

Date: Tuesday, 4 March 2025
Time: 10.30am
Meeting Room: Groundfloor Boardroom,
Venue: Auckland Town Hall,
301-305 Queen Street, Auckland

Waitematā Local Board Workshop

OPEN AGENDA

MEMBERSHIP

| | |
|---------------------------|-------------------------|
| Chairperson | Genevieve Sage |
| Deputy Chairperson | Greg Moyle, (JP, ED) |
| Members | Alexandra Bonham |
| | Allan Matson |
| | Richard Northey, (ONZM) |
| | Anahera Rawiri |
| | Sarah Trotman, (ONZM) |

(Quorum 4 members)

Katherine Kang
Democracy Advisor

27 February 2025

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Karakia

Whakataka te hau ki te uru.

The wind blows from the west.

Whakataka te hau ki te tonga.

The wind blows from the south.

Kia mākinakina ki uta.

It pierces the land with its wintry nip.

Kia mātaratara ki tai.

And slices the sea with its freezing chill.

Kia hī ake ana te atakura

When the red dawn breaks

he tio, he huka, he hauhū.

there is ice, snow and frost.

tihei mauri ora!

indeed, there is life

Agenda Items:

1 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

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Local Board Workshop

File No.: CP2025/02972

Te take mō te pūrongo Purpose of the report

1. To present the Waitemata Local Board workshop agenda for 4 March 2025

Whakarāpopototanga matua Executive summary

The following will be board specific:

2. Most workshops are open to the public to attend as observers in person or online.
3. Some sessions may not be open to the public. The staff / chairperson and deputy chairperson decide which sessions are open to the public, depending on the sensitivity of the information being discussed. If a session is not open, a reason will be provided below.
4. The public can observe the workshop on via MS Teams. The link can be found on the front page of the agenda.
5. Local Board workshops provide an opportunity for local boards to carry out their governance role in the following areas:
 - a) Accountability to the public
 - b) Engagement
 - c) Input to regional decision-making
 - d) Keeping informed
 - e) Local initiative / preparing for specific decisions
 - f) Oversight and monitoring
 - g) Setting direction / priorities / budget.
6. Workshops do not have decision-making authority.
7. Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
8. Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
9. The following will be covered in the workshop:

Item 1 – 10.30am – 12.00pm

Auckland Transport

Presenter/s: Alex Elton-Farr (Auckland Transport), Claire Covacich (Auckland Transport), Liam Burkhardt (Auckland Transport), Yvonne Gwyn (Auckland Transport)

Purpose: Auckland Transport staff to provide the Board an update on the Room to Move in Ponsonby and Newmarket project. Staff and the Board will discuss the Developing Comprehensive Parking Management Plans. The update would include the process and objectives as well as the next steps.

Governance role: Keeping Informed
Proposed Outcome/s: The Board will understand the Room to Move in Ponsonby and Newmarket plan, staff will take questions the Board may have.

Attachment/s: Attachment A – Auckland Transport presentation

12.00pm – 12.45pm

Break

Item 2 – 12.45pm – 1.45pm CLOSED SESSION

CLOSED - Local board budget update and cost pressures

Presenter/s: Sarah Murray - Lead Financial Advisor

Purpose: To present local boards with their 2025/2026 budget position and play back of cost pressures post budget refresh exercise. A March business meeting report will follow the workshop seeking feedback on certain aspects of local board cost pressures.

Governance role: Setting direction, priorities and budgets

Proposed Outcome/s: Local boards are informed on their budget positions, relevant cost pressures, and impacts of potential options, ahead of workshopping their work programmes, and are in the position to give feedback on the Annual Budget where there are local impacts and considerations.

Attachment/s: Attachment J – Local board budget update and cost pressures

Item 3 – 1.45pm – 2.15pm

BID presentation

Presenter/s: Parnell Business Association staff

Purpose: Parnell Association will provide the Board with a review of the year. As part of the Business Improvement District programme, this workshop gives the Board and the business districts an opportunity to discuss governance, accountability and opportunities relating to the Business Improvement District programme.

Governance role: Keeping Informed

Proposed Outcome/s: The Board will understand the work of the business districts within the Waitemata Local Board area, and to engage with the business districts.

Attachment/s: Attachment B – Parnell Business Association presentation

2.15pm – 2.25pm

Break

Item 4 – 2.25pm – 3.25pm

City Centre

Presenter/s: Tam White - Senior Governance and Relationships Advisor, :
Michael Brown – Senior Project Manager, Simon Oddie – Priority

| | |
|---|---|
| <p>Purpose:</p> <p>Governance role:</p> <p>Proposed Outcome/s:</p> <p>Attachment/s:</p> | <p>Location Director – City Centre, Jenny Larking – Head of City Centre Programmes, Duncan McLaggan - Manager Community Partnerships & Investment, Kristen Webster – Head of Corporate Responsibility</p> <p>Item 1: City centre update: To provide the Waitematā Local Board with an overview of the workshop contents, the City Centre Advisory Panel forward programme, and to provide an update on key city centre initiatives or changes impacting the city centre.</p> <p>Item 2: High Street Improvements project update: To update the Waitematā Local Board on the project. Item 3: Victoria Quarter update: To provide a verbal update on the Victoria Quarter programme. Item 4: Update on the City Centre Community Safety Action Plan: To provide an update on the City Centre Community Safety Action Plan. Item 5: Strengthening our climate and sustainability response: To provide an update for the Board on the Strengthen Climate Response workstream, discuss some of the issues, barriers and opportunities and understand the thoughts and aspirations of the Board.</p> <p>Keeping Informed; Local initiatives.</p> <p>The Board will be updated on the City Centre projects.</p> <p>Attachment C – City Centre update Memo Attachment D – City Centre Tempo Presentation Attachment E – High Street Update Memo Attachment F – City Safety Update memo Attachment G – City Safety Update presentation Attachment H – Sustainability and Climate Change Memo Attachment I – Sustainability and Climate Change Presentation</p> |
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Ngā tāpirihanga Attachments

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Item 3

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| J ↓ | Local board budget update and cost pressures | 127 |





Room to Move in Ponsonby and Newmarket

Developing Comprehensive

Parking Management Plans

1. What we are doing and why
2. The process and objectives
3. What we have found to date
4. Next steps

Waitemata Local Board workshop 04 March 2025
Presenters: Claire Covacich, Liam Burkhardt, Yvonne Gwyn



We are developing 'Room to Move in Ponsonby and Newmarket' to deliver on the Room to Move parking and kerbside strategy for Auckland

Ponsonby and Newmarket are two of around 70 centres across the region which will have parking plans developed and delivered over the next decade.

Doing local parking management plans ensures we are taking a local lens, working with local partners and stakeholders and delivering a parking system that works for the specific area

This session is designed to introduce you to the project, outline what we have found so far, and set out how we would like your guidance, input and support throughout the process.

Why are we doing this?

Because Auckland's growth is putting pressure on limited road space. Without action we will see our roads and streets clogged, more traffic, and negative impacts on our community.



There are three objectives guiding our approach to parking and kerbside management:

| # | Objective | Explanation |
|---|---|--|
| 1 | Prioritising movement of people and goods on key roads to optimise the network. | We need to use Auckland's limited key roads more smartly and ensure significantly more throughput. This means we can't always have space for parking on these roads – it may need to be reallocated to side streets and managed, so it caters for businesses. |
| 2 | Creating and managing easy and accessible parking (turnover) to support access for the community. | Centres and key destinations work when people can easily get there, including parking there. We will make sure that where there are public parking spaces, we will support turnover, not just all-day static use, supporting visitors to access local businesses, community facilities, and recreational destinations, and to support access for residents including visitors. |
| 3 | Getting users to contribute to the cost of parking to reduce burden on ratepayers. | Everyone is paying for parking right now. More of the cost should be paid by the actual users (like with public transport), to keep our rates lower. |

Is there anything else we should consider, for Ponsonby and Newmarket specifically?

The project will involve multiple steps, and we want your input and insight throughout

Now

Next

Timing to be confirmed, given elections

Development

Existing situation review

How does parking work now? What is going well that we don't want to lose, and what could be better?

Developing change proposals

What changes to individual streets could make things work better? What would be the benefits and trade-offs?

Testing with the community

Asking Aucklanders what they think of the proposals to see what we've missed

Final plan: Room to Move

A set of improvements across short, medium, and long term time periods

Design and Delivery

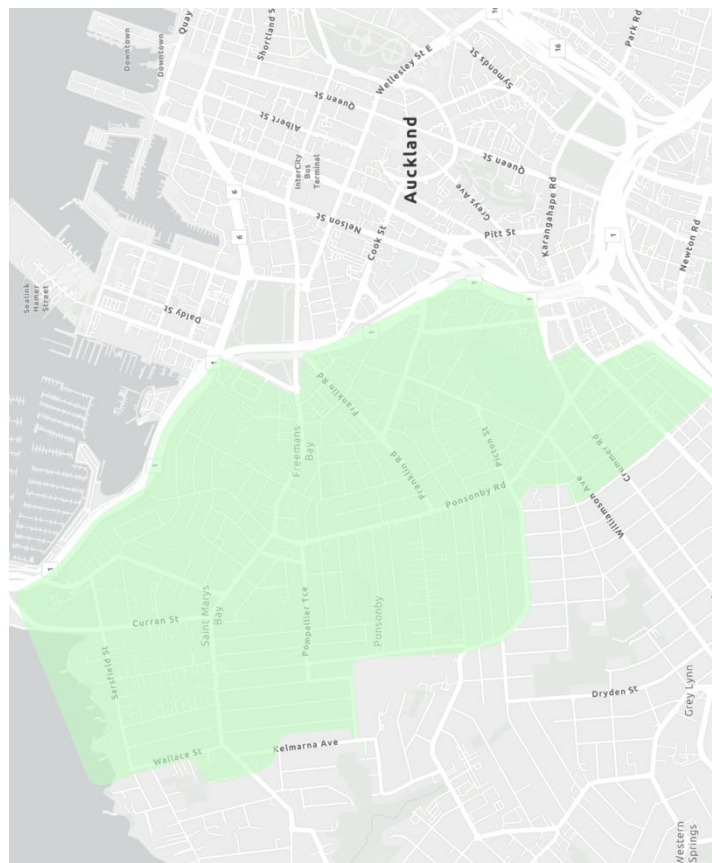
Designing and constructing the short term improvements on the ground

We will be seeking your input and guidance at each of the development stages. We will also seek early input from key partners and stakeholders in the local area, including business associations.

We want the Local Board's support for this work – to make sure it is delivering local needs.



Ponsonby: We have set the scope based on land use, public transport services and natural barriers



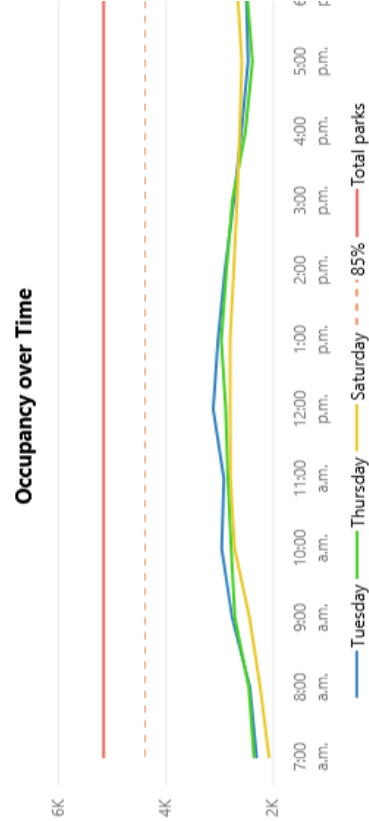
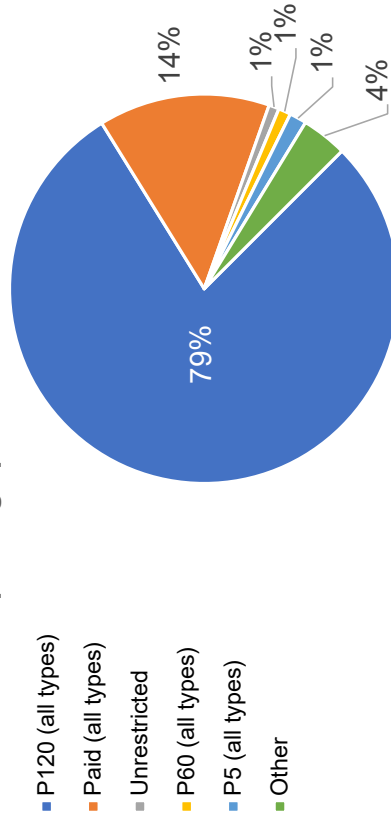
- The CPMP includes the entirety of the Ponsonby / Jervois Road commercial areas, College Hill, the wider Freemans Bay area, and the easternmost part of Great North Road.
- The area also includes the entirety of the Ponsonby, Freemans Bay, Herne Bay and St Marys Bay Resident Parking Zones.
- The eastern boundary abuts the City Centre CPMP. The western and southern boundaries about the Grey Lynn and Grafton – Eden Terrace areas.
- Ponsonby is identified as a Tier 2 area (moderate level of intervention)
- The CPMP’s scope includes all kerbside use, for all types of vehicles including bicycles and micromobility, and AT-managed off-street parking lots.



Ponsonby: Summary of our analysis so far

- Total on-street parking spaces: 5,100 (approximately).
- Few AT-operated off-street parks available. Some available near Three Lamps.
- The average weekday occupancy is highest in Three Lamps, with 80% occupancy at peak times. Ponsonby Road (between Franklin Road to Richmond Road), had the highest average weekend occupancy with peak occupancy at 85%.
- Evening demand in commercial areas, particularly around Ponsonby Road, remains high after 6pm on Saturday evenings. In some locations, spaces are over 85% occupied until after 9pm (e.g., Brown Street, Vermont Street, parts of central Ponsonby Road).
- 36% of all crashes reported in the area between 2018 and 2023 were parking related. Majority of reported crashes occurred along Ponsonby Road.
- 57% of offences (39,585 offences) were due to parking in an area longer than paid for (category 'P106')

Types of on-street parking spaces



Ponsonby: issues and opportunities. We want your views and insights.

- High demand in the evening around central Ponsonby.
- High demand in time-limited areas which are used to access commercial properties.
- Areas with significant parking on berms/off roadways.
- Evidence of high demand for motorbikes/scooters and e-scooters, using uncontrolled areas.
- Stakeholder feedback requesting increased amenity along Ponsonby Road.
- High demand beyond the boundaries of resident parking zones.
- Bus travel time and reliability deficiencies.

What other issues and opportunities are there? We are keen to hear what you have encountered. Happy for them to be super specific, on individual streets!



Newmarket: The majority of the CPMP area is within the Waitemata Local Board boundary

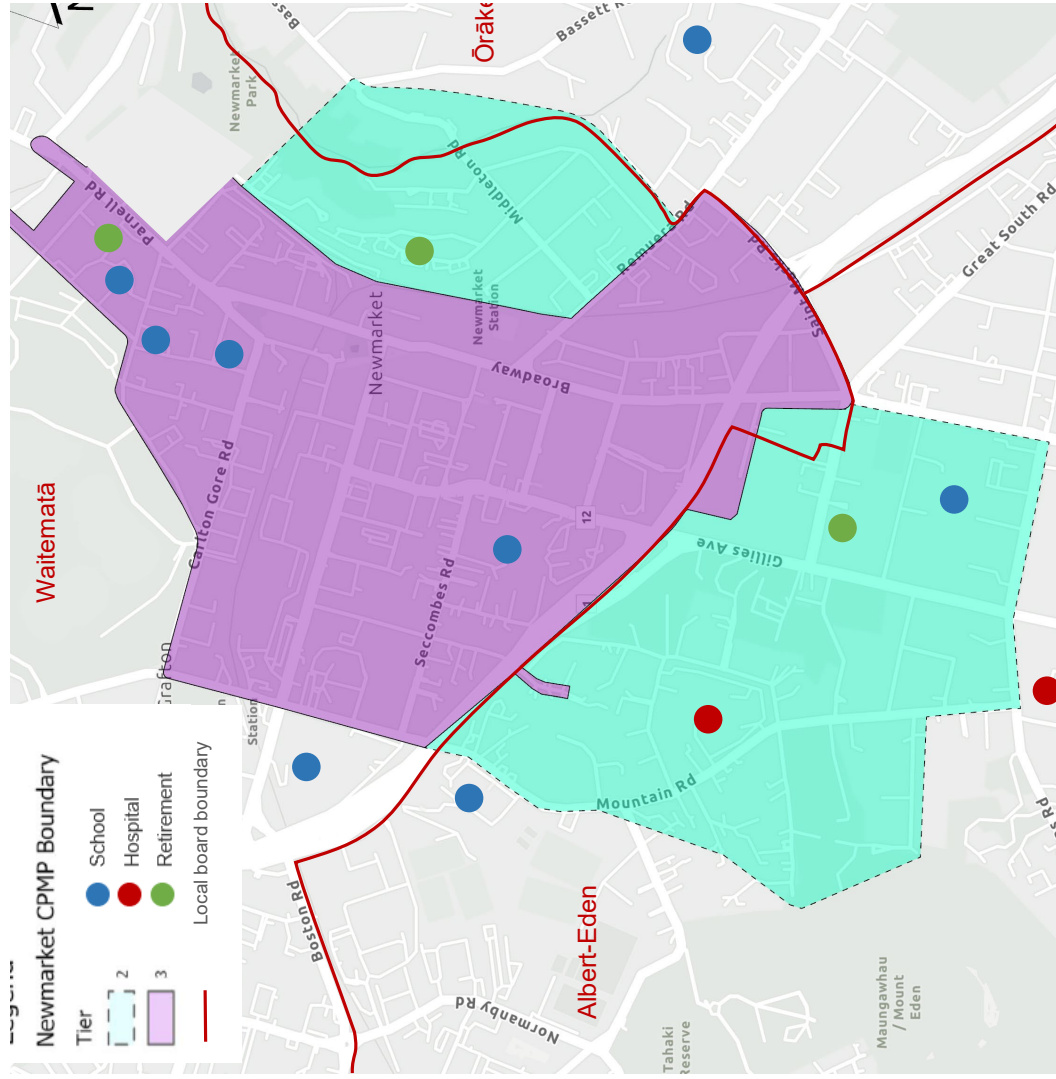
We have split the area into Tier 2 (moderate level of intervention) and Tier 3 (high level of parking management intervention).

The section within the Waitemata Local Board area is mostly Tier 3.

The investigation area includes the Newmarket commercial area, and residential areas to the east and south.

It also includes the Newmarket and Remuera Resident Parking Zones.

The Newmarket CPMP area borders three other CPMP areas: Parnell, to the north, Market Road to the southeast, and Grafton–Eden Terrace to the west.



Newmarket: Summary of our analysis so far

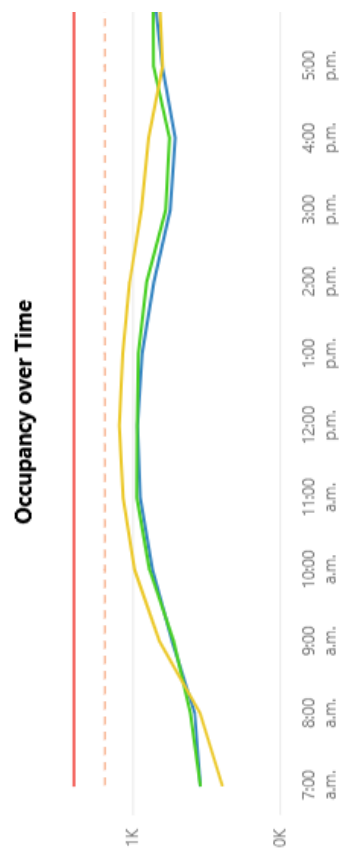
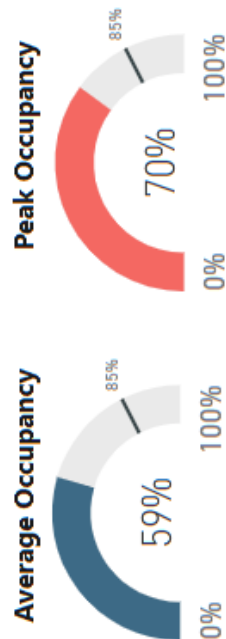
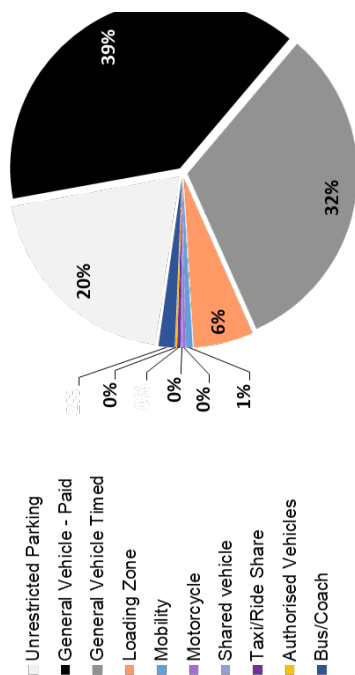
Estimated number of on-street parks in CPMP area is 2,109. (By comparison there are approximately 2,800 off-street parks and a further 3,110 parks at Westfield.)

Parking occupancy survey completed in Newmarket and Newmarket Park area.

- Overall, there is higher parking supply than demand, but there are some areas with more pressure than others.
- Overall, the peak weekday occupancy is 68% and the average duration of stay is 1 hour and 48 minutes.
- Occupancy is highest on Carlton Gore Road, with 86% occupancy at peak times.

50% of parking infringements are for failing to pay for parking in a paid area.

Carlton Gore Rd, Broadway, and Kent St have the highest number of infringements.



Newmarket: issues and opportunities. We want your views and insights.

- **Opportunity** to increase turnover of parking on streets with high peak occupancy, such as Carleton Gore Rd.
- **Opportunity** to increase parking compliance with paid parking on key roads where infringements are high.
- **Issues** with safety at loading zones and loading activities, such as crashes between buses and vehicles exiting loading zones on arterial roads, loading being completed from the footpath, or trucks taking up most of the road carriageway.
- **Opportunity** to improve compliance where there is parking on berms and footpaths.
- **Issues** with variable footpath quality, particularly in residential area to the east.
- **Opportunity** for engagement with businesses about access changes, given public transport improvements (including CRL), to ease pressure.
- **Issue/Opportunity** provided by planned future development which could arrest the decline in resident population by increasing dwellings (though that can put more pressure on parking and kerbside without proper management).

What other issues and opportunities are there? We are keen to hear what you have encountered. Happy for them to be super specific, on individual streets!



We plan to get the views of stakeholders next

We are planning to engage with these groups:

Our Treaty partners: Mana whenua

Stakeholders in both areas

- Business associations/BIDs
- Large local businesses/employers (e.g. Westfield)
- Freight and transport representative bodies
- Transport companies relying on kerbside space
- Transport advocacy groups (e.g., Bike Auckland)
- Accessibility advocacy groups
- Education (daycare, primary and secondary school, tertiary)
- Churches
- Cultural/recreation groups
- Retirement villages

Ponsonby

- Ponsonby Central

Newmarket

- Westfield, Auckland Hospital, Mercy Ascot
- Te Unga Waka Marae
- Recreation groups including Auckland Badminton Centre and Auckland Table Tennis Association

Who else should we engage with?

Next steps

1. We will take your insights and guidance from today and use it (together with the analysis we have completed) to guide our discussions with other stakeholders
2. We will then start to formulate some change options to address issues/opportunities. We will return to you to discuss these and refine them

Thank you



Appendix – summaries of the analysis so far



Ponsonby: Overview of transport and access

- Census 2023 captured people’s “usual” main mode of travel for education and work. This is recorded by the residential address and by the workplace/education institution address.
- Census 2023 reports that there is a notable increase in those working from home and that there is a decrease in trips made by non-car-based modes of transport (e.g., cycling, taking the bus).
- Ponsonby attracts trips from a wide range of areas across Auckland, but many trips originate from within the area itself or neighbouring areas like Grey Lynn and the City Centre.
- 36% of all crashes reported in the area between 2018 and 2023 were parking related. Majority of reported crashes occurred along Ponsonby Road.
- No large-scale transport projects planned for the area within the next decade. Great North Road project is already underway.



