

Pippa Coom Councillor Report – Waitematā and Gulf Ward

General update

My Councillor report covers the period from 8 June 2021 until 9 July 2021. It has been prepared for the July business meeting of the Waitematā Local Board.

The purpose of my report is to detail my main activities and to share information with the public and local boards in my ward regarding governing body decisions, my attendance at events, regional consultations, media updates and key issues. This month my report includes a transport update.



Positions

- Deputy Chair, Environment and Climate Change Committee
- Co-Chair, Hauraki Gulf Forum
- Member, Auckland City Centre Advisory Board (ACCAB)
- Board Member, LGNZ National Council and Auckland Zone co-chair
- Member, Auckland Domain Committee
- Member, Appointments and Performance Review Committee
- Member, Joint Governance Working Party
- Member, Waste Political Advisory Group

Summary

- Recovery Budget, Auckland's Long-Term Plan (2021-2031) was formally adopted by the Governing Body on 29 June (Attachment 1 Our Auckland: 10-year recovery budget delivers for Waitematā)
- On 22 June the government announced the long-awaited strategy Revitalising the Gulf – Government action on the Sea Change Plan (Attachment 3 Our Auckland: Government's 'Revitalising the Gulf' plan a welcome first step)
- This report includes a transport update regarding the Regional Land Transport Plan, delivery by AT of cycling infrastructure and parking issues in the city centre.

Transport update

The Regional Land Transport Plan: I decided to reluctantly vote for endorsing the RLTP when it came to the Planning Committee on 24 June because of the critical addition of resolutions d) and e) that I worked on with Cr Darby.

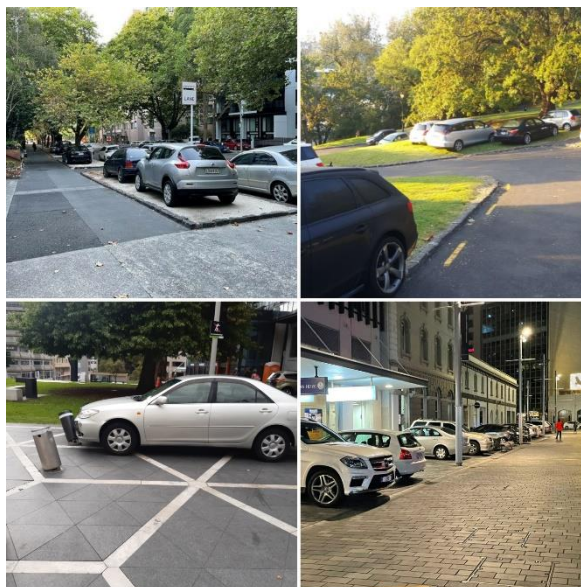
- d) Noted Auckland Council's commitment to Te Tāruke-ā-Tāwhiri to halve emissions by 2030 requires further change to transport and land use policy and the mix of transport investment.

- e) Noted that, as requested by the Planning Committee on 11 March, Council and Auckland Transport staff are jointly developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri, which includes:
- i) investigating the mix of future complementary transport investments that support emissions reduction;
 - ii) investigating vehicle fleet and fuel decarbonisation;
 - iii) investigating land transport pricing reform;
 - iv) investigating urban growth management;
 - v) investigating road space reallocation;
 - vi) investigating behaviour change;
 - vii) investigating addressing inequities arising from the impacts of decarbonisation,
 - viii) reporting the approach to the Transport Emissions Reduction Plan for Auckland to Environment and Climate Change Committee and the Auckland Transport Board in August 2021 with a progress update by December 2021.

The final RLTP approved by the AT Board only decreases emissions by 1% by 2030 even with the inclusion of the government's new EV feebate scheme and recent changes to the NZ Upgrade Project therefore a lot now hangs on getting the emissions plan right and aligning it with the RLTP. This is backed up by Council's support for the most ambitious emissions reductions pathway proposed by the Ministry of Transport.

Parking enforcement in the City Centre:

Following a presentation by AT to the Planning Committee on the Downtown Carpark I asked AT to confirm what parking management actions AT is taking currently to support the cultural and economic vibrancy of the city centre. I highlighted a range of examples where it appears AT's current parking approach actually results in outcomes contrary to AT's stated goals (as shown in the image right). The response from AT is attached (Attachment 6: Correspondence from Auckland Transport regarding AT's work to support the cultural and economic vibrancy of the city centre).



The advice from AT regarding St Patricks Square appears to be contradictory

however we are moving closer to a temporary designed solution using concrete blocks to stop illegal parking. AT has also confirmed that night patrols have been stepped up for the city centre's shared spaces.

Auckland Transport's delivery of "Healthy Streets" and the cycling programme: I have been working with the Mayor and Councillors Hills, Bartley, and Darby on a "reset" in the way Auckland Transport delivers "Healthy Streets" and the cycling programme. The correspondence attached outlines the concerns we have raised and the response from AT's Board Chair. (Attachment 7: Correspondence with Auckland Transport regarding the delivery of "Healthy Streets" and the cycling programme). There are positive suggestions in AT's response, in particular the proposal to appoint a new single point of leadership within AT to oversee cycling outcomes and regarding the need for stronger direction from council on delivery expectations, the trade-offs involved, and the integration of cycling improvements

with renewals work. This is linked closely with issues that need to be addressed as part of the development of Auckland's Transport Emissions Reduction Plan. Auckland Council officials are currently working with AT on these matters.

Governing Body meetings – Key decisions

The minutes for all meetings are available on the Auckland Council website. The following is intended as a summary only.

On 10 June the Environment and Climate Change Committee

- Approved the adoption of the Natural Hazards Risk Management Action Plan.
- Approved updating the Waste Minimisation and Innovation Fund guidelines.
- Supported in principle Pathway Four for Aotearoa (very strong emphasis on 'avoid' and 'shift' interventions, with a focus on early implementation) as outlined in the Ministry of Transport's *Hīkina te Kohupara – Kia mauri ora ai te iwi*: Transport Emissions: Pathways to Net Zero by 2050 and approved delegation of Auckland Council's submission to the Chair and Deputy Chair of the Environment and Climate Change Committee, Chair and Deputy Chair of the Planning Committee, the Mayor and Independent Māori Statutory Board Member Glenn Wilcox.
- Received a presentation from Auckland Zoo on their sustainability initiatives.

On 14 June the Auckland Domain Committee

- Approved in principle the following events to take place in the Auckland Domain for the calendar years 2021, 2022 and 2023:
 - Breast Cancer Foundation NZ Pink Ribbon Walk
 - Cancer Society Walking Stars
 - Corporate Challenge
 - Christmas in the Park.
- Approved the inclusion of zero waste goal to the Auckland Domain Event Operational Guidelines.
- Endorsed the Three-Year Regional Work Programme for the Auckland Domain.
- Endorsed parking restrictions for 100 Stanley Street Grafton (this introduces paid parking to the Domain for the first time). Note: On 8 June, to address issues of access, safety and amenity values of the Museum, some carparks were removed from Cenotaph Road and the Museum Circuit and gates were installed at the Titoki Street carpark to deter all day commuter parking (Attachment 5).

On 15 June The Appointments and Performance Committee

- The confidential section of the agenda was with regards to the appointment and re-appointment of CCO directors.
- I was appointed to the selection panel for a new Auckland Transport director.

On 17 June the Finance and Performance Committee

- Approved, subject to the satisfactory conclusion of any required statutory processes, the disposal for urban renewal purposes of 24 Upper Municipal Place, Onehunga.
- Received the June update on progress of the Emergency Budget 2020/2021.
- Agreed to support the continued exploration of opportunities for the use of Infrastructure Funding and Financing Act 2020 mechanisms to enable growth infrastructure.
- Approved the Auckland Council Group Procurement Policy.

On 22 June the Council Controlled Organisation Oversight Committee

- Received the update on the implementation programme for the Council-controlled Organisations Review.
- Approved Statement of Expectations for substantive Council-controlled Organisations. I have advocated for the use of section 92 to direct CCO's to comply with council's strategies but this was not supported by the Committee.

On 24 June the Governing Body

- Approved the Independent Māori Statutory Board's proposed funding agreement for the 2021/2022 financial year which comprises a total direct funding of \$3,025,621 (opex).
- Approved the decision-making responsibilities of Auckland Council's Governing Body and Local Boards policy for inclusion in the long-term plan.
- Approved the Bylaw Panel recommendations on the proposed changes to Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru / Auckland Council Navigation Bylaw 2021.
- Approved the Group Remuneration Policy.

On 24 June the Planning Committee

- Endorsed the final 2021-31 Regional Land Transport Plan for submitting to the Auckland Transport Board for final approval.

On 29 June the Governing Body

- Formally adopted the Recovery Budget (10-year Budget 2021-2031), as the council's long-term plan for 2021-2031, including 21 local board agreements.
- A late change was made to the deaths and serious injuries (DSI) performance measures by Auckland Transport. A target to reduce DSI "by at least 50" in 21/22 was changed to "increase by no more than 70". I supported the adoption of the budget but not this change.

On 1 July the Planning Committee

- Received the Aotea/Great Barrier Local Board input regarding the implementation of resource management and heritage legislation on Aotea/Great Barrier Island and requested that the General Manager Plans and Places and General Manager Resource Consents prepare a memorandum for the Planning Committee on the matters raised. (photo right Chair Izzy Fordham, Local Board member Valmaine Toki and Don Prince presenting to the Committee)
- Noted progress towards the Auckland Plan 2050 outcomes in the Annual Monitoring Report 2021.
- Following a presentation on the National Policy Statement Urban Development 2020, noted that the Auckland Unitary Plan Regional Policy Statement already includes appropriate policies to enable "well-functioning urban environments".
- Approved the development of a plan change to the Auckland Unitary Plan Regional Policy Statement that includes a new policy (or policies) on reducing green-house gas emissions and criteria that private plan change requests will be required to meet to be considered as adding 'significant development capacity' under the National Policy Statement on Urban Development.



- In response to the intensification provisions of the National Policy Statement on Urban Development, endorsed the approaches in the areas of:
 - Walkable catchments
 - Qualifying matters
 - Special Character Areas Overlay

On 8 July the Parks, Arts, Community and Events Committee

- Approved and adopted the Economic Development Action Plan: Council's role in Auckland's recovery 2021-24.
- approved 'Kia Ora Tāmaki Makaurau – Māori Outcomes Performance Measurement Framework' including the performance measures.
- Approved 2021/2022 Cultural Initiatives Fund grants, at a total value of \$1.2m, for marae and papakāinga/Māori housing development.
- Approved the 2021/2022 financial year Community Facilities Regional Work Programme.
- Approved the 2021/2022 Arts and Culture Regional Work Programme and regional arts organisations' funding allocations for a three-year term to Q Theatre, \$943,944 and Te Tuhi, \$604,673.
- Approved the Regional Sport and Recreation Facilities Operating Grant preliminary allocation programme for 2022-2024 and the Regional Sport and Recreation Grants Programme 2021/2022 budget.
- Approved \$552,000 for 2021-2022 to Active - Auckland Sport & Recreation, for sport and recreation outcomes. Active are required to distribute a minimum of \$512,000 between their delivery partners: Harbour Sport, Sport Waitakere, Sport Auckland, and CLM Community Sport. Active can retain up to \$40,000 for regional work programmes.



Attendance at events 8 June - 9 July 2021

- On 8 June I attended a drop in session for Project WAVE at Sierra Café, Viaduct hosted by Auckland Transport and attended the opening night of The Marriage of Figaro at the invitation of NZ Opera.
- On 11 June I spoke at the Karangahape Road Enhancements official opening (Attachment 2 Our Auckland: Celebrating the revamped Karangahape Road) and was hosted on a tour of MOTAT with Cr Richard Hills (photo right).
- On 12 June I attended Western Springs Lakeside park planting day organized by the Conservation Volunteers.



- On 15 June attended an onsite residents meeting on Sentinel Road to discuss maintenance issues.
- On 16 June I visited Aotea/Great Barrier to attend Marine Education Hui. Students of Aotea presented what they had learnt about marine ecology, their chosen motu-specific environmental issue and their solutions, including their proposed marine protected areas and why there. The event was organized by the S.E.A Trust (Sea Education Aotea) who work with all the local schools to provide sailing and kayaking and water skills training (photo with local board Chair Izzy For, board member Sue Daly and Hauraki Gulf Forum CEO, Alex Rogers). I was also interviewed for Aotea FM.
- On 17 June I attended the UDINZ panel discussion *Rezoning Ponsonby ?* (Attachment 4 Ponsonby News update 29 June 2021: Rezoning Ponsonby?) .
- On 18 June I attended Newmarket Business Awards at the Cordis Hotel at the invitation of the Newmarket Business Association.
- On 20 June I visited the From the Deck planting day event with the Conservation Volunteers.
- On 22 June I attended The Government's Sea Change Announcement. (See Attachment 3 for the Hauraki Gulf Forum's press release response to Government's 'Revitalising the Gulf'). Photo right speaking to media about the announcement
- Also on 22 June I spoke at the launch of Auckland Foundation's Hauraki Gulf Regeneration Fund. The fund has adopted our goals of riparian planning and shellfish restoration as its initial areas of focus.
- On 23 June I attended Waiheke Local Board Business Meeting via Skype and presented my Councillor's update for June.
- On 24 June attended opening night of The Life of Galileo at the invitation of the Auckland Theatre Company.
- On 25 June I was interviewed by Jemima Huston on 95bFM where we discussed the Hauraki Gulf regeneration, Karangahape Road enhancements and Matariki celebrations.
- Also on 25 June I attended the Kokihi Official Opening Ceremony, celebrating the opening of 95 new homes, including 47 KiwiBuilds, in Waterview (photo below with Minister Woods cutting the ribbon in the basement carpark).



- On 26 June I attended Te Karanga ā Hape, a huge celebration of Karangahape Road and Matariki.
- Also on 26 June I attended the New Zealand premiere of The Lion King at Spark Arena.
- On 1 July attended the Piki toi book launch at Merge Café (photo right with Katz who features on the cover of the book supported with funding from the Waitematā Local board)
- On 2 July joined the PM, Mayor and many others to formally open Te Wānanga, the new 'Tidal Shelf' that extends out from Quay St in downtown Auckland as part of the upgraded Ferry Basin and Te Ngau o Horotiu the new 6 ferry piers on Queens Wharf. (Photo below).
- On 4 July attended Auckland Street Choir Matariki waiata fundraising event.
- On 5 July attended Auckland Art Gallery Toi o Tāmaki's pōwhiri for Tom Irvine, who is now officially Deputy Director of the gallery. (photo right)
- On 6 July I volunteered at Everybody Eats with the Mayor and Cr Josephine Bartley (photo below in the kitchen with Courtney a volunteer at Everybody Eats)
- On 8 July attended the dawn karakia for the Reuben Paterson's Guide Kaiārahia, a 10 metre high waka that rises from the Auckland Art Gallery's forecourt pool and in the evening I attended MOTAT's Love/Science exhibition opening.





Recommendation

That this report be received.

Attachments

1	Our Auckland: 10-year recovery budget delivers for Waitematā
2	Our Auckland: Government's 'Revitalising the Gulf' plan a welcome first step
3	Our Auckland: Celebrating the revamped Karangahape Road
4	Ponsonby News update 29 June 2021: Rezoning Ponsonby?
5	Our Auckland: Freeing up parking for visitors to Pukekawa / Auckland Domain
6	Correspondence with Auckland Transport regarding the delivery of "Healthy Streets" and the cycling programme
7	Correspondence from Auckland Transport regarding AT's work to support the cultural and economic vibrancy of the city centre.

Attachment 1

10-year recovery budget delivers for Waitematā

Our Auckland: 08 Jul 2021



Waitematā families enjoying Western Springs Lakeside Te Waiōrea.

The Waitematā Local Board area will benefit from Auckland Council’s record capital investment over the next 10-years focused on keeping the city running and continuing to build for the future.

The council’s Governing Body [adopted the 10-year recovery budget \(2021-2031\)](#) last week which provides for a \$31.8 billion capital expenditure programme. The spending is at its highest level ever despite difficult financial circumstances the organisation is facing in the short term due to the impacts of the COVID-19 pandemic.

Waitematā and Gulf ward councillor Pippa Coom says despite those financial pressures, the 10-year recovery budget still enables the organisation to deliver on the activities and services Aucklanders expect, while also investing in protecting the environment and improving water quality, reducing emissions, and investing in communities.

“The record \$31.8 billion investment package will support Auckland’s recovery from the on-going impacts of COVID-19 and delivers locally for Waitematā with significant investment into a number of local board projects.

“It’s also great to see regional funding supporting local projects including progressing towards making Queen Street valley a zero-carbon zone and upgrading ageing storm and wastewater infrastructure at Hobson Bay to improve water quality.”

Local investment

Among the local asset improvements budgeted for in the Waitematā Local Board area are:

Waitematā Local Board

- Cox's Bay to Wharf Rd Greenway - renew pedestrian bridges and pathways over the existing sewer pipeline providing an all-weather connection to Hukanui Reserve, east of Cox's Bay Reserve. \$1.1 million
- Renewal of the Symonds Street heritage toilets. \$908,000
- Central Library - comprehensive building refurbishment including the renewal of furniture, fixtures and equipment, roof remediation, and renewal of air handling units. \$13.0 million
- Implement priority renewal actions from the Western Spring Development Plan, including extensive native tree planting in stages across the first three financial years. \$550,000.
- Cleaning up of Hobson Bay and of the streams running into it.

Waitematā Local Board Chair Richard Northey is pleased with the investment into Waitematā and says the local board area will benefit from it.

“Consultation with Waitematā residents helped to set our key local priorities, and their feedback was vital in shaping our advocacy to the Governing Body.

“The board looks forward to moving ahead with these projects and more so that Waitematā will continue to be a place where people love to live, work and play.”

As part of the 10-year recovery budget, each of the local boards also consulted on its Local Board Agreements for 2021/2022 year which outline its priorities, activities, and budgets for the 2021/2022 year.

Find out more about what’s in the 10-year recovery budget at our [website](#).

Attachment 2

Celebrating the revamped Karangahape Road

Last Updated : 23 Jun 2021

Minister for Transport Hon. Michael Wood and Auckland Mayor Phil Goff joined mana whenua to celebrate the completion of the Karangahape Road Enhancements project on 11 June.

Drag artists, dressmakers, barbers and shop owners joined a hīkoi led by mana whenua to walk the length of Karangahape Road.

The upgrades to Karangahape Road make the iconic street more pedestrian and cycle-friendly, attractive and environmentally sustainable, Transport Minister Michael Wood and Auckland Mayor Phil Goff said at the formal celebration of the completion of the Karangahape Road Enhancements project.

The project included widening footpaths supporting a better outdoor dining experience for local cafes, two rainbow crossings, native planting, safe separated cycleways on both sides of the street, bike parking, and improved bus shelters and bus lanes.

“The upgrades to Karangahape Road make an iconic street even better. They mean people can safely walk and cycle in the city, which will help people leave the car at home - reducing congestion and emissions,” Michael Wood said.

“The Climate Change Commission’s advice highlighted one of the ways we need to tackle climate change is by encouraging more people to walk or cycle, which projects like this do.



“We want to see more of these kinds of projects across the country that support our economic recovery by creating jobs, while at the same time helping us move to a zero-carbon economy.

“The Karangahape Station is expected to be a key transport hub as part of the City Rail Link when it is finished in 2024. With the rail network doubling in capacity, more people will soon be walking, cycling, scooting and connecting to buses through this area,” Michael Wood said.



Mayor Goff says, “It’s fantastic to celebrate the completion of the Karangahape Road upgrade. This is a \$30 million project that has delivered wider footpaths, more street trees, new street furniture, improved lighting and a protected cycleway for K Road.

“The Karangahape Road upgrade is one of several major projects completed or nearing completion in our city centre in recent months. Alongside the Quay Street improvements, new waterfront public space Te Wānanga, Te Komititanga and the upgraded Chief Post Office, we are transforming central Auckland into a more people-friendly, vibrant accessible and attractive place, in keeping with Auckland Council’s vision outlined in our City Centre Masterplan.

“The new-look Karangahape Road is a well-designed, more pedestrian-friendly and cycle-friendly area, and is more attractive and more environmentally sustainable. It’s great to have these enhancements complete.”



From front left to right, Waitematā and Gulf ward Councillor Pippa Coom, Auckland Mayor Phil Goff, Ngāti Whātua Ōrākei representative Clay Hawke, Minister for Transport Hon. Michael Wood, Manager of Karangahape Road Business Association Michael Richardson, AT Board Member Mary-Jane Daly and Te Aroha Grace, the innovation officer at Ngāti Whātua Ōrākei

Waitematā and Gulf ward Councillor Pippa Coom is delighted to see this project finished for the community to enjoy.

“This project has created a stunning streetscape with new trees, artworks and street furniture. It builds on Karangahape Road as a unique destination that supports the diverse local community and the many Aucklanders that visit.

“The expanded footpaths and separated cycleways have also future-proofed this iconic part of Tāmaki Makaurau, to ensure it is a well-connected and welcoming destination for the thousands of people who will be using Karangahape Station when it opens in 2024,” says Councillor Coom.

Manager of the Karangahape Road Business Association, Michael Richardson, says the business community is excited about the impact that the completion of this work will have.

“We are highly conscious of the impact that this work, the ongoing City Rail Link (CRL) work, and the COVID-19 pandemic has had. It’s gratifying to see people return to the area and we hope they’ll come along on Saturday, 26 June to our community celebration to mark the end of this work. We also want to thank all the people who supported our businesses throughout the works.”



Mary-Jane Daly, from the Auckland Transport Board of Directors, says Karangahape Road has always been one of the best-connected areas in Auckland.

“By 2024, with the expected completion of the CRL, it will be even easier to get here. The recently completed work looks towards that future by providing wider footpaths for the additional people expected to come to the area and makes it safer for those who want to come here by bike.”

Another highlight of the Karangahape Road Enhancements project is an increase in the number of artworks, particularly around the overbridge.

Artist Tessa Harris (Ngāi Tai Ki Tāmaki) worked with Auckland Girls’ Grammar School’s Kahurangi Māori students to deliver contemporary tukutuku panels - telling the story of Te Ara o Karangahape, the path of Karangahape.

The Karangahape Road Enhancements project was a joint project between Auckland Council, with funding from the City Centre Targeted Rate and Auckland Transport - with some funding from Waka Kotahi (NZTA).

It aimed to preserve the road's unique character while creating a street environment that supports the local community and meets the needs of a growing population.

Aucklanders are encouraged to visit Karangahape Road on Saturday, 26 June - to celebrate the completion of the work with the Karangahape Road business and residential communities.

Attachment 3

Government's 'Revitalising the Gulf' plan a welcome first step

Our Auckland: 22 Jun 2021

The Hauraki Gulf Forum welcomes today's announcement of the Government's long-awaited response to the Sea Change Tai Timu Tai Pari plan for the Hauraki Gulf.

"This is an important first step toward the Forum's ambition for at least 30 per cent marine protection to restore the mauri of Te Moananui-ā-Toi, Tīkapa Moana," says Hauraki Gulf Forum Co-Chair Tangata Whenua, Nicola MacDonald.



"Proposed new marine protected areas and changes to bottom-impact fishing, if implemented, would represent the most positive change for the Gulf in a generation."

The Hauraki Gulf Forum notes that the Government has largely stuck with the 2016 consensus established in the Sea Change plan. However, iwi, hapū and community ambition has increased significantly in the five years since it was written.

"We call on the Government to ensure that the plan is inclusive," says Hauraki Gulf Forum Co-Chair Pippa Coom.

"In many areas of the Hauraki Gulf there are new, bold plans for marine protection and restoration led by and in partnership with mana whenua.

"It is important that the Government's Sea Change response creates a mechanism by which existing proposals can be upgraded, and new proposals considered," says Co-Chair Pippa Coom.

The Government's response, if implemented, would raise the area of the Hauraki Gulf Marine Park that is fully protected to about five per cent from less than one per cent at present.

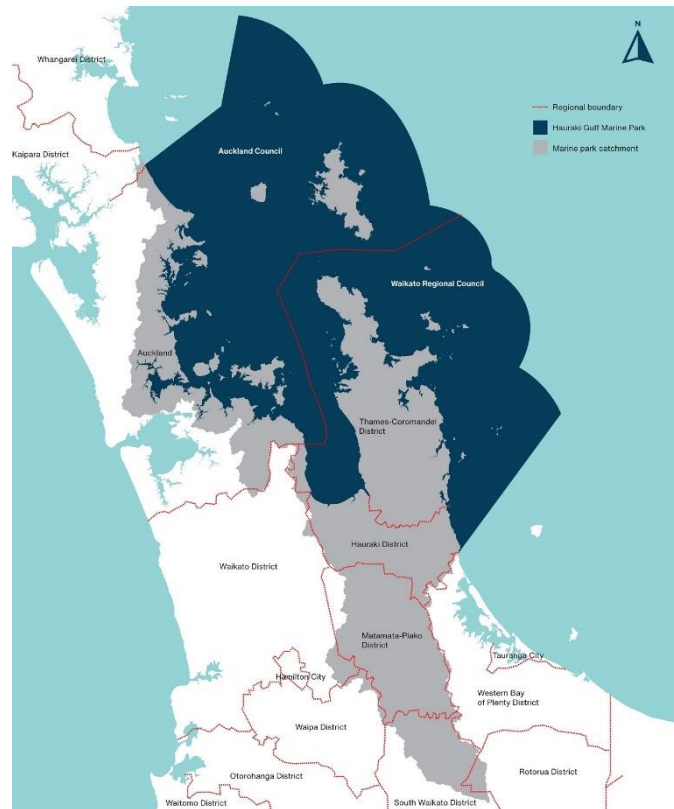
Another area where the Forum urges more ambition is fully protecting the seafloor of the Marine Park from destructive fishing methods. While the Government's plan is to be commended for further restricting such activity, some areas will remain at risk.

Co-Chair Pippa Coom says: “the Forum’s position is clear: bottom-impact fishing methods like dredging and trawling should be removed from the entire Marine Park.”

“A healthy seafloor underpins the whole ecosystem.”

The release of the Government’s response strategy to Sea Change comes after nearly a decade of work by so many to draft, agree, and move forward the marine spatial plan.

The Hauraki Gulf Forum pays tribute to all those, past and present who have helped bring us to this point today.



Attachment 4

Rezoning Ponsonby?

Ponsonby News update July 2021



I was recently invited by the Urban Development Institute of New Zealand (UDINZ) to be part of a panel discussion to take a closer look at the government’s new National Policy Statement on Urban Development (NPS-UD) and how it could impact central suburbs like Ponsonby.

The event was provocatively headlined “flexible zoning in Ponsonby?” Unsurprisingly this resulted in a number of concerned and curious residents attending. Since the NPS-UD was first consulted on by government in 2019 it has largely so far flown under the radar even though it will have a significant impact on Auckland and other metro centres.

I was on the panel as the local councillor but as Auckland Council is currently working on an official response to the NPS-UD I provided an update on the process and only a personal view about the likely implications. I was joined on the panel by Chris Crow, Urban Economist PwC (who also gave a scene setting presentation), Geoff Cooper, GM Strategy, NZ Infrastructure Commission, Don Mathieson, Co-Chair, Herne Bay Residents Association and Colin Leuschke, Director, Leuschke Architects.

The Government prepared the NPS-UD as part of its Urban Growth Agenda to address New Zealand’s housing challenges. The NPS-UD 2020 requires councils to plan for growth and ensure a well-functioning urban environment for all people, communities and future generations. It requires Auckland Council to implement a series of prescriptive “intensification” policies relating to height and density through a plan change to the Auckland Unitary Plan by August 2022.

Many will remember the bitter battle and difficult process over the Unitary Plan especially with regards to the extent of protection for heritage and special character. The government's directive to councils to make room for growth and to remove rules that constrain supply means that the Unitary Plan has to be revisited. There is some alignment with the current plan (e.g. allowing more people to live closer to jobs, goods and services, providing greater housing choices), but the NPS-UD is likely to require significant changes to the Unitary Plan in some parts of Auckland.

The intensification policies the council has to implement focus on enabling greater heights and densities within "walkable catchments" of frequent transport networks and in "other locations" that are accessible to employment, goods, services, education or in high demand. In these locations there has to be a minimum zoning of six stories unless "qualifying matters" apply such as maintaining open space for public use or heritage orders.

Approximately 30,000 properties currently sit within the current Special Characters overlay that will fall within the NPS-UD areas that have to be considered for further intensification through up-zoning. Council will need to carefully consider what locations fall within the directive and whether Special Character is a "qualifying matter", and if so, should this apply across the board, or in some but not all areas. Council has the massive task of undertaking site-by-site surveys and analysis for every property in order to be subject to a qualifying matter. Personally I think we have to find a way of retaining the special character of neighbourhoods that tell the story of where we have come from and are valued by all Aucklanders.



I don't think it is a zero sum game between providing much needed housing and heritage. As Don on the panel mentioned there are plenty of compact cities around the world that have found a way to grow at the same time as protect heritage. It is also a wider debate that what is considered heritage and the value of our landscapes is not just a European construct.

At this stage however, it is important to note that council is only at the start of a lengthy period of detailed policy, planning and public engagement work on the NPS-UD and how it needs to be applied. Another challenge that has to be worked through is what infrastructure will be required to support the increased density and who pays for that infrastructure. No decisions have been made yet. Aucklanders will have opportunities to have their say.

This is just a brief summary of the NPS-UD. The UDINZ event provided the first occasion to share some initial thoughts at a very early stage. Please refer to the Ministry for the Environment website for more details. (PIPPA COOM)

Attachment 5

Freeing up parking for visitors to Pukekawa / Auckland Domain

Our Auckland: 24 May 2021



Pukekawa / Auckland Domain, is our oldest and one of our largest urban public parks and provides a range of things to see and do.

It's a treasured Tāmaki Makaurau green space, and vehicle access and public parking is available so visitors who drive can easily access the Auckland War Memorial Museum, the Wintergardens and use the open spaces for relaxing, recreation and playing sport.

The Auckland Domain Committee has responsibility for recreation and community services, and activities in the Auckland Domain. Accessibility improvement is a focus for the Auckland Domain committee and some changes have been agreed to improve visitor's safety, open the heritage views of the museum, and ensure there is access to parking for visitors during weekdays.

Auckland Museum CEO Dr David Gaimster says "The Domain Committee and Auckland Museum share an absolute commitment to ensuring the safety of the public. Increasing numbers of Aucklanders are using the amenity of Auckland Domain. Carparking along Cenotaph Road and the Museum Circuit are incompatible with public safety."

To address these issues some car parks from Cenotaph Road and the Museum Circuit are being permanently removed.

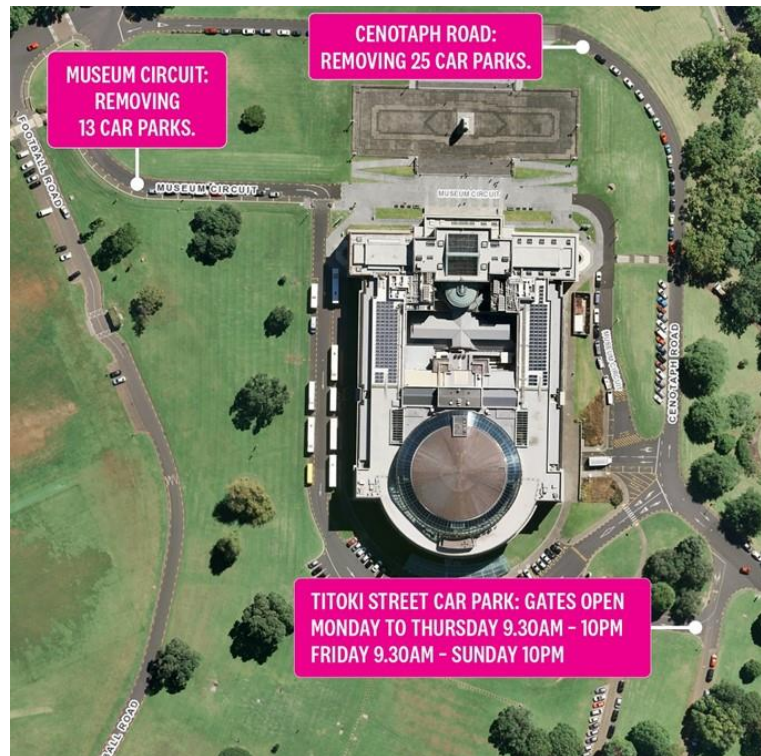
“One of the principles from the [Auckland Domain masterplan](#) is to create safe, people-friendly places and pathways for visitors to Pukekawa,” says Councillor Pippa Coom.

“We’ve seen an increase in vehicles parked at the Domain by commuters and workers who aren’t using our premier park’s facilities. That’s making it difficult, especially during weekdays, for visitors who need to drive to find parking so we’re also making changes to access to parking in Titoki Street carpark.”

We’re introducing access restrictions to this carpark during the week. Gates are being installed and will be used to limit access to the free, time-restricted 130 parking spaces in the Titoki Street carpark during weekdays. The gates will open at 9.30am and close at 10pm, Monday to Thursday and will remain open over the weekend. The change in access will be trialled over the next year before a final decision on these changes is made.

These changes will come into effect Tuesday 8 June 2021.

There is no change to the remaining 430 free car parks in Pukekawa, Auckland Domain. The museum also continues to provide 200 paid car parks for visitors.



Attachment 6

Correspondence from Auckland Transport regarding AT's work to support the cultural and economic vibrancy of the city centre



20 May 2021

Pippa Coom
pippa.coom@aucklandcouncil.govt.nz

Kia Ora Pippa,

Auckland Transport (AT) – CAS-353288-V9T1R5

Thank you for the correspondence dated 23 April 2021 regarding AT's plans to support the cultural and economic vibrancy of the city centre.

The AT Parking Strategy was developed to provide the strategic direction for the management and parking in Auckland. The purpose of this strategy is to provide the guiding principles and policies for the management and supply of on-street and AT-controlled off-street parking in Auckland. This strategy enables the application of a consistent approach across Tamaki Makaurau and contributes to the achievement of AT's Strategic Themes and Auckland Plan outcomes.

We have the responsibility and are committed to providing compliance services where we have a legislative mandate and the powers to enforce. For us to override the legal opinion received from our advisers is a risk that will come at a cost to the public and is one that we are not willing to take.

Enforcement practices for parking on public squares and shared spaces, and the destruction of council assets on such

I can confirm that we regularly enforce the shared zones across the CBD. The below data shows the number of infringements issued.

The data is for Fort Lane, Fort Street, Elliot Street, Federal Street, Darby Street, Lorne Street, O'Connell Street, Galway Street for the period 1 July 2020 to 30 March 2021.

Location	Nr of Infringements issued
Fort Lane	579
Fort Street	1441
Elliot Street	761
Federal Street	935
Darby Street	313
Lorne Street	481
O'Connell Street	262
Galway Street	168

St Patrick Square is a significant challenge because of the way it was legally resolved in 1974.

AT have worked with our legal team over several years to find a solution to this challenge. Section 336 of the Local Government Act 1974 (LGA) allows the council to declare a specified road to be a pedestrian mall, and to prohibit or restrict the driving, riding or parking of any vehicle. Any person who drives or parks a vehicle or causes or permits a vehicle to be driven or parked, in contravention of the declaration, commits an offence under s336(7) LGA. This does give more flexibility in controlling who can enter a pedestrian mall.

The Local Government Act 1974 Para 336 sets out how to declare a pedestrian mall following the special consultative procedure. Any change to a pedestrian mall whether it be amended or rescinded requires this process to be followed.





It's important to also note that declaring an area as a pedestrian mall does not itself impose any parking or driving restrictions. If an area is declared to be a pedestrian mall with nothing more, then all vehicles may still drive or park on the pedestrian mall.

Therefore, a declaration under s336 LGA also allows council to prohibit or restrict parking on all or any part of the pedestrian mall either generally, or during specific hours. This means the declaration must itself impose the driving and parking restrictions that are to apply to the pedestrian mall. This was not done in the case of St Patricks Square

Enforcement:

Any person who drives or parks a vehicle or causes or permits a vehicle to be driven or parked, in contravention of the declaration, commits an offence under s336(7) LGA.

A stationary vehicle offence is defined to include parking in breach of any Act; therefore, a parking warden can enforce the offence under s336(7) of the LGA in relation to parking in breach of the declaration, but not driving in breach of the declaration.

The offence under s336(7) LGA is not an infringement offence under the LGA. While it could possibly be argued it is nevertheless an infringement offence under the LTA, its absence from schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999, means no infringement fee is prescribed, so the infringement regime is unworkable.

Enforcement can only occur based on the offence under s336(7) LGA, and proceedings will need to be commenced by filing a 'charging document' with the nearest District Court. This will require parking wardens to gather the evidence necessary to support the offence, and then submit it to the Litigation Team for review, and preparation of the necessary documents (where appropriate). I can confirm this is not an option currently.

Removal

Section 128E(1)(d) LTA enables a parking warden in uniform or in possession of a warrant, to authorise the removal of a vehicle the parking warden believes on reasonable grounds, causes an obstruction in the road or to any vehicle entrance, or that removal is desirable in the interests of road safety or for the convenience or in the interests of the public.

Just as with other parking offences, this power does not enable removal of vehicles simply because an offence has occurred – the parking warden must first believe on reasonable grounds, that one of the grounds in s128E(1)(d) applies. All costs for this action are retained by AT/AC.

Signs

A pedestrian mall is declared under the LGA and is not a prohibition or restriction made by bylaw under the Land Transport Act 1998 (LTA). As a result, the express provisions requiring signage in s22AB of the LTA, will not apply. There is no specific requirement for signage in the LGA however signage need to be installed to draw attention to the special status and restrictions.

As a short-term solution our Parking Design Manager, Alok, has suggested Tactical Urbanism to the Auckland Council DPO in April 2021, AT is awaiting feedback on this.

The potential solution to the issue is to change the area from a pedestrian mall to a shared space which will require a complete re-design of the area and revocation of all parties' interests (including the Church) to establish a clean slate. The original designation was made in 1974. The area was designated pedestrian mall under the Municipal Corporations Act 1954. In effect it prohibits the driving, riding or parking of any vehicle over the area unless special licence is obtained, with exceptions for emergency vehicles, wedding & funeral cars, vehicles delivering fuel to Hobson towers, and vehicles using the parking areas at Liston House or Zealandia House.

Vehicles parking on green spaces and on tree pits, and commuter parking in the Domain

AT does not allow parking on grass berms. This is illegal under the AT Bylaw, however for AT to enforce it, signage is required.

Constitution Hill is being prioritised as urgent for the installation of the required No stopping off the roadway signage. These signs will be installed every 100m between Beach Road and Anzac Avenue.



AT will:

- Install 'No Stopping Off Roadway' signs where vehicles are being parked on the berms along the road running through Constitution Hill
- 5m of No Stopping lines will also be installed.

The new signs will prevent berm parking by making it clear to drivers that parking on the berms is prohibited.

Core-flute information signs will be placed on Constitution Hill to advise customers signage will be installed and enforcement is imminent.

Expected timeframe – completed by end of June 2021.

Vincent Street's 'No stopping off the roadway' signage was installed in the first week of April 2021 and full enforcement commenced on 10 April 2021. Infringements issued from 1 July 2020 to 30 March 2021. Compliance is now 'high'

Location	Nr of Infringements issued
Vincent Street	52

Union Street is being patrolled regularly as the dataset shows the numbers of infringements issued for the offences Parking on the footpath and Parking off the roadway for the period 1 July 2020 to 30 March 2021.

Location	Nr of Infringements issued
Union Street Footpath	447
Union Street-Parking off the roadway	418

AT has provided and continue to provide advice and guidance to the Auckland Domain Committee regarding Parking management challenges of this area. We do patrol this area very regularly (please refer to the attached datasheet showing the number of infringements issued for the period 1 July 2020 to 30 March 2021. As discussed with Domain Committee earlier this week, Alok and John will present options later this year and workshop outcomes acceptable to the committee.

Off street parking locked up in long term leases rather than available for short term parking

AT monitors the short-term use of the available parking spaces within its off-street carparks and can create more short-term parking as the demand for these spaces rise. The financial model in place can pivot if the demand changes.

The provision of "free parking" in the CBD

Parking on Alex Evans was reviewed and considered to be covered by the adjoining paid parking zone. At that point in time the future of these spaces was uncertain due to various plans being drawn for this section. As the spaces are now likely to remain, AT Parking is planning to introduce paid parking at this location. This project will be included in AT Parking's work programme for FY 21-22.

AT regularly reviews on-street parking management and improvements are made to ensure such anomalies can be eradicated from the network.

Proliferation of street clutter to manage berm parking

The Ministry of Transport do not see this as a national issue. AT has been lobbying the Ministry consistently for the last 5 years. There is a meeting set for June 2021 in Wellington with the Ministry where John will again lobby for change.

There also doesn't appear to be any plan to respond to the "short term" parking that will result on the new pedestrian areas of Quay St where there is no kerbing. This will result in even more cost to council/AT in responding to damage and compliance (in addition to the social, health and economic cost of the issues above).

The Downtown Programme team know sections of the new Quay Street footpath outside the Ferry Building, Queens Wharf and Lower Queen St, will create some parking compliance challenges. Given that these footpath areas are wide, open and there are no kerb upstands on the carriageway, some motorists will try their luck and short-term park, drop off/pick up from these footpath areas.



AT has anticipated this issue and where possible placed elements such as planter boxes, bollards and seating to limit the ability for vehicles to access the more prone areas of footpath. Garry Brown, who manages the city centre compliance team, will work through options to enforce the area with a view to establishing the right driver behaviours.

I would like to know who is taking a strategic view and what steps are happening now to support the cultural and economic vibrancy of the city centre?

Currently Auckland Transport's Planning and Investment team are undertaking a review and refresh of the Parking Strategy and underpinning policies. This review and any enhancements or changes is due to be completed for consideration in late 2021. AT are working with AC and specifically the DPO to ensure consistency with the COMP, Auckland Plan and A4E.

We trust the above has clarified the issue raised, however if you have any further queries, please contact Auckland Transport at customerliaison@at.govt.nz or on 09 355 3553.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. Allen', with a long horizontal flourish underneath.

Andrew Allen
Executive Group Manager Service Delivery

Attachment 7

Correspondence with Auckland Transport regarding the delivery of “Healthy Streets” and the cycling programme



16 March 2021

Adrienne Young-Cooper
Chair
Auckland Transport

By email

Tēnā koe Adrienne

Thank you for the work your team has done on the ATAP package and for working closely with Auckland Council to ensure this was passed unanimously.

However, following discussions on ATAP as well as the RLTP, councillors raised a number of concerns regarding the performance of Auckland Transport in particular areas.

The overarching concern was around the modelled increase in emissions over the next decade, though concerns were also expressed around Auckland Transport's delivery in a range of areas that could support emissions reduction. A key concern is the slow pace of delivering cycling infrastructure in Auckland.

At the Thursday 11 March Extraordinary Planning Committee, a motion was passed which included a request that Auckland Transport "ensures more rapid, and flexible delivery of cycle infrastructure". The Minister of Transport also indicated in a recent letter to me that he too has concerns regarding the delivery of safe cycling infrastructure.

Following February's Planning Committee workshop on ATAP, the Chair & Deputy Chair of both the Planning Committee and the Environment & Climate Change Committee approached me with their concerns, which will be forwarded to you.

Auckland Transport's explanations on this matter to date have not been fully satisfactory. It appears that cycling projects suffer unnecessary complications in delivery, have become more expensive than necessary and even once delivered, regularly suffered from a range of design shortcomings. There also needs to be a focus on joined up cycleways capable of maximizing the use of cycles for transport purposes to have the greatest impact on minimizing carbon emissions.

I am not convinced cycling has sufficient support with the Auckland Transport structure, which appears to be required to ensure projects can move through the design, consultation & delivery processes at the appropriate pace, while noting the need to respond to particular community concerns.

I propose that I meet with yourself and your CEO Shane Ellison to discuss these matters with Councillors Darby, Hills, Bartley and Cooms who raised these issues.

My office will be in touch to arrange an appropriate time.

Ngā mihi

A handwritten signature in blue ink that reads "Phil Goff". The signature is written in a cursive style with a large, stylized "G" at the end.

Phil Goff
MAYOR OF AUCKLAND

Copy to: Shane Ellison, CEO, Auckland Transport

17.3.21 - Outline of concerns regarding the delivery of “Healthy Streets” and the cycling programme

We are concerned at the slow and often ineffectual or non-delivery by Auckland Transport of the cycleway programme and a range of “healthy streets” projects. These projects have the potential to address many key challenges Auckland faces, including but not limited to:

- encourage active transport and health benefits this brings
- reduce car dependency,
- tackle transport inequality,
- respond to a post-Covid recovery to meet the increased demand to get around locally by bike, micro mobility or on foot
- the rapid uptake of e-mobility, including e-bikes and e-scooters
- reduce deaths and serious injuries of vulnerable road users, and
- put us on a pathway to meet our agreed emissions targets.



This paper outlines what we consider to be the range of barriers that need to be broken down and our response to a number of non-delivery excuses we have heard from Auckland Transport in recent memo's and workshops. It is also shaped by stories we have been told from local board members, cycling advocates, members of the community and our discussions with people in the industry.

Given the range of concerns we believe there needs to be a fundamental reset of cycling policy and delivery within Auckland Transport. We would like to meet the AT CEO and Board Chair with the Mayor to discuss and to agree on the next steps to put AT on track with clear political direction and support.

1. Background

The Urban Cycleways Programme was launched by the National Government in 2014 and became a \$333 million fund. In Auckland 15 projects were funded, and projects were expected to be completed by 2018.

Out of the 15 Auckland projects announced in 2015, public information suggests that 5 have been fully completed, a further 4 are expected to be completed this year, 2 have been partially completed, and 4 are on hold. The latest information supplied to us suggest that the remaining projects will only be complete by 2023, 9 years after the initial announcement and 5 years late.

The Cycling Programme Business Case was signed off by the Auckland Transport Board in August 2017. This recommended a \$635 million investment in cycling over the next decade, which would deliver on the Auckland Plan target to deliver 70% of the Auckland Cycle Network by 2030.

There has been no clear progress in the Walking and Cycling Programme since 2018, with the exception of some local business case work in several priority areas which we have very limited visibility of. Part of the budget appears to have been subsumed into the broader Connected Communities programme, again of which we have not seen clear progress in the last three years.

In terms of budget, figures supplied by Auckland Transport suggest that AT fell well behind delivery in 2018/19, underspending by \$34 million, and since then have fallen a further \$15 million behind planned spend, despite the reported cost increases.

Cycle Budget vs. Actual Spend (2018/19-2020/21)

Budget and Actuals	2018/19	2019/20	2020/21
Budgets (2018 RLTP)			
Urban Cycleway Programme	52,000,000	49,212,800	52,111,488
Walking and Cycling Programme		7,098,000	11,634,080
Total Budget (2018 RLTP)	52,000,000	56,310,800	63,745,568
Actuals			
			Revised Budget
Urban Cycleway Programme	17,973,751	42,097,440	51,708,234
Walking and Cycling Programme	704,318	8,036,907	3,162,512
Total Actual Spend	18,678,069	50,134,347	54,870,746

Notes: Excludes new footpaths, renewals

2. Excuses for non-delivery

We have raised the issue of non-delivery of cycling projects with Auckland Transport for some time at several meetings, workshops as well as email correspondence with senior staff. The answers we have received have been unsatisfactory and have not matched the experience we have had talking with communities, as well as our previous experience as local board members championing local projects. This section lays out the excuses we have heard from Auckland Transport, and our belief that these excuses are not relevant or have been overplayed.

Community “opposition” and there is “no demand”

There have been a few high-profile projects that have put AT in the firing line for community opposition. However, AT has often overplayed this as an issue and used it as an excuse for non-delivery. We’re confident we’ve reached a tipping point of consensus that we need to act for the well-being of our communities, emissions reductions and health outcomes.

Since 2011 there has consistently been public support for investing in cycling, people friendly streets and safety around schools.

The Great North Road improvements project, just one example of the many issues with AT’s approach, is on to the third round of consultation since 2016. This project was strongly supported in the first round but got caught up in the issues with the Surrey Cres/Garnet Rd cycleway in 2017, even though Great North Road was a completely separate project. The project has since become part of the large Connected Communities programme, which has had little visible progress despite being a flagship programme.

We recognise the tension between AT delivering “healthy streets” at pace and public consultation requirements. However, we believe that AT is over complicating processes where there is no requirement to re-consult on agreed political outcomes, plans and strategies. We want to see AT take advantage of the CCO governance structure to deliver healthy streets and not to hide behind “consultation” as an excuse not to make hard decisions. It is politicians who get voted out if we get it wrong not AT management!

Roads are too “narrow”

Many of Auckland’s main roads were built around tram routes. The problem isn’t that these routes (and the majority of roads on the Auckland cycle network) are too narrow but that AT is unwilling to reprioritise road space. One of the reasons why we have a transport CCO is so the organisation can make tough calls without political interference if it is in the best interests of all road users and to deliver agreed objectives.

At the moment AT wants it both ways leading to poor decision making. For example \$9m has been invested in the “temporary” Victoria Street cycleway that delivers a substandard level of service. There are a number of high-risk conflict areas between PT users, pedestrians, riders and drivers along the route.



AT has conceded “they wouldn’t design it like this now” but compromised the project because management would not sign off on necessary changes to the road corridor. Following a site visit (photo above), the board chair made it clear to staff that road space might have to be re-allocated and that these big calls should be brought to the AT Board rather than left with management to decide in favour of the status quo, which is the type of direction we would like to see.

3. Barriers

Rather than the excuses we identified above we believe issues with non-delivery relate more to issues of internal culture & siloed thinking that predominates. Cycling also lacks the internal profile needed across Auckland Transport, given cycling projects often challenge status quo thinking and require compromises to be made.

Lack of internal champions

Auckland Transport’s walking and cycling team was disbanded in 2018, and since that time there has been no single manager responsible for leading AT’s cycling programme. At the time the CEO said *“that active transport had become a priority for the whole organisation and a steering group, led by a member of the executive, would help ensure it stayed that way”*. However, we have seen examples time and time again that demonstrate this is not true or not working. It is not clear to us if this steering group exists, and which member of the ELT is championing cycling in the organisation. Just some recent examples of this apparent failing includes new projects reinforcing the status quo even when on the agreed cycle network, renewals failing to make improvements for walking and cycling (despite budget available from local boards) and the lack of leadership around responding quickly to lockdown, opportunities for innovating streets funding as well as identified quick wins.

We recognise that the CEO and AT Board Chair have a big task turning around an organisation that was originally focussed on optimising vehicle efficiency at the expense of all other modes, however all the signs are that there hasn't been the internal cultural and organisational change that was signalled in 2018.

There appears to be a layer of management who are able to block progressive changes and carry on "business as usual". Just some examples include:

- cycling projects not progressing (actively blocked) if to do so would impact AT's revenue stream from on street parking.
- Response to innovating streets projects such as resisting efforts to remove car parks.



We know that AT can move fast when other priorities are involved. For example, this cycleway connection on East St (connecting Lightpath to Karangahape Road) appeared in less than a week in response to safety around the CRL project development. This project required the removal of one lane of traffic and parking.

Budget

It is promising to see the commitment to walking and cycling funding in the ATAP and RLTP. We are concerned, however, that AT has not drawn down on all funding currently available from Waka Kotahi and is going to lose the remaining UCP funds for the outstanding elements of that programme. AT is also having to play catch up for years of under-delivery even when funding was available. For example, of the total 2018/18 budget over \$52m actual spend was just under \$18m.

As AT has highlighted the costs of delivery have increased especially as "cycling" projects are expected to deliver a range of streetscape upgrades. It appears AT have accepted that cycling projects now cost \$8 million per kilometre, and this is being quoted repeatedly in different contexts as reasons (another excuse) for slow progress with the available budget. While some projects such as the Karangahape Road upgrade (and others in town centres) are going to be expensive, this approach is not required on arterial roads or quiet streets. AT must work harder to deliver cycling projects at a more reasonable per kilometre cost.

These cost challenges make it even more important for AT to leverage local board budgets, innovating streets funding and other budgets such as renewals to deliver "pop up" infrastructure cheaply and quickly and fix gaps in the network.

As mentioned, we don't believe the organisation has the internal structure or willingness to do this currently.

Targets

Auckland doesn't have agreed mode shift targets that AT is working towards. There are different targets in the Auckland Plan, recommended by the Climate Change Commission and in AT's SOI.

The measure of "kilometres of new cycleway added to the regional cycleway network" in the SOI, has resulted in AT reporting every new metre of "cycling" infrastructure being delivered in Auckland regardless of funding source and location. The figures supplied for cycleways delivered in 2019/20 includes paths through parks funded 100% by Auckland Council & Local Boards, as well as cycleways delivered as part of other roading projects which generally do not aid delivery of a

connected network. Only one of the 9 cycleways delivered in 2019/20 was part of the Urban Cycleway Programme, and this was just 200m in length.

In the latest Quarterly Report AT states the Herne Bay “cycleway” will contribute 3.8km towards the 7km of cycleways AT plan to deliver this year despite the fact this project doesn’t deliver any separated infrastructure, but is purely a traffic calming project! This does not match our understanding that this target was intended to measure progress on the Urban Cycleways and Walking & Cycling Programme.

Even with this approach AT has failed to deliver the (very modest) cycleway target every year other than 15/16. To deliver their cycling programme agreed by the AT Board in 2018 15km a year needs to be delivered and we’re not even seeing 10km.

AT has lost sight of the importance of delivering a connected, safe network at speed and with urgency (to achieve the “network effect” – as presented to the AT Board in 2017). There is no one in the organisation with this vision and mandate to deliver.

We would like to see meaningful mode shift targets and updated measures in the SOI focused on “healthy streets” outcomes.

Next Steps

Arguably AT has the mandate and CCO structure to enable it to deliver “healthy streets” without further political direction. For example, clear outcomes are included in the Auckland Plan; the Parking Strategy supports prioritising key routes; and emission reduction targets and climate actions have been agreed.

However, given the range of barriers and issues that have resulted in slow and inadequate delivery to meet agreed outcomes we believe there needs to be a fundamental reset of cycling policy and delivery within Auckland Transport, which we would like to discuss further how this can be progressed.

Prepared by Councillors Bartley, Coom, Darby and Hills
Date: 17 March 2021

17 June 2021

Phil Goff
Mayor of Auckland
Private Bag 92300
Auckland 1142

Tēnā koe Mayor Goff

Cycling Infrastructure

Your recent feedback to Auckland Transport (AT) on our performance in the delivery of cycling infrastructure in Tamaki Makaurau is important to us. We understand your concerns, and your need for more rapid and flexible delivery of cycle infrastructure.

The effective delivery of cycle infrastructure is critical in addressing the actual and perception of safety for people cycling, supporting Auckland's emission reduction targets, reducing congestion through mode shift, and improving health and transport equity for all Aucklanders. We understand this and are committed to it.

It is a significant task. Redesigning transport corridors to include safe cycling infrastructure often necessitates reallocating space in the transport corridor to reduce vehicle traffic lanes and road side parking. This can result in heated and difficult conversations as part of our community consultation. We are challenging the way Aucklanders think about and use our transport corridors and have a large inflight programme to prioritise the allocation of road space for high efficiency vehicles (buses and high occupancy vehicles), cycle infrastructure and walking and environmental services. We very rarely widen the transport corridor or have a sufficiently wide existing corridor to easily install cycle infrastructure and maintain parking and vehicle lanes for private low occupancy vehicles.

AT's role as planner and integrator of all these programmes is important to ensure the needs of our customers are integrated into this activity, and to maintain a strategic view of the cycling infrastructure network. Auckland Council's role in providing the political direction is critical, as is its presence and leadership in our conversations with our communities, and its acknowledgement and support for the trade-offs that are required to achieve its goals.

Progress is being made to build a network of safe cycling facilities. AT has achieved its 2020/21 Statement of Intent (SOI) target of adding five kilometres of new cycleway (5.25km of new cycleways delivered as of April 2021). Tranche 1 of the Urban Cycling Programme (UCP) will be completed by the end of 2021, including the upcoming completion of Tamaki Drive Cycleway (estimated September 2021) and New Lynn to Avondale Cycleway (estimated November 2021). Tranche 2 of the UCP is planned to be completed by the end of the upcoming RLTP period (2021-24).

In addition to the delivery of cycling facilities, AT is improving safety outcomes and accelerating the uptake of cycling through delivery of behaviour change initiatives and engagement programmes with schools, businesses and communities. Initiatives include a wide range of events, cycle network activations, cycle skills training and marketing campaigns.

Our draft Regional Land Transport Programme for 2021-31 provides for the delivery of a further 199 kilometres of safe cycling facilities by Auckland Transport and Waka Kotahi across the region. When





combined with the investment from other agencies, the next decade will see a significant shift. In addition, the approved Auckland Housing Brownfields Programme Business Case includes further safe cycling facilities, which are planned to be delivered with partners (Kāinga Ora) in the next decade from the \$401m allocation in the 2021-31 RLTP for projects supporting the Auckland Housing Programme.

More agencies have a role to play going forward in the delivery of cycling infrastructure for Tamaki Makaurau. AT's delivery programme sits alongside traditional cycling infrastructure delivery agencies such as Waka Kotahi, Kainga Ora (e.g. Auckland Housing Programme) and Eke Panuku, as well as private developers and Auckland Council's Parks and Recreation Team.

Moving forward Auckland needs to get the benefits of the investment and programmes being delivered by all these agencies in a much more integrated and prioritised manner. Separate projects and funding buckets do produce disjointed outcomes.

There are several changes we can make to the way we work to respond to your concerns.

Having a clear strategic direction and mandate from Auckland Council is critical. The Independent Review of Auckland Council's Council Controlled Organisations highlighted that improved outcomes could be achieved by ensuring that CCOs have clear strategic direction. There are opportunities for Council to strengthen this direction for cycling, and to acknowledge and provide support for the trade-offs that are needed. Like AT, the Council needs to "own" and influence the entire delivery programme for cycle infrastructure, especially the huge contribution from Waka Kotahi as both funding and delivery agency.

AT is undertaking a full review of the Auckland strategic cycling network. We expect this review to re-test the strategic network strategy assumptions (such as the types of trips that contribute to mode shift) and objectives; to review our standards and their application, to review evidence of providing small amount of high quality infrastructure against the provision of a more extensive network of lower (but safe) quality infrastructure; and to re-test the contribution that cycling makes to first and last mile journeys from transport hubs. The continued support of Council in this review on our Political Reference Group is important, and its final outputs would benefit from formal consideration by Auckland Council's Planning Committee in addition to the AT Board.

Visible leadership is important. We propose to establish a new single point of leadership within AT, to oversee cycling outcomes, including those set out in the Statement of Intent. The Cycling Outcomes Lead, a new tier three (senior manager) position, would be the advocate for cycling outcomes across planning and prioritisation, would oversee design and delivery by all agencies, oversee AT's behaviour change programmes, lead engagement with stakeholders on the cycling programme, take responsibility for overseeing the communication of a joined-up cycling story independent of which agency delivers or maintains cycling infrastructure, and ensure cycling facilities are considered and positioned within our wider transport system challenges.

Telling the Auckland cycling story (regardless of who delivers the infrastructure) to a wide range of stakeholders with multiple perspectives both in outcome and in geography needs to be done effectively. To support the Cycling Outcomes Lead we will nominate a dedicated resource in our Strategic Communications team for developing and maintaining this story for multiple audiences, and optimising opportunities to celebrate our achievements together.

Noting the amount of cycling facilities that other agencies will deliver, and AT's role as planner and integrator, it's important that we are able to take an integrated network view of progress and operational issues which need to be solved. In that context we propose to extend our Cycling



Infrastructure Steering Group membership to incorporate officers from Waka Kotahi, Kāinga Ora, Eke Panuku and Auckland Council's Parks and Recreation department in recognition of the contribution those organisations make to cycling outcomes in Auckland. We will test their plans and priorities to ensure we minimise perverse outcomes of for example major new cycle routes funded and delivered by Waka Kotahi with no local connections funded.

Finally, we propose to examine how we can improve the alignment and coordination of physical works in the road corridor across all our programmes of work to achieve, where possible a dig once approach, to enable better efficiencies and to articulate a clear story about why we can, or in some cases cannot incorporate cycling improvements into maintenance and renewal works. Where this requires re-consideration of existing funding allocations then we will raise this matter with Auckland Council if this is required.

AT is committed to the delivery of cycle outcomes for Auckland. The significant changes outlined above, together with Auckland Council's support, will go some way to improving our performance and better enable us to meet Auckland Council's expectations more effectively.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Adrienne Young-Cooper', is positioned above the printed name.

Adrienne Young-Cooper
Chair, Auckland Transport

cc. Shane Ellison, Chief Executive, Auckland Transport