

# Waitākere Ranges Local Board Workshop Record

Workshop record of the Waitākere Ranges Local Board held at the Waitākere Ranges Local Board office, 39 Glenmall Place, Glen Eden, Auckland on Thursday, 14 September 2023, commencing at 10.15am.

## PRESENT

**Chairperson:** Greg Presland  
**Members:** Michelle Clayton  
Mark Allen  
Linda Potauaine  
Liz Manley  
Sandra Coney

## Apologies:

**Also present:** Adam Milina, Brett Lane, Natasha Yapp, Nataly Anchicoque and Keri MacKinnon

Workshop Item	Summary of Discussions
Draft Local Board Plan follow-up session Confidential Item  Brett Lane, Senior Local Board Advisor 10.15am – 11.45am	Staff led the discussion on public submissions on the draft Local Board Plan to seek direction for its adoption in the October business meeting.
Local Parks Management Plan - Public consultation Jessica Morris, Service and Asset Planning Specialist 12.52pm – 1.30pm	Staff guided the discussion on the engagement plan for public consultation with the intention of preparing a local parks management plan for all local parks in the Waitākere Ranges local board area.
Auckland Transport monthly update Sila Auva'a, Programme Manager Raman Singh, Senior Transportation Engineer Ravi Chandrappa, Senior Project Manager Arvind Sima, Principal Project	Auckland Transport staff updated the Board on the current work being carried out in the Waitākere Ranges local board area, including the Local Board Transport Capital Fund and the storm recovery.

Workshop Item	Summary of Discussions
Manager Bernard Sheary, Principal Project Manager - Central East Helen Biffin, Work Programme Lead, Parks and Community Facilities 1.30pm – 3.30pm	

The workshop concluded at 3.30pm.

# Waitākere Ranges Local Parks Management Plan – first round of public consultation

Jessica Morris – Service & Asset Planning Specialist

14 September 2023



## Purpose

- Outline the engagement plan to raise awareness of the public consultation
- Seek feedback on the engagement plan prior to reporting to the local board in October



# Context

- In June 2021, the local board approved the local parks management plan project (WTK/2021/80)
- The project commenced in Q4 FY2022/2023 with the land status review work
- In June 2023, staff held a workshop with the local board to introduce the project and discuss next steps including preparing for the first round of consultation
- In August 2023, staff attended the Mana Whenua Engagement Forum to introduce the project and discuss the preferred approach to engagement



# First round of consultation

## Reserves Act requirements:

- Local board to publicly notify its intention to prepare a local parks management plan; and
- Invite feedback to inform the development of the draft plan

## Local Government Act requirements:

- Persons who may be affected by or have an interest in the proposed plan are encouraged to present their views
- Their views are considered in making a decision



# Engagement plan overview

## Engagement approaches

Public notices

Online submission tools

Email and paper submissions

## Specific engagement methods

Local newspapers & online  
Notifies intention to prepare a plan and invites submissions within the consultation period

Social Pinpoint  
Spatial mapping tool enables the public to provide park specific comments

Project email & libraries  
Alternative options to provide feedback via email or complete a hard copy form and drop it off at the library or post it to council

## Supported by communication

Social media  
e.g., local board Facebook page

Story in Our Auckland and local board e-newsletter

Emails to mana whenua, lease holders and stakeholder networks

Temporary signage in local parks and posters in local libraries

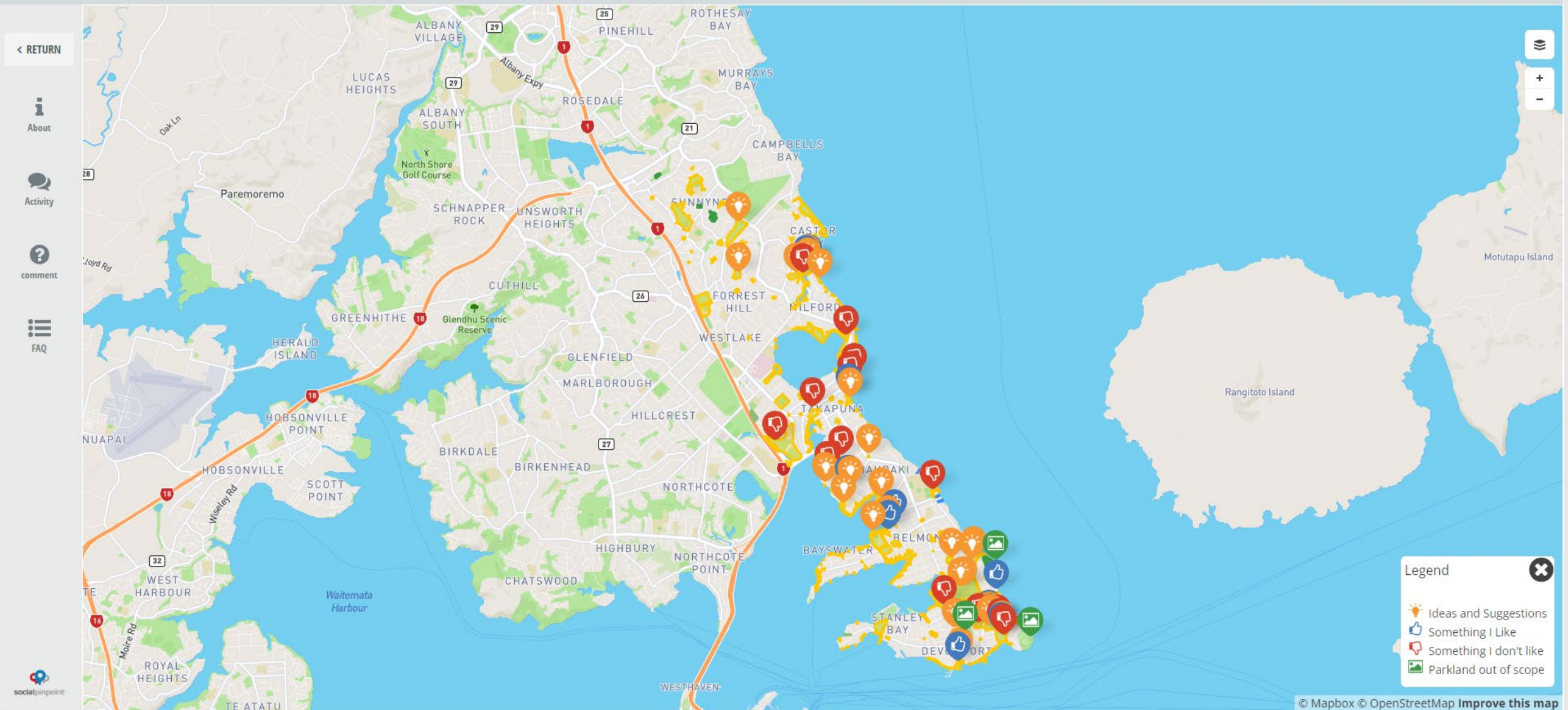


# Social Pinpoint example

<https://aucklandcouncil.mysocialpinpoint.com/devonport-takapuna-local-parks-management-plan/map#/>



Closed for Comment



< RETURN



About



Activity



comment



FAQ

Legend

- Ideas and Suggestions
- Something I Like
- Something I don't like
- Parkland out of scope



# Paper submission example



## We are developing a local parks management plan

Devonport-Takapuna Board is developing a local parks management plan for the local board area.

We will be using the statutory consultation process for developing reserve management plans under the Reserves Act 1977 to develop the two plans.

### Why have local parks management plans?

The local parks management plan will:

- help the local board to make good decisions about how parks are used and protected
- address what needs to be considered when developing and enhancing our parks
- be a handshake with the local community to reflect what their needs and aspirations for local parks are.

### We want to hear from you

We would like to understand what you love about parks in Devonport-Takapuna Local Board area, what the main issues are you think the local board should address, and how you'd like to use your parks – both now and in the future.

### How the plan will be developed

The local parks management plan will be developed by following the consultation process outlined below.

#### Phase 1- Mid 2020



Tell us what we should include in the draft plan

#### Phase 2- Early 2021



Tell us what you think of the draft plan we have prepared

#### Phase 3- Early-Mid 2021



Have your say at the hearing to support our views

Submissions are open from 22 July 2020 – 26 August 2020 and may be made:

- online through [akhaveyoursay.nz](https://www.aucklandcouncil.govt.nz/akhaveyoursay)
- by emailing [dtlocalparks@aucklandcouncil.govt.nz](mailto:dtlocalparks@aucklandcouncil.govt.nz)
- by completing the feedback section overleaf and posting the Freepost Authority envelope
- by dropping off at Devonport Library, 2 Victoria Road, Devonport or Takapuna Library, 9 The Strand, Takapuna.

## Devonport-Takapuna Local Parks Management Plan

### Contact details

Your name and feedback will be publicly available in Auckland Council reports and online. All other personal details will be kept private.

First name: \_\_\_\_\_

Last name: \_\_\_\_\_

Email address: \_\_\_\_\_

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Your local board: \_\_\_\_\_

### Is your feedback on behalf of an organisation?

- Yes – I am the official spokesperson for the organisation  
 No – these are my own personal views

If yes, what is the name of your organisation?  
\_\_\_\_\_

### Demographics (optional)

Please note: The following questions help us understand which parts of the community are engaging with council.

All questions are optional and this information will remain private.

#### Are you?

- Male  Female  Gender diverse

#### What age group do you belong to?

- |                                |                                |                                |
|--------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> <15   | <input type="checkbox"/> 15-24 | <input type="checkbox"/> 25-34 |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 45-54 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 65-74 | <input type="checkbox"/> 75+   |                                |

#### What ethnicity(s) do you identify with? (tick all that apply)

- Pakeha-NZ European  Māori  Samoan  
 Cook Islands Māori  Tongan  Chinese  
 South East Asian  Korean  Indian  
 Middle Eastern  African  Latin American  
 Other (please specify) \_\_\_\_\_

### 1. Do you have any ideas or suggestions we should consider, as we draft the management plan for local parks in your local board area?

Are there any ideas or suggestions you have for the use, enjoyment, protection, management and development for local parks in your area? Please include the name or location of the park/s, if possible. If you need more space, please add pages to this form. Please include your name and contact details on each page.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 2. Can you tell us what you like about the park(s) in your local board area?

Please include the name or location of the parks, if possible.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 3. Can you tell us what you don't like about the park(s) in your local board area?

Please include the name or location of the parks, if possible.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 4. Is there anything else you'd like to tell us about parks in your area?

Please share any other thoughts about local parks here.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Need more room?

You can attach extra pages, but please make sure you also include your name and contact information. Thank you for taking the time to give us your feedback.

Seal here

Auckland Council is inviting comments to be considered in the development of the management plan for local parks in Takapuna-Devonport.

Have your say about the future of local parks

- 📧 [akhaveyoursay.nz](mailto:akhaveyoursay.nz)
- 📞 phone 09 301 0101
- ✉️ [dtlocalparks@aucklandcouncil.govt.nz](mailto:dtlocalparks@aucklandcouncil.govt.nz)



# Park signs and posters example



## Devonport-Takapuna Local Parks Management Plan

Have your say until 26 August 2020

We're planning the future of Auckland's parks and we want to hear from you.

Have your say and help us to make the local parks in the Devonport-Takapuna Local Board area meet your needs.

Visit your local library, service centre or [akhaveyoursay.nz](http://akhaveyoursay.nz) for more information and to give your feedback.

Find out more: visit  
[aucklandcouncil.govt.nz](http://aucklandcouncil.govt.nz) or call 09 3610101



### Love your local parks?

We're planning the future of Auckland's parks and we want to hear from you.

What do you love about your favourite local parks?  
What would you like to do when you visit a park?

Have your say and help us to make your local parks meet your needs.

Visit [akhaveyoursay.nz](http://akhaveyoursay.nz)

Devonport-Takapuna  
Local Board



# Mana whenua, mātāwaka and marae

- Mana whenua – engagement throughout the development of the plan using a range of approaches
- Te Kawerau ā Maki and Ngāti Whātua – tangata whenua in the Waitākere Ranges Heritage Area, opportunities for joint local board – mana whenua hui
- Hoani Waititi Marae (Parrs Park) – invite to make a submission and engage on plan development



# Stakeholders

- Management agreement - lease and licence holders, QEII National Trust, Department of Conservation
- Park users – volunteers, sports groups, community groups
- Community networks - residents and ratepayers associations (including Waitakere Ranges Combined R&R Group), schools, community organisations
- Relevant organisations – e.g., Sports Waitākere, Pest Free Waitākere Ranges Alliance, Waitākere Ranges Protection Society



# Risks and mitigations

Risks	Mitigations
<p>Engagement fatigue from recent consultation:</p> <ul style="list-style-type: none"><li>• Making Space for Water (August 2023)</li><li>• Draft Local Board Plan 2023 (July 2023)</li><li>• Manukau North Shoreline Adaptation Plan (July 2023)</li><li>• State of the Waitākere Ranges Heritage Area Report 2023 (November 2022)</li><li>• Regional Parks Management Plan 2022 (early 2022)</li></ul>	<p>Acknowledge previous contributions and utilise insights to inform the plan where relevant.</p> <p>Look for opportunities to coordinate community engagement to utilise people's time well e.g., investigate potential to join up LPMP and SAP engagement.</p>
<p>Barriers to engagement identified by submitters to the Regional Parks Management Plan consultation:</p> <ul style="list-style-type: none"><li>• Access to relevant information</li><li>• Presentation and navigation</li><li>• Use of summaries</li><li>• Identifying what's new / changes</li><li>• Timeframe clashes</li></ul>	<p>Meet with the resident and ratepayers groups to discuss approach to engagement prior to the consultation. Ensuring:</p> <ul style="list-style-type: none"><li>• consultation closes ahead of lead up to Christmas / start of December</li><li>• there is access to meetings / briefings if requested</li><li>• consultation material is provided in local libraries</li><li>• executive summaries are used to provide relevant information</li></ul>



# Timeframe

**Approve  
public  
notification**

26 October  
business meeting

**Public  
notices**

Early November

**Public  
consultation**

4 weeks  
Early November to  
early December  
2023

**Summary of  
submissions**

Available in early  
2024



# Next steps

Timeframe	Action
By early October	Staff to work with subject matter experts to build stakeholder database, draft communications and consultation material, and set up the Social Pinpoint site
By mid-October	Councillors and local board member meet with community groups about feedback on council's consultation processes
By mid-October	Staff provide detailed engagement plan and draft consultation material to local board via memo for their feedback
26 October	Staff will seek approval from the local board for the engagement approach and to publicly notify its intention to prepare the LPMP



# **Waitākere Ranges Local Board Transport Capital Fund 2023-2026**

14<sup>th</sup> September – Workshop 3



# Introduction

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



# Purpose of today

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



# Recap on FY22/23 by project

Projects	FY22/23 Budget	FY22/23 Actual Spent	FY22/23 Variance	Project Status
Candia Road, Henderson Val Pt 1 and 2	\$18,550	\$405	\$18,145	Cancelled
South Titirangi Road intersect ped impro	\$166,217	\$39,817	\$126,400	Construction Ready
79 Glendale Rd – raised table Xing	-	\$7,043	-\$7,043	Cancelled
Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	\$600,000	\$32,040	\$567,960	Detailed Design
G1 Parrs Park to Sunnyvale shared path	\$15,000	\$13,210	\$1,790	On hold
G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway	\$20,000	\$18,566	\$1,434	On hold
<b>Grand Total</b>	<b>\$819,767</b>	<b>\$111,081</b>	<b>\$708,687</b>	



# Update on budget for this term

- Due to budget pressures on AT, the indicative budget for 3 years has been reduced from **\$45m** to **\$29.5m**. Of this, **\$7.49m** is approved for FY24 and the remaining **\$22.01m** is endorsed for FY25 and FY26. Waitākere Ranges Local Board share is now **\$958k** over these 3 years.
- Additional budget across all local boards of **\$5.6m** was approved recently to complete projects with contractual commitments in place for design work or construction. There is no additional budget for this local board.
- Therefore, an indicative budget for Waitākere Ranges Local Board has been reduced from **\$1.463m** to **\$958k** for the 3-year term.



# Discussion on project for 3-year term

## Construction ready

Projects	FY22/23 Budget	FY22/23 Actual Spent	FY22/23 Variance	Project Status	Approved Additional budget	Funding required to be resolved to complete the project
South Titirangi Road intersect ped impro	\$166,217	\$39,817	\$126,400	Construction Ready	\$0.00	\$124,000

## In design-only contractual commitments

Projects	FY22/23 Budget	FY22/23 Actual Spent	FY22/23 Variance	Project Status	Approved Additional budget	Funding required to be resolved to complete the project
Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	\$600,000	\$32,040	\$567,960	Detailed Design	\$0.00	\$350,000



# Discussion on projects to deliver for 3-year term

## No contractual commitments

	Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Waitākere Ranges	Captain Scott Rd speed-calming	Between the intersections of Oates Road and Savoy Road	Local board/ Councillor request	This section of Captain Scott Rd was used to trial an on-road cycleway and speed calming which has since been removed. The general feedback from the community was they did not like the on-road cycleway (and associated parking loss) but there was positive feedback from the board with regards to the traffic calming. Vertical speed calming measures, gateway treatments, crossing points, driver feedback signs.	\$300,000
Waitākere Ranges	Glengarry Road Footpath Improvement	32 Glengarry Rd, Glen Eden	Public request	At number 32 the footpath has significant crossfall, which has led to multiple wheelchair users to fall (hospitalised) at this location. The project scope is to identify ways to regrade/ realignment of this footpath without impacting on the driveway of property 32. Cost estimate from maintenance team.	\$300,000
Waitākere Ranges	Godley Rd Driver feedback Sign	Near #207 Godley Rd, Titirangi	Local board/ Councillor request	Speeding issues have been identified by customers on Godley Road. Investigate installing a new driver feedback sign at this location. Driver feedback sign (mobile or fixed) – please identify location options where this would be beneficial 2021 July counts data - 85% percentile speeds in both directions in 2021 is 58.1km/h - Westbound 85% - 59.1 km/h - Eastbound 85% - 57.3 km/h New traffic counts can be done if this project is prioritised. Cost estimate based on two driver feedback signs on Godley Rd, locations to be determined.	\$50,000
Waitākere Ranges	297 West Coast Road Pedestrian improvements	Outside 297 West Coast Road (Caltex service station)	Public request (new project on the candidate list)	The existing pedestrian refuge island on West Coast Road has safety concerns with its operation. This includes sub-standard access to the facility and unsafe interaction between pedestrians and vehicles at the driveway of Caltex.  The refuge provides a crossing point for two bus stops on West Coast Road.  The request was driven by a near miss involving school child. Option 1 – Raised pedestrian crossing - \$375,000 Option 2 – new refuge island - \$150,000 (bus stop relocation might be required)	\$150,000



# Discussion on projects to deliver for 3-year term

## No contractual commitments

	Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design cost
Waitākere Ranges	G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway (old LBTCF project)	Glen Eden Train Station	Local board/ Councillor request	<p>Previous term LBTCF project for investigation only. Need to check if additional funding is required to fund this as a new project.</p> <p>Feasibility report funded in the previous term. Once this is reported back the WRLB can consider funding delivery through the LBCTF. This is for a section of the identified route (G7) in the Greenways plan to extend the existing shared path from Savoy Road through to the park.</p> <p>Option 1 – On-Road Cycle Path \$274,000 (Recommended in the investigation) - high risk that on road cycling facility might not be supported by the community.</p> <p>Option 2 – Construction of Off-Road Path (eastern side of stream) + Property Purchase - \$5,338,000</p> <p>Alternate Option 2 – Construction of Off Road Path (western side of stream) + Property Purchase - \$3,114,000</p>	\$5,338,000
Waitākere Ranges	G1 Parrs Park to Sunnyvale shared path (old LBTCF project)	Parrs Park to Sunnyvale shared path	Local board/ Councillor request	<p>Previous term LBTCF project for investigation only.</p> <p>Feasibility report funded in previous term. Once this is reported back the WRLB can consider funding delivery through the LBCTF. This is to complete the identified route (G1) in the greenways plan through Parrs Park to the train station.</p> <p>Option 1 – Dedicated Cycle Path \$1,531,000 (Recommended)</p> <p>Option 2 – Widen existing footpath to a shared path \$1,063,000</p>	\$1,531,000
Waitākere Ranges  8	Footpath upgrade: Glenmall Place	Glenmall Place, Glen Eden town centre	Local board/ Councillor request	<p>Assess the condition of footpaths and paved areas on both sides of Glenmall Place in the town centre and report back on options and costs to improve, renew or upgrade. Currently, Glenmall Place is not on AT's programme for footpath renewal works. Any maintenance at a specific location will need to be logged with AT through Owena.</p> <p>The current cost estimate is for replacing the pavers with asphalt or concrete depending on what is acceptable by AT assets and the AC town centre team. What is the expectation from the board? If the footpath on the whole road needs to be upgraded to concrete, there will be a significant cost and will need to be priced up by the contractor.</p>	\$350,000



# Quality advice about the 3-year programme

- An indicative budget of **\$958k** has been set for the Waitākere Ranges Local Board 3-year term.
- It is recommended that **\$124k** be allocated to complete projects that are construction-ready.
- It is recommended that **\$350k** be allocated to continue with the design and construction of this project.
- It is recommended that projects with no contractual commitments are prioritized and the remaining budget of **\$484,327** from 3-year term is allocated to initiate highest priority projects.

Project status	Projects	Approved additional budget	Funding required to be resolved to complete the project	Recommendation
Construction ready	South Titirangi Road intersect ped impro	\$0.00	\$124,000	Allocate \$124k funding from new term budget to complete construction
In design-only contractual commitments	Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	\$0.00	\$350,000	Allocate \$350k funding from new term budget to complete construction
No contractual commitments	Captain Scott Rd speed-calming 297 West Coast Road Pedestrian improvements Godley Rd Driver feedback Sign (1 sign)  Glengarry Road Footpath Improvement - \$300,000 G7 Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway - \$5,338,000 G1 Parrs Park to Sunnyvale shared path - \$1,531,000 Footpath upgrade: Glenmall Place - \$350,000	-	\$300,000 \$150,000 \$34,327	Prioritise Captain Scott, 297 West Coast Road and Godley Rd driver feedback sign projects to be funded from new term budget.  Not prioritised as there is insufficient budget for these projects





*Let's go there*



# Prioritisation Criteria

- As a reminder, projects that are funded using the LBTCF will meet the following criteria:
  - The project must be technically deliverable and within the road corridor.
  - Meets transport safety criteria.
  - Does not compromise the transport network.
  - Is not part of an asset renewal programme.
  - projects outside the road corridor can be funded provided the projects support the connectivity of cycleways and footpaths within the transport network.



# WAITAKERE RANGES LOCAL BOARD

August 2023



## Introducing the Bulletin

The Bulletin is a monthly update to keep you informed about what happened in our area last month and about plans in the future.

## Local Impacts, Issues, Projects, and Local Board Views

It includes information about current projects being undertaken in the area, a list of projects that are being consulted about, issues been raised by the local board members for investigation and the responses given and other interesting information about the area.

### **CYCLELONE GABRIELLE – REPAIR STAGE OF SLIPS AND ROAD REBUILDS**

**Will come under separate cover.**

## Local Board Issues Being Investigated

The Local board have requested the following issues be investigated.

These are still under investigation:

- Hayes road/ Mountain Rd Stormwater Problems
- Alderman Drive - footpath maintenance
- Anawhata Road ongoing maintenance issues
- Huia Road Bus Stop- Health and Safety Issues
- Bethell's Roundabout
- Awhiorangi Parade flooding – Being referred to Auckland Council

## Planned Road Maintenance in your Local Board area

WHERE	TYPE OF WORK	WHEN	DURATION
Anawhata Rd (Piha to End )	Construction - Drainage Work	27 March - 19 July 2023	Day - Lane Closure - Stop/Go
Warner Park Ave (Victory Rd to Kauri Point Rd)	Preseal Repairs - Mill & Fill	17 - 18 July 2023	Day - Lane Closure - Stop/Go
Anawhata Rd (Piha Rd to 258)	Road Maintenance - Drainage Repair	26 June - 19 July 2023	Day - Lane Closure - Stop/Go
Anawhata Rd (Piha Rd to End )	Road Maintenance - Water Tables/Drainage	6 June - 19 July 2023	Day - Lane Closure - Stop/Go

Atkinson Rd (kaurilands Rd to Daffodil St)	Preseal Repairs – Digout	25 - 26 July 2023	Day - Lane Closure - Stop/Go
Daffodil St	Water Supply Improvement	13 March - 28 July 2023	Continuous Deployment
Huia Rd (177 to 199)	Construction - Retaining Wall	17 July - 26 August 2023	Day - Lane Closure - Stop/Go
Huia Rd (306 to 306)	Preseal Repairs – Digout	27 June - 28 July 2023	Day - Lane Closure - Stop/Go
Otitori Bay Road	Road Improvements	29 May - 31 July 2023	Continuous Deployment
Anawhata Road (Piha Rd to 258)	Road Maintenance - Drainage Repair	26 June - 25 July 2023	Day - Lane Closure - Stop/Go
Atkinson Road (Kaurilands Road to Daffodil Street)	Preseal Repairs – Digout	25 - 27 July 2023	Night - Lane Closure - Stop/Go
Daffodil Street	Water Supply Improvement	13 March - 28 July 2023	Continuous Deployment
Huia Road (177 to 199)	Construction - Retaining Wall	17 July - 26 August 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs – Digout	28 - 31 July 2023	Day - Lane Closure - Stop/Go
Otitori Bay Road	Road Improvements	29 May - 31 July 2023	Continuous Deployment
Unity Road (Te Henga Road to End )	Preseal Repairs - Mill & Fill	24 - 25 July 2023	Day - Lane Closure - Stop/Go
Hurley Place, Kelston - Between Laura Street and Daphne Street, Kelston	Regular maintenance and repair work	7-Aug-23	7am - 7 pm = 1 Day
Glenorchy Street - Between Glenview Road & Bandon Rd, Glen Eden	Regular maintenance and repair work	7-Aug-23	7am - 7 pm = 1 Day
Sunray Avenue - Between Kaurilands Road and End, Titirangi	Regular maintenance and repair work	8-Aug-23	7am - 7 pm = 1 Day

West Coast Road, Bends - Between Kauri Loop Road and Tui Crescent, Waitakere	Regular maintenance and repair work	9 - 10 August 2023	7am - 7 pm = 2 Days
Westridge Road - Between Kohu Road and End, Titirangi	Regular maintenance and repair work	8-Aug-23	7am - 7 pm = 1 Day
Huia Road (177 to 199)	Construction - Retaining Wall	17 July - 26 Aug 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs – Digout	1 - 2 August 2023	Day - Lane Closure - Stop/Go
Unity Road (Te Henga Road to End )	Preseal Repairs - Mill & Fill	31-Jul-23	Day - Lane Closure - Stop/Go
Crows Road (19 to 19)	Preseal Repairs - Mill & Fill	3 - 4 August 2023	Day - Lane Closure - Stop/Go
Coulter Road	Electrical Installation	16 - 17 Aug 2023	Day Shift Only
Waitakere Lane	Repairs to Structure	10 - 11 Aug 2023	Day Shift Only
Crows Road (19 to 19)	Preseal Repairs - Mill & Fill	3 - 4 Aug 2023	Day - Lane Closure - Stop/Go
Huia Road (177 to 199)	Construction - Retaining Wall	17 July - 26 Aug 2023	Day - Lane Closure - Stop/Go
Bethells Road Beach Access	Road Maintenance	31 July - 29 Aug 2023	Day Shift Only
Coulter Road	Electrical Installation	16 - 17 Aug 2023	Day Shift Only
Glenorchy Street (Brandon Street to Glenview Street)	Road Resurfacing - Asphalt Reseal (<500m2)	21 - 22 Aug 2023	Day - Lane Closure - Stop/Go
West Coast Road (Carter Road to Forest Hill Road )	Road Resurfacing - Asphalt Reseal	15 - 16 Aug 2023	Day - Lane Closure - Stop/Go
Metcalfe Road (177th to 143rd)	Construction - Footpath Renewal	14 - 22 Aug 2023	Day - Lane Closure - Stop/Go
Atkinson Road	Road Maintenance	24 - 25 Aug 2023	Night Shift Only
Norman Road (Titirangi)	Road Maintenance	24 - 25 Aug 2023	Night Shift Only
Godley Road (Titirangi)	Road Maintenance	20 - 24 Aug 2023	Night Shift Only

Huia Road (177 to 199)	Construction - Retaining Wall	14 - 26 Aug 2023	Day - Lane Closure - Stop/Go
Huia Road (306 to 306)	Preseal Repairs - Digout	18 - 21 Aug 2023	Day - Lane Closure - Stop/Go
Bethells Road Beach Access	Road Maintenance	31 July - 29 Aug 2023	Day Shift Only
Unity Road (Te Henga Rd to End )	Preseal Repairs - Mill & Fill	14 - 17 Aug 2023	Day - Lane Closure - Stop/Go

## Auckland Transport's Traffic Control Committee (TCC) report

Decisions of the TCC during the month of May – June 2023 affecting the Upper Harbour Local Board area are listed below:

DATE	STREET	REPORT TYPE	RESTRICTION	DECISION
19 May 2023	Swanson Road / Church Street	Permanent Traffic and Parking changes	No Stopping At All Times / Lanes / Lane Arrow Marking / Road Hump / Traffic Island / Flush Median / Footpath / Pedestrian Crossing / Bus Stop / Mobility Parking	<b>Approved with Conditions</b>
19 May 2023	Seymour Road	Permanent Traffic and Parking changes	No Stopping At All Times / Bus Stop / Road Hump / Traffic Island / Flush Median / Lanes / Lane Arrow Marking	<b>CARRIED</b>
29 June 2023	South Titirangi Road / Titirangi Road	Permanent Traffic and Parking changes	Lanes / Lane Arrow Marking / No Stopping At All Times / Traffic Island / Footpath / Give-Way Control / Flush Median / No Passing	<b>CARRIED</b>

## Road Safety Incidents in your Local Board area

The below table give the local board member information about the road safety incidents that have occurred in July 2023 for your information.

Waitakere Ranges - July 2023 - Serious Incident Closures and Deaths / Serious Injury										
ATOC/SCU	Incident Type	Day, Date, Time	Location	Collective Crashrisk & Road Type	Person killed or seriously injured	Death	Serious Injury	Local Board	Urban/Open	Speed Environment
SCU	Vehicle vs vehicle	Saturday 22 <sup>nd</sup> July 2023 17:15	Piha Road	Low Medium Primary Collector	Passengers x 2 Driver x 1	0	3	Waitakere Ranges	Urban	60kmh

## Local Board Transport Fund

There have been a few questions from local boards regarding the impact of the capital budget changes. In addition, I have had questions regarding what impact this will have on the Capital Transport Fund of the Local Board. As a result, I thought I would attempt to explain and hopefully it will be clear to everyone.

The current situation is that:

- This year's planned capital investment is 10.8% lower than the \$1.186 million originally outlined in the Regional Land Transport Plan (RLTP). AT's budget this year is \$ 1.058 billion.
- On 10 July 2023, at the Local Board Chair's Forum Auckland Transport's Chief Executive and Chief Financial Officer explained that this year the capital budget is constrained, and this means that there will be changes to the programme.
- AT is focussing on public transport, road maintenance and storm recovery so some projects or programmes will be unfunded or reduced.
- The LBTCF has \$ 7 million in the 23/24 budget, approved by the AT Board. This is a reduction from planned expenditure.
  - AT has a programme of LBTCF projects that are already underway from the previous financial year and that we are contracted to deliver (approx. \$ 13 million worth)
  - Within AT we currently applying for additional money from other sources within AT to 'make up' that \$13 million so that the \$ 7 million can be used on new projects.
  - If we can't then \$ 7 million will be used to complete projects carried over from FY2022/23. That money being technically prioritised i.e., the projects that more strictly contracted will get delivered first.

- 
- **We don't know exact impact on each board until the budget is confirmed at the end of August.**

We have gone to the Council's Transport and Infrastructure Committee; the next step will be AT Board approval. Soon confirmation will start to come through about which projects are and are not funded and what the impact will be on each local board.

At the workshop in September AT will talk through the options, budget available and support the Local Board with their decisions they need to make in regard to the funding.

An indicative budget of \$1,710,430m has been set for the 3-year term. The total cost of all of the projects on the long list is roughly \$1.91m which means that there is insufficient funding to proceed with all projects.

## Workshops held with the Waitakere Ranges Local Board

Auckland Transport have held the following workshops with the Local Board August 2023:

- Auckland Transport AT Update Report
- Recovery and Storm Update

## Local Board Consultation for Proposed Improvements

Consultation documents for the following proposals have been provided to the Waitakere Ranges Local Board for its feedback and are summarised below for information purposes only.

After consultation, Auckland Transport considers the feedback received and determines whether to proceed further with the proposal as consulted on or proceed with an amended proposal if changes are considered necessary:

### **METRO NORTHWESTERN BUS PACKAGE 1**

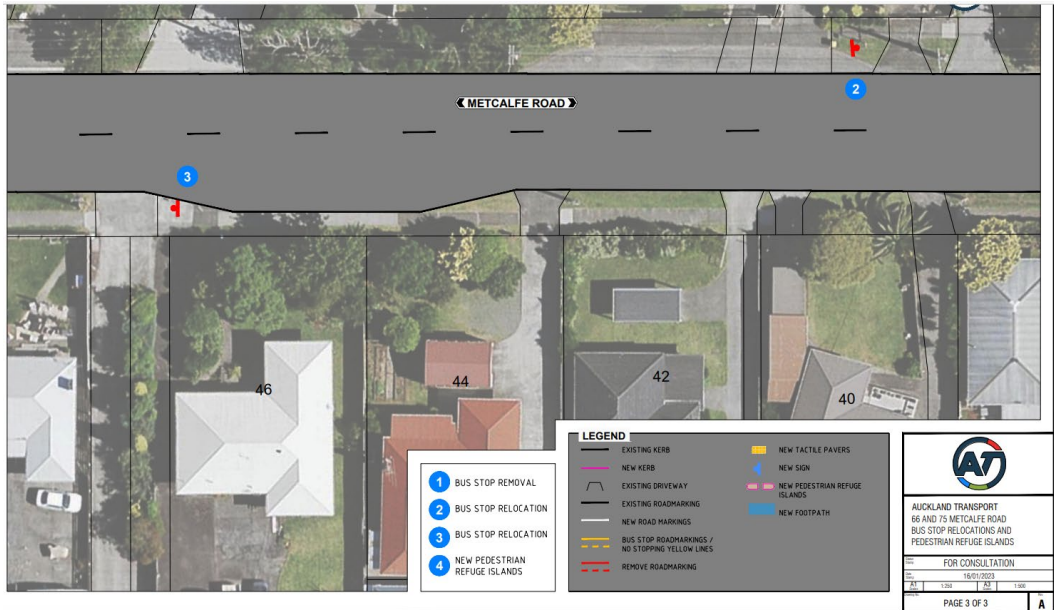
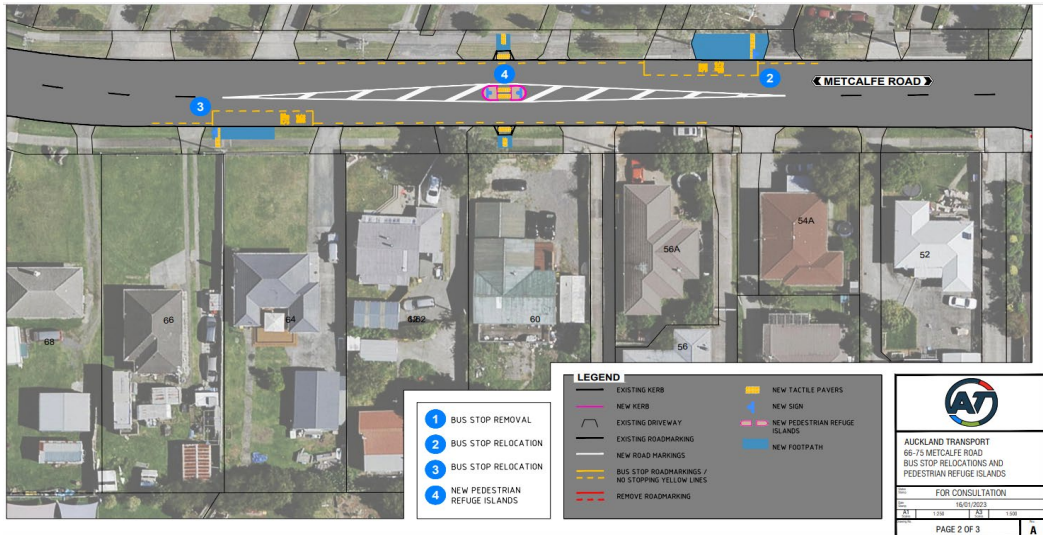
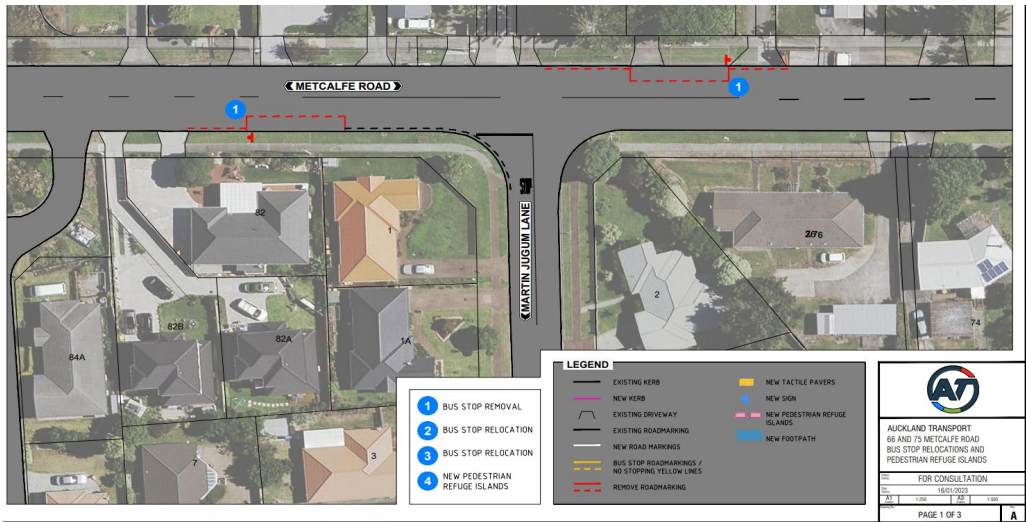
**Project Description:** Auckland Transport are proposing new bus routes and bus timetables in the North & West areas as part of the North-western bus improvements. This involves the installation of new bus infrastructure along new bus routes. It is proposed to install new bus stops along several sites in the Henderson-Massey Local Board area.

**Project Background:** The northwest region is growing. By 2046, it will have 37,000 new houses, 11,000 new jobs, and nearly triple the number of people travelling along the Northwestern Motorway (SH16). People living in the northwest have limited options for travelling to work, study, and social activities. As such, there are proposed improvements to bus services and bus infrastructure in the northwest region. As part of this project, we are improving bus infrastructure along new bus routes. The Northwestern Bus Improvements project will provide more reliable bus journeys, with improved connections both locally and into the city centre.

There is one Waitakere Ranges sites in this package:

- 66 Metcalfe Road – Loss of 8 on street parking spaces. Metcalf road has no parking on street parking restrictions. There are multiple options for parking and demand is moderate.





## MARINE PARADE SOUTH, PIHA - PARKING IMPROVEMENTS

We're improving the parking layout on Marine Parade South by:

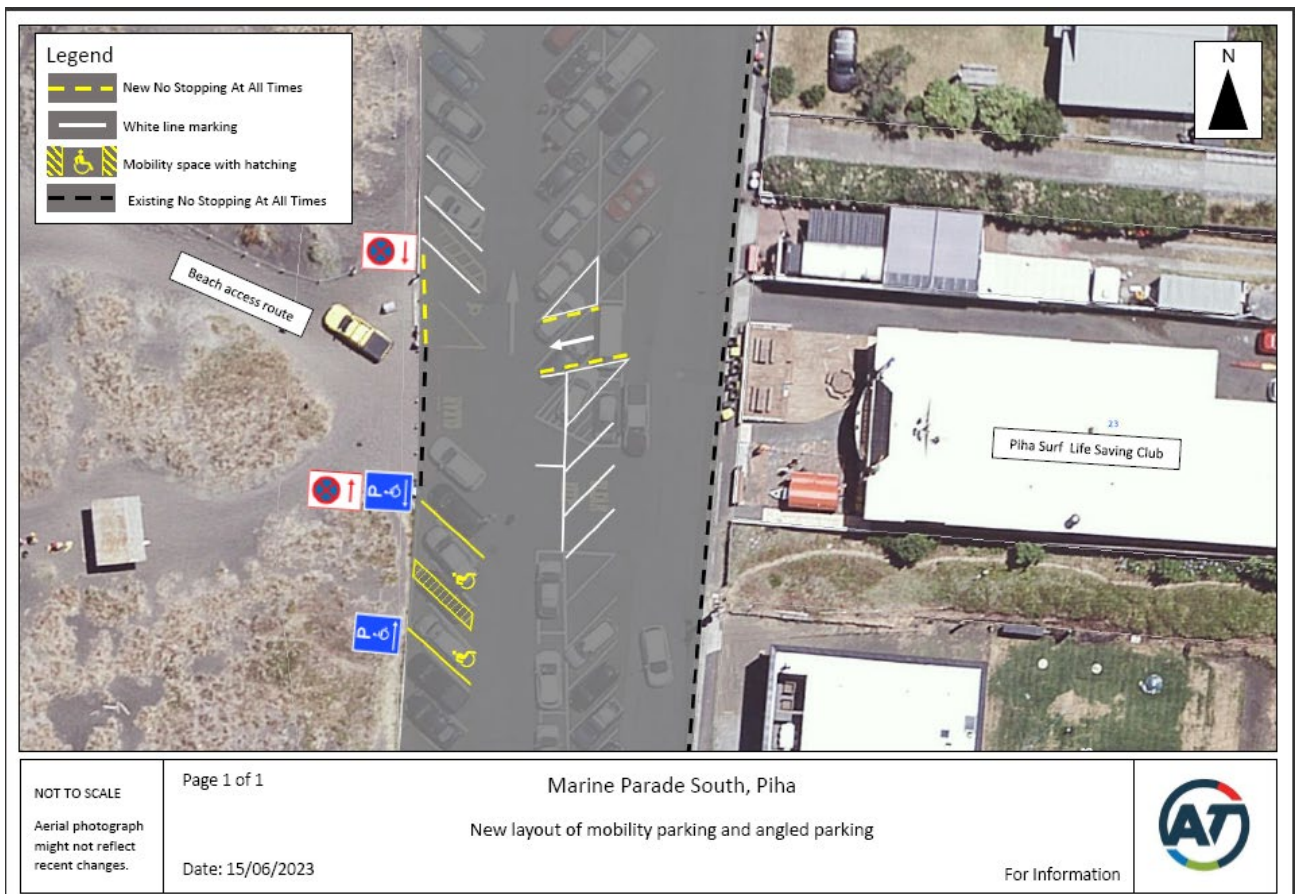
- Moving the location of the mobility parking to the other side of the beach walkway where the sand reaches the carpark and is less likely to cover the road markings.
- Creating a direct route for the rescue vehicles from the Piha Surf Life Saving Club (PSLSC) to the beach.
- Replacing the current route to the beach used by the PSLSC with parking spaces.

These changes will improve access to the beach for the Piha Surf Life Saving Club and ensure that the mobility spaces are visible.

These works are scheduled for October 2023.

Check the webpage for the most up to date information on this project:

<http://www.at.govt.nz/minorimprovements>



---

## ROAD MARKING CHANGES CONSULTATION - CANDIA ROAD, SWANSON

The property located at 41 Candia Road in Swanson has received consent to be developed into an Early Childhood Education Centre (ECEC). This ECEC development includes a new vehicle crossing to accommodate the movement of vehicles to and from the site.

As such, new road markings and signages have been installed on Candia Road in order to integrate the overall ECEC development into the wider road network. The traffic and parking controls have been designed through the Resource Consent and Engineering Plan Approval processes and are now going through the 'resolution of traffic and parking controls' process.

Additionally, Auckland Transport have reviewed the newly installed traffic and parking controls and are supportive of the changes.

By way of background, the 'resolution of traffic and parking controls' process is a formal process to legalise the road markings and controls within the road reserve. (i.e. the area between the property boundaries that includes the road carriageway). This is vital to ensure that the controls on the road are enforceable by the Police and Auckland Transport.

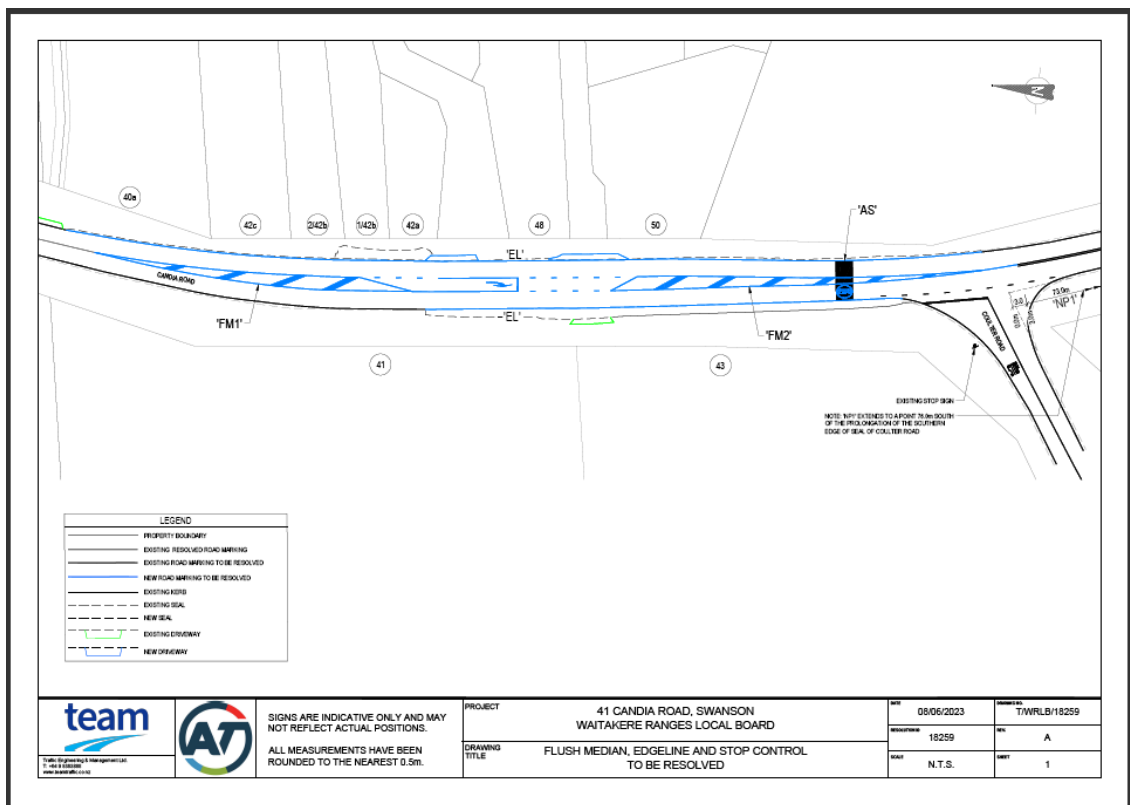
A description of the purpose of each control is provided below:

- **Edge Lines** – Labelled as **EL**.  
Edge lines are installed on both sides of Candia Road. The edge lines help guide drivers appropriately through the carriageway.
- **Flush Median and Right Turn Bay**- Labelled as **FM1** and **FM2**.  
Flush medians are provided on Candia Road to allow the safe and efficient operation of vehicles on the road. The inclusion of right turn bay also facilitates the vehicle turning to and from the ECEC development.
- **Non-Standard Road Marking** – Labelled as **AS**.  
A coloured paving band is provided across Candia Road, the purpose of which is to provide an advanced warning indicating the change in speed environment and is considered to be critical for the safety of all road users.
- **No Passing restriction** – Labelled as **NP1**.  
No-Passing restriction is pre-existing and is provided to the south of the Candia Road/Coulter Road intersection. The purpose of the No Passing restriction is used to prohibit overtaking to

### Next steps:

An important aspect of the resolution process is consultation with the Local Board. As such, we are seeking feedback from the Local Board relating to the ***new road marking and signage changes*** in order to complete the resolution process.

Please note, the scope of the resolution process is limited to the newly installed traffic and parking controls within the road reserve (i.e. the road markings that affect the moving and parked vehicles). Therefore, we are unable to address comments outside of this scope, such as the layout of the roads.

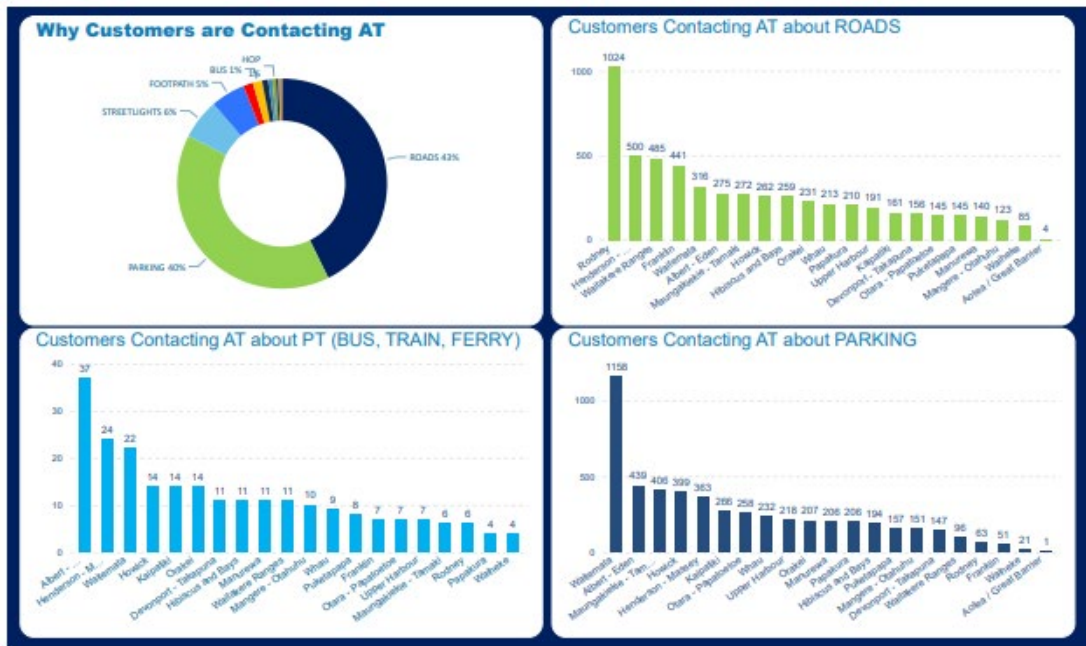


## Why Aucklanders contact Auckland Transport

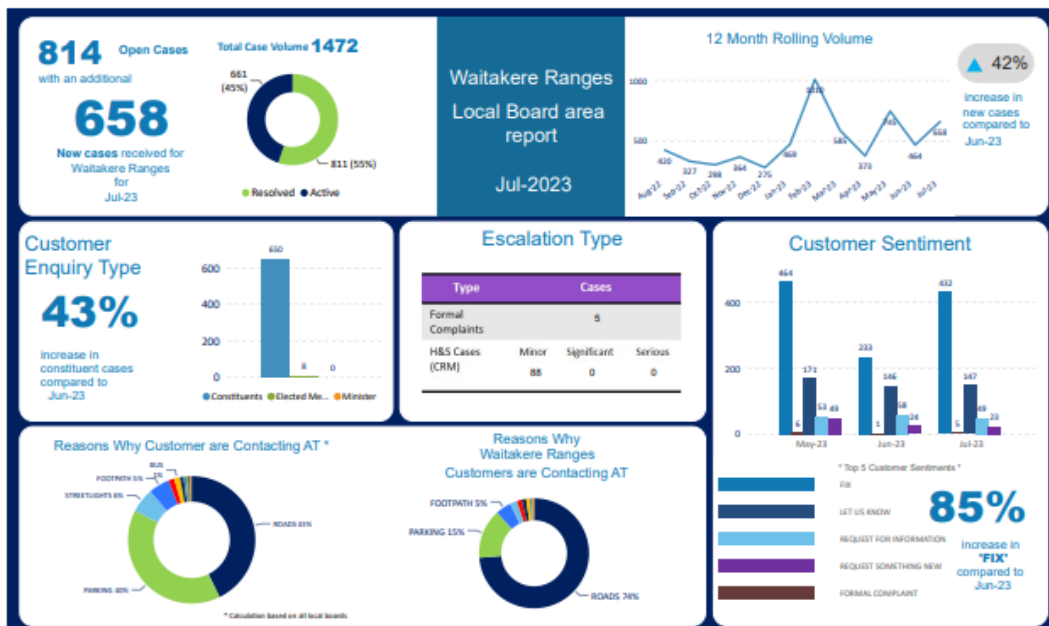
Below is a summary of the reasons why people are contacting Auckland Transport’s customer service teams across all of Auckland. The data is summarised by issue and by how key issues like parking effect all of Auckland’s local boards.

### Local customer activity

This section tells you what people are contacting Auckland Transport about this month in this area. It is to help decision-makers see trends and to inform their planning.



In July 2023, 658 Waitakere Ranges residents contacted Auckland Transport and their concerns are summarised below:



## Regional Project Updates:

The following are brief updates about projects in this area.

### UPCOMING CHANGES TO AUCKLAND'S FERRY NETWORK FROM 1 OCTOBER 2023

#### Executive Summary

---

Auckland currently has a shortage of qualified ferry crew. Auckland Transport (AT), Fullers360 and the NZ Government are working together to rectify the shortage to improve the reliability of Auckland's ferries.

Fullers360 have designed a Ferry Accelerated Training Programme to train local and international crew for our ferries and to get them out on the network as soon as possible.

Supporting this programme require a temporary reduction of some AT ferry services for a period of 14 to 18 months and removal of some service so Fullers can dedicate vessels and people to undertake this training programme.

Although this is inconvenient for customers the training programme will help to increase the frequency and reliability of ferry services across Auckland, during and after training.

### **Background**

1. Auckland's ferry network has experienced a decline in service reliability across several routes which has been escalated by workforce shortages and extensive training requirements to have new ferry staff operating.
2. A multi-stakeholder meeting was called by the Minister of Transport in March 2023 to discuss an action plan to support ferry reliability. This plan sets out the core issues affecting the delivery of ferry services in Auckland.
3. At this meeting the immediate, short-term response (0 to 2 years) that will be implemented by Fullers360 and AT to turn around the existing decline in reliability was agreed.
4. Accelerating training of crew is one aspect of a comprehensive workplan to improve ferry service reliability.
5. Fullers360 has been operating Birkenhead, Te Onewa Northcote Point and Bayswater ferry services on a short-term contract since 31 March 2023.

### **Impacted ferry services from 1 October 2023**

6. The Ferry Accelerated Training Programme will require the following modifications to the ferry services:
  - a. Gulf Harbour and Half Moon Ferry services will operate on a reduced timetable.
  - b. All Birkenhead, Te Onewa Northcote Point and Bayswater ferry services will be suspended until further notice.
  - c. Fullers360 will no longer operate Birkenhead, Te Onewa Northcote Point and Bayswater ferry services due to over-extending their current resources. AT was advised of this on 1 August 2023 and is currently looking at an alternative ferry operator and other options for affected customers.

### **Mitigating the impact**

7. Birkenhead, Te Onewa Northcote Point, and Bayswater
  - a. An alternative ferry operator and other transport options for affected customers are being explored.
  - b. Note that customers will be able to travel on the existing bus services:
    - **Birkenhead to Downtown:**  
Route 917 from Birkenhead Wharf connects to the high frequency bus routes at Highbury shops which travel to Downtown via Onewa Rd.
    - **Te Onewa Northcote Point to Downtown:**

---

Route 928 connects to the high frequency bus routes on Onewa Rd.

- **Bayswater to Downtown:**

Route 802 direct to Midtown (Peak only, Monday to Friday), or Route 801 to Akoranga Station where high frequency buses go to Downtown, Midtown and Ponsonby/Newmarket.

8. Gulf Harbour and Half Moon Bay

- a. Weekday peak commuter trips will be maintained.
- b. Trips during the following times will be suspended for 14 to 18 months:
  - Weekdays between 10am and 2pm (affecting 2-4 trips per day in each direction)
  - Weekdays after 8pm (affecting one trip per day in each direction and 3 on Fridays)
  - On weekends. Affecting 5-6 trips per day in each direction. This change affects Half Moon Bay only as Gulf Harbour does not have weekend ferry services.

Note that customers will be able to travel on the existing bus services and we are reviewing options to supplement the connectivity around the ferry terminals.

- **Half Moon Bay to Downtown:**

Route 734 to Pakuranga Rd and then Route 72X (Peak only, Monday to Friday) to Downtown or routes 72C or 72M to Panmure station to connect to route 70 or the train/rail replacement bus to Downtown.

- **Gulf Harbour to Downtown:**

Route 988 to Whangaparaoa Rd and then Routes 982 or 983 to Hibiscus Coast Station then NX1 to Downtown.

### **Informing stakeholders and customers**

9. Auckland Transport and Fullers will work together on communicating the changes, the reasons, and the long-term benefits of the Ferry Accelerated Training Programme.
10. An information campaign will follow with posters at affected ferry terminals, AT Ambassadors informing customers as they embark on the affected ferry services, social media posts, notifications on the AT Mobile app and further marketing activity.

A dedicated page on the AT website will be set up to keep people informed of changes and progress over the course of the 14–18-month programme.

## **PARKING TARIFF CHANGES**

### **Executive Summary**

Below is to inform you of the planned changes to Auckland Transport (AT) parking tariffs in the central region.

Council's Statement of Intent (SOI) directs AT to increase revenue and there is an immediate need to respond so this year, a region-wide parking tariff increase of \$1.00 will be implemented from 28 August 2023.

This is the first region-wide increase since Auckland Transport was incorporated in 2010 and will be followed in 2024 by a more detailed discussion about setting parking tariffs.

### **Discussion**

- 
1. Auckland Council's SOI charges AT with making significant reductions in operating costs, identifying cost savings, and increasing revenue. AT is required to follow this instruction and increasing parking tariffs will increase revenue.
  2. Further, Auckland Council recently endorsed AT's strategy for managing parking, *Room to Move*. In this strategy AT recommends delivering a new approach to parking price setting, comprised of an expanded local price review process, and a regionally consistent base price, split according to management tiers.
  3. On-street parking tariffs will consist of a regional component, and a local derived component that considers variations in town centre activities, communities, and operations.
  4. Regional prices will be set annually considering factors including inflation, utilisation, and overall AT strategy, and will check model impacts on revenue and compliance. This approach better reflects financial realities, accounts for different price setting considerations, and increases revenue.
  5. The new method for setting parking tariffs will start to be used in 2024 and will initially set prices for Tier 1, Tier 2, and Tier 3 areas (*larger town centres*).
  6. However, there is an immediate need to respond to the SOI so this year 2023, a region-wide parking tariff increase of \$1.00 will be implemented. This is the first region-wide increase since Auckland Transport was incorporated in 2010.
  7. Changes will be communicated via marketing, including a press ad, a social media campaign, and posters in car parking buildings and a media release.

### **Other Changes**

8. The Downtown carpark's maximum daily charge will be reduced from \$40 to \$24 per day, the afterhours and weekend flat fee will increase from \$10 to \$12, and the Waiheke Special tariff will increase from \$22 to \$29.

After a request from the Takapuna Business Association, AT will trial free weekend parking in the Toko Puia Car Park at for three months.

### **RAIL NETWORK REBUILD FUNDING AND NEXT STAGES**

Please note that you need to treat this as **confidential** information until this is publicly announced by kiwiRail.

#### **Purpose**

To provide an update on Rail Network Rebuild funding and the next stage(s).



---

## Summary

2. The Rail Network Rebuild is progressing well with Stage 1 reopened to trains on time on 20 March 2023, and Stage 2 beginning immediately afterwards.
3. Work in the completed areas required replacing more rock foundation than previously thought resulting in significant funding pressures along with general inflationary pressures.
4. KiwiRail is able to complete work currently underway on the Eastern Line (Stage 2).
5. An additional \$75 million in funding from Waka Kotahi will allow KiwiRail to continue with the next stage(s) until June 2024.
6. KiwiRail will be having discussions with Waka Kotahi and Ministers about further funding required to complete the Rail Network Rebuild.

## Context

### *Stage 1 and Stage 2*

7. KiwiRail's Rail Network Rebuild (RNR) is an essential upgrade of Auckland's rail network. When this work is finished and the City Rail Link (CRL) is open, Auckland will have more frequent trains and faster journeys.
8. KiwiRail, which owns and maintains the Auckland network, will complete this work in stages.
9. RNR is progressing well with Stage 1 (Southern Line between Ōtāhuhu and Newmarket, and the Onehunga Line) reopened to trains on time on 20 March 2023.
10. Stage 2 (Eastern Line between Ōtāhuhu and Britomart) began immediately afterwards.
11. Track was temporarily reinstated so Special Event trains could run for the FIFA Women's World Cup. On 16 August the track closed again so that Stage 2 work can continue. It is on schedule to be completed in January 2024.

### *Funding pressure*

12. One of the key focuses of RNR is replacing the formation, the compressed rock foundation that can be a metre under the tracks. The exact amount of formation that needs to be replaced and the amount of civil work required to achieve this was always subject to confirmation once physical works commenced and the below-ground condition could be fully determined.
13. The outcome of RNR work in the areas completed so far have resulted in more significant formation replacement than previously thought, which has resulted in significant funding pressure. At the same time, like other infrastructure projects in New Zealand, KiwiRail is working to manage general inflationary pressures.

---

### *Funding allocation*

14. With the \$330 million originally allocated for RNR, KiwiRail is able to complete the work currently underway on the Eastern Line (Stage 2).
15. KiwiRail has been having discussions with Waka Kotahi, and its Board has approved an additional \$75 million in funding. This will allow KiwiRail to continue with the next stage(s) of RNR until June 2024.

### *Next stage(s)*

16. KiwiRail is still working through specifics but the next stage(s) of RNR will likely be focussed on the Western Line, from Newmarket to Mt Albert or New Lynn. KiwiRail is in discussion with AT regarding the possibility of running some trains on this part of the Western Line while this work is underway.
17. KiwiRail also needs to do work around Papakura Station and on some parts of the Southern Line, south of Ōtāhuhu. KiwiRail and AT expect to publicly announce it – and the alternative public transport options that will be available when work is underway – later this year.
18. Once the next stage(s) are finished, KiwiRail will have largely completed upgrading the busiest part of the Auckland rail network:
  - Western Line: Newmarket to Mt Albert/New Lynn
  - Southern Line: Newmarket to Ōtāhuhu
  - Eastern Line: Britomart to Ōtāhuhu.
19. This work will see the track and drainage upgraded, making the lines more resilient and existing speed restrictions removed. It will mean more reliable services for commuters. Improvements to the track configuration will make maintenance easier, with much less disruption, in the future.

### *Further funding*

20. KiwiRail will be having discussions with Waka Kotahi and Ministers about further funding required to complete RNR. KiwiRail is still developing an exact understanding of those costs and information regarding timing is not available at this time.
21. KiwiRail still have a few years to undertake work on the outer parts of the Western Line and Southern Line. The section between Newmarket and Britomart is to be done after CRL begins operating, to enable alternative customer services to operate. It currently has very frequent services which will reduce significantly with CRL (work on this part of the network before the opening of CRL would result in significant customer disruption).

## **GOVERNMENT POLICY STATEMENT OF LAND TRANSPORT 2024**

The [Government Policy Statement on land transport 2024](#) is out for consultation. It outlines what the Government wants to achieve in land transport, and how it expects funding from the National Land Transport Fund (NLTF) to be allocated between types of activities (for example, roading, public transport and road safety) across the land transport system. Consultation closes 15 September 2023.

## AUCKLAND'S DRAFT SPEED MANAGEMENT PLAN OPEN FOR FEEDBACK

Auckland's draft speed management plan for 2024-27 - Katoa, Ka Ora - was open for public feedback until 28 August. The plan focuses on implementing safe speed limits around 358 schools, as well as in communities where there is support for change. Katoa, Ka Ora is Auckland Transport's (AT's) first speed management plan for Auckland. It's different from speed limit work done to date because it's under the new speed limit rule that was put in place in early 2022.

AT's Chief Executive Dean Kimpton says AT is determined that people should not be harmed as they move around Auckland. The speed management plan is a part of achieving that. Listening to Aucklanders and wanting to hear your thoughts about speed management as it's something that we know a lot of people are passionate about. Make sure you have your say on this vital plan as we work to keep all Aucklanders safe no matter how they travel. Aucklanders have long told us that they want their kids to feel safe getting to and from school, so this is a real focus of the plan.

Safe speeds calm down our roads, helping to create neighbourhoods where children, parents and communities feel safe to walk and cycle to school or around their local area. This helps all of us live more active, healthier lives, supporting improved physical and mental health. Currently the roads in our city are too dangerous. Every week in Tāmaki Makaurau 12 people have a death or serious injury on our roads from a collision. This is shocking because it is so preventable. As part of a comprehensive Vision Zero approach to road safety, the Katoa, Ka Ora proposals can prevent death and serious injury in Tāmaki Makaurau, and contribute towards an active, healthier future for all.

<p><b>Purpose</b></p>	<p>This campaign supports the Phase 4 Safe Speeds consultation through activity that creatively tells the “why” of safe speeds and aims to communicate the importance of safe speeds and the evidence/science behind the changes that AT have implemented to date.</p>
<p><b>What's happening?</b></p>	<p>Auckland has a road safety crisis:</p> <ul style="list-style-type: none"> <li>• Too many people die or are seriously injured when using the region's roads. NZ has roughly double the road deaths of Australia and one of the highest numbers of road fatalities in the OECD.</li> <li>• The historical default of 50km/h and 100km/h were not based on road type or the science of speed. These limits were set way back in the 1930s.</li> <li>• Two in three people that die are either walking, cycling, scooting, or motorcycling.</li> <li>• Evidence shows speed is factor in more than 70 per cent of crashes in New Zealand.</li> </ul> <p>Insights:</p> <ul style="list-style-type: none"> <li>• People were far more accepting of the changes to speeds once they understood the specific impact.</li> <li>• Drivers don't know the reasons speed limits are going down.</li> <li>• The findings here reinforce what we discovered in our Safety Around Schools research: The difference between driving at 50km and 30km improves the risk of death by 90%</li> <li>• This fact is more powerful than any creative.</li> </ul> <p><b>In collaboration with the marketing and safety team, we have taken a fact-based approach to show Aucklanders what the real numbers are behind the changes/proposed changes.</b></p>

---

## **CAMPAIGN INFORMER**

### **– SAFE SPEEDS**

**For more information, maps, and to have your say: <https://haveyoursay.at.govt.nz/kko>**

## **Fulton Hogan**

### **1.0 Bethells Road**

Slip remediation works started on the Bethells Road site on 14<sup>th</sup> August, so far, we have completed half of the soil nails on one of the slips sites and 2x sacrificial test nails on the other slip site, we are well on track with programme.

The full road closure where we have the road open by stop and go is set for 5-minute periods during the day seems to be working well both in terms of residents on the construction works.

We have worked with our other network users to ensure normal services are maintained and unaffected, these include the school bus, rubbish collection, postman and emergency services.



## 2.0 Scenic Drive RP0.75 (Huia Rd to woodland Park Rd)

The Options report for the slip site on Scenic Drive was submitted on 10 July 2023. The design and construction teams are working through the design and construction methodology. The steel universal column (UC) design has been accepted as the preferred design option and we are now progressing with preliminary design.

To ensure works are completed as quick and safe as possible the works will be completed under a full road closure. A road closure has been used on this section of road previously, with Woodland Park Road and Huia Road as the detour route. We are progressing with drafting of the TMP.

The section between the slips at between Huia Road and Woodland Park Road still need to be confirmed if any work will be happening here, this section is at risk of slipping in the short future with significant cracking in the footpath.

We have engaged Watercare to meet onsite to discuss the water services that run through the site.



## 3.0 Scenic Drive RP0.90 (Huia Rd to woodland Park Rd)

The Options report for the slip site between Huia Rd to woodland Park Road on Scenic Drive was submitted on 17 August 2023. As with the slip site between Huia Road and Woodland Park Road have been confirmed to proceed with preliminary design for a steel UC wall, this will align construction materials and resources between the 2 sites.

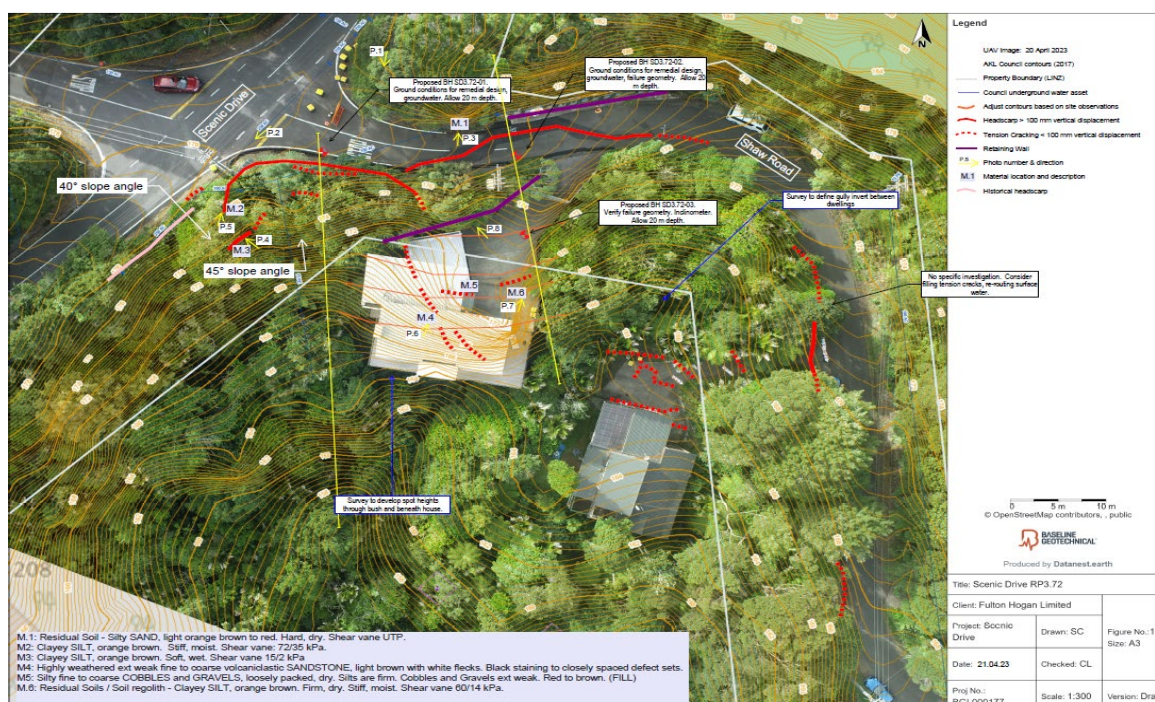
Both slip sites will be worked on concurrently under the same TTM closure with shared resource which will accelerate the programme completing the repairs quicker.



#### 4.0 Shaw Road / Scenic Drive Intersection

Contact has been made with the resident @ 204 Scenic Drive and approval granted to access their property to install the 1 x borehole that is located being their locked gate.

We currently have a work clash onsite with a Watercare Project on Scenic Drive, this is nearing completion, and we are hopeful that we will be able to get TMP approval to start works shortly.



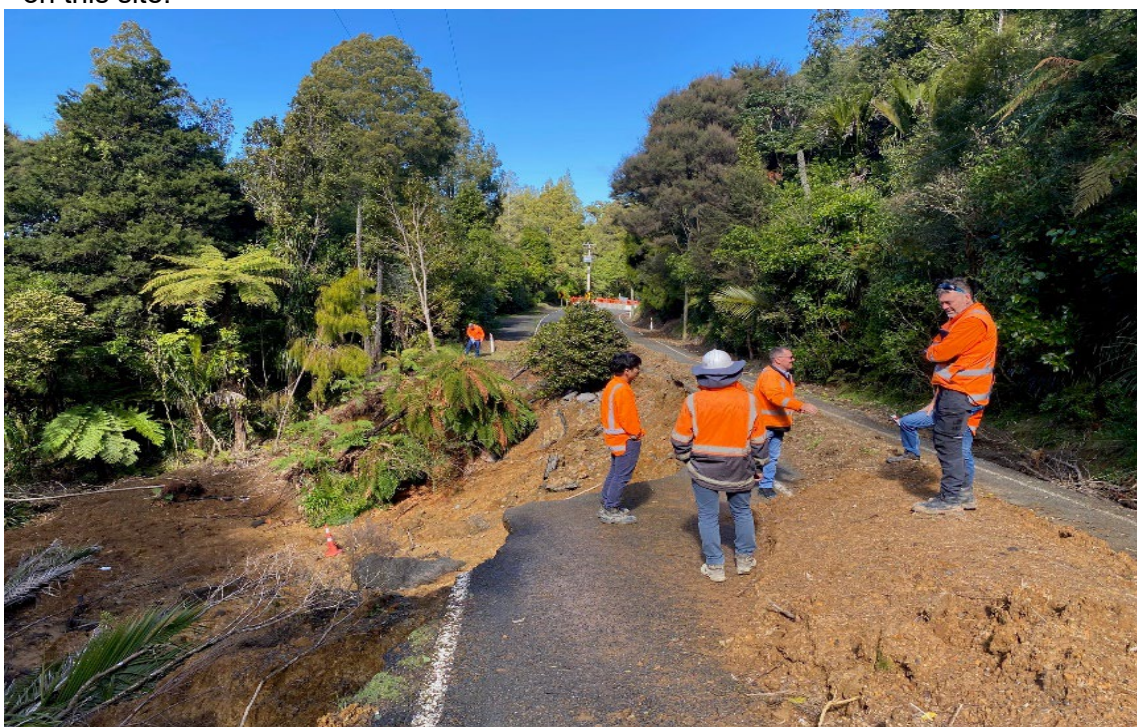
## 5.0 420 Scenic Drive

The Options report for the slip site located at 420 Scenic Drive was submitted on 17 August 2023. We are currently working on the ROC for a couple of the preferred design options. The two design options are:

- Reinforced Earth Wall
- Tied Back Steel UC soldier Pile wall

It is thought due to ground conditions that the steel UC wall will be the preferred option.

There have been some delays with preparing our options report as further investigation and ground analysis has been required due to the ground conditions which are very challenging on this site.



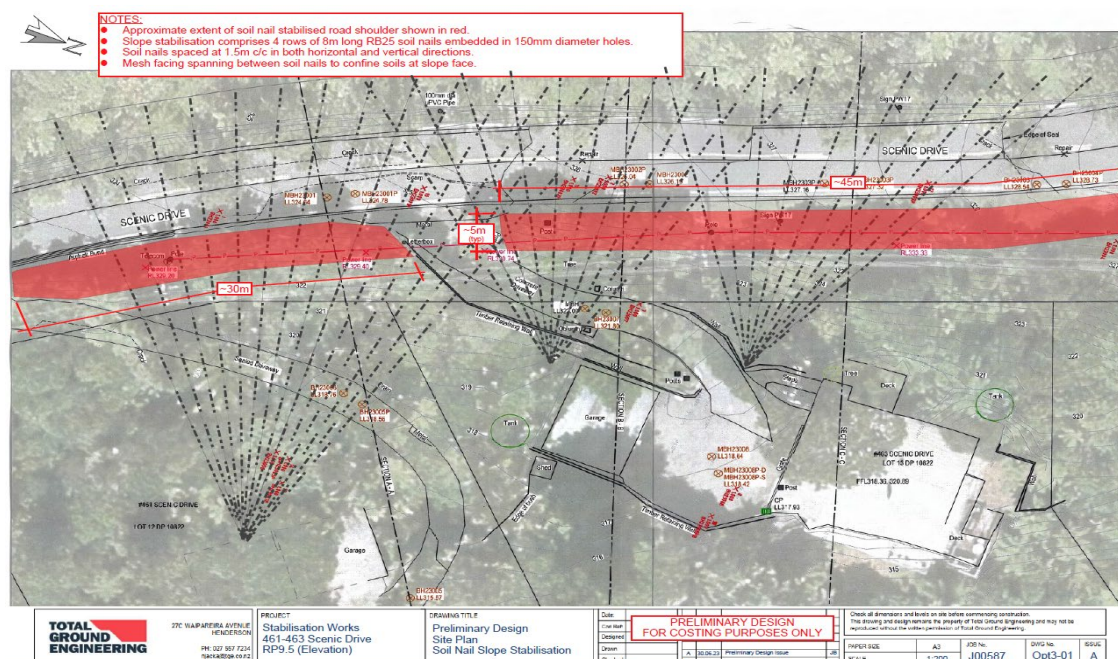
## 6.0 Scenic Drive (Elevation)

The Options Report for the slip site @ Elevation was submitted on 2 July 2023.

The long-term plan for this site is a cost-effective solution which will negate the need to build a costly retaining wall, our solution focuses on drainage solution whereby a series of fan drains are installed to reduce pore pressures from within the slip. In addition to this it is recommended a series of soil nails to stabilize the road pavement.

Residents that have properties within the slip site have been contacted and we are discussing the fan drain option with them.





### 7.0 600 Scenic Drive – (Near Mountain Road)

The feasibility report for the slip site located at 600 Scenic Drive was submitted on 12 May 2023 with soil nails as the preferred design solution.

We have now received approval to proceed with the design phase.



### 8.0 Scenic Drive North

The site at Scenic Drive North is similar to the Elevation site in that it is very large, deep, and therefore very complex and will be very costly to find a hard engineered design, its initially thought that the drainage solution whereby a series of fan drains are installed to reduce pore pressures from within the slip is the most suitable solution.

We have already started engaging with residents who have properties within the slip, when we have more detail, we will be meeting with the residents again and go through the options.

The options report is due to be submitted this week.

### 9.0 62 to 64 Te Henga Road

The feasibility report for the slip site between 62 and 64 Te Henga Road was submitted on 30 May 2023, due to low hanging overhead wires and complexity of ground conditions the design options are limited with geosynthetically confined soil wall being the recommended option.

Additional site investigation work is underway currently to determine if an alternative design solution is available. We should have a good idea by the end of this week if an alternative design is possible that won't impact the overhead wires.



### 10.0 Wairere Road 331

The feasibility report for the slip site located at 331 Wairere Road was submitted on 13 May 2023 with soil nails as the preferred design solution. We have now received approval to proceed with the design phase.



### **Karekare Road / Lone Kauri Road Clean Up Works**

The majority of the initial storm response work throughout the Lone Kauri Road / Karekare Road loop has been completed with just the last of the hydroseeding to be completed, this is programmed for this week.

Road Maintenance was handed back to Ventia on 8 August 2023.



### **Hydroseeding**

We have continued with a couple more rounds of hydroseeding with just the top end of Lone Kauri Road left to be completed, this is programmed for this week.

We are seeing good growth on all the other slip sites from rounds of hydroseeding





### Pohutukawa Glade

We have begun works to stabilize the slip material that is currently in the Pohutukawa Glade, the material has been deemed too wet to do anything at the moment so we will stabilize and look at this later in the year once its dries up with the weather conditions being more favourable.

The slip material has been covered in straw and grass seed, this will stabilize the site and minimise the runoff. As well as an asphalt bund being created at the entrance to stop any stormwater entering the slip site.

The site has been surveyed and the slip material quantified at 2,275m<sup>3</sup>. From this we have done some modelling and estimated that 1,852m<sup>3</sup> is required to level up the area to road level. This leaves approximately 422m<sup>3</sup> surplus that will need to be removed from site.

An arborist assessment has also been completed.

Once a long-term plan is confirmed with Auckland Transport, Auckland Council and Regional Parks a final design solution for Pohutukawa Glade will be developed. If the slip material is to stay it's expected that there will be surplus material that will need to be removed in order for it to be levelled out. Once removed there may be some additional pavement repairs on Karekare Road as a result of damage caused by the heavy trucks carting the slip material out.





### **Karekare Road**

A feasibility report was submitted on 29 May 2023 for the 2 x slip sites with soil nails as the preferred design solution. We have now received approval to proceed with the design phase. A guardrail will also be added to this design due to the road width and safety issue for the traffic.

The polythene sheeting has been removed as the site has been hydroseeded.

Temporary traffic lights have been installed and seem to be working well. A priority give way is not possible due to the length of the site and no sight distance.

We are proposing a road closure which will allow us to work on multiple sites through Karekare Road. The TMP for this is currently being finalized.

### **582 Karekare Road**

The slip site which is located on the inside of the corners has had a site visit completed with the design team to determine potential design solutions, it thought a mass block wall could be used here but further site investigation is needed to determine this.

Site investigation work has been completed to cut a bench to further determine what ground we are dealing with and if we have good ground to base the mass block foundation on. The site will then be left with the design team to carry out the detailed site investigation phase.



#### **141 Karekare Road**

A feasibility report was submitted on 26<sup>th</sup> July for the large slip site with soil nails as the preferred design solution. This is still being reviewed, we have not received approval to proceed with design.

The road retreat and asphalt surfacing has been completed.



#### **15.0 260 Karekare Road**

A feasibility report was submitted on 7<sup>th</sup> June for the slip sites with soil nails as the preferred design solution.

We have now received approval to proceed with the design phase.

#### **16.0 600 Lone Kauri Road**

The options report for this site at was submitted on 8<sup>th</sup> August with soil nails as the preferred design option. This is still being reviewed, we have not received approval to proceed with design.



### 17.0 Lone Kauri Road

The options report for this site was submitted on 12<sup>th</sup> June with soil nails as the preferred design option. We have now received approval to proceed with the design phase.

The polythene covering the under slip has recently been replaced.



When the road retreat was completed with created an overhang, this has been scaled but there is still an overhang and material continue to fall from the face of the cut. We are looking at a mesh drape solution and will include this in our design report.



## 20.0 170 Lone Kauri Road

The options report for this site was submitted on 27<sup>th</sup> July with soil nails as the preferred design option. This is still being reviewed, we have not received approval to proceed with design.

Due to the road conditions a guardrail will be required for this site.



## 418 Titirangi Road

Slip Repair works at 418 Titirangi Road have been put on hold for now, due to a design review.

Works left to do are:

- Light pole installation
- Footpath pouring



- Handrail installation



## 2.0 150 Woodlands Park

Removed polystyrene cover to undertake further soil testing and evaluate the extend of the slip in late August.

Watermain pipe locating taking place from early September.



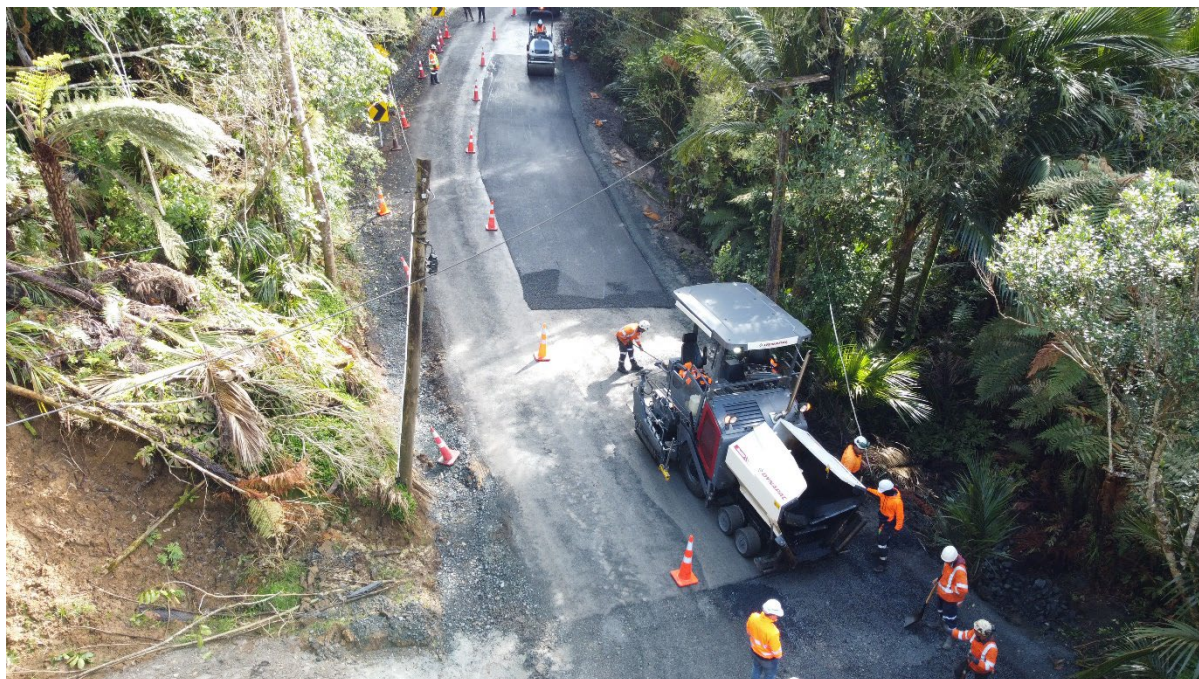
### **9 Takahe Road**

Additional site investigation took place Friday 18<sup>th</sup> September to determine on the constructability preliminary design. Additional survey of the site was completed on Friday 25<sup>th</sup> September, which has been passed onto the design team for review.

### **Scenic Drive**

Significant progress has been made on the 10 slip sites on Scenic Drive between Shaw Road and West Coast Roads. Another four sites have now been completed in August.

## 408 Scenic Drive | Site 10



The road had cracked and dropped due to the cyclone and significant weather events. During site investigations it became evident that a spring was present beneath the road, leading to considerable water-related problems. Furthermore, the site had become saturated exacerbating the issue due to inadequate drainage.

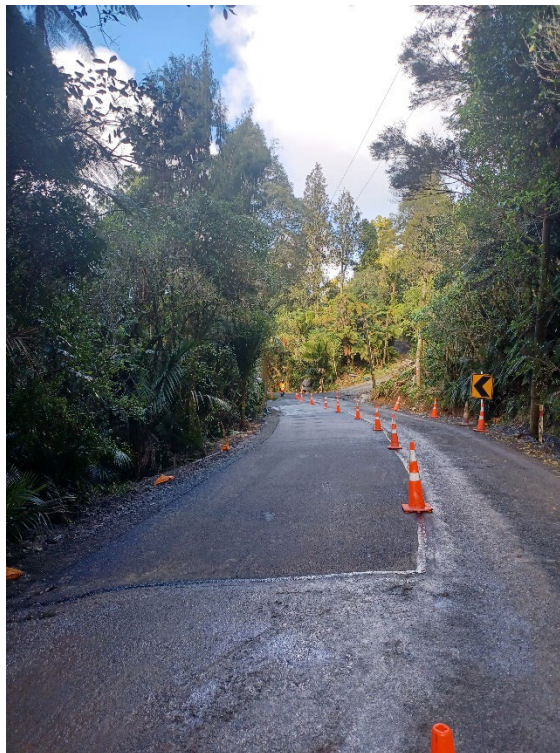
Our Ventia team successfully addressed these concerns by implementing effective drainage systems and pavement repair. We have now completed the construction of the road pavement and drainage to a superior standard, ensuring safety and convenience for all residents and the community.

408 Scenic Drive has now successfully completed.

### 408 Scenic Drive Pavement repairs



Before



After

### 408 Scenic Drive Drainage repairs



## 1.2 288 Scenic Drive |

The comprehensive reconstruction of Sites 4 and 5 marks the full restoration of the road, enabling access to the visitor centre and adjacent walking tracks. (For information on the availability of specific tracks, please refer to Auckland Council).

### 1.2.1 Site 4 & 5 in construction images



## 1.2.2 Site 4 & 5 Before and after images

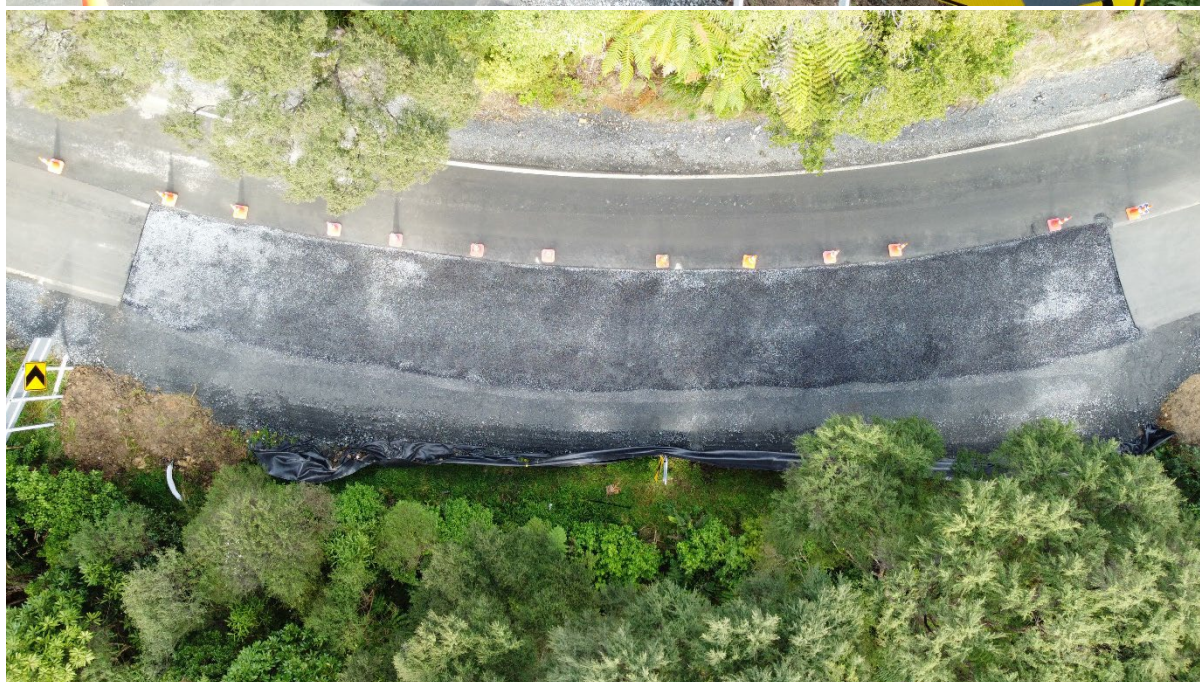


*Before*

*After*

After the storm events, the road had cracked and caused a shoulder failure. We initially installed a bund so that the water wouldn't get into the cracks. Then once the design was approved, we completed the installation of a retaining wall and pavement digout. Pavement repair is now completed.

### 1.3 Scenic Drive Site 7 RP 6.679 (approx. 1.4km after the visitor centre)



A significant road shoulder failure occurred on a sharp bend, posing a hazard to drivers. However, we have now addressed this issue by completing pavement and surfacing works. Additionally, the drains have been cleared and the road is now safe and free from potential hazards for the driving public.

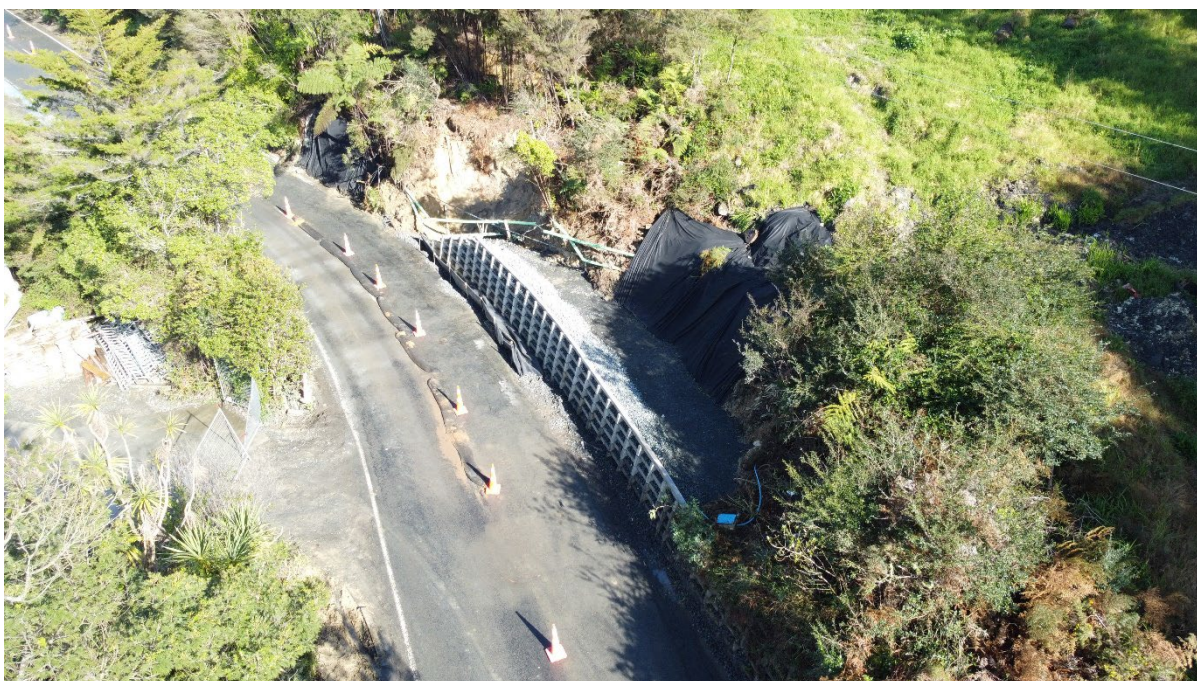
## 2. 93 Chamberlain Road



On Chamberlain Road, the crib wall has now been partially replaced. The remaining material to be excavated has a risk of causing the power pole within the slip area to slip further. Discussions are under way with Vector to determine the most effective solution for the power pole and how to proceed with the remaining construction.







2.1.1 Chamberlain Road images

### 231 Huia Rd Footpath repair and Road shoulder repair

Work has commenced on the site where a significant issue arose. The footpath collapsed as a result of the stream eroding the bank adjacent to the road.



## Maintenance Storm Works

In August, we had a couple of sites request for new polythene cover to be installed at the under slips at Gum Rd and Tasman View Rd. There were also a few sites reported to have damaged polythene requiring repairs at Piha Rd and Warner Park Rd. Hydroseeding is needed on these over slips and under slips however, it is currently not the right time for it due to the weather. Our best option is to keep it covered as much as possible until the semi-permanent and permanent repairs is done.



Gum Rd- new polythene cover installed.



Tasman View Rd- new polythene cover installed.





Warner Park Rd polythene repair.

## 5. Upcoming works

Works has been approved by AT for scour repairs at two locations in Huia Rd and is programmed for September.



One of two Huia Rd sites with exposed services and work planned for September.

Hand clearing is also planned to start in September where a hand clearing crew and a mulcher will be picking up debris and mulching vegetation along Scenic Dr. At the same time, cross culverts and inlet and outlet of driveway will be inspected, install culvert marker posts where required, hand clean the inlets and outlets and report of any further works required i.e machine clearing, flushing, repair, upgrade or renew.

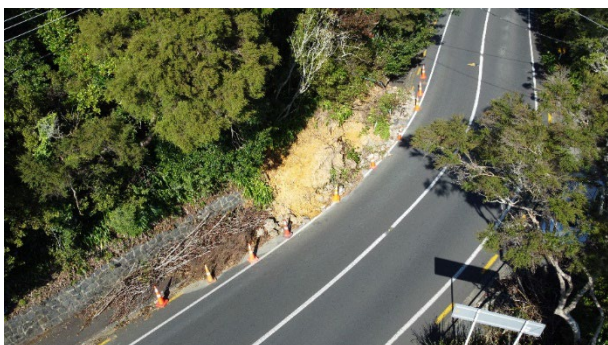


Hand clearing scope for Scenic Dr.

## 5.1 Mountain Road and Godley Road

118 Mountain Road (RP 650 700) and 208 Godley Road stonewall to be repaired.

Mountain Road



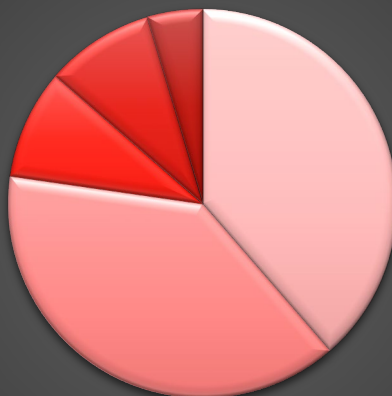
Godley Road



## 6. Designs

13 additional sites were added to Ventia's list of repairs in August. These have been scoped and possible solutions identified for each. Program status of the 88 sites remaining to be repaired:

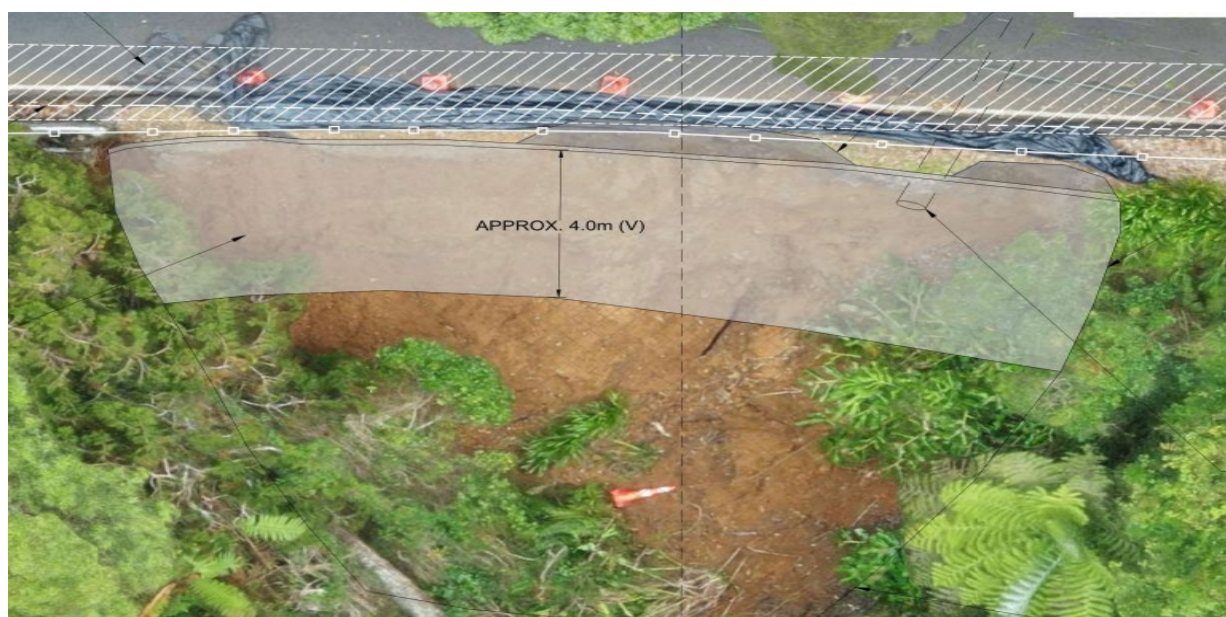
## Storm Rebuild Program



■ Site Investigations (34) ■ Reviewing Options (34) ■ Design (8) ■ Pricing (8) ■ Construction (4)

### Update for the high priority roads:

**Mountain Road** – 10 sites identified, designs completed on 3 sites, designs underway for another 3 locations. Below: #175 Mountain Rd Design Plan – Shotcrete, grid and soil nails.



**Huia Road** – 14 sites identified (7 over slips & 7 under slips), 11 are being assessed for options, 1 design starting in late August, 1 started construction on August 1 completed.

**Scenic Drive (Shaw Rd – West Coast Rd)** – 12 additional sites identified, 5 being assessed for options, 7 sites completed.



*Scenic Drive Site #6 - 1.2 km past Arataki Visitor Centre*