

**Date:** Tuesday, 1 April 2025  
**Time:** 10:30 am  
**Meeting Room:** Groundfloor Boardroom,  
**Venue:** Auckland Town Hall,  
301-305 Queen Street, Auckland

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## Waitematā Local Board Workshop

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Genevieve Sage
<b>Deputy Chairperson</b>	Greg Moyle, (JP, ED)
<b>Members</b>	Alexandra Bonham Allan Matson Richard Northey, (ONZM) Anahera Rawiri Sarah Trotman, (ONZM)

(Quorum 4 members)

**Katherine Kang**  
**Democracy Advisor**

**27 March 2025**

Contact Telephone:  
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Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

This workshop will be held in-person and via Microsoft TEAMS. Please use the following link to join the meeting via Microsoft TEAMS: [Join the meeting now](#)



ITEM	TABLE OF CONTENTS	PAGE
1	Ngā Tamōtanga   Apologies	5
2	Te Whakapuaki i te Whai Pānga   Declaration of Interest	5
3	Local Board Workshop	7

## 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*



**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.



## Local Board Workshop

File No.: CP2025/05473

### Te take mō te pūrongo Purpose of the report

1. To present the Waitemata Local Board workshop agenda for 25 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 – 11.30am

##### Auckland Transport

Presenter/s: Alex Elton-Farr – Elected Member Relationship Partner  
Stakeholder and Communications,

Purpose/outcomes: Auckland Transport staff will provide the board an updated on the City Rail Link, the board will be informed on the signage, wayfinding for station precincts and other relevant issues.

Governance role: Keeping informed

Proposed Outcome/s: The board will be provided with the latest updates on the City Rail Link.

Item 3

Ngā

Attachment/s: Attachment A – Auckland Transport CRL presentation
<b>11.30pm – 12.30pm</b>
<b>Break</b>
<b>Item 2 – 12.30pm – 1.30pm</b>
<b>Closed Lease discussion – Kelmarna Community Farm</b>
Presenter/s: Tsz Ning Chung
Purpose: Staff and the board to discuss the Kelmarna Community Farm lease.
Governance role: Local initiatives
Proposed Outcome/s: The board understand and address concerns around the new lease for the Kelmarna Community Farm.
Attachment/s: Materials circulated separately through Nexus.
<b>1.30pm – 1.40pm</b>
<b>Break</b>
<b>Item 3 – 1.40pm – 3.40pm</b>
<b>Local Board Annual Planning workshop 6 - Local Board Work Programme</b>
Presenter/s: Local Board Service Staff
Purpose: Staff to present draft work programmes to the local board for discussion and feedback.
Governance role: Setting direction / priorities / budget
Proposed Outcome/s: To receive local board feedback on draft 2024/2025 work programmes, this will be used to update work programmes before presenting the finalised work programmes to the board.
Attachment/s: Attachment B - Local Board Work Programme Attachment C - LBAP 6 draft LBWP presentation Attachment D - WLB draft Capex WP FY26-FY27

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	Auckland Transport CRL presentation	11
<a href="#">B</a>	Discussion on the Kelmarna Community Garden lease	47
<a href="#">C</a>	Local Board Work Programme	49
<a href="#">D</a>	LBAP 6 draft LBWP presentation	65
<a href="#">E</a>	WLB draft Capex WP FY26-FY27	89



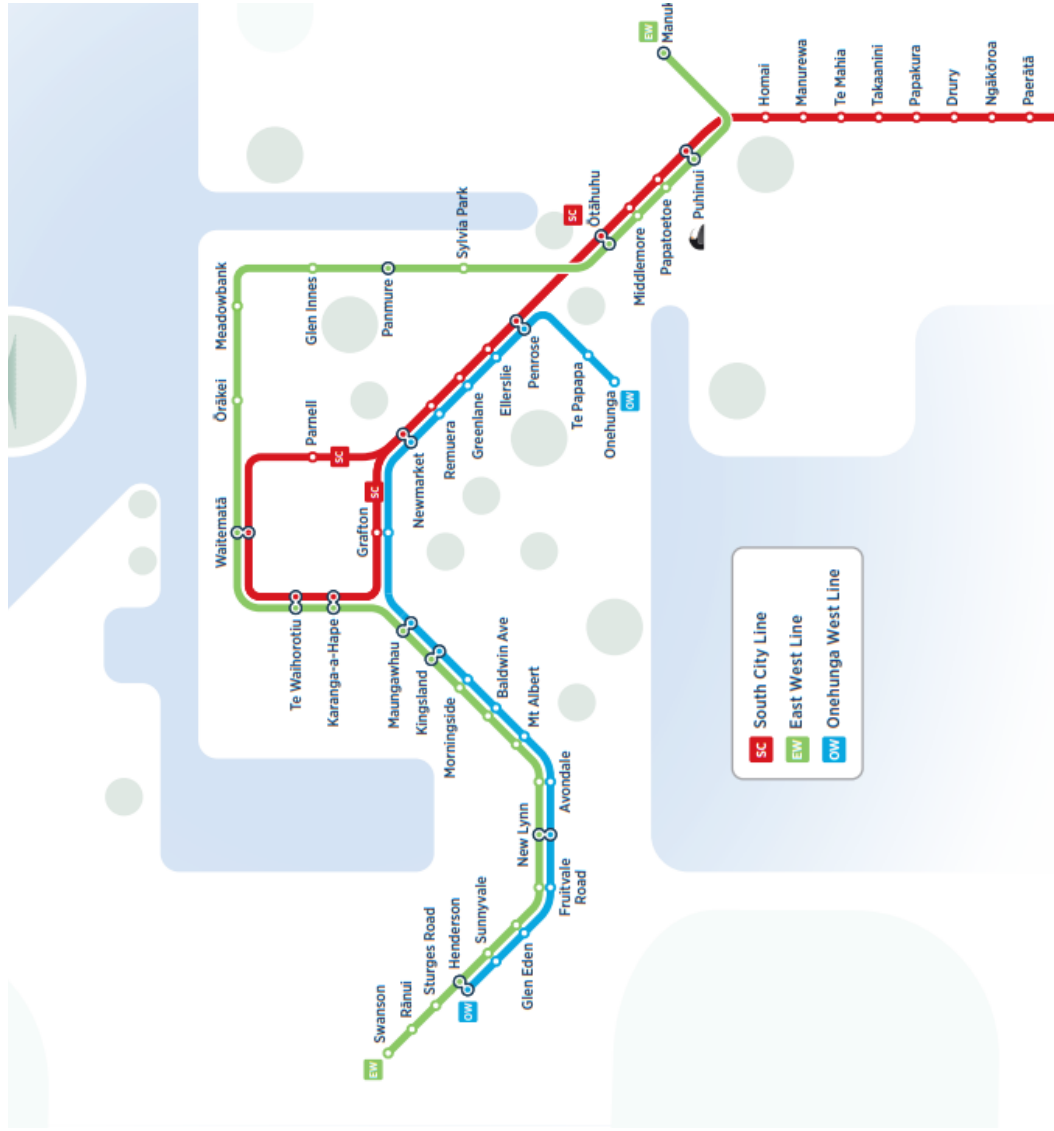




The slide features a blue background with a pattern of white, curved, segmented lines resembling a cable or fiber optic. The title 'AT Getting Ready for CRL' is written in large, bold, white, sans-serif font, oriented vertically. In the bottom right corner, the text 'Waitematā Local Board' and '1 April 2025' is written in white. In the top right corner, there is a circular logo with 'AT' inside, and a green circle with the text 'Think before you print' and a leaf icon. In the top left corner, there is a small white square with a green and blue logo.

## A new era in Transport for Aucklanders

- **More frequent services** – every 4 minutes through the City Centre
- **Shorter journey times**
- **Better access to the city centre**
- **New direct connections** – west to east without changing trains
- **A more efficient and resilient rail network**
- Increased use of public transport – **cleaner, greener and less congested**
- **Economic growth and development**



# AT and our partners getting ready for CRL

A collaborative effort involving three main partners and many suppliers – these are areas each partner is leading:

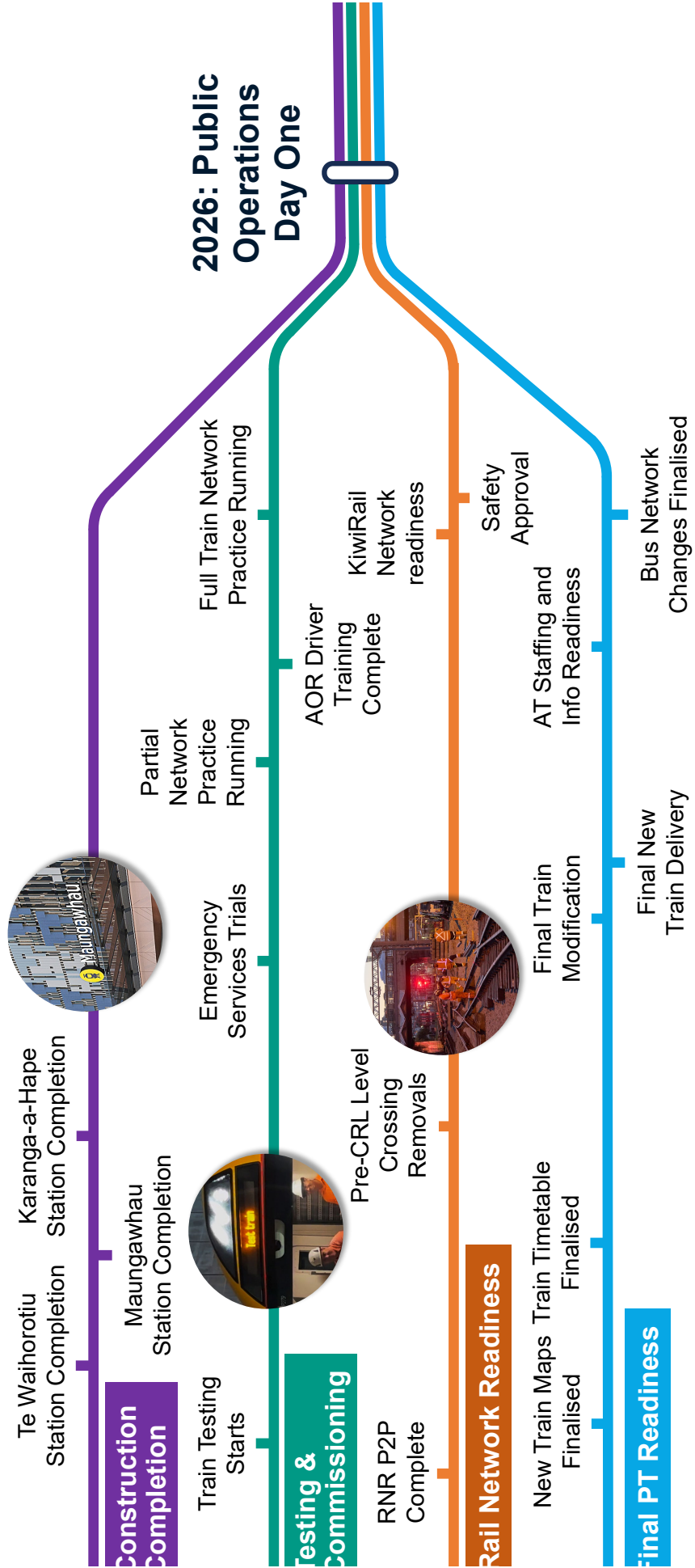


**CityRailLink**



- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Manage design and build of the new tunnels and stations.</li> <li>• ‘Urban Realm’ street and public spaces immediately surrounding station sites.</li> <li>• Owner of the contract with Link Alliance delivering most of the works.</li> <li>• Testing and commissioning – ensuring what is built works as intended before handover.</li> <li>• Once complete, the organisation will wind down – tunnels and stations handed over to KiwiRail and AT.</li> </ul> | <ul style="list-style-type: none"> <li>• Provide the public transport services that will use the new tunnels.</li> <li>• Own and operate new stations after completion.</li> <li>• Manage integration with the existing PT network (planning improved services, connecting technology systems).</li> <li>• Ensuring good customer information and experience (e.g. ensuring all digital and physical public information is updated)</li> <li>• Precinct works surrounding the stations.</li> <li>• Testing and practicing running the new network and timetables before opening.</li> <li>• Level crossing removals</li> </ul> | <ul style="list-style-type: none"> <li>• Delivering rail projects that ensure the new, more frequent passenger services and freight services can operate (e.g. the Third Main Line, Rail Network Rebuild, station works).</li> <li>• Own and maintain the CRL tunnels and tracks after completion.</li> </ul> |
|---|--|---|

# Getting Ready for Day One of CRL



# Precinct Projects Scope

## Auckland Transport Projects at each CRL Station

### Te Waihorotiu Station

- Wellesley Street Bus Improvements project (stage 1)
  - Albert Street to Queen Street.
  - wide open pavements for ease of movement.
  - creating the connection between bus and train – stops/shelters.
- Wayfinding

### Karanga-a-Hape Station

- Project K
  - make it easier, safer, more intuitive and welcoming for people.
  - connect people arriving in the neighbourhood by bike to existing cycling facilities.
  - improving connections between buses and trains.
- Wayfinding

### Maungawhau Station

- Mt Eden Road reseal
- New North Road side streets
  - parking design, lighting design, footpath and road renewals
- Wayfinding







# AT Signage & Wayfinding Standards

## Signage & Wayfinding Design Guide:

General design guidance



## Signage & Wayfinding Design Code:









Detailed technical requirements



- Part of AT's [Transport Design Manual](#) (available on [at.govt.nz](http://at.govt.nz))
- Updated version 2.0 issued in 2024 (first update since 2018)

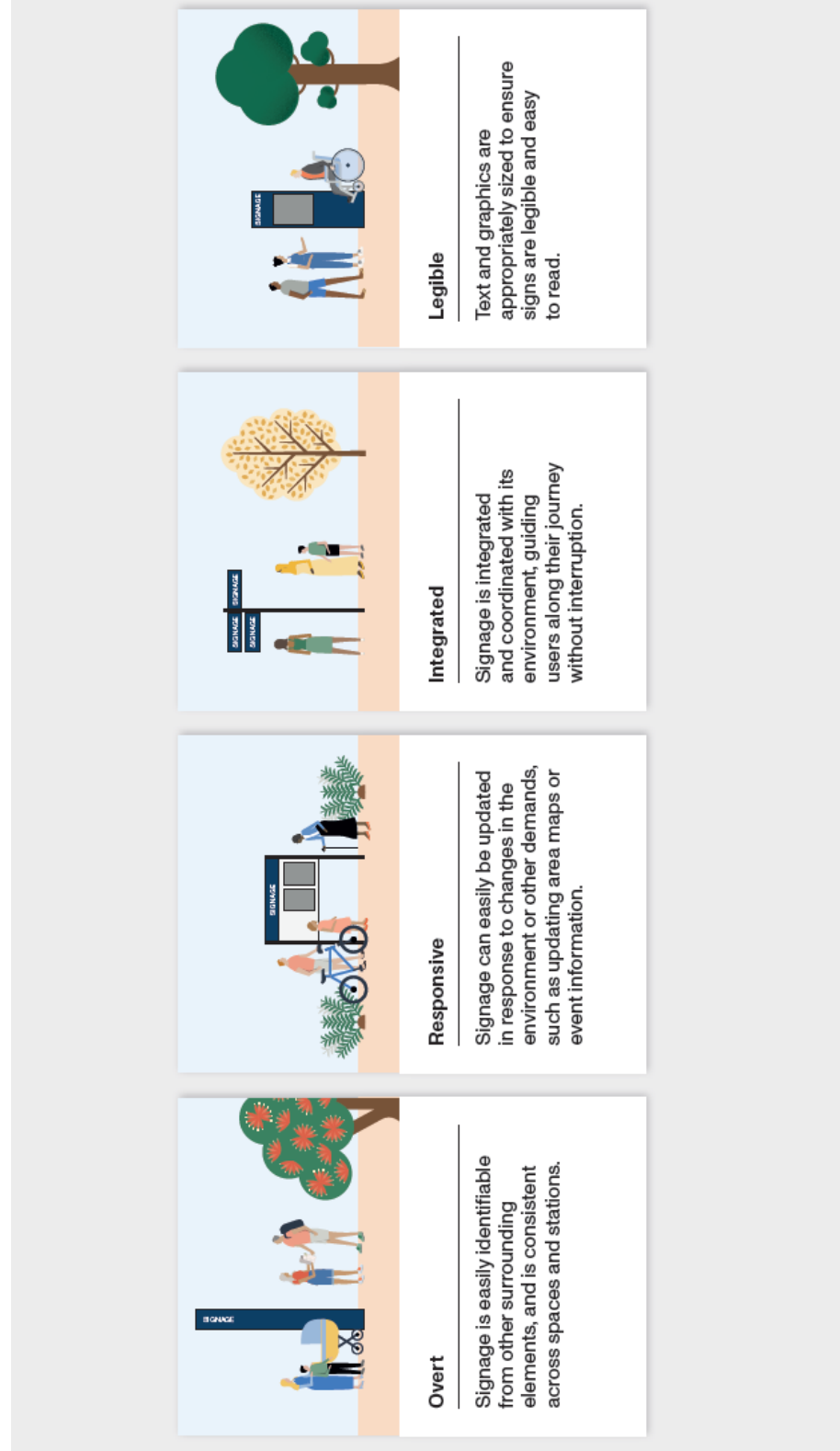


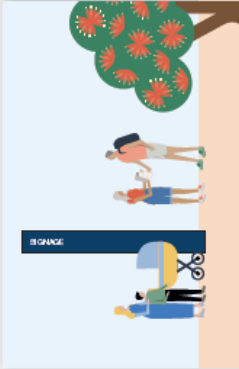
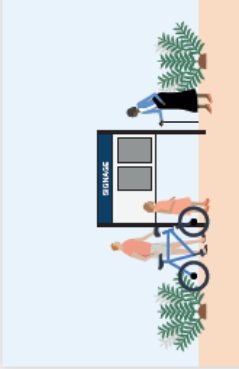
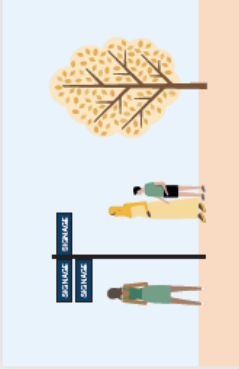

# Principles for great wayfinding

 <p><b>Less is more</b></p> <p>For clarity of communication, the system uses as few signs as possible. Signage should be placed at strategic points to provide a helping hand to visitors who require information along their journey.</p>	 <p><b>The right information at the right time</b></p> <p>Information should be presented in a logical sequence based on the user journey.</p>	 <p><b>Consistent and logical</b></p> <p>For clarity of communication, it is important terminology is consistent throughout the building, as well across all written, online and verbal communication channels.</p>	 <p><b>Predictable</b></p> <p>Predictability relates to all elements of the wayfinding system, from sign placement and content to the graphic layout and style.</p>
 <p><b>People-centred</b></p> <p>A deep level of understanding of all stages of the door-to-door journey shapes the fundamental aspects of the overall user experience.</p>	 <p><b>Establish a hierarchy</b></p> <p>Information is prioritised according to a hierarchical structure, and presented in a logical sequence based on the customers journey.</p>	 <p><b>Give it a label</b></p> <p>Effective wayfinding is beyond just about providing directions. Knowing where you are and when you have reached a destination is just as important.</p>	 <p><b>Manaakitanga</b></p> <p>The wayfinding system should support the Māori principle of giving visitors a warm and respectful welcome to the building.</p>



# Design principles for signage



	<b>Overt</b> Signage is easily identifiable from other surrounding elements, and is consistent across spaces and stations.
	<b>Responsive</b> Signage can easily be updated in response to changes in the environment or other demands, such as updating area maps or event information.
	<b>Integrated</b> Signage is integrated and coordinated with its environment, guiding users along their journey without interruption.
	<b>Legible</b> Text and graphics are appropriately sized to ensure signs are legible and easy to read.



# Key changes since version 1.0

## Bilingual signage

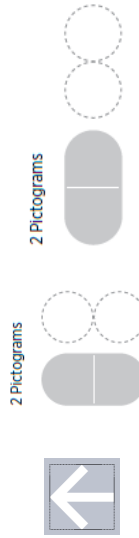
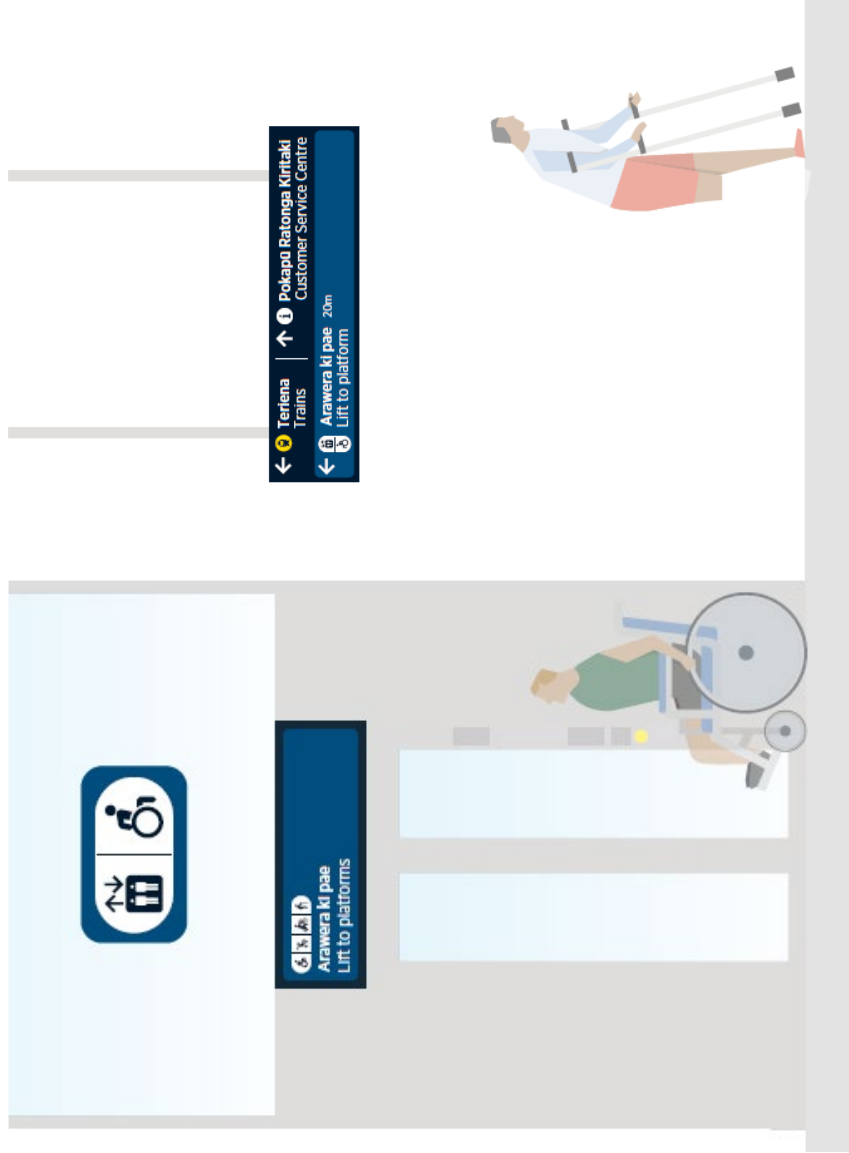
All signs updated to include both Māori and English in line with Auckland Council's Māori Language Policy.

## Accessible journeys

Accessible pathways identified and highlighted using the international colour for accessibility (a light blue different to AT's standard blue for signage) and the accessible pictogram.

## Minor design changes

Such as arrows being removed from roundels for improved legibility, new pictogram lockups



2 Pictograms

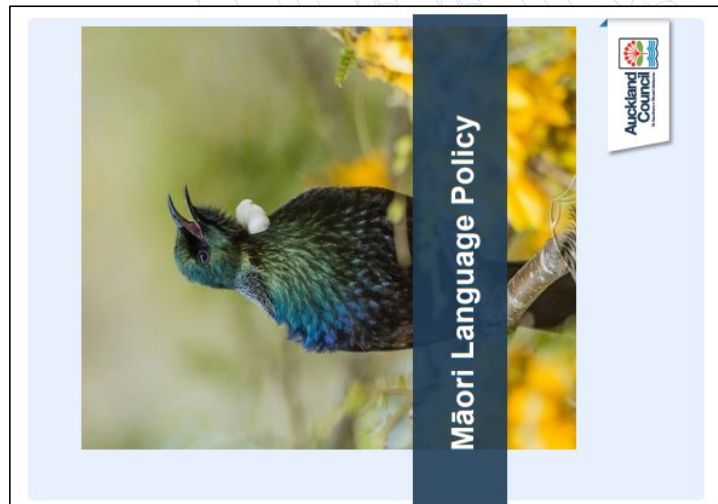
2 Pictograms

## Why bilingual signage?

### 2016 Māori Language Policy

Auckland Council recognises te reo Māori is a **cultural treasure and official language** of New Zealand and commits to Māori being **seen, heard, spoken and learned** throughout Tāmaki Makaurau.

Auckland Council recognises it's able to contribute to the celebration, protection, revitalisation and the integration of Māori language throughout its functions and activities.



## Why bilingual signage?

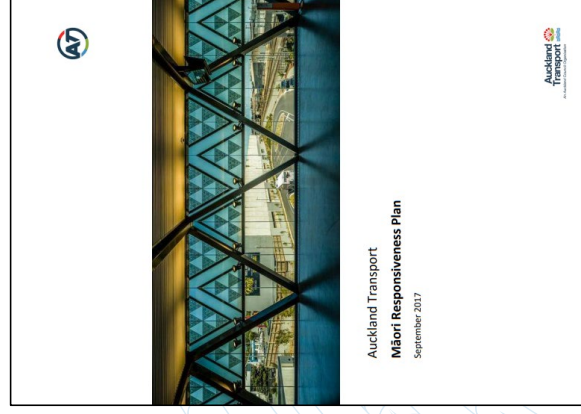
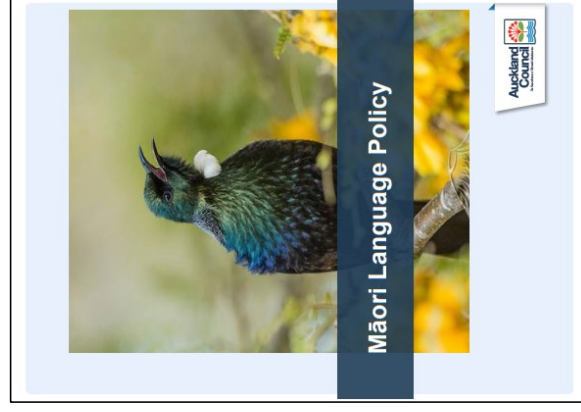
### Key AT Board decisions

**2017**

AT Board endorses Council's [Māori Language Policy](#) and AT's [Māori Responsiveness Plan](#) which commits to increasing the visibility and fluency of te reo Māori across the AT network

**2018**

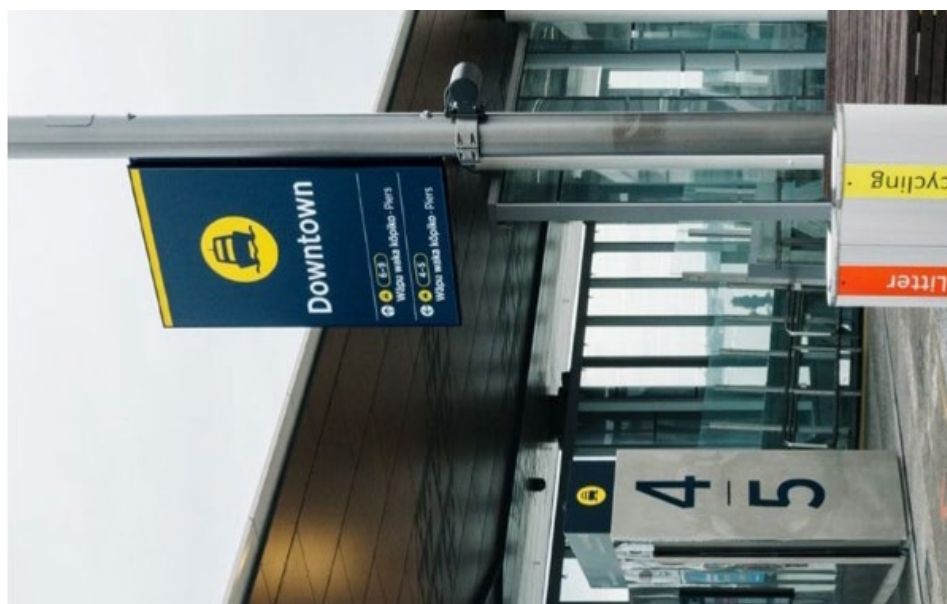
AT Board approves [AT Statement of Intent 2018 to 2021](#) which recognises bilingual wayfinding on the public transport network as a priority project





## Evolution of our design system

- **2018:** With no wayfinding team nor strategic wayfinding budget in place at AT, development of our wayfinding design system was funded via high profile projects with budget to invest
- **2021:** The Downtown Infrastructure Development Programme engaged wayfinding design specialists Maynard Design to develop the first bilingual wayfinding signage for Downtown Ferry Terminal
- The bilingual signage system developed for Downtown Ferry Terminal was used for subsequent new wayfinding projects
- **2022:** Customer testing confirmed the effectiveness of the design system in use
- **2024:** Version 2.0 of the Signage and Wayfinding Design Guide and Design Code was published to the Transport Design Manual, formalising bilingual signage as AT's new standard



## Features of bilingual signage



- Universal symbols are used where possible (in this example: arrow, train pictogram, platform number)
- Māori and English are shown in different text weights to differentiate between languages and allow someone to easily find the language they understand – the eye gravitates to it
- In line with [national guidance from the Ministry of Māori Development](#), content in Māori is listed ahead of English content. This is supported by international best practice which prioritises the indigenous language.













































































































































































