

Attachment B: Area Plan Implementation Monitoring Summary June 2017

MĀNGERE-ŌTĀHUHU AREA PLAN 2013

Key moves and outcomes

The Māngere-Ōtāhuhu Area Plan (2013) identified six key moves:

- revitalise and enhance Māngere-Ōtāhuhu's centres: Māngere Bridge, Favona, Māngere East, Māngere, and Ōtāhuhu;
- provide for a multi-modal rapid transport corridor and improved public transport network to the airport, CBD and the local and wider region;
- improve the water quality of the Manukau Harbour and promoting opportunities for appropriate public access to the coast;
- promote Māngere-Ōtāhuhu's businesses and Auckland Airport as the local and regional employment, tourism and recreation destinations and gateway to Auckland;
- progressively enhance Māngere and Ōtāhuhu residential areas through comprehensive redevelopment, planning and partnerships with major landowners;
- recognise the kaitiaki role of Mana Whenua, while conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity.

Evaluation of progress

Each of the Key Moves has been reviewed with stakeholders provided information relating to the status of projects identified. The stakeholders include: the Māngere-Ōtāhuhu Local Board, The Southern Initiative (TSI), The Maori Heritage Project, Parks, Sports and Recreation, Auckland Transport and Watercare Services Ltd.

Progress on Actions

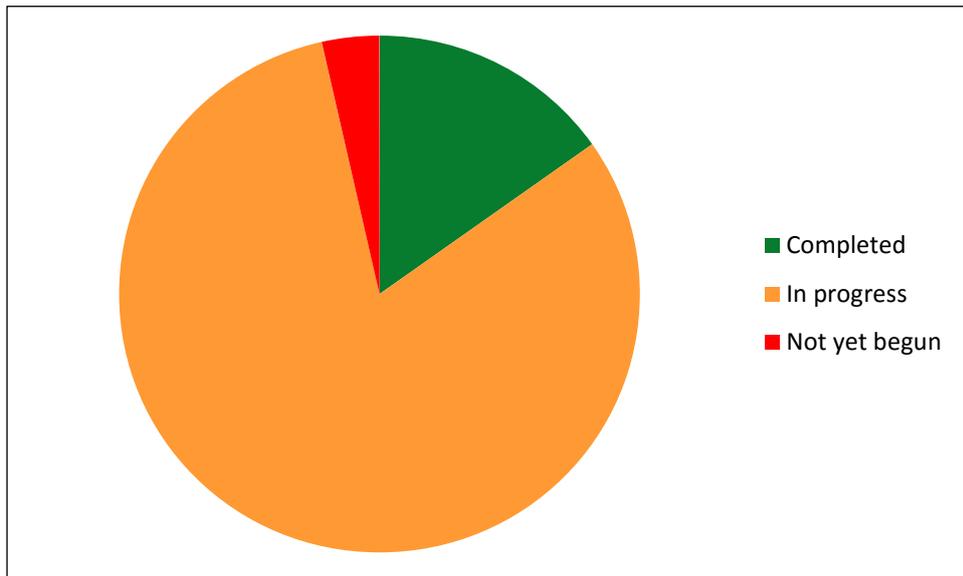
There were 115 projects and initiatives identified in the Māngere-Ōtāhuhu Area Plan. Of these, 52 were identified as Economic and Community Development outcomes, 32 as Transport and Network Infrastructure outcomes and the remaining 31 related to Natural Environment, Heritage and Character. Progress has been broken down into three classifications: 15% completed, 81% in progress (good or limited progress), and 4% not yet begun (no progress). See Figure 1 below.

Examples of some of the projects and initiatives completed or underway are:

- major development of community facilities including the completion Ōtāhuhu Recreation Centre and completion of the Māngere Moana-Nui-a Kiwa Centre upgrade;
- significant steps taken developing vocational programmes as part of Youth Connections and TSI programmes, including airport-related employment training;
- major improvements in public transport infrastructure and routes. This includes the Ōtāhuhu transport interchange, the new Māngere bus station and East-West bus linkages to rail line, and the new Network bus service in South Auckland;
- major amenity upgrade for Ōtāhuhu streets between the transport interchange and Ōtāhuhu Town Centre;
- the Ōtāhuhu Portage project has been moved forward from a being Long Term to a Short Term project as part of the Ōtāhuhu-Middlemore Spatial Priority Area with restoration and construction of the Portage to commence in 2018;

- the Maori Cultural Heritage Programme has researched and nominated a number of sites for scheduling through a Plan Change as they form part of the Ihumātao cultural landscape project;
- future Street Programme is collaboration between Auckland Transport/NZTA/ Ministry of Business and Innovation/Auckland Council and has undertaken to provide safe streets in Māngere including connecting cycleways and walkways.

Figure 1 - Overall progress on Māngere-Ōtāhuhu Area Plan actions



HIBISCUS AND BAYS AREA PLAN 2013

Key moves and outcomes

The area plan addresses economic and community development, the natural environment, heritage and character, transport and infrastructure and includes six key moves as follows:

- establishing the North-West Wild Link as a continuous greenbelt linking through the area from Tiritiri Mātangi Island in the east, the Whangaparāoa headland, Stillwater and Okura with eventual connection across the north of Auckland to Titirangi;
- growing green economy and eco-tourism potential of Hibiscus and Bays by leveraging off the natural assets such as regional parks and coastal walkways;
- promoting the rollout of Ultra-fast broadband, Wi-Fi and toll-free calling throughout the entire Hibiscus and Bays area;
- focus growth in centres and in areas with access to efficient public transport and restrict new growth in rural sensitive, coastal and estuarine areas;
- improve transport connections throughout the area by extending the northern busway, implement Penlink and associated works and by promoting potential new water based transport;
- develop business land in and around Silverdale to increase employment opportunities for local people.

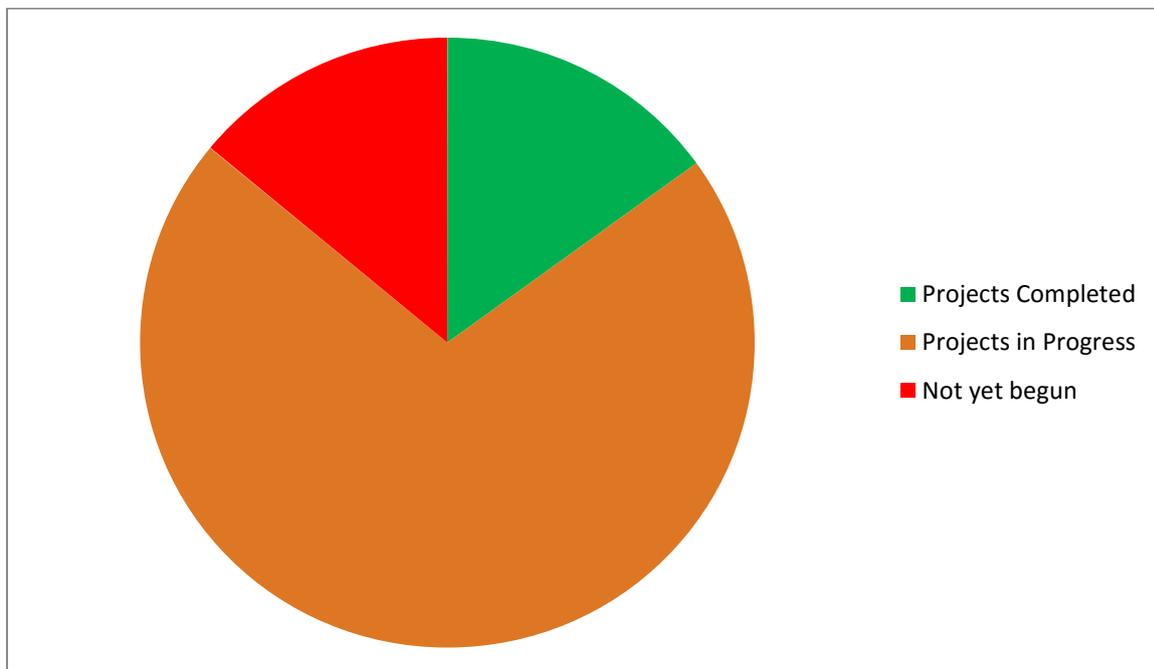
Progress on actions

Of the 65 actions contained in the area plan, 11 (15%) of the projects have been completed. Progress has been made on 45 (71%) and nine (14%) have yet to commence. Figure 2 provides a visual summary of progress.

Highlights of main actions completed or substantially underway are as follows:

- continue the implementation of the North-West Wild Link by developing a range of actions for open spaces including riparian planting, catchment planting, and community mobilisation with projects such as the Weiti River clean up;
- completion of Civil Defence community response plans for the overall area including an early warning system for tsunamis;
- completion of a Community Facilities Strategy for the area;
- completion of the extension to the Estuary Arts Centre at Orewa , the upgrade of the Stoney Homestead as a community centre at Millwater, and the extension and upgrade of the Stanmore Bay Leisure Centre;
- the rollout of the ultra-fast broadband network through the urban areas and progress in rollout into the rural areas;
- transport work progressed such as the alteration to Penlink designation and the completion of stage 1 of the Park and Ride facility at Silverdale.

Figure 2 - Overall progress of the Hibiscus and Bays Area Plan



DEVONPORT-TAKAPUNA AREA PLAN 2014

Key moves and outcomes

The area plan contains 14 outcomes across the themes of economic and community development, the natural environment, built form and heritage, and transport and infrastructure.

The plan has a focus on six key moves, as follows:

- support the development of a 'greater Takapuna';
- provide integrated, frequent, reliable, and affordable public transport for Devonport-Takapuna;
- protect, conserve and celebrate the natural treasures of Devonport-Takapuna;

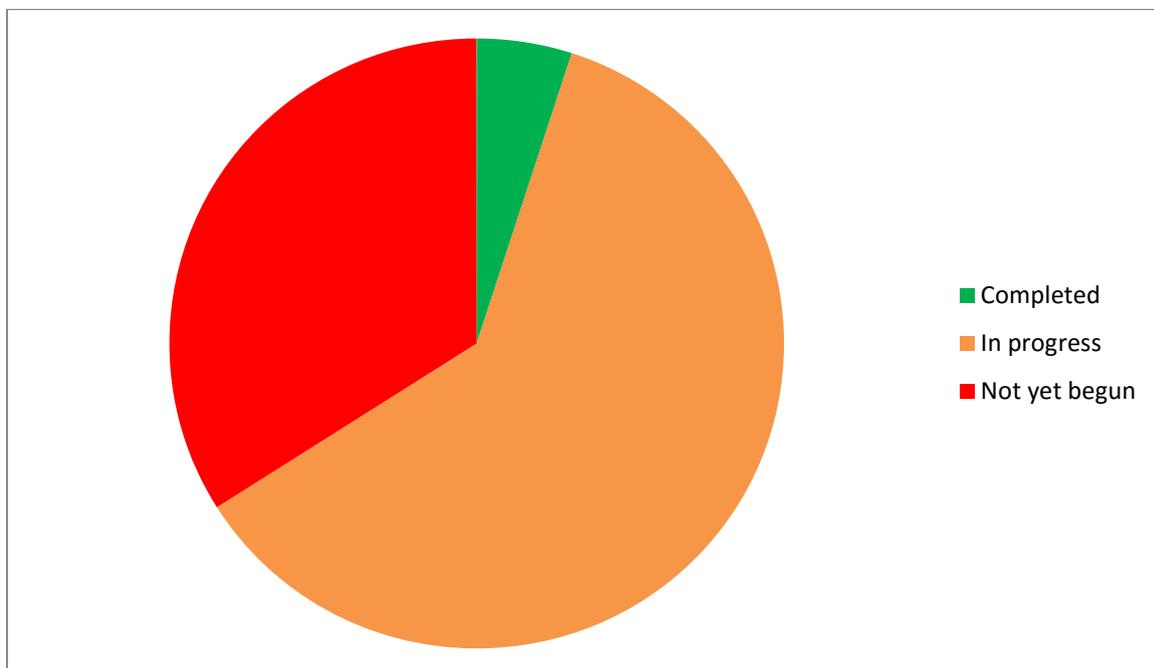
- recognise mana whenua as kaitiaki, and celebrate local Māori identity and cultural heritage;
- revitalise and develop Devonport-Takapuna's town and local centres, and protect notable historic heritage and historic character;
- promote Devonport-Takapuna as a lifestyle and visitor destination with a special mix of activities and environments.

Progress on actions

Of the 82 actions included in the area plan, 51 are planned to be initiated between 2015 and 2019 (i.e. 'short-term') and 31 after 2020. Of the short term actions, four have been completed, progress has been made on 46, and one has not yet begun. The actions beyond 2020 are deemed to be aspirational and have generally not commenced as yet.

Overall project progress is illustrated in Figure 3 below. 5% of actions have been completed, 61% of actions are in progress and 34% are not yet begun.

Figure 3 - overall progress of the Devonport-Takapuna Area Plan



Examples of some of the main actions completed or underway are:

- an open space network plan was completed for the local board area in 2015, shortfall areas identified e.g. Nile Road vicinity;
- a local economic development action plan was completed in 2015;
- ferry services have become part of the rapid and frequent transport network;
- good progress has been made on investigations as part of an integrated business case for upgrading the Lake Road corridor, to improve people-moving capacity;
- the local resident and business community took an active role in supporting, designing and constructing a new destination playground at the Takapuna Beach Reserve;
- the establishment of a youth facility project at the former RSA centre in Takapuna is a significant step forward for youth provision and recognition of their needs;

- a new pedestrian and cycling bridge across the Wairau Creek at Milford has been completed. A plan for the town centre and surrounding area that had a substantial influence on the development of the Milford Centre Plan;
- in line with this area plan, a more detailed plan for Milford has been completed and work has been initiated on a plan for Sunnynook.

ŌTARA-PAPATOETOE AREA PLAN 2014

Key moves and outcomes

The nine key moves included in the Ōtara-Papatoetoe Area Plan are set out below:

- value and protect Ōtara-Papatoetoe's heritage, culture and identity;
- the landscape, cultural, and ecological values of the Ōtara-Papatoetoe are recognised, protected and enhanced;
- transition Manukau from a City centre to a vibrant Metropolitan Centre;
- Ōtara transformation and business and community partnerships;
- strengthen and enhance the vitality of old Papatoetoe and Hunters Corner Town Centres;
- maintain and strengthen the economic role of the East Tamaki, Manukau Central, Bairds Road and Lovegrove Crescent industrial areas as key employment areas for Ōtara-Papatoetoe's residents;
- Ōtara-Papatoetoe has safe, accessible and high quality parks and community facilities;
- make transport more accessible and safer for Ōtara-Papatoetoe residents, with particular emphasis on walking, cycling and public transport;
- utilities and services that support Ōtara-Papatoetoe's growing population.

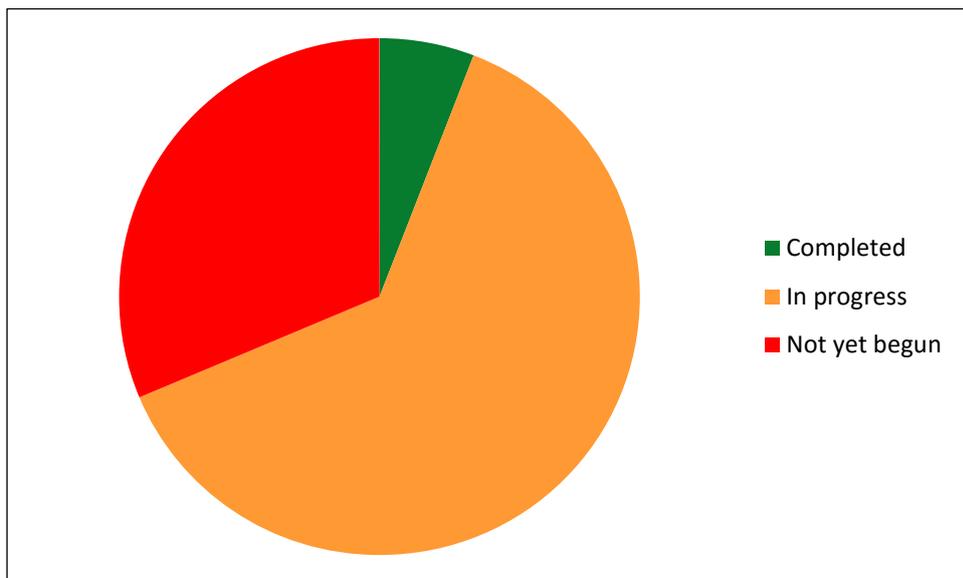
Progress on actions

Of the 103 projects and initiatives contained in the area plan 57 of the projects have achieved good progress, 19 have made limited progress, and 27 (mostly long term projects) have not yet begun (see Figure 4 below).

Examples of some of the projects and initiatives completed or underway are:

- completed the development of a Strategic Action Plan for Ōtara Lake to improve water quality and community access. A Trust was also set up to raise funding;
- Puhinui Structure Plan was completed and informed the Council's position through the Proposed Auckland Unitary Plan submission and hearing process;
- rehabilitation of Puhinui Stream has commenced as a key aspect of Manukau Centre revitalisation;
- AT commenced the construction of Manukau bus interchange which is scheduled to be completed by October 2017. This will be followed by Panuku's initiatives associated with transit oriented development involving various car park sites;
- commenced the planning of redevelopment work at the Manukau Sports Bowl. Panuku is working alongside a range of stakeholders as a part of "Transform Manukau" project;
- AT launched the New Network bus service in South Auckland in October 2016;
- completed the Bridge Street (Puhinui) cycleway extension along Puhinui Road from SH20 to Great South Road; Completed the Station Road and St George Street cycleway project.

Figure 4 - Overall progress of the Ōtara-Papatoetoe Area Plan



Overall, implementing the projects and initiatives of the Ōtara–Papatoetoe Area Plan has progressed well after its adoption in December 2014. Most of the projects and initiatives that made no progress are of a long term nature.