

Kaipātiki Local Board Workshop Programme

Date of Workshop: Wednesday 1 November 2023
Time: 10.00am
Venue: Boardroom, 90 Bentley Ave, Glenfield

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00am – 12.00pm	Customer and Community Services - Parks and Community Facilities <ul style="list-style-type: none"> Waimanawa / Little Shoal Bay asset renewal feasibility 	Steph Westmore Senior Project Manager (Ops), Parks and Community Facilities Sarah Jones Manager Area Operations, Parks and Community Facilities	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback
12.00 – 12.45pm	Lunch			
12.45 – 1.45pm	Understanding LB priorities for Auckland Transport's 10-year programme for the 2024 Regional Land Transport Plan (RLTP)	Tony Parish Investment Management Lead, Auckland Transport Annabelle Wrigley Communications Specialist, Auckland Transport Hamish Bunn General Manager Investment, Planning, Policy, Auckland Transport Siobhan O'Donovan Principal Communications and Engagement, Auckland Transport Marilyn Nicholls Elected Member	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback

		Relationship Partner, Auckland Transport		
1.45 – 3.45pm	Auckland Transport - AT Forward Works programme	<p>Rodger Murphy Executive General Manager of Risk and Assurance, Auckland Transport</p> <p>Joshua Hyland Delivery Manager of PT Services, Auckland Transport</p> <p>Jonathan Levell Parking Team Leader, Auckland Transport</p> <p>Peter Scott Asset Manager Road Corridor Renewals, Auckland Transport</p> <p>Johan Swanepoel Stakeholder Manager Road Corridor Renewals, Auckland Transport</p> <p>Chris Martin Network Optimisation – Operations and Performance Manager, Auckland Transport</p> <p>Anita Lin Principal Transportation Engineer, Auckland Transport</p> <p>Sila Auvaa Programme Manager, Auckland Transport</p> <p>Raman Singh Senior Transportation Engineer, Auckland Transport</p>	<ul style="list-style-type: none"> • Setting direction 	<ul style="list-style-type: none"> • Define board position and feedback

		Arvind Sima Principal Project Manager, Auckland Transport Prasta Rai Programme Coordinator, Auckland Transport Marilyn Nicholls Elected Member Relationship Partner, Auckland Transport		
3.45 – 4.00pm	Break			
4.00 – 5.00pm	Kaipātiki Local Board 2023/2024 play advocacy update and activities	Jacquelyn Collins Play Advocacy Advisor, Active Communities	<ul style="list-style-type: none"> Keeping informed 	<ul style="list-style-type: none"> Receive update and provide feedback

Next workshop: Wednesday 8 November 2023

8-Nov-23	9.15am	9.50am	Members only time
	10.00am	12.00pm	Customer and Community Services - Connected Communities - Local Crime Fund, Community led partners funding - lease, Manaakitanga
	12.00pm	1.00pm	Lunch
	1.00pm	2.00pm	Service Property Optimisation
	2.00pm	3.30pm	2023/2024 Kaipatiki Local Grant & Multiboard Grant Round One - Grants session
	3.30pm	3.35pm	Break
	3.35pm	4.45pm	TBC

Role of Workshop:

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



Kaipātiki Local Board

Development of AT's 10-year programme

Presenter: Tony Parish



1 November 2023



Purpose of this presentation

To seek input from the Local Board to the development of AT's 10-year programme for the 2024 Regional Land Transport Plan

Outline

- Working with **Council and stakeholders** early in the development process
- Our **timeline** for developing the AT programme
- **Key challenges** for developing the AT programme
- Local Board **themes and feedback** from RLTP 2021
- Local Board **priorities and outcomes** for the future
- Continuing the **engagement with Local Boards** and next steps



Working with Council and stakeholders

AT are working jointly alongside Council, as well as engaging with key stakeholders early

Long-Term Plan (LTP)

Every 3 years Auckland Council is required to develop its 10-year programme for services and investment across the Auckland region. Transport is one of many components of the Long-Term Plan (LTP).

AT will be working closely with Council Officers, Councillors, partners and stakeholders to input to **LTP development** and align with:

- Outcomes Council are seeking from their funding of AT activities
- Outcomes central government are seeking through the Government Policy Statement (GPS) on transport
- Council and AT policies and strategies – such as the Auckland Plan, RPTP, Future Connect, Room to Move etc.

Our approach to developing the programme will need to balance ambitions for improvements with what is realistically achievable given **available funding**.

We expect the LTP process will identify the broad transport funding envelope and strategic direction

Regional Land Transport Plan (RLTP)

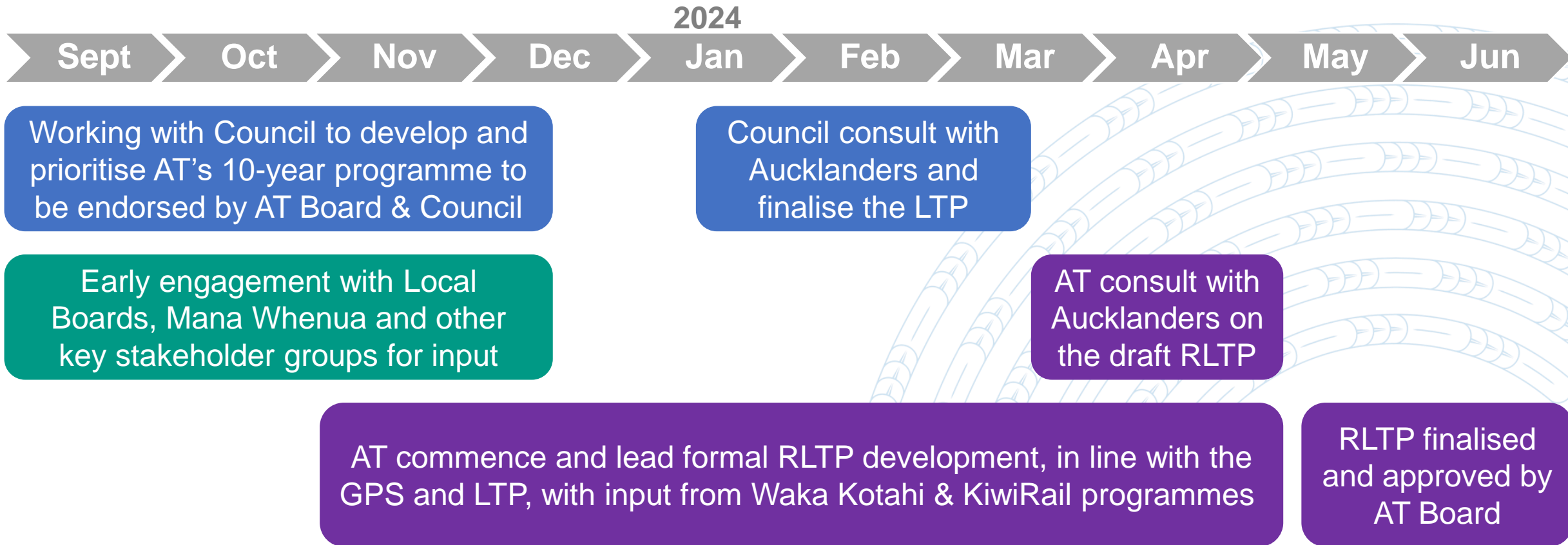
The AT transport capital programme is developed and endorsed by Council and the AT Board. Then AT and the Regional Transport Committee have the statutory responsibility to develop the **Regional Land Transport Plan** for the Auckland region.

AT will further refine and prioritise a whole of region 10-year transport programme, including the programmes from Waka Kotahi and KiwiRail, to form the Regional Land Transport Plan (RLTP 2024-34) for Auckland. This is subject to formal public consultation before finalising.



Timeline to develop the 10-year plan

AT will be developing the 10-year plan over the next 6-8 months



'Balancing' the programme is a challenge

There are a number of challenges to consider as we develop the 10-year programme

Notable challenges that are influencing the development of the 10-year programme (to provide context and prompt thinking):

- High likelihood that both **local and central government funding** will be under **significant pressure**, including **funding for public transport services**
- Continued **inflationary and cost pressures** around materials and construction
- Increased emphasis on **local and tactical interventions** in the transport system, while still supporting development of the Rapid Transit System
- Increased investment in **renewing existing assets** to safeguard the system and reduce risk and long-term costs
- Ensuring transport plays a role in working towards **emissions reduction targets** as outlined in TERP
- Accelerating **mode shift** to public transport and active (walking and cycling) modes
- Reducing the **impact of climate events** on the system through increased **resilience and adaptation**
- Delivering **faster reductions in deaths and serious injuries** to support Vision Zero goals
- Prioritising Regional Fuel Tax funded projects
- Supporting growth areas across the region with **greater access and more transport choices**



Kaipātiki Local Board

Previous themes and feedback to RLTP2021 feedback and projects delivered since 2021

The key themes we heard from the Local Board during public consultation in 2021 were:

- Public Transport – improve accessibility, reliability, choice and frequency of services; provide shuttle service for any network gaps. Address barriers to use such as PayWave technology integration
- Active modes – supports continued development of safe walking and cycling network.
- Climate change – Reduce private vehicle use, supports policies and projects supporting low emission modes, incentives for behaviour and change and increasing ‘green’ infrastructure within planning and delivery
- Asset Management – improve renewals programmed quality and quantity, notably road surface
- Support of specific projects outlined in the feedback – low emissions fleet, e-bike infrastructure, Northern Corridor Improvements, Northern Busway enhancements, school speed management, walking and cycling programmes, Onewa Rd

Some project highlights delivered since 2021:

- New and upgraded crossings across the area – Lake Rd, Glenfield Rd, Exmouth Rd
- Birkenhead Ave T3 lane
- School and Local area Speed Management programme and safety improvements (e.g. Verran Rd 30km/hr zone, Willow Park school local roads, Birkdale Primary school)



Kaipātiki Local Board

Looking ahead to the next 10-years we want to hear about your priorities around transport

Reviewing your draft Local Board Plan 2023, we have heard the following themes and priorities:

- Transport options / choices – encourage more modes and increase the efficiency of key corridors in the local area.
- Public Transport – Electrification with better reliability, cheaper fares and improved frequencies. Making more use of ferries.
- Congestion – Consideration of reducing congestion in decision-making and increasing PT destinations to ease this.
- Active modes – Improve choice, safety and access including improved footpath connections and more cycleways.
- Safety – across all modes, especially on roads for the most vulnerable users (speed and traffic calming around schools).
- Maintenance and renewals – ensure fit for purpose and resilient to future change.
- Advocates working with AT towards greater local decision-making.

What other priorities, outcomes and aspirations do you have for transport in your local area?



Engaging with Local Boards

Your input is important to develop a programme that works for all Aucklanders

We are meeting all Local Boards individually during September and October for early engagement.

We will be considering **Local Board Plans** (having reviewed initial drafts), and we are seeking your views, particularly on:

- Key transport issues and challenges in your area
- The potential for small scale and tactical projects to help resolve issues (in line with Council direction)
- How we can better align our projects with 'soft' interventions, such as parking management
- Any specific project priorities at this stage

We will be undertaking **full formal consultation** on the RLTP, currently likely to occur in March / April 2024. This will be an opportunity for Local Boards to comment on the detailed content of the RLTP.





Thank you





Kaipātiki Local Board

The Year ahead FY2024/25

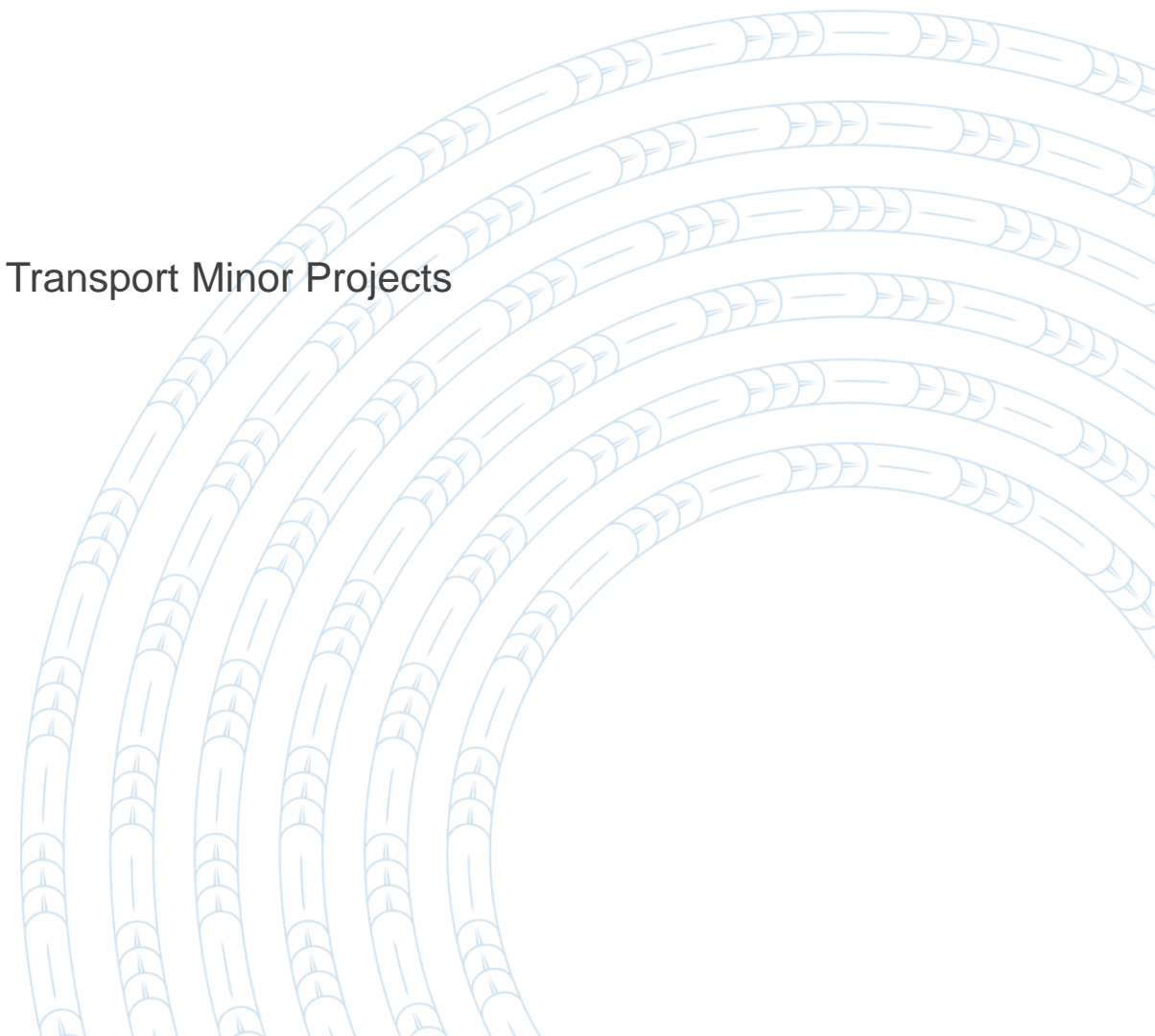


1 November 2023



Agenda

1. Welcome and introductions
2. Overview
3. Purpose of workshop
4. Focus area 1 - Metro Operations & Infrastructure/Public Transport Minor Projects
5. Focus area 2 - Parking
6. Focus area 3 - Road Corridor Renewals
7. Focus area 4 – Network Optimisation
8. General update/discussion
9. Next steps



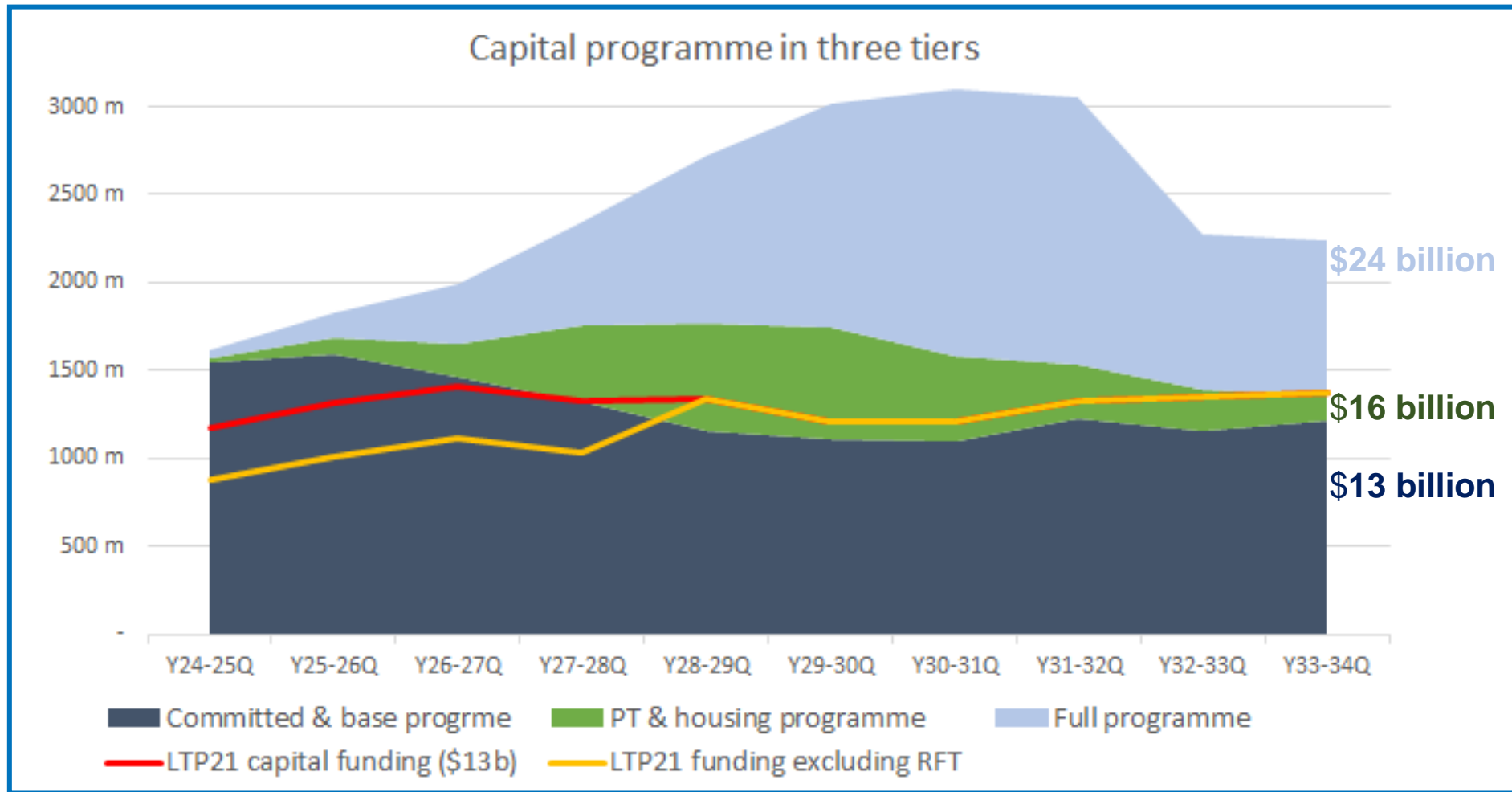
Overview



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

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

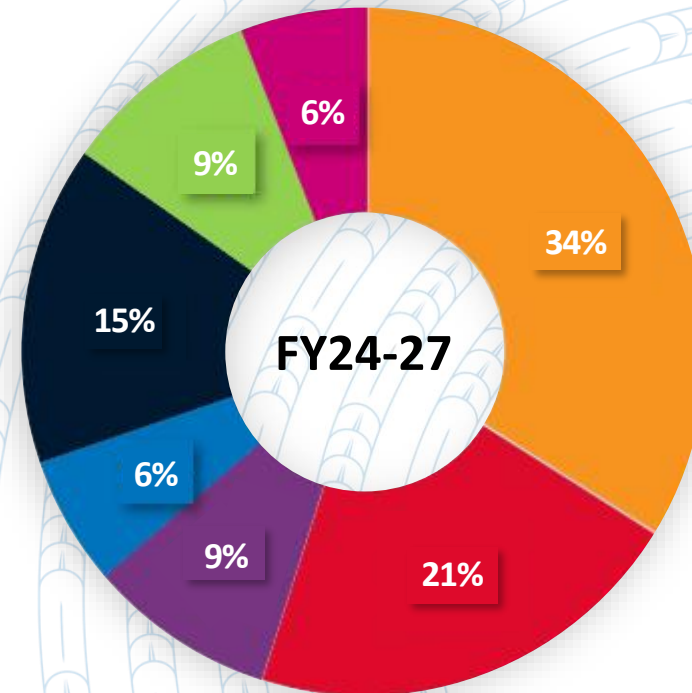
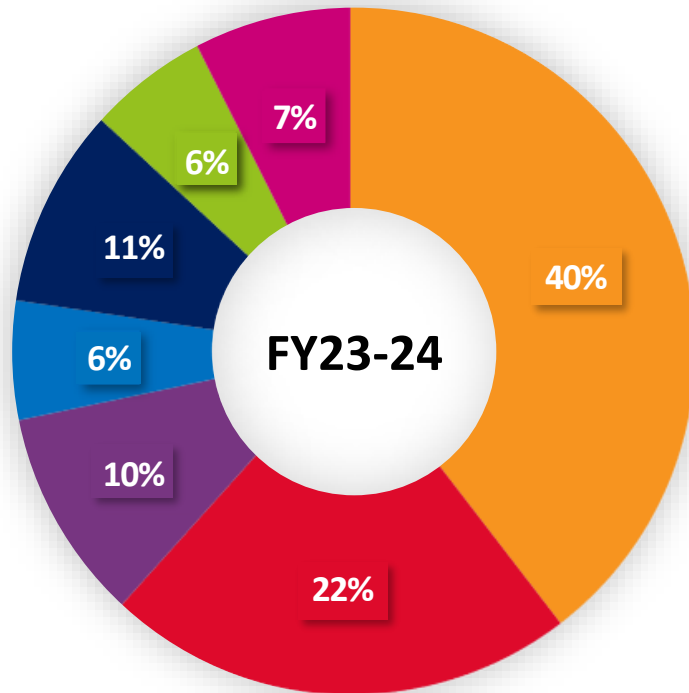
Programme Options compared to 2021 LTP Funding



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

AT Capital Programme Summary – next three years

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



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

AT 2023/24 Capital Programme:

Cycling and Active Modes \$60.3m

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

Road \$100.9 m

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

Ferry \$60.2m

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

Rail \$106.4m

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

Other \$78.5m

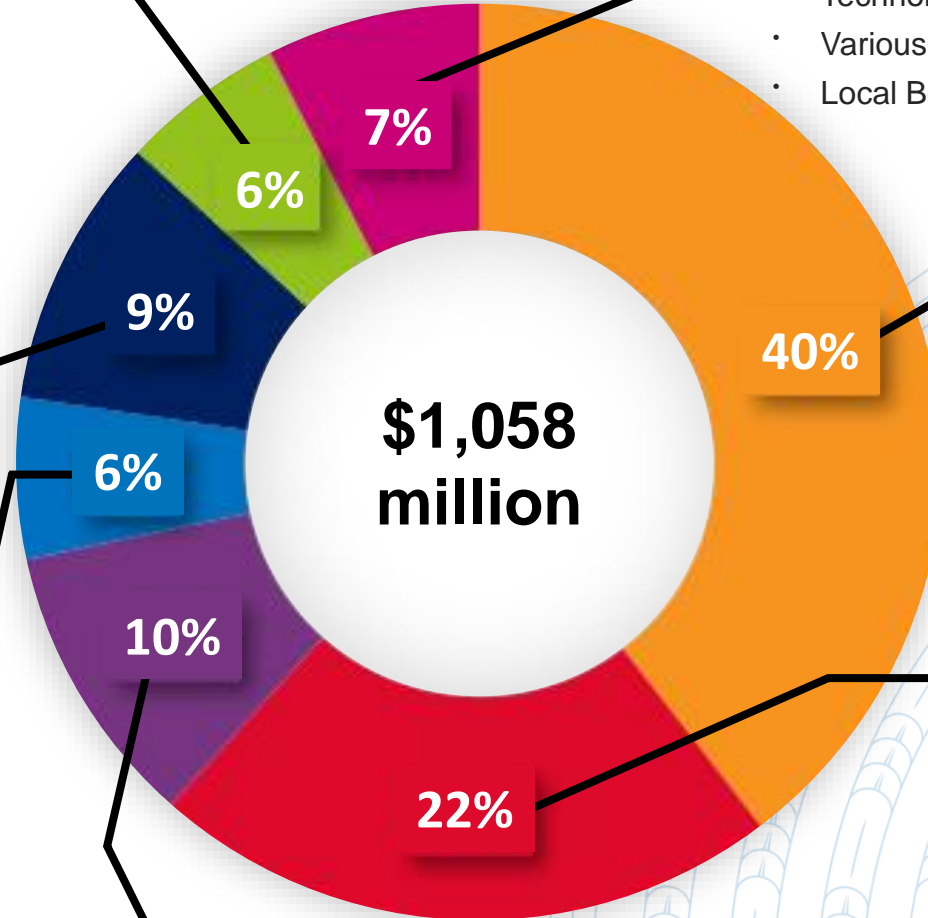
- Technology (network performance / intelligent transport) - \$22m
- Various Operational Programmes (incl. sustainability) - \$38.0m
- Local Board Priorities (incl. Rodney Targeted Rate) - \$18.5m

Asset Management \$418m

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

Bus \$233.7m

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



Purpose of Today's Workshop



Purpose of today's workshop

An ongoing conversation:

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

Next Steps

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



Engagement

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

- Strategic alignment
- Data dependance
- Customer feedback

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

Programmes of Work Engagement Process

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

Focus areas



Public Transport Minor Projects



Introduction

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

This includes:

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

Outcomes

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

Planning Process

Projects are typically identified:

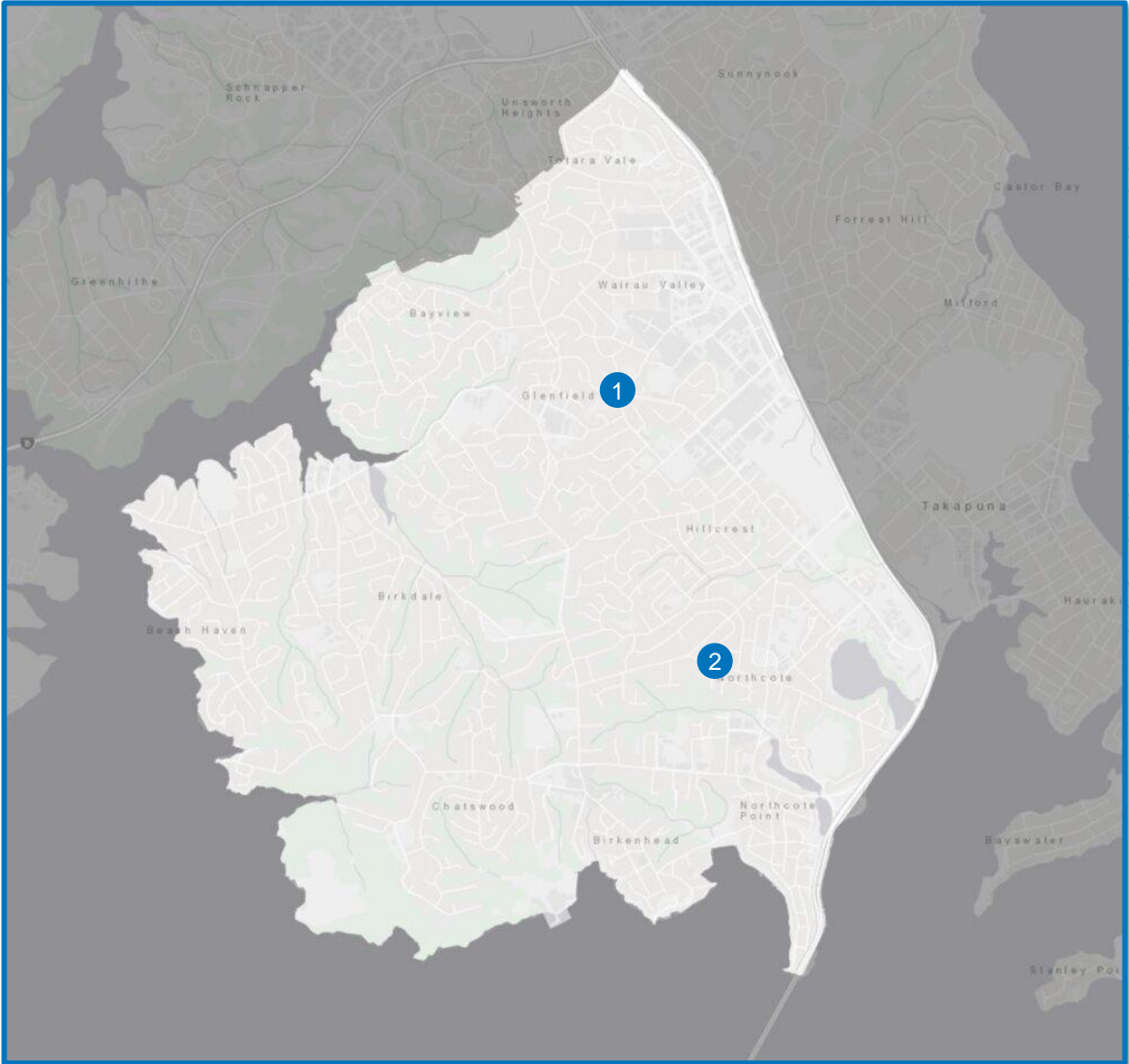
- By AT Metro Operations
- From public transport operator requests
- Customer requests
- Bus route performance assessments
- Changes in bus routes resulting in redundant infrastructure
- AT Assets (for PT Renewals)
- Local Board requests & Collaborations



Project Title	Location	Project Description	Status
Bus Shelter Renewals	110 Chivalry Road	Renewal / replacement of 'end of life', damaged and noncompliant bus shelters across the bus network.	Implementation
Raleigh Road Special Vehicle Lane	Raleigh Road, Northcote	New eastbound bus lane on Raleigh Rd between Ocean View Rd and Lake Rd. Including two signalised pedestrian crossings, removal of 4 existing bus stops and installation of 3 new bus stops. Funded by CERF.	Construction



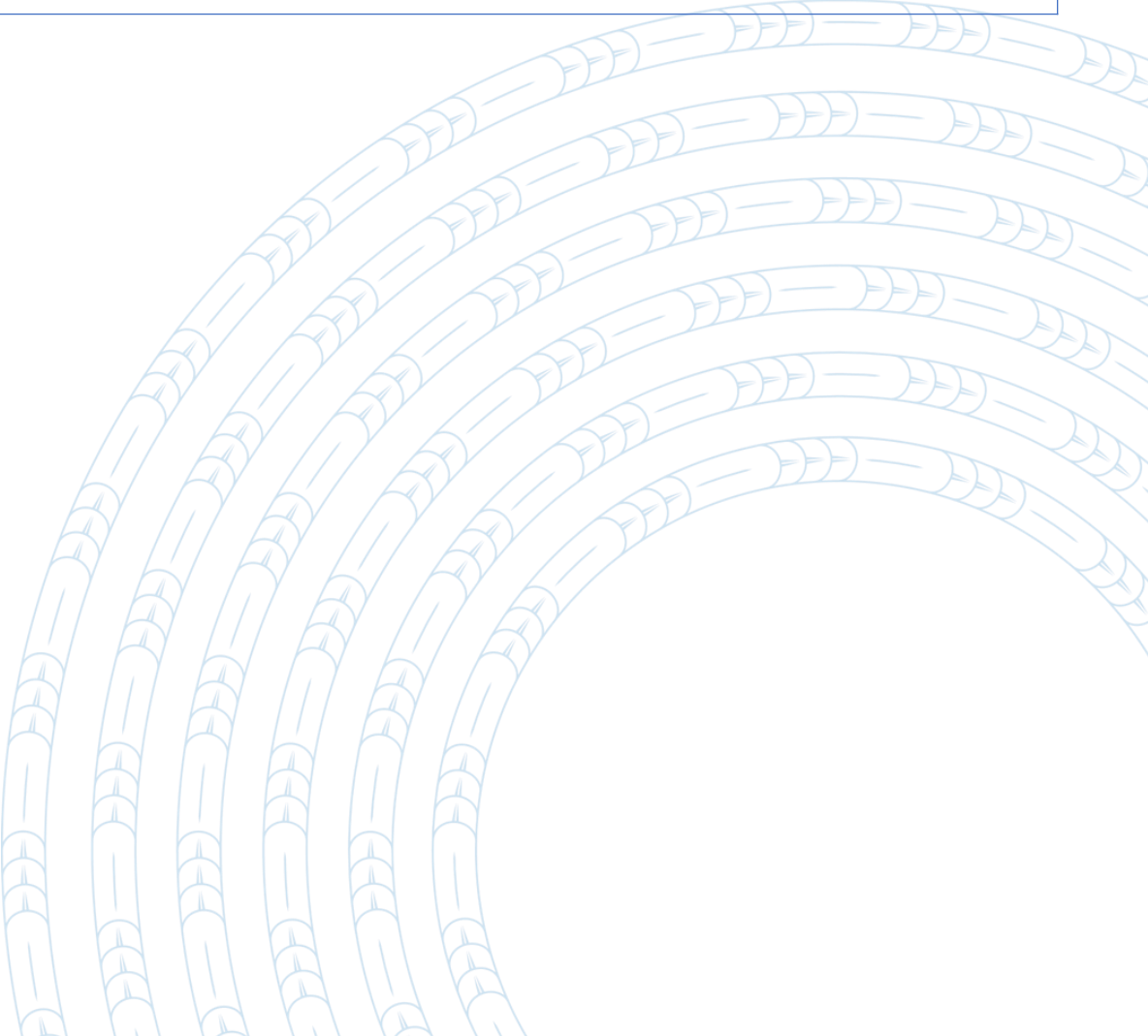
Legend	
1	Bus Shelter Renewals
2	Raleigh Road Special Vehicle Lane



Public Transport Minor Projects

Draft FY2024 – FY2025

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



Parking



Introduction

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

Outcomes

- Enhances customer experience
- Supports mode-shift

Planning Process

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

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

Potential Challenges

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



Project Title	Project Description	Status
Integration Mobility Permits	Integration Mobility Permits	In Progress
Licence Plate Recognition Survey	Licence Plate Recognition Survey	In Progress
Reactive works area - Narrow Roads	Minor Works (3)	In Progress
Reactive works area - Grass Berms	Minor Works (0)	Not Started
Reactive works area - Parking Changes	Minor Works (0)	Not Started

Embassy Place Narrow



Satchell Place Narrow

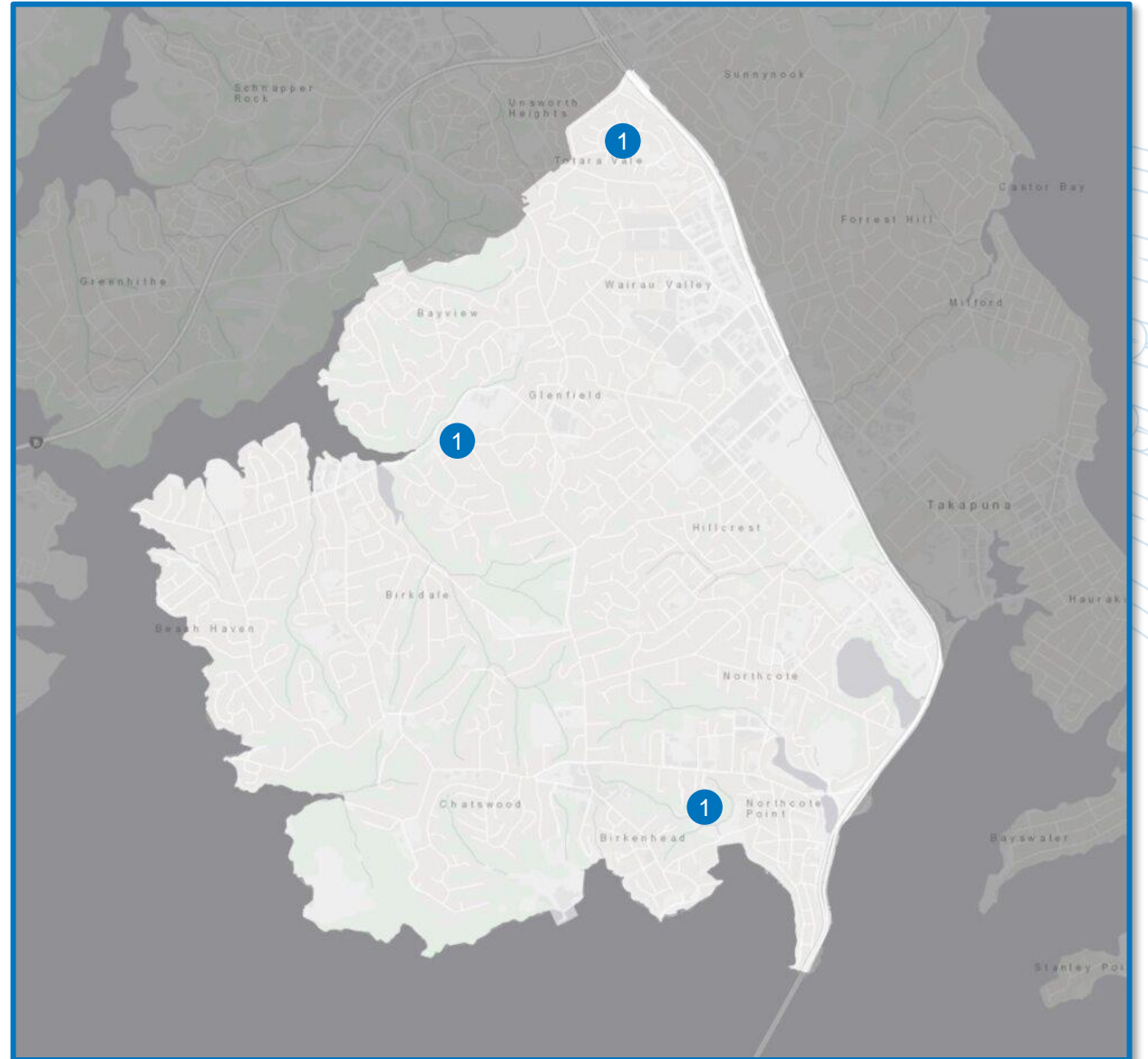


Remus Place Narrow

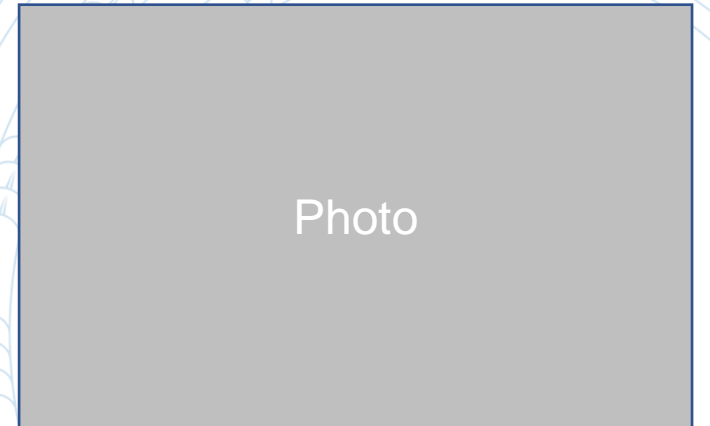
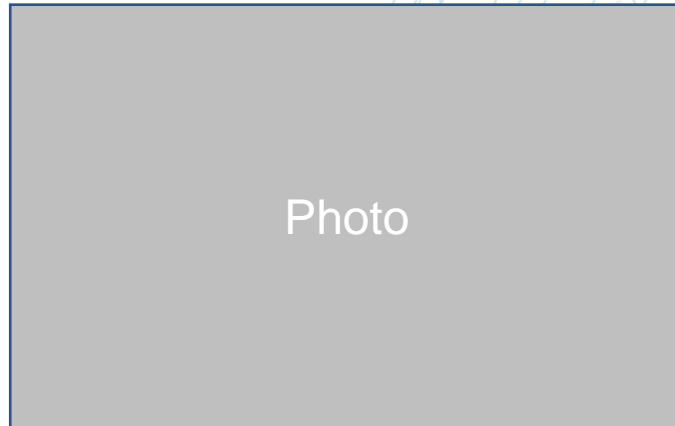


Legend

1 Reactive works area - Grass Berms

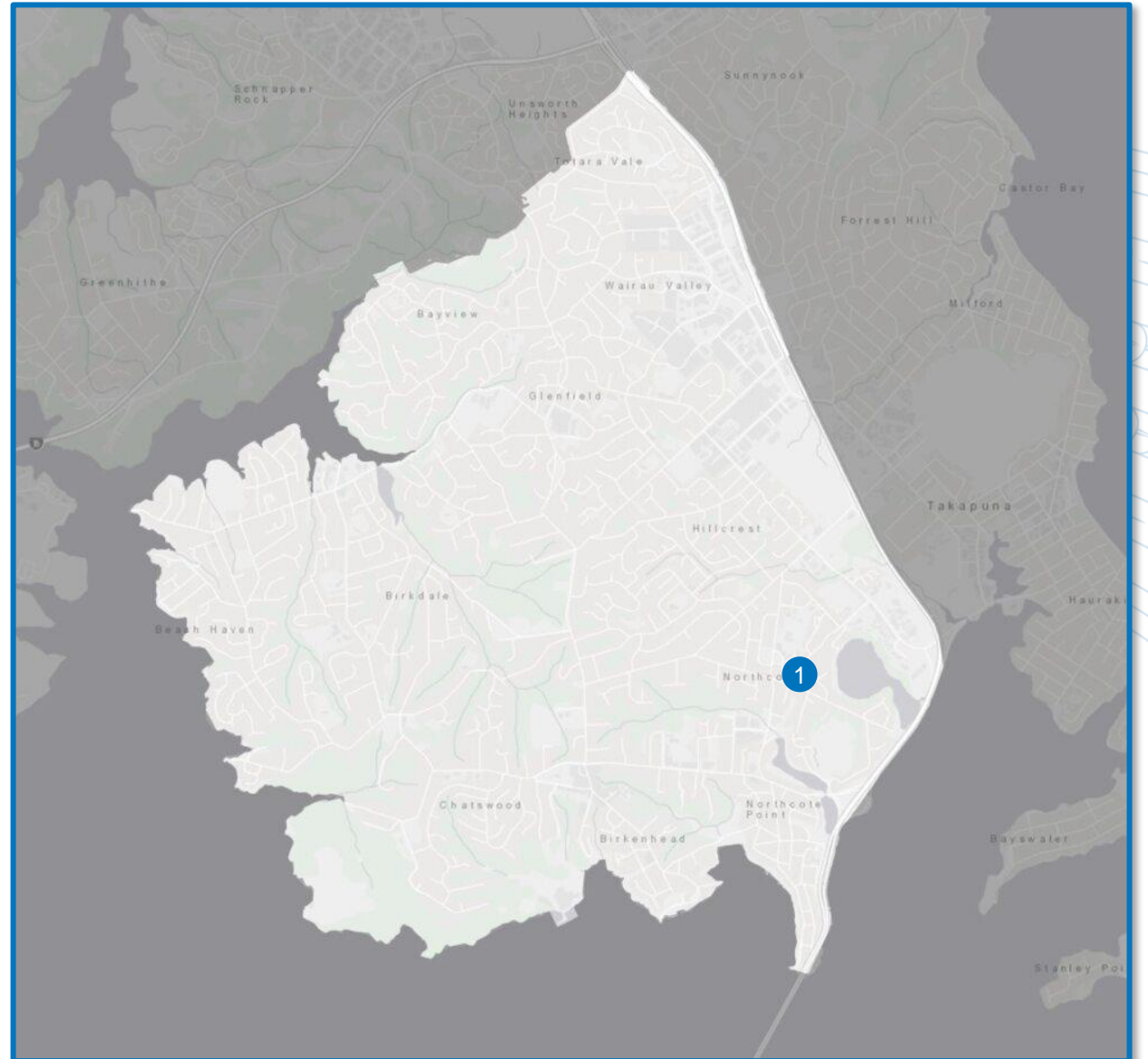


Project Title	Project Description	Status
Northcote	Town Centre Review	Not Started
Reactive works area - Grass Berms	Minor Works (unknown)	Not Started
Reactive works area - Narrow Roads	Minor Works (unknown)	Not started
Reactive works area - Parking Changes	Minor Works (unknown)	Not Started



Legend

- | | |
|---|------------------------------|
| 1 | Northcote Town Centre Review |
| 2 | Number of Grass Berms |
| 3 | Number of Narrow Roads |
| 4 | Number of Parking Changes |



Road Corridor Renewals



Introduction

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



Outcomes

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

Potential Challenges

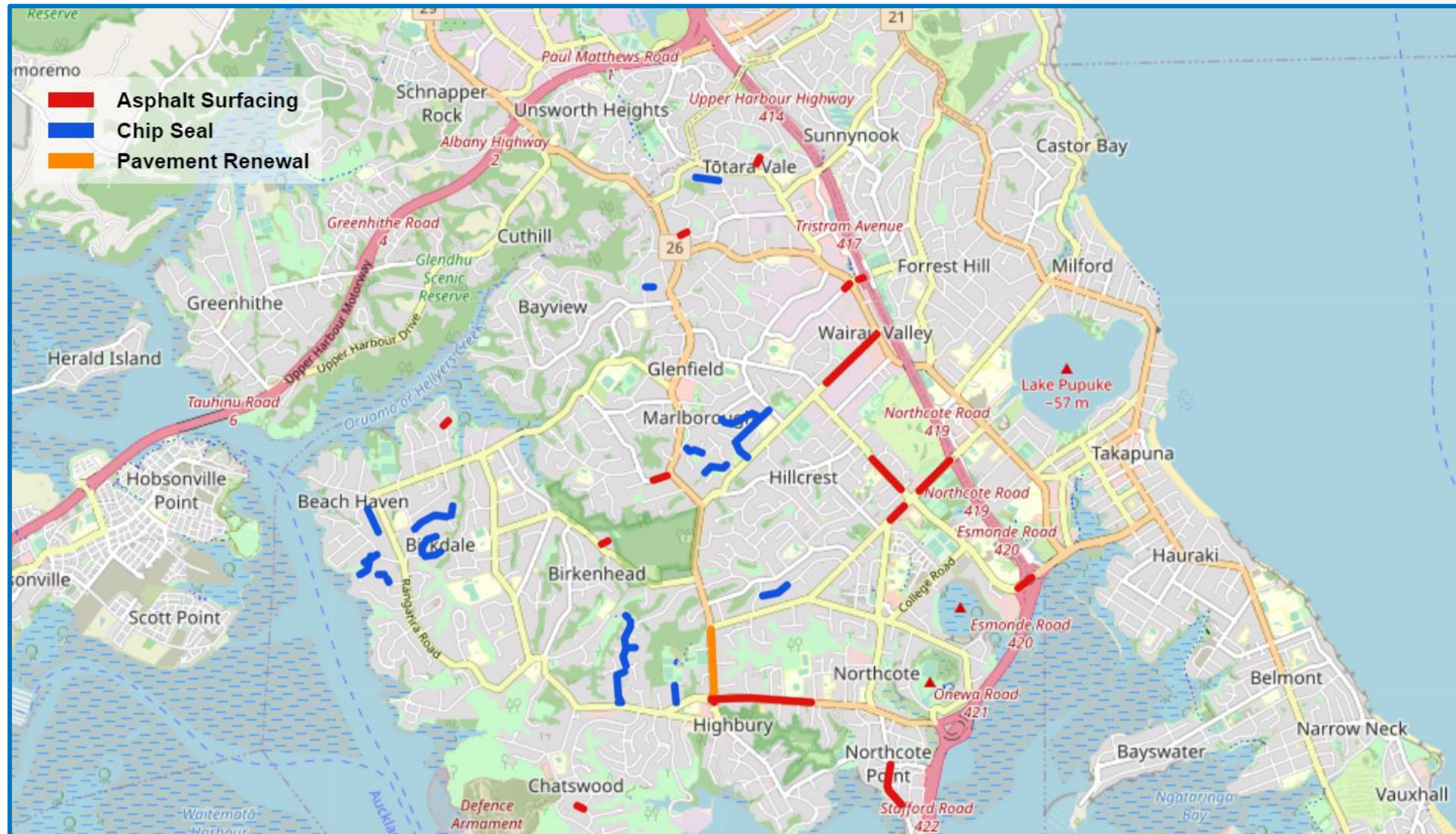
The existing renewal budgets are very constrained, but the renewal spend is forecast to increase significantly over the next 10 years to meet the needs of the network.



Roads Renewal	
ARCHERS RD	MERRILL PL
BIRKENHEAD AVE	MIRAKA PL
BLENHEIM ST	MURANO PL
CAMILLA GR	NORTHCOTE RD (NORTH-SIDE LANE) (WEST)
CHEQUERS AVE	NORTHCOTE RD (WEST)
CLARENCE RD	ONEWA RD
DROME VIEW PL	PACKHAM PL
ESMONDE RD DEC (WEST)	PARIS PL
ESMONDE RD INC (WEST)	QUEEN ST (ONEWA)
FAIRCLOUGH RD	ROBERTS RD GLENFIELD
FINN PL (GLENFIELD)	ROSEBERRY AVE
FORDHAM ST	SHANAWAY RISE
GLENVALE PL	SISPARA PL
GREENVALLEY RISE	SUNNYBRAE RD
HILLSIDE RD (SUNSET NORTH)	TELSTAR PL
HOBBY AVE	TITIWAI PL
JAPONICA DR	TRISTRAM AVE (WEST)
LINGFIELD ST	VIENNA PL
MAHARA AVE	WINIFRED AVE
MAYALL AVE	WOODCOTE DR

Footpaths Renewal
BIRKENHEAD AVE
BLENHEIM ST
DROME VIEW PL
FAIRCLOUGH RD
GLENVALE PL
GREENVALLEY RISE
JAPONICA DR
LINGFIELD ST
MAHARA AVE
QUEEN ST (ONEWA)
SISPARA PL
SUNNYBRAE RD
TELSTAR PL

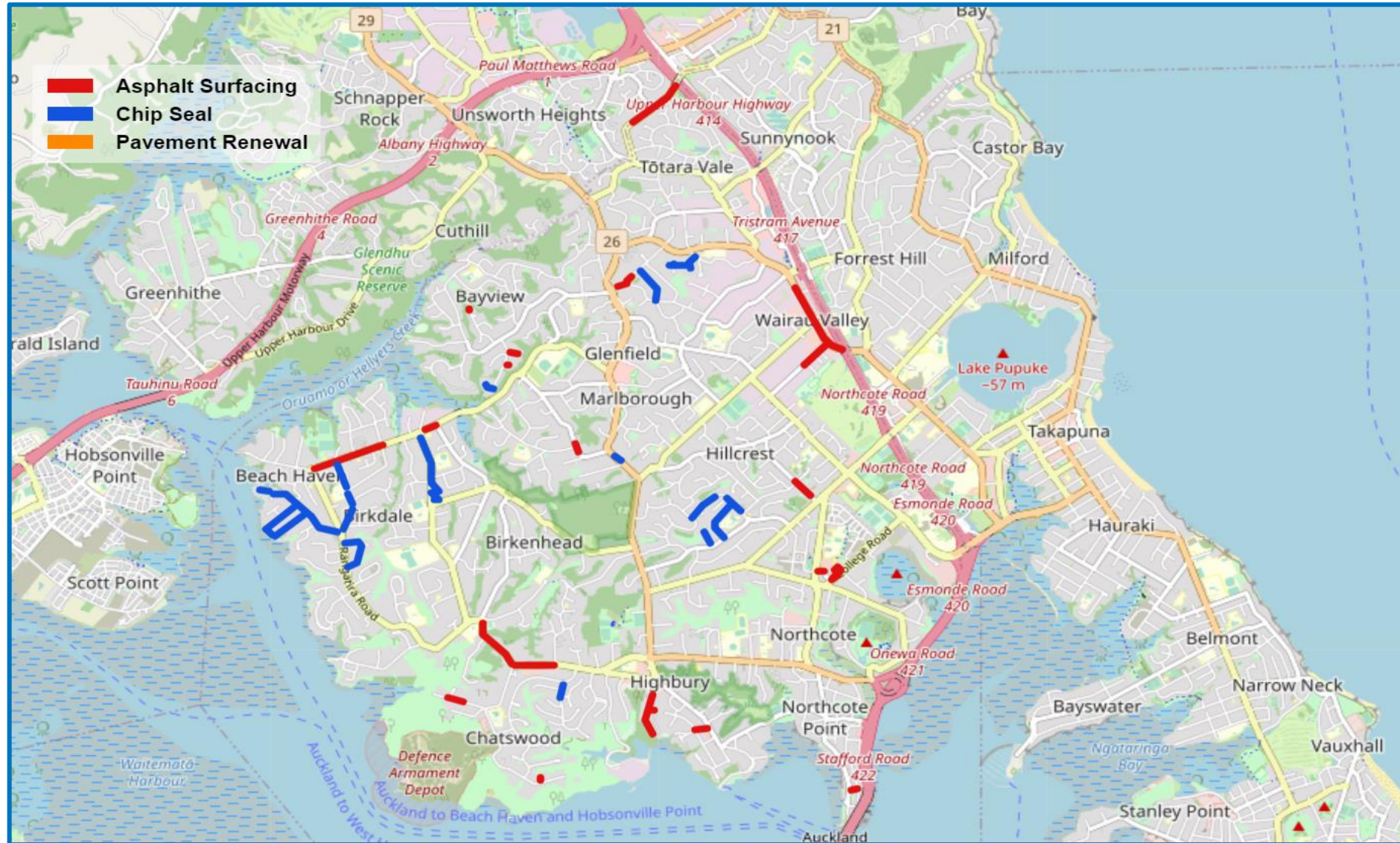






Roads Renewal	
AEROVIEW DR	KING ST (NORTHCOTE)
ANNE MCLEAN DR	LYSANDER CRES
ANTRIM GR	MANNERING PL
BALMAIN RD	MCHARDY PL
BARLOW PL	MERTON AVE
BEACH HAVEN RD	MOKOIA RD
BIRKDALE RD	MOLLYHAWK PL
CAPILANO PL	NEPTUNE AVE
COLLEGE RD CARPARK (3 GUYS)	ORTON ST
COMPTON ST	PEARN CRES
DAKOTA AVE	PORANA RD
DAVID BEATTIE PL	PORRITT AVE
EBAN AVE	RAEBEN AVE
EMERY GR	RAWENE RD
ERNIE MAYS ST	RUGBY RD
FERNLEA RISE	STANLEY RD GLENFIELD
GLENFIELD RD LLA (#325 - #303)	SUNSET RD (WEST)
HALBERG ST (GLENFIELD)	TRAMWAY RD (BIRKENHEAD)
HILLCREST AVE	VALECREST PL
HOGANS RD	WAIPA ST
KEITH SMITH AVE	WAIRAU RD (WEST)

Footpaths Renewal
AEROVIEW DR
ANTRIM GR
BEACH HAVEN RD
BIRKDALE RD
EBAN AVE
ERNIE MAYS ST
FERNLEA RISE
HALBERG ST (GLENFIELD)
HOGANS RD
KING ST (NORTHCOTE)
LYSANDER CRES
MANNERING PL
MERTON AVE
NEPTUNE AVE
ORTON ST
STANLEY RD GLENFIELD
SUNSET RD (WEST)
TRAMWAY RD (BIRKENHEAD)
VALECREST PL
WAIPA ST
WAIRAU RD (WEST)



Network Optimisation



Introduction

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

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

Planning Process

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

Outcomes

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

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

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



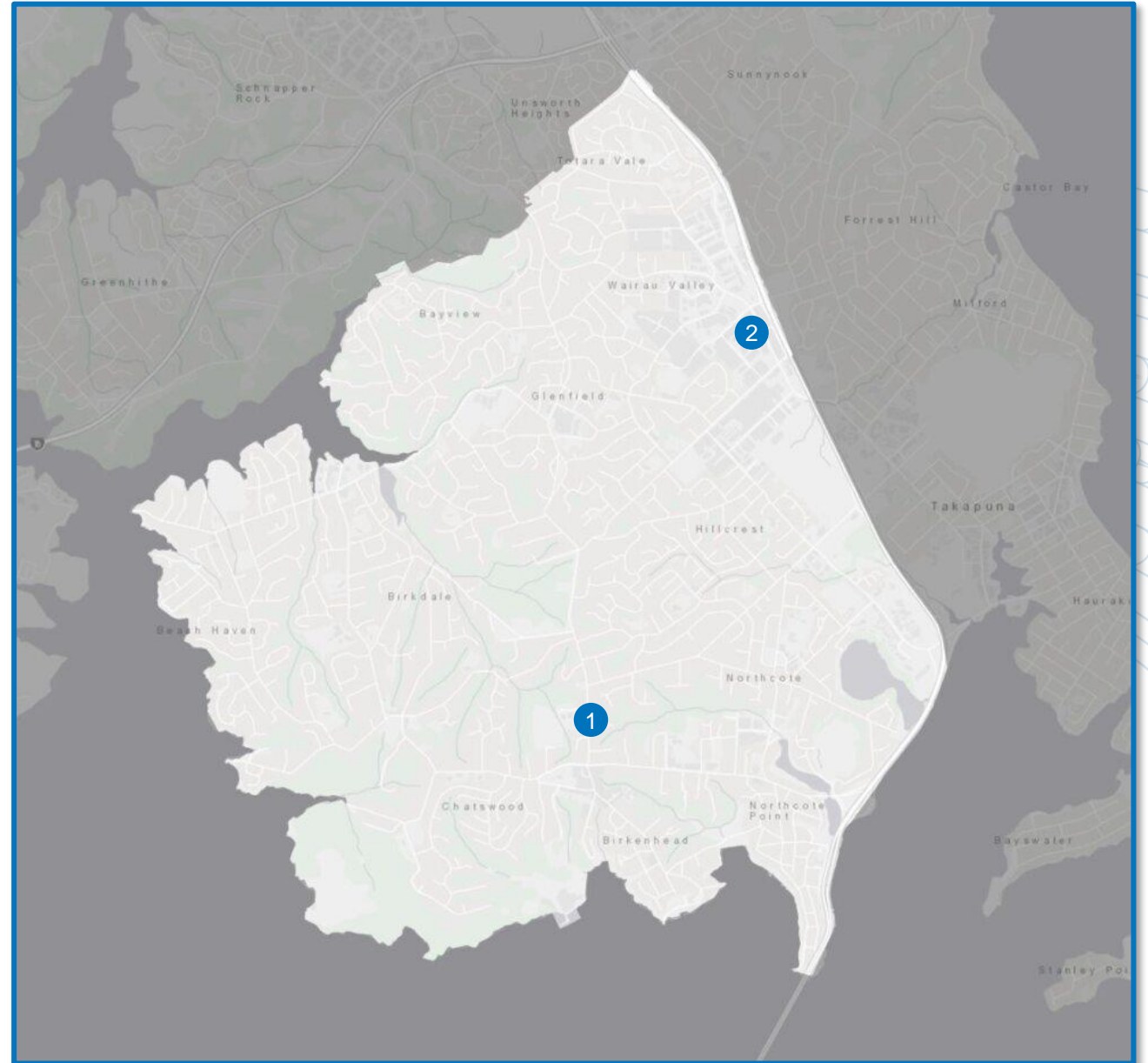
Regional Technology Projects

Project Title	Location	Project Description	Status
Variable Message Sign infrastructure expansion	Birkenhead Avenue	Ongoing roll out of additional VMS infrastructure. 3 new signs across the region for implementation in FY23/24, one in Kaipātiki.	Delivery
Advanced detection at intersections - Smart Queue Detection - Smart Cycle Detection - Smart Ped Detection	Tristram/Wairau intersection (Queue)	Use of technology such as computer vision, thermal sensors or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification. 28 sites regionally to be implemented in FY23/24, one in Kaipātiki.	Trial Assessment for FY22/23 sites. Design for FY23/24 sites.



Legend

- 1 Variable Message Sign infrastructure expansion (Birkenhead Ave)
- 2 Advanced detection trials at intersections
- Smart Queue Detection (Tristram / Wairau)



Network Optimisation

Investigations Underway for Future Infrastructure Projects

Project Title	Project Description	Status
Birkenhead Ave / Onewa Road intersection	Improve the performance of the Birkenhead Ave T3 lane to tie in with the Onewa Rd T3 lane, through the intersection. Additional pedestrian safety improvements also being investigated at the intersection for Birkenhead Town Centre/	Investigation underway.

Recently Completed Infrastructure Projects

Project Title	Project Description	Status
Birkenhead T3 Lane	T3 lane southbound along Birkenhead Ave and installation of new mid-block crossing.	Completed in 2022
Onewa Road	Installation of broken yellow lines at pinch points along Onewa Road to improve traffic flow.	Finalising construction currently.
Northcote Road Corridor Improvements	Just outside of LB area. Lane reconfiguration on Northcote Road outside Smales Farm, to improve capacity towards SH1. Addition of safety improvements for pedestrians and cyclists.	Finalising construction currently.



Regional Technology Projects – sites still to be selected

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



Supplementary information



General discussion



Local Board Transport Capital Programme



The 2024 - 2026 Programme

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

The Process

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

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

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

Kaipātiki: \$_____ over 3yrs

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

3-Year Budget	Before	After
All local boards	\$45m	\$29.5
Kaipātiki	XX	YY



Project Title	Project Description	Status
Pavers in Birkenhead Ave, Highbury	Pavers in Birkenhead Ave, Highbury	Scheme Design
Beach Haven Road Ped Xing + Paragon/Beach Haven Road intersection	Beach Haven Road Ped Xing + Paragon/Beach Haven Road intersection	Detailed Design
Pupuke Road. Ocean Road Intersection	Pupuke Road. Ocean Road Intersection	Detailed Design
Birkdale Road Pedestrian Safety	Birkdale Road Pedestrian Safety	On hold
Highbury Globe Lights	Highbury Globe Lights	On hold
Beach Haven Road bus shelter stop 4150	Beach Haven Road bus shelter stop 4150	Cancelled
Kaipātiki Wayfinding Signage	Kaipātiki Wayfinding Signage	Completed
Kaipātiki Street to street walkway	Kaipātiki Street to street walkway	Completed

Photo

Photo

Photo



Legend

1	Pavers in Birkenhead Ave, Highbury
2	Beach Haven Road Ped Xing + Paragon/Beach Haven Road intersection
3	Pupuke Road. Ocean Road Intersection
4	Birkdale Road Pedestrian Safety
5	Highbury Globe Lights
6	Beach Haven Road bus shelter stop 4150
7	Kaipātiki Wayfinding Signage
8	Kaipātiki Street to street walkway

1

2

3

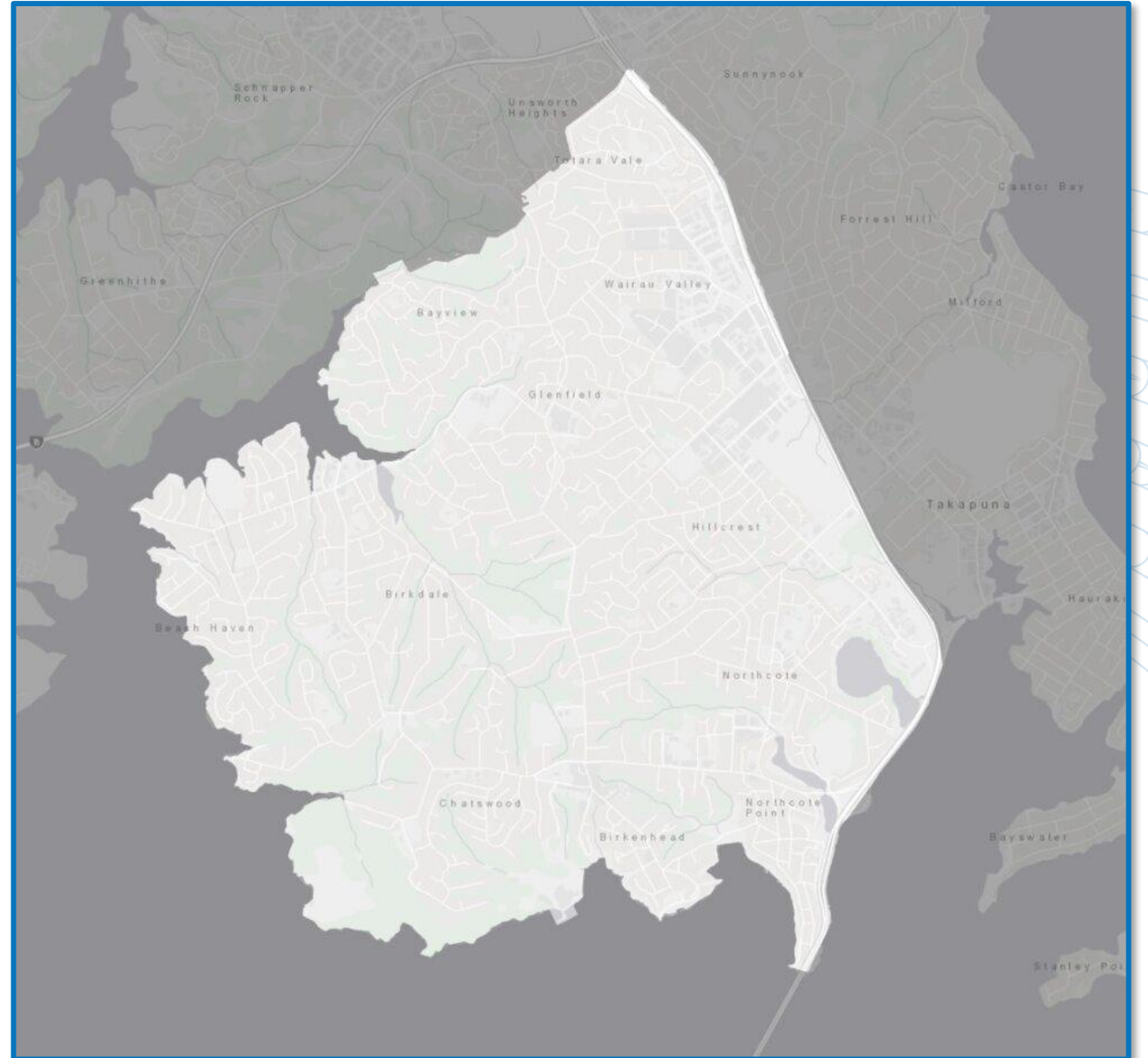
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4

5

6

8



Auckland Cycling Programme



Auckland Cycling Programme

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

Outcomes

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

Planning Process

Prioritisation of preferred option focuses on:

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

Urban Cycleways Programme

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

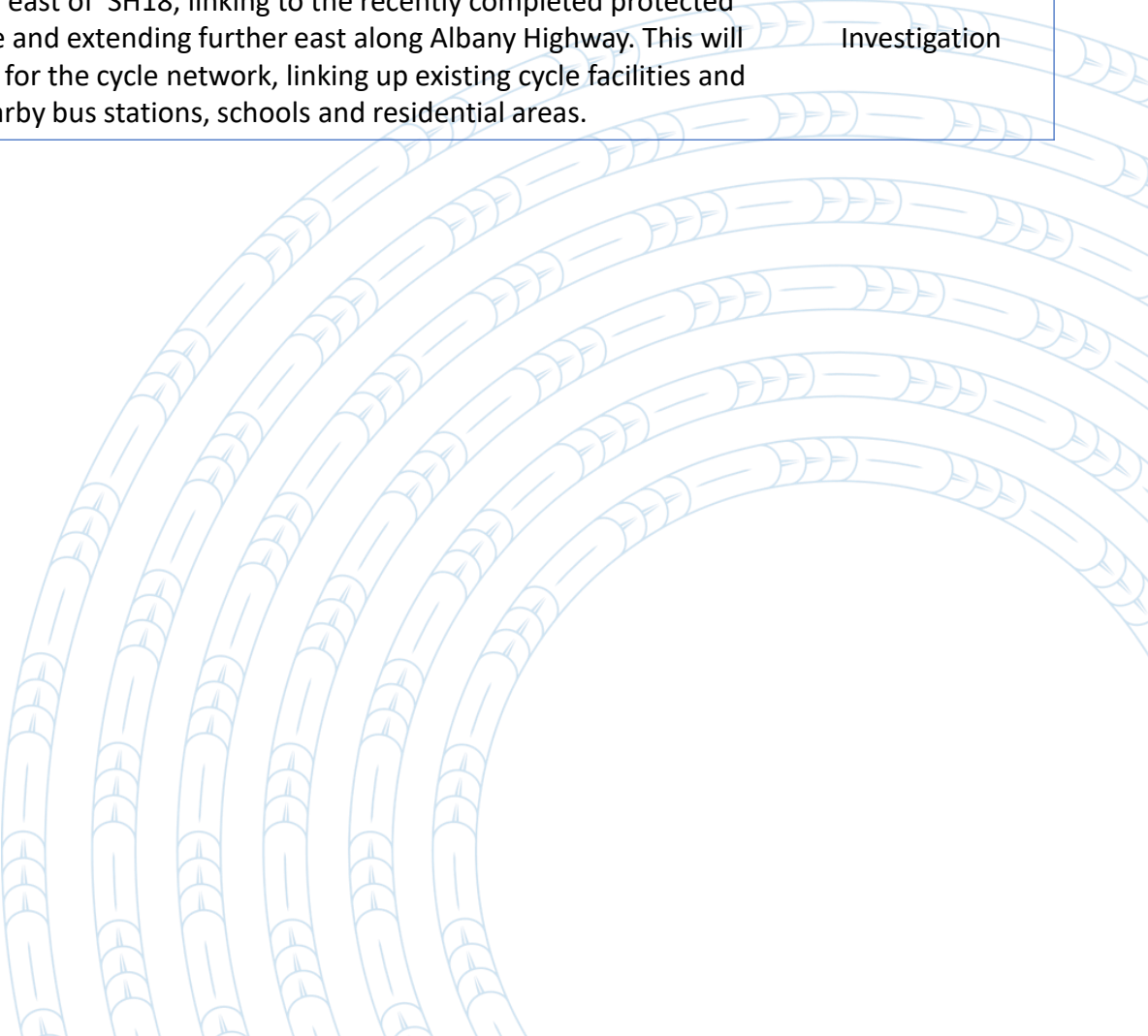
- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

Delivery of UCP

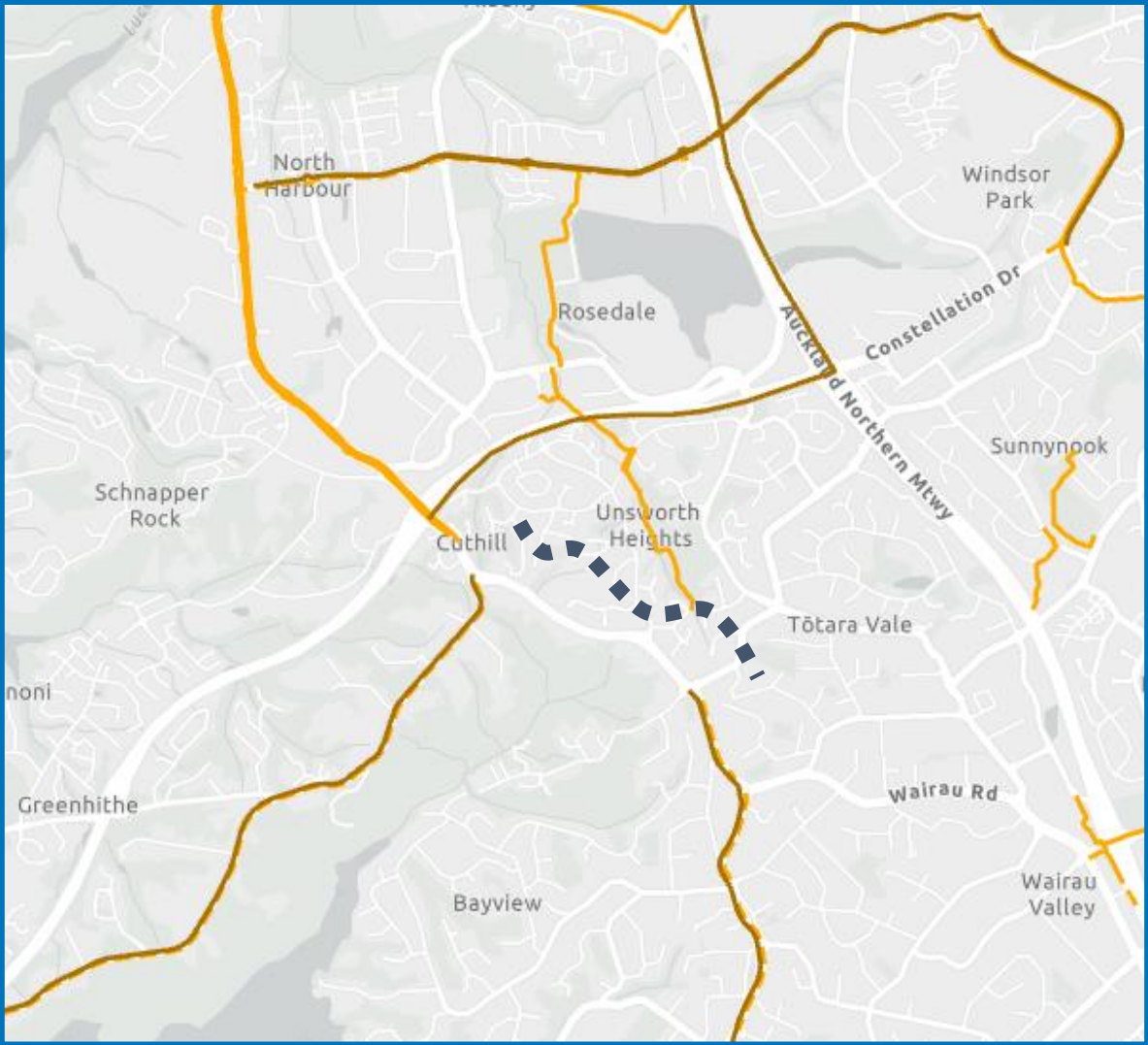
The delivery of UCP is segregated into two tranches,

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

Project Title	Location	Project Description	Status
Albany Highway Cycle Connection	Sections of Albany Highway (east of SH18)	Funding has been allocated from the Climate Action Transport Targeted Rate (CATTR) to deliver a cycleway along Albany Highway east of SH18, linking to the recently completed protected cycleway on Upper Harbour Drive and extending further east along Albany Highway. This will provide an important connection for the cycle network, linking up existing cycle facilities and providing safe cycle access to nearby bus stations, schools and residential areas.	Investigation



Albany Cycle Connection



Project Title	Location	Project Description	Status
Albany Highway Cycle Connection	Sections of Albany Highway (east of SH18)	Funding has been allocated from the Climate Action Transport Targeted Rate (CATTR) to deliver a cycleway along Albany Highway east of SH18, linking to the recently completed protected cycleway on Upper Harbour Drive and extending further east along Albany Highway. This will provide an important connection for the cycle network, linking up existing cycle facilities and providing safe cycle access to nearby bus stations, schools and residential areas.	Investigation & Design



Community Partnerships Programmes



Road Safety Programme

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

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

[Confidential - Community Partnerships Reel](#)



Te Ara Haepapa (The Journey)

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

What's happening in your local area

Police Checkpoints

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

Community Transport Programmes

Travelwise School Programme

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

Walking School Buses

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

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

288 Walking School buses

3750 Children across the region



Local Board - Travelwise Schools / Walking School Bus / Road Safety Promotions

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

Sustainable Mobility



Active Modes

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

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

Local Board Involvement

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

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

Travelwise for Businesses

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

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



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

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



Community Initiated Engineering Programmes



Introduction

Community Initiated Engineering (CIE) is a delivery programme that enables AT to respond to operational concerns and requests on the road network as reported by our customers and stakeholders. It will act as a combination of what were formerly four distinct programmes to better focus on the needs and requests of our community. The former programmes were: Minor Improvements, Regional Improvements, Minor Cycling and Micromobility and New Footpaths.

Outcomes

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

Planning Process

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

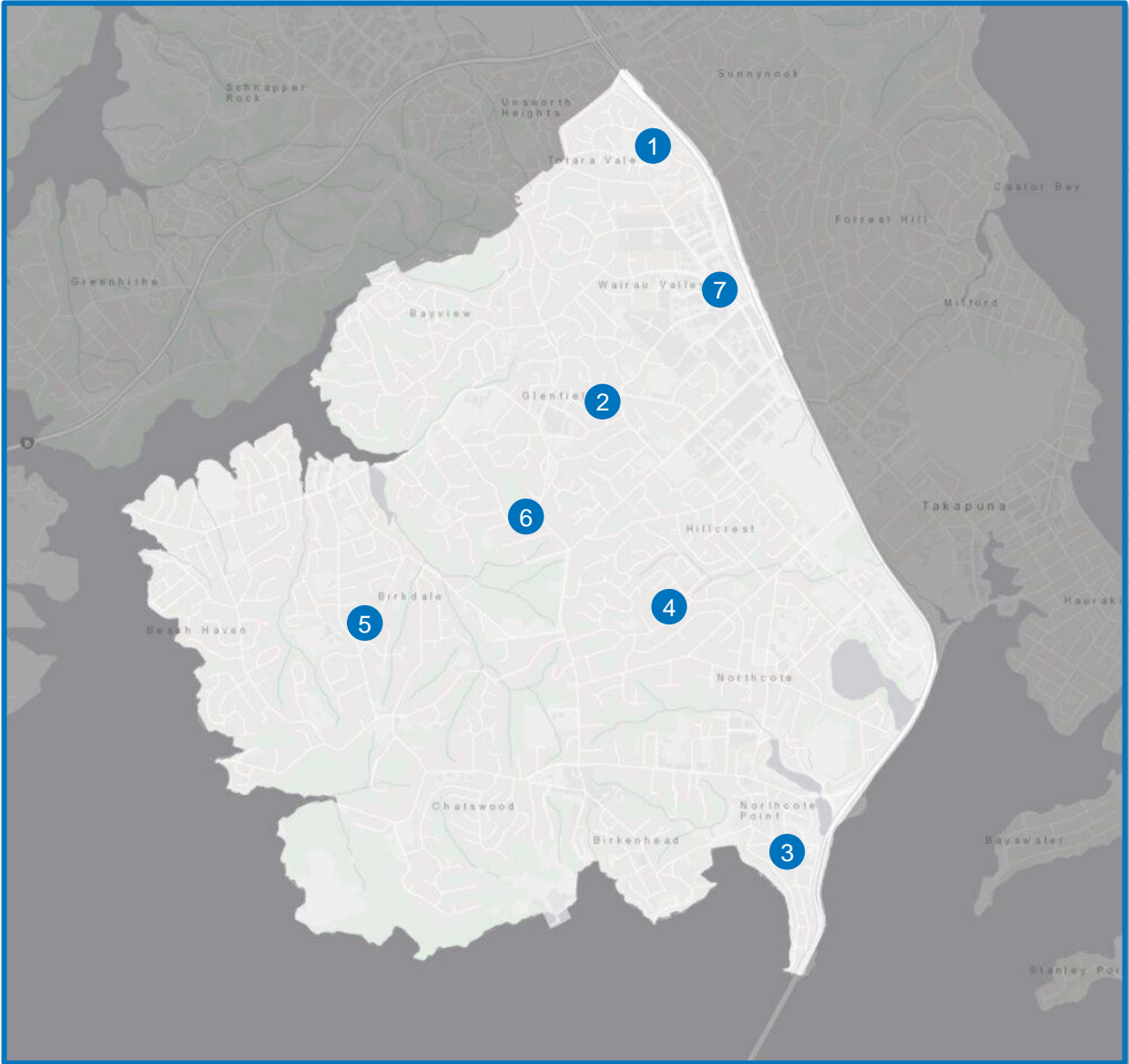
Potential Challenges

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

Community Initiated Engineering Programmes

Update FY2023 – FY2024

Legend	
1	Tōtaravale Drive (56-60), Totara Vale
2	Glenfield Primary, Glenfield
3	27 Stafford Rd, Northcote Point
4	Willow Park School, Hillcrest
5	Birkdale Primary School, Birkdale
6	Roberts Rd/Glenfield Rd, Glenfield
7	Wairau Rd/View Rd, Wairau Valley



Community Initiated Engineering Programmes

Update FY2023 – FY2024

Project Title	Project Description	Status
Tōtaravale Drive (56-60), Totara Vale	New footpath	Investigation
Glenfield Primary, Glenfield	Innovating Streets Schools Project	Design
27 Stafford Rd, Northcote Point	Raised Zebra Crossing	Design
Willow Park School, Hillcrest	Innovating Streets Schools Project	Design
Birkdale Primary School, Birkdale	Innovating Streets Schools Project	Implementation
Roberts Rd/Glenfield Rd, Glenfield	Intersection Improvements - Roundabout	Investigation
Wairau Rd/View Rd, Wairau Valley	Intersection Improvements - Signalisation	Design

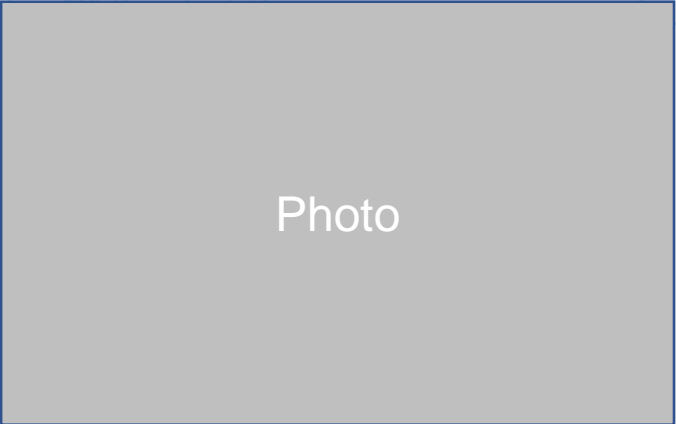
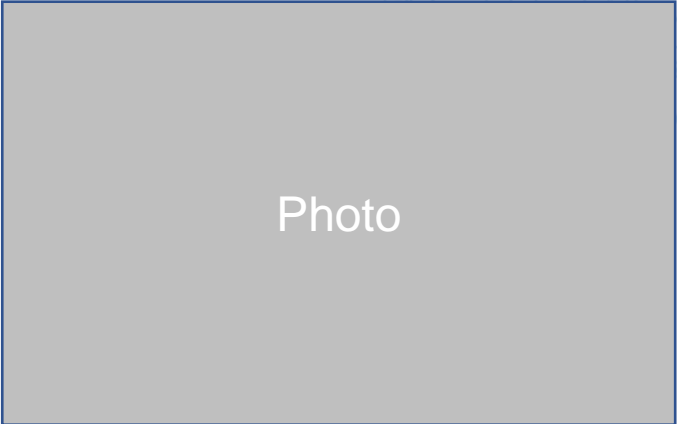
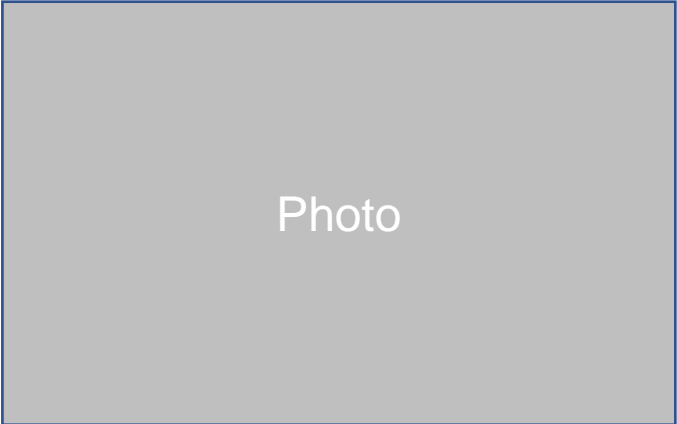


Capital Projects



Introduction

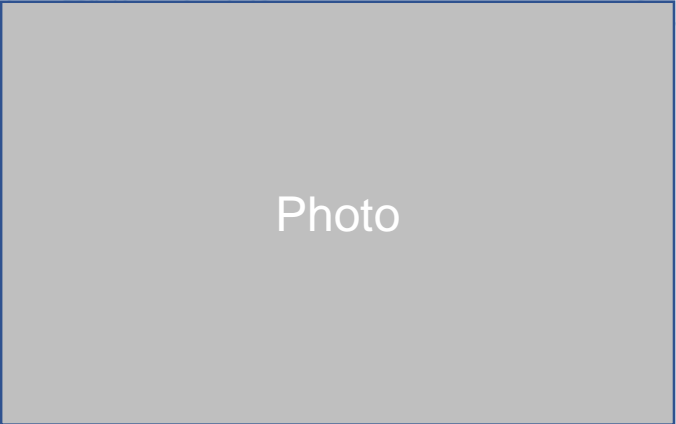
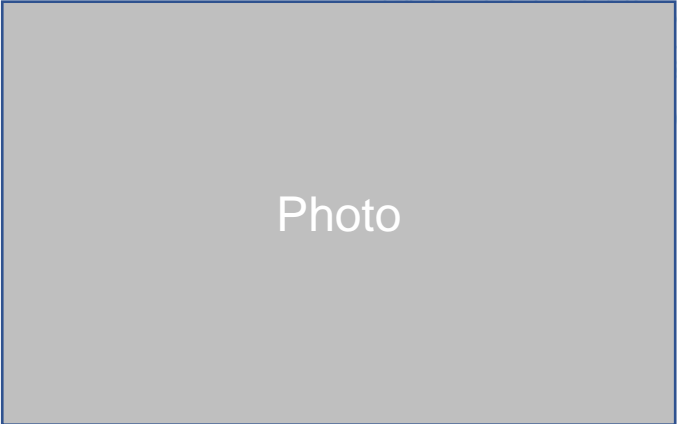
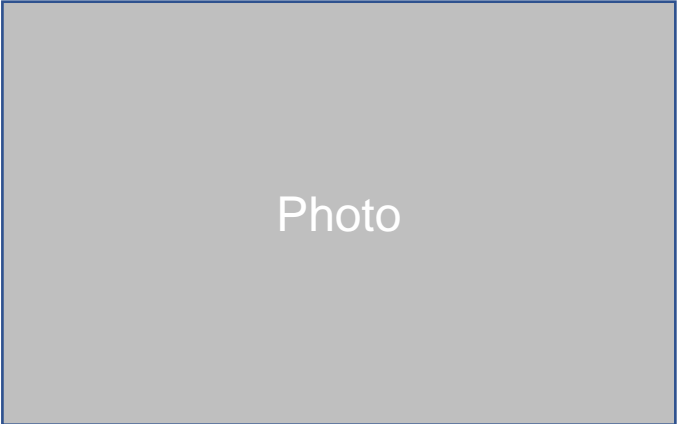
Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2023/2024			



Capital Projects

Draft FY2024 – FY2025

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



Road Safety



Introduction

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



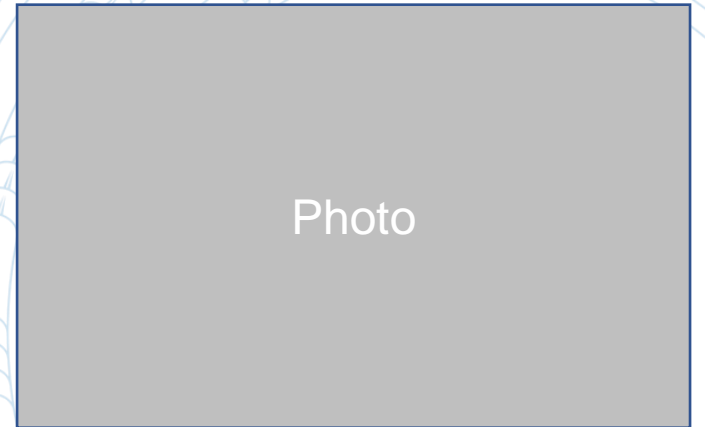
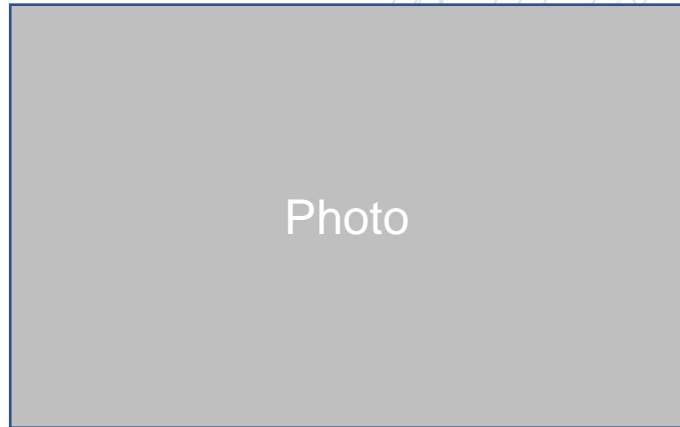
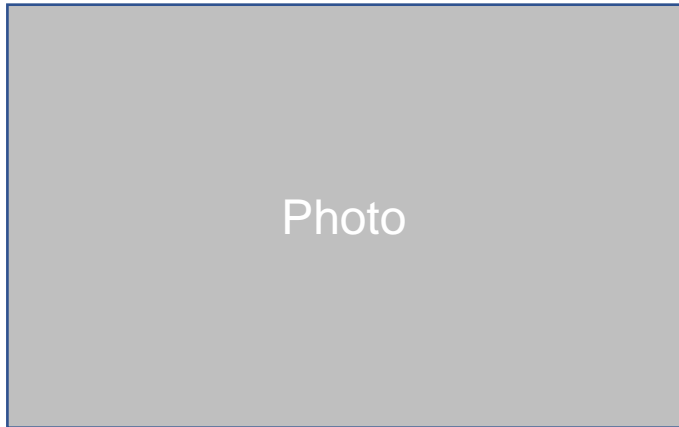
Outcomes

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

Planning Process

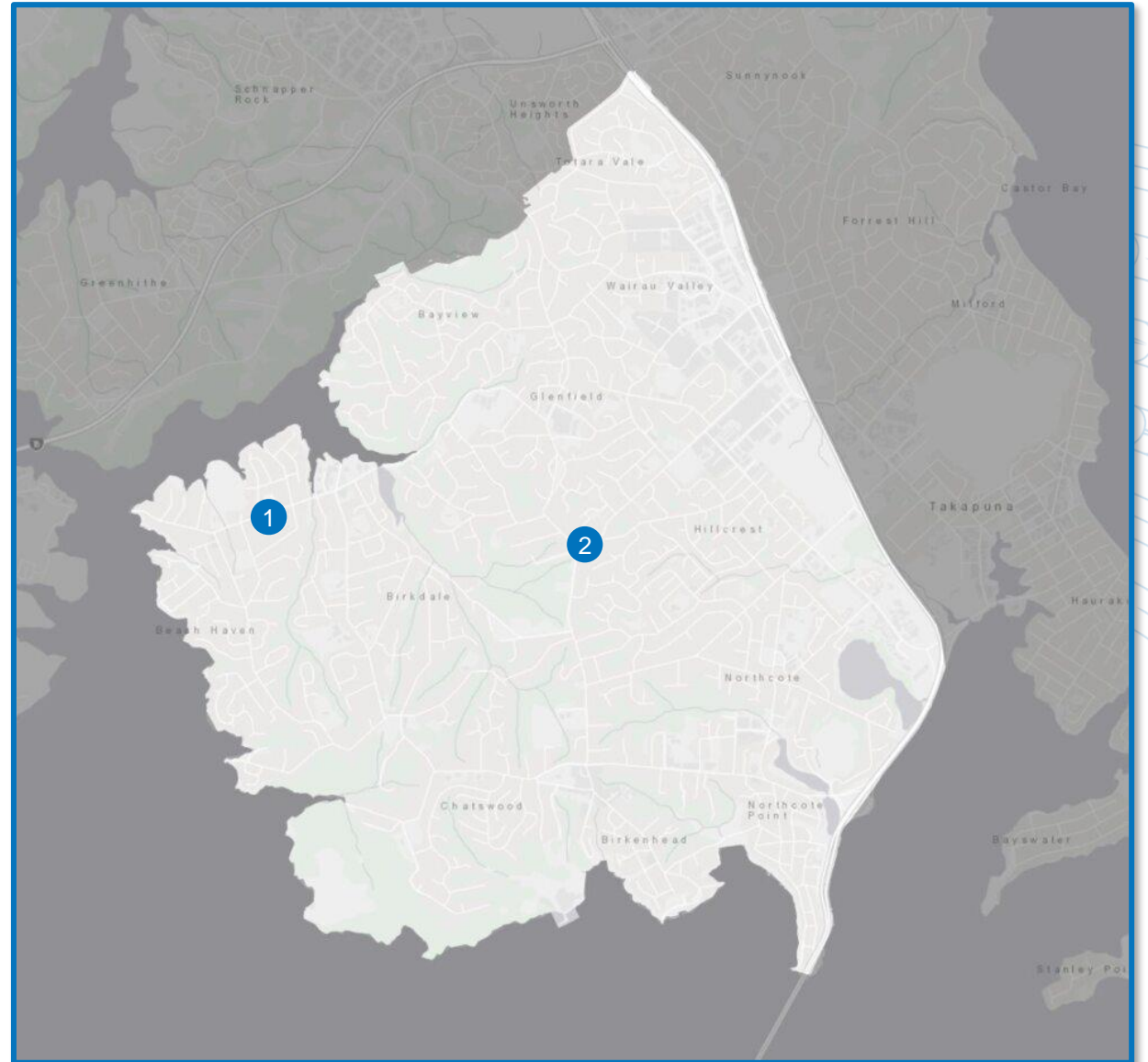
Road Safety projects have been identified through numerous tools that assess the network for risk. The primary source of information has been developed by Waka Kotahi and the Road Safety programme to ensure that it is aligned with the national Road to Zero programme. All of our safety projects need to be endorsed by Waka Kotahi to be eligible for funding.

Project Title	Location	Project Description	Status
179 Beach Haven Road	179 Beach Haven Road, Beach Haven	Mid-block raised pedestrian crossing	Design
Glenfield Rd/Coronation Rd Intersection	Glenfield Rd/Coronation Rd Intersection	Raised Safety Platform and Pedestrian Crossing	Complete

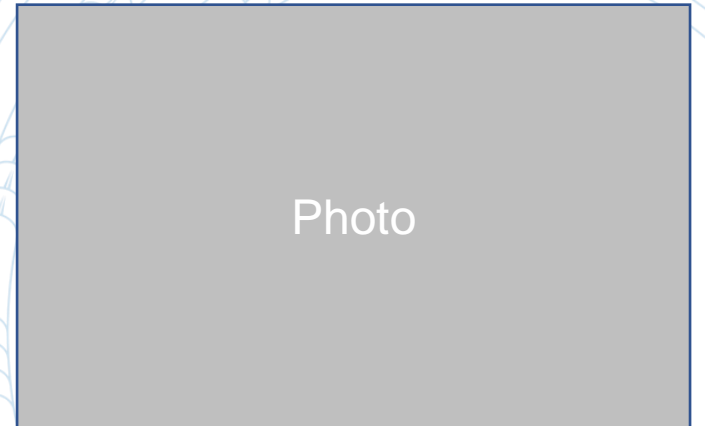
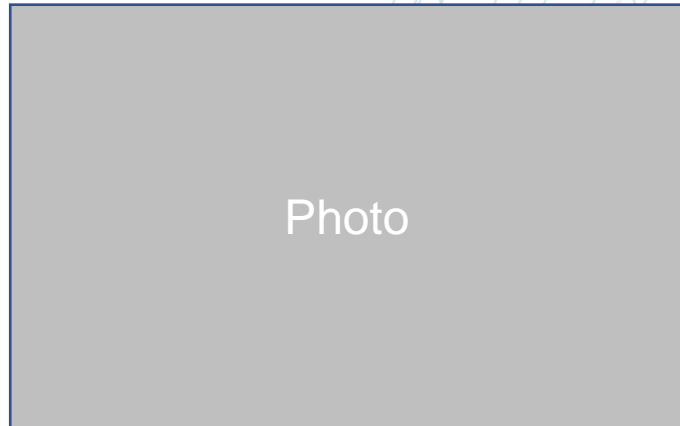


Legend

- | | |
|---|---|
| 1 | 179 Beach Haven Road |
| 2 | Glenfield Rd/Coronation Rd Intersection |

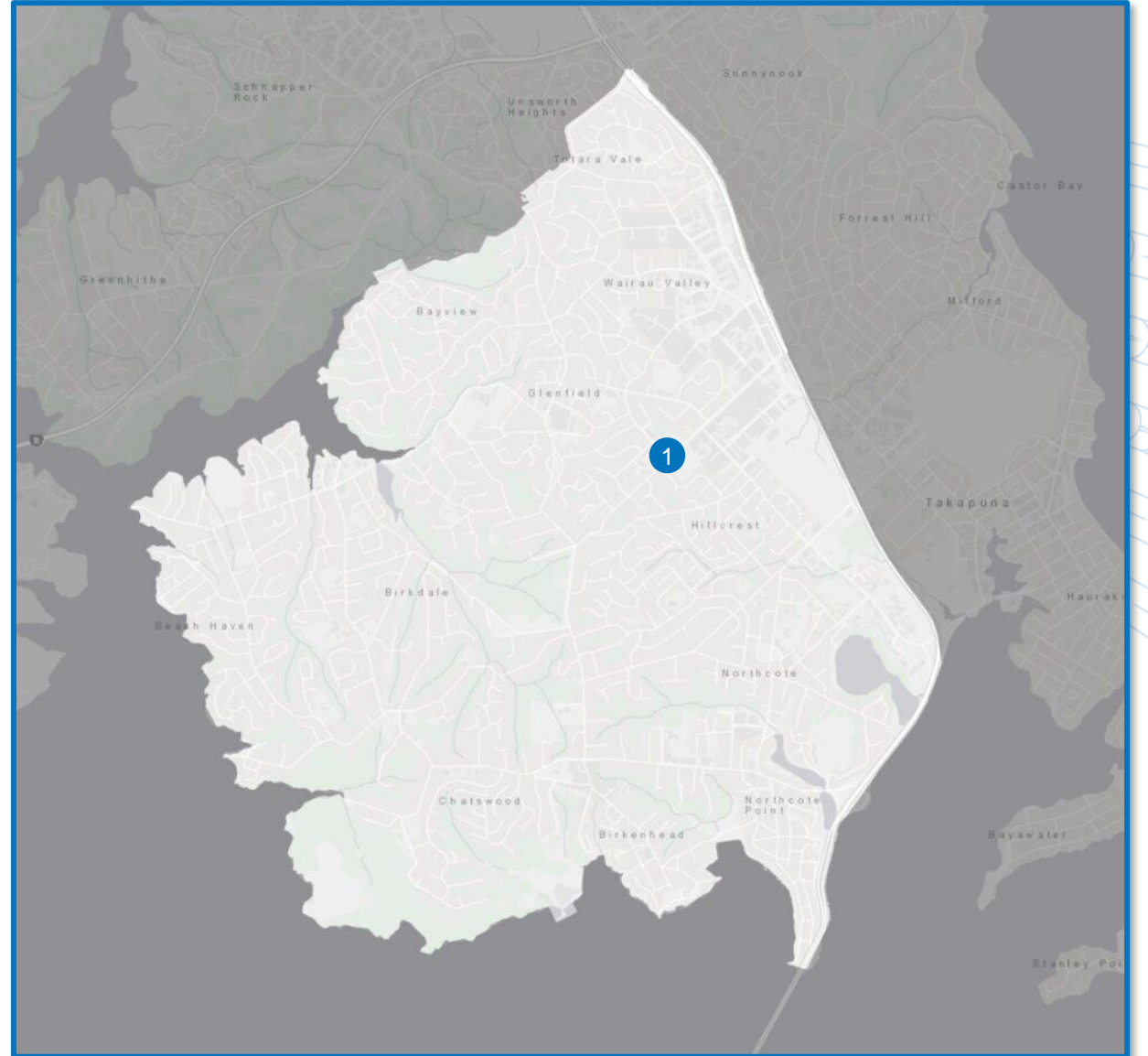


Project Title	Location	Project Description	Status
Chartwell Avenue/Archers Road Intersection	Chartwell Avenue/Archers Road Intersection	Raised Signals / Signals with Road Safety Platforms	Design
Katoa Ka Ora - Implementation	Regional	Implementation of Speed limit changes	Investigation



Legend

- 1 Chartwell Avenue/Archers Road Intersection



People Powered Streets



Introduction

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

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

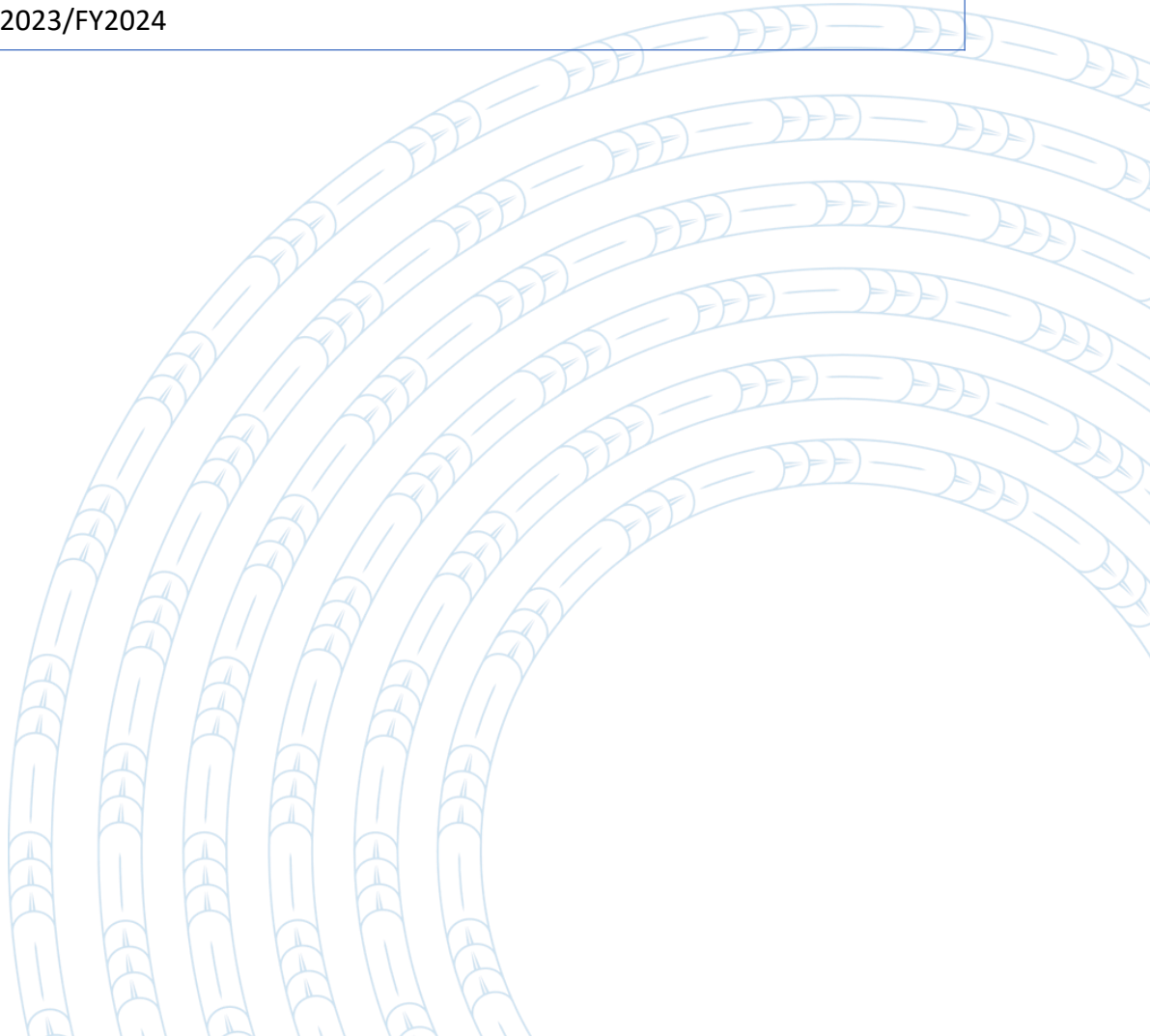
Status

Ngā Tiriti Ngangahau – The Vibrant Streets: There are currently no programmes running in this area.

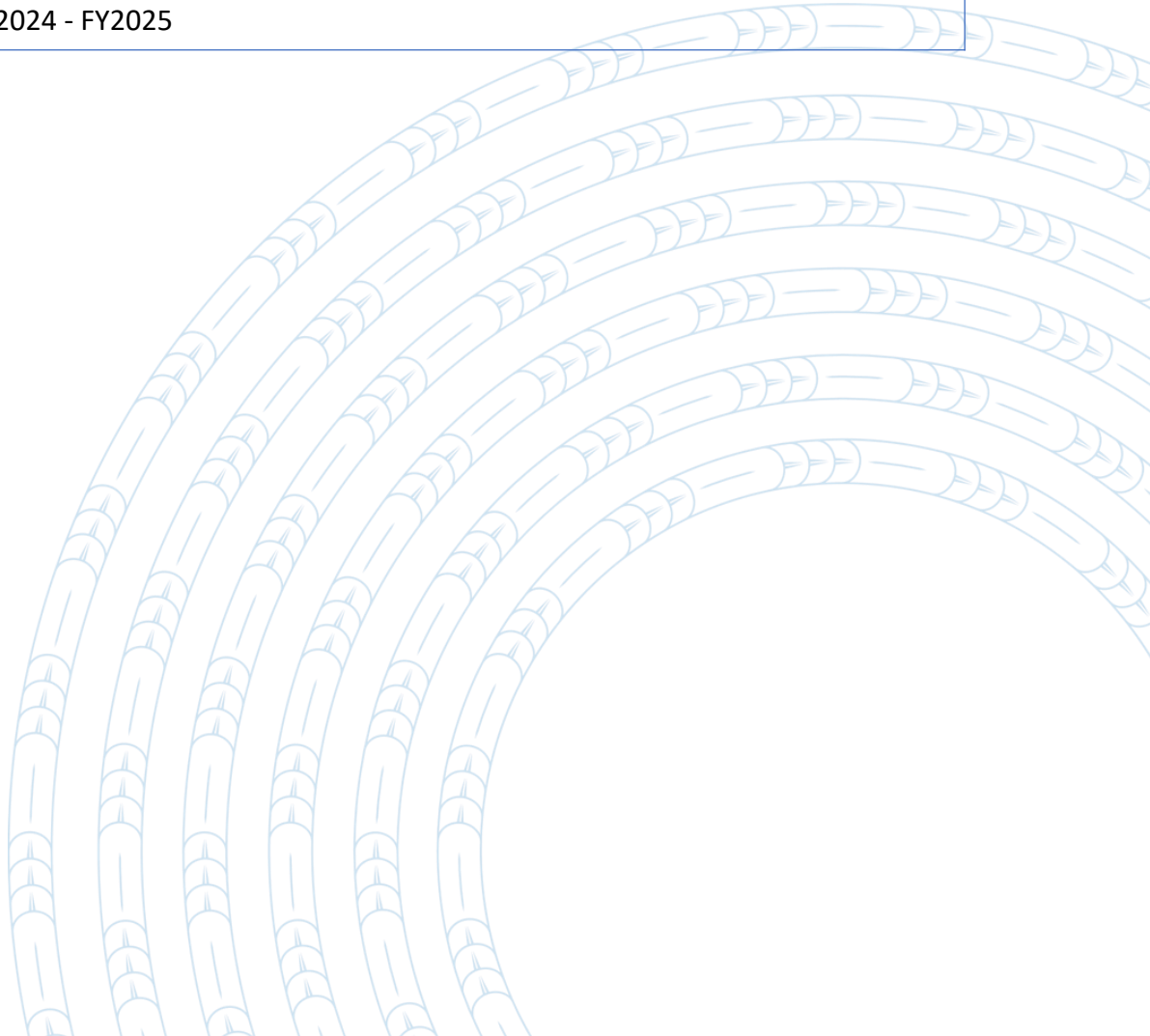
Streets for People: There are currently no programmes running in this area.



Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2023/FY2024			



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



Climate & Environment Update




Hiikina te Wero: Environment Action Plan




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

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

YE 2022 Scorecard is shown on the right.

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

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

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

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

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



Climate Adaptation

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

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



Next steps include:

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



Emissions Reduction

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



This is to certify that

Auckland Transport

is Toitū carbonreduce organisation certified.

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

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

Billy Ziemann— Certifier

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

Certificate Number: 2022203J | Certification Status: Certified Organisation

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

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

Please refer to the disclosure page on www.toitu.co.nz for further details.

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

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WWW.JAS-ANZ.ORG/REGISTER
Certified by Enviro-Mark Solutions Limited
(trading as Toitū Envirocare)



Thank you



A photograph of two young girls running on a green artificial turf field. The girl in the foreground is wearing a white t-shirt with horizontal stripes and colorful leggings, and is smiling broadly. The girl behind her is wearing a pink t-shirt and patterned leggings. They are both wearing sneakers. The background shows a concrete path and some greenery. The text "Kaipātiki Local Board 2023/24 play advocacy update and activities" is overlaid on the left side of the image.

**Kaipātiki Local Board
2023/24 play advocacy
update and activities**

Today's session

- Recap from past engagement
- Play advocacy update
- Regional Sports Trust update
- Planning for 2023/24
- Proposed focus areas
- Next steps
- Kōrero



Key themes from past engagement



Play is important

Kaipātiki Local Board supports and enables it through asset-based investments and ongoing activations and programming

Play should be diverse

Let's explore ways to provide more options that aren't based on assets, including nature play, loose parts play, creative play, and imaginative play

Play is for everyone

Let's promote play as an all-ages activity and plan accordingly, and support intergenerational play projects

Play can be community-led

Let's consider how to support residents to use spaces playfully

Partnerships should support play

Schools should be available as playful community spaces



Play advocacy update



- Working with 19 Local Boards in 2023/24 (in 17 work programmes)
- Drafting a new risk benefit assessment approach to enable adventurous nature play
- Advocating for play in both the Open Space Network Plan refresh and the Long-Term Plan
- Involved in planning discussions with Kāinga Ora, and internally re: development contributions
- Advocating for support from Sport NZ for higher level discussions (e.g. Ministry of Education)
- Working with the Emergency Recovery team to address current play needs of displaced children and build play into future strategy
- Re-starting conversation with AT regarding community play streets



Regional Sports Trust update

- Updates from recent RST school engagement
- General trends emerging from Neighbourhood Play System projects
- Opportunities for local board advocacy



Planning for 2023/24

Q1 July – September	Q2 October – December	Q3 January – March	Q4 April – June
<ul style="list-style-type: none"> • Scoping, engagement • Planning and initial delivery of social media campaign • Work programme review for play opportunities • Planning for and scoping of play investment project* 	<ul style="list-style-type: none"> • Play plan delivery • Local play audit research and data collation • Ongoing social media campaign • Business report: elected members' play network (TBC) • Ongoing scoping of play investment project* • PLAY WEEK (6-12 Nov) 	<ul style="list-style-type: none"> • Local play audit delivery • Ongoing social media campaign • Delivery of play investment project* • Scoping for 2024/25 play advocacy work programme <p><i>• Play investment project only in LBs with funding arrangements</i></p>	<ul style="list-style-type: none"> • Play plan review • Ongoing social media campaign • LB engagement to plan and confirm 2024/25 play advocacy work programme



Proposed focus areas for 2023/24

- Promote play beyond playgrounds
- Increase community awareness of play options
- Increased play-related social media content
- Advocate for a play lens on planned projects
- Develop a funded play advocacy project for delivery before June 2024
- Explore ways to invest in diverse play options in 2024/25 and beyond



Next steps



- Feedback from Elected Members about planned approach – concerns, areas of interest, suggested focus areas...
- Suggestions from Elected Members and local board staff regarding options for play advocacy in existing funded projects
- Joint approach from Play Advocacy Advisor and Parks & Places Specialist to identify and map existing non-asset play opportunities





Kōrero