

Date: Tuesday 18 March 2025
Time: 1.00pm
Meeting Room: Council Chamber,
Venue: Auckland Town Hall,
 301-305 Queen Street,
 Auckland

Waitematā Local Board

OPEN ATTACHMENTS

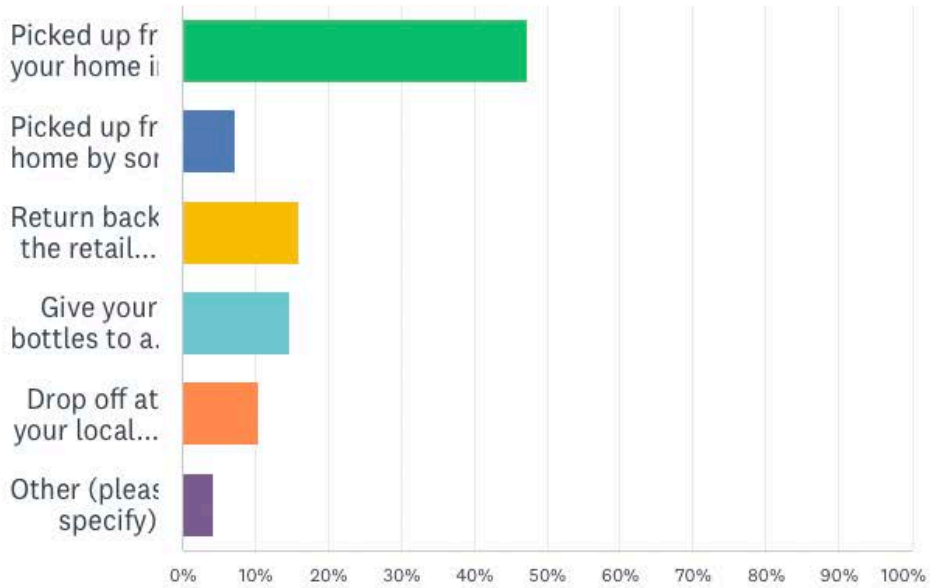
ITEM	TABLE OF CONTENTS	PAGE
8.1	Deputation - Neil Pollett - Green Bottle - A planned kerbside collection pilot in Waitematā for refillable glass bottles and jars	
	A. Survey result	3
12	Notice of Motion - Member Richard Northey - Speed Limit Reversals	
	A. Member Richard Northey Notice of Motion - Speed Limit Reversals	5
13	Local Board Transport Capital Fund Projects 2025-2026	
	A. LBTCF Workshop Presentation dated 3 December 2024	9
	B. Memo Auckland Domain Shared Paths Project options Dated 20/02/25	25
14	Auckland Transport Kōkiri / Local Board Transport Agreement Interim Update - March 2025	
	A. Memorandum outlining the proposal to install cycle racks at Seddon Field.	27
15	Waitematā Local Board Digital Heritage Initiative 2024/2025	
	C. Risk Appetite	31
16	Feedback on options to address local board operating cost pressures for Annual Budget 2025/2026	
	A. Options to address local board operating cost pressures and their impact on Fairer Funding implementation – (14 February 2025 JGWP)	33
	B. Memorandum: Local Board cost pressures – additional information (2 Dec 2024)	45
	C. Feedback template	49

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.

17	Local board views on draft plan change to add trees and groups of trees to the Auckland Unitary Plan Operative in Part and to the Notable Trees overlay	
A.	Attachment A: Proposed additions of trees and groups by Local Board, and areas within each Local Board	51
19	Urgent decision noting report - Waitematā Local Board's input to Auckland Council submission on the Local Government (Water Services) Bill	
A.	Waitematā Local Board feedback on the Local Government (Water Services) Bill	53
B.	Urgent Decision of the Waitematā Local Board	55
20	Chairperson's Report	
A.	Chair G Sage Report March 2025	57
21	Board Members' Reports	
A.	Member A Bonham Report March 2025	79
B.	Member R Northey Report March 2025	95
23	Waitematā Local Board Workshop Records	
A.	11 February 2025 Waitematā Local Board Workshop Proceeding	105
B.	25 February 2025 Waitematā Local Board Workshop Proceeding	111
C.	4 March 2025 Waitematā Local Board Workshop Proceeding	117
24	Hōtaka kaupapa / Governance forward work calendar for business meeting and workshop agenda items	
A.	March Hōtaka kaupapa / Governance forward work calendar for business meeting and workshop agenda items	125

me for reuse which of the following options would you most likely choose

answered: 237 Skipped: 0



ANSWER CHOICES	RESPONSES
▼ Picked up from your home in a returnable crate alongside your usual council recycling collection	47.26% 112
▼ Picked up from home by someone independent of your local council like an online delivery service	7.17% 17
▼ Return back to the retail outlet where you purchased the drinks from (eg a supermarket or liquor store)	16.03% 38
▼ Give your bottles to a local community group or school to assist them with their fundraising	14.77% 35
▼ Drop off at your local community recycling centre or any other designated bottle drop off point.	10.55% 25
▼ Other (please specify) Responses	4.22% 10

Notice of Motion: Speed Limit Reversals

In accordance with Standing Order 3.11, please place the following Notice of Motion on the agenda for the Waitematā Local Board meeting being held on 18 March 2025.

Motion

That the Waitematā Local Board

- a) requests Auckland Transport urgently to reassess the list of streets proposed to have their reduced speed limits reversed, to ensure both compliance with the speed rule and consideration of local board and community input, noting the Board's support for Katoa Ka Ora speed management programme (resolution WTM/2023/81), and the public support for safe speeds in Waitematā.
- b) agrees to write to the Minister of Transport requesting a review of the Speed limits Rule, taking into consideration the recently reported drop in the numbers of deaths and serious injuries, the benefits to productivity of fewer crashes, and the government's announced intention to give local boards more decision-making over roads in their communities.
- c) requests that this resolution is circulated to all Local Boards, Transport Resilience and Infrastructure Committee members, Auckland Transport Board and the Chief Executive of Auckland Transport.

Background

Safe speeds have been implemented across Waitematā Local Board area between 2020- 23 as part of Auckland Transport's safe speeds programme.

Auckland Transport's award winning Safe Speeds programme and Katoa, Ka Ora programme were developed based on evidence and the Vision Zero principle that nobody should die or be seriously injured on our roads. It has resulted in a drop of deaths and serious injuries. The Phase 1 and 2 interim evaluation of Auckland Transport's Safe Speeds Programme found a significant drop in DSI compared to the expected DSI if no changes had been made¹. 78 per cent of school leaders in Auckland supported permanent safe speed zones around schools in Auckland Transport's consultation.

The Local Board continues to receive requests from residents for safer speeds and/or speed calming. We note that 78 percent of school leaders in Auckland supported permanent safe speed zones around schools in Auckland Transport's consultation, and that 85 per cent of Death

¹

<https://at.govt.nz/media/f0pn0cbi/safe-speeds-phase-1-2-3-interim-evaluation-period-ending-december-2023.pdf>

and Serious Injuries (DSI) outside schools occur outside the operating times of variable speed limitless "Phase 1 and 2 evaluation of Auckland Transport's Safe Speeds Programme found a significant drop in DSI compared to the expected DSI if no changes had been made. We note that Auckland Transport advised the AT Board that "increasing speed limits may increase risks on the network. These risks include the number and severity of casualties, and infrastructure risks where some road devices become inappropriate and/or unsafe for the higher speed limit".

In June 2024 the Government consulted on a new speed rule. Auckland Council opposed the new speed rule which requires Auckland Transport to reverse speed limits for "specified roads" by 1 May 2025 and set variable speed limit of 30 km/h outside school gates during "school travel periods". The Waitemata Local Board (Resolution WTM/2024/116 also sought changes to the school-related and other provisions.

The government's key rationale for the widespread speed reversions was "productivity" However, all the evidence strongly indicates that safer speeds save time and money as well as lives. In 2021 road crashes were estimated to cost New Zealand \$9,770,000,000 a year or 4 per cent of NZ's GDP.

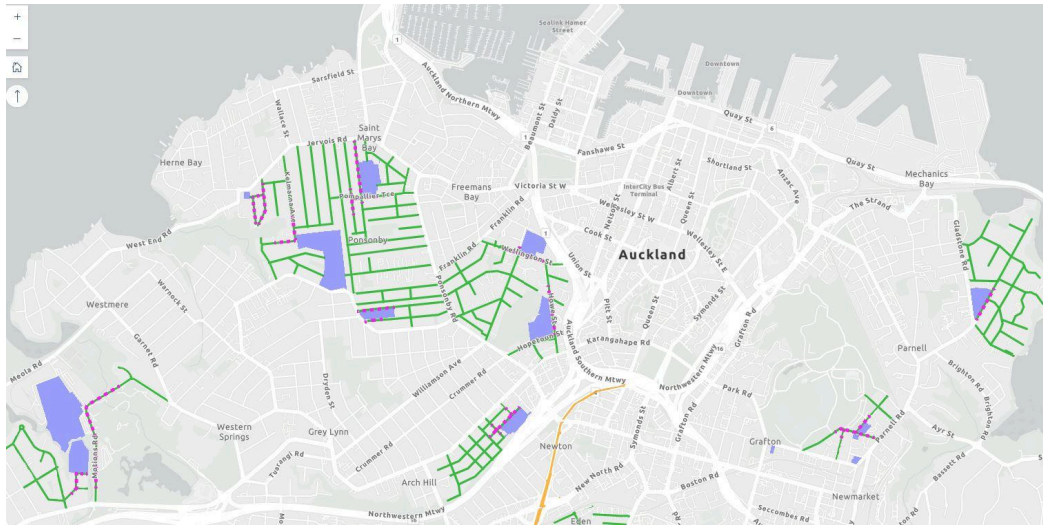
The new rule was made on 28 September 2024. The former Minister of Transport Simeon Brown mandated speed reversals on specified roads *if the reason or one of the reasons for setting that speed limit was because there is a school in the area*. The rule doesn't allow for any public consultation.

Auckland Transport's list of reversals on over 1500 streets only came to light on 28 February 2025. The list has been prepared without any local board input. There is now a limited window for stakeholders to raise issues with the approach that Auckland Transport is proposing to take in implementing the speed rule. It is estimated that the total cost of the reversals is \$8.8m with only half the cost covered by the government. Auckland Council has not budgeted for the cost of any reversals.

The majority of Waitematā's safe speeds have been assessed for reversal under the speed rule including many cul-de-sacs and narrow roads. A variable speed limit of 30 km/h outside school gates will be set only during "school travel periods." The evidence from research in Auckland shows that 85% of Deaths and Serious Injuries outside schools occur outside those hours ².

²

<https://at.govt.nz/media/1990950/auckland-transport-speed-management-plan-high-level-economic-assessment.pdf>



Waitematā's speed reversals 2025 from Auckland Transport's website

Auckland Transport has taken the position that whole suburbs must be reversed to higher speeds because the residential streets surround a school. There are many perverse and illogical outcomes as a result of the application of the speed rule. The imposition of mandatory variable speed limits outside schools will go ahead even if the surrounding streets retain permanent speed limits of less than 50km/h.

Not all of Auckland's speed limit reductions were implemented specifically to ensure safer neighbourhoods for walking and cycling around schools. For at least Freemans Bay and Ponsonby, Auckland Transport stated the reason for the speed reduction is that they are residential areas. This potential error by Auckland Transport in applying the speed rule warrants an urgent reassessment of all speed reversals, with local board input.

Auckland Transport advised the AT Board on 25 February 2025 that "increasing speed limits may increase risks on the network. These risks include the number and severity of casualties, and infrastructure risks where some road devices become inappropriate and/or unsafe for the higher speed limit".

Auckland Transport is in a position to defend the speed management programme and to point out to the Government the perverse outcomes that will result from the speed rule and to share the data and evidence that speed limit changes since 2020 have reduced serious injuries and deaths in areas where they have been implemented. This is consistent with Auckland Transport's statutory purpose to contribute to an effective, efficient and safe Auckland land transport system.

A judicial review is currently being brought by Movement in respect of the decision by the Minister to make the rule. Auckland Transport could support a delay to the implementation of the rule so that the substantive issues in that case can be resolved by the Court before any

changes are required to be made.

The new Minister of Transport Christopher Bishop has already used his discretion for communities outside Auckland around the part of the speed rule that targets schools and has the ability to allow for consultation before a reversion to higher speeds.

The Minister has said he wants an urbanist future for Auckland and other New Zealand cities. A key element will be making sure urban streets and roads enable more walking and cycling – as well as safer travels by car, lower disruption and less congestion from crashes, and a positive effect on liveability and productivity.

Signatories

Authors	Richard Northey, Member, Waitematā Local Board Alex Bonham, Member, Waitematā Local Board
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Waitematā
Local Board Transport Capital Fund
2023 - 2026

AT

3rd December - Workshop 4

Think before you print

Purpose of today

- Update on the budget that was recently confirmed in November 2024.
- Recap and Update on previous Local Board resolved projects.
- To discuss some new potential projects that were identified during FWP workshops
- Recommend projects to prioritise for the remaining two financial years of 3-year term
- Direction from the local board for the business meeting



Update on budget for this term

- Last year, the total budget for all local boards was reduced from the indicative budget of **\$45m** to **\$29.5m** for the 3-year term. Now this budget has been increased to **\$48.7m** of which **\$17m** is approved for the current FY25 and **\$20.4m** is endorsed for FY26.
- This means that an indicative budget for the local board has been increased from **\$1.735m** to **\$2.431m** for the 3-year term. Note that the previous budget was already allocated by the board on their current active project, see resolutions in appendices.
- Additionally, there are cost savings from the currently active project of **\$60k**
- Therefore, an indicative additional budget of **\$696k** + **\$60k** (cost savings) + **\$29k** (**unallocated**) = **\$785k** is now available to the board for the remainder of the 3-year term.



Recap and Update on projects to deliver in 3-year term

Projects	Resolved Budget + AT Approved budget	Project Status	Cost Savings	Funding required to be resolved to complete the project
New Street Pedestrian crossing	\$375,000.00	External Consultation	\$60,000.00	-
Domain Shared paths	\$887,200.00	External Consultation	Option 1: Deliver site 2 only and cancel site 1 - cost saving \$131,000.00 OR Option 2: cost saving \$0	Option 3: Deliver both site 2 and 1, \$785,000
Waipapa Greenway Wayfinding	\$86,000.00	Detailed Design	-	Option 1: Non-illuminated plinths- \$0 Option 2: Reduce the scope – 54k Option 3: Illuminated plinths -79k
O'Neil Street safety Improvement	\$357,000.00	Detailed Design	-	-
		Total	Confirmed \$60,000.00	



Waiheke Park



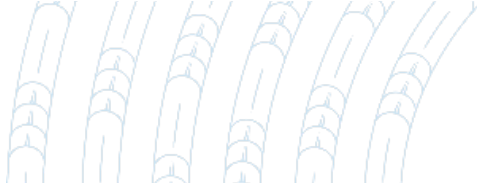
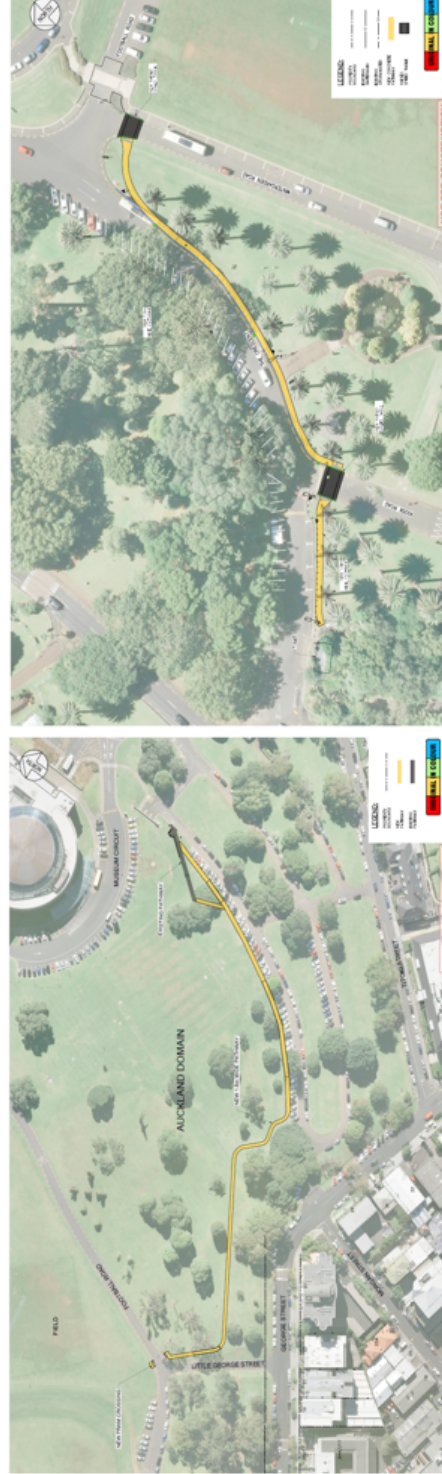
PROJECT DELIVERY UPDATE
Assets being built, renewed or maintained

MAKING GREAT PLACES AUCKLANDERS LOVE
PARKS & COMMUNITY FACILITIES

Pukekawa / Auckland Domain - develop pathway connections

To improve accessibility and strengthen walking connections within Pukekawa/Auckland Domain, two new pathways are being developed to enhance routes through the Domain and provide easier access to key entrance and exit points. The concept design of these pathways has been approved by Auckland Transport's Design Review Panel, and community consultation is currently in progress.

- **Site 1** – Titoki Street to Football Road: A new 1.8m wide pathway will be constructed from the Titoki Street Carpark to Football Road, which will provide easier access to the fields from the carpark.
- **Site 2** – Football Road to The Crescent: A new 1.8m wide pathway will link Football Road to the existing toilet facilities on The Crescent. Raised speed tables will be installed across Wintergarden Road and Kiosk Road to improve pedestrian safety.



Domain Snared paths - Budgets

Pukekawa / Auckland Domain - develop pathway connections

	Status	Resolved Budget + AT Approved FY24-FY26	Updated total budget required to complete (based on approved concept)	Breakdown of Additional budget required	Additional Budget Required
Site 1 : Titoki Street to Football Road 1.8mx350m	Concept Approved		\$916,000	\$131k cost saving from (site 2) + \$785,000	\$785,000
Site 2 : Titoki Street to Football Road 1.8mx170m	Concept Approved	\$887,200	\$531,000	\$0	\$0
		(\$662,000 remaining budget)			\$785,000
	Spent to Date	\$225,200	-		-

Option 1: Deliver site 2 only by June 2026 and put site 1 on hold and the board can take the \$131k from this project.

Option 2: Deliver site 2 only by June 2026 and leave the \$131k to get the site 1 construction ready and as an additional contingency for site 2.

Option 3: Deliver both Site 1 and Site 2 pathways by June 2026, additional funding required. **(\$785k).**

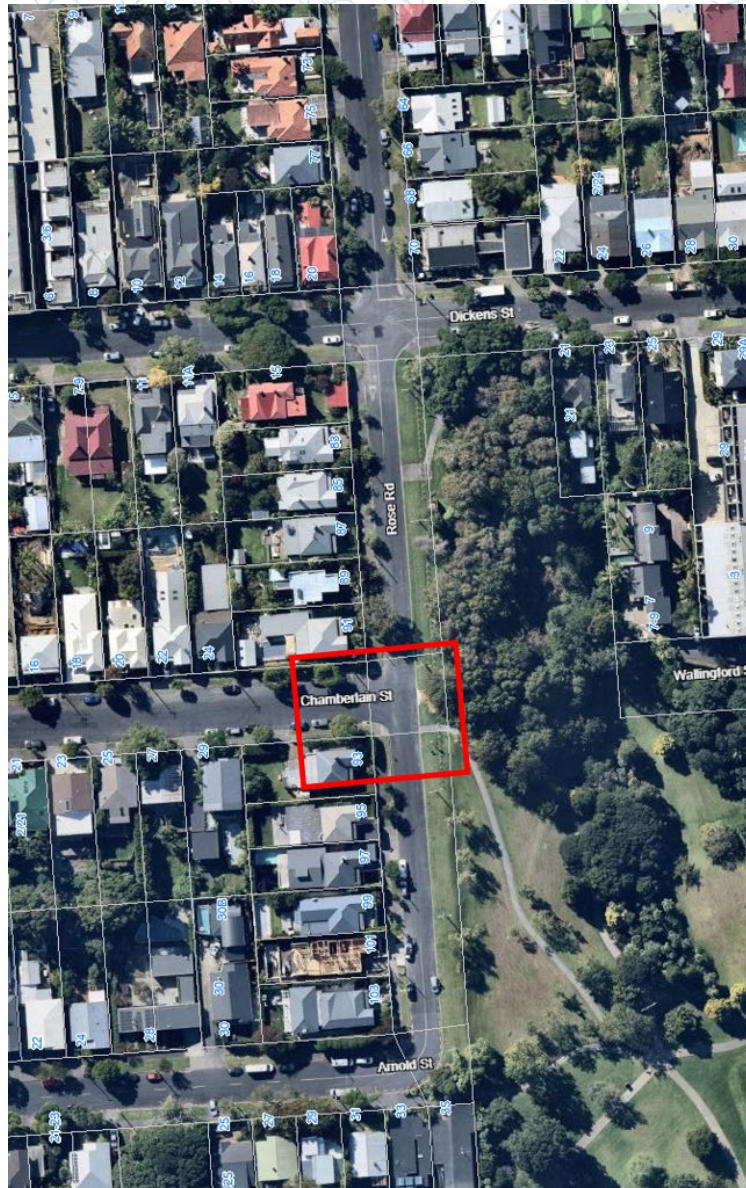
Contingency Projects and other Project Ideas as per the Forward Works Engagement Programme workshop



Note: Projects ideas have been collated with in conjunction with other AT capital programmes.

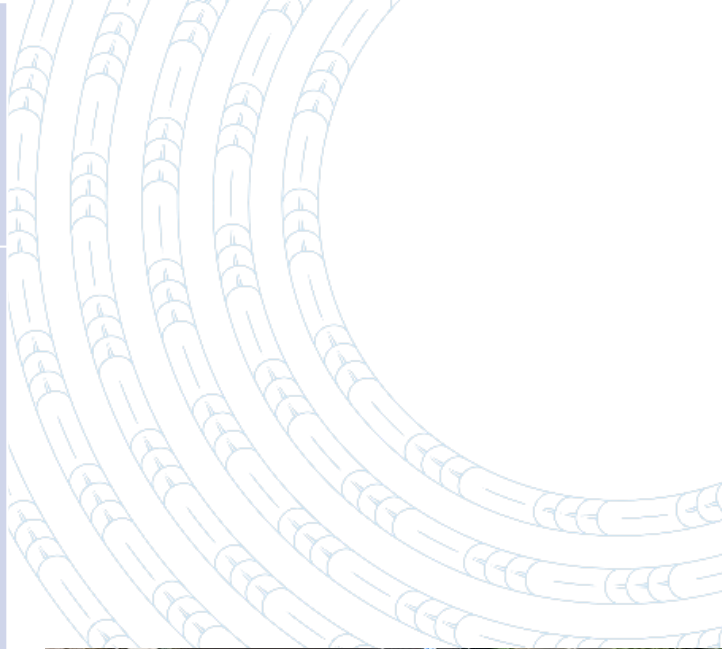


Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design
Rose Road side islands	Rose Road/ Chamberlain Street intersection	Public request	Side islands on the reserve side to improve pedestrian safety by reducing the crossing distance for the pedestrians and to prevent cars parking and blocking the park entrance.	\$150,000





Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design
Hepburn Street/Wellington Street intersection	Hepburn Street/ Wellington Street	Public request	<p>Raised signalised intersection –design A (1.5m) Raised tables at approach lanes on Wellington Street - design B (600k). Adjacent to Freemans Bay School.</p> <p>AT recommendation: Not to proceed with this project. Raised safety platform are not recommend on this road as per current standards.</p>	-





Project Name	Address	Project origin if known	Project Description/ Comments/ History	Cost estimate including design
Park Road Pedestrian Crossing Improvements	Park Road near or at the intersection of Domain Drive, Grafton	Request from the University of Auckland	<p>The request is from the University of Auckland to Provide a pedestrian crossing over Park Road to service the demand from the university to access the shops. Likely to require signalisation via either:</p> <p>(Option A) a signalised crossing only as close as possible to the most major desire line- \$400k</p> <p>(Option B) fully signalising the intersection with Domain Drive and providing suitable crossing legs - \$1.0m</p>	<p>Option A - \$400,000 Option B - \$1,000,000</p>

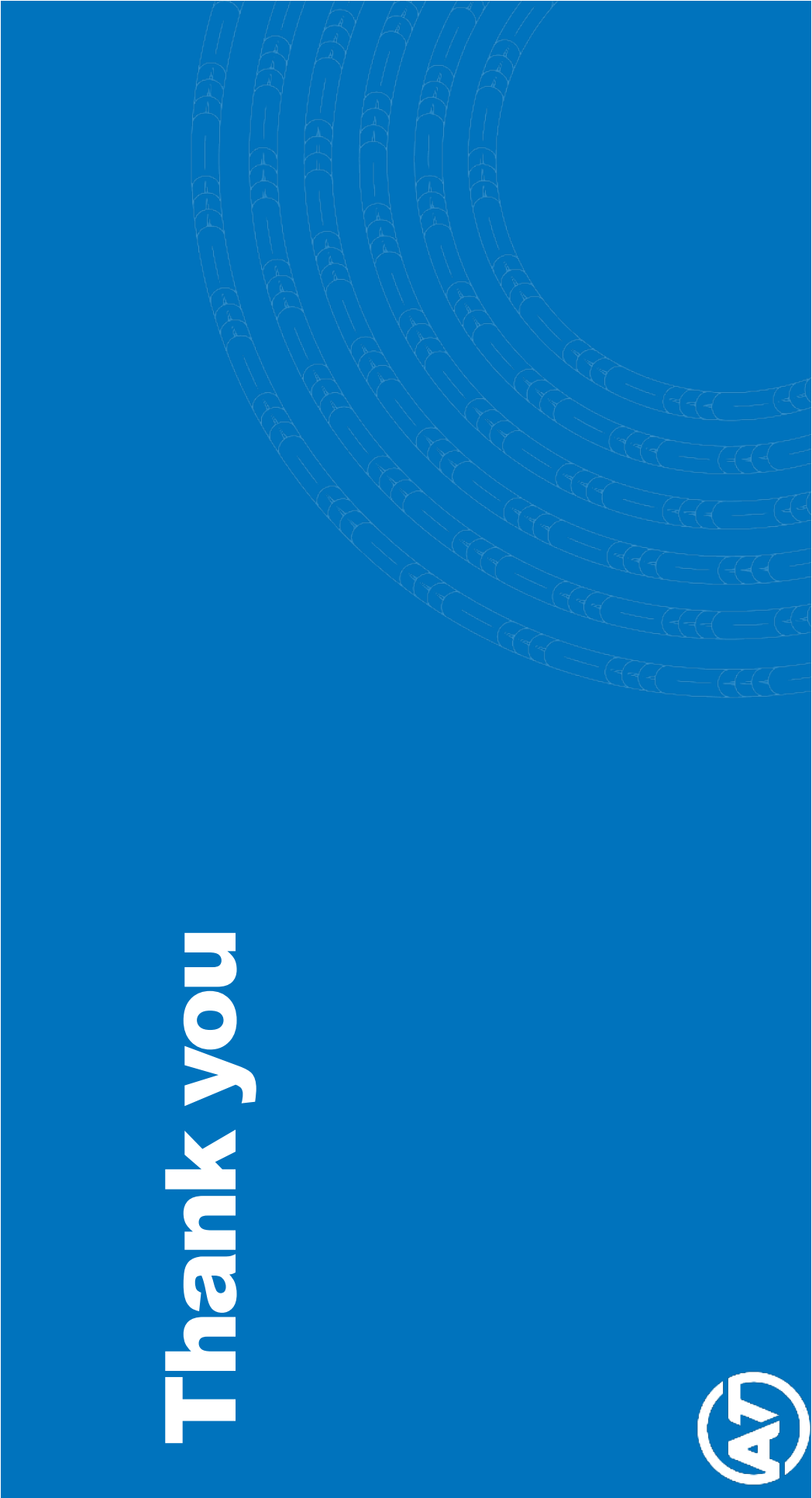


Quarterly advice about the 3-year programme

- An indicative additional budget of **\$696k + \$60k** (cost savings) + **\$29k** (unallocated) = **\$785,503** is now available to the board for the remainder of the 3-year term.
- It is recommended that \$785,503 be allocated to complete the current active project. **OR**
- The remaining new project ideas are prioritised and the budget of **\$785,503** from the 3-year term is allocated to initiate the highest priority projects within the remaining two financial years.

Projects	Resolved Budget + AT Approved budget	Project status	Cost Savings	Funds required to be resolved to complete the project
New Street Pedestrian crossing	\$375,000.00	External Consultation	\$60,000.00	-
Domain Shared paths	\$887,200.00	External Consultation	Option 1: Deliver site 2 only and cancel site 1 - cost saving \$131,000.00 OR Option 2: cost saving \$0	Option 3: Deliver both site 2 and 1, \$785,000
Waipapa Greenway Wayfinding	\$86,000.00	Detailed Design	-	Option 1: Non-illuminated plinths- \$0 Option 2: Reduce the scope - 54k Option 3: Illuminated plinths - 79k
O'Neil Street safety Improvement	\$357,000.00	Detailed Design	-	-
Rose Road side islands - \$150,000 Park Road Pedestrian Crossing Improvements - \$400,000 (option A)	-	New Project Ideas	-	OR \$785,503 budget available to resolve new projects





Prioritisation Criteria

- As a reminder, projects that are funded using the LBTCF will meet the following criteria:
 - The project must be technically deliverable and within the road corridor.
 - Meets transport safety criteria.
 - Does not compromise the transport network.
 - Is not part of an asset renewal programme.
 - projects outside the road corridor can be funded provided the projects support the connectivity of cycleways and footpaths within the transport network.



