

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, 9 March 2023, commencing at 9.30am.

PRESENT

Chairperson: Greg Presland
Members: Michelle Clayton
Mark Allen
Sandra Coney (*from 10.15am*)
Linda Potauaine
Liz Manley

Apologies:
Also present: Adam Milina, Darshita Shah, Brett Lane, Natasha Yapp and Nataly Anchicoque

Workshop Item	Summary of Discussions
Business Improvement District (BID) policy follow-up session Gary Holmes, BID Manager Natasha McDowall, CEO of TAEL Solutions Limited 9.30am – 10.15am	Board members received further information on BID's future projects and events.
Waitākere Ranges regional park and track network update Scott De Silva, Manager Regional Parks Reg Phillips, Western Principal Ranger 10.15am-11.00am	Board members updated on the impact of the recent storms and flooding on the Waitākere Ranges regional park and its track network.
Shoreline Adaption Plan Hana Perry, Relationship Advisor Lara Clarke, Principal Coastal Adaptation Specialist 11.15am – 12.00pm	Board members updated on the upcoming Shoreline Adaption Plans for Manukau Harbour.

<p>Local Board Capital Transport Fund Brett Lane, Senior Local Board Advisor 12.00pm – 12.45pm</p>	<p>Staff led discussion on the list of candidate projects to help the Board resolve the allocation of funds of the Local Board Capital Transport Fund.</p>
<p>Auckland Transport monthly update Claire Dixon, Community Transport Manager Owena Schuster, Elected Member Relationship Partner Bernard Sheary, Principal Project Manager - Central East 1.30pm – 2.37pm</p>	<p>Auckland Transport staff updated the Board on the current work being carried out including the flood response in the Wāitakere Ranges local board area.</p>

The workshop concluded at 2.37pm

Cyclone Gabrielle – Waitakere Local Board

Regional Parks Impacts

Regional Overview –following the event

- All campgrounds remained closed
- Baches and lodges were inspected and occupants contacted
- Following parks were closed: Te Rau Puriri, Waitakere Ranges, Muriwai, Tawharanui, Atiu Creek, Hunua West – Hunua Falls
- Staff movements were restricted due to
- Arataki VC and operations closed
- A number of staff deployed to AEM prior to and following the event.

Northern Parks - specific issues

Shakespear Campground Flooded

Slips on Coastal Track – Long Bay

Numerous slips – Te Muri

Restricted access to Te Arai, Atiu and Pakiri due to slips

Power outage – Wenderholm, Tawharanui

Southern Parks – specific issues

No access to Awhitu

Power outage - Western Hunua

Flooding – Hunua Falls carpark and toilet

100km of tracks required checking to assess damage

Lower Mangatawhiri Bridge





Western Parks - specific issues

The western parks and communities were hit particularly hard.

Following the event, the following areas were inaccessible - Piha, Arataki, Karekare, Bethells & Whatipu

The parks was closed to the public due to access and damage.

Extensive damage to west coast communities with properties damages at Muriwai, Piha and Karekare

Cordons and access restrictions in place to manage access

Arataki VC closed due to access restrictions – pending closure likely to June



Marawhara



Tasman View Track



Zig Zag Track







Next Steps

- Working on a recovery program for regional parks – priorities, timeframes
- Review the track network – linkages and connections
- Restoring critical infrastructure such as water, power, carparking, signage prior to re-opening.
- Working with isolated communities on impacts and recovery

Shoreline Adaptation Plans: Manukau Harbour North

Waitakere Local Board Workshop - 9th March 2023



Shoreline Adaptation Plans

Today's workshop

Purpose: introduce the Shoreline Adaptation programme, provide a high level understanding of the SAP development process and the Local Boards role in the SAP Plan development.

Who are we?

1. **What are Shoreline Adaptation Plans**
2. **The SAP area plan development process**
3. **Local Board Inputs**





What are Shoreline Adaptation Plans?



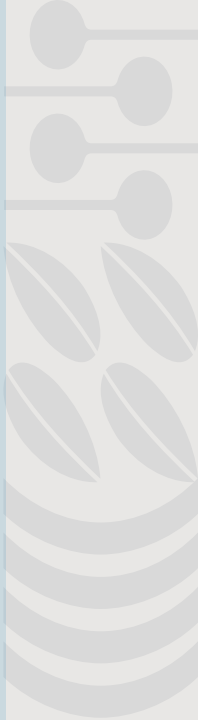
Meet the Team

Resilient Land & Coasts

Healthy Waters

Customer & Community
Services

Heritage, Plans and
Places



Shoreline Adaptation Plans: Purpose & Scope

- Direct **operational post-storm responses**.
- Identify preferred options for **Coastal Renewals**.
- Supports **Coastal Asset Management Plans**.
- Inform **future funding requirements**.

Purpose:

Sustainable coastal management

Support strategic & holistic decision making for land & assets

Scope:

Council Owned Land & Assets +
Coastal erosion, inundation and catchment flooding (+SLR)

Living documents

First generation of **non-statutory** plans

Foundation for Dynamic Adaptive Planning



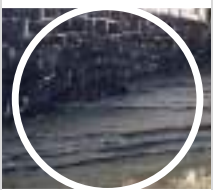
Shoreline Adaptation Plans: Purpose & Scope

Land and assets on or near the coast:

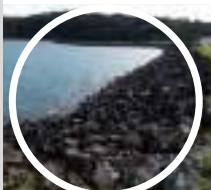
- Includes all managed beaches, esplanade reserves, and regional and local parks
- Buildings, structures and infrastructure in parks; including buildings, pathways, playgrounds
- Coastal structures; accessways, wharves, boat ramps, sea walls
- Roads, cycleways, bridges and other AT assets
- Potable water, wastewater and stormwater assets and supporting infrastructure



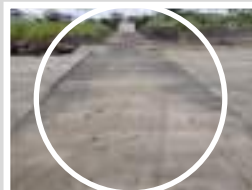
Seawalls



Revetments



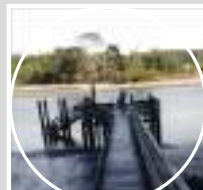
Boat ramps



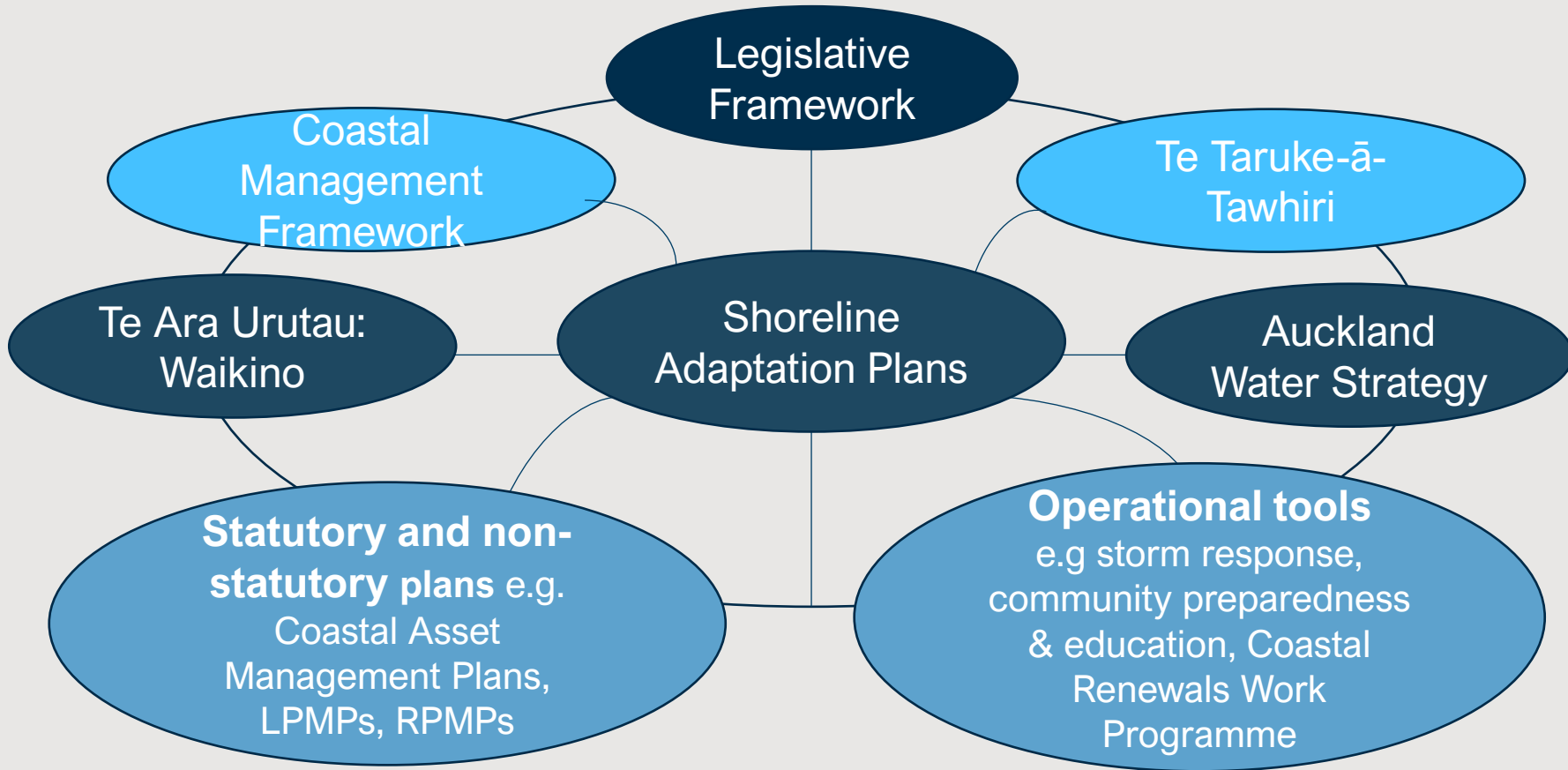
Coastal stairways



Wharves



Shoreline Adaptation Plans: Integration and implementation



I&ES
P&CF
CSO
APSR
CSP
P&P
AEM





Discussion

Questions & matters for the parking lot?



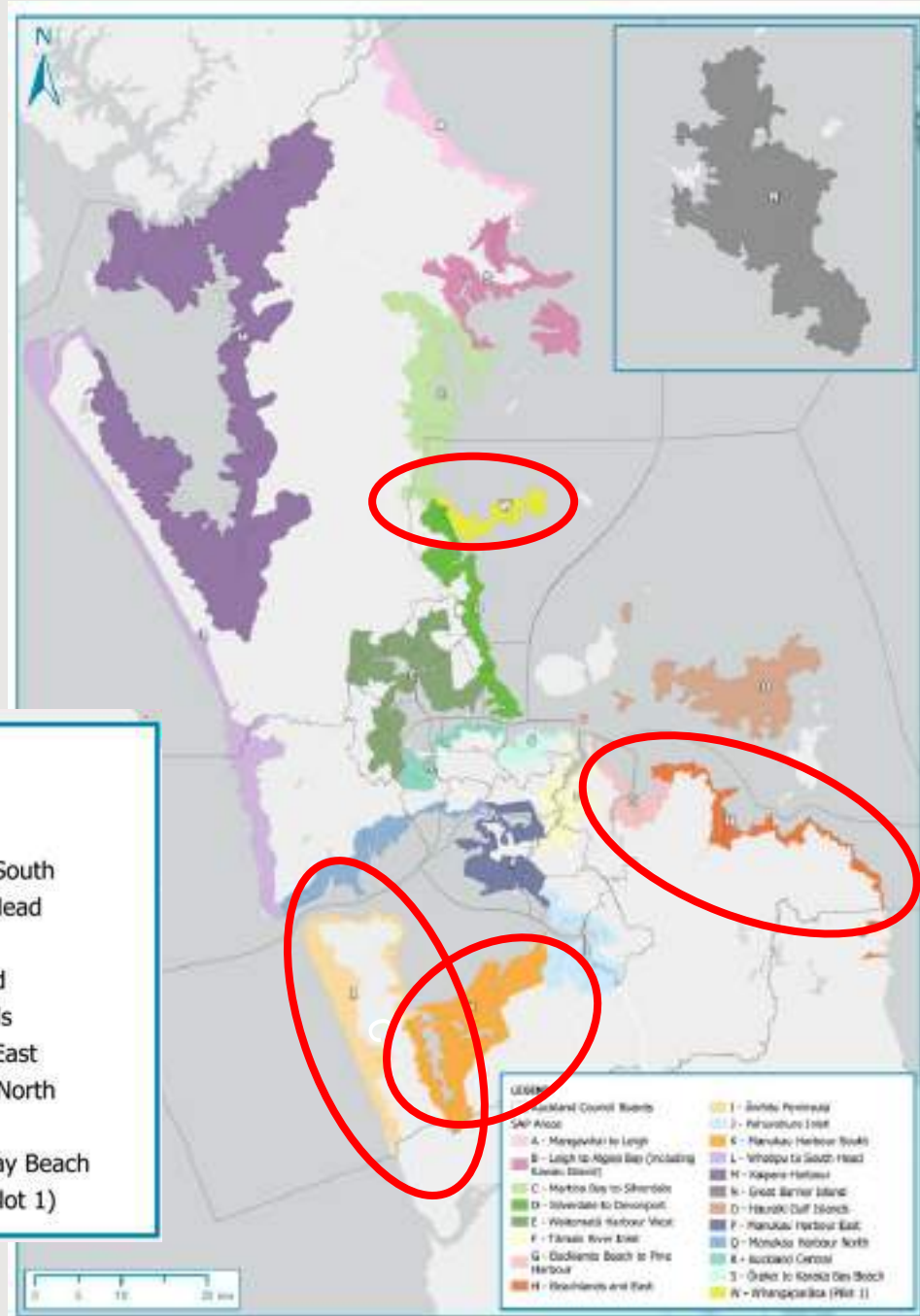
The SAP Area Plan development process

20 Area Plans: Manukau Harbour North



Shoreline Adaptation Plans: Purpose & Scope

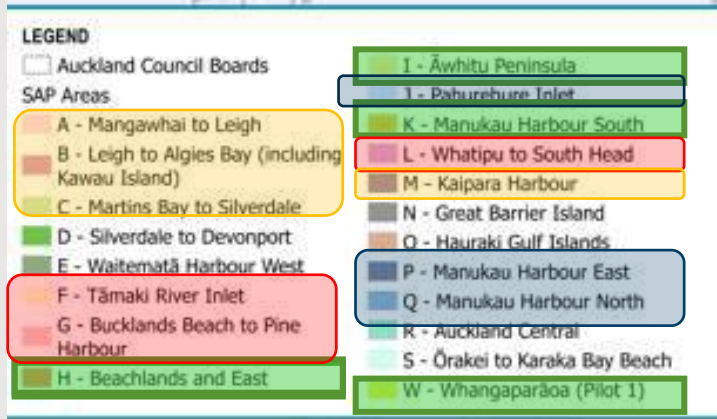
- Regional approach
- 20 area plans
- Work programme 2021-2025



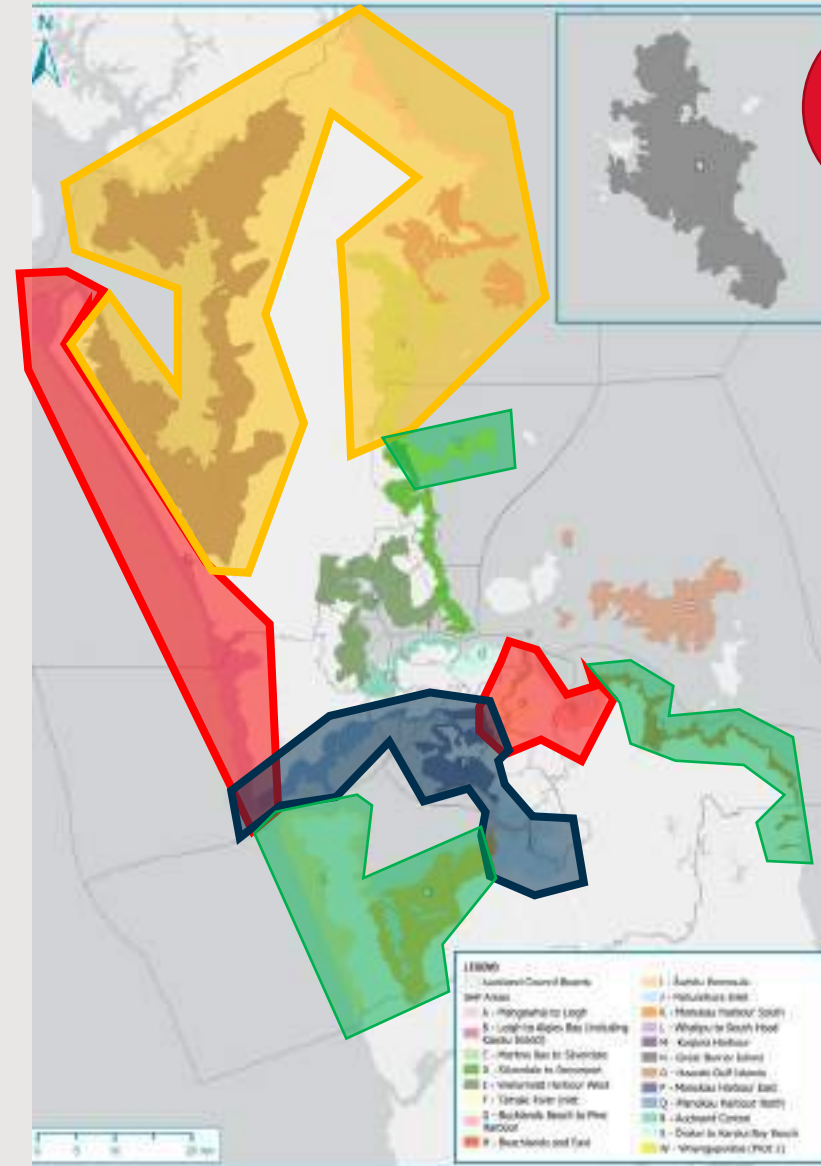
LEGEND	
Auckland Council Boards	
SAP Areas	
A - Mangawhai to Leigh	I - Āwhitu Peninsula
B - Leigh to Algies Bay (including Kawau Island)	J - Pahurehure Inlet
C - Martins Bay to Silverdale	K - Manukau Harbour South
D - Silverdale to Devonport	L - Whatipu to South Head
E - Waitematā Harbour West	M - Kaipara Harbour
F - Tāmaki River Inlet	N - Great Barrier Island
G - Bucklands Beach to Pine Harbour	O - Hauraki Gulf Islands
H - Beachlands and East	P - Manukau Harbour East
	Q - Manukau Harbour North
	R - Auckland Central
	S - Ōrakei to Karaka Bay Beach
	W - Whangaparāoa (Pilot 1)



Regional sequence of SAP Areas



- 2023 March-Sept:** Pahurehure Inlet, Manukau East, Manukau North
- 2023/24 Sept- Feb:** Whatipu to South Head, Bucklands Beach to Pine Harbour and Tamaki River Inlet
- 2024 Feb- June:** Kaipara Harbour, Mangawhai to Leigh, Leigh to Algies Bay, Martins Bay to Silverdale



Programme updates



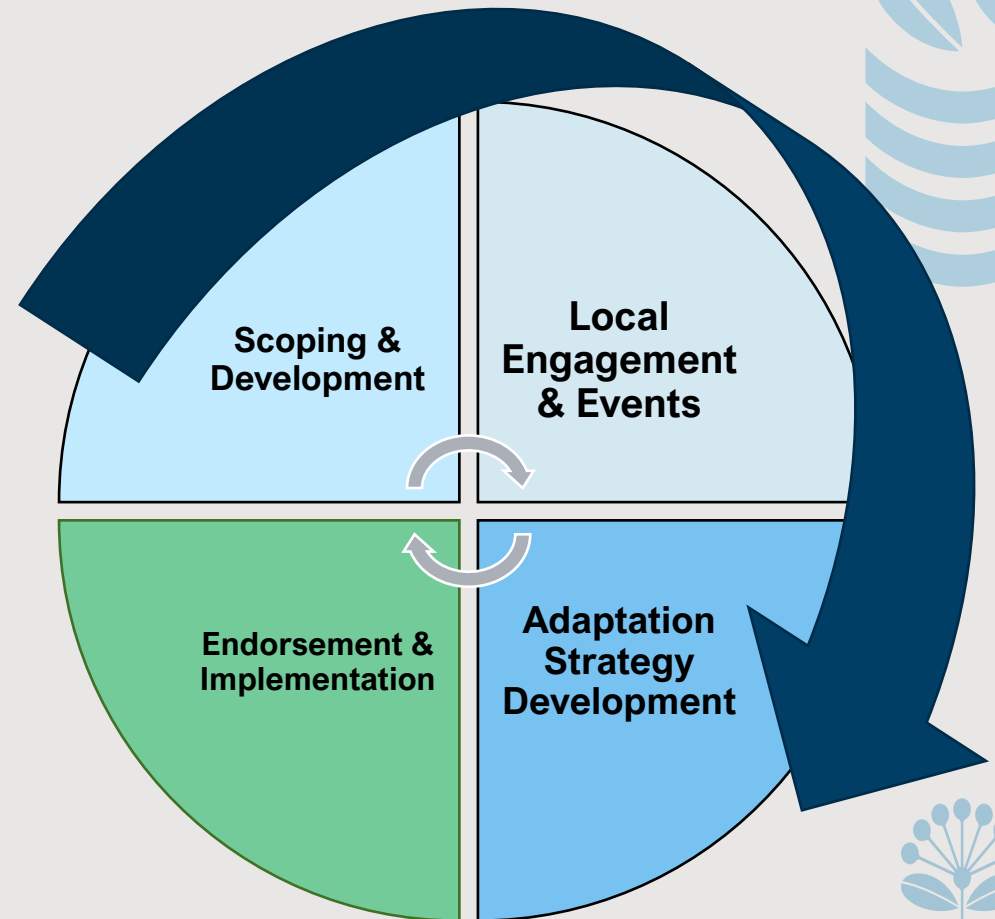
Shoreline Adaptation Plans: Process & Outputs

Outputs:

- SAP Area Plans: unique context, iwi values, community objectives
- Adaptation strategies for each coastal area (Unit/Stretch) over 3 timeframes:
 - Short (0- 20 years)
 - Medium (20-60 years)
 - Long Term (60+)



Process:



Technical Workstream



What is happening?

What matters most?

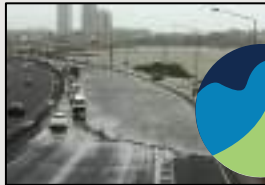
Location/
Setting

Hazards and
climate
change

Elements at
risk

Risk
Assessment

Coastal
inundation



Coastal
erosion



Rainfall
Flooding



Understanding how coastal assets will be impacted by coastal hazards, helps inform future management strategies.

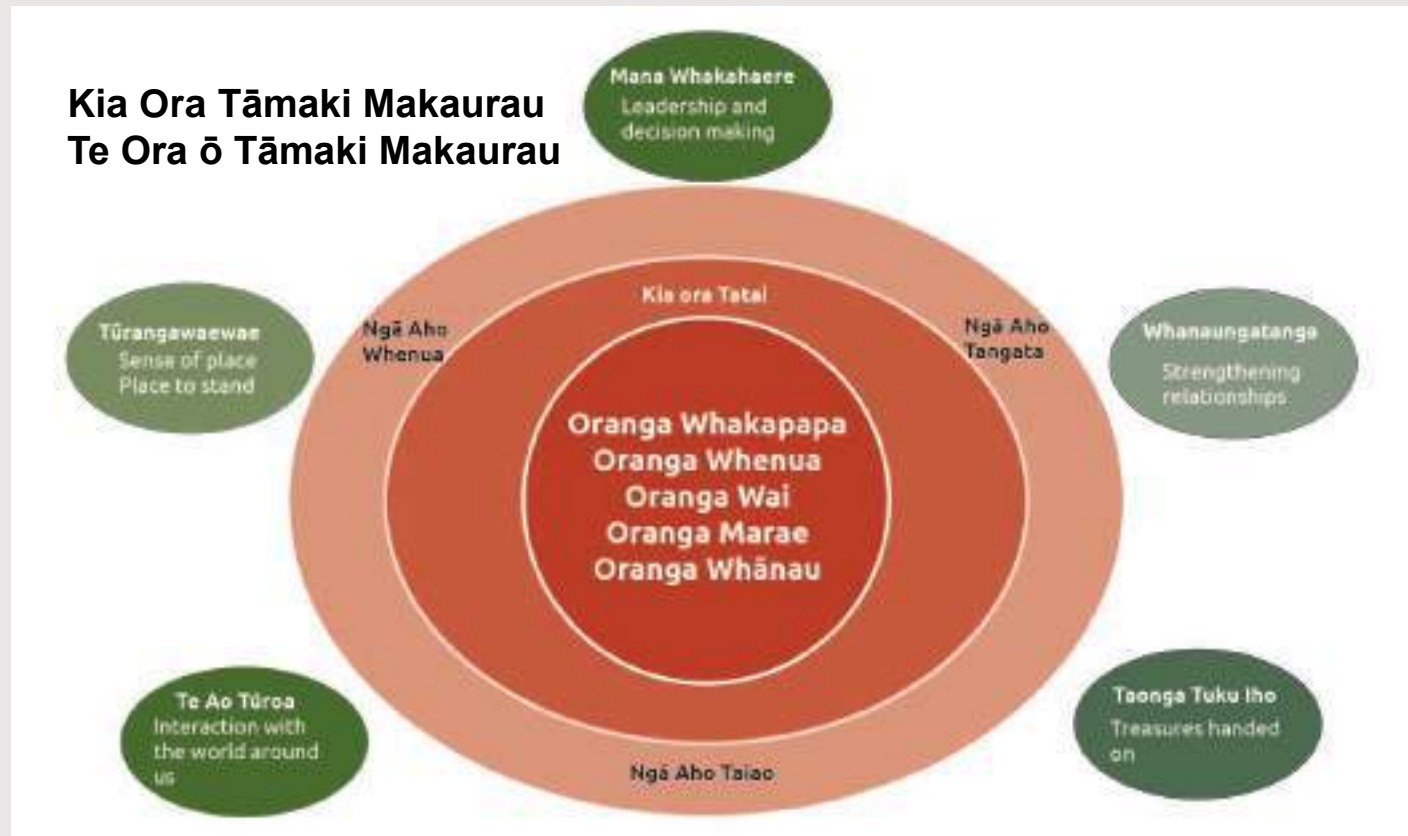
Hazard + (Exposed x Vulnerability) = RISK



Mana Whenua Engagement Workstream

The work programme includes:

- Regional discussions with the I&ES Mana Whenua Forum
- Local iwi engagement on each area based plan
- Governance discussions with Te Pou Taiao



Mana Whenua Engagement Workstream

I&ES Mana Whenua Forum: Guiding Principles (2021)

1. Responsive to iwi management plan(s)
2. Accept reversal of infrastructure to rectify hazard issues
3. Naturalise, let nature take its course
4. Look at emissions as well (if any)
5. Whenua concepts are written up and understood by all in plans
6. Protect koiora (biodiversity) and traditional mahinga kai (fish stocks, kaimoana)
7. Protect heritage where possible



Community Workstream

What is happening?

- Community memory
- Supporting Reports
- Community Values engagement

What matters most?

- Community Values engagement
- Development of community objectives



Community Workstream



Heritage



Culture



Family



Leisure



Exercise

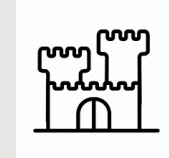


Facilities



What do we mean by **value**?

- How do communities **engage** with the coast?



- Areas that are **significant** to the community, their well-being, heritage, and/or culture



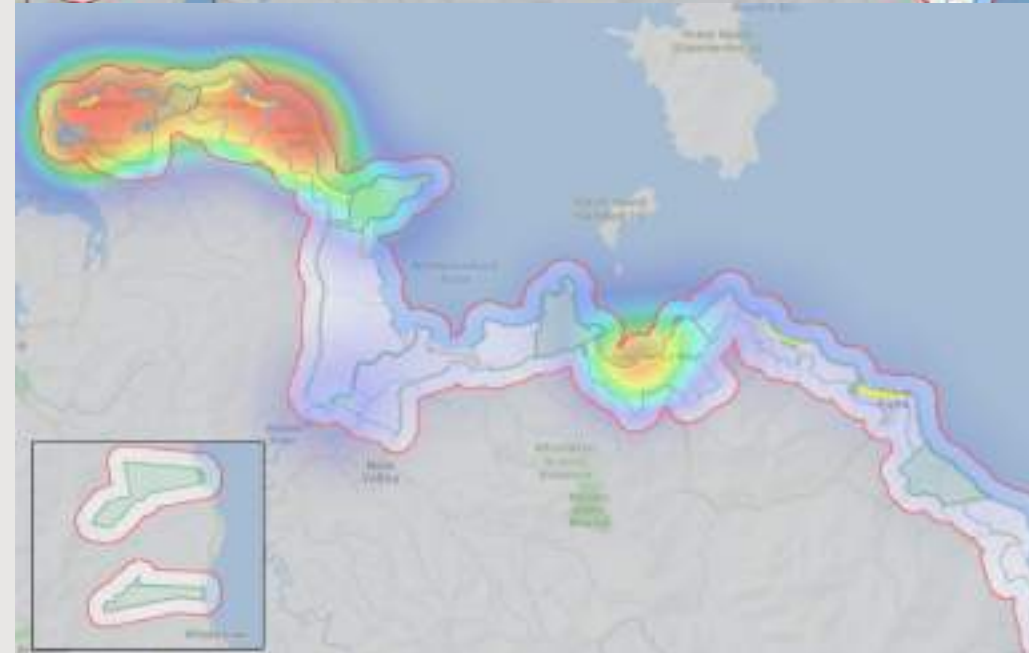
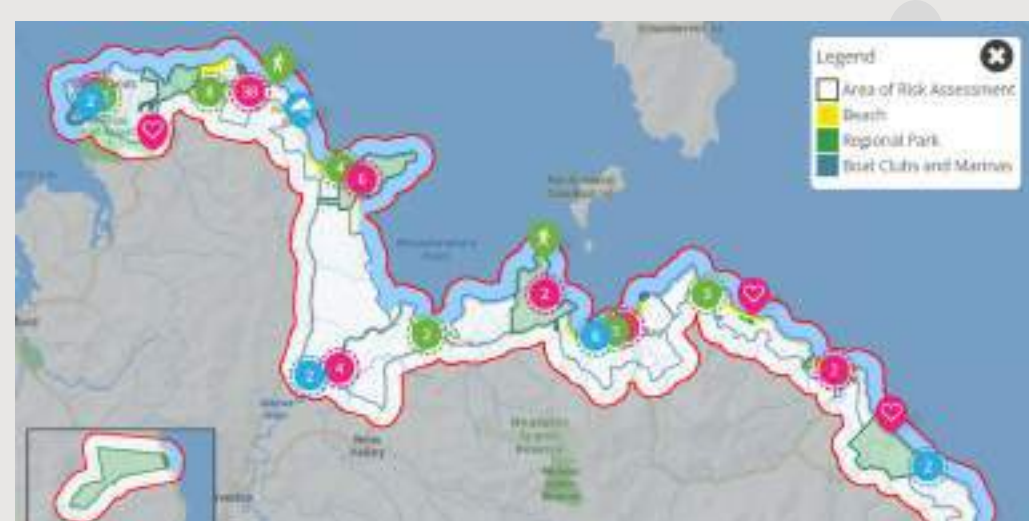
Community Workstream

Community engagement opportunities

- In person
- Online
- Resources & materials

How is it used?

- Informs the overall approach:
 - Perceptions and views on risk
 - Challenges & opportunities
 - Community objectives
- Selecting adaptation options



Top: the location of specific comments, and survey locations, for targeted areas.

Bottom: heatmap highlighting the areas most commented on during the digital engagement.



Stakeholder Workstream

Who:

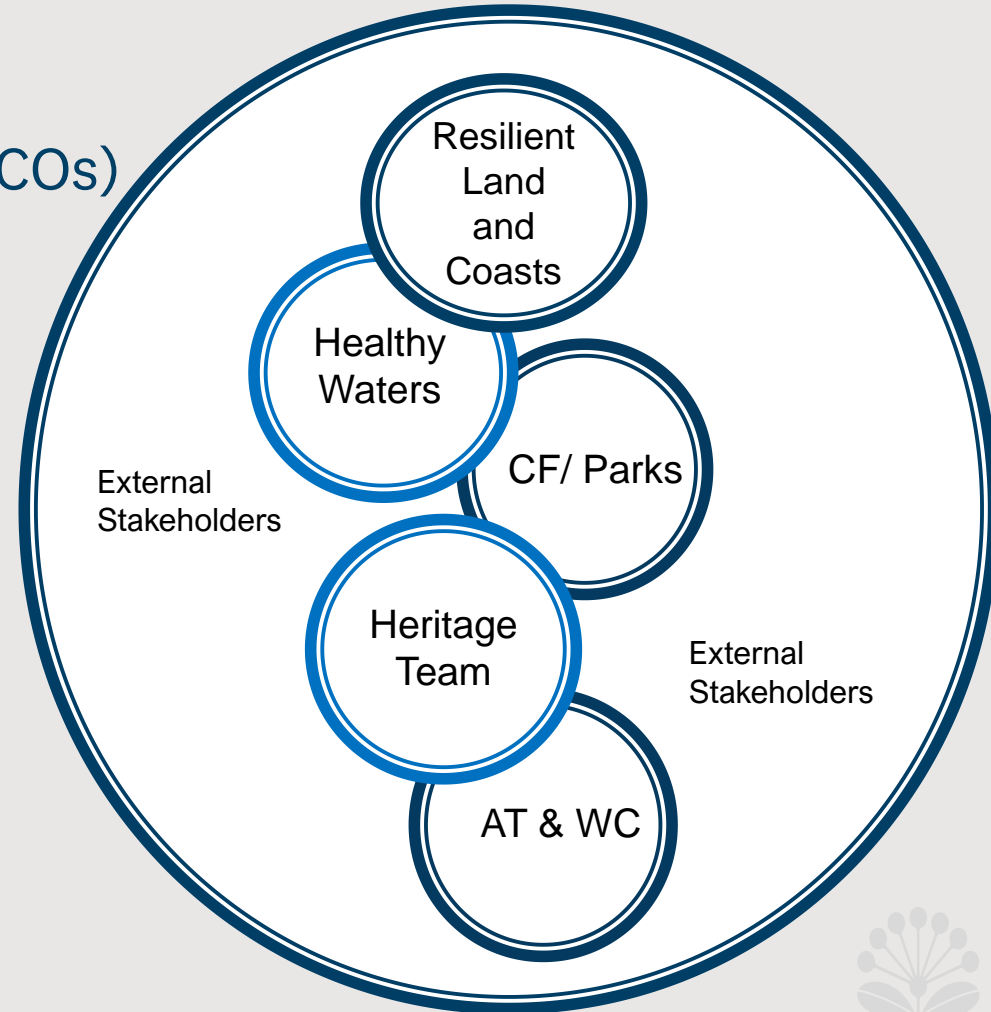
- Council teams & departments
- Council controlled organisations (CCOs)
- Other- Area specific

What is happening & what matters?

- Current management
- Future planning/policy
- Identification of land and assets
- Safety & operational considerations

What can we do about it?'

- Inform and test adaptation options



Shoreline Adaptation Plans: Adaptation Strategies

No Active Intervention



Allow natural processes to continue

Hold the Line



Defend the current coastline

Limited Intervention



Support existing

Managed Realignment



Move assets and infrastructure back





Shoreline Adaptation Plans: Adaptation Strategies

Adaptive strategies are selected for each coastal stretch across the short, medium, and long term.

Multiple criteria: Adaptive strategies need to:

- Respond to **the values** of local iwi and the local community
- **Meet the requirements** of assets owners and infrastructure providers.

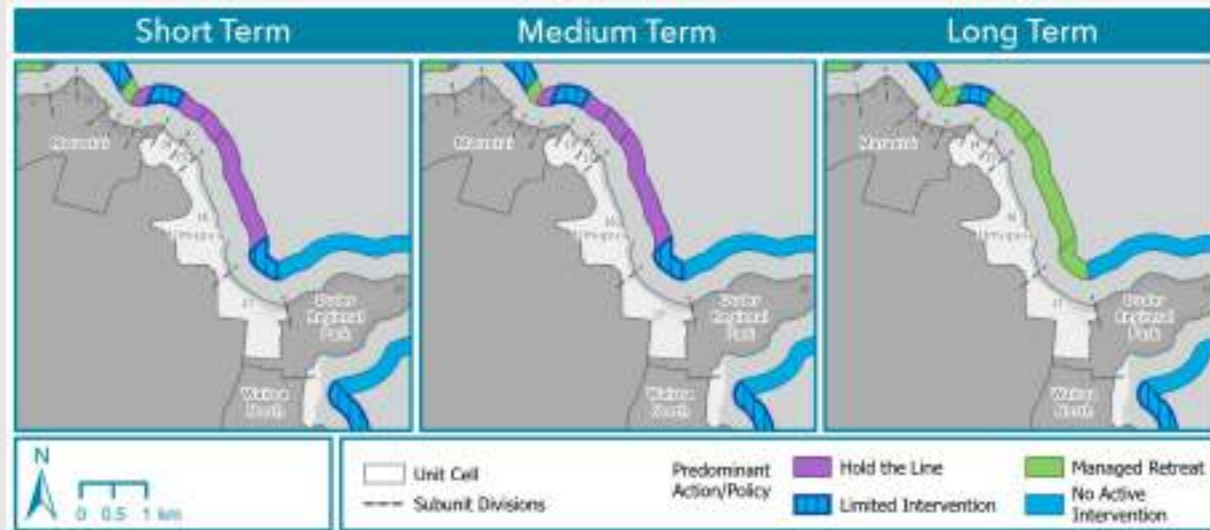


Figure: example- Adaptation strategies for coastal stretches within the Beachlands & East SAP - Umupuia unit area



Shoreline Adaptation Plans: Implementation

Local implementation, from now:

- directs **operational responses** (post storm, maintenance)
- preferred options within **Coastal Renewals Programme** (where existing budget available)
- supports regional **Coastal Asset Management Plan** and risk-based decision making.
- Inform future statutory plans e.g. **LPMP**

Regional implementation, from mid-2025:

- **Regional risk-profile**
- **Future funding** requirements
- **Prioritization schema** for future works.



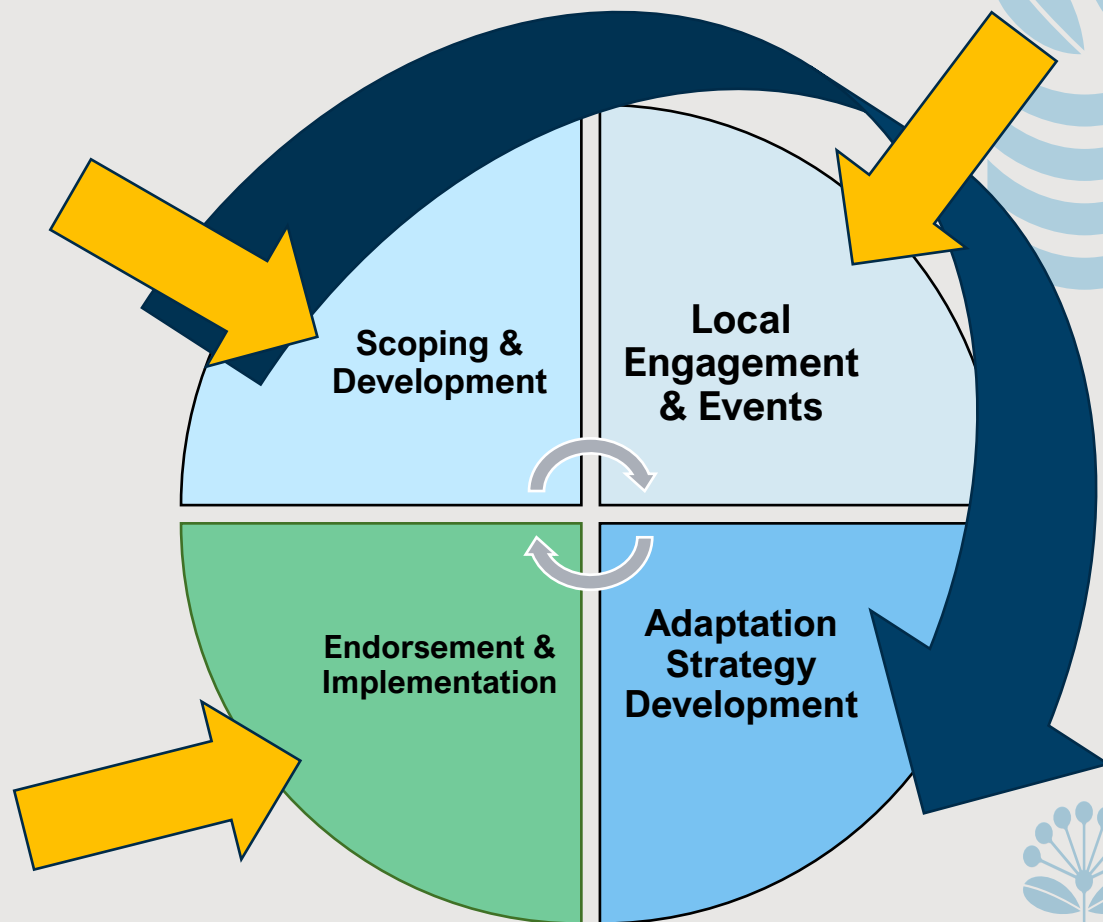
Local Board inputs



Shoreline Adaptation Plans: Process & Outputs

Process:

- Governance
- Stakeholder & community partner identification
- Community engagement



Pātai

Questions and discussion



Local Board Capital Transport Fund

Candidate projects – short listing

February 2023



Intro

- \$1.46 million available over term (subject to annual budget decisions)
- Local board to identify candidate projects
- Assessment criteria
 - Aligns to local plans
 - Transport choice – improves access to walking, cycling, public transport.
 - Safety
 - Cost



Candidate projects – shortlist

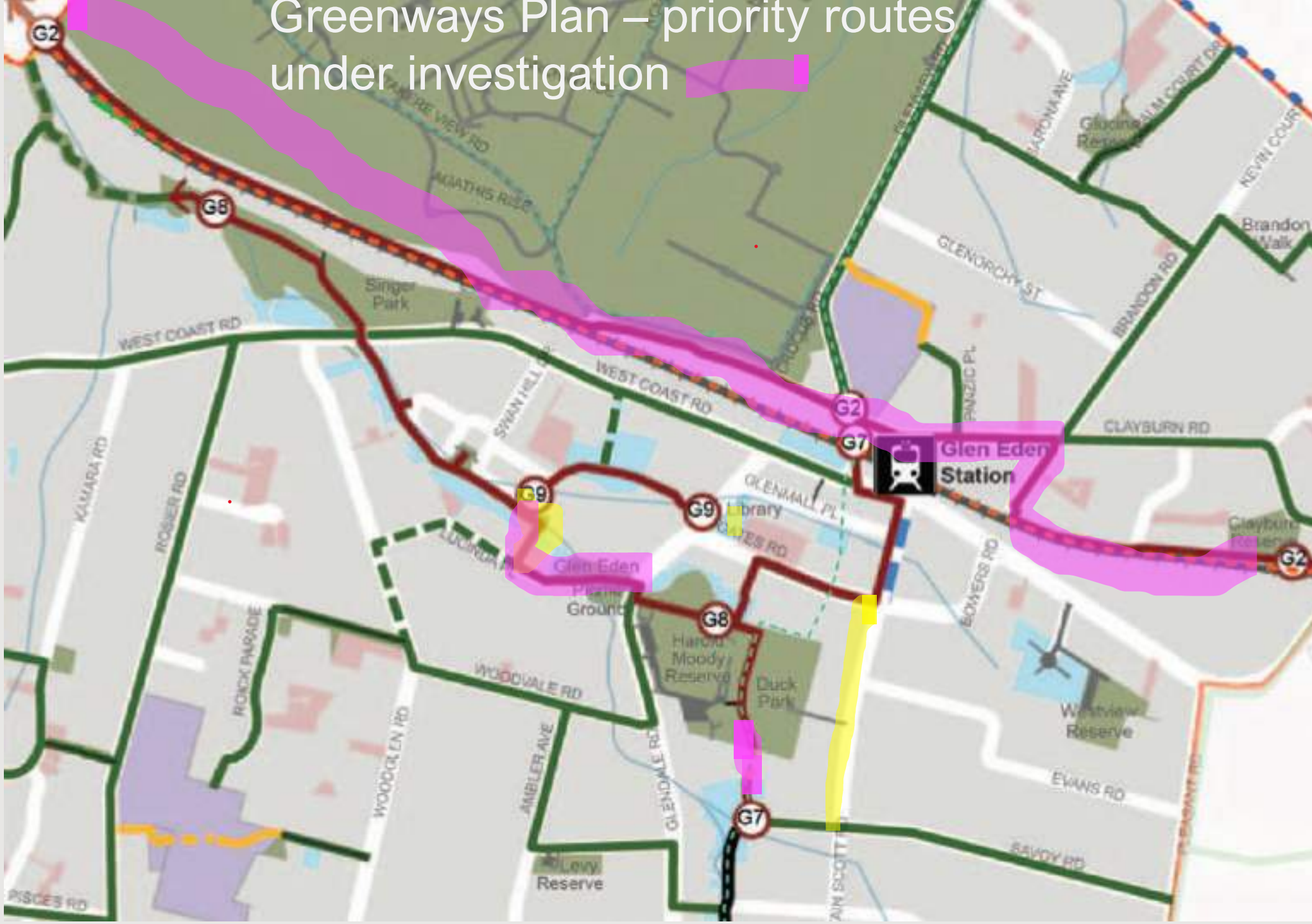
	Project	Location	Notes
1	Traffic calming: Captain Scott Road (Oates Rd roundabout to Savoy Rd)	Glen Eden	In response to the trial cycleway on CSR in 2022, the WRLB asked AT to investigate and report back on permanent traffic calming on Captain Scott Road between Savoy Road and the Oates / Wilson Road roundabout to create a safer road environment for all road users. Resolution WTK/2022/92
2	Footpath upgrade: Glengarry Road (near #32)	Glen Eden	Public request. The footpath has a significant crossfall with injuries reported to wheelchair user/s. The project scope is to realign/regrade the footpath without impacting the driveway at No. 32.
3	Footpath upgrade: Glenmall Place	Glen Eden town centre	Assess 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.
4	Greenways: shared path from Glen Eden train station to upper Waikumete Stream	Glen Eden	Feasibility report funded in 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.
5	Greenways: shared path from Parrs Park to Sunnyvale train station	Parrs Park / Sunnyvale	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.
6	Traffic calming: driver feedback sign	Location to be determined	Driver feedback sign (mobile or fixed) – please identify location options where this would be beneficial

Considerations

- Delivering on transport aspirations in your local plans
 - Glen Eden town centre plan
 - Waitakere Ranges greenways plan (9 priority routes, 3 under investigation, 1 to be developed)
 - 5 local area plans (Muddy Creeks, Te Henga, Henderson Valley, Oratia, Waiatarua)
- Responding to community requests, eg Albionvale
- Sharing the benefit across the area?
- Cost and ease of delivery



Greenways Plan – priority routes under investigation



Glen Eden Town Centre plan (2013)



Transport projects are a significant part of the plan:

- includes footpath and streetscape upgrades for West Coast Road, Glenview, Glendale, Glenmall, Captain Scott Road
- better connection between West Coast Rd and Glenmall Place.
- walking and cycling – cross-over with greenways plan. Connections to key transport, recreational and community resources.
- carparking
- street lighting



Local Area Plans

- Muddy Creeks (Parau, Laingholm, Waima, Woodlands Park), Te Henga, Henderson Valley, Oratia, Waiatarua.
- common transport themes of maintaining rural / informal roadsides road safety; make it safer for walking.
- identify projects for investigation.



Muddy Creeks Plan – transport actions

Objective

4. Advocate for the development of efficient and appropriate transport options.

Key action	How might it be done?	By whom?
1. Advocate for more convenient and efficient public transport services to the area.	<ul style="list-style-type: none"> • Seven day/week, day and evening bus services to Woodlands Park and Laingholm, connecting to Titirangi and New Lynn/Glen Eden to access regional train and bus services. • Consider the use of smaller shuttle buses (e.g. 8 to 20 seats) more suitable to narrow windy roads in the area. • Investigate bus services to Parau and beyond. • Support ways to encourage car-pooling. 	<ul style="list-style-type: none"> • Auckland Transport • Community providers.
2. Advocate for appropriate measures to improve vehicle and pedestrian safety along local roads.	<ul style="list-style-type: none"> • Investigate changes to speed limits in the area or other means of slowing down traffic along key routes. <i>e.g. Huia Road in Parau (Huia end), between Lower Nihotupu Dam and Victory Road, between Titirangi roundabout and Woodlands Park Dairy, Laingholm Drive.</i> • Develop continuous footpaths along key walking routes and near schools. <i>e.g. along Huia Road between Parau and Victory Road, near Laingholm School and Woodlands Park School, along Huia Road between Armour Road and Rauhuia Crescent (Huia end of Parau).</i> • Investigate ways to provide safer walking environments along other roads, in consultation with local communities. <i>e.g. Kauri Point Road, Western Road, Lookout Drive, Tane Road, Fawcett Road, Dorothy Road, Waimā Crescent.</i> 	<ul style="list-style-type: none"> • Auckland Transport • Auckland Council • schools • community groups • local residents.
3. Advocate for improved facilities for cyclists and other road users.	<ul style="list-style-type: none"> • Investigate installing secure bike racks and shelters at key locations of the bus routes. • Investigate ways to provide for safe cycling along key cycling routes. • Identify and investigate areas where the safety of other road users may need to be better provided for (e.g. horse riders near Owen's Green, mobility scooters around community hubs). 	<ul style="list-style-type: none"> • Auckland Transport.



Te Henga and Waitakere River Valley LAP

- transport actions

ROADS AND WALKWAYS

Key actions	Who will lead? Who else may be involved? What funding may be available?	When could it start? (subject to resources being available)	Notes on implementation
Outcome 14: Our winding and narrow rural roads become safer for vehicles, pedestrian, cyclists and horse riders			
14.1 Investigate safety issues along Bethells Road and Te Henga Road	Local Board advocacy, together with community and Auckland Transport AT AT capital and operational funding (Road corridor operations and maintenance)	2015	<ul style="list-style-type: none"> • Manage parking near Lake Wainamu and Te Henga (Bethells Beach) so that safe vehicle and pedestrian access is maintained at all times along Bethells Road. • Request for investigation of safety issues to AT through the Local Board. The investigation should include consideration of: <ul style="list-style-type: none"> - intersections of Bethells Road with its side roads: investigate ways to improve sightlines, reduce speed and/or raise awareness along Bethells Road. Intersections which have been identified as presenting safety problems along Bethells Road include: Te Aute Ridge Road (East and West), Long Road, Falls Road, Erangi Place and Tasman View Road - chevron signs at Miti Point: visual impact on some people (blinding) at night - visibility at Waiti Bridge (should the giveaway sign be moved to the other side of the bridge, or the handrail design rectified?) - signage and visibility when approaching the bridges near Pae-o-te-Rangi - double yellow lines (changes required in some portions, inconsistent use) - arrow markings to encourage people to "stick to their side" - pedestrian crossing of Bethells Road at Mosquito Lane.



Te Henga LAP (continued...)

Key actions	Who will lead? Who else may be involved? What funding may be available?	When could it start? (subject to resources being available)	Notes on implementation
<p>14.1 Investigate safety issues along Bethells Road and Te Henga Road (continued)</p>	<p>Led or advocated by the Local Board, together with community</p> <p>AT capital and operational funding (Road corridor operations and maintenance)</p>	<p>2015</p>	<ul style="list-style-type: none"> - portions of Bethells Road near the wetland and of Tasman View Road where subsidence is creating a safety issue - additional pull over areas to avoid vehicles overtaking. • Other options which may be investigated include: <ul style="list-style-type: none"> - placing signs (designed by local residents if possible, such as the 'Free Range Kids' surf board) along the road to acknowledge other road users: pedestrians, horses and cyclists. Minimise the number of signs, only if considered necessary for safety and designed to fit in with the area and contribute to its character - informing drivers of school bus timetable - the Local Board may advocate for reducing the speed limit for the whole length of Te Henga Road and Bethells Road (70km/h).
<p>14.2 Investigate and implement ways to improve safety for pedestrians and cyclists</p>	<p>Led or advocated by the Local Board, together with community and AT</p> <p>AT Community Transport or Local Board transport funding (currently unfunded in LTP) or community funding and resources</p>	<p>A long term project that may start from 2015</p>	<ul style="list-style-type: none"> • Investigate areas where road width, surfacing and line markings may be changed to provide safer cycling on the shoulder along Bethells Road and Te Henga Road. As a priority, consider uphill and windy sections of the road. • Form walking tracks along the road corridor along Bethells Road and Te Henga Road. • As a priority, form a walkable berm between Mosquito Lane and Waiti Bridge. • Continue consultation on ways to implement this action and to develop appropriate design. • Need to ensure berms are not be used for parking.



Oratia LAP – transport

- A42. Develop and implement a design for Oratia domain.
- A43. Promote a 40km speed restriction around the school and village.
- A44. Introduce a gateway structure or statement to reinforce the rural and historical identity of the village.
- A45. Establish boulevard street trees to enhance the village's rural character distinct from metropolitan Auckland.
- A46. Upgrade and establish cycleways and footpaths that serve the school and village.
- A47. Develop design guidance for the rural village.
- A48. Where footpaths are not available, work toward the maintenance of areas of roadside grass berms that allow comfortable pedestrian use.

Waiaatarua LAP - transport

- A26. Where footpaths are not available, work toward the maintenance of areas of roadside grass berms that allow comfortable pedestrian use.



Henderson Valley LAP – transport



- A40. Upgrade and maintain existing road-side footpaths and/or cycleways, and where appropriate establish new ones with a priority on those that connect and serve the school and the residential enclaves, and connect with the urban area.
- A41. Where footpaths are not available or appropriate, work toward the maintenance of roadside berms to allow safe and comfortable pedestrian, cycling and riding use.
- A42. Progressively establish the Foothills Walkway Concept through the following actions:
 - Maintaining and improving existing footpath connections;
 - Maintain roadside berms to facilitate safer walking access where no footpaths exist;
 - Reducing vehicle speed limits where appropriate, including enforcement of existing limits;
 - Negotiating and securing public access to/across private land by agreement, purchase, and/or at the time of subdivision.

- (viii). maintain rural roadscares and landscapes;
- (ix). manage building design and appearance where widely visible;
- (x). protect and enhance remnant indigenous vegetation, and connect these remnants with restored and replanted stream riparian margins;
- (xi). where appropriate, establish rural public walking trails, and



Captain Scott Road – local board resolutions (July 2022)



Resolution number WTK/2022/92

MOVED by Member M Allen, seconded by Member M Clayton:

That the Waitākere Ranges Local Board:

- a)
- e) recommend Auckland Transport considers the following responses to the trial and report back to the local board in the new term:
 - i) permanent traffic calming on Captain Scott Road between Savoy Road and the Oates / Wilson Road roundabout to create a safer road environment for all road users and low vibration for residents
 - ii) options for a permanent cycleway to extend the Waikumete Stream shared path to Glen Eden Town Centre, including:
 - A) on the same route, with a widened shared path using the footpath and berm on one side of the Captain Scott Road
 - B) continuing to investigate connecting the Twin Streams shared path to Harold Moody and Duck Park.
 - iii) options to improve safety along the length of Captain Scott Road, paying particular attention to the safety for schools at the intersection with Atkinson Road
 - iv) feedback from the trial should be used to inform design options, along with further engagement with the community and residents.....

CARRIED



LBCTF - previous resolutions (Dec 2021)

Reference	Projects	Activity	Amount allocated
WR2021-01	Parrs Park to Sunnyvale shared path	investigate and consult	\$15,000
WR2021-02	Glen Eden Town Centre: Verdale Circle to Glendale Road walkway	construct	\$600,000
WR2021-05	Candia Road, Swanson / Henderson Valley (Part 1) - pedestrian safety	further investigate	\$20,000
WR2021-05	Candia Road, Swanson / Henderson Valley (Part 2) – parking restrictions outside Henderson Valley Scenic Reserve	further investigate barrier options & construct	\$20,000
WR2021-06	Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway	investigate and consult	\$20,000
WR2021-11	79 Glendale Rd – raised table crossing	construct	\$200,000
WR2021-12	Titirangi / South Titirangi Road intersection pedestrian safety improvements	construct	\$98,250
Total			\$973,250

- a) note that this leaves \$326,240 from the 2021-2023 Local Board Capital Transport Fund. The local board requests a report back by April 2022 to enable allocation of the remaining funding to a second round of projects, or next stages of projects.
- b) request that Auckland Transport investigate options for improving bike parking at Glen Eden train station, and report back to the local board.
- c) request Auckland Transport engage with local boards on its work to develop an electric vehicle charging strategy. We see town centres as a good-match for electric vehicle charging, as people can do the shopping, go to a café, visit the library for about the same time it takes to charge a car.
- d) recommend the pedestrian crossings at Swanson Road train station and 40 Atkinson Road, Kaurilands, be prioritised for funding from the Auckland Transport work programme in the coming year.





Project	Location	Notes	
1	Traffic calming: Captain Scott Road (Oates Rd roundabout to Savoy Rd)	Glen Eden	In response to the trial cycleway on CSR in 2022, the WRLB asked AT to investigate and report back on permanent traffic calming on Captain Scott Road between Savoy Road and the Oates / Wilson Road roundabout to create a safer road environment for all road users. <i>Resolution WTK/2022/92</i>
2	Footpath upgrade: Glengarry Road (near #32)	Glen Eden	Public request. The footpath has a significant crossfall with injuries reported to wheelchair user/s. The project scope is to realign/regrade the footpath without impacting the driveway at No. 32.
3	Footpath upgrade: Glenmall Place	Glen Eden town centre	Assess 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.
4	Greenways: shared path from Glen Eden train station to upper Waikumete Stream	Glen Eden	Feasibility report funded in 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.
5	Greenways: shared path from Parrs Park to Sunnyvale train station	Parrs Park / Sunnyvale	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.
6	Traffic calming: driver feedback sign on Godley Road	Titirangi / Green Bay	Install driver feedback sign for the westbound approach traffic heading towards Titirangi Road. This is in response speeding. Traffic counts show average speeds (85 th percentile) are 58 km/h

WAITAKERE RANGES LOCAL BOARD

March 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 Board Impacts and local board requests

Local Impacts in the Local Board area and responses for Local Board Members that have lodged requests on behalf of constituents with Auckland Transport and requests that are still being investigated.

CYCLONE GABRIELLE RECOVERY STORM EVENT AND CLEAN UP

Please note:

Further Update will be given at the time of this report in the Waitakere Ranges Workshop

Update as at the 24 February 2023



For
immediate release

Friday 24 February 2023

Media Advisory: Piha and Bethells Road closures

Piha Road will be closed to everyone other than residents and emergency services from midday today (Friday) by a cordon at Lone Kauri Road.

Bethells Road will be closed to all road users from 7.30am to 5pm today so the section of the road that has been washed out can be repaired. It will reopen for residents for about 15 minutes from midday. This closure will continue at the same times throughout the weekend until the work is completed.

These cordons will be staffed 24/7 until the roads are reopened and it is important that those who are not residents do not try to talk their way through.

These cordons are in place for several reasons:

- To avoid putting stress on infrastructure and public facilities such as water and toilets.
- To avoid causing distress to residents who are still coping with the aftermath of the cyclone and in some cases limited in their own ability to access their homes.
- To manage safety risks arising from greater numbers of vehicles and people on roads into areas that could be hazardous.

We urge Aucklanders to help by continuing to stay away from areas that are cordoned off. We also anticipate a large number of visitors to the region this weekend, so it is important these messages are passed on to them as well.

Auckland Transport has set up a recovery website so communities can get up to date information on the repair and recovery of roads.

The page continues to be updated regularly and people can visit there to find out the latest on the recovery work around the region: www.at.govt.nz/roadrepairs.

For any other information on the response to the flooding event and Cyclone Gabrielle in Auckland, head to www.aem.org.nz.

Auckland flood-impacted road repair and recovery programme FAQ's

Why does it take so long to repair the roads?

Most of the damage to the roads have been caused by the earth under the road being washed out by large volumes of water. There are several steps that need to be followed to repair the damaged roads.

Each road will need a unique plan for the repair which may include:

1. **Allowing the soil to dry** – whilst the soil is still saturated it is difficult to assess the depth of the damage, and there is risk of further movement.
2. **Geotechnical assessment & investigation**– engineers will drill into the soil to discover the depth of the damage, followed up with offsite assessment and report. Depending on the severity of the slip it may take weeks to months depending on testing required or whether the site simply needs to be monitored.
3. **Planning and design** – a plan to rebuild the road is designed. In many cases this will include rebuilding the earth under the road, and construction of retaining walls. These designs then go through safety assessments.
4. **Procurement and delivery** – the resources needed for the rebuild need to be ordered and prepared. A contractor is engaged for the physical works, and Traffic management plans need to be approved, before the work onsite can begin.

What are the steps involved?

General steps for the repair process

- Budget approval
- Design approval
- Consents approval
- Procurement approval
- TMP (Traffic Management Plan) approval

How much will it cost to fix my road?

As this is un-planned weather event that has caused damage to roads in Auckland, there is no planned budget for this. We aren't sure how much the road will cost until an assessment is made.

How long is it going to take to repair my road?

This will depend on the assessment, severity of the damage and availability of resources. This includes road crews and equipment that have already been scheduled to BAU road maintenance. Roads will also be prioritised based on the highest risk or safety needs. Please check for updates on roads affected at AT.govt.nz/roadrepairs.

What are the reasons for a road being open or closed?

A road is open if it's been assessed by our team as safe to drive on. Roads are closed if there is a risk to safety.

My road is not on the list, why?

If your road is not on the list, it's because it's now open with no restrictions and is safe for all to drive on.

FEBRUARY 2023 BUS TIMETABLE CHANGES

These changes are the first phase of responding to changing travel patterns observed since COVID-19.

Overview

COVID-19 has had major impacts on public transport patronage since the beginning of 2020. An increased propensity to work from home and changing travel patterns have resulted in a network that is arguably over-providing at peak times. We are also seeing more off-peak travel, when bus services are typically operating at a lower frequency and therefore less viable for customers. AT also have requirements to manage operational budgets and save costs where at all possible. In addition, Auckland currently has a chronic shortage of bus drivers, which is leading to a large volume of cancelled trips, negatively impacting customers.

As a result of this, AT will be amending service frequency on 24 bus routes across Auckland. In many cases, we will be reducing frequencies at peak times to balance supply and demand, which will save costs, better utilise scarce resources and help to relieve pressure on driver numbers. In addition, we are adding frequency to bus services in some parts of the region at off-peak times, where it is most needed to help encourage mode shift from car to bus. We are also permanently adding two new frequent bus routes in March 2023 to help mitigate the closure of the Eastern Line, due to the Rail Network Rebuild.

A number of changes are being made to AT bus timetables from Sunday 19 February 2023. These changes will:

- better balance supply and demand at peak times to meet post-COVID travel patterns
- spread trips out more evenly.
- temporarily remove some trips to make better use of available drivers. As staffing levels improve services will be reinstated
- result in some improvements to off-peak services.

This includes changes made to bus route 162 in your ward.

AT offer the option of a face-to-face briefing should further info be required.

Details on the changes that may affect people in the Waitākere Ward.

Other service changes are being made across the region, affecting 13 of the 21 Local Boards.

Further information about these service changes can be found at [AT.govt.nz/metrochanges](https://www.at.govt.nz/metrochanges) from Tuesday 31 January.

These changes will be communicated to the public from Tuesday 31 January 2023.

Summary of the changes affecting the Waitākere Local Board area

Route	Route description	What is changing
162	162 Henderson to New Lynn via Glendene	Reduction in weekday peak frequency from every 15 minutes to every 20 minutes.

Details

There are no route changes so no bus stops are changing.

This timetable adjustment may mean people will have to wait a few minutes longer if they do not check the timetable beforehand.

All the trips that have been temporarily removed will remain on the printed timetables at bus stops but will be removed from the AT Mobile app and online Journey Planner.

How We Are Telling People About This

- Posters at the busiest affected bus stops and ferry terminals
- AT Mobile app notification
- Email notification to people who have opted-in to receive them.
- Social media promotion
- AT website

Requested outcomes:

It is requested that Councillor Turner and Councillor Henderson take note of this update.

Laingholm Update 6 – February 2023

RETAINING WALL ON LAINGHOLM DRIVE

In response to a watermain break and the subsequent under slip of the road in June 2021, Ventia on behalf of Auckland Transport, are building a retaining wall on Laingholm drive. The work so far involved removing the slipped material, then building a platform to build the wall from. Twenty-seven twelve-metre-long steel I beams, will be concreted in place along the thirty-meter length of the wall. After this the watermain will be replaced and the footpath and road will be rebuilt.

The work was scheduled to start at the beginning of February; however, the cyclone and related weather has slowed the initial progress. Up to the 24th of February, 5 of the beams had been installed, working at the pace of about 1 beam per day. The progress is expected to speed up, with the works still on schedule to be completed by the end of March.

79 Glendale Road – Pedestrian Crossing

A crossing had been requested at approximately 79 Glendale Road. A pedestrian survey carried out after the request indicated that demand for a pedestrian crossing was better suited closer to the Baptist Church and Vision West.

A pedestrian crossing was then proposed near the Baptist Church with the consultation closing out last year. After the consultation was completed, the project team were then advised by a property owner that they were considering a new driveway, which would impact on the placement of the pedestrian crossing.

With this information, the proposed design will need to be changed to accommodate the driveway. If the changes to the design are significant, the new design will need to go out to public consultation again which is expected to be undertaken in the next few months.

It is planned to construct the pedestrian crossing in the next financial year provided there are no further issues relating to the design and that it can be delivered within future budgetary constraints.

WOOD BAY ROAD

Our contractor visited this site on Monday, 13 February and arranged for the traffic control to be maintained. The cracks along the kerbing have been filled with asphalt concrete (AC) to minimise

additional water getting in. They also notified Vector at the time there was a tree leaning against one of their power poles.

NEW SIGNALISED CROSSING AT THE GLENVIEW INTERSECTION

The intersection was wired incorrectly when some maintenance work was being done. There was an incidence when lights were green to cross the intersection, but barrier arms were down and the train lights flashing.

This was fixed immediately.

Kiwirail will install a system that will disable green traffic lights when barriers are down. This system is already installed at Portage Road railway crossing.

We are working closely with Kiwirail to ensure that crossings work perfectly.

The operation of this crossing is, that the traffic lights on Glenview Road turn red when a train approaches. While the intersection is in the train- phase, the only things that operate are the pedestrian crossings and the through movement on West Coast Road. No vehicles can turn into Glenview Road from West Coast Road during this period.

SEYMOUR ROAD/SUNNYVALE STATION

Bus Shelters neighbouring Sunnyvale Station

Our Metro Operations team advise they do not currently have a budget to design and fund a shelter in this location, it has been added to the Metro Customer Request Program (MCRP) for investigation when current financial year funding permits.

Crossings

This is sitting with our Road Safety Engineering team and more time is required for an investigation.

Pedestrian crossings on Seymour Road:

Several factors are carefully considered prior to implementing a pedestrian crossing such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets. There are several existing crossing locations along Seymour Road, five pedestrian refuges and one signalised intersection across a 1.4km length of road, this is considered an appropriate level of service, although there is the potential for improvements. We have observed while there are existing crossings at locations, there are pedestrians who will still choose to cross away from the formalized crossing points.

Speeds and traffic on local arterials:

Seymour Road is classified a secondary arterial, carrying around 13,907 vehicles per day (vpd). Henderson Valley Road is classified a primary arterial and carries around 17,725 vpd which is significantly greater, indicating that Henderson Valley Road is continuing to carry far greater amounts of traffic compared with Seymour Road. Our speed surveys show that Seymour Road has operating speeds of around 42 and 38 km/hr along the length of Seymour Road compared with Henderson Valley Road which has an operating speed of around 52 km/hr. This indicates that the speeds on Seymour Road are safe and appropriate.

Seymour Road/ Manui Place intersection:

Our historic aerial maps show that this intersection was signalized in 2008. A roundabout option may have been considered but discounted because the side roads (Manui Pl and entrance to Park and Ride) would likely have difficulty in getting into the traffic stream on Seymour Road since Seymour Road is the dominant approach.

Future proposals:

Regarding proposals for future crossings on Seymour Road, our road safety team are investigating a potential crossing facility outside No. 70 Seymour Road.

Local Board Issues Being Investigated

The Local board have requested the following issues be investigated. These are still under investigation:

- Piha Life Saving Parking
- Charging Stations in Glen Eden
- Blocked culverts and drains on Forest Hill Road and a part of Scenic Drive
- Manhole cover outside 8A Pleasant Road
- Sunnyvale Cycle Park Safety Issues
- Tanekaha Road, Titirangi Retaining Wall
- Anawhata Road ongoing maintenance issues
- 278 Bethells Road sealing request
- Otitori Bay Road Issues
- Blocked road water pipes 98 Bethells Road

Local Board Transport Fund

In February 2023 we conducted a workshop providing the background and purpose of the Local Board Transport Fund, the decision-making process to June 2023. The Local board is now asked to provide a list of projects for AT to provide a rough estimate of cost for each project. AT is awaiting that list to be sent through.

The Indicative timeline for the Local Board decision-making 2023:

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

Workshops held with the Waitakere Ranges Local Board

Auckland Transport have held the following workshops with the Local Board in February 2023

- AT Monthly Update
- Storm Update
- Local Board Capital Transport Fund
- Konini School

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:

No consultation for the month of February went to the Local Board.

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 December 2022, 268 Waitakere Ranges residents contacted Auckland Transport and their concerns are summarised below:



List of proposed bus stops in your Local Board area.

Below is a table of proposed 2022/2023 financial year for your information.

Bus stop by Street Number	Street Address	Suburb
905	Swanson Road	Swanson
905 - Opp	Swanson Road	Swanson
30	Northfield Road	Waitakere
15	Northfield Road	Waitakere
66	McEntee Road	Waitakere
71	McEntee Road	Waitakere
2	McEntee Road	Waitakere
11	McEntee Road	Waitakere

Road Safety Incidents in your Local Board area

Waitakere Ranges - March 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	Train vs Pedestrian	Friday 10 February 2023 09:20	Pedestrian crossing on train track on Glen View Road, Glen Eden	Glenview Rd Medium Arterial	Pedestrian	1	0	Waitakere	Urban	50kmh

Planned Road Maintenance in your Local Board area.

WHERE	TYPE OF WORK	WHEN	HOURS OF WORK
Opanuku Road - Henderson	Preseal repairs - Mill & Fill	1 - 3 Feb 2023	Day - Lane Closure - Stop/Go
Marine Parade North (65 Marine Parade Street to 145 Marine Parade) Piha	Preseal Repairs - Dig-outs	16 - 17 Feb 2023	Day - Lane Closure - Stop/Go
Beach Valley Road (Seaview Road to Marine Parade Road) Piha	Preseal Repairs - Mill & Fill	13-Feb-23	Day - Lane Closure - Stop/Go
Seaview Road (52 Seaview Road to 121 Seaview Road) Piha	Preseal Repairs - Dig-outs	2 Feb - 15 Feb 2023	Day - Lane Closure - Stop/Go
Seaview Rod (52 Seaview Road to 121 Seaview Road) Piha	Preseal Repairs - Mill & Fill	2 Feb - 15 Feb 2023	Day - Lane Closure - Stop/Go

Maintenance Progress as at 24 November 22			
Location	Type	Design/Docs	Remarks
Opp 359 Henderson Valley Road RP 4010	Slip Repair	Completed	Will start procurement process soon
Lone Kauri Road-RP 2500	Slip Repair	Completed	Physical work in progress
Lone Kauri Road-RP 8241	Slip Repair	Completed	Physical work in progress
#881 Scenic Drive rock fall netting	Rock falling	Not started	Request fee proposal for O of S from Beca
#509 Wairere Road RP 5190	Slip Repair	Completed	Not on 22/23 FWP but on "Over-flow" column
Otitori Bay Road RW- ID 350	R/Wall- renewal	Completed	AT planing team is working
South Titirangi Road RW- ID 645	R/Wall- renewal	Completed	Differed, will secure RC and BC in 22/23 FY
Opp #23A Park Road RP342	Slip Repair	Completed	Physical work in progress
Huia Road RW ID-725	R/Wall- renewal	Completed	GHD is working
#32 Junkers Road RP 310	Slip Repair	In progress	Detail design in Progress by GHD
#29 Vineyard Road RP 665	Slip Repair	In progress	Tender was called as a Design and Build Project
#85 Bethells Road RP 3169	Slip Repair	In progress	Detail design in Progress by Beca
#102 Laingholm Drive - RP 2300	Slip Repair	In progress	Draft variation sent to RCD-West team.
		IN 22/23 FWP	
		Emergency Event on 12 July	

Auckland Transport (BIDs) Update – March 2023

Auckland Transport will report on our engagement with the BIDs in the Waitakere Ranges Local Board area on a Monthly basis:

Glen Eden Business Association

- Updated the Business Association on The Retail Crime Prevention Programme, which is managed by the NZ Police being expanded to include small retail businesses who have been the victim of a retail aggravated robbery since November 2021, advising the Association how to make applications for support. This is in response to the rise in RAM raids and other types of burglary occurring to small businesses.
- Provided information about the cancellation of all Auckland Transport infringement notices that were issued between 2pm Friday 27 January and 9 am on Wednesday 1 February considering the extreme weather conditions which may have led people to have to abandon cars or drive in transit lanes to avoid flooding.
- Provided daily updates on the State of Emergency, road closures, public transport, and other changes to the transport network in the State of Emergency.
- Offered advice to the Business Association on how to keep up to date, and how to report issues arising or emergency action in relation to roads, footpaths cycleways due to storm damage.
- Provided information about Travel options for the Ed Sheeran concerts to share with BID members.

Local Board Project, Campaign, and other impacts updates:

It includes information about current projects, campaigns and other impacts being undertaken in the area.

CAMPAIGN INFORMER: MISSION ELECTRIC: TAMAKI LINK

Mission Electric is the AT programme of work related to electrifying PT.

AT also has a programme of work to support the electrification of light vehicles (passenger and light commercial vehicles).

A few of our activities are:

- The recent adoption of an Electric Vehicle Policy (operational internal policy) which will guide how staff licence EV chargers on AT controlled property and the road corridor. This is a technical policy to guide staff decision-making during the encroachment application process. There will be some targeted coms around this soon, it was only noted at FAC on the 15th of Nov.
- Development of a Business Case to obtain funding from Waka Kotahi for projects to support EVs – such as facilitating the installation of EV chargers at carparks etc. We do not currently have funding for the installation of chargers in Glen Eden or anywhere else.
- Looking at ways we can partner with the private sector, Government and Auckland Council to support the roll out of EV chargers at scale across the region. There are legislative and regulatory challenges to address before this can happen.
- Investigating the capability of our carparks and facilities to be able to install chargers as not all locations have network capacity or location specific capability for such installations.

We aim to have secured funding and be initiating EV related projects by the end of 2023.

Bus Service Disruption

BUS SERVICE DISRUPTION NOTIFICATION	
Location	Glendale Rd, Glen Eden
Type	Police Incident
Service Affected	154, 172
Impact	Glendale Rd is blocked between West Coast Rd & Oates Rd Detour via Oates Rd, Wilson Rd & Bowers Rd

Auckland Transport's Traffic Control Committee (TCC) report

Date	Street (Suburb)	Type of Report	Nature of Restriction	Decision
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There was no Traffic Control Committee approval for the Waitakere Ranges Local Board for January 2023.

Regional Updates

The following are brief updates about projects in this area.

PARKING STRATEGY UPDATE

The period over elections has given us some more time to seek views from our communities on parking management, this has helped to shape our recommendations on parking policies.

Our next step is to brief the mayor and (new) Councillors on the Parking Strategy review, before seeking Council endorsement and AT Board approval in April. However, we understand that there may be more pressing issues for the Transport & Infrastructure Committee to be dealing with, so are waiting for Council's advice on timing.

AT will present to Local Boards we have a finalised Parking Strategy, although in the meantime we will continue to be discussions with local boards on any plans/changes in their area.

Waitākere Ranges Local Board

Karekare update:

From a recent RNZ interview. Some West Coast beaches like Karekare may not be accessible to the public for more than a year. Auckland Transport Chief Engineer Murray Burt told *Checkpoint* they are urging the general public to stay away from the beaches of Karekare, Piha and Muriwai, as roads are still delicate. "It could be more than a year before we get things back to the way that they were" on roads like Lone Kauri Rd at Karekare, Burt said. Geotechnical assessments of the roads were done this week, he said. The slips are quite horrendous in some sections of the road and there will be parts of Lone Kauri Road which we'll have to keep closed but we'll be able to open Karekare Road for resident access in the coming weeks. "There will be single-lane access on damaged roads for Karekare residents in about two weeks, but hopefully the work may be completed sooner. "It will be single lane access through these tight spots... It will be quite constrained access, but it will be able to be officially opened for the residents down there."

Site Update Saturday 4 March :

1. Ventia team continued with AC bunding on Karekare road yesterday afternoon from Piha Road end.
2. Remaining AC bund locations have been identified and marked out along Karekare from Piha Road this morning.
3. Ventia crews on site working to remove additional material and widen carriageway section on lower Lone Kauri Road. The area is referred to by the locals as 'the luge'.
4. Priority give way locations identified and TTM crews will be starting to install them from tomorrow.

There have also been a couple of additional minor over slips along Karekare Road, one of which includes a tree. They aren't preventing traffic from passing but will be cleared up to ensure vehicles aren't having to manoeuvre around them.

Narrow sections of lone Kauri Road:





Piha Update:

For the most part roads in Piha have been cleared of storm-related debris. From a trafficking perspective except for Rayner Road, roads in Piha can be opened to normal traffic. There are two under slips which will need fully engineered and designed repairs. Those being the slip on Glenesk road near the Seaview intersection and above 73 Piha Road where currently a set of traffic lights in place.

Scenic Drive The Elevation:

As discussed previously drilling of core samples began the week of 27 Feb. That same week ramps were reconfigured in preparation for the traffic lights, which were commissioned late on Friday 3 February. The situation will be monitored to see how and reviewed following any new movement of rain event. The cores are between 15 and 20 meters in depth and as a result the coring will take 15 working days rather than 7- 10 days initially indicated.

Scenic Drive Swanson:

We have commissioned a Preliminary Site Assessment of this location and early indications are that restricted trafficking of this section road will be possible. To achieve this, we are in discussions with Watercare to have the sections of temporary watermain which run across the road to be placed under the road.

Temporary watermain on scenic drive:





Bethels :

Late last week at the Bethels road washout site, crews positioned the last of the boulders, and the road base (eg sand, gravel and crushed stone), were in place by the end of Friday ready for sealing on Saturday. Removal of debris from under the Waiti bridge also got underway late last week. As the quantity of material to be moved from under the Waiti bridge is unknown, this work could continue well into the week of 9 March.



