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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
14  Summary of Planning Committee information memos and briefings - 2 October 2018
A. 2 October 2018, Planning Committee: Item 14 - Summary of Planning Committee information memos and briefings - 2 October 2018, Housing Workstreams memorandum
Heterogeneous (Mixed) Housing/Zoning (Pepper Potting) vs Homogeneous Housing/Zoning Typology

A Geography Recount on Housing History in the 20th and 21st Century

Alamy stock photo

Mtara, Papatoetoe, Manukau City Centre and the Southern Motorway
1. Chicago School
2. Public Housing and the Rise of the Homogeneous Zones post WWII
3. Deindustrialisation and Gentrification
4. Fall of the Homogenous Zone and Rise of the Heterogeneous Zones
5. Housing Affordability and Equity
6. Transport in Determining Housing Affordability
7. Access to Centres and Housing Affordability - Why the Heterogeneous Zone is Promoted
The school is perhaps best known for the subcultural theories of Thrasher, Frazier, and Sutherland, and for applying the principles of ecology to develop the social disorganization theory (now called Social Integration) which refers to consequences of the failure of:

- social institutions or social organizations including the family, schools, church, political institutions, policing, business, etc. in identified communities and/or neighbourhoods, or in society at large; and
- social relationships that traditionally encourage co-operation between people.

Thomas defined social disorganization as "the inability of a neighbourhood to solve its problems together" which suggested a level of social pathology and personal disorganization, so the term, "differential social organization" was preferred by many, and may have been the source of Sutherland's (1947) differential association theory. The researchers have provided a clear analysis that the city is a place where life is superficial, where people are anonymous, where relationships are transitory and friendship and family bonds are weak.

They have observed the weakening of primary social relationships and relate this to a process of social disorganization (comparison with the concept of anomie and the strain theories is instructive).

Deindustrialisation and Gentrification

What is Gentrification?
George Street, Hastings Old Town in England

Before

After

After pedestrianization, George Street began to fill up with fancy cafes, restaurants, and little shops. The process of renovating and improving an area town so that it conforms to middle-class taste.

https://marketbusinessnews.com/financial-glossary/gentrification/

https://thetypoo.co/Culture/2018/06/26/Crime_Fiction_Gentrification_Inhean
Other public officials pointed out the diverse assets the mixed-use project will bring, including critically needed affordable housing for a community that will undergo a major transformation, and a state-of-the-art school that will not only address overcrowding in District 30 but will help the growing community prepare for the future.

Industrial jobs were also to be provided! (Lesson for #OurManukau ?)

https://austin.towers.net/refresh-your-memory-on-plaza-saltillos-upcoming-mixed-use-development/

https://fmlink.com/articles/nyc-mixed-use-project-industrial-commercial/

Remember the Multi-Nuclei Model?
Housing Affordability and Equity

- Remember the Homogeneous Zone?
- Remember the Heterogeneous Zone?

- Housing Affordability is more than the price of a house being no more than 3x the household income (or rent being no more than 3x household income)
- Housing affordability needs to incorporate transport costs and accessibility to local or sub regional amenities (retail and leisure)
- Land? Does it matter who owns the land? As I have said before even with the 30:30:30 model Panuku should hold onto the land in a Centre, develop it, charge ground rents to give access to affordability and create leverage for future housing
How so?
Commuter costs are not always added to housing costs. (No point of building “affordable homes” if the resident is then faced with a long commute by car) to work no matter WHO owns the land)
How accessible is transit, how expensive is the transit (one zone fares are too expensive), where does it goes and what are its operating hours compared to say a shift worker
How accessible is transit to places of retail or recreation (if you still need to travel by car it is still an added expense)?
Access to Centres and Housing Affordability
Why the Heterogeneous Zone is Promoted

Heterogeneous zoning not fully utilised. Manukau City Centre (Node and Metropolitan Centre).
Source: Panuku

- **Housing affordability** is more than the price or the rent of the house
  - The price of the commute (work or leisure) is often left out in determining housing affordability
  - Homogeneous use zones (no matter who owns the land) does not promote housing affordability owing to access to employment and recreation
- **The Heterogeneous Zone (aka the Centre or Mixed Use Zone) promotes better housing affordability** due to close proximity to either employment or leisure
- **Land:** Public Land should be held onto with development BUT the Pepper Pot Model (i.e. Mixed Use and mixed types) should still be followed
Active & Healthy Cities by Design: Neighbourhood Walkability and Physical Activity.

Professor Erica Hinckson
Three National studies
Physical Activity levels in High/Low walkability neighbourhoods

- Health Research Council of NZ
- Adults, Children & Adolescents
- Auckland, Wellington & Christchurch
- ~2000 adults, 450 children, 750 adolescents
- Built environment: GIS data & Surveys
- Physical Activity: Accelerometers & Surveys
- Weight status
- International collaborative project-12-16 countries

Massey University, University of Otago, University of Auckland, Deakin University, University of Hong Kong, University of Melbourne.
Built Environment features for Physical Activity Engagement in adult residents

- High Destination Access-Somewhere to go and close enough (weight status)
- High Street Connectivity (weight status)
- High Residential Density
Built Environment features for Physical Activity Engagement in Child residents

- 1-2 km distance from school
- Green space
- Attractive streets
- Low-walkability streets
Built Environment features for Physical Activity Engagement in Adolescent residents

• Number of parks within 2 km from home
• Higher residential density
• Higher land use mix – diversity (perceived)
• Higher street connectivity (perceived)
• Attractive surroundings (perceived)
International Physical activity & Environment Network Study-Lancet

Largest study to date (Lancet 2016)-Data from five continents-6822 adults

PRIORITIES

- HIGHER RESIDENTIAL DENSITY
- HIGHER # OF STREET INTERSECTIONS
- MORE PUBLIC PARKS WITHIN WALKING DISTANCE (0.5KM)
- HIGHER DENSITY OF PUBLIC TRANSPORT

Physical activity a daily option
Benefits of creating neighborhoods and cities that make it easy to engage in PA

Physical Activity Benefits

Breast & Colon Cancer
Hypertension
Excess Weight
Mental Health
Quality of Life Wellbeing

Proven to help prevent and treat
Improve...
ITS Key Themes

Traffic & Disruption Management
- Comprehensive Journey times
- Situational Awareness & Decision Support
- Real time location & disruption man
- Congestion Management
- Intelligent customer contact

Public Safety & Sustainability
- Event & Incident Management
- Power management & optimisation
- Event & Incident Prevention
- Pedestrian management & alerts

Transport Optimisation
- Intelligent real time customer information
- Intersection Intelligence and Optimisation
- Dynamic Lanes
- Predictive Analytics
- Unified Operator Dashboard

Parking Optimisation
- Pay by Plate off street car parks
- Live and forecasted parking occupancy data
- Automated enforcement of special vehicle lanes
- Mobile availability, booking & payments

Customer

Information Data Insight

Operations
Rail Level Crossing Monitoring: Pedestrians and Vehicles

- CCTV and Video analytics are being used to detect when the red “no crossing” light is flashing and counts how many people or vehicles are crossing after the red light is flashing.
- Data is being gathered for business cases to increase safety at level crossings, such as pedestrian gating.
Special Vehicle Lanes: Cycle Lane Enforcement

- Video Analytics are being used to monitor and infringe vehicles stopping in cycle ways
- Video Analytics have been set up exactly the same as Bus Lane enforcement

Quay Street Cycleway
Stationary Vehicles: Whangaparaoa Dynamic Lanes

Video analytics have been built to detect vehicles which are stationary in this dynamic lane.

Real-time alerts are automatically generated in RiskShield for the ATOC team to respond to the situation.

Statistics on incidents are also gathered to help analyse the behaviour of drivers.
Red Light Runners

Progress
• Analytics have been implemented at six locations across Auckland to date
• Two further locations are in progress

Insight:
• At one site alone (Albert Street), 1608 red light runners were detected over a period of just one month

Next steps:
• Working closely with the Safety and Network Optimisation Teams on the feasibility of deploying the red light analytics at a further 20 intersections identified as high risk
Special Vehicle Lanes: Bus Lane Enforcement

- CCTV and video analytics implemented at:
  - Fanshawe Street
  - Khyber Pass Road
  - Hobson Street
  - Queen Street

- Rollouts planned for 2018/19:
  - Queen Street
  - Khyber Pass Road
  - Great North Road
  - Dominion Road
  - Park Road

Safety
Child Safety: Electronic School Sign Management

- This initiative is improving safety in school zones for children
- Network-connected devices have been implemented
- Signs are now monitored and turned on / off automatically
- This is a comparatively small project, but has a big impact
Attachment A

Item 8

Customer Experience
Providing Customers with Real-Time Info

- We are providing our customers with real-time data via a range of digital solutions

### User Experience
- Shows scheduled and due times
- Various types: LED and LCD
- Information is paged
- Audio on Bus PIDs
- Public address announcements at rail stations

### Audience
- ~700 Bus
- ~150 Rail
- ~23 Ferry
- Located at high volume stops

---

**On-street PIDs**

**AT Mobile**

**Real-time board**

- Uses PID style UI
- 4 rows per page
- Also incorporated into Journey Planner

- Online (browser)
- 50,000 unique users per month
Enabling Customers to Manage Journeys

AT Mobile makes it easier to move around Auckland. It helps plan and track journeys across AT Metro’s bus, train and ferry services. With AT Mobile customers can:

- Personalise and edit journeys; Track buses or trains in real time, and get alerts; Receive route specific notifications; Apply for and verify tertiary concessions; View current HOP card balance (coming soon)
On-Demand Rideshare Service: Devonport

A 12-month trial is scheduled for launch in Nov-18:

- High quality, low cost, on-demand door-to-door rideshare service, linking a customer’s origin or destination to facilitate easier access to public transport.

- The service will use technology to book a journey, track the real-time location of the vehicle and facilitate customer payment.

Electric Vehicle Fleet (Concept Designs)
Managing the Public Transport Network

- Command Centre enables AT to actively monitor the Public Transport network, by providing:
  - Real-time information on public transport; i.e. current location of buses, ferries and trains, service information, e.g. occupancy
  - Historical information is also available, so that operators can answer customer queries in relation to things like ‘ghost buses’ and incidents involving buses
  - This solution is currently being used by AT’s Customer Contact Centre, Rail Operations and Day of Operations teams (soon to be expanded)
Attachment A

Monitoring Congestion

Countries are located at congestion hotspots throughout Auckland CBD.

- Sole purpose of analysing the lengths of time that vehicles are stationary in traffic.
- Once the threshold is reached an automatic alert is sent to operators, who can make decisions to allow traffic to clear.
Using Data for Behaviour Change

During August 2018, a campaign was run in the area around Onewa Road in Birkenhead to encourage changes to transport behaviour. We want to encourage the use of bus services, ride-share / carpooling and re-timing, so residents can avoid congestion on Onewa Road.

CCTV vehicle journey times data captured via video analytics was published to motorists via variable message signs on the roadside. The campaign also used Direct mail pack, Adshels and digital advertising. CCTV video analytics are also being used to measure before and after comparative effects of this campaign.

The trial is now being evaluated on its effectiveness.
GO via time-travel

By travelling down Onewa Road before 7am or after 9am, and returning home outside of peak, you could save yourself as much as 25 minutes per day in travel time. That’s 2 full hours per week or about 2 1/2 years saved in time spent on the road getting to and from work.**

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Depending on your work situation, this might not be an option, but many organisations are now encouraging ‘flexi-time’ options with their staff. By coming in to work earlier or later, you can arrive at work fresher and ready to take on the day.

Auckland’s roads are only used to full capacity for 6% of the day.** So if more people avoided peak hour travelling, our roads would be much less congested. We call it ‘spreading the jam’.

GO share a ride

Ride-share, or carpooling, is a social way to go. Get to know your neighbours better by teaming up for a ride into work or back home. Even better, team up and travel to work off-peak. You only need three people in a car to use the T3/bus lane during peak, so ride-sharing can save you a lot of time getting down (and up) Onewa Road. By splitting the cost, you’ll also save heaps of money in fuel and parking.

For finding people in your area who are keen to carpool, check out our ‘Smart Travel’ app.

Find out more about ‘Smart Travel’ at AT.govt.nz/smarttravel, or download it from the App Store or Google Play.

Tell us about your travel habits and win!

We want to know more about your travel habits, so we can plan to provide better transport services. We encourage you to fill-in the brief travel survey on AT.govt.nz/onewa

5 people who complete the survey will win an AT HOP card with a balance of $100. For details see our web page.

Terms of use for AT HOP cards are available at AT.govt.nz/athopterms

GO mix it up

Variety is the spice of life and it can make your working week go quicker if you try different travel options. You might take the ferry on Monday, go in late on Tuesday, share a ride into town with friends on Wednesday and take the bus on other days. Select the options that suit your lifestyle and work situation.

**Based on two hours of peak time morning and night and taking into account school holiday periods.

**Based on weekday travel in the normal lane during AM and PM peak, versus travel outside peak. Highways come to city and of Fanshawe St return.
Traffic Light Optimisation: Making Buses a Priority

- AT are developing solutions that interface with real-time systems and data to optimise the transport network.

- AT are piloting bus priority on our key routes. This will include optimising bus priority when particular conditions are met, e.g. buses are >50% full, late running due to congestion etc.
Dynamic Lane Implementation: Whangaparaoa

- This was a joint project involving multiple AT teams and NZTA.
- Contributed to the technical aspects: network connectivity for gantries, variable message sign displays, system integration for sign management, video analytics: stationary vehicles and wrong-way drivers.
Managing Disruption – Things That Move

- Ferry and bus disruption management solution
  - Keeping customers moving through their connected journey, delivering a safe, reliable and efficient service
Things That Move
AMETI Eastern Busway update
September 2018
38 minutes by bus and train between Botany and Britomart

Up to 15 minutes faster travel between Botany and Panmure

40% Improvement of Reeves Road Flyover results in 40% reduction of car travel on Pakuranga Road (between Pakuranga Road and Lagoon Drive) including improved access to general traffic to Pakuranga Highway

7km of cycle and walkways

7km of dedicated busway between Botany and Panmure

13% Forecast increase in bus patronage from approximately 5% to 13% bus patronage for south east Auckland suburbs

3 new urban bus stations creating better access to other parts of Auckland

5 new high-quality signalised intersections creating improved flow for general traffic

2 new dedicated ‘busway bridges’ across Tamaki Estuary and Pakuranga Creek
Financials

- $1.4B Total
- Funding confirmed in latest RLTP
Stage 1 Panmure to Pakuranga milestones

- Notice of Requirement has been approved
- $100m construction tender is now ‘in market’
- Expected award of tender in Dec
- Demolition and relocation of properties in Oct – March 2019
- Physical construction in March 2019
Stage 2 and 3 milestones

- Landowner consultation underway
- Preliminary design is complete
- Localised consultation in Sep to Dec
- Notice of Requirement lodged in mid 2019
- Notice of Requirement hearing in late 2019
Thank you
Auckland Unitary Plan

Proposed Plan Change – Rural Activities
Reasons for the Plan Change

- To appropriately manage activities which are not provided for in rural zones
- Currently, activities not provided for in rural zones have a discretionary activity status, despite regional policy in the Auckland Unitary Plan requiring:
  - Elite soils to be protected and prime soils to be effectively managed;
  - Rural character, amenity, landscape and biodiversity values to be maintained; and
  - Urbanisation to be contained within a rural urban boundary and rural and coastal towns and villages
Development Pressure in Rural Auckland

- The rural zones of the Auckland region are currently experiencing considerable development pressure for dwellings, minor household units and a range of land use activities provided for in other specific zones.

- It is considered that activities not provided for in rural zones could be more appropriately managed if:
  - Activities not anticipated in rural zones were assessed as a non-complying activity; and
  - References in the relevant zone descriptions, objectives and policies were changed from “residential buildings” to “dwellings”.

Attachment A

Item 10
Decision-making

Some recent decision-making has highlighted the need for the plan change as proposed.

- In a recent interim decision of the Environment Court the Court highlighted that some of the rural policies refer to “residential” activities. Under the nesting tables in Chapter J Definitions this includes a wide range of activities, including amongst others, retirement villages. The Court granted resource consent for a supported care facility/retirement village in a rural zone, in part, based on the policy and definition, and because activities not listed in the activity table are discretionary.

- A recent decision by Hearings Commissioners to grant resource consent for an industrial activity in the Rural zone relied in part on the discretionary activity status of activities not listed in the Rural activity table. The decision stated: “there is no defendable basis to hold the view that ‘industrial’ activities…are inherently incompatible with the zone. If such a doctrinaire approach to industrial activities had been intended in the Plan, the Commissioners agree that a Non-complying activity status…would have been necessarily included in the AUPOP”.

Auckland Council Submission on the Proposed Waikato District Plan
Attachment A

Key themes addressed in submission

- Managing growth around Pokeno and Tuakau
- Limiting urban expansion and providing for alternative housing types
- Avoiding the loss of high class soils
- Ensuring there are avenues for addressing cross boundary issues
- Supporting provisions addressing reverse sensitivity in rural areas
Operative → Proposed Zoning Tuakau
MEMORANDUM

TO: Mayor Phil Goff and all councillors
FROM: Councillor Chris Darby
DATE: 1 October, 2018
SUBJECT: Composition of housing developments

PURPOSE

This memorandum seeks to provide clarification and visibility of the various workstreams underway at Council that relate to the composition of housing developments.

BACKGROUND

At the 27 September meeting of the Governing Body, significant discussion took place on housing developments and the mix between social, affordable and market homes.

At this meeting, I noted that a number of intersecting pieces of work were underway, and that I would soon provide an update of these.

CURRENT WORKSTREAMS

26 September 2018  Board Meeting: Panuku Development Auckland

Key contact: Brenna Waghorn

At their meeting of 26 September, the board of Panuku Development Auckland considered a proposed policy on housing mix. The proposed policy notes that 20-30 per cent social housing as maximum is a rule of thumb that is widely used. The board provided feedback on this draft policy and agreed it is the basis for engagement with the shareholder. A Planning Committee workshop will take place on 6 November to discuss the proposed policy.

27 September 2018  Governing Body meeting

Key contact: Stephen Town

Cr Casey Cathy lodged a Notice of Motion seeking in-principle support from Governing Body members to find ways of urgently enabling more affordable housing to be built for Auckland’s workers. The recommendations of this NOM were supported unanimously. This includes a request that an upcoming report to Planning Committee covers how council will engage with developers, community housing groups, iwi and central government on affordable housing for workers.
2 October 2018  Planning Committee business meeting  
Key contact: Kataraina Maki  
The committee will be asked to approve the proposed scope of work to collaborate with government agencies, Māori and housing sector groups to provide advice on ways to increase affordable housing.  
This follows from the recommendations of the Mayoral Housing Taskforce, which state (recommendation 6): “Investigate other mechanisms to enable new tenure and ownership models that can fill gaps between social housing and market-rate housing. Identify whether and how these are feasible to implement to address affordability issues.”

11 October 2018  Partners meeting on Key Worker Housing and re-examination of inclusionary zoning  
Key contact: Cr Chris Darby  
Representatives from Auckland Council, Housing Foundation, Hobsonville Land Company, Housing New Zealand and Hill Young Cooper have been invited to discuss key worker housing and re-examination of Inclusionary Zoning.  
The invitation for this meeting is open to all councillors. If you would like to attend, please contact Samantha.Sinton@aucklandcouncil.govt.nz.

12 October 2018  Mayoral Housing Taskforce  
Key contact: Goldie Feinberg  
The next Mayoral Housing Taskforce meeting takes place on 12 October 2018. This is an opportunity for The Council team to report back to the Members on the progress achieved on Rec. 6 and inform Council’s further work.  
RECOMMENDATION 6: INVESTIGATE NEW TENURE & OWNERSHIP MODELS AND ASSESS FEASIBILITY - Investigate other mechanisms to enable new tenure and ownership models that can fill gaps between social housing and market-rate housing. Identify whether and how these are feasible to implement to address affordability issues.

6 November 2018  Planning Committee Workshop  
Key contact: Brenna Waghorn  
This workshop will be led by Panuku Development Auckland and will detail Panuku’s proposed housing mix policy.

27 November 2018  Planning Committee: Panuku policy and update on work to collaborate with government agencies  
Key contact: Brenna Waghorn  
Following the workshop on 6 November, committee members will be asked to consider Panuku’s housing mix policy. In addition, an update will be provided on the work to collaborate with government agencies, Māori and housing sector groups to provide advice on ways to increase affordable housing.
If you would like additional information on any of the items above, please feel free to contact either the lead contact, or myself.

My best,

Chris Darby  
Chair, Planning Committee  
Councillor, North Shore ward