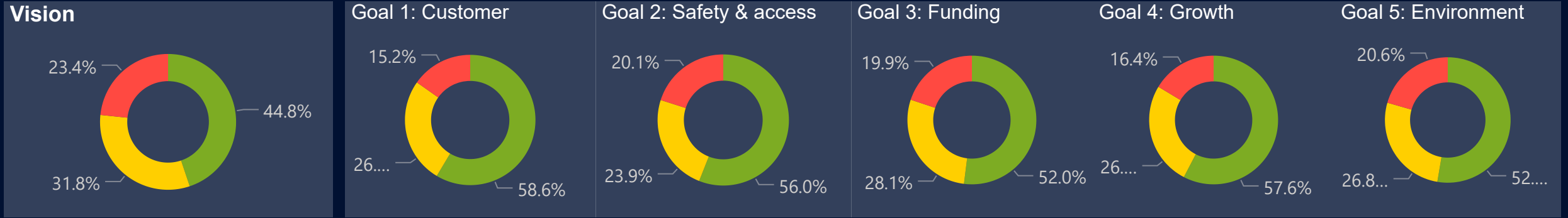
Once a week or more, 7% of people ride a **bike or scooter** to work/study and 7% to other places

Overall RPTP topic responses

Tick box response feedback from all respondents



● Great as they are
 ● Right track, but needs minor changes
 ● Needs significant changes





Example submissions on the Gulf Harbour Ferry changes proposed in the draft RPTP 2023-2031

Gulf harbour ferry services should be increased to 7 days rather than decreased or eliminated as proposed:

1. Gulf Harbour is a growing community at the far end of the Whangaparaoa peninsular and the ferry service provides the fastest access to the city for workers, tourists and families.
2. Ferry's are a greener way to travel and takes pressure off the road network
3. Penlink has been reduced from 4 lanes to 2 lanes and will quickly become insufficient with current development on the Peninsular
4. Ferry commuting in Auckland is unique experience for visitors and residents and can not be compared to bus services as a way to experience the Hauraki gulf, connect people to the water and the marine environment
5. Electric ferries should be invested in rather than eliminating based on so-called carbon advantage of buses.
6. Penlik is a toll road - Whangaparaoa residents are already getting hit with charges over and above other road users. The ferries offer a faster, cleaner alternative to residents.
7. Ferry travel is experiential - buses are not and there will be plenty of people taking to their cars instead of taking buses.

I oppose the removal of the Gulf Harbour ferry service. It needs to be expanded and grown not taken away as a public transport option.

The proposal appears to be based on a number of assumptions:

(a) that GH ferry users will indeed readily transfer from the ferry to the upgraded bus system (b) that the commuter times will improve (c) the improved bus service will be more reliable and frequent via the Penlink connection to the Northern Busway and (d) overall removing the ferry service will save some money.

In my view these assumptions are all fundamentally flawed on a number of levels:

(1) there is a world of difference between travelling on a bus and on the GH ferry – there's no comparison in terms of comfort, speed and convenience for anyone living east of Little Manly travelling to the city. In short I very much doubt everyone will just hop on the bus

(2) any bus service (along with the increasing population and ferry users returning to their cars, will still have to travel the 10 km of "one road in - one road out" from the end of the peninsula to the Penlink turnoff/bus terminal in Stanmore Bay. This already queues back to Little Manly in the mornings - Penlink does not and cannot do anything about this fundamental roading constraint east of the Whangaparaoa Plaza - it cannot be widened or additional lanes added as previous studies have shown this to be prohibitively expensive. In short if the ferry service is removed they will have spent a billion dollars to speed up getting off the peninsula once at Stanmore Bay but markedly increased the time and congestion actually getting to that turn-off - in essence one step forwards two steps back for any bus or private vehicle travelling from east of the Plaza.

(3) This proposal runs entirely contrary to the repeated assurances given by AT over the last 6



years that the GH ferry service will be incrementally improved with additional sailings and improved vessels – assurances that have actually been backed up with considerable sunk investment in the GH ferry service amounting to many millions of dollars – through additional sailings, the purchase of the leasehold interest in the Hammerhead for the ferry terminal and associated parking (at the behest of AT) and the multi-million dollar payment for long term leases on the 3 ferry berths at the marina along with additional ferry infrastructure.

(4) Issues of ferry reliability (weather related and otherwise) were simply not an issue when the previous operator 360 Discovery ran the Gulf Harbour ferry service up to 2019. Cancellations and vessel issues have become acute (as with other ferry services around Auckland) since that time.

This proposal is not supported by the affected community, it will be detrimental to the overall transport network and it will adversely impact people’s travel choices and their lives.

I would like to express my strong support for maintaining the Gulf Harbour ferry route. I believe it is an essential service that must be retained for the benefit of our community.

The ferry service has been an integral part of connecting the Auckland CBD and Gulf Harbour, providing unparalleled convenience and connecting people, businesses, and tourists across the water. Removing this vital route would have far-reaching consequences that extend beyond mere inconvenience; it would disrupt the lives of countless individuals who rely on it daily for their commutes, essential services, and leisure activities.

Commuting to the CBD via car is simply not an option for so many members of the community. The commute can take up to two hours during peak traffic.

If the Gulf Harbour ferry became a dependable service, it will be supported by the large sum of people who are advocating for its saving. We all want to see it thrive.

I sincerely urge you to reconsider any plans to remove the Gulf Harbour ferry route. Instead, let us collaborate on finding effective solutions to improve and sustain the service. By doing so, we can continue to enjoy the numerous benefits it brings to our community.

Thank you for your time and consideration. I remain hopeful that together, we can safeguard this essential ferry route.

I oppose AT DRAFT RPTP proposal to withdraw and terminate the Gulf Harbour Ferry service: Page 104 Draft Auckland Transport Regional Public Transport Plan 2023-2031.

For the following reasons:

- Whangaparaoa and Peninsula residents have not been actively engaged or consulted.

- AT has not scheduled time in person to present the proposal that will significantly isolate and place a community significantly impacted. This is demonstrative of a self-serving agenda and is in breach of the good faith relationship established with the community during previous meetings on the ferry.

- The proposal does not align with the RPTP Vision or intent to increase options for PT across the network. This is not consistent with the previous plans to enhance service reliability and add in weekend services as outlined in the 2018-2023 RPTP.



- It is contradictory, excluding Onewa Northcote Point, to then propose all remaining inner routes will see increased frequency of Ferry sailings and buses to and from their terminals. Yet the Gulf Harbour route is detailed as a duplication of PT Services to our community.

- It does not align with the intent of enhanced safety. There are multiple early learning centres in close proximity to Whangaparaoa Road between Stanmore Bay and Gulf Harbour; on the new proposed #99 route. There is inadequate pedestrian safety if increased frequency of bus activity on a road with poor roading infrastructure that does not have the ability to be widened without Auckland Council being expected to invest hundreds of millions of dollars they do not have to buy back road frontage from properties. . There are three Schools supporting Gulf Harbour and Army Bay, additional bus frequency significantly places these children and the staff supporting them at risk due to distinct absence of raised pedestrian crossings, signage to indicate lowered speed limits around school entrances and exits, inadequate reflective paint markings and adequate lighting at bus stops throughout the eastern peninsula.

- There are insufficient shelter facilities at bus stops between the Penlink, Gulf Harbour and Army Bay.

- Timing calculated by AT for the new 99 route starts at Little Manly. That excludes 10km of Road from the Eastern end of the peninsula. The duration from Gulf Harbour/Army Bay to the proposed Whangaparaoa "Kiss and Ride"™ station is actually 26 minutes at peak travel time.

- AT rationale for withdrawal cites unreliability due to "weather"™. This is factually incorrect and intentionally misleading. Customer experience and collated data from AT and Fullers alerts, prove 75% of the unreliability is due to the current contractors Crew Shortages and Fleet Vessel Maintenance Management along with service breakdowns. The service failure rate pre 2019 (before the current contractor took over). Since 2019, noting covid, the contractor has failed to recruit, retain or train sufficient crew to service new contract extensions to service more inner harbour routes. The contractors solution, be that driven by AT or their own agenda is to prioritise servicing inner routes over Gulf Harbour. Only 20% of cancellations 2021-2023 were related to Weather. On reviewing weather on the dates alerts were received: suggests these decisions were not made due to weather or sailing conditions by experienced skippers, but with an operational overview for the entire network.

- Removing the Ferry reduces public transport options in the network for the Whangaparaoa Community east of the Penlink Junction.

- It will result in significantly longer travel times. AT published time saving calculations state from Rawhiti Road to Penlink Station is 12 minutes. There is an additional 14 minutes not factored in this. During peak travel times, it takes 14 minutes to drive to Rawhiti Road (Little Manly); adding a further 12 minutes makes 26 minutes travel time.



- Community Polls show 65% of existing commuters are more likely to drive to the city as preference over catching 2 buses and duration of travel exceeding 1h 40 mins (even with the Penlink quoted journey time taking 62 minutes - this means any carbon emission savings are lost as people return to their cars.

- Lower carbon emissions per head of commuter population will be achieved if the Ferry service is preserved and reliable. More people want to use it but the unreliability appears to have been forced by AT and Fuller's hidden agenda.

- The ferry service is the fastest, most convenient, and comfortable public transport option for commuters traveling to the city. It is likely that many ferry commuters will not transfer to buses but rather use their own cars which will worsen the already constrained roading network on the Whangaparaoa Peninsula. The Gulf Harbour ferry acts as another bridge to Auckland City. As such this proposal runs entirely contrary to the notion of an integrated public transport network on the Whangaparaoa Peninsula.

The proposal runs entirely contrary to the repeated assurances given by AT over the last six years that the Gulf Harbour Ferry service will be incrementally improved with additional sailings and improved vessels.

This proposal represents a breach of faith with this community who were not consulted in any shape or form as with their elected representatives.

The Gulf Harbour ferry service is a vital part of an emerging integrated transport network on the Hibiscus Coast involving private vehicle, bus, and ferry travel. Penlink will enhance the overall network but to remove the ferry component as proposed will negatively impact the others to the detriment of the network.

The proposal to terminate the Gulf Harbour ferry service should be rejected and instead the focus in this RTP put on increasing the weekly services at Gulf Harbour (including the trial of a weekend service). This would be consistent with what is happening with other ferry service across the region and what was previously planned for the Gulf Harbour service.



Draft 2023 Regional Public Transport Plan

**Hibiscus and Bays Local Board Workshop
19 September 2023**



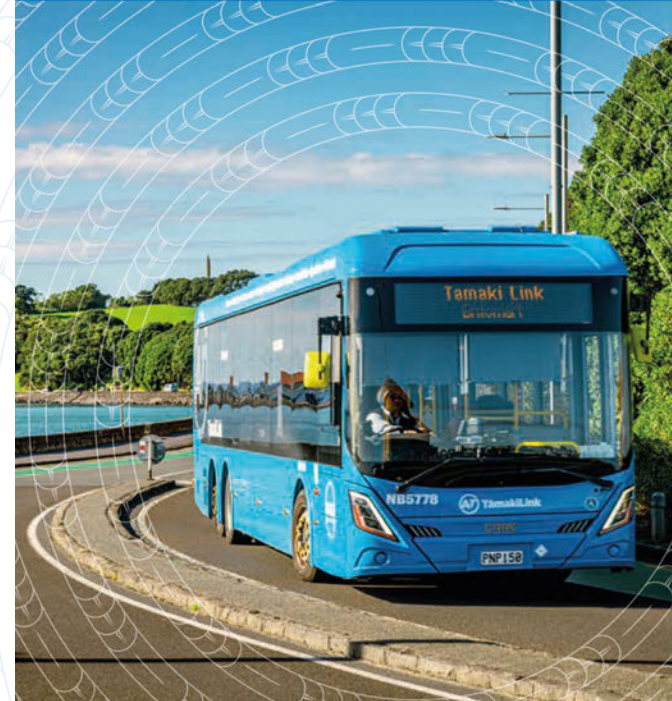
What is the RPTP?

Our main plan for public transport

- Sets out all planned services and policies
- Explains our public transport strategy
- Guided by the Regional Land Transport Plan (RLTP)
- Enables engagement with operators and the public



Auckland's Draft Regional Public Transport Plan 2023-2031



What we want from you

Feedback helps us to improve the plan

To assist in revising the draft RPTP, AT would like you to provide formal feedback on:

- The proposed changes services changes in your area,
- Anything you feel is missing from the draft RPTP, and
- Any other content of the plan that you wish to comment on.

Feedback from your constituents are provided to assist your consideration of these points.



RPTP Vision and Goals

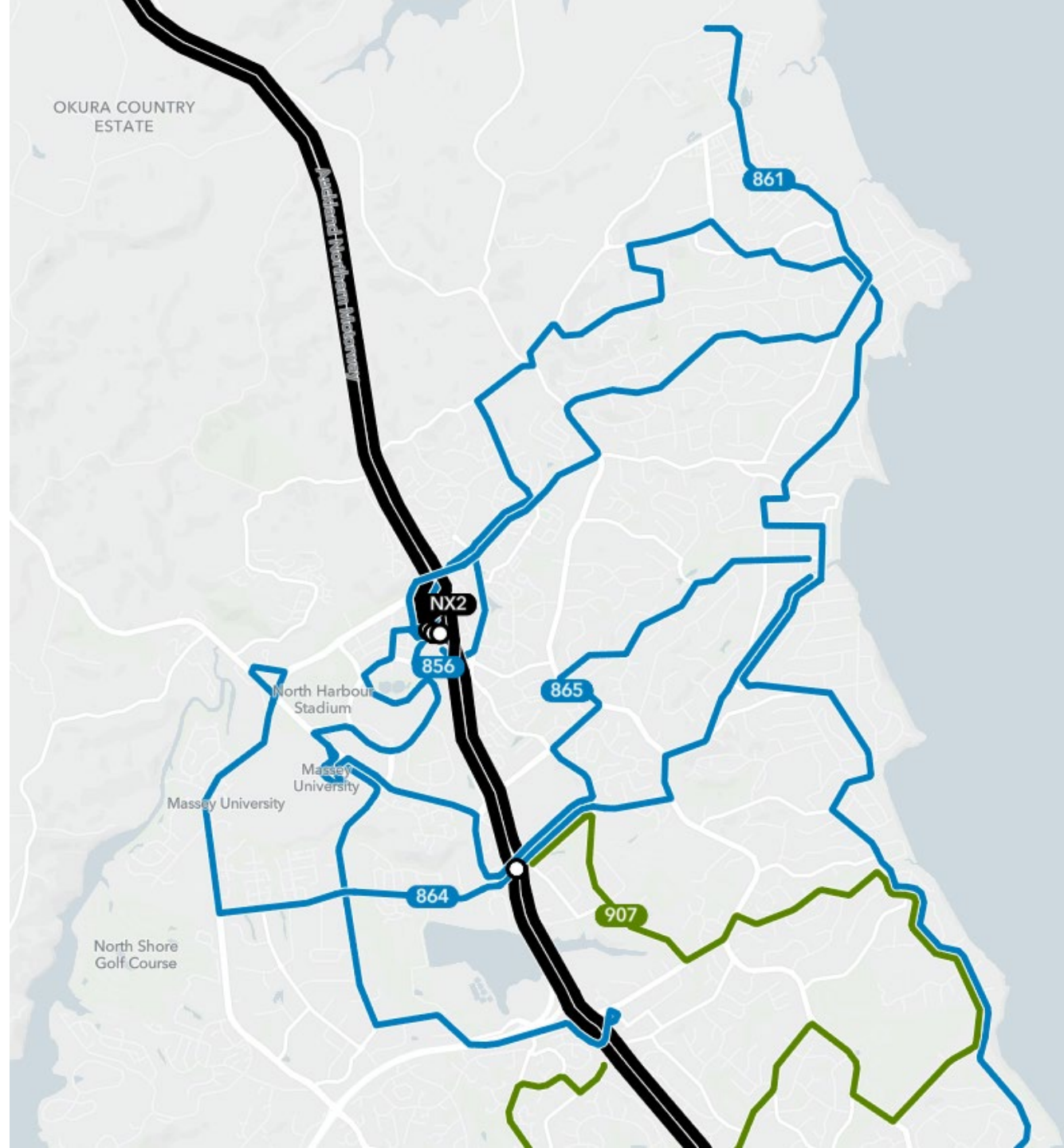
These guide the wider plan



Routes map

Bays

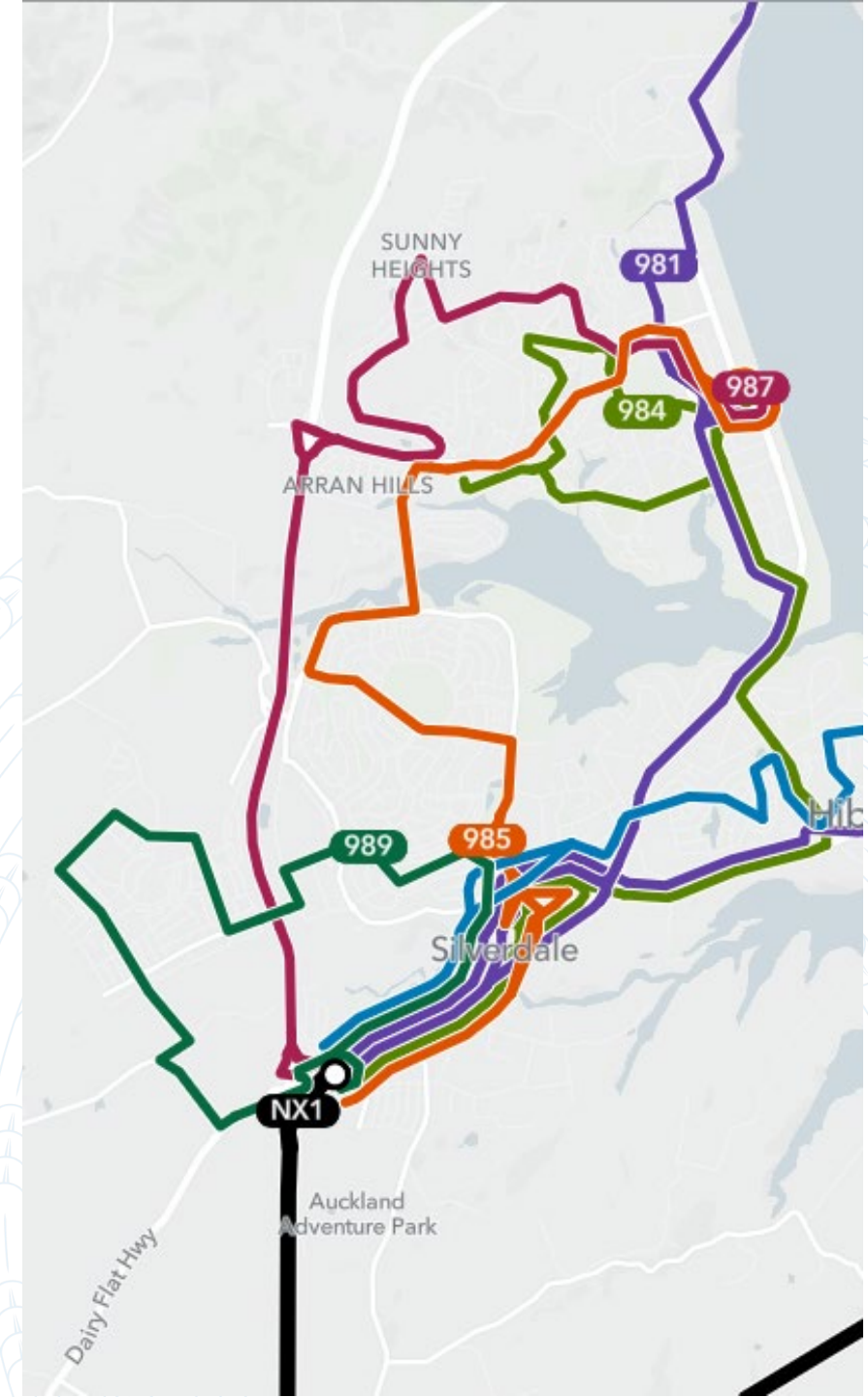
- Route 856 (Beach Road) – via Rising Parade from 2027
- Route 861 (Long Bay) – additional trips from 2026
- **Route 864 (Rosedale Rd) – new route from 2027**
- Route 865 (Oakdale Ave) – to Massey Uni via Rosedale Station from 2027



Routes map

Hibiscus

- Route 981 – no changes
- Route 984 – no changes
- Route 985 – no changes
- **Route 987 (West Hoe Heights) – new route from 2027**
- Route 989 (Milldale) – via Highgate Bridge once completed in 2027
- NX1 – at least every 15 minutes all day from Hibiscus Coast Station from 2027



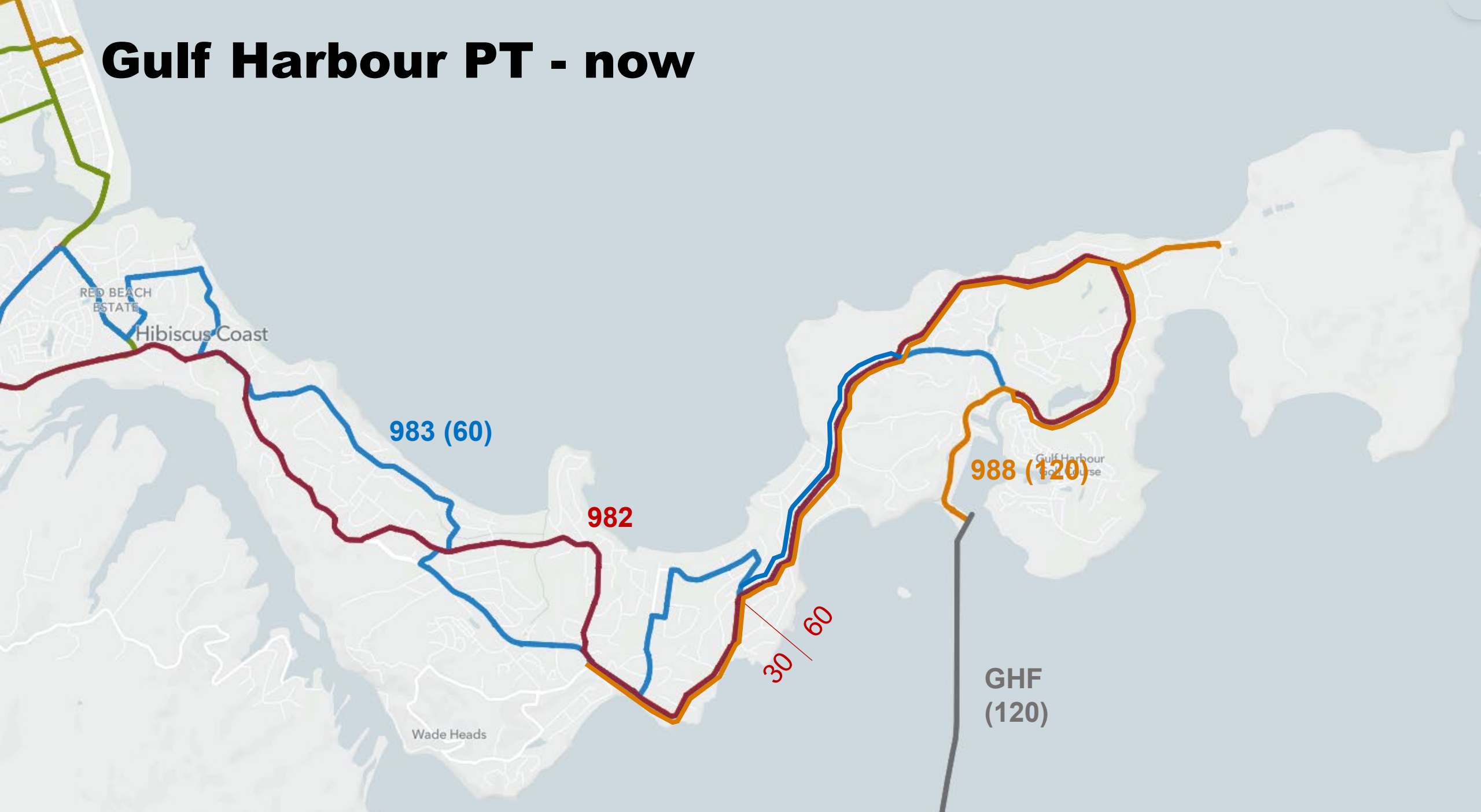
Gulf Harbour ferry proposal summary

The entirety of what we putting forward for comment:

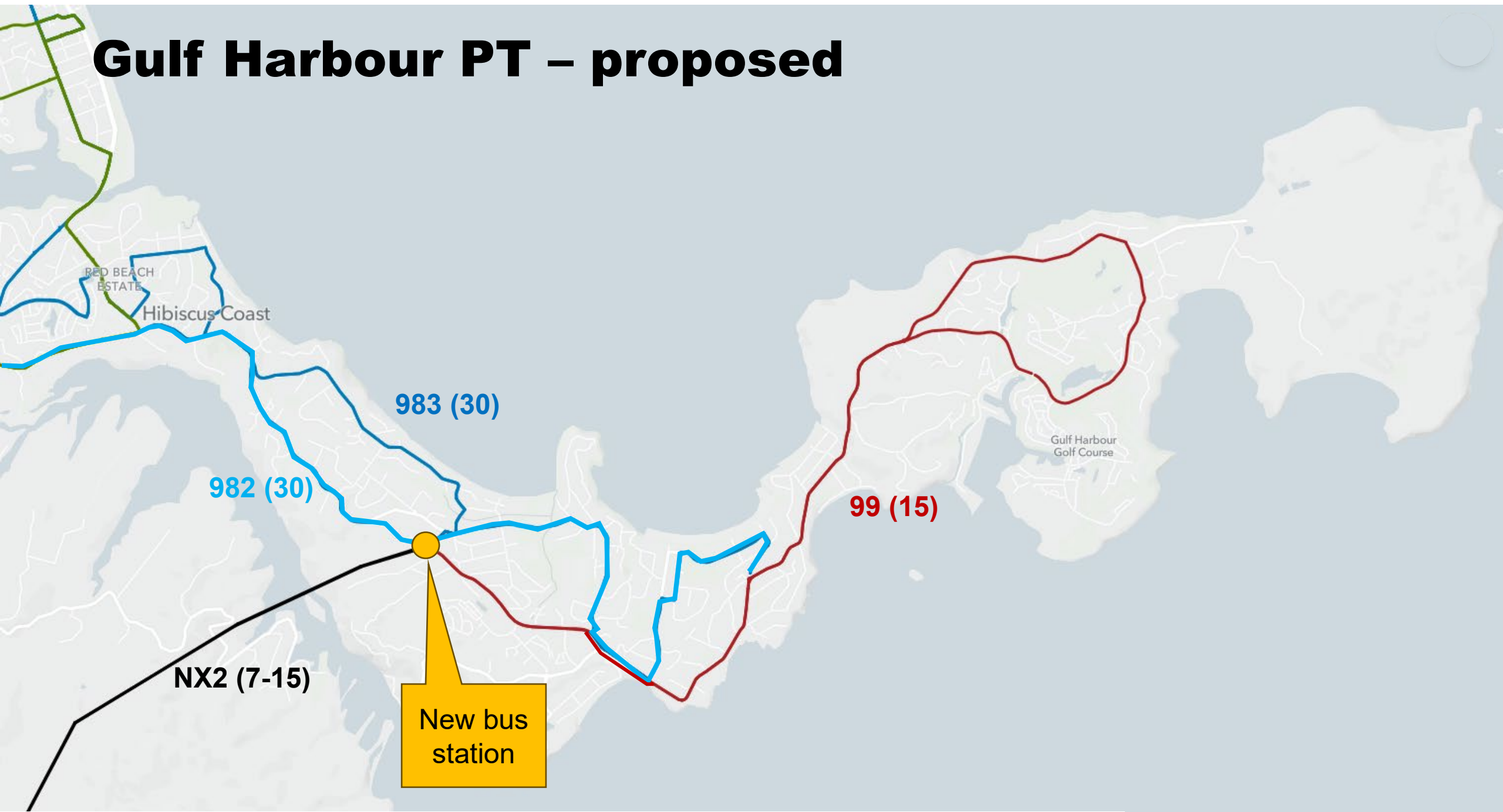
- Increase the frequency of route 982 from hourly to half-hourly
- Increase the frequency of route 983 from hourly to half-hourly
- Introduce a new Frequent Transit Network route, 99, which would operate every 15 minutes
- Build a new bus station at Whangaparāoa
- Extend the NX2 to this new station
- Remove the Gulf Harbour ferry once all the above is done (estimated 2028)...and only if all the above is done (new bus station not funded yet)



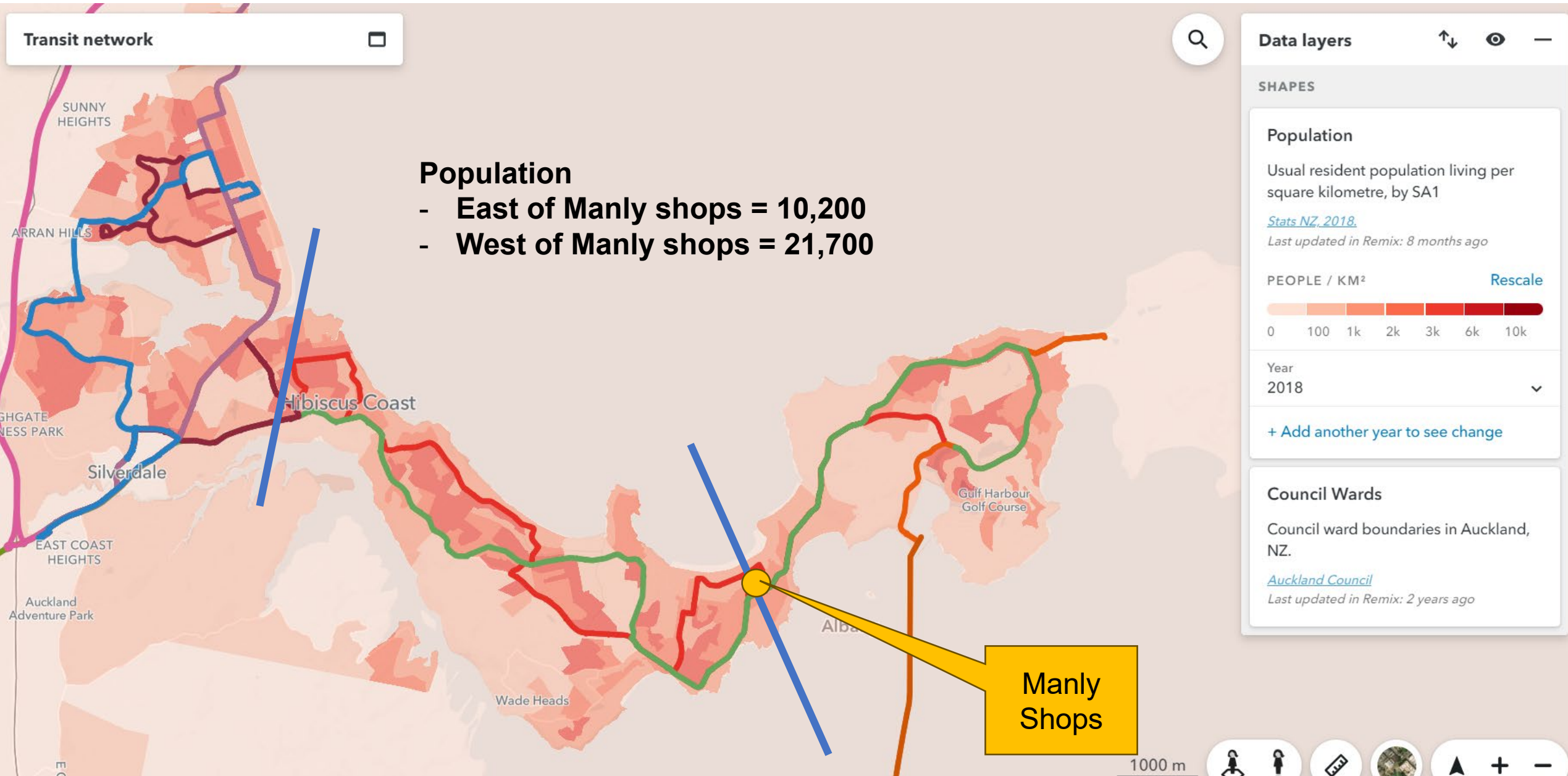
Gulf Harbour PT - now



Gulf Harbour PT – proposed



Population density



Route	Current cost to operate	Current patronage (2022)	Cost per passenger (2022)	Proposed costs to operate
982	\$2.8M	252,000	\$11.11	See below
983	\$1.7M	104,000	\$16.34	See below
988	\$0.3M	8,000	\$37.50	n/a
99	n/a	n/a	n/a	See below
Local bus total	\$4.8M	364,000	n/a	\$5.95M
NX2 extension	n/a	n/a	n/a	\$4.8M
Ferry (2019)	\$6.5M	182,000	\$36.00	n/a
Ferry (2022)	\$6.5M	56,000	\$116.00	n/a
Grand total	\$11.3M			\$10.75M

City Centre destinations



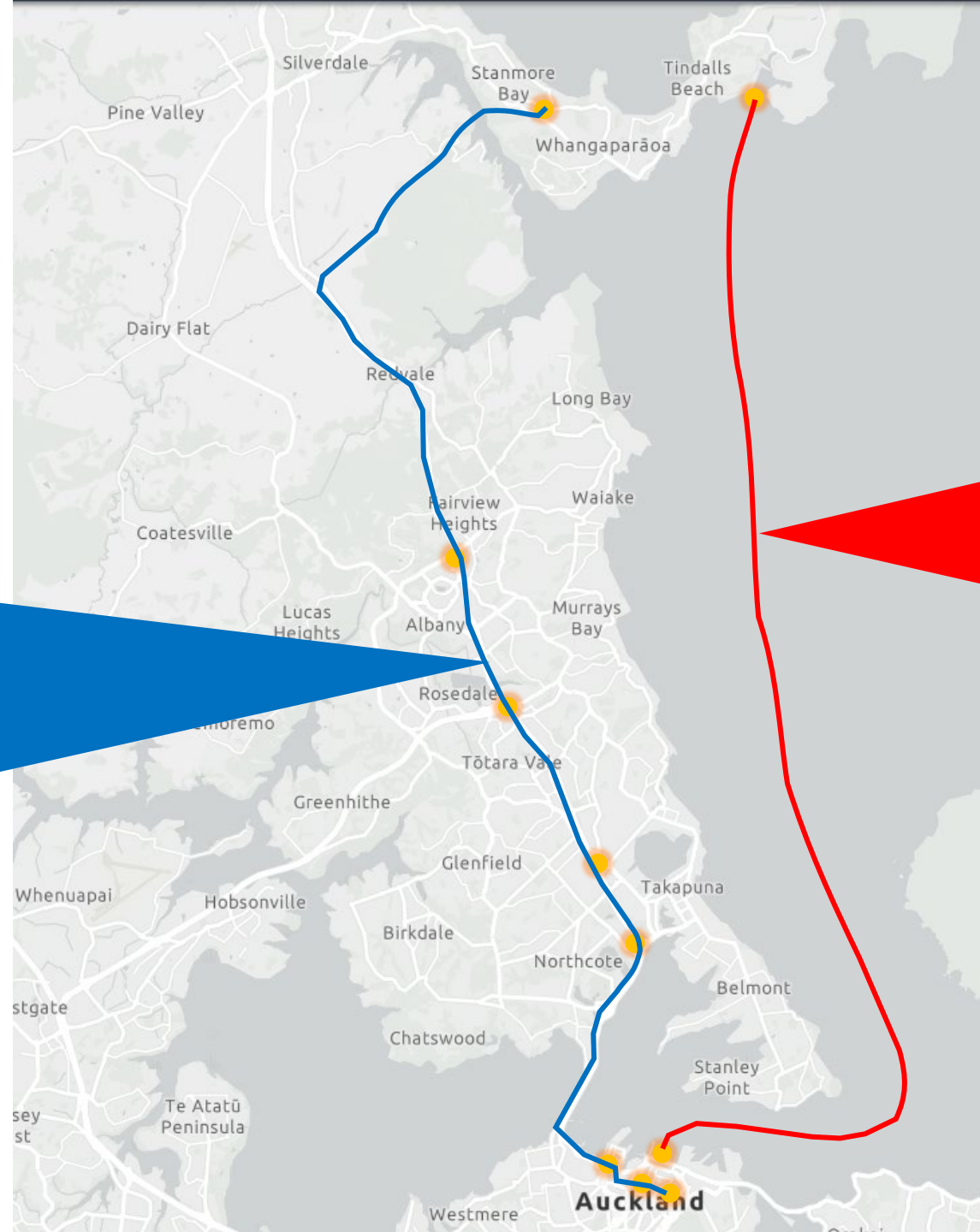
Summary

NX2

- 45-50 min journey
- 7 min peak frequency
- 15 min off peak frequency
- \$7.18 fare (adult)
- operates 5:30am to 12:30am

One seat journey to:

- Albany,
- Constellation,
- Smales Farm,
- Akoranga,
- Wynyard,
- Midtown,
- Universities



Ferry

- 50 min journey
- 30 min peak frequency
- 120 min off peak frequency
- \$11.60 fare (adult)
- operates 6:30am to 8:30pm

One seat journey to:

- Downtown

Next steps for Gulf Harbour ferry

Summary and way forward

We received 1,227 pieces of individual feedback on the Gulf harbour ferry, which can be broken down as:

- 35 submissions generally supported the proposed removal of the ferry
- 1,192 with concerns about or opposing the proposal

AT has agreed to:

- Commission a study into the transport needs of the Whangaparāoa peninsula, looking at the ferry and bus proposals.
 - This will look at potential ways forward for the ferry, including the costs of on-going operation, potential passenger and cost-per-passenger targets, and additional trips (including weekends)
- Work with yourselves on the future transport needs of the community, informed by the above study and incorporating the views of residents



This work will happen following the finalisation of the RPTP, which will therefore not make a final call on the ferry's future

Next steps for commenting on the RPTP

After this workshop

Following the workshop, the next steps are:

- i. To provide formal feedback to AT on the draft RPTP at your next business meeting.
- ii. AT will consider your feedback as part of finalising the RPTP.
- iii. The revised RPTP will go to the AT Board for endorsement at their 29 November meeting.
- iv. The final RPTP is expected to be released in early December.

