

## Kaipātiki Local Board Workshop – Week five

**Date of Workshop:** Wednesday 23 November 2022  
**Time:** 10.00am  
**Venue:** Boardroom, 90 Bentley Ave, Glenfield

Time	Workshop Item	Presenter
10.00am – 12.30pm	Auckland Transport intro / forward work programme  Break: 11.15 – 11.20am	<b>Marilyn Nicholls</b> Elected Member Relationship Partner (North), Auckland Transport  <b>Paul Thompson</b> Head of Community Engagement – North, Auckland Transport
12.30 – 1.15pm	Lunch	
1.15 – 2.15pm	2022/2023 Local Grants Round Two and Multi-board Grants Round One workshop session	<b>Amber Deng</b> Grants Advisor, Grants and Incentives
2.15 – 3.45pm	Local Board Plan workshop 1 – direction setting	<b>Paul Edwards</b> Senior Local Board Advisor, Local Board Services  <b>Ann Kuruvilla</b> Local Board Advisor, Local Board Services

**Next workshop session:** Wednesday 30 November 2022

# **The Year Ahead FY2023/24** **Kaipātiki Local Board**

November/December 2022

*Let's go there* 

# Agenda

1. Welcome and introductions
2. Purpose of workshop
3. Focus area 1 – Community Programmes
4. Focus area 2 - Active Modes – Minor Cycling
5. Focus area 3 – Road Corridor Renewals
6. General discussion
7. Next steps

# Purpose of today's workshop

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## To meet each other

- 1 Review and discuss priority work programmes and proposed 2023/24 programme
- 2 Next Steps
  - Local boards to review presentation detail and provide feedback by March 2023
  - AT to review feedback and make adjustments to work programmes where appropriate
  - AT to present finalised 2023/24 programmes in May 2023



# Engagement

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

- Strategic alignment
- Data dependance
- Customer feedback

Engagement approach	Commitment
Inform	We will keep you informed.
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how your input influenced the decision. We will seek your feedback on drafts and proposals.
Collaborate	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.



# Programmes of Work

Programme	Summary
Local Board Transport Capital Fund	Local Board identified projects.
Community Programmes	Addressing community concerns for safety and accessibility
Active Modes (New footpaths) (Minor Cycling and Micromobility)	Delivers new sections of footpath which complete gaps in the network or enhances existing cycle facilities to connect people with key destinations.
Auckland Cycling Programme (Urban Cycleways Programme)	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.
Metro Operations and Infrastructure	Improving bus related infrastructure and services
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.
Parking	Addressing strategic and community-initiated parking management improvements
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes
Road Corridor Renewals	Maintenance of assets within the road corridor
Capital Projects	Major projects
People Powered Streets (Ngā Tiriti Ngāngahau – The Vibrant Streets, Streets for People 2.0)	Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure and non infrastructure initiatives.
Community Transport Programmes	Road safety behavior change initiatives
Sustainable Mobility, Customer Experience	Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces.

## The 2023 / 2024 Programme

- The programme was initiated to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- Indicative budget of \$45m per annum has been split between local boards as per previous year allocations.

## The Process

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

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

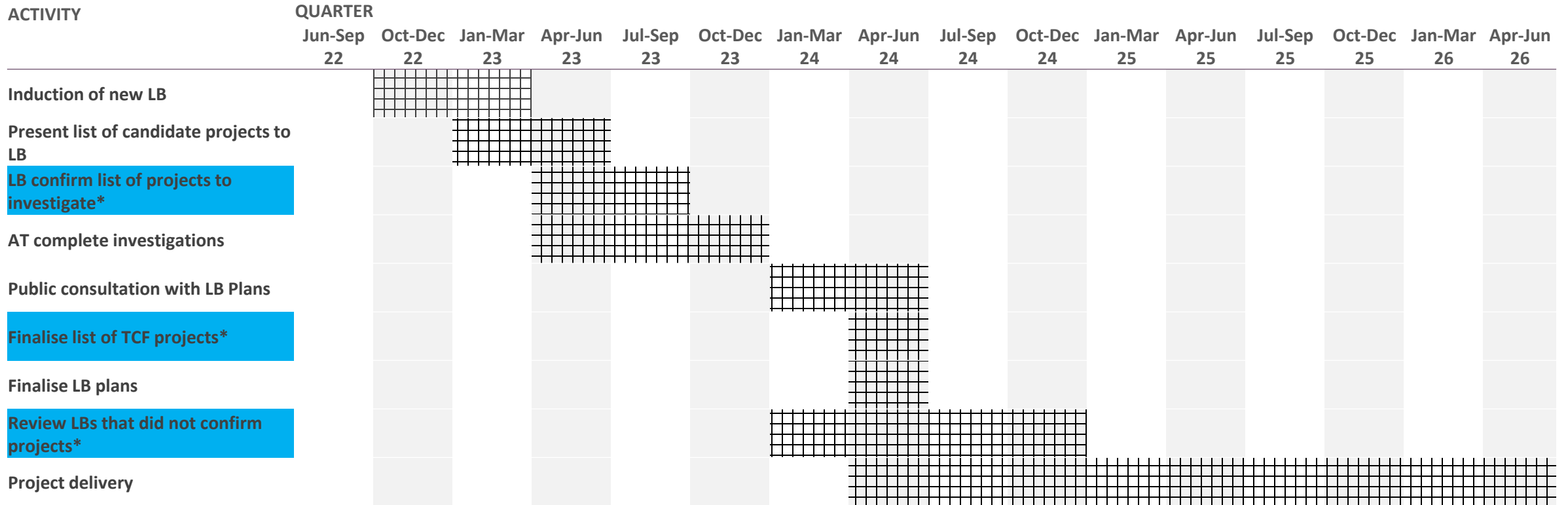
The results are then conveyed to the Board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with Local Boards. Changes to this programme may only occur by Local Board resolution.

**Kaipātiki: \$2,358,595 over 3yrs**

Awaiting Local Board decision on project priorities.



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



## Lessons learned

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







# Focus areas

*Let's go there* 

## Introduction

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

## Outcomes

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

## Planning Process

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

## Potential Challenges

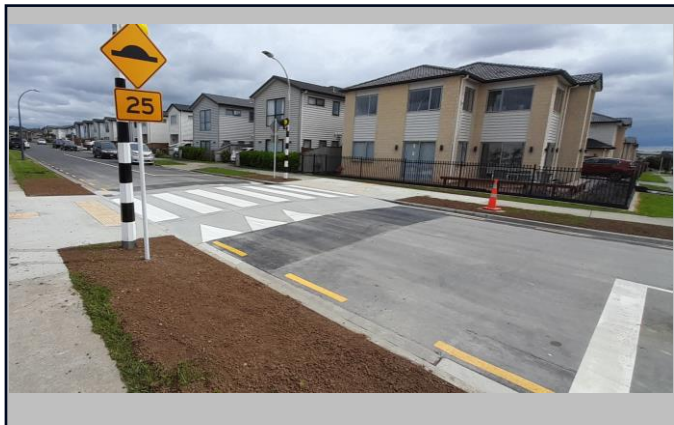
- Community acceptance of infrastructure interventions
- Community expectation for rapid safety interventions



# Proposed Community Programme (Minor improvements)

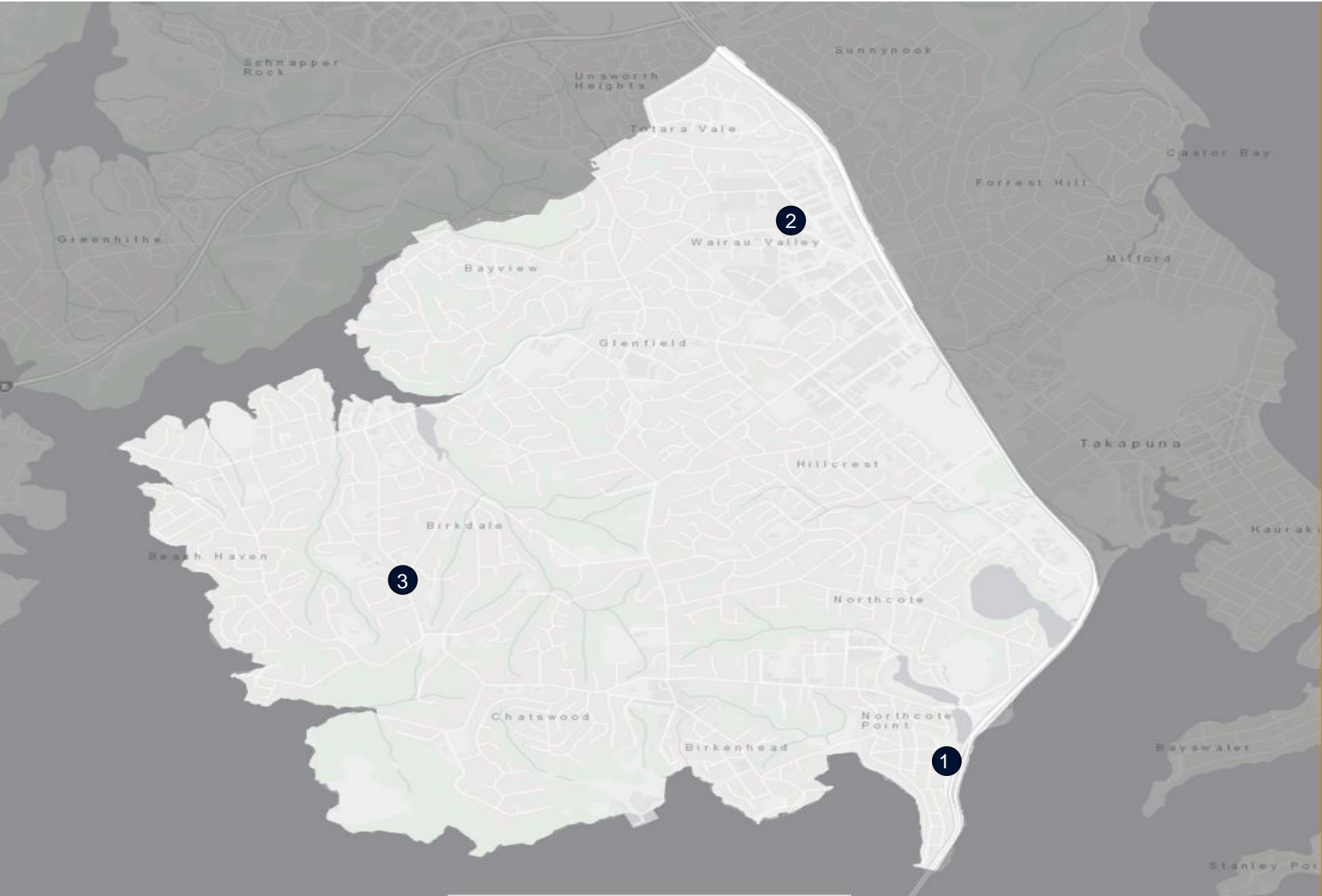
Draft 2023 / 2024

Project Title	Project Description	Status
Raised Zebra Crossing at 27 Stafford Road	Intersection Improvements - Signalisation.	Investigation
Wairau Rd - View Rd Pedestrian & Intersection Improvements	Signalise existing intersection	Investigation
Innovating Streets Schools Pathway to Permanence – Birkdale Primary School	Making permanent temporary infrastructure put installed as part of the Innovating Streets Safe School Streets programme	Scheme Design



# Proposed Community Programme

Draft 2023 / 2024



Legend	
1	Raised Zebra Crossing at 27 Stafford Road
2	Wairau Rd - View Rd Pedestrian & Intersection Improvements
3	Innovating Streets Schools Pathway to Permanence – Birkdale Primary School



## Introduction

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

This programme is a combination of:

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



## Outcomes

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

## Planning Process

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

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



## Introduction

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



## Outcomes

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

## Planning Process

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

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



# Active Modes (Minor cycling and micro mobility)

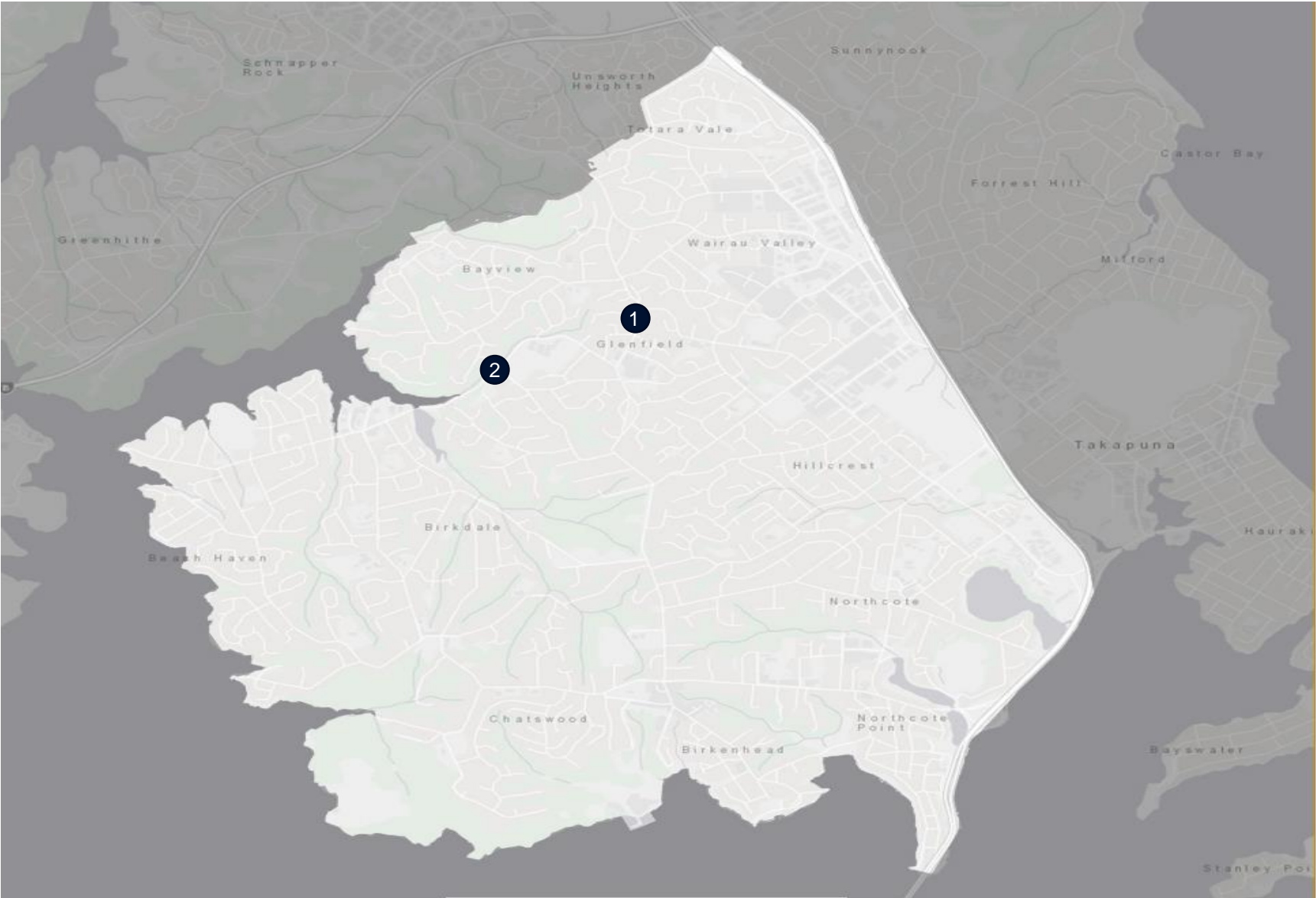
Draft 2023 / 2024

Project Title	Project Description	Status
Glenfield Rd (High Rd - Sunset Rd)	Installation of pop up cycleway concrete separators	Start up/Initiation (not started)
Kaipātiki Rd (Beachaven Rd - Stanley Rd)	Installation of pop up cycleway concrete separators	Start up/Initiation (not started)



# Active Modes (Minor cycling and micro mobility)

Draft 2023 / 2024



Legend	
1	Glenfield Rd (High Rd - Sunset Rd)
2	Kaipātiki Rd (Beachaven Rd - Stanley Rd)





## 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.

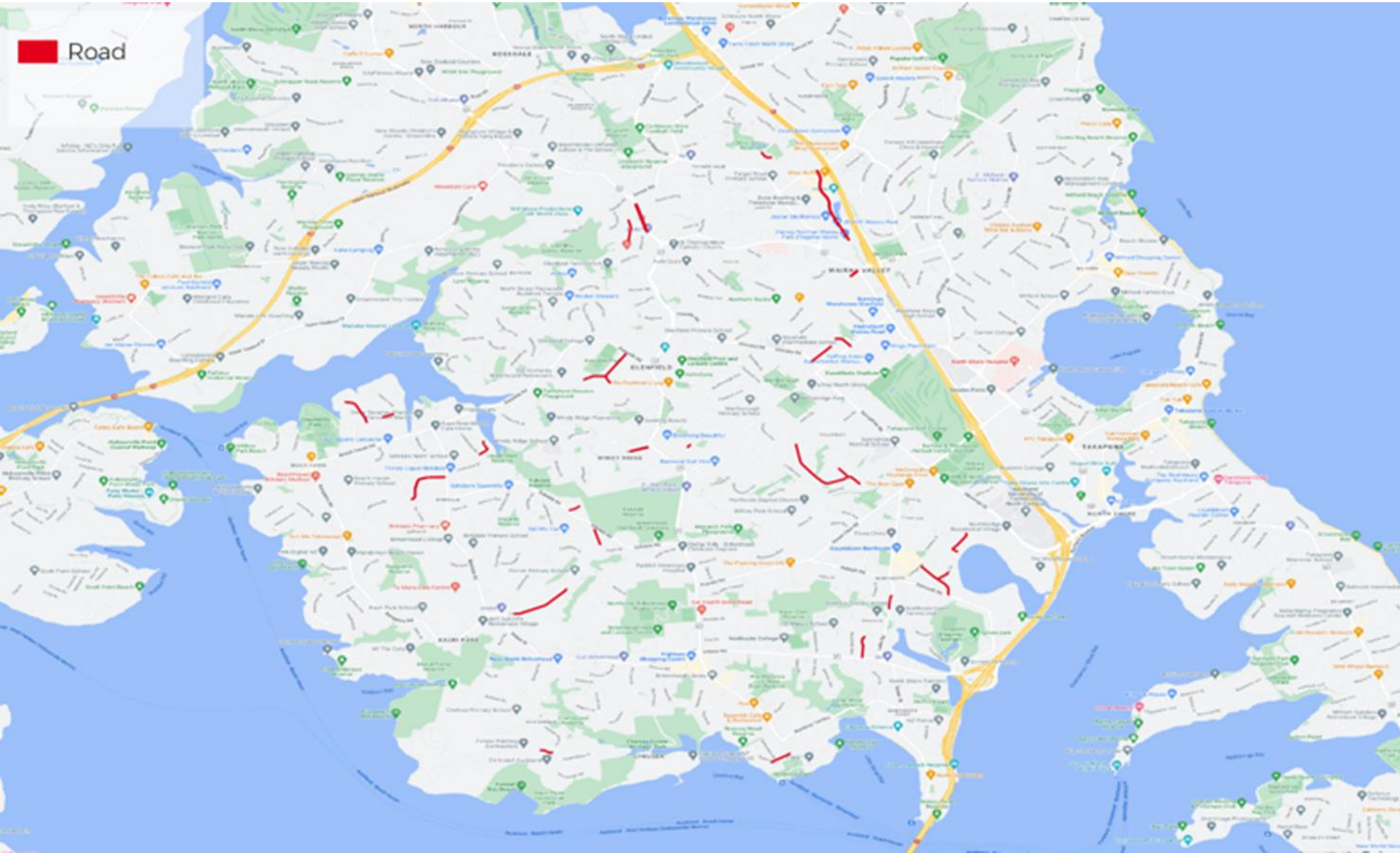
Roads Renewal	
ARAHIA ST	LOCKET RD
BRUCE RD	MERRILL PL
CROCOMBE CRES	MURANO PL
CROFTFIELD LANE	NUTSEY AVE
DEUXBERRY AVE	ROBERTS RD GLENFIELD
FLAXDALE ST	ROMULUS PL
FRIZELL ST	SAPPHIRE PL
GLENFIELD RD	SEGEDIN PL
GREENVALLEY RISE	ST PETERS ST
HILLSIDE RD (SUNSET NORTH)	STANAWAY ST
HOBBY AVE	TARGET RD
IVY PL	TOTARA GR
LAKE RD LLA (#50-68)	VERRAN RD
LINK DR	WANGANELLA ST
	WAVERLEY AVE

Pathways Renewal
CROCOMBE CRES
FLAXDALE ST
GLENFIELD RD
HILLSIDE RD (SUNSET NORTH)
LOCKET RD
MERRILL PL
ROBERTS RD GLENFIELD
SEGEDIN PL
ST PETERS ST
TARGET RD
VERRAN RD
WANGANELLA ST
WAVERLEY AVE



# Road Corridor Renewals- Kaipātiki

2022 / 2023



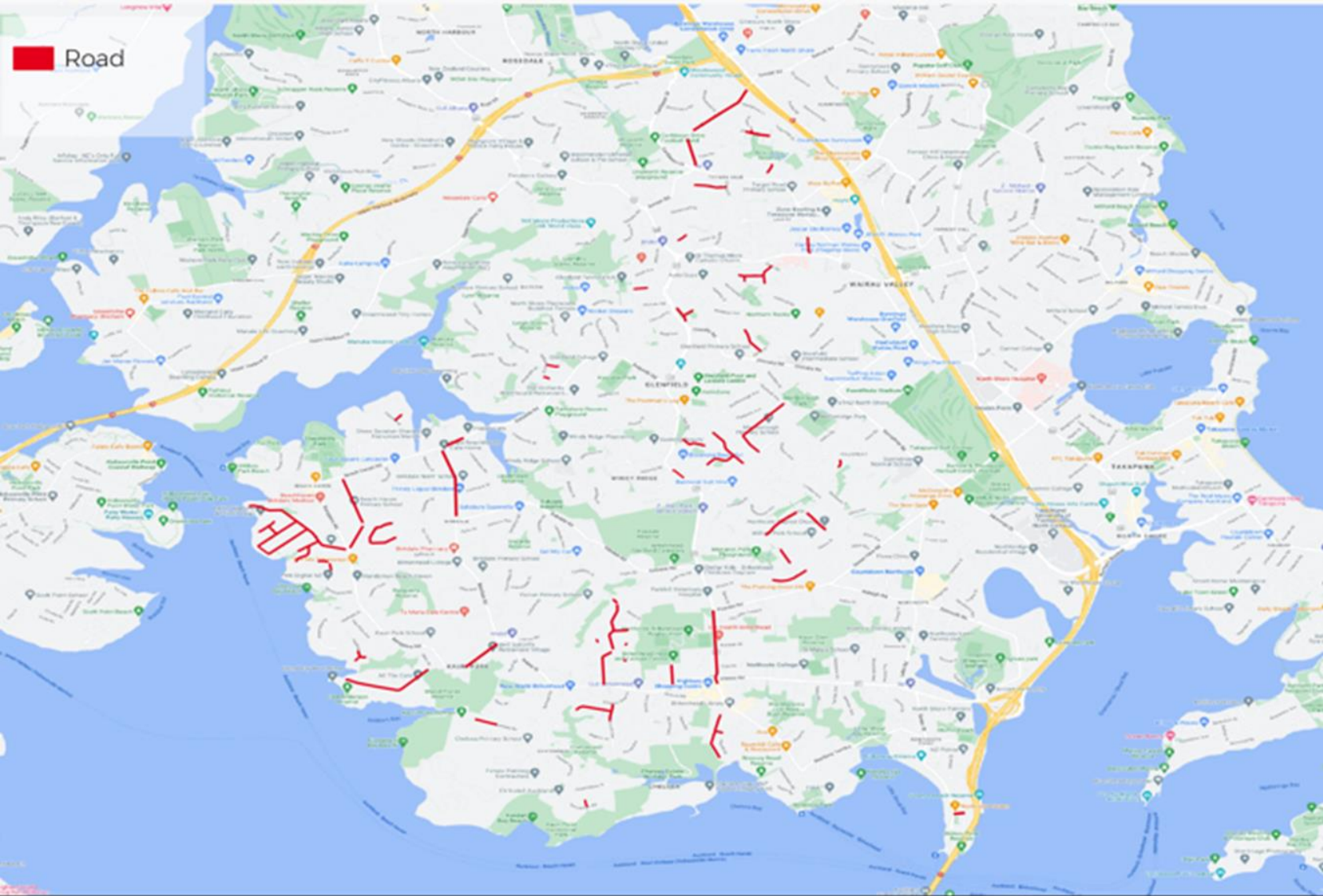
Roads Renewal		
AEROVIEW DR	HALL RD (GLENFIELD)	POAKA PL
AGINCOURT ST	ISLAND BAY RD	PORRITT AVE
ANTRIM GR	JAPONICA DR	RANGATIRA RD
ATHENA DR	KEITH SMITH AVE	RAWENE RD
BALMAIN RD	KING ST (NORTHCOTE)	ROSALIND ST
BARLOW PL	LINGFIELD ST	ROSEBERRY AVE
BEACH HAVEN RD	MAHARA AVE	ROSS AVE (GLENFIELD)
BIRKDALE RD	MANNERING PL	SHANAWAY RISE
BIRKENHEAD AVE	MAYALL AVE	SISPARA PL
BLENHEIM ST	MCHARDY PL	SUNSET RD (WEST)
CAMILLA GR	MERTON AVE	TELSTAR PL
DAKOTA AVE	MIRAKA PL	THALIA PL
DAVID BEATTIE PL	MOLLYHAWK PL	TITIWAI PL
EBAN AVE	NEPTUNE AVE	TRAMWAY RD (BIRKENHEAD)
FINN PL (GLENFIELD)	NICHOLSON PL	VALECREST PL
FORDHAM ST	ORTON ST	VIENNA PL
GLENFIELD RD LLA (#325 - #303)	ORUAMO PL	WINIFRED AVE
GLENVALE PL	ORUAMO PL HAMMERHEAD	WOODALL PL
GREENVALLEY RISE	PACKHAM PL	WOODCOTE DR
HADFIELD ST	PARIS PL	


Pathways Renewal	
MERTON AVE	MANNERING PL
HALL RD (GLENFIELD)	MIRAKA PL
ATHENA DR	NEPTUNE AVE
AEROVIEW DR	NICHOLSON PL
AGINCOURT ST	ORTON ST
ANTRIM GR	ORUAMO PL
BARLOW PL	ORUAMO PL HAMMERHEAD
BIRKENHEAD AVE	PARIS PL
BLENHEIM ST	RANGATIRA RD
GLENVALE PL	ROSALIND ST
GREENVALLEY RISE	SISPARA PL
ISLAND BAY RD	TELSTAR PL
JAPONICA DR	TRAMWAY RD (BIRKENHEAD)
KING ST (NORTHCOTE)	VALECREST PL
LINGFIELD ST	WOODALL PL
MAHARA AVE	



# Road Corridor Renewals- Kaipātiki

Draft 2023 / 2024





# General discussion

**Next Steps &  
Thank you.**

*Let's go there* 



# Supplementary programme information



## Auckland Cycling Programme

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

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

## Outcomes

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

## Planning Process

Prioritisation of preferred option focuses on:

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

## Urban Cycleways Programme

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

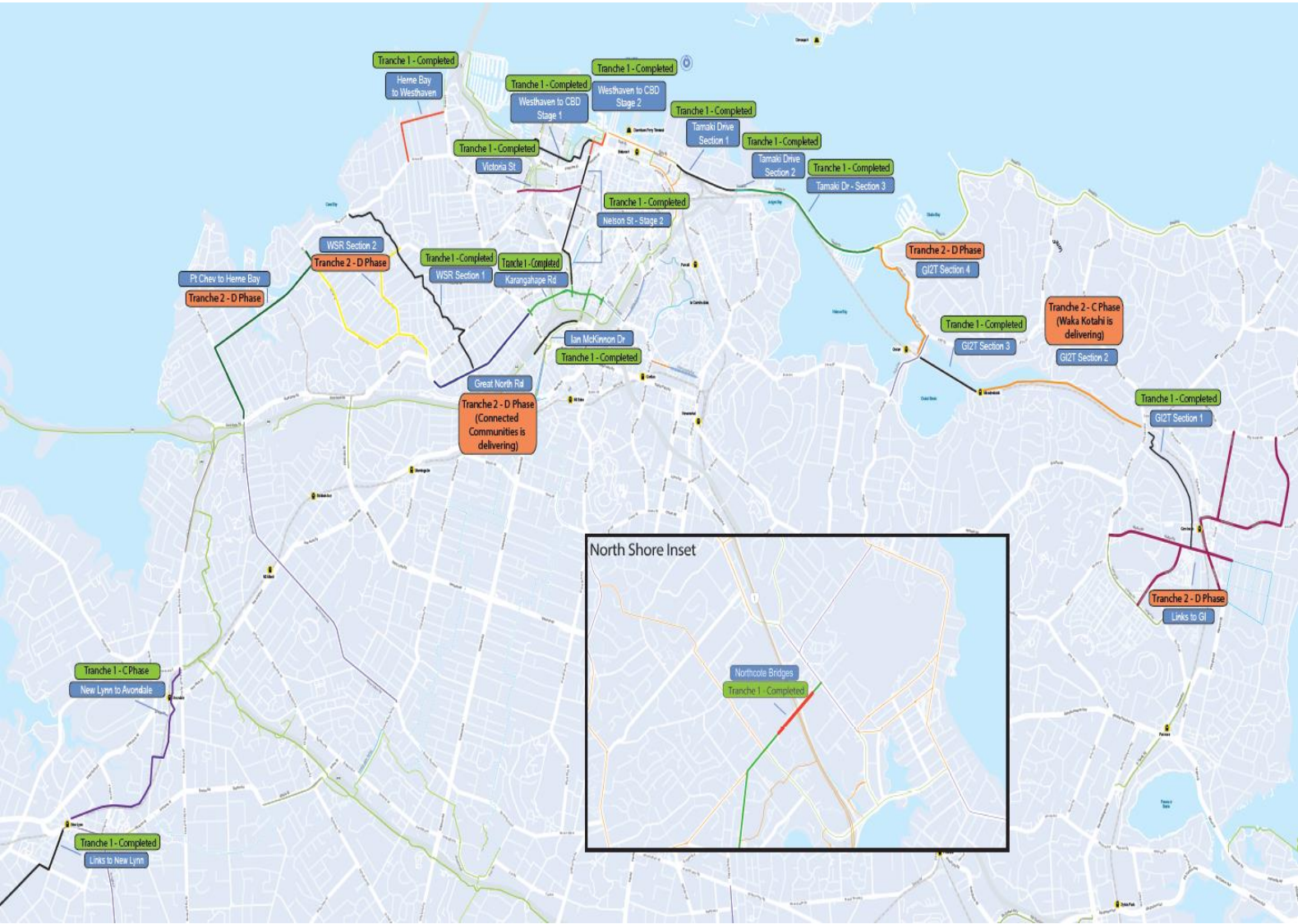
- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

## Delivery of UCP

The delivery of UCP is segregated into two tranches,

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





## Introduction

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

This includes:

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

## Outcomes

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

## Planning Process

Projects are typically identified:

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



# Public Transport Minor Projects

FY23/24

Project Title	Project Description	Status
Bus Infrastructure Programme	<p>Auckland City wide implementation of bus stop infrastructure to support Auckland bus networks. The new bus network was launched from 2016 to 2018 with only basic infrastructure in place. This programme is ongoing to infill and upgrade bus stop infrastructure to improve customer amenity, respond to operational issues and to support PT uptake and modal transfer. Includes improvements to existing bus stops, bus shelters, road markings &amp; signs, route infrastructure, intersection improvements and customer amenity as requested by the bus operators and AT Metro Operations.</p>	Construction
Double Decker Bus Resilience Routes	<p>This programme is responsible for the investigation, design and implementation for the clearance of obstructions from proposed Double Decker Bus routes across Auckland in response to the growing Public Transport patronage.</p>	Construction
ERAA Bus Driver Rest Facilities	<p>Investigate, design and implement bus layovers and driver break facilities across Auckland in response to the changes in the Employment Relations Amendment Act (ERAA).</p>	Construction
Infrastructure Seismic Assessments	<p>This programme involves the seismic screening of AT Assets as listed below, including a systematic review of any pre-existing seismic assessment reports for validity and accuracy.</p> <p>Assets to be assessed include:</p> <ul style="list-style-type: none"> <li>• Rail Stations</li> <li>• Bus Stations</li> <li>• Wharfs &amp; Sea Walls</li> <li>• Carparks</li> <li>• Airfields</li> <li>• Bridges (possibly in the future)</li> </ul>	Investigation

## Introduction

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



## Outcomes

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

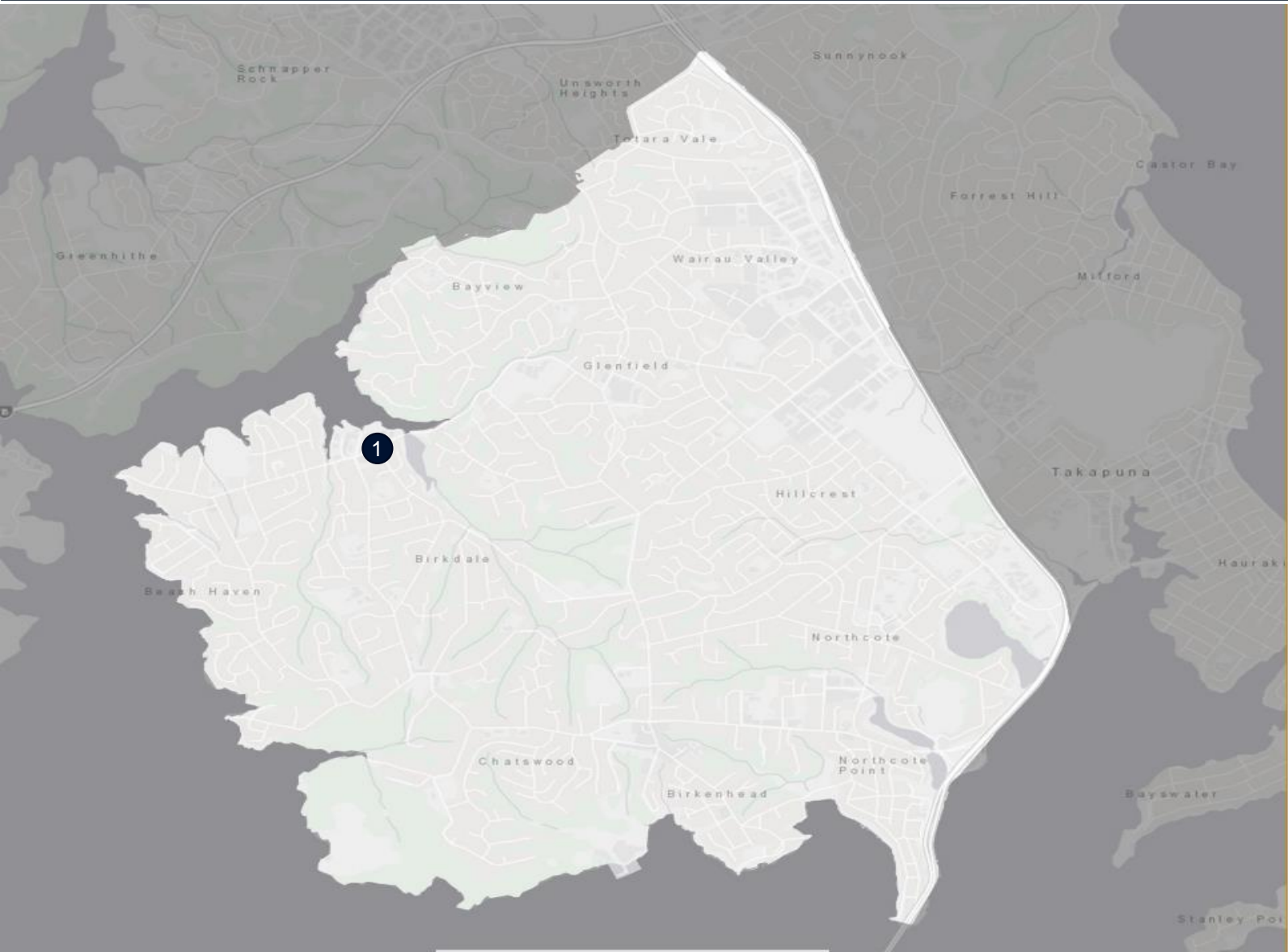
## Planning Process

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



Project Title	Project Description	Status
289 (285) Beach Haven Road	Pedestrian Improvements (Proposal TBC)	Start-up/ Initiation





Legend	
1	289 (285) Beach Haven Road



## 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





## Introduction

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

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

## Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Auckland Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the programme.

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

## Outcomes

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

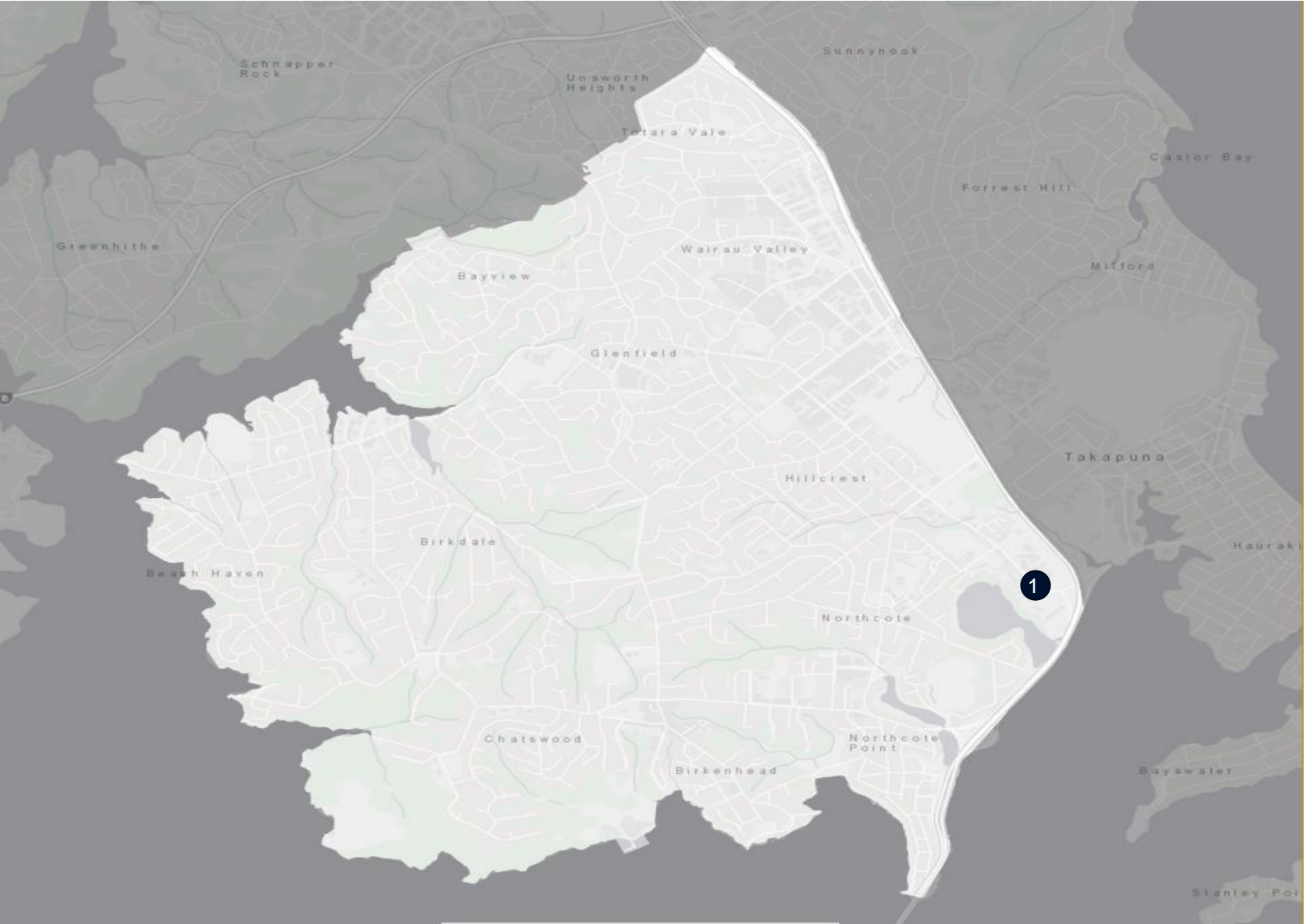
- Freight movements on the key freight network
- Bus movements on key public transport corridors (in conjunction with Metro Services)
- Walking and cycling on key corridors and within activity centres
- General traffic



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Project Title	Project Description	Status
Northcote Road, SH1 to Taharoto Road lane reconfiguration	Corridor improvements	Design





Legend	
1	Northcote Road, SH1 to Taharoto Road lane reconfiguration

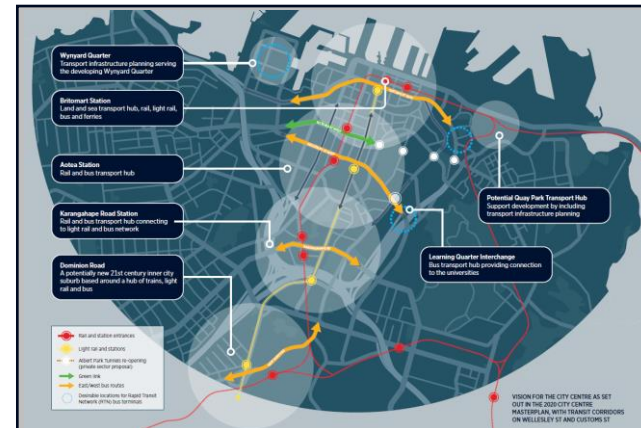
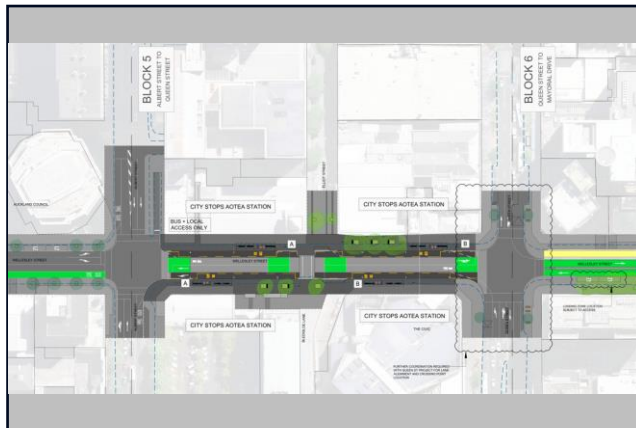


## Introduction

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

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

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



### Road Safety Programme

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

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



### Te Ara Haepapa (The Journey)

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

### What's happening in your local area

#### Police Checkpoints

- Controlled Breath Testing and Child Restraint Check Points

#### Speed and Alcohol

- Back to School & Slow Down Around Schools campaign and activities beginning Term
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign

#### Restraints

- Whitiki – One on one whanau consultations and clinics

#### Partnerships

- Support and collaboration is ongoing with Community Providers e.g. Kaipātiki Community Facilities Trust, Kaipātiki Youth Development Trust, Steps to Success, Nga Pihi o te Purapurapai Kohanga Reo, Awataha Marae



# 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**

Kaipātiki Local Board - Travelwise schools / Walking School buses

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



## Active Modes

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

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

## Local Board Involvement

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

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

## Travelwise for Businesses

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

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



# Sustainable Mobility, Customer Experience

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

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





## Introduction

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

1. **Innovating Streets for People 1.0** (2021) - Waka Kotahi funded (90%) which trialed low-cost improvements that are co-designed with the communities. Focusing on safety outside schools, addressing speed and traffic volumes through residential neighbourhoods, place-making and cycleways.
2. **Ngā Tiriti Ngangahau – The Vibrant Streets** - Auckland Council funded (100%) and established through Council's 10yr Climate Action Plan in the LTP. Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure trials and non-infrastructure initiatives outside the city centre.
3. **Streets for People 2.0** - A newly funded (90%) Waka Kotahi programme, focused on climate action that makes it safer, quicker, and more attractive for people to walk, bike, ride devices, and take public transport in our towns and cities.

## Status

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

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

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



# Local Board Plan 2023 direction setting

Kaipātiki Local Board

23 November 2022



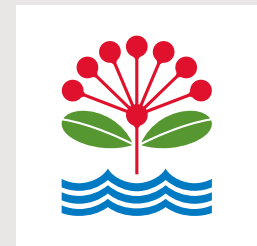
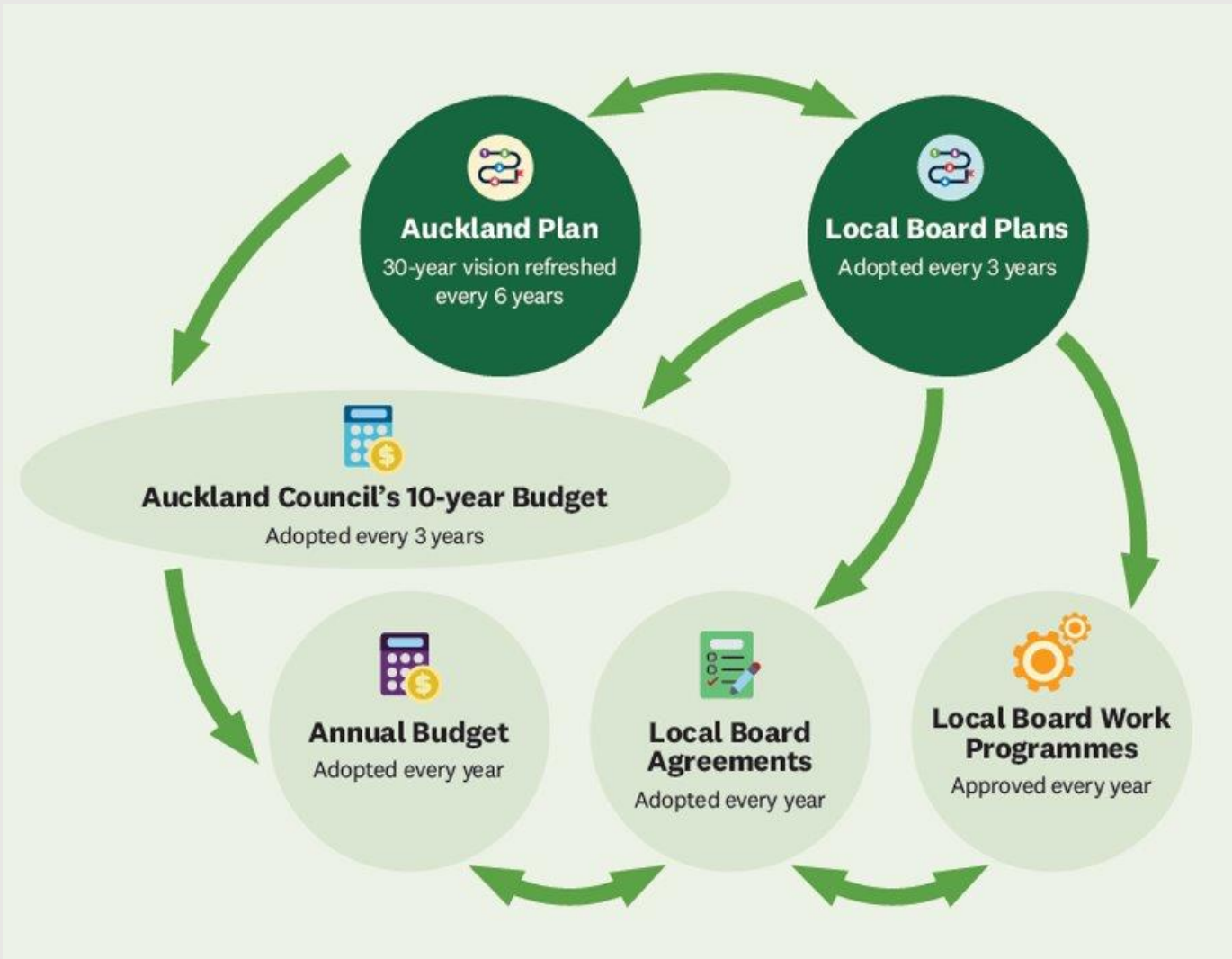
# Overview



# What are local board plans?

- **Local board plans (LBP)** are strategic three-year plans that are developed in consultation with the community.
- They set the direction for the local area, reflecting community priorities and preferences.
- The plans guide the local boards in:
  - decisions on **local activities, projects, and facilities**
  - input into the council's **regional strategies and plans**
  - how local boards will **work with other agencies** including community groups, central government agencies and council-controlled organisations
  - **funding and investment** decisions
  - focusing **advocacy** effectively
  - **working with Māori**





# Why are local board plans important?

They are the strategic guiding document for the local board and community. They:



- provide the opportunity for people in the local area to participate in decision-making processes on local activities provided by the Council within the local board area
- provide a basis for accountability of the local board to the communities in the local board area
- provide a basis for developing the local board agreement for each of the next 3 years
- inform the development of the next 10-year budget



# Timeline

- **Local board plans** must be adopted by 31 October 2023.



# Engagement with community



**Local board plans** are an opportunity to understand and reflect the views of your community

LBS **Engagement Advisors** advise and coordinate community consultation

Community consultation has **three main phases**:

- Early engagement (December 2022 – March 2023)
- Special consultative procedure on draft local board plans (June – July 2023)
- Closing the loop (Oct – Nov 2023)



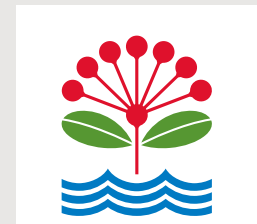


# Previous Plan



# Kaipātiki Local Board Plan 2020 at a glance

Kaipātiki Local Board Plan 2020 – 2023					
OUTCOME	<p><b>Te Whai Wāhitanga me te Oranga</b> <b>Belonging &amp; Wellbeing</b></p> <p>Our people are involved in the community, socially connected to one another, and supported to be active, creative, resilient and healthy.</p>	<p><b>Te Taiao</b> <b>Environment</b></p> <p>Our natural environment is protected and restored for future generations to enjoy.</p>	<p><b>Ngā Wāhi me ngā Takiwā</b> <b>Places &amp; Spaces</b></p> <p>Our built environment is high quality, vibrant, well-maintained, reflects the culture and heritage of Kaipātiki, and meets our people's needs.</p>	<p><b>Te Ikiiki me ngā Tūhononga</b> <b>Transport and Connections</b></p> <p>Our people have many transport options and can easily and safely move around and find their way.</p>	<p><b>Te Āheinga me te Taurikura</b> <b>Opportunity and prosperity</b></p> <p>Our people can buy local, live local and work local.</p>
					
OBJECTIVES	<p>Individuals and communities have a high level of wellbeing</p> <p><b>Our diversity is a strength that we nurture and celebrate as we come together</b></p> <p>Our children and young people are included in decision-making and are empowered to effect change</p> <p><b>Our heritage is protected and celebrated</b></p> <p>Opportunities to participate in the arts and sport are available and accessible</p> <p><b>Local community organisations lead the delivery of services to our communities</b></p>	<p>Our natural environment, harbours and waterways are protected and enhanced, in partnership with mana whenua and our community</p> <p><b>Our people are environmentally aware and work together to live sustainably</b></p> <p>Our birds and other native wildlife flourish with fewer pest plants and animals</p> <p><b>Our urban forest (ngahere) is protected and enhanced through the greening of Kaipātiki</b></p> <p>Support coastal communities to be prepared for the impacts of a changing climate</p>	<p>Our parks, playgrounds, and public spaces are SunSmart, high quality, accessible, and well maintained</p> <p><b>Our aquatic, recreational, art and community facilities are enhanced to meet the needs of our growing and changing population</b></p> <p>Our town centres of Birkenhead, Glenfield and Northcote are strengthened to be vibrant and safe hubs that meet the needs of our people</p> <p><b>Quality and sustainable urban development occurs that creates spaces that are safe, healthy, multi-functional and have a low impact on the climate</b></p>	<p>People have more travel choices to get to work, school or go about their daily lives</p> <p><b>Our public transport network is affordable, convenient, frequent, environmentally conscious and accessible – connecting people to where they need to go</b></p> <p>The Kaipātiki Connections Network Plan delivers commuter and recreational walking and cycling links through the local board area</p>	<p>The Wairau Valley and our other business areas provide our people with the opportunity to work locally</p> <p><b>Our village centres and small local precincts are enhanced</b></p> <p>Local and international visitors are attracted to our area</p> <p><b>Our business community encourages and supports local sustainable business practices and initiatives</b></p>



# Key achievements from the 2020 Local Board Plan

## Outcome 1 - Belonging & wellbeing

- Support and encourage our community organisations to deliver relevant and diverse services that connect the community and reflect their needs

## Outcome 2 - Environment

- Collaborate with Devonport-Takapuna Local Board on eradicating litter, sediment and industry pollutants to improve the water quality of streams and ponds in the catchment of the Wairau Estuary
- Work with the council and community groups to address the flooding and seawater inundation at Little Shoal Bay, and explore funding options to achieve this

## Outcome 3 - Places & spaces

- Work with Panuku Development Auckland, Kāinga Ora, Northcote Town Centre Association and other stakeholders to ensure the Northcote redevelopment supports a successful, integrated community now and into the future

## Outcome 4 - Transport & connections

- Advocate to Auckland Transport to maintain our roads intersections, footpaths, pedestrian crossings and walkways to a high standard, creating a safe environment for our vulnerable road users – pedestrians, cyclists and bus users of all ages and abilities

## Outcome 5 - Opportunity & prosperity

- Work with businesses in the Wairau Valley and other light-industrial areas to better understand their issues and opportunities and identify appropriate actions to consider further



# Changes and challenges in 2022



# Key strategic issues for Auckland

Challenges facing council as outlined in the Pre-election report



Responding to a changing climate and taking steps to reduce Auckland's contribution to climate change through enabling emissions reduction and adapting to the changing climate is likely to require substantially **increased funding, fundamental reprioritisation of existing spending and policy changes.**



Focusing our efforts in communities of greatest need and areas where there are entrenched disparities in outcomes will create the greatest benefit to individuals, communities and Auckland as a whole. This may require some strong calls to **redirect resources to specific areas and communities.**



Our costs are increasing at a faster rate than the money coming in. As the pressure on costs increases, they must be carefully balanced against the need to keep charges for residents and businesses affordable, both now and into the future.



# Climate change mitigation and adaptation



The best ways local boards can support climate mitigation and adaptation are:

- Aligning local board plans with the eight priorities in Te Tāruke-ā-Tāwhiri - **especially land use and transport**
- Integrating **climate action into investment decisions**
- Considering **climate mitigation and adaptation opportunities in every decision**
- Delivering sustainability initiatives that **reflect community concerns and encourage behavioral changes**
- Build on and leverage **existing initiatives**

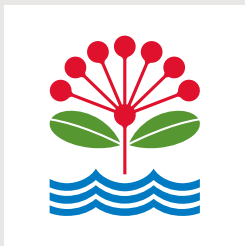
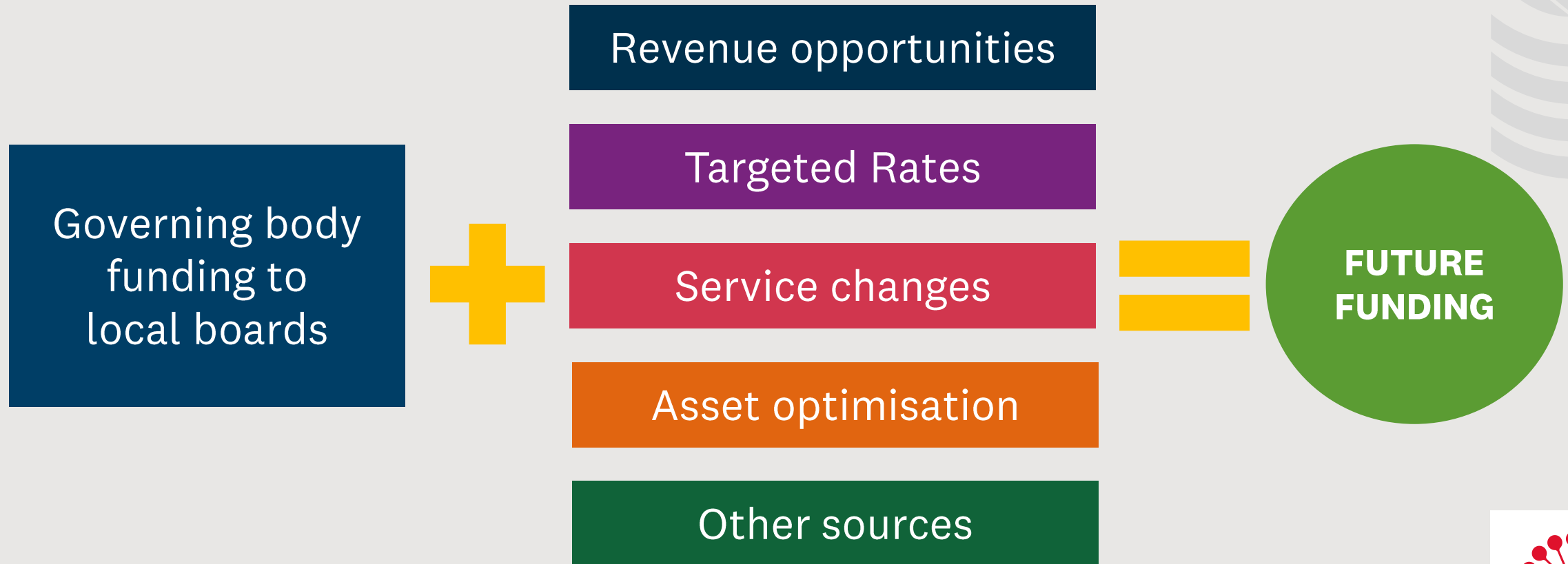


## Strategic financial context

- Existing approach to managing council's finances is becoming increasingly unsustainable due to increased financial pressures
- We are already seeing the financial impacts of higher inflation and interest rates this year
- Simply maintaining our current services and investments is difficult, let alone achieving all the things we want to do for the city
- We have some options to manage short-term gaps



# Local board funding tools





# Increased decision making

Local board decision making has **increased**

Local boards can now:

- change community services and service levels
- dispose of land/assets
- reallocate service funding
- change local service fees and charges
- set community funding/grant levels
- make decisions on asset management



BUT: Decisions are **still subject to minimum service levels and funding**, determined by the Governing Body.



# Mandate to deliver customer services differently from 10-year budget 2021-2031

A more sustainable long-term investment approach for community services is needed

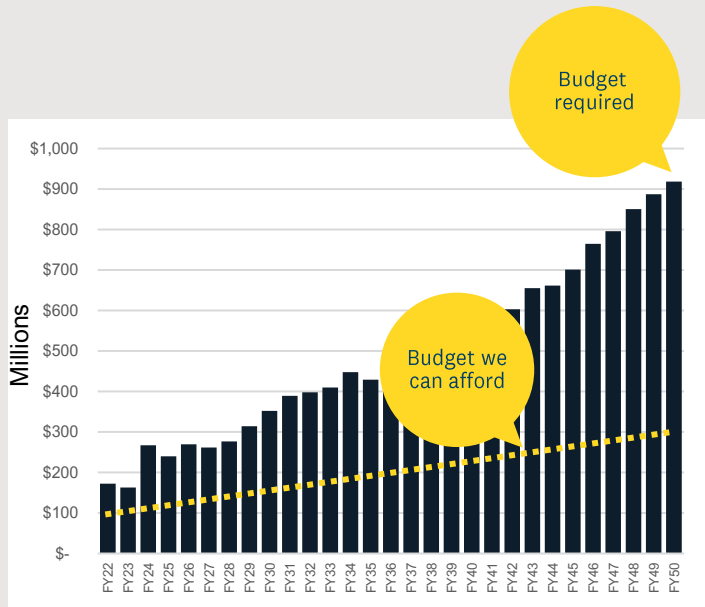
Four **key shifts** were developed and received majority support from Aucklanders to **move to a new way of providing community services that is less reliant on our assets**

We tailor services to different communities focusing on growing participation in areas of greatest needs

We invest in a range of delivery approaches so we can adapt and are responsive

We contribute to Te Tāruke-ā-Tāwhiri through a sustainable and resilient service network

We operate a fit-for-service and cost effective service network



Options to deliver differently will need to be considered in the Local Board Plans. Advice on options will be ready by March 2023

## LTP 2021-2031 Resolution FIN/2021/49

Recommend that the final Recovery Budget includes a **three-year transition** towards a more sustainable investment approach to delivering community services that is less reliant on council assets and focuses more on provision through alternative ways such as partnerships, digital channels and multi-use facilities.



# Te tirohanga whānui – **integrating thinking and planning**

- Focus on local board responsibilities, decision making and practical things you can influence
- Think about integration, interconnection and interdependency across the plan
- The Local Board Area is a system of people, places, processes that are interconnected, and connected to other local board areas and region
- The [strategic context](#) provides in-depth summary of our local board area
  - Highlights key information across local board plan theme areas
  - Provides basis for local boards to develop their local board plans
  - Includes references and links to key documents, reports and plans that boards will find useful in preparing their plans



# Plan Structure



# High-level Structure

**Māori Outcomes**

**Climate Action**

**Our People**

**Our  
Environment**

**Our Community**

**Our Places**

**Our Economy**

Supporting people  
in our diverse  
communities

Protecting our  
natural  
environment

Supporting  
community  
participation with  
our services and  
facilities

Supporting our  
growth,  
development,  
transport and  
accessibility

Supporting our  
economic  
development



# Alignment to 2020 Local Board Plan

## Our People

- Belonging & wellbeing

## Our Places

- Transport & connections
- *Places & Spaces*

## Our Environment

- Environment

## Our Economy

- Opportunity & prosperity

## Our Community

- Places & spaces
- *Belonging & wellbeing*



# Plan structure outline

## Māori Outcomes

Overview



Highlight key objectives / initiatives that are integrated through the plan

## Climate Action

Overview



Highlight key objectives / initiatives that are integrated through the plan

## Key Strategic Area

(Our people / Our environment / Our community / Our places / Our economy)



Vision/Mission statement



What we will deliver  
(Objectives)



How we will deliver in the next 3 years  
(Key initiatives)



What we plan to influence outside our decision making  
(Advocacy)



# Strategic Context

and considerations for decision making





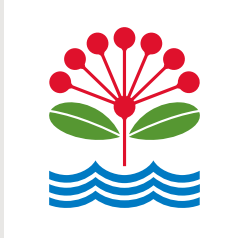
# Kia Ora Tāmaki Makaurau – Māori outcomes

- Māori outcomes describe the aspirations of Māori **according to Māori values and priorities**
- Māori outcomes are an important way to deliver for Māori
- Local government **must** provide ways for Māori to be involved in decision making
- Developing relationships with Māori is a **critical first step** in delivering high-quality Māori outcomes



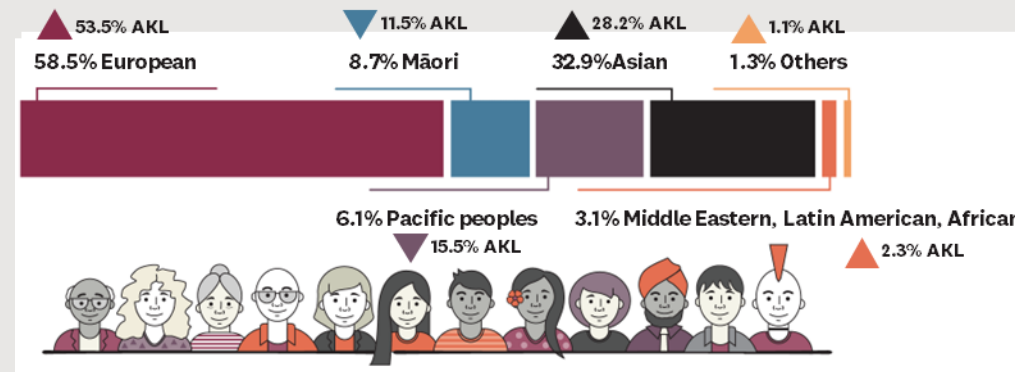
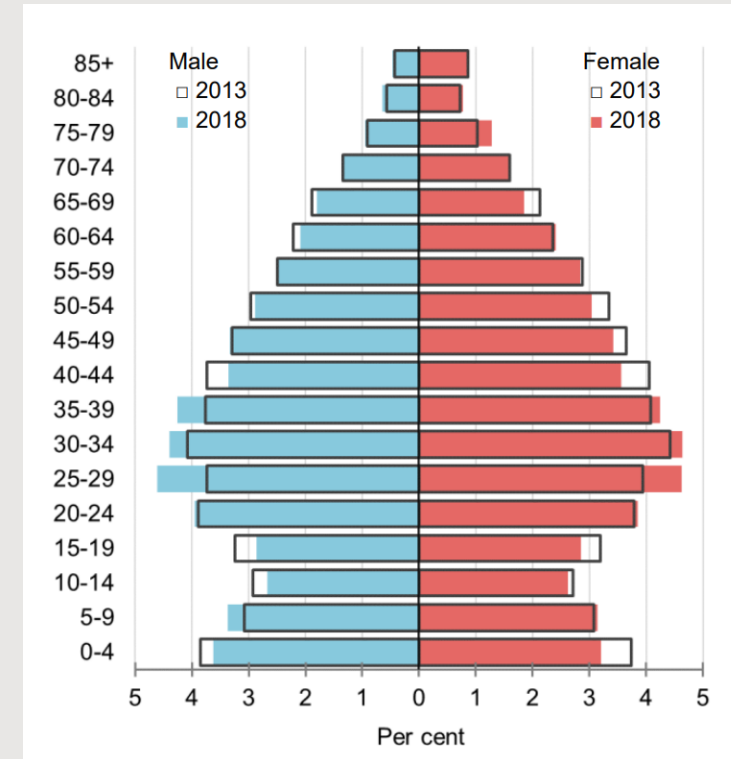


# Our People



# Ngā Tāngata / Our people

- As of 2018 there were **88,269** residents. Growth since 2013 was 7%
- Growth of both **population and dwellings in Kaipātiki is slower** than wider Auckland
- 9% of Kaipatiki residents identify as Māori, with a **median age 10 years lower** than the local board median
- 46% of residents born overseas
- **European population declining** (down by 11% to 47% in 2043)
- **Asian population increasing** (up 23% to 57% in 2043)



# Ngā Tāngata / **Our people**

## Key considerations:

- What the **challenges and opportunities** for communities in the local board area?
- Where are council services in **greatest demand**?
- Are there communities we aren't reaching/supporting?
- Would **offering services differently** better support communities of need?
- Relevant **Māori outcomes**: Kia ora te whānau; kia ora te ahurea; kia ora te rangatahi
- How can our people adapt to **climate change** and contribute to minimising emissions (mitigation) through behavioural change?
- Relevant info on Customer Services key shifts on following slide



# Opportunities for prioritisation

Based on the current state of community services, some possible considerations for delivery of community services

We tailor services to different communities focusing on growing participation in areas of greatest needs

- Growing differences in the ethnic profiles across the communities in the local board may warrant a review of the current service offer to ensure its relevance.
  - European is currently the largest ethnic group but over the next 20 years, the percentage of Europeans will decline (from 58% to 47%) and the Asian population will grow from 34% to 57%
  - 46% of residents in Kaipātiki were born overseas.
  - 21% have lived in their house for less than a year.
- Lifestyle changes may also require a review of the current service offer with a number of shifts happening during the pandemic becoming more permanent (like working from home) and people's preferences and expectations on how they access services are also changing.





# Our Community



# Tō Tātou Hāpori / Our Community

- Kaipātiki residents have **high rates of internet and mobile phone access**, and good public transport with less than 1 in 20 saying that there is no public transport available in their area.
- There are three libraries (Northcote, Glenfield and Birkenhead), one arts centre (Northart) three pool and leisure centres (Glenfield, Birkenhead, Beach Haven), and six community houses/centres
- A network of around **200 parks and open spaces covering 540 hectares** or 16 per cent of the local board's land area.
- Council's **community lease portfolio** contributes to the network of community service infrastructure through occupancy agreements that provide long-term access to council land and buildings.
- There are also a range of non-council facilities and services in Kaipātiki that provide infrastructure that contributes to meeting community needs such as **churches, schools and marae**.
- Maintaining council's current asset portfolio and **our approach for service provision is unsustainable** as the bulk of the available funding is consumed in servicing ageing infrastructure



# Tō Tātou Hāpori / **Our Community**

## Key considerations

- A more financially sustainable long-term investment approach for community services is needed
- Holistic advice is being developing about delivering community services differently
- What are the **challenges and opportunities** relating to our community?
- Relevant **Māori outcomes** - Kia ora te marae; kia ora te reo; kia ora te ahurea
- How does **climate change action** relate to community?
- How infrastructure can be more resilient to the changing climate while being more sustainable ?
- Relevant info on Customer Services key shifts on following slides





# Opportunities for prioritisation

Based on the current state of community services, some possible implications in transitioning how we deliver community services

We invest in a range of delivery approaches so we can adapt and are responsive

- Move from standalone specialised services to services that are flexible and integrated to respond to changing demand and preferences.
- Where there is high market provision of a service, there is an opportunity to withdraw and reprioritise council investment into other areas for greater impact.
- Consider how brokerage and digital services or community led models of delivery can ensure services adapt and respond as customer preferences change.
- Consider alternative service investment that leverages partnerships and recognises the role of marae as community hubs.



# Opportunities for prioritisation

Based on the current state of community services, some possible implications in transitioning how we deliver community services

We contribute to Te Tāruke-ā-Tāwhiri through a sustainable and resilient service network

- Consider climate impact in every decision, to reduce or avoid emissions and adapt to climate change (i.e. investments in areas or activities that are vulnerable to climate risks such as drought, extreme rainfall, coastal flooding and heat)
- Where services need to be delivered through assets, prioritise investment in well positioned multi purpose facilities with good transport links to reduce carbon foot print (online or outreach options for certain services would also reduce emissions).
- Support the implementation of Te Tāruke-ā-Tāwhiri and prioritise those initiatives that are also important to local communities such as outlined in draft Kaipātiki Local Climate Action Plan, Kaipātiki Open Space Network Plan, Kaipātiki Urban Ngāhere Action Plan, and Kaipātiki Connections Network Plan.



# Opportunities for prioritisation

Based on the current state of community services, some possible implications in transitioning how we deliver community services

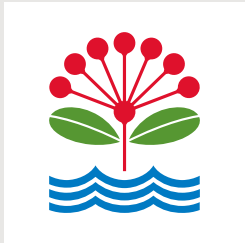
We operate a fit-for-service and cost effective service network

- Consider divestment of poor performing and/or stand-alone assets to redirect resources to high-performing services or impactful alternative delivery models.
- Prioritise investment in well-used services to ensure they are of quality to meet changing customer expectations and needs.
- Seek to understand whole of life costs and trade-offs when considering investment options
- Focus investment on services that have good accessibility, serve a large population (such as Northcote, Glenfield, or Highbury) and are on the corridors of significant transport improvements (FTN/RTN)





# Our Environment



# Te Taiao / Our Environment

- The Kaipātiki Local Board are comprises urban and industrial areas alongside relatively large areas of indigenous forest (18 % total area) concentrated on **coastal strips and stream gullies**.
- The average **canopy cover is currently at 30%**, above the urban Auckland average of 18%, and meeting the Urban Ngāhere Strategy's target of 30%
- Targeted rates were adopted through the 10-year Budget (2018-2028) with funded initiatives for Kaipātiki, including:
  - **Track upgrades**, hygiene station installations and park closures to reduce the spread of kauri dieback
  - Prioritising **pest and animal control** in Birkenhead War Memorial Park, Fred Anderson Reserve and Smiths Bush Scenic Reserve
  - \$230,000 given to support local groups undertake environmental restoration
  - Reducing water contaminants through **investment in storm water infrastructure** in the Wairau industrial area and the Akoranga storm-water pond.
- Development of a **Kaipātiki Low Carbon Action plan**, aligned with Tāruke-ā-Tāwhiri: Auckland Climate Plan, is underway and will provide a roadmap to become a low carbon community.

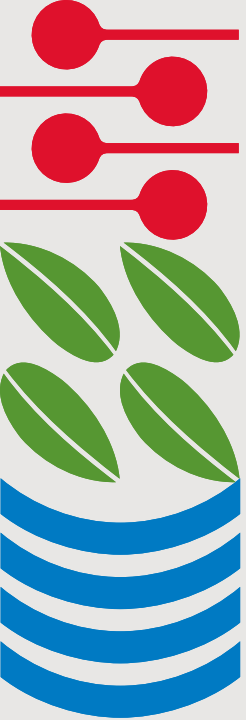


# Te Taiao / **Our Environment**

## Key considerations

- What are the **challenges and opportunities** relating to our environment?
- The Natural Environment and Water Quality Targeted Rates (NETR & WQTR) also deliver environmental outcomes in the local board area – can we leverage this?
- Interconnection of **environment** with other areas particularly in relation to **Climate Change Action** – reinforcing and integrating priorities
- Relevant **Māori outcomes**: Kia ora te taiao; kia ora te marae





# Our Places



## Ngā Wāhi / Our Places

- Over recent years, Kaipātiki has undergone **significant residential and infrastructure development**, and this is set to continue. The number of dwellings consented grew by 50% from 2020 to 2021, with 82% of those dwellings being higher density housing.
- Being close to the city centre and other business areas means residents have **shorter than average commute times**.
- Council's Development Strategy identifies Northcote as a growth area in the short term with a major Kāinga Ora redevelopment already well underway, and Eke Panuku leading the **Unlock Northcote** project. Birkenhead is expected to see further growth in the medium term.
- There are a number of **plans focussing on a more localised area** within Kaipātiki including:
  - Glenfield centre plan
  - Birkenhead War Memorial Park Masterplan
  - Northcote benchmark masterplan
  - Sunnynook plan
- The proposed Waka Kotahi **Northern Pathway** project is expected to provide a walking and cycling link from the city centre to Albany.





# Ngā Wāhi / **Our Places**

## Key considerations

- What are the **challenges and opportunities** relating to our places?
- Are there certain **locations** in the local board area that need focus?
- Are there **connections/access** in the local board area that need focus?
- What is within local board decision making vs. what the board can advocate for?
- How can decisions encourage active mobility and use of public transport? (to reduce emissions)
- Relevant **Māori outcomes**: Kia ora te ahurea; kia ora te reo; kia ora te marae





# Our Economy



## Te Taiōhanga / **Our Economy**

- Kaipātiki is a prosperous local board area with a strong local economy driven by **retail, manufacturing and construction**
- There has been recent growth in the number of jobs in the construction sector in Kaipātiki.
- Kaipātiki has a **low proportion of jobs in knowledge intensive industries** and many residents travel to the central city to access jobs in professional occupations.
- Furniture manufacture, motor vehicle parts, fuel retail and polymer manufacturing sectors are more strongly represented in Kaipātiki than they are in the region as a whole.
  - Supporting these sectors to adapt to the climate impacts and **transition into a low-carbon economy will be critical.**



# Te Taiōhanga / **Our Economy**

## Key considerations

- What are the **challenges and opportunities** relating to our economy?
- What is within local board decision making vs. what the board can advocate for?
- Interconnection of ‘economy’ is critical – economic development is integrated, long-term process
- Relevant **Māori outcomes**: kia ora te umunga; kia ora te rangatahi
- **Tātaki Auckland Unlimited** will provide strategic advice in 2023



# Your plan



# What is important to you?

## The Shore Action Plan 2022-2025

We've achieved a lot, but there is more to do:



### ACTION IN LEADERSHIP

- Continue leading a cohesive, stable and strong Kaipātiki Local Board.
- Open, honest and transparent decision-making – only one of a few local boards to hold public workshops.
- Continue to fight hard to retain local funding, assets and decision-making.
- Financially prudent management of Kaipātiki budgets.
- Continue to hold Auckland Council, Councillors, Eke Panuku, Auckland Transport, Waka Kotahi NZTA, Government and the new Three Waters entity to account.
- Continue investing in Maori community development and working with Mana Whenua on projects such as dual naming of parks, naming of new streets, celebrating Maori heritage and history.
- Support improvements in our community's well-being.
- Listen to you, keep you informed and speak on your behalf.



### ACTION ON TRANSPORT

- Continue to hold Auckland Transport to account, and demand that they listen to you and the Kaipātiki Local Board.
- Action on Onewa Road! Progress the clearway; create shared cycling/pedestrian path; improve safety outside Northcote Primary; reduce poles and clutter.
- Stop the downgrade of suburban roads to chip seal!
- Support safer school streets.
- Improve ferry services and bus connections.
- Support new Waitemata Harbour crossing and Northern Pathway (Northcote Pt to Constellation Dr) with more connections into Kaipātiki.
- Advocate for a shared cycling/pedestrian loop connecting Birkenhead to Beach Haven to Glenfield.



### ACTION ON PARKS & ENVIRONMENT

- Protect and enhance our environment.
- Continue to increase pest-free initiatives and education via Pest Free Kaipātiki, Kaipātiki Project and park volunteer groups.
- Continue bush track upgrades and protect our precious kauri from dieback disease.
- Greening of Kaipātiki, with more park and street trees.
- Action on Little Shoal Bay flooding and inundation.
- Clean streams, ponds and Wairau Estuary.
- New headland regional park - transform and unify Chelsea Estate Heritage Park, Chatswood Reserve and Kauri Point Centennial Park.
- No park sales!



### ACTION ON PLAY

- Continue upgrading and maintaining our playgrounds and sports facilities.
- More shadesails over playgrounds to protect our tamariki.
- Build new splashpad, basketball courts and pontoons.
- Continue to fund the family-friendly Summer Fun play in our parks and Winter Fun play in our halls.



### ACTION IN OUR COMMUNITY

- Vibrant and safer town centres.
- Support our sports clubs, volunteers, youth, cultural groups, community houses and network hubs.
- Continue to champion the Northcote town centre redevelopment, with new community building, town square, parks and connections.
- Support increasing public art throughout Kaipātiki.
- Support the Beach Haven marae proposal.
- Protect our heritage and special character areas. Keep developers within the zoning rules.

<https://www.shoreaction.org.nz/index.php/our-plan/>



## Pātai / questions

- Do you have any further key priorities?
- Do you have priorities/activities/projects you would like to receive advice about?



## Next steps

- Familiarise yourselves with strategic context documents
- We will further develop engagement approach and roster attendances at events
- Subject Matter Experts will provide further advice as needed
- Receive advice on Community Investment in the new year
- Start working on an early draft – to agree priorities early next year
- Take early-engagement feedback on board to further develop draft plan
- Full draft to be approved for public consultation at local board business meeting

