

**Date:** Thursday 27 February 2025  
**Time:** 10:00 am  
**Meeting Room:** Howick Local Board Meeting Room  
**Venue:** Library Complex  
7 Aylesbury Street  
Pakuranga

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## Howick Local Board Workshop

### OPEN NOTES ITEM ATTACHMENTS

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<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>3</b>	<b>Local Board Workshop</b>	
	A. AT Cycling infrastructure presentation	3
	B. Storm Affected Land Use (TRIC)	17
	C. PRESENTATION - Recovery Office Update	43
	D. Analysis for local teams	61





**Better, faster, cheaper  
infrastructure for walking  
and cycling**

24th February 2024

Think before you print

A7

# Implications of the National Land Transport Plan and Government Position Statement

## Change in Direction

Auckland Transport usually funds capital programmes with a 51%/49% contribution shared with NZTA.

In the draft Government Policy Statement on Transport the Minister flagged a reduction in spending on walking and cycling programmes and also not providing facilities alongside other road and intersection upgrades in future.

This reduction came into effect in the settlement of funding for the National Land Transport Plan announced in September 2024 where no central government funding is allocated to **any** future pipeline of cycling projects, the only available funding going to complete projects already started.

In future, all footpaths, pedestrian crossings and cycleways must be funded locally, with no central government contribution via NZTA.

Auckland Council voted to retain its current funding levels for cycling and walking programmes despite loss of central funding, so we can continue to fund things locally.



# Changing Design and Construction

## Finishing the Urban Cycleway Programme (UCP):

**UCP and Connected Communities attempted to resolve dispute by taking cyclists away from roads by using expensive off-road tracks or rebuilding the whole street between buildings in a 'dig once' effort to future proof drainage, water, electricity and transport infrastructure.**

**Three projects, part funded by central government will be delivered over the next two years:**

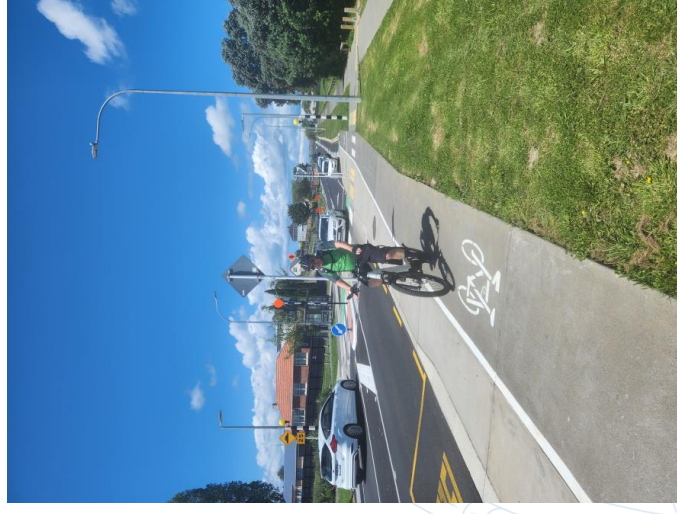
- Point Chevalier to Westmere – Utilities upgrade to stormwater and electricity services and street rebuild along Point Chevalier and Meola Roads (completing February 2025)
- Glen Innes to Tamaki Drive Stage 4B – boardwalk across Hobson Bay to complete this 6km off-road route (completing mid 2026)
- Great North Road – new stormwater system, dynamic (i.e. peak flow) bus lanes, new bus stops, cycle lanes, pedestrian crossings (completing February 2026)



# Projects where we've done things differently

## Links to Glen Innes

- Part of the Urban Cycleways programme.
- We're coordinating work to follow Auckland Healthy Waters and Vector upgrades in local streets
- Our maintenance contractor then undertakes kerb and channel replacement (where scheduled), reseals the road and installs cycle separators on top.
- Using the maintenance contractor gives us access to their pre-agreed rates and we don't have to tender the work so we start quicker.
- The project is being delivered approximately 30% lower price than the engineer's estimate averaging just over \$3m per km including several intersections.





# Projects where we've done things differently

## Hendry Avenue

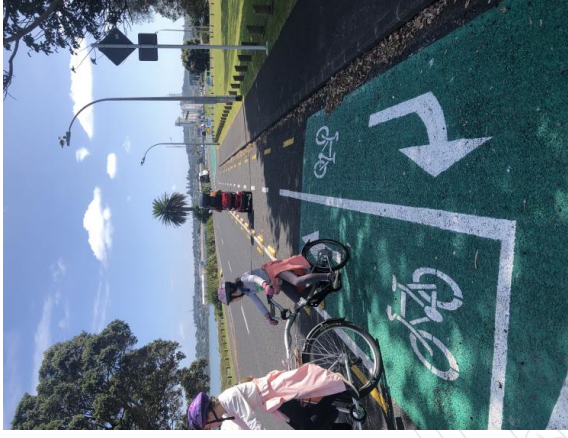
- This project was funded through the Climate Emergency response Fund (CERF fund now scrapped).
- The opportunity to align delivery with planned renewals work was identified at our monthly meeting where we look for ways to combine projects for cheaper co-delivery.
- We applied for the funding, designed and built the scheme within 18 months
- It's a quiet street so we don't need continuous separation but we have put protection in at key sections, thereby saving costs but still giving cyclists protection from traffic where they need it.
- Cycling numbers increased by 40% since installation.



## Low cost, low risk programmes

### Cycleways and footpaths in Manukau, Mangere and Manurewa

- Since 2022 we have delivered several kilometres of cycleway in South Auckland by simply adding protective barriers to existing painted lanes or in pop-up trial cycle lanes such as Robertson Road.
- On average these cycleways cost less than \$1m per km rising to \$2m per km where intersections require treatments or pedestrian/cycle crossings to reduce traffic danger.
- Funding has been drawn from CERF, CATTR, the ongoing cycling programme and the Short-Term Airport Access project to deliver individual elements that together form a local network.
- Working closely with the local boards and communities has helped to overcome some of the initial resistance to protected cycleways.
- Where necessary we have agreed to hatched lanes and use of plastic/rubber separators to accommodate occasional use by over-dimension vehicles.
- A complementary programme of footpath and crossing improvements is being rolled out primarily funded through CATTR





# Smart Technology Projects

## What we're trying to achieve:

### Cycle Detection

- Improve efficiency for cyclists by managing LT Vehicles v. cyclist conflict at intersections

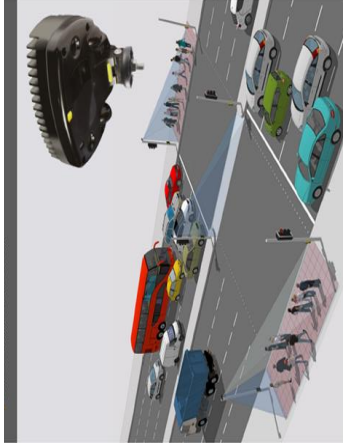
### Ped Detection

- Improve efficiency for pedestrian by extending green time for pedestrians at high place function areas where we expect surges of pedestrians

## Delivery so far:

Six intersections/midblock crossings implemented with smart cycle and ped detection including:

- Nelson St
- Nelson/Wellesley
- Tamaki Dr/Solent
- Twelve intersections currently in design this FY 23/24



## Customer Voice/Insights

People have been very supportive of technology projects including Local Boards. Small cost projects with lots of opportunities to enhance our Network.

"The 'green wave' you've achieved with the timing of traffic signals for people cycling on Nelson St is a massive improvement and I'm sure was lots of hard work, so thank you very much!"



## Shout out to ATOC

Tamaki / Solent Computer Vision solution

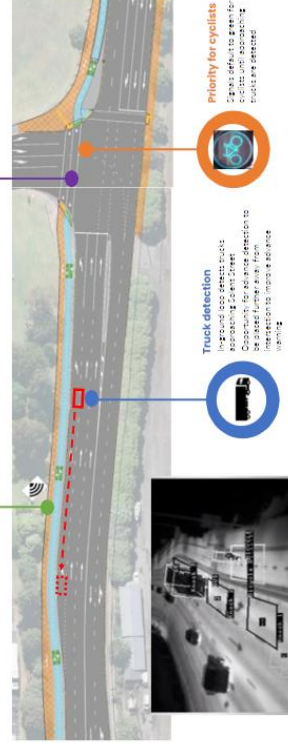
Some elements of smart intersection design were implemented at the Tamaki Drive / Solent Street intersection. However, there are still opportunities for further improvement.



Cyclist detection  
New smart cycle detection system for detecting approaching cyclists.



Priority for freight  
Interaction control system has been implemented to allow trucks to be detected.



Win-win  
Green most of the time!



Truck detection  
Improved detection system for trucks. Computer vision detection to be added further along.



Priority for cyclists  
Signal default to green for cyclists and approaching trucks are detected.

# Changes to Design Guidance and Application

## Practice Notes and Raised Crossings Review

In 2024 we started changed guidance on low-cost cycleway separators in our Transport Design Manual.

There has been historic resistance to these products in Auckland, but they are widely used in USA, Europe and Australia.

One of the main suppliers has developed a rubber-based product that does not shed microplastics that could go into the sea.

The new practice note makes it easier for designers to choose low-cost products and layouts.

The recent pedestrian crossings review endorses an approach to avoid putting raised tables on arterial roads unless a known safety risk cannot be addressed any other way.

This will save money and eliminate the inconsistency in current design practice of putting low-speed 25kph crossings on roads with a 50kph speed limit.



## Practice Note 04 Cycling Infrastructure - Interim Facilities

Table PN04 – 7: Physical Separator

Design Period	Rubber/Plastic Kerb Separator	Rubber Raised Separators (Flexible Traffic Separator)	Rubber Mountable Separators	Rubber Raised Separators (Modular Traffic Islands)	Precast Concrete Separators	"Copenhagen Type" Mountable Concrete Kerb Separators
0-1 years						
0-5 year						
5-10 years						
5-10 years						
Up to 15 years						



Location: Market Place  
Short-term/Trial projects  
1-5 years



Location: Ian McKinnon Drive  
Medium-term/Interim projects  
5-15 years



Location: Karangahape Road  
Long-term/Capital projects  
Above 15 years

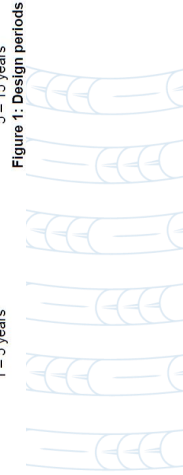


Figure 1: Design periods



# Planning things differently

## The Statement of Intent requires the cycling programme to be implemented with more Local Board direction

- We've piloted a 'Local Active Modes Plan' with Waitemata Local Board this year.
- The Local Board and local community worked together to identify issues and suggestions for improvements to walking and cycling infrastructure.
- The technique builds, strengthens and updates the 'Greenways Plans' that many local boards created a decade ago.
- The infrastructure proposals from the process are generated by local people, for local people.
- Delivery will be subject to future funding programmes\*

\* (typically ongoing cycling and walking programmes, Community Initiated Engineering, Local Board Capital and First/Final Leg for PT)





# Local Active Modes Plan (LAMP)

## Walking and cycling improvement plans led by local people

- Most trips (by any mode) in Auckland are less than 5km
- We piloted a new process with Waitemata Local Board following feedback from strategic programmes and customer surveys.
- There is an appetite to invest in small scale interventions that create connections to our strategic routes and provide better local places for walking and cycling.
- The LAMP process enables local people to identify problems and opportunities via an interactive map.
- AT is then able to create a map and action plan with a pipeline of future work that is endorsed and owned by the Local Board.
- This pipeline can be delivered through the Local Board Capital fund and other funds as appropriate.

- The approach:
  - Ensures that schemes are generated and approved by local people
  - Enables us to package individual minor works into a programme that can be delivered cost effectively rather than stand-alone schemes
  - Will still be subject to usual local engagement process as schemes are designed and constructed
  - Helps deliver locally important neighbourhood placemaking improvements that would otherwise not be funded

8,790 people travel within the study area for their work / education

33% of study area residents walk to their place of education. The Auckland wide figure is 21%

residents of the study area are four times as likely to cycle for their journey to work / education than the average Aucklander



























































































































