

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop: Tuesday 8 October 2024

Time: 9.45am – 1.30pm

Venue: Upper Harbour Local Board office, Ground Floor – Hawiti Building, 6-8 Munroe Lane, Albany

Apologies:

Item	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Alexis Poppelbaum Chairperson		
1.	9.45am	Parks and Community Facilities update Attachments <ul style="list-style-type: none"> Development of dog parks (<i>to be uploaded separately</i>) Waiake Reserve – remediate boardwalk and storage shed (<i>to be uploaded separately</i>) Monthly report 	Sandra May Manager Area Operations Prakash Thakur Work Programme Lead Melissa Johnston Project Manager	Keeping informed	Receive an update on Parks and Community Facilities activities and provide feedback on the development of dog parks and Waiake Beach Reserve.
2.	10.45am	Resilience and Infrastructure update – Shoreline Adaptation Plans Attachment <ul style="list-style-type: none"> Presentation: Shoreline Adaptation Plans – update October 2024 	Lara Clarke Principal Coastal Adaptation Specialist Sage Vernall Coastal Adaptation Specialist	Keeping informed	Receive an update on the development of the Shoreline Adaptation Plans and discuss next steps.
	11.45am	BREAK			

3.	12.15pm	<p>Local board feedback on the Dog Policy and Bylaw 2019 draft Statement of Proposal</p> <p>Attachment</p> <ul style="list-style-type: none"> • Presentation: local board workshop review of Auckland Council's Dog Policy and Bylaw 2019 	<p>Nancy Chu Principal Policy Advisor</p> <p>Danna Li Policy Advisor</p> <p>Abigail Talavera Policy Advisor</p>	Keeping informed	Receive an update on the proposed changes to the dog policy and bylaw prior to providing formal feedback.
4.	12.45pm	<p>Auckland Transport update – LBTCF projects</p> <p>Attachments</p> <ul style="list-style-type: none"> • Presentation: East Coast Bays School, Saddleback Rise and Torbay Kindergarten • East Coast Bays Schools Safety Improvements Investigation Report 	<p>Hanan Abdalla Project Manager</p> <p>Jun Park Principal Transportation Engineer</p> <p>Jatin Sharma Transportation Engineer</p> <p>Zelma Vincer IPD Consulting Group Limited</p> <p>Beth Houlbrooke Elected Member Relationship Partner</p>	Keeping informed	Receive an update on LBTCF projects in the East Coast Bays subdivision.
	1.30pm	Workshop concludes			

Role of workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.



Hibiscus and Bays – develop dog parks

Hibiscus and Bays Local Board – 8 October 2024

Melissa Johnston – Project Manager, Parks and Community Facilities



Purpose

Revisit dog park concept design and site location options

- East Coast Bays Subdivision – location options
- Hibiscus Coast Subdivision - Western Reserve
- Method of community engagement
- Obtain feedback and direction from the local board
- Next steps



Project background

- In FY2018/2019 the Hibiscus and Bays Local Board requested that Parks, Sports and Recreation carry out an assessment to investigate potential dog park sites in the local board area.
- A service assessment was prepared and Western Reserve in Orewa and Deep Creek Reserve in Browns Bay were the recommended sites. The local board supported Western Reserve, and staff were asked to investigate alternate sites in the East Coast Bays subdivision.
- Project 23954 Hibiscus and Bays – develop dog parks was created for the FY2019/ 2020 work programme and then delayed until FY2021/2022 due to the implications of Covid-19.
- In October 2021, a draft concept design for Western Reserve was presented to the local board in a workshop. The concept design had two stages. Stage 1 would be for a smaller more basic dog park and stage 2 would extend it to a larger area and include a new carpark.



East Coast Bays Subdivision – options

Sites with available open space around the area:

Priority	Reserve	Location	Toilets nearby	Parking
1	Sherwood Reserve	Browns Bay	Yes	In carpark
2	Deep Creek Reserve	Torbay	Yes	In carpark - minimal
NR	Aickin Reserve	Waiake	Yes	In carpark - minimal
NR	Bayside Reserve	Browns Bay	No	On road
NR	Oaktree/ Palliser Reserve	Browns Bay	No	On road
NR	Penguin Drive Reserve	Murrays Bay	No	On road
NR	Seaton Reserve	Murrays Bay	No	In carpark - minimal

NB. Sites listed with Priority NR are Not Recommended due to a lack of supporting amenities such as size, toilet facilities, carparks and other conflicting activities on site.



East Coast Bays Subdivision – Deep Creek Reserve

Pros:

- Located in Torbay residential area.
- Carpark on site beside sports field.
- Toilets on site.
- Existing shade trees.
- Approximately 4500m² space for dog park.

Cons:

- Site can be boggy and challenging to access during wetter months.
- Limited flat space for dog park.
- Footpath connections need improvements, and some new paths would be required.
(Current work programme allocation)
- Poor visibility on site raising potential CPTED issues.



East Coast Bays Subdivision – Sherwood Reserve

Pros:

- Centrally located in Browns Bay.
- Good pathways connections via road and through the park.
- Can easily extend path to new dog park from existing path.
- Fairly flat open space for dog park.
- Approximately 5000m² for dog park.
- Existing shade trees.
- Good visibility limited CPTED issues.
- Carpark, plus two carparks at Freyberg Park.
- Toilets and playground on site.

Cons:

- Site can be boggy during wet weather months.
- Possible concerns about dog park proximity to playground.



Hibiscus Coast Subdivision – Western Reserve



Original Concept Plan – Stage 1 (2021) 3000m²



Original Concept Plan – Stage 2 (2021) 7000m²



Proposed changes to original Concept Plan

- Change proposed location of the dog park on site by building it closer to the existing concrete pathway through Western Reserve. This would only require short connecting paths, instead of installing a new 190m (approx.) pathway from the existing pathway to Edgewater Grove.
- Utilise existing path and carpark. Existing carpark beside the skate park.
- Install farm/ deer fencing instead of chainlink fencing to save costs. Farm/ deer fencing is sufficient for dog parks and used at other locations around Auckland e.g Sanders Reserve and Corban Reserve.
- Prioritise installation of the recommended items for the new dog park.
- Stage 2 and additional features could be considered in future years programme.



Equipment Options:

Recommended	Optional
3000m ²	Option to have larger area fenced 7000m ² – will require reduction in other features
1.6m perimeter fencing	Gazebo/ Shade sails/ Trees
2 x Airlock doggy gates for park users and an access gate for maintenance	Internal pathways
External concrete paths connecting the dog park gates with the nearest pathway	Landscaping mounds and planting
Seating with concrete pads	Agility equipment
Drainage	New 190m (approx.) pathway from Edgewater Grove to existing pathway
Bin and doggy doo bag dispenser	New additional carpark near Edgewater Grove
Signage	Install drinking fountain – connection to be investigated.

NB. There is an existing water fountain in the skatepark and if an additional water fountain is required then it would be more cost effective to install one beside the main pathway near the mural on the skate ramp for dog walkers passing by to use.



Types of fencing



Mesh/ deer
fencing with
wooden poles:



Chain link fencing:



Other equipment:



Use of logs and other natural materials



Use of rocks and textured surfacing



Agility Equipment:

Price range is \$300 to \$4,000 plus installation



Estimated costs

Item	Costs / Stage 1
Non Construction Cost	
Detailed Design	\$ 15,000.00
Consenting	\$ 5,000.00
Construction Monitoring	\$ 10,000.00
Council Internal Costs	\$ 10,000.00
Total Non-Construction Cost	\$ 40,000.00
Construction Cost	
Preliminary and General	\$ 26,000.00
Car park	
Fencing/ Chainlink	\$ 89,600.00
External gravel path	\$ 72,390.00
External paths upgrade and extension	
Internal gravel paths	\$ 25,200.00
Earthworks and landscaping	\$ 18,000.00
Furniture and signage	\$ 34,000.00
Planting (shrubs and trees)	\$ 20,400.00
Closed Landfill Contingency	\$ 10,000.00
Provision Water + Drinking Station	\$ 10,000.00
Subtotal	\$ 305,590.00
Contingency (20%)	\$ 61,118.00
Total Construction Cost	\$ 366,708.00
Total Estimated Cost: Western Reserve	\$ 406,708.00

Note:

Cost savings can be achieved by changing the fence type to deer fencing.

Cost savings can be achieved by removing the external gravel path and limit to short connections from existing Te Ara Tahuna walkway.



Approved budget for the project

Project ID	Activity name	Activity description	Budget source	Total allocated budget
23954	Hibiscus and Bays – develop dog parks	<p>Develop a new dog park in each subdivision. Western Reserve in the Hibiscus Coast subdivision and a location for the East Coast Bays subdivision is to be confirmed.</p> <p>FY21/22 - investigation and design for Western Reserve</p> <p>FY22/23 - consultation for Western Reserve and confirmation of East Coast Bays subdivision park location</p> <p>FY23/24 - planning and consents for Western Reserve</p> <p>FY24/25 to FY25/26 - stage one physical works for Western Reserve</p> <p>Risk Adjusted Programme (RAP) project</p>	LDI Capex	\$648,080 (FY24-28)





Engagement and Consultation

Community engagement/consultation approach proposed:

- Letter drop to adjacent neighbours
- Mana whenua engagement
- Have Your Say

Western Reserve (feedback on dog park features)

ECB (feedback on locations and dog park features)

- Posters within reserves
- Key stakeholders engagement



Next steps (Western Reserve)

**Letter drop to
neighbours**

Have Your say

**Detailed
design**

**Procurement
and
construction**

September/ October
2024

October 2024

November-February
2025

September 2025



Next steps (ECB)

Have Your Say

October 2024

Concept

November/
December 2025

**Workshop
with Local
Board**

February 2025

Detail Design

April-June 2025



Pātai





Waiake Beach Reserve – shed and boardwalk

Hibiscus and Bays Local board- 8th of October 2024

Melissa Johnston – Project Manager, Parks and Community Facilities



Purpose

- Provide an update on the progress of the project.
- Provide an update on the results of the community consultation.
- Discuss options for the location of the new shed.
- Provide an update on the estimated costs of the project.
- To inform the local board on timeframes for delivery.



Project background

- This project was first approved as part of the 2020-2023 Hibiscus and Bays Local Board Work Programme (FY21- HB/2020/101). It has funding allocated for FY2024/ 25 and FY2025/26.
- The project involves the removal of the old boat storage shed in Waiake Beach Reserve, the propping of the large Pohutukawa limbs to support them and the renewal of the boardwalk and connecting concrete pathway to the west of the bridge in Aickin Reserve.
- Construction of a new storage shed to replace the old shed. Local Board were advised in a workshop in July 2023 that due to various restrictions such as coastal erosion, trees, underground services and open space recreational values on both Waiake and Aickin Reserves, that the best location for the new shed would be the Aickin Reserve carpark.



Waiake Beach Reserve and Aickin Reserve



Current Status



Update on project progress

- Community consultation for the location of the new shed was carried out in July 2024.
- Detailed design of the Pohutukawa props, boardwalk and concrete path replacement has been completed.
- Resource consent and building consent for the Pohutukawa props, boardwalk and concrete path has been approved. Construction must be undertaken between 1 October and 30 April any year. Application for building consent for the new shed will occur once the local board has given provided support.
- Updated cost estimated.





Engagement and Consultation

Community engagement/consultation

Carried out in July 2024 over a 3-week consultation period:

- 25 Letters delivered to adjacent neighbours.
- 2 x Posters installed in the Aickin Reserve carpark.
- Key stakeholders including:
 - Torbay Sailing Club
 - Awatuna Sea Scouts
 - Torbay Schools Waterwise
 - Restore Hibiscus and Bays





HIBISCUS AND BAYS LOCAL BOARD

Waiake Beach Reserve and Aickin Reserve

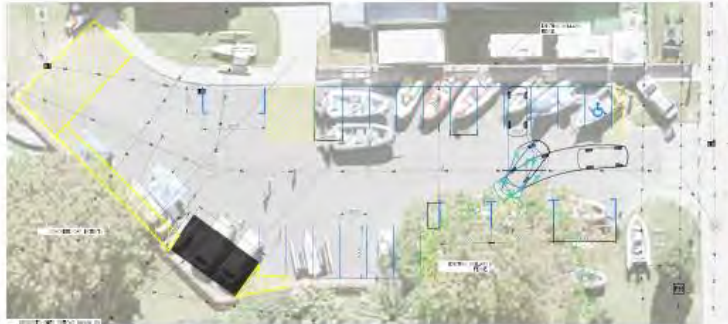
Boat Shed Renewal

The existing boat shed in Waiake Beach Reserve has reached the end of its life and due to ongoing issues with coastal erosion and inundation expected along the coastline in the future, we are not able to replace the shed in the same location.

We are planning to build a new boat storage shed in the Aickin Reserve carpark as indicated in the picture below. The shed will be 8m long x 4m wide and 3m high. The Torbay Sailing Club will continue to lease the shed for the storage of their junior club member boats. The carpark will be line marked and include an accessible carpark space.



If you have any queries or wish to provide feedback, please email us by **Friday the 26th of July** via: ParksNorthFeedback@aucklandcouncil.govt.nz



Engagement and Consultation Feedback:

Key stakeholders were all amicable to the location of the shed that was proposed.

16 responses received via email from the public engagement:

- Majority of the response were against reducing the number of carpark spaces to build the new storage shed.
- There was some confusion that there were 18 carparks to be removed. A response was sent to those customers to advise there would be a reduction of approximately 4 carparks. This was more favourable but some customers still indicated a preference for the shed to be built else where on the reserve or within the Torbay Sailing club leased area.
- Some of the respondents questioned whether Auckland Council should be paying for the shed and suggested the Torbay Sailing Club should pay for and keep it in their leased area if it was exclusively for their use.
- Query on form of consultation.
- One customer requested that we use the new shed walls as a canvas to display the pre- European history of the area.



Option Analysis

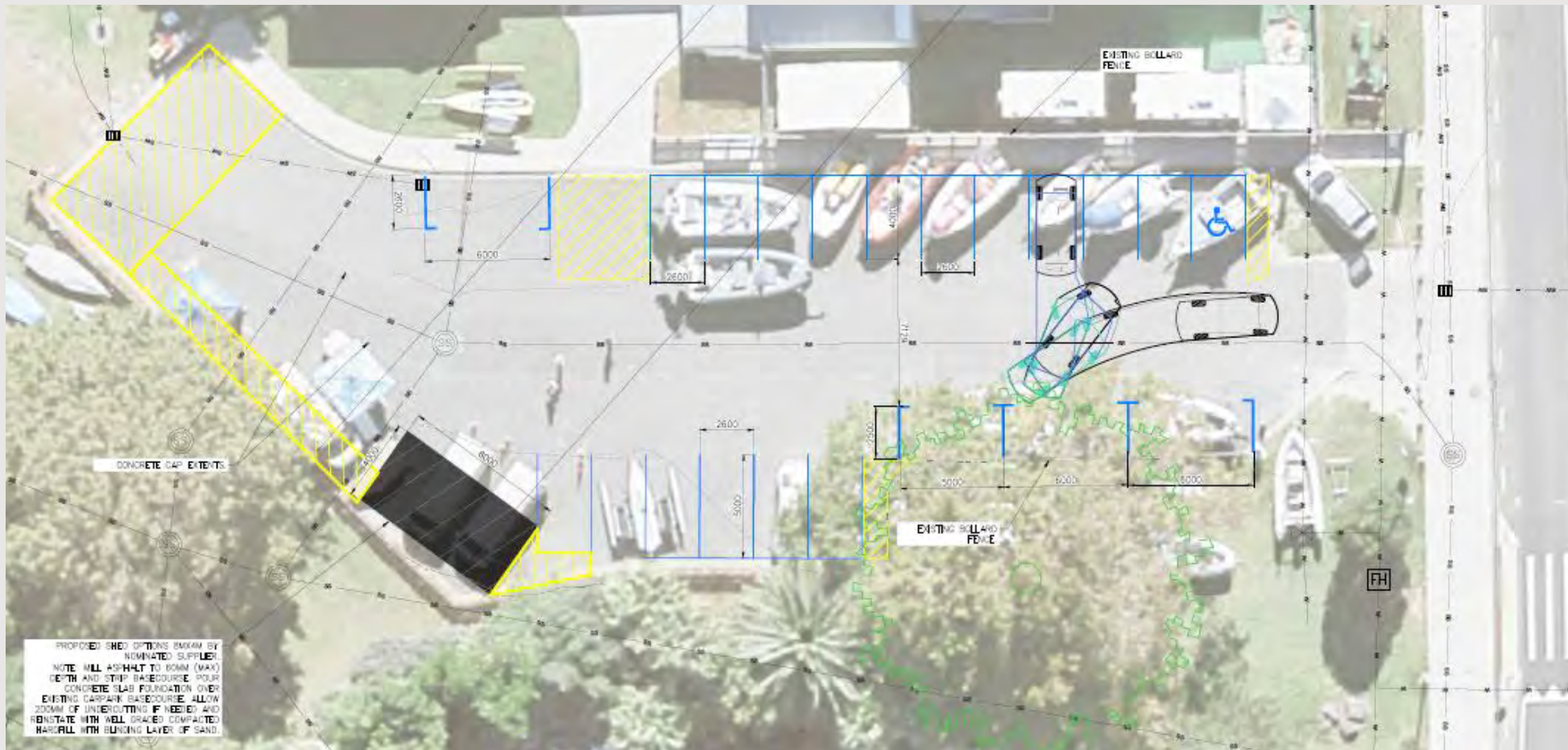
Option 1: Do nothing. Remove the old shed and do not build a new shed.

The Torbay Sailing Club will need to arrange for alternative storage of their boats and other items.



Option Analysis

Option 2: Build the shed in the space proposed in the community engagement survey. This will only remove a maximum of 4-5 carpark spaces if we reduce the amount of hatching proposed along the west (left) end of the carpark.



Option Analysis – Recommended option

Option 3: Build the shed in the corner of the carpark as originally proposed. This will only remove a maximum of 4-5 carpark spaces if we reduce the amount of hatching proposed along the west (left) end of the carpark.



Option Analysis

Option 4: Investigate alternative option on the reserve. This will require further engineer and design input for location, foundation design and result in an increase in costs to build the new shed.



NB. This location is an overland flow path. Resource consent would be required to build within 10m of the riparian margin.
Any other location on the reserves would compromise the open space, recreation and amenity values.



Option Analysis Summary

Option 1: Do nothing – remove the old shed and do not build a new shed

Option 2: Build the shed in the space proposed in the community engagement survey only removing 4-5 carparks.

Option 3: Build the shed in the corner of the carpark as originally proposed to the local board and only remove to 4-5 carparks. **Recommended option.**

Option 4: Investigate another option on the reserve. Increased costs and possible delay to project.





Engagement and Consultation

Mana whenua engagement and feedback

- Mana Whenua were invited to be part of the project.
- Only Ngāti Manuhiri responded and after meeting them for a site visit, they advised that they would provide a Kaitiaki Report.
- The Kaitiaki Report they provided has been noted as part of the Resource Consent for this project.
- In addition to their request to observe cultural practices for the environment during the physical works, they have also recommended that the existing sign along the stream is updated to include cultural information of the area.



Changes to boardwalk design

Like for like:



New design:



Updated estimated costs

Description		Estimate
Professional Services – including Design, RC and BC applications, tender documentation, Arborist report, construction monitoring etc.		\$122,965.00
Preliminary and general – Includes establishment, disestablishment, surveys, Site Safety Plan, As-builts etc.		\$66,000.00
Earthworks, clearing and disposal.		\$40,720.00
Reinstatement		\$14,380.00
Pohutukawa limb props		\$30,000.00
New storage shed		\$54,660.00
Carpark line marking		\$2,898.00
Boardwalk and concrete path replacement		\$134,985.00
Contingency/ Dayworks		\$70,625.00
Physical Works Subtotal		\$414,268.00
Professional Services and Physical Works Total		\$537,233.00
Project Management fees/ Internal council fees		\$53,723.20
Total Costs		\$590,955.20



Approved budget for the project

Project ID	Activity name	Previous years	FY2024/2025	FY2025/2026	Total allocated budget
28190	Waiake Beach Reserve- remediate boardwalk and storage shed	\$144,781	\$288,535	\$72,705	\$498,999.00
	Total Estimated Costs				\$590, 955.20
	Additional budget requirements				\$91,956.20

NB. This additional amount is subject to provisional sums and contingency included within the project. Once the tender process has been completed, total costs will be confirmed.



Next steps



*NB. Resource Consent for the replacement of the boardwalk and concrete path can only take place between 1 October to 30 April of any year. Delivery year will be pending on outcome of prior steps and contractor availability/ funding allocation.



Pātai





HIBISCUS & BAYS

Local Board Report – August 2024

MAKING
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Mairangi Bay Beach Reserve

Area Manager update by Sandra May

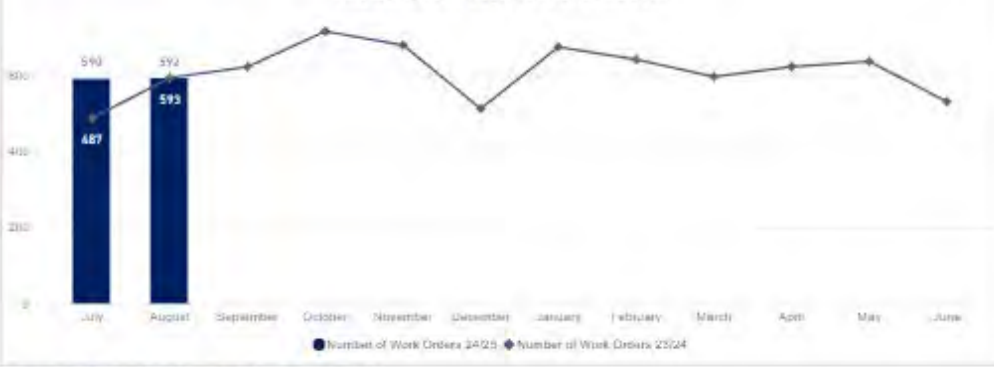


PERFORMANCE REPORTING

Request for Service Received

Total raised for FY24/25 YTD **1182**

Hibiscus and Bays RFS Breakdown



Only includes RFS that have resulted in a Work Order for action

Breakdown of Top 5 Request for Service for August

Service Name	Number of Work Orders 24/25
Structure Maintenance and Repairs	103
Furniture and Fixtures Maint and Repairs	63
Tree Maintenance - General	58
Electrical Maintenance Service	54
Plumbing Maintenance Service	53

Breakdown of Top 5 Request for Service FY24/25 YTD

Service Name	Number of Work Orders 24/25
Structure Maintenance and Repairs	221
Plumbing Maintenance Service	126
Tree Maintenance - General	122
Electrical Maintenance Service	110
Furniture and Fixtures Maint and Repairs	102

COMMENTARY

As spring is approaching, people are using the amenities in much larger numbers and the last of winter has passed, the auditing team and the contractors have been working hard to bring buildings, reserves, playgrounds and parks up to a high level. Have been a moderate amount of tree work from trees falling in wet grounds.

Audit Results

Hibiscus and Bays Full Facilities Audits



The highlights and lowlights of audits undertaken FY24/25 YTD are:

Highlights YTD
Building Cleaning
Gardens & Plants
Toilet
Turf
Water Feature

Lowlights YTD
Response WO
Sportsfields

COMMENTARY

The grass is on a spring flush and have noticed that certain areas, contractors are missing areas so a few audit fails and working with Ventia to catch up within these areas. Finding graffiti in several parks, which Green by Nature have been alleviating as soon as it appears. With contract change, it has made the process more streamline and easier to use.

Stanmore Bay Park/ Brown Street, Manly

Maintenance repair on the flying fox to be completed in September. The repair included the platform and reinforcing posts. A popular piece of equipment in this park will be ready for the busy summer months. Recent top up of under surface cushion fall. The sand has been topped up within the junior module area.

Street cleaning, and water blasting at Browns Street Manly.



Whangaparaoa / Palm Green

Whangaparaoa library received a general waterblast and hard surface clean.

Palm Green / Rata Road, path flooding. A new sub surface drain has been installed to minimise pavement flooding in a low point of paving.





MAINTENANCE DELIVERY UPDATE

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Mairangi Bay Reserve

A few trees had fallen at Mairangi Bay park behind Arts Centre and near the tennis club. Urgent removal by treescape to make the area safe. The trees were likely damaged by root rot due to water retaining in soils.





MAINTENANCE DELIVERY UPDATE

MAKING
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Whangaparaoa, Link Crescent

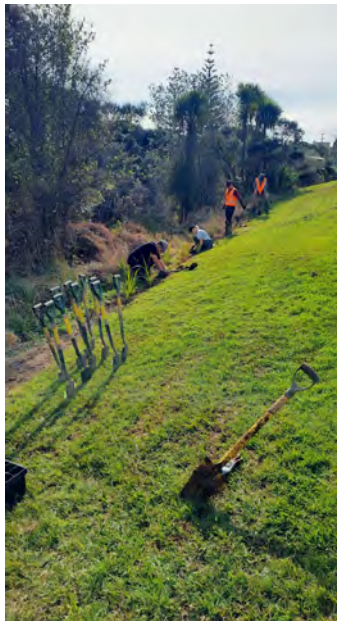
Playground tower was badly graffitied. Green by Nature remove the graffiti from several areas within the tower.



Final Community Plantings 2024

10,676 plants across H&B Local Parks

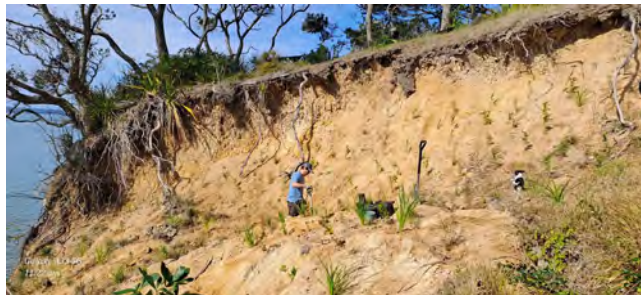
This month we finished off the planting season with 5 well attended events with Restore Hibiscus Bays, local volunteers, schools and a corporate group contribution.



Waste Management
volunteers at Okoromai-
Clansman, wetland
planting



Local volunteers plant 340 plants to
stabilise a slip site at Hatfields Beach



Rubbish Clean Ups

Church group commits to giving back

A lot of volunteers have been requesting support to help with the Keep NZ Beautiful Clean Up week 20th -27th September.



Church of Christ, Silverdale volunteers were keen to get out
at Kinloch Reserve and Orewa Beach ahead of the crowd!



Arboriculture Maintenance – Request for Service and scheduled work



On Whangaparaoa Road in Red Beach, Treescape successfully completed the removal of a large dead Pine tree and the pruning of 11 Washingtonian palms in a coordinated effort. The dead Pine tree, which posed a significant safety risk, was carefully removed using Treescape's Hi- Ab equipped with a grapple cutter head. Simultaneously, the 11 Washingtonian palms were pruned using a 50-foot bucket truck to ensure their health and maintain a tidy appearance.

Both tasks were strategically scheduled to be carried out together, as the site required an extensive Level 2 traffic management setup due to the busy roadway. By utilizing both teams simultaneously and implementing precise planning, Treescape not only minimized disruption to traffic flow but also optimized resources, resulting in cost savings. This efficient approach ensured that the work was completed swiftly and safely, with minimal inconvenience to the surrounding community.

Arboriculture Maintenance – Request for service



At 24 Dan Tori Place in Orewa, a large Phoenix palm underwent extensive pruning using a tracked Elevated Work Platform (EWP). The palm required significant trimming to remove overgrown fronds and address any potential safety hazards. The tracked EWP allowed the arborists to access the tree safely and efficiently, ensuring a thorough pruning of the palm's canopy. This heavy pruning not only enhanced the tree's appearance but also improved its health by removing dead or damaged fronds. The careful attention to detail ensured that the palm remains a striking and well-maintained feature of the property while reducing the risk of falling debris in the future.

Bushglen Reserve, Browns Bay



Two site audits took place in the Hibiscus-Bay Local Board during August. Both have General Site contract specifications, and receive basic plant pest control, but animal control is generously provided by the Community. In each Reserve's case, there was more than met the eye. Bushglen Reserve, although at risk of being overrun by Sydney golden wattle (out of spec), had many elements of the critically endangered ecosystem, gumland.



Park View to Island 3 initially looked an un-saveable mess with out of spec weeds advancing to the coast, but behind the exotic front, there is a regenerating native bush with the potential to shape the area.



Although there is still much work that that should and could be done to both sites, an initial investment would be required. Bushglen Reserve is worthy of an upgrade and its small size means ongoing costs wouldn't be outrageous. Hopefully, next year will see it classified as a High Value Site.

Park View to Island, Hobbs Bay



Stanmore Bay Park

The team have now started spraying out the winter grasses from the surface to transition to the summer grass for the sport season.

1. We use a herbicide chemical to help remove this plant which takes 10 days to take effect to allow couch grass to germinate
2. This work is carried out across multiple parks across the shore that require a transition to summer grass



Community Leasing

Community lease movements

- **Metro Community Sports Charitable Trust - Metro Park East.**
 - Trust entity issues to be resolved between Metropark Community Sports Charitable Trust (MCSCT) and Metro Community Trust (MCT).
 - Staff are working with legal to seek some advice and follow up on the next steps.
- **Stillwater Community Association - Stillwater Reserve.**
 - The group wish to transfer management of the hall to a new entity.
 - Staff will update the local board via a memo or at a workshop and will have their final approval via a report in terms of passing of the asset and the new entity set up.
- **Weiti Boating Club - Wade River Road Reserve**
 - Received the new lease application.
 - Staff in the process of organising a site visit and next steps
- **Browns Bay Bowling Club Inc - Freyberg Park**
 - The leasing renewal is on hold for Freyberg Park due to Healthy Waters doing a review of the area.
 - Staff is waiting to get timeframes from Healthy Waters for completing a flood mitigation project at this park.
- New lease/licence applications have been sent to below groups and under the 24/25 work programme:
 - Metro Park East - YMCA
 - Western Reserve - Hibiscus Youth Hub (Hibiscus Coast Youth Centre)
 - Aickin Reserve - Yachting NZ
 - Long Bay Regional Park - Vaughan homestead
 - Shakespeare Regional Park - The Y Shakespeare Lodge

Land Advisory

Land-owner applications received are assessed by Land Use Advisory and reviewed by Community Facilities staff. The board will be contacted for feedback in due course.

There were seven Landowner approval applications **received** in the Hibiscus and Bays Local Board area during August 2024:

- An application by Waterworld Ltd to operate an inflatable playground at Big Manly Beach, Browns Bay, Mairangi Bay and Stanmore Bay.
- An application by the Sauna Collective to operate a mobile sauna at Orewa Recreation Reserve.
- An application by Auckland Transport to undertake works at the carpark within the Gulf Harbour Marina Hammerhead Reserve.
- An application by Clyde Street 47 Limited to install seating and canopies at Browns Bay Beach Reserve.
- An application by Auckland Council's Environmental Evaluation & Monitoring Unit to install coastal monitoring equipment at Mairangi Bay Beach Reserve.
- An application by AECOM to undertake Geotechnical Investigations at Ōrewa Recreation Reserve.
- An application by Watercare Services to construct a new switchboard for the wastewater pump station at Churchill Reserve, Murrays Bay.

There was one Landowner approval application **approved** in the Hibiscus and Bays Local Board area during August 2024:

- An application by Waitemata District Health Board to operate a mobile breast screening unit at Stanmore Bay Park and Western Reserve, Orewa.

Orewa Library Renewal

Works on site is progressing well. The precast concrete wall panels are installed. Foundations are almost complete. Steel frames will be installed in the week beginning 16 Sept.

The expected completion date has been pushed out slightly due to the challenges we have faced with the foundations. High water table and soft ground.

Existing air-conditioning units were found to be rusted and beyond their useful life. They will be replaced.

Special anticorrosive treatment will now be applied to all 22 new air conditioning units to extend their life.

Cost have increased due to these discoveries on site and regulatory requirements. A central risk fund application has been made to cover extra costs.



Cranston Reserve Playground Renewal

Construction is complete at Cranston Reserve playground, with the finishing touches to be added such as hydro-seeding and two bench seats within the playground extent.

Once the cushion fall has been added the temporary fencing can come down, and the playground open for use, much to the satisfaction of the local neighbours.



Edith Hopper Playground Renewal

Edith Hopper playground renewal is tracking well with excavations complete, drainage installed, and the playground equipment being stood in position.



Stanmore Bay Park - Bridge Renewal

Works are underway at Stanmore Bay Park to renew the pedestrian bridge at the eastern end of the park. Demolition of the existing balustrade and decking boards is complete with the construction phase to begin shortly.



NOTIFICATIONS PROJECT DELIVERY STATUS

Notifications - Next Month

General renewals to the beachfront areas in Browns Bay, Rothesay Bay and Murrays Bay next month. The scope at Browns Bay Beach is to renew the bollards at the northern end of the beach encompassing the cenotaph as they are end of life. The scope at Rothesay Bay Beach is to renew the bench seat slab, move the rubbish bin landward and remediate the berm area. The scope at Murrays Bay is to replace some end of life bollards and place additional boulders to prevent vehicle access under the Pohutukawa's. Some pictures are inserted below for reference.

Browns Bay Beach Reserve



Rothesay Bay Beach



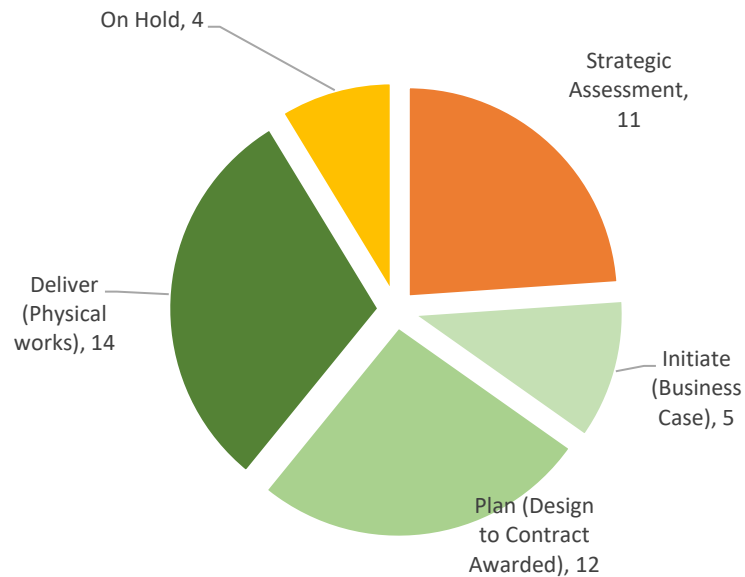
Murrays Bay Beach



PROJECT DELIVERY

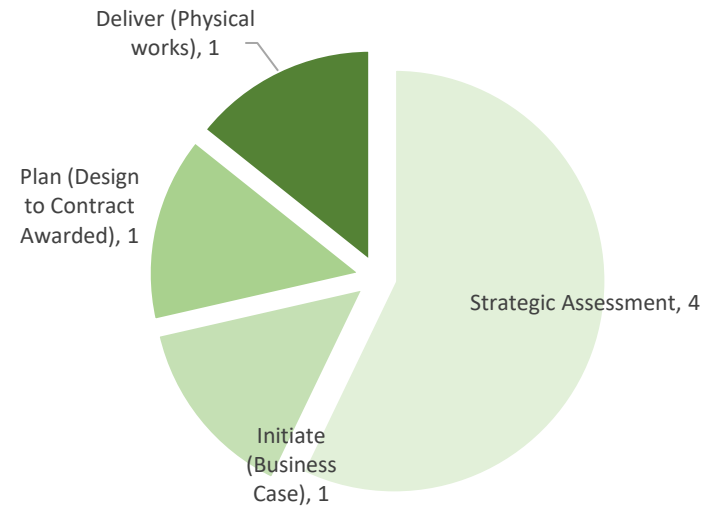
Annual work programme Local Board - Project Status

Total Number of Projects - 46



Annual work programme Local Board - Project Status

Total Number of LDI Projects - 7



PROJECT DELIVERY

				Initiate	Preliminary design	Detailed Design	Tender Process	Construction	Defects		
				2024/2025 - Current year							
Activity Name	Sentient Phase	RAG	Local Board Commentary	Timeline	Q1	Q2	Q3	Q4			
(OLI) Kohu Street to Marine View, Orewa Beach - renew northern seawall	Deliver	Green - On Track	Current status: The construction tender has been evaluated and negotiations with the preferred contractor are underway. Building consent has been granted. Final construction drawings are being prepared for issuing to the contractor. Next steps: Construction is planned to commence in September 2024. The contractor will begin the preparation of management plans for the site, as required by the resource consent. Site establishment in Kinloch Reserve will begin in late September 2024.	Baseline							
				Forecast/Actual							
86 Harvest Avenue, Orewa - develop new neighbourhood park	Deliver	Green - On Track	Current status: Construction works commencing onsite in July 2024 with anticipated finish date of October 2024. Next steps: Practical completion to be issued post completion of construction and compliance sign off.	Baseline							
				Forecast/Actual							
Browns Bay Water Feature - renew minor asset	Strategic Assessment	Green - On Track	Current steps: Scope renewal works. Next steps: Invite contractors to quote.	Baseline							
				Forecast/Actual							
Bushglen Reserve - implement concept plan	Plan	Green - On Track	Current status: Resource consent obtained. Next steps: Works to commence in summer 2024/2025 when conditions are better suited. The resource consent does not allow for winter works.	Baseline							
				Forecast/Actual							
Churchill Reserve - renew walkways and gardens	Plan	Green - On Track	Current status: Subject matter expert input obtained and detailed design to be completed August 2024. Next steps: Tender process to be initiated for construction in financial year 2026.	Baseline							
				Forecast/Actual							
Cranston Street Reserve - renew play space	Deliver	Green - On Track	Current status: Construction underway and expected completion date of September 24'. Next steps: Practical completion to be issued post completion and compliance report attained.	Baseline							
				Forecast/Actual							
Deep Creek Reserve - install new footpath	Strategic Assessment	Green - On Track	Strategic assessment and planning phase to commence August 24'.	Baseline							
				Forecast/Actual							
East Coast Bays Community Centre - refurbish buildings	Initiate	Green - On Track	Current status: Developed design is underway. Next steps: Review and approve the developed design.	Baseline							
				Forecast/Actual							
East Coast Bays Leisure Centre - refurbish building	Strategic Assessment	Green - On Track	This project will be scoped for works to commence in future years.	Baseline							
				Forecast/Actual							

PROJECT DELIVERY

				Initiate	Preliminary design	Detailed Design	Tender Process	Construction	Defects		
				2024/2025 - Current year							
Activity Name	Sentient Phase	RAG	Local Board Commentary	Timeline				Q1	Q2	Q3	Q4
Edith Hopper Park - renew play space	Deliver	Green - On Track	Current status: Civil work contracted awarded, pre-start and construction to start September 24'. Next steps: Playground expected to be completed October 24'.	Baseline							
				Forecast/Actual							
Freyberg Park - renew sports field # 3	Plan	Green - On Track	Project physical works in FY27 unless budget is brought forward, tender docs completed and siting on shelf.	Baseline							
				Forecast/Actual							
Gilshennan Reserve - renew play space and footpaths	Plan	Green - On Track	Current status: Concept design options received. Next steps: Public consultation planned for end of 2024.	Baseline							
				Forecast/Actual							
Hibiscus & Bays - renew reserve roads and carparks 2024/2025+	Initiate	Green - On Track	Metro Park East car park and Stredwick Reserve car park scoped July 2024 for delivery prior to Christmas. Additional sites and scoping to commence in future years.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - develop dog parks in both subdivision	Initiate	Green - On Track	Current status: Investigating design options and cost estimates for the dog park and options for community engagement. Next steps: Attend workshop with local board to gain direction on community engagement and extent of dog park facilities in September.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - develop permanent pump tracks	Strategic Assessment	Green - On Track	Current status: Investigating location options with the Parks and Place Specialist and an interested community group. Next Steps: Carry out community engagement to ascertain preferred locations.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - install shade sails	Strategic Assessment	Green - On Track	This project will be scoped in future years.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - Ngahere urban forest strategy - implement Planting Plans	Deliver	Green - On Track	Current status: 2025 budget allocation confirmed Next steps: 2025 planting sites scoping starts from Sep - Nov 2024	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew furniture and fixtures 2023/2024+	Plan	Green - On Track	Current status: Scoping of sites to commence September 2024. Next Steps: "Request for Quote" process and bundle package planned for October 2024.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew park buildings 2024/2025+	Deliver	Green - On Track	Current status: Orewa Reserve Exeloo now complete and operational. Next steps: Dacre Historic Cottage and Stanmore Bay Park cemetery toilet block to be scoped and work planned for FY 25'.	Baseline							
				Forecast/Actual							

PROJECT DELIVERY

				Initiate	Preliminary design	Detailed Design	Tender Process	Construction	Defects		
				2024/2025 - Current year							
Activity Name	Sentient Phase	RAG	Local Board Commentary	Timeline				Q1	Q2	Q3	Q4
Hibiscus and Bays - renew park play spaces 2023/2024+	Initiate	Green - On Track	Current status: Submissions for proposal for Stanmore Bay Park playground have been received, shortlist to be created for public consultation. Next steps: Public consultation to be run in Spring 2024.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew playground components and drainage 2024/2025+	Plan	Green - On Track	Current status: Priority sites identified as Totara Views Reserve. Next steps: Community engagement and scoping phase for play components and equipment replacement options at Totara Views Reserve this FY.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew signage	Deliver	Green - On Track	Current status: Creating signs for Edith Hopper Park, Manly Beach, Campbells Bay, Murrays Bay, Mairangi Bay, Brunton Park, Maygrove Reserve and Lake and Ashley Reserve. Next steps: Arrange for sign installation at the various sites.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew sports field assets	Plan	Green - On Track	Current status: Last completed component of project, completed December 2023. East Coast Bays Leisure Centre basketball hoops renewal. Next steps: Scoping to be determined with subject matter expert in winter/spring 2024 for delivery in financial year 2025.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - renew tracks and footpaths 2024/2025+	Deliver	Green - On Track	Current status: Western Reserve asphalt renewal and D'Oyly Reserve walkway completed May and June 2024. Awaruku completed June 24'. Next steps: Project being put on hold to allow for budget restraints in FY25.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - Storm Capex Damage - Renewals	Deliver	Green - On Track	Current status: The project is being phased out into various stages depending on site priority. A concrete path section at Te Tara Tahuna Cycleway has been completed. New timber barrier has been installed along Clifftop walkway completed, reinforcing of bank at Glenelg Res completed. Okoromai Walkway completed and Swann Beach Reserve fence has been completed. Deborah reserve tracks and boardwalk renewal is completed. Mairangi Bay Park retaining wall and Brookvale Reserve bridge reinstatement have been completed as well as Murrays Bay Boat ramp renewal. Browns Bay Boat ramp is now complete as well and practical completion certificate issued to the contractor.	Baseline							
				Forecast/Actual							
Hibiscus and Bays - Water Feature - renew minor assets	Deliver	Green - On Track	Current status: Moana Reserve— Airborne Water Feature wireless wind vane controller operational and checking. Browns Bay Water Feature renewal work in progress. Next steps: Testing of wind vane and calibration at Moana Reserve— Airborne Water Feature and inspect progress of Brown Bay Water Feature.	Baseline							
				Forecast/Actual							

PROJECT DELIVERY

				Initiate	Preliminary design	Detailed Design	Tender Process	Construction	Defects
				2024/2025 - Current year					
Activity Name	Sentient Phase	RAG	Local Board Commentary	Timeline	Q1	Q2	Q3	Q4	
Hibiscus and Bays- Investigate and implement recreation facilities in partnership with the community	Strategic Assessment	Green - On Track	Current status: Investigating site options and community groups for partnerships and sponsors. Next steps: Arrange a workshop with local board to discuss direction for this project in FY2024/2025.	Baseline					
				Forecast/Actual					
Mairangi Bay Beach Reserve - renew bridge across creek by Surf Club	On Hold	Red - Critical	Project on Hold due to budget constraints.	Baseline					
				Forecast/Actual					
Murrays Bay and Crow's Nest Rise Walkway - renew pathways	Plan	Green - On Track	Current status: Detail design in progress. Subject matter expert input obtained. Resource consent application to be prepared shortly. Next steps: Tender process to be commenced once resource consent approval received.	Baseline					
				Forecast/Actual					
Murrays Bay Wharf – renewal of handrails	On Hold	Green - On Track	Project scoping will be done in FY26.	Baseline					
				Forecast/Actual					
Okura Hall - refurbish building	Strategic Assessment	Green - On Track	Current status: Strategic assessment to be undertaken August 24'. Schedule for scoping to be determined August 24'. Next steps: Preparation of planning and tender documents to be undertaken.	Baseline					
				Forecast/Actual					
Orewa Holiday Park - refurbish southern amenities block (Stewart Is block)	On Hold	Green - On Track	Current Status: Engage an engineer and re-start concept plans. Next Steps: Physical works budget commenced in future years.	Baseline					
				Forecast/Actual					
Orewa Holiday Park - renew cabins	Plan	Green - On Track	Current status: Business owner and holiday Parks and Accommodation staff to complete concept design with clear direction. Next steps: Site investigations once clear scope of works has been agreed and engage a supplier. Physical works is sitting in FY26-27 and is a Risk Adjusted Project. Asbestos team needs to carry out a building assessment.	Baseline					
				Forecast/Actual					
Orewa Holiday Park - renew fixtures, fittings & equipment	Strategic Assessment	Green - On Track	bundled works delivered by Park Managers.	Baseline					
				Forecast/Actual					
Orewa Holiday Park – renew northern amenities block	Plan	Green - On Track	Current status: Business owner and holiday Parks and Accommodation staff to provide clear direction to allow for a designer. Next steps: Physical works is sitting in FY27 and is a Risk Adjusted Project.	Baseline					
				Forecast/Actual					
Orewa Library - comprehensive renewal incl. roof	Deliver	Green - On Track	Current status: Work has begun on foundations site Next steps: RFI's for BC amendment for Roof detail, courtyard doors , solar	Baseline					
				Forecast/Actual					

PROJECT DELIVERY

Activity Name	Sentient Phase	RAG	Local Board Commentary	Timeline	2024/2025 - Current year			
					Q1	Q2	Q3	Q4
					Initiate	Preliminary design	Detailed Design	Tender Process
Pacific Parade - landslip remediation / prevention	Strategic Assessment	Green - On Track	Current status: Site visit is booked to assess and create design. Next steps: Detailed design and consents to be undertaken.	Baseline Forecast/Actual				
Rosario Reserve - renew play space	Strategic Assessment	Green - On Track	Current status: Planning dates for Have Your Say in early 2025. Next Steps: Contact local school and Mana whenua to ascertain if they would like to be involved in the playground design.	Baseline Forecast/Actual				
Stanmore Bay Park - renew park bridges	Deliver	Green - On Track	Current status: Bridges #1 and #2 completed in May 2024. Next steps: Bridge #3 construction began August 24' with expected completion in October 24'.	Baseline Forecast/Actual				
Stanmore Bay Pool & Leisure Centre - renew minor assets	Deliver	Green - On Track	Current status: I processed the quote for renewal of the cafe shades and issued the PO. Next steps: Plan physical delivery during shutdown.	Baseline Forecast/Actual				
Streamview Way Park - develop youth park	Initiate	Green - On Track	Current Status: Initial planning meeting has been undertaken to identify stakeholders and project direction. Next steps: Early engagement with mana whenua required to determine who will be the project partners. Undertake community consultation to determine outcomes required.	Baseline Forecast/Actual				
Stredwick Reserve - renew play space	Strategic Assessment	Green - On Track	Current Status: Project is new to the work programme for FY2024/2025. Next steps: A site visit to the play space to develop the scope of works required.	Baseline Forecast/Actual				
Torbay Heights - renew walkways and stairs	Plan	Green - On Track	Current status: Additional subject matter expert advice required to determine cost benefit options analysis to be completed on slip area of track renewal. Next steps: Design considerations to be carried out once advice received and then consent application lodged concurrently.	Baseline Forecast/Actual				
Victor Eaves Park - renew premium cricket ground	On Hold	Red - Critical	Project placed "On Hold" due to budget constraints.	Baseline Forecast/Actual				
Waiake Beach Reserve – remediate boardwalk and storage shed	Plan	Green - On Track	Current status: Resource & building consents are nearly completed for the boardwalk and props. Next steps: Provide the local board with and update on the community engagement for the shed to gain direction and updated estimated costs for the whole project in a workshop in September.	Baseline Forecast/Actual				

Shoreline Adaptation Plans: Update October 2024

Hibiscus and Bays Local Board Workshop: October 2024



Shoreline Adaptation Plans

Today's workshop

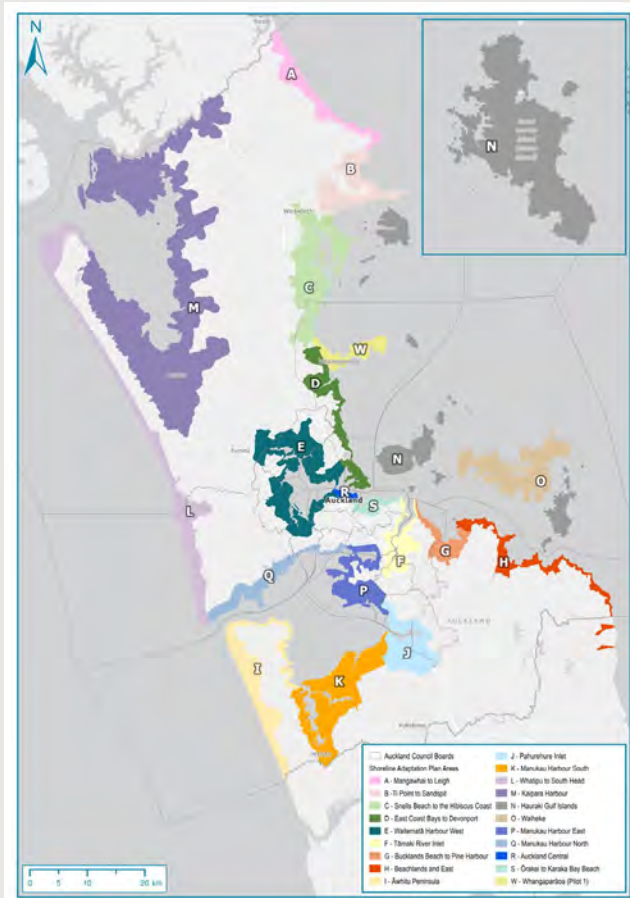
Purpose: plan development update

1. **Shoreline Adaptation Plan programme update**
2. **Weiti Estuary to Devonport**
3. **Snells Beach to Ōrewa**
4. **Recap: Next Steps**



What are we doing?

Developing the first series of
Shoreline Adaptation Plans (20) for
Council owned Land and Assets



**Sustainable
coastal
management**

**Strategic & holistic
decision making for
council owned land &
assets**



Council owned land & assets at the coast

Stormwater, drinking water & waste water infrastructure

Roads

Council owned land & Public facilities (playgrounds, walkways, halls)

Closed landfills



Programme updates: Shoreline Adaptation Plans October 2024

Programme aim:
completion of
all 20 SAP
plans by mid
2025*

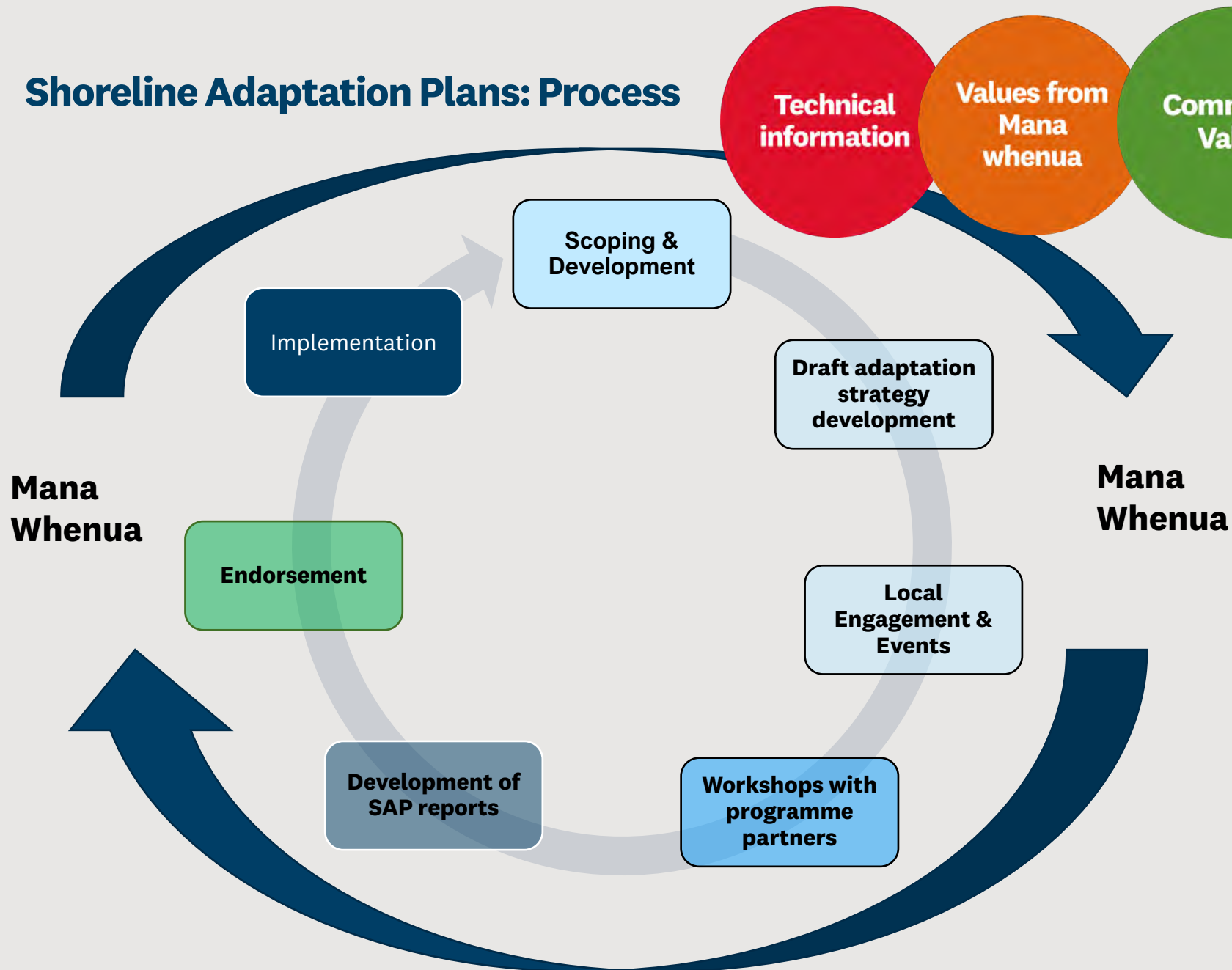
**Community
engagement
on DRAFT
adaptation
strategies**

**Completion of
all planned
community
engagement
end of 2024**

Terminology:
managed
retreat –
Adaptation
priority areas



Shoreline Adaptation Plans: Process



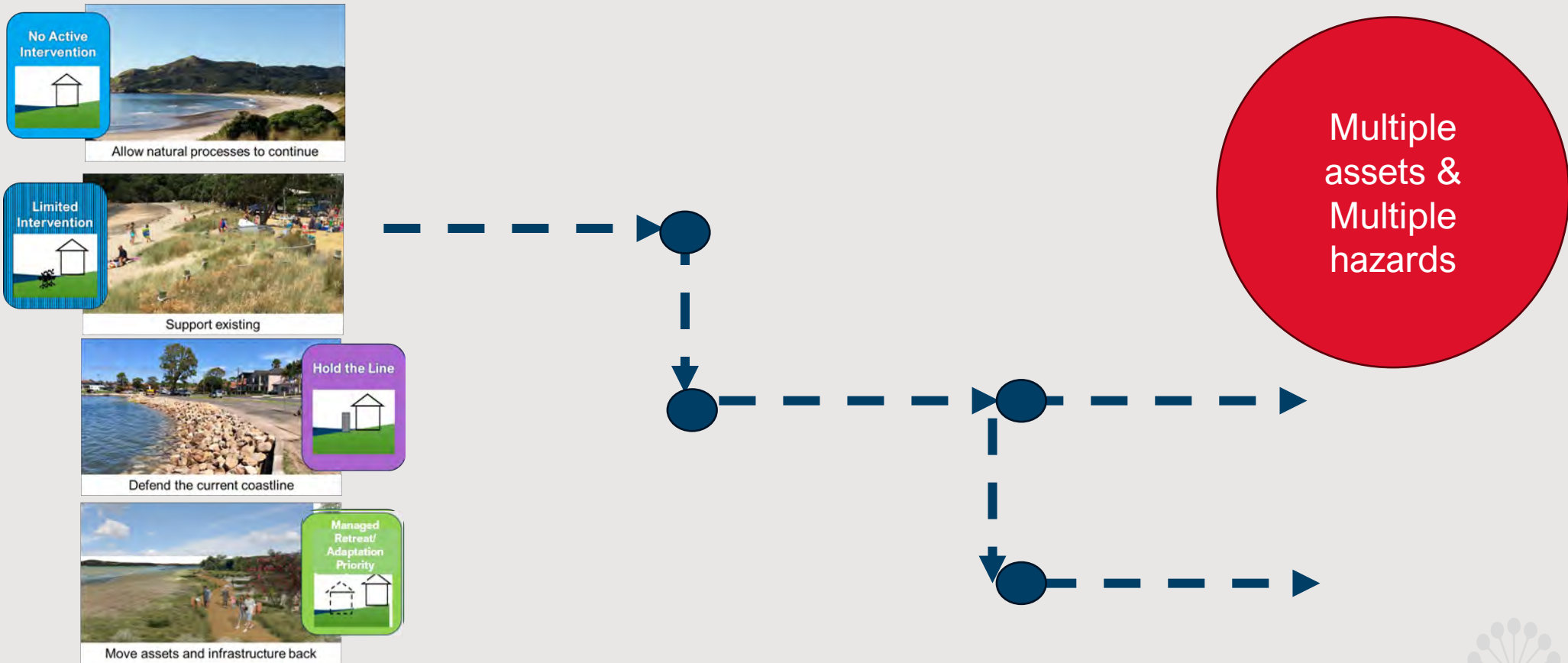
Adaptation Strategies & Pathways

Uncertainty (Natural Hazards & Climate change AND social & economic factors)

Short
Next 20 years

Medium
20-60 years

Long
60-100+ years



UPDATE: Weiti Estuary to Devonport (Units 1 – 8)



DRAFT for Engagement
Shoreline Adaptation Plan:
Weiti Estuary to Devonport
Peninsular
[DRAFT Report Series 1]
July 2024 DRAFT

2024



Engagement: Community engagement on the Weiti Estuary to Devonport SAP

2 August - 26 September 2024
closed

- **75 AK Have Your Say surveys**
- **Approx. 139 Social Pinpoint Comments**



Community Engagement: Tranche 4

Signage in parks and Marketing Campaign "Love our coasts"...

Email Submissions

Social Pinpoint



In person (17) + online events

AK Have Your Say

Surveys

Local Board Engagement

Comms: Our Auckland, Local Media, Regional Media, Neighbourly, Peoples Panel

Library Drop Ins (Albany, Browns Bay)...

Engagement with local community groups



2nd August - 26th September 2024

Purpose:

- **Education on coastal hazard risk**
- **Understand local community values and connections to each SAP area.**
- **Enabling feedback on the proposed (DRAFT) adaptation strategies**

Next steps for 2024: Weiti Estuary to Devonport Peninsula

**Analysing
Community
Feedback**

**Workshops/
discussion:
Asset
owners,
Local Iwi,
Local Boards**

**Full draft
plan &
Endorsement**

**Approval &
Implementation**

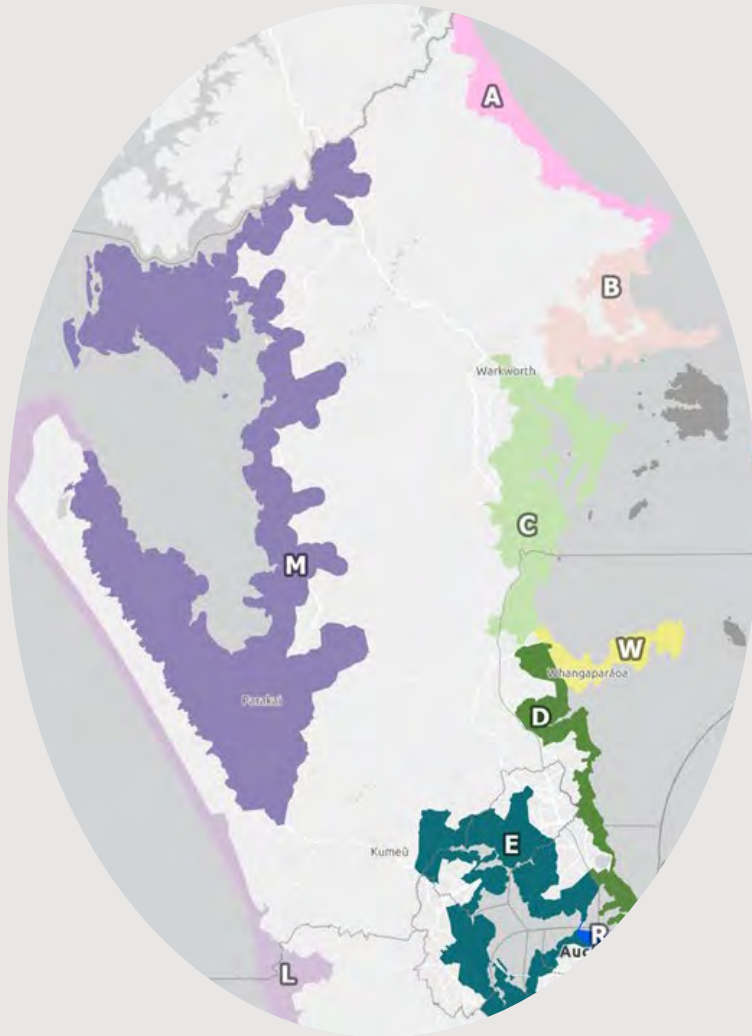
**NOW- Early
Nov**

**Now- Early
2025**

Early 2025

**Early/ mid
2025**

UPDATE: Northern Plans (Kaipara Moana, Pākiri to Mathesons Bay, Ti Point to Sandspit and Snells Beach to Ōrewa)



Engagement: Community re-engagement on the Draft strategies

15 October – 12 Nov 2024:
RE-ENGAGEMENT

- Digital engagement (AK Have Your Say, SPP)
- Library drop ins
- Webinar
- Comms and direct engagement with interested parties and round 1 submitters



Drag to
comment >



I value this...



I remember...



I exercise here...

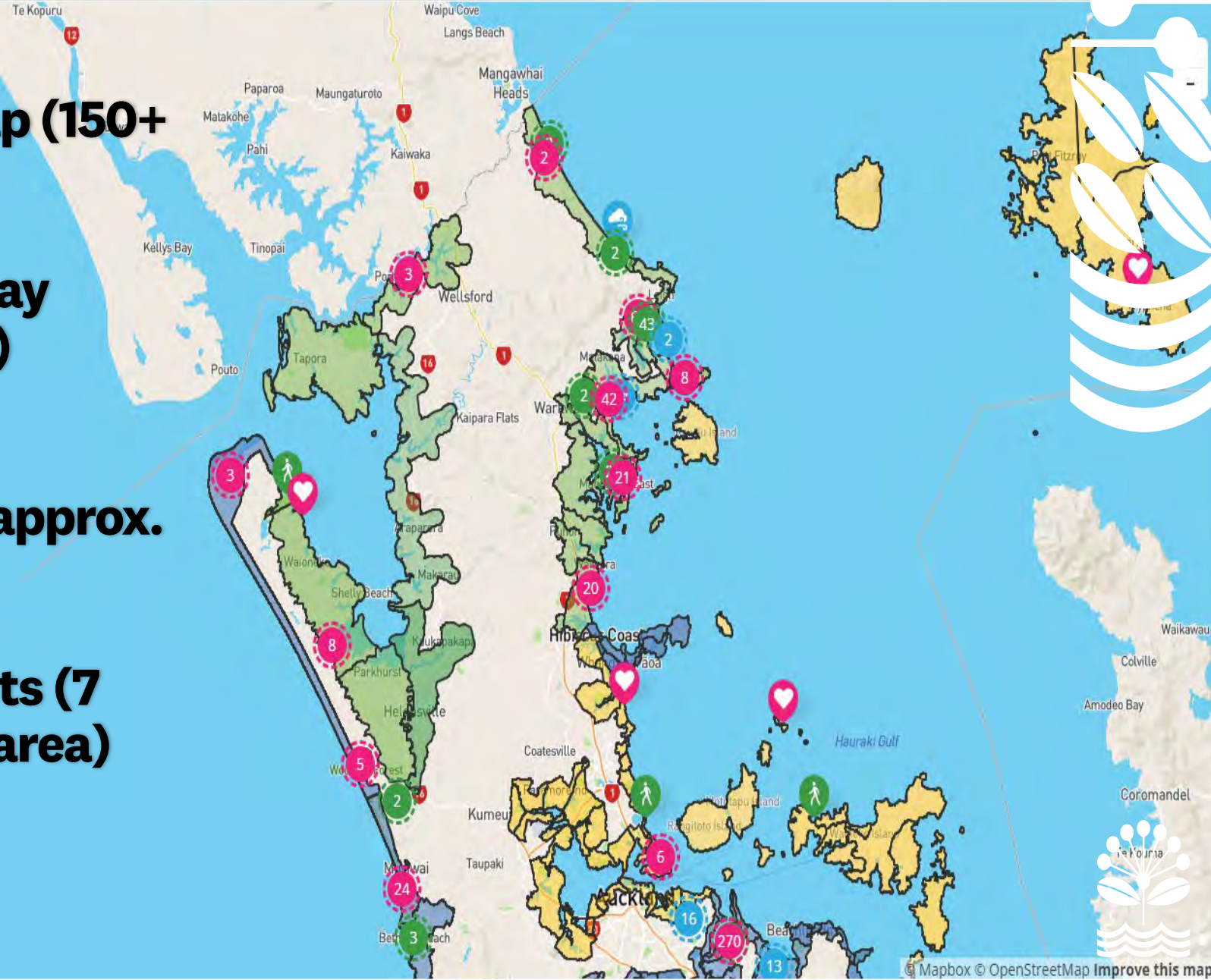


Interactive map (150+ pins dropped)

**AK Have you Say
(450+ surveys)
Community**

**Submissions (approx.
10)**

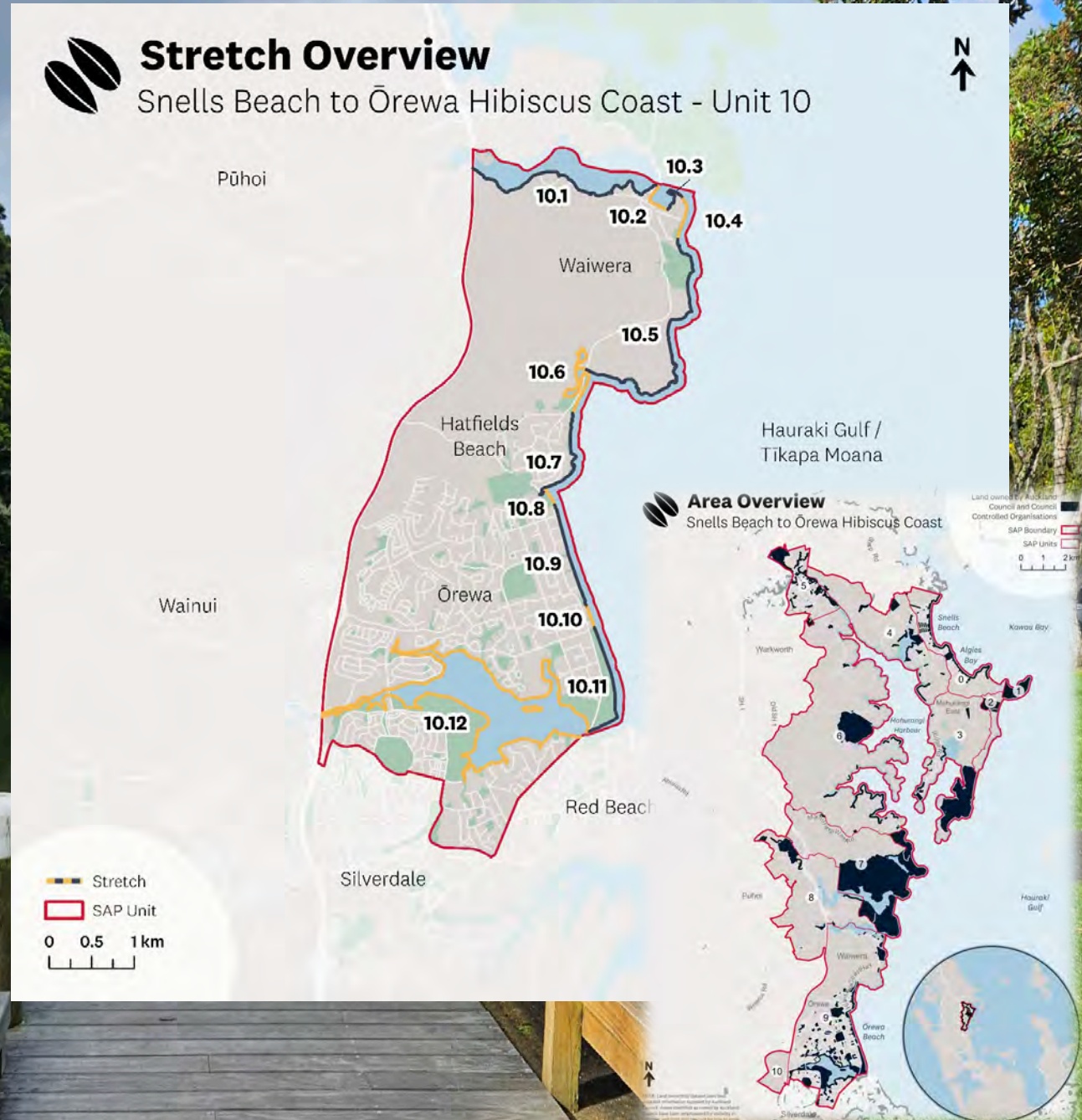
**In person events (7
events across area)**



Snells Beach to Ōrewa (Unit 10)

Challenges / opportunities

- **Highly valued coastal areas; maintaining coastal values (beach space) and recreational opportunities (Snells, Algies, Waiwera, Orewa,**
- **Key coastal communities & connections; Martins bay, Scotts landing, Jamisons, Opahi**
- **Extensive regional park land; Scandretts, Mahurangi, Wenderholm**
- **Unmaintained reserves (road & esplanade)**



Next steps for 2024: Snells Beach to Orewa

**Community
engagement**

**Workshops/
discussion:
Asset
owners,
Local Iwi,
Local Boards**

**Full draft
plan &
Endorsement**

**Approval &
Implementation**

**15th October
-mid Nov**

**Now- Early
2025**

**Jan-June
2025**

**From mid
2025**

Shoreline Adaptation Plans

Recap & next steps

Weiti Estuary to Devonport:

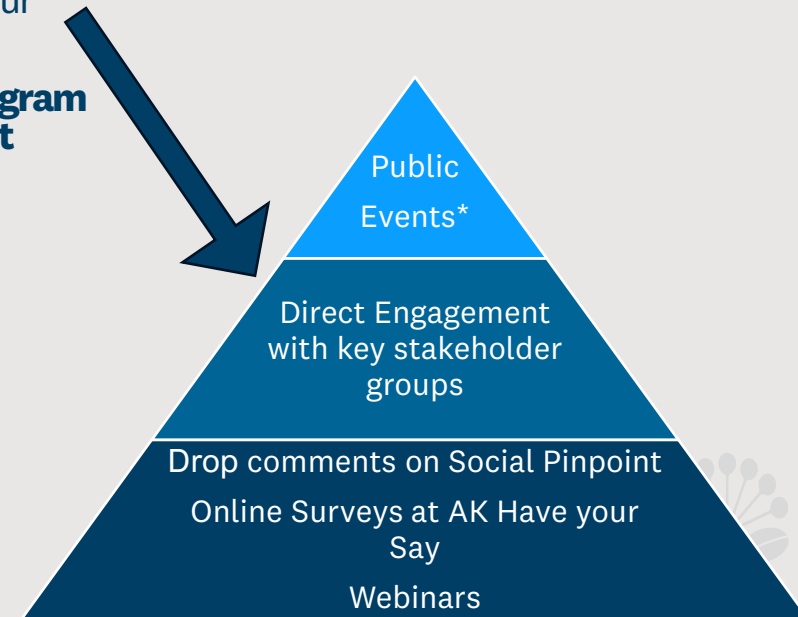
1. **[NOW] Analysing community feedback**
2. **[NOW] Ongoing local iwi engagement, program partner and stakeholder engagement**
3. **{2025} Full draft plan, local board engagement, seeking approval and implementation**

Snells Beach to Orewa:

1. **{15th Oct – 12th Nov} re-engagement with communities on draft strategies**
2. Seek your support on engaging with your communities (comms)
3. **{NOW} Ongoing iwi engagement, program partner and stakeholder engagement**
4. **{2025} Full draft plan, local board engagement, seeking approval and implementation**

*Public events on request

**Further workshops – on request



Pātai

Questions and discussion



Local Board Workshop Review of Auckland Council's Dog Policy and Bylaw 2019

**Local board feedback on the
Statement of Proposal**

September / October 2024



Purpose of workshop

- To provide an overview on the proposed major changes to the Auckland Council Policy on Dogs (2019) and Dog Management Bylaw (2019).
- Local Boards will be requested to provide formal feedback on the proposed changes at their October Local Board meeting.

How preferred feedback will be used

- In December:
 - Local Board views will be presented to the Regulatory and Community Safety Committee
 - The Committee will recommend a proposal to the Governing Body to adopt for public consultation.



Review process to date

RCSC initiated the dog policy and bylaw review, established a joint working group to consider options

September
2023

RCSC endorsed findings (REG/2024/47)

July
2024

Joint working group provided direction on options

August
2024

Engagement with panels and local boards on proposal

September /
October 2024

RCSC: Regulatory and Community Safety Committee



Policy and Bylaw review topics

	Review topics
Topic 1	Approach to dog management in Auckland
Topic 2	Approach to managing dog access rules in share spaces
Topic 3	Region-wide dog access rules
Topic 4	Regional Park dog access rules
Topic 5	Walking multiple dogs

Note: The Policy and Bylaw review does not consider change requests to local dog access rules. These will be considered separately by Local Boards.



Review findings

The Policy and Bylaw have worked well and are generally fit for purpose:

- minimised risks and guided operational service delivery
- standardising rules has made it easier to understand and enforce
- Bylaw enabled 1,437 infringements issued in 2022/23.

However, they could be improved:

- investigate if additional rules are required to walk multiple dogs
- address regional park dog access rules that impact RDO or cause conflict
- make Policy easier to understand and clarify the Bylaw for more certainty
- remove inconsistencies in delegations (no change to local board decision-making).



Proposed significant change to Policy and Bylaw

Walking multiple dogs

Setting a limit on the number of dogs that may be walked:

- maximum of six on a leash in an on-leash area
- maximum of three (of the six) off a leash in an off-leash area (with up to three other dogs on-leash)



Walking of multiple dogs

Review and further investigation findings



Key review findings (July 2024)

- Policy and Bylaw are largely effective and ‘fit for purpose’.
- However, both could be improved to **address the disproportionate impacts** caused by multiple dogs walked at one time.
- Research identified:
 - multiple dog incidents appear overrepresented in some dog-related issues, but the **frequency and impact are low to moderate**
 - ten complaints between 2021 and 2024 relating to commercial dog walkers.

Further investigation findings (August 2024)

- Confirmed the frequency and impact of multiple dog-related incidents are low to moderate.
- Contrary to the review findings (July 2024), incidents involving multiple dogs are **not overrepresented**.
- Of all **dog incidents** in a public place:
 - 4.5% relate to dogs with their owner
 - 0.7% relate to multiple dogs with their owner.
- Of all dog incidents **where an owner is present** in a public place:
 - 16% were associated with more than one dog
 - 84% were associated with one dog.
- Nationally and internationally various views on the maximum number of dogs walked at one time, with **four on-leash and two off-leash the most common view**.

Joint working group guidance

To limit the number of dogs walked / exercised at one time to maximum six on-leash, a maximum of three (of the six) off-leash.



Local Board feedback questions



- Should there be a limit on the number of dogs that may be walked / exercised at one time in Auckland? If so, why?
- How might the proposed limit of six dogs on-leash, three dogs off-leash impact or affect your community?



Proposed changes to regional parks

Regional park dog access rules

- Proposed changes to 14 regional parks
- 10 regional parks – rule changes respond to identified risks and opportunities, make the rules clearer, easier to understand and more practical (more details on following slides)
- Four regional parks – clarifying existing dog access rule
 - Ambury Regional Park
 - Muriwai Regional Park
 - Tāwharanui Regional Park
 - Wenderholm Regional Park



Regional parks with identified changes to rules

- Auckland Botanic Gardens
- Hūnua Ranges
- Long Bay Regional Park
- Mahurangi Regional Park
- Pākiri Regional Park
- Shakespear Regional Park
- Tāpapakanga Regional Park
- Te Ārai Regional Park
- Waitawa Regional Park
- Whakanewha Regional Park



Auckland Botanic Gardens

Proposed major amendment

Amend dog access rules to adopt current signposted off-leash area boundaries when not used for events and until new gardens are developed in this area

Amend the on-leash rule to prohibit dogs from all waterways to address the severe problem of bank erosion caused by non-compliant off-leash dogs in the on-leash area entering the waterways.

Amend dog access rule to explicitly prohibit dogs from busy community areas (Huakaiwaka Visitor centre, Café area, Potter Children's Garden and service areas).

Hunua Ranges Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from tracks and roads that connect to the Kohukohunui track, the Kokako Management Area and Piggott's Habitat to create a biodiversity buffer to protect wildlife.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).



Long Bay Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide a practical access the beach from the southernmost carpark.

Amend the summer daytime rule for the beach south of Vaughan Stream from on-leash to prohibited to address potential conflicts between dogs and beachgoers on this popular beach and align with other summertime and season rules.

Mahurangi Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from the Cudlip Point Loop Track to create a buffer to protect endangered species in areas accessed off the Loop Track (e.g. bittern, fernbird, and banded rail) in the nearby Te Muri Estuary and stream.



Pākiri Regional Park

Proposed major amendment

Prohibit dogs on the associated beach (a significant ecological area and critical habitat for endangered species such as fairy tern and New Zealand dotterel). Currently dog access to the beach from the regional park is prohibited.

Scott Point (Mahurangi Regional Park)

Proposed major amendment

Explicitly prohibit dogs from the grounds of Scott Homestead.

Amend the time and season rule to on-leash at Scott Point to be consistent with the on-leash rule at Scott Landing nearby.



Shakespear Regional Park

Proposed major amendment

Clarify the dog prohibition rule boundary to be the eastern extent of Army Bay to the boat ramp and the eastern extent of Okoramai Bay to the open sanctuary fence.

Amend the off-leash rule at the grassland areas to a time and season rule similar to the rules at adjacent popular beaches of Army Bay and Okoramai Bay (on-leash summer 10am to 5pm).

Tāpapakanga Regional Park

Proposed major amendment

Amend the wording of the access rule by removing the lambing season rule for the associated beach to allow off-leash access during lambing season. The change would also allow dogs on leash access at the nearby carpark, the fenced grassed area and the pathway to the beach during lambing season (excluding the homestead and campground).



Te Ārai Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide practical access to the dog off-leash area from the nearby carpark.

Clarify the rule on the entire southern beach to prohibited to protect wildlife. Currently a popular off-leash area.

Whakanewha Regional Park

Proposed major amendment

To amend the dog prohibition rule to on-leash on western-most tracks to provide practical access the on-leash area of the regional park from tracks used mainly by local residents: Firebreak Track, Eve's-Tawa Link track, Tawa Track, and the northern section of Cathedral track between Tawa and Carsons Road (at the entrance).



Waitawa Regional Park

Proposed major amendment

Amend the off-leash rule to on-leash on Waitawa Beach to avoid conflicts with horses on this popular horse-riding beach with limited space.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).

Amend the off-leash rule to on-leash on the eastern end of Matakaitai beach close to the busy community area (BBQ stations, picnic and car parking areas).

Clarify areas in the parks where dogs are allowed during lambing season to avoid conflicts with livestock and to provide more recreational opportunities for dog owners.



Proposed minor changes to Policy and Bylaw

Clarifying existing rules

- For example:
 - the requirement to neuter dogs classified outside and relocated to Auckland
 - who can provide dog behavioural assessments
 - dog access rules for certain public places (e.g. council carparks and camping grounds)
 - rules and exemptions for working dogs and dogs in vehicles
 - updating and removing outdated information in Schedule 2 of the Policy

Reorganising Policy content

- Making the Policy easier to read and understand



Next steps



Thank you





Hibiscus and Bays Local Board Workshop

1. East Coast Bays School – Minor Road

Safety Improvements

2. 81 Saddleback Rise - Pedestrian Crossing

3. Torbay Kindergarten - 141 Deep Creek

Road – Pedestrian Improvements



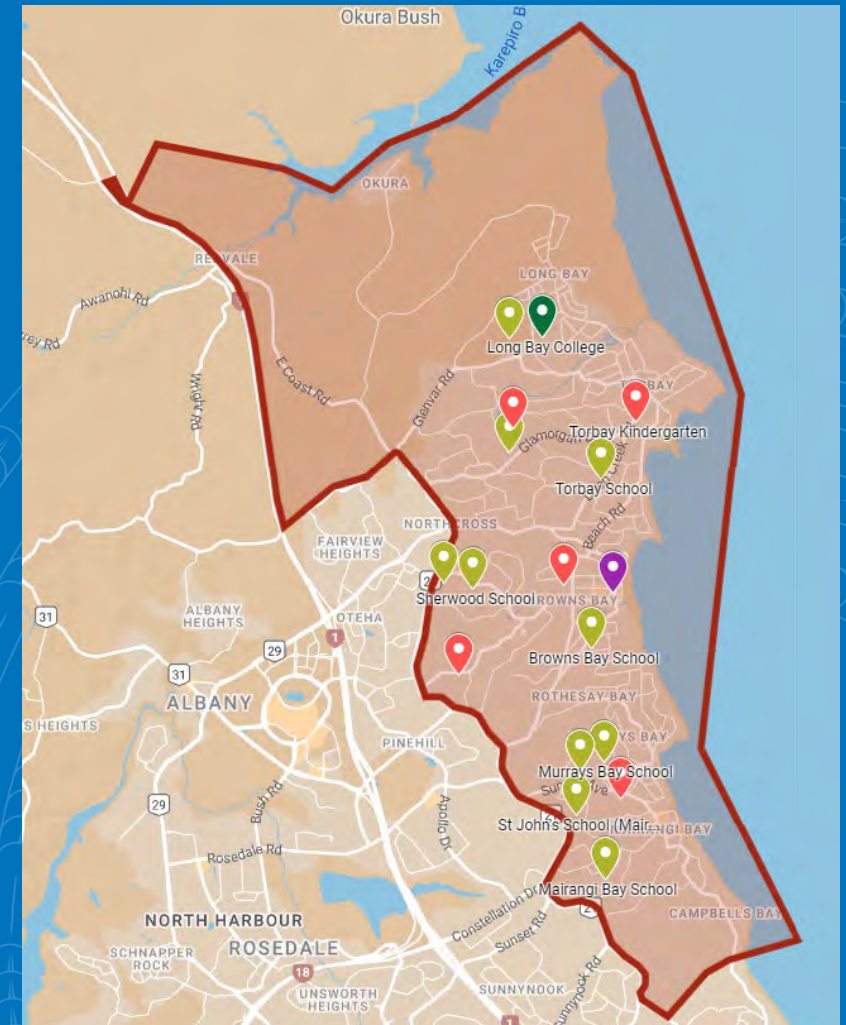
27/09/2024



1. East Coast Bays Schools – Minor Safety Improvements

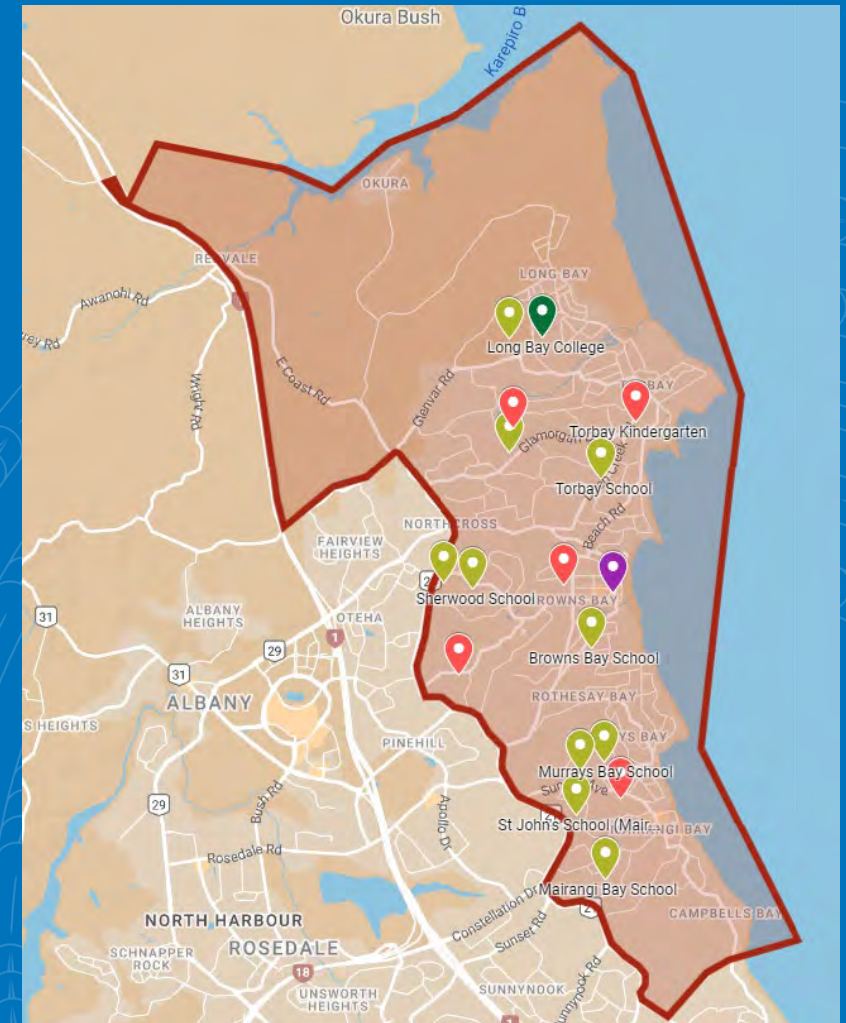
Scope

- Identify low-cost road safety improvements at or around schools in the East Coast Bays area.
- Improvements to consist of signage and markings to enhance the awareness of children and schools for approaching drivers.
- Audit existing signs & markings to check if they are adequate and match the current standards.



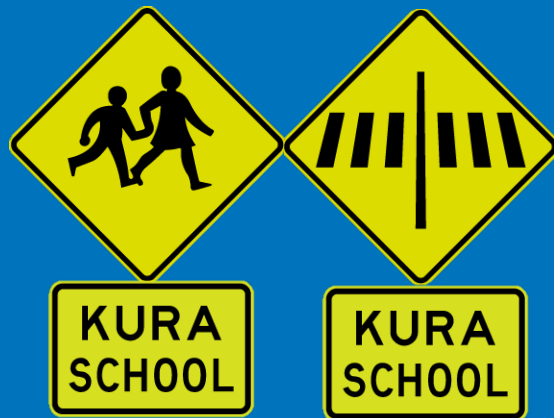
1. East Coast Bays Schools – Minor Safety Improvements

Schools	Kindergartens
1. Browns Bay School	1. Browns Bay Taiaoatea Kindergarten
2. Glamorgan School	2. Glamorgan Kindergarten
3. Harbour College	3. Oaktree Kindergarten
4. Long Bay College	4. Rangitoto Kindergarten
5. Long Bay School	5. Torbay Kindergarten
6. Mairangi Bay School	
7. Murrays Bay Intermediate	
8. Murrays Bay School	
9. Northcross Intermediate	
10. Sherwood School (Auckland)	
11. St John's School (Mairangi Bay)	
12. Torbay School	



1. East Coast Bays Schools – Minor Safety Improvements

- 12 schools and 5 kindergartens investigated
- Signage and marking improvements recommended for all 12 schools and 3 of the 5 kindergartens.



Criteria	Applicable to :	
	School	Kindergarten
Footpath on both sides of the road	✓	✓
Pedestrian crossing facility near the school accesses	✓	✓
Children warning sign	✓	✓
School Zone speed limit	✓	✗
Reduced speed limit due to school presence (lower than 50km/h)	✓	✗
Pick up / drop off zone	✓	✓
Threshold Treatment at school zone boundary	✓	✓
School message marking	✓	✗
Refer to appendix for full report		



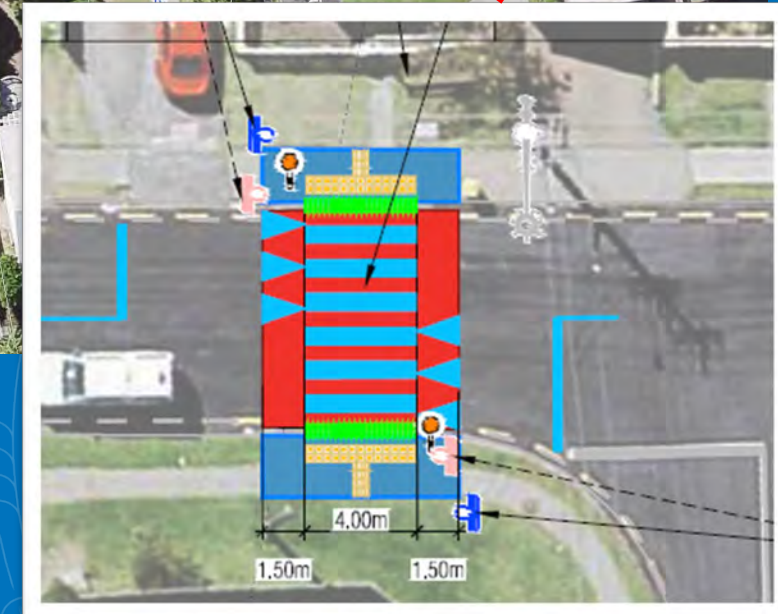
2. Saddleback Rise - Pedestrian Crossing

Scope

- Investigate raised pedestrian crossing at existing raised table location on #81 Saddleback Rise.

Initial design & Issues

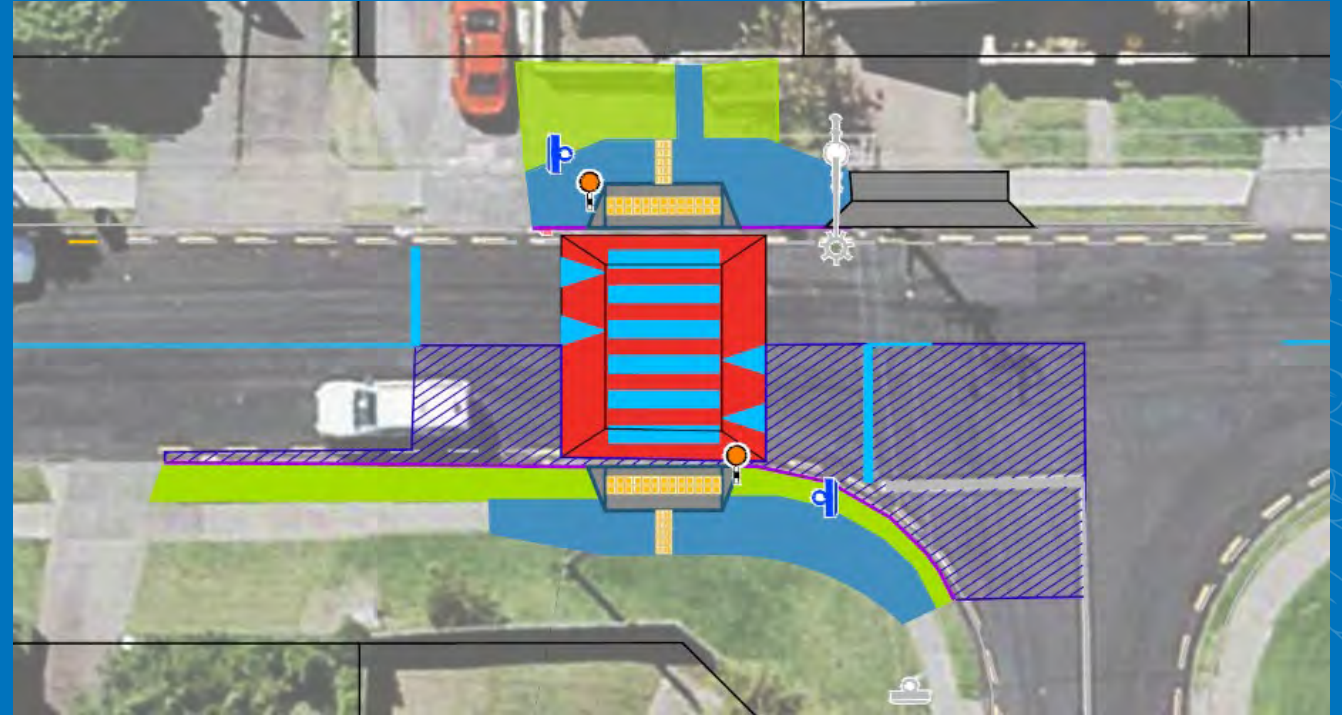
- Stormwater feasibility concerns
- Public concerns - existing speed hump is ineffective in reducing vehicle speeds.



Saddleback Rise - Pedestrian Crossing Option 1

Soft table – ramped sides

Pros	Cons
<ul style="list-style-type: none">• Reduce vehicular speeds• Better crossing visibility• Pedestrian desire line• Similar style to existing device• Addresses stormwater concerns	<ul style="list-style-type: none">• Approximate cost \$360,000+ due to stormwater issues• Less accessible for wheeled pedestrians than a standard table

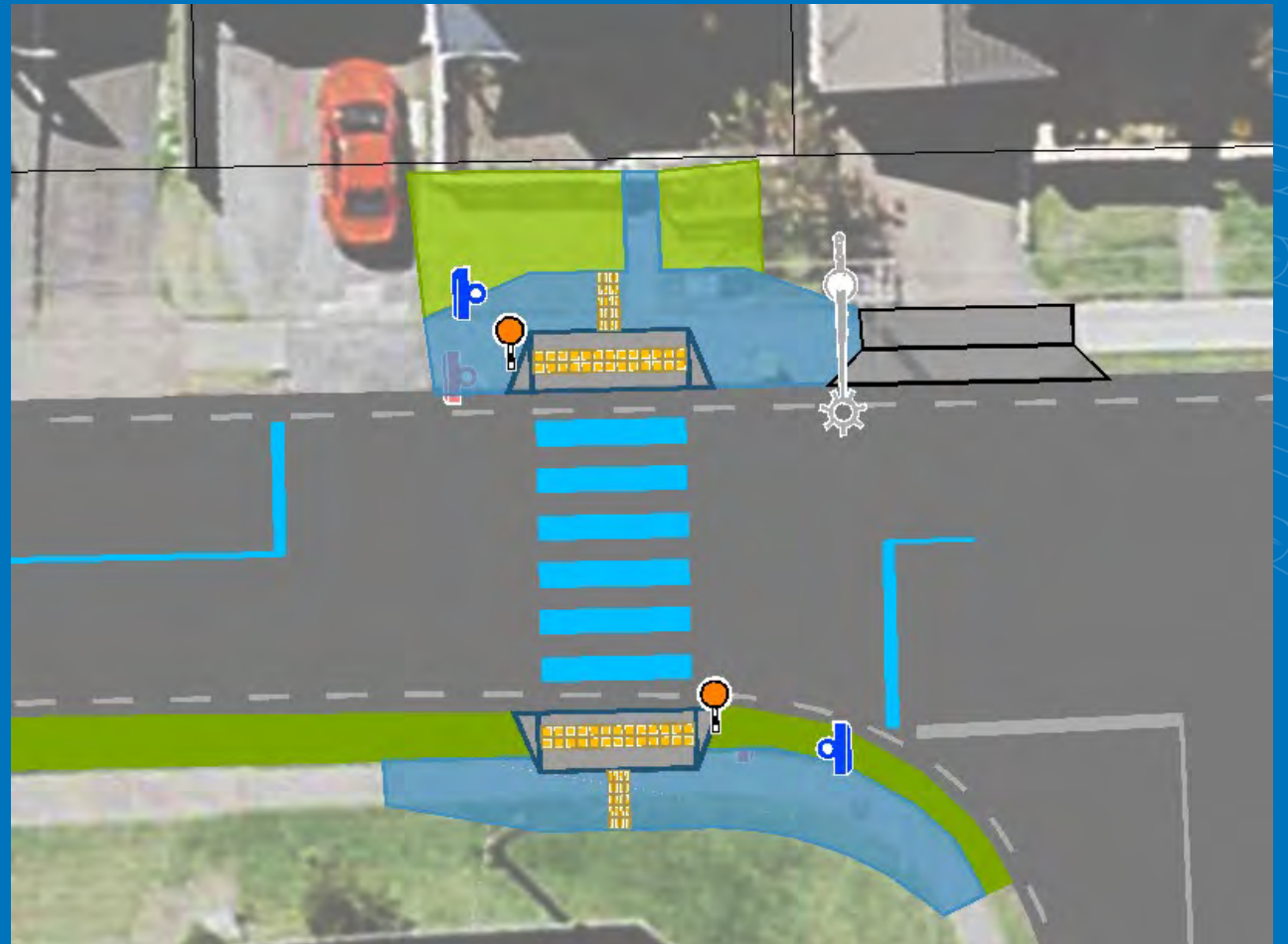


Saddleback Rise - Pedestrian Crossing Option 2

Removed table – flush zebra crossing

Pros	Cons
<ul style="list-style-type: none">• Pedestrian desire line• No stormwater issues	<ul style="list-style-type: none">• No speed reduction• Increased speeds in the area as existing raised device is removed• Crossing is less visible

Awaiting speed count data to confirm viability of this option.



3. Torbay Kindergarten - Pedestrian Improvements

Scope

- Investigate pedestrian improvements within the vicinity of the kindergarten
- Existing pedestrian refuge is sub-standard and nearby bus stops are unmarked
- High vehicle speeds observed on the downhill approach



3. Torbay Kindergarten - Pedestrian Improvements

Pedestrian Survey

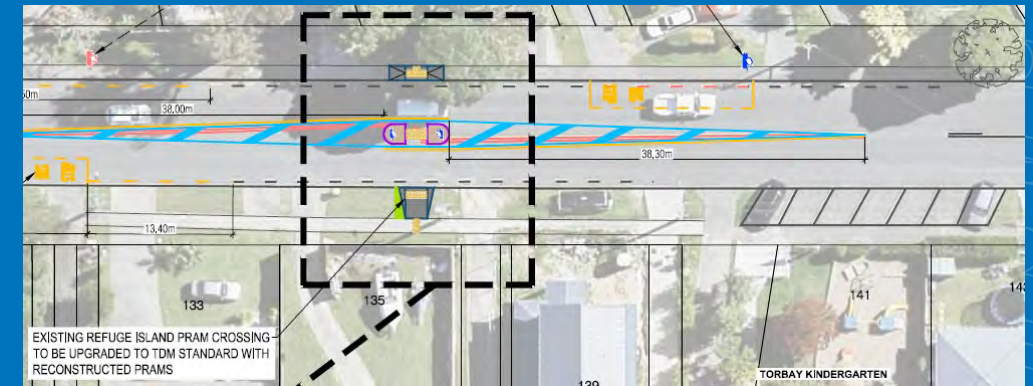
- No pattern in pedestrian movements
- Highest numbers crossing between 9-10am (10) and 2-3pm (17)
- 3-5pm (17) also has moderate crossing numbers



3. Torbay Kindergarten - Pedestrian Improvements -

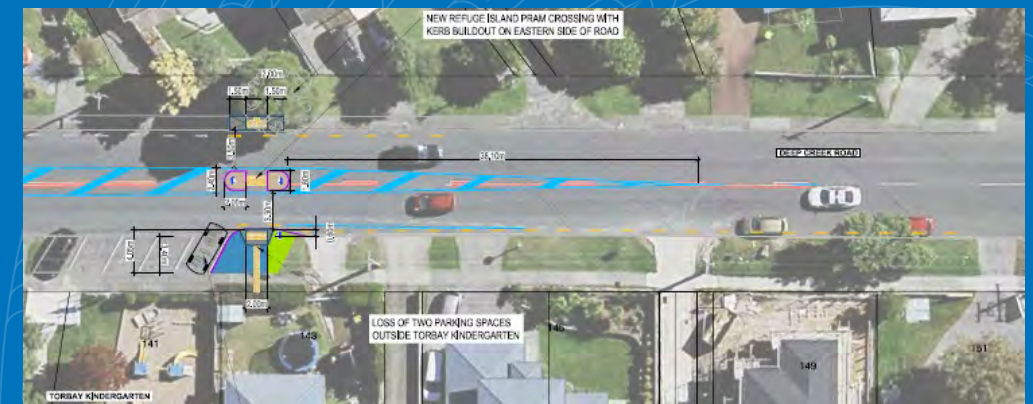
Upgrade existing refuge crossing

Pros	Cons
<ul style="list-style-type: none">Increased pedestrian safety while using islandsImproved delineation and awareness to islandsCaters to bus stop users crossing the road	<ul style="list-style-type: none">Required parking removal (4)Doesn't provide pedestrian priorityMay remain under-utilized



New facility north of kindergarten

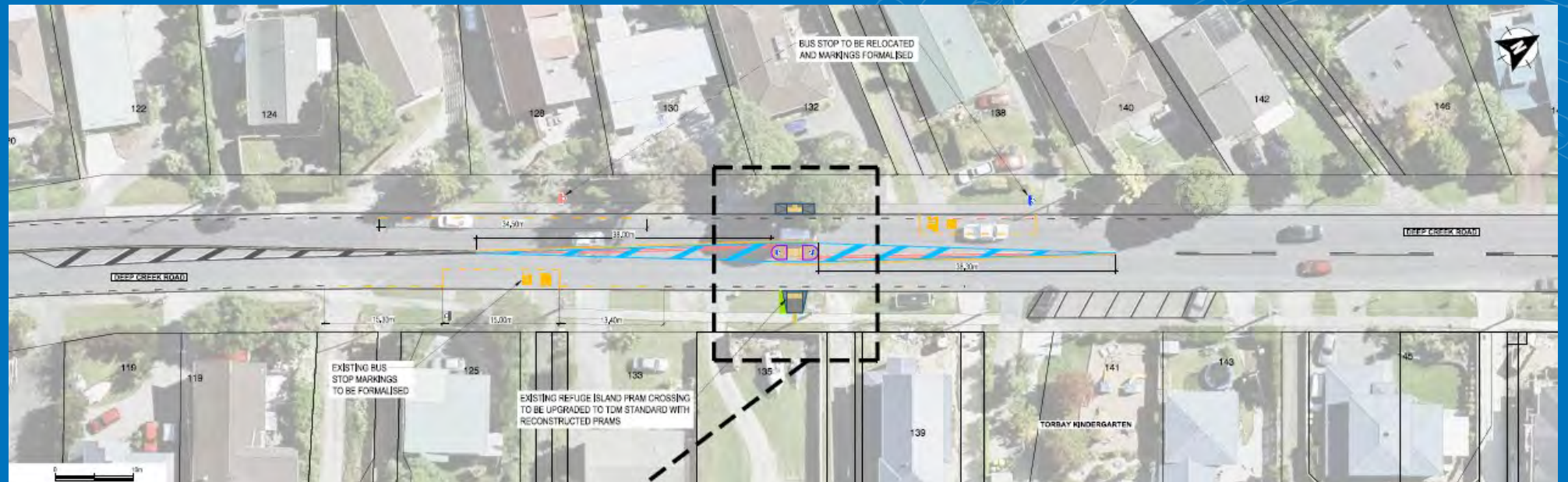
Pros	Cons
<ul style="list-style-type: none">Closer to where majority of the pedestrians are crossingProvides delineation for parked vehicles in angled parking	<ul style="list-style-type: none">Required parking removal (15), including the removal of 2 parking spaces from the kindergarten.Safety issues from reversing vehicles near the island.Tight vehicle tracking for adjacent properties.



3. Torbay Kindergarten - Pedestrian Improvements

Preferred option

- Upgrade existing facility
- Shift northbound bus stop and formalize bus stops with markings



Next Steps

- 1. To obtain approval from Local Board to proceed with the projects;**
 - Minor road safety improvements around East Coast Bays schools**
 - 81 Saddleback Rise pedestrian crossing upgrade**
 - Torbay Kindergarten: 141 Deep Creek Road pedestrian refuge upgrade**
- 2. Scheme Design to finalise details of Lighting and Stormwater requirement for the two pedestrian improvement projects**
- 3. External Consultation for pedestrian improvement projects**
- 4. If no changes required from external consultation → Construction**





Hibiscus and Bays Local Board Workshop

Thank you.



27/09/2024



Technical Memorandum

To:	Auckland Transport – Jatin Sharma; Traffic Engineering Team	
From:	IPD Consulting Limited (IPD)	
CC:	Hanan Abdalla, Project Manager, Auckland Transport	
Date:	1 October 2024	
Re:	East Coast Bays Schools Safety Improvements	
Comments:	Investigation Report	
Document Control:	Prepared By:	Emily Paalvast
	Reviewed By:	Zelma Vincer
	Revision:	1.4
	File No:	2024-NZA012(002)_RP001

1. Introduction

This technical note presents a preliminary analysis of potential safety improvements around schools and kindergartens within the Hibiscus and Bays – East Coast Bays subdivision.

This area was raised as a location of interest by Auckland Transport, whereby IPD was commissioned to undertake site visit investigations into potential safety-focussed low-cost solutions for any gaps in facility in surrounds of each school.

This note details the existing infrastructure and observed insufficiencies for each site in question. This information forms the basis of evaluation for potential design solutions.

Through this technical note, IPD aims to provide a brief understanding of the current pedestrian and road safety status at each site and to propose viable solutions for further investigation or implementation.



2. Site Extents

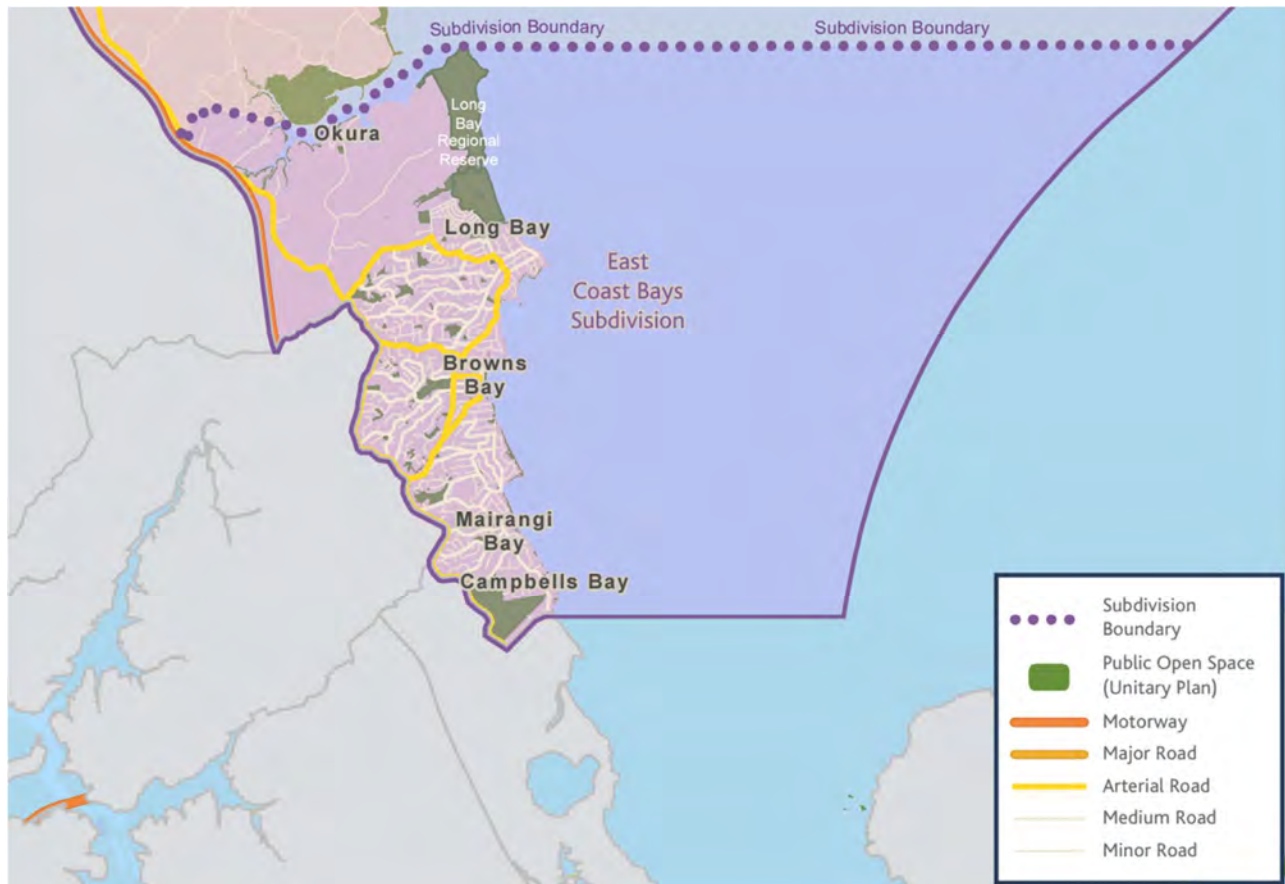


Figure 1 – East Coast Bays Subdivision Boundary (Source: Auckland Council)

Figure 1 shows the site extents for investigations. All schools within the Hibiscus and Bays – East Coast Bays subdivision have been assessed within this report. The Education Counts governments website lists a total of 12 schools and 5 kindergartens within this extent.

2.1 Schools & Kindergartens List

Below is a list of all the schools and kindergartens included as part of the investigation.

2.1.1 Schools

1. Browns Bay School
2. Glamorgan School
3. Harbour College
4. Long Bay College
5. Long Bay School
6. Mairangi Bay School
7. Murrays Bay Intermediate
8. Murrays Bay School
9. Northcross Intermediate



10. Sherwood School (Auckland)
11. St John's School (Mairangi Bay)
12. Torbay School

2.1.2 Kindergartens

1. Browns Bay Taiaotea Kindergarten
2. Glamorgan Kindergarten
3. Oaktree Kindergarten
4. Rangitoto Kindergarten
5. Torbay Kindergarten

3. Safety Assessment

3.1 Assessment Criteria

Site visits were conducted for each school and kindergarten, with video capturing all existing markings and signage. The following criteria were used to assess the existing environment surrounding each location.

Table 1 - Safety Assessment Criteria

Criteria	Applicable to	
	School	Kindergarten
Footpath on both sides of the road	Y	Y
Pedestrian crossing facility near school accesses	Y	Y
Children warning sign	Y	Y
School zone speed limit	Y	-
Reduced speed limit due to school presence (lower than 50km/h)	Y	-
Pick up / drop off zone	Y	Y
Threshold Treatment at school zone boundary	Y	Y
School message marking	Y	-

3.2 Assessment of Existing Environment – Schools

Each of the schools within the project extents were assessed against the criteria applicable to schools listed within Table 1. Feasibility and suitability of each treatment found to be missing was assessed against the context of the school size and location. The findings are as follows:

3.2.1 Browns Bay School



Figure 2 - Browns Bay School Existing Facilities

Browns Bay School is a primary school located on Masterton Road, Rothesay Bay. The school had 662 students enrolled in 2023 with the enrolment zone shown in Figure 3.

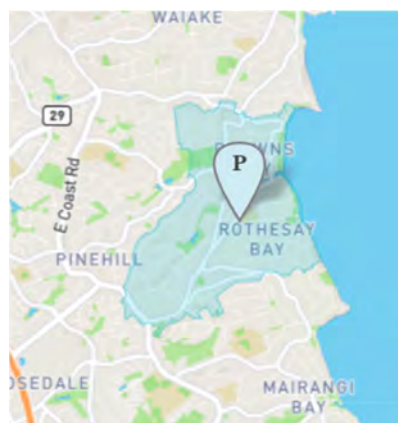


Figure 3 - Browns Bay School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 2 - Browns Bay School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – except for the northern side of Hyde Street (side road north of the school)
Pedestrian crossing facility near school accesses	Y – Raised Zebra crossing on the main road and an at grade zebra crossing on the side road
Children warning sign	N – existing signage is advance warning for crossing
School zone speed limit	Y – Mix of electronic and static signage
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y – On side road
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Browns Bay School are as follows and shown in Figure 4:

- Missing School Zone Ends sign northbound on Browns Bay Road
- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.

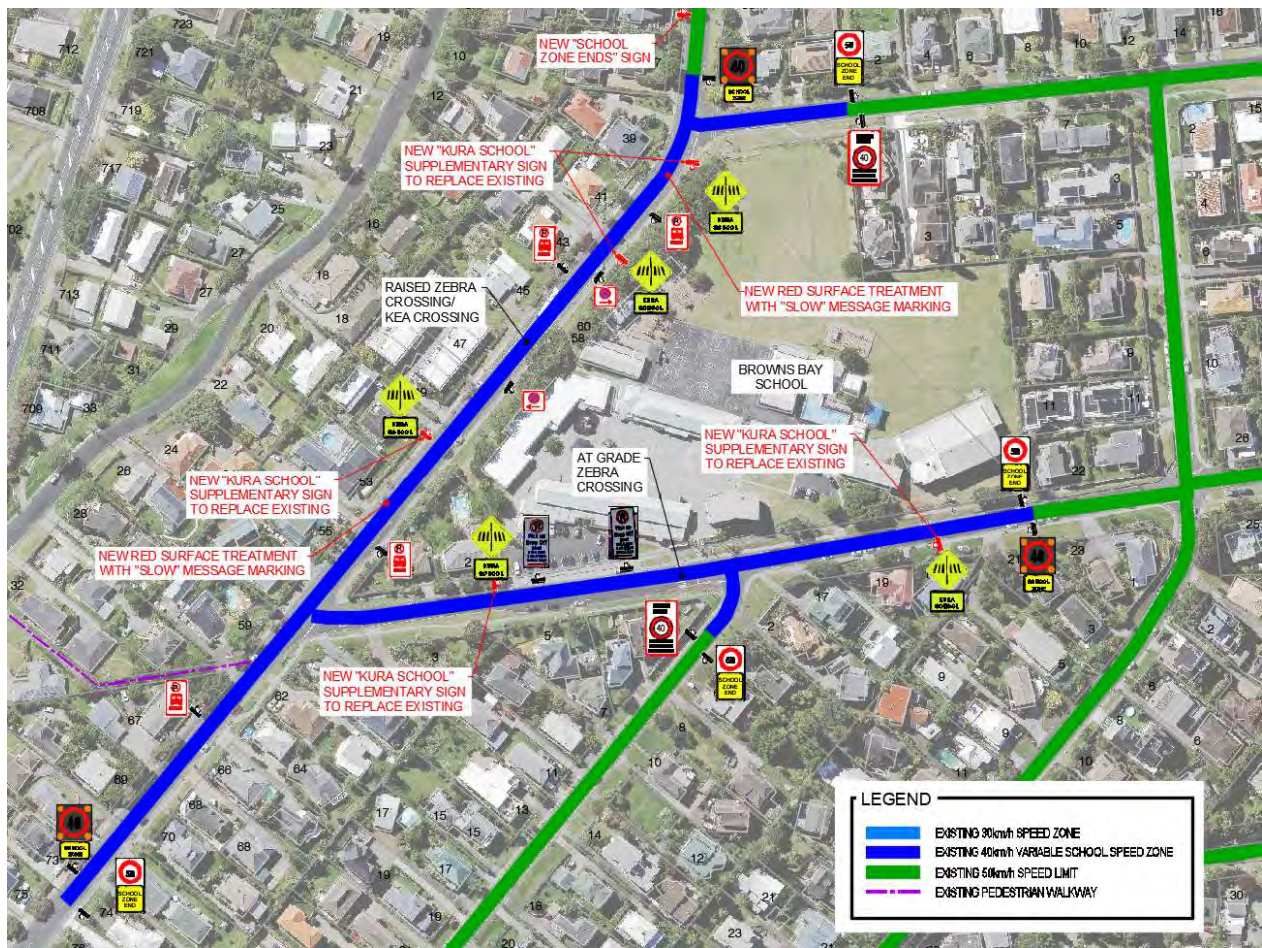


Figure 4 - Browns Bay School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School message markings are not recommended for these sites given that the area has a variable school zone speed limit and ample associated signage on all approaches.



3.2.2 Glamorgan School



Figure 5 - Glamorgan School Existing Facilities

Glamorgan School is a primary school located on Glamorgan Drive, Torbay. The school had 556 students enrolled in 2023 with the enrolment zone shown in Figure 6.



Figure 6 - Glamorgan School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 3 - Glamorgan School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y – raised zebra crossing
Children warning sign	Y – combination of children sign and crossing sign observed
School zone speed limit	Y – mix of electronic and static signage
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y – internal system within school boundary
Threshold Treatment at school zone boundary	N
School message marking	N

Given the site observations, the proposed implementations for Glamorgan School are as follows and shown in Figure 7:

- New children warning sign outside no. 165 Glamorgan Drive to assist in driver awareness of children given the existing topography and uphill approach to the school
- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.
- Trimming of a tree outside no. 196 Glamorgan Drive as it currently obstructs visibility to the school zone ends sign (to be raised with Auckland Council).



Figure 7 - Glamorgan School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School message markings are not recommended for this site given that the school has a variable school zone speed limit and ample associated signage on all approaches.



3.2.3 Harbour College



Figure 8 - Harbour College Existing Facilities

Harbour College is a secondary school located on Clyde Road, in the heart of Browns Bay town centre. The school had 17 students enrolled in 2023 with no official enrolment zone.

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 4 – Harbour College Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y
Children warning sign	N
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	N

Criteria	Observed (Y/N)
Pick up / drop off zone	N – there is a lot of parking available in the area
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Harbour College are as follows and shown in Figure 9:

- Upgrade the existing Belisha Discs to Belisha Beacons



Figure 9 - Harbour College Proposed Facilities

The remainder of assessment criteria missing from this site, e.g. children signs, advance warning crossing signs, school zone signs, are not recommended to be implemented due to the school location. Given the school is in the middle of the Browns Bay town centre, there is a permanent pedestrian presence, including children. Advance warning signage for the crossing is not deemed necessary as vehicle speeds are slow through the town centre and awareness of the crossings is good. Feasible locations for additional signage are limited and likely to be missed by drivers. Any improvements to the site should be town centre focussed and address all expected users. School specific interventions are not recommended.

3.2.4 Long Bay College

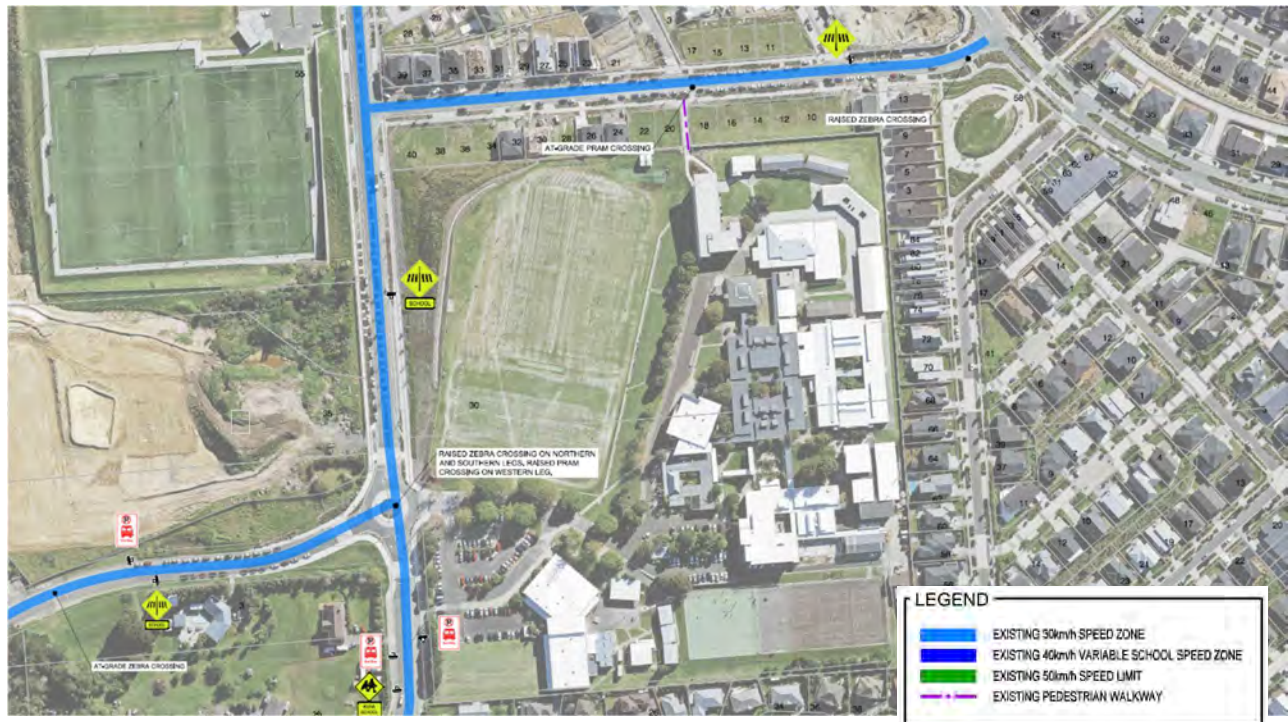


Figure 10 - Long Bay College Existing Facilities

Long Bay College is a secondary school located on Ashley Avenue, Long Bay. The school had 1601 students enrolled in 2023 with the enrolment zone shown in Figure 11.

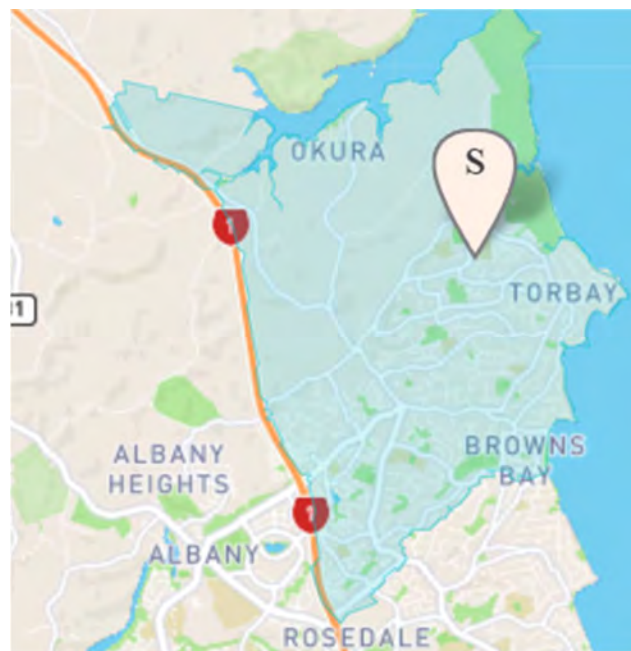


Figure 11 - Long Bay College Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 5 – Long Bay College Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y Raised zebra at main entrance At-grade pram crossing at side entrance
Children warning sign	Y – on northbound approach Remainder of signs are advanced crossing signs
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	Y 30km/h on all surrounding roads
Pick up / drop off zone	N – no formal pick up/drop off zone within road corridor Likely internal school system
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Long Bay College are as follows and shown in Figure 12:

- Install appropriate warning signs for the crossing should it be upgraded. Otherwise, install new children warning signs with supplementary kura/school signs on both approaches to the crossing location.
- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.

Both the first and second recommendations assume that the school pedestrian access on Cavalli Road is utilised by students during the morning and afternoon peak times.

The following improvements warrant further investigation for this school however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Upgrade the existing pram crossing at the side entrance to a zebra crossing (ideally raised)



Figure 12 - Long Bay College Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School zone speed limit is not required given all existing roads are 30km/h
- School message marking not required due to ample other markings and signage which highlight the school presence.

3.2.5 Long Bay School



Figure 13 - Long Bay School Existing Facilities

Long Bay School is a primary school located on Ralph Eagles Place, Long Bay. The school had 532 students enrolled in 2023 with the enrolment zone shown in Figure 14.

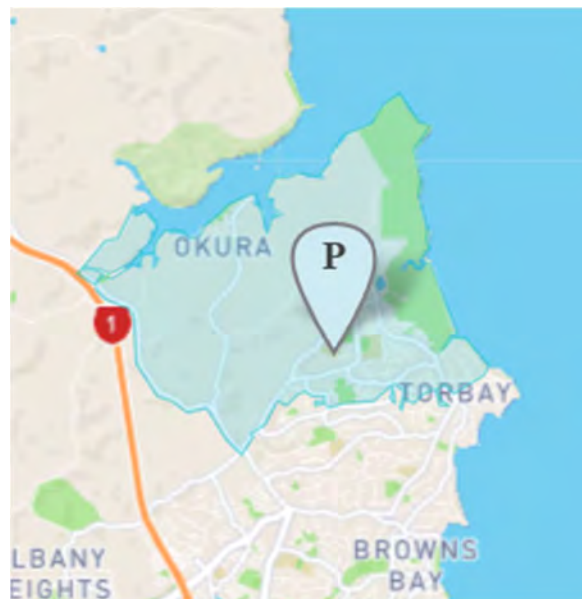


Figure 14 - Long Bay School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 6 - Long Bay School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y – at-grade zebra crossing
Children warning sign	N - existing signage is advance warning for crossing
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	Y - 30km/h on all surrounding roads
Pick up / drop off zone	Y – 2min parking limit around cul-de-sac
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Long Bay School are as follows and shown in Figure 15:

- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.



Figure 15 - Long Bay School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School zone speed limit is not required given all existing roads are 30km/h
- School message markings are not recommended for this site given that the school is located on a no-exit road and topography means that visibility and awareness of the school is high.

3.2.6 Mairangi Bay School



Figure 16 – Mairangi Bay School Existing Facilities

Mairangi Bay School is a primary school located on Galaxy Drive, Mairangi Bay. The school had 459 enrolled in 2023 with the enrolment zone shown in Figure 17.

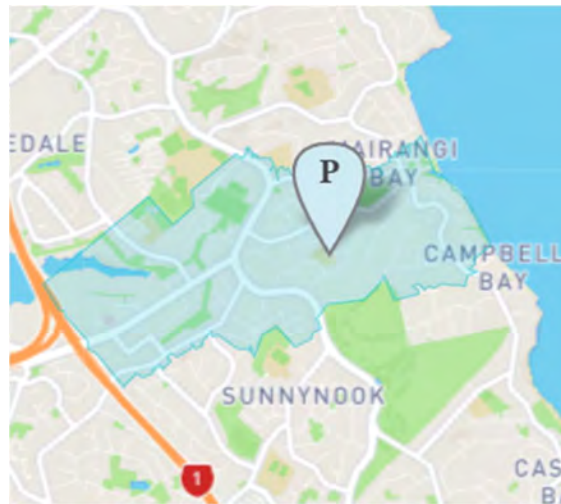


Figure 17 - Mairangi Bay School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 7 - Mairangi Bay School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – however the footpath on the eastern side of Matipo Road ends 80m east from the existing crossing
Pedestrian crossing facility near school accesses	Y – Raised crossing facility on Matipo Road
Children warning sign	Y
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	Y – 30km/h on nearby surrounding roads
Pick up / drop off zone	Y - 2min parking limit outside main entrance
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Mairangi Bay School are as follows and shown in Figure 18:

- Child warning sign on Mayfair Cres on each approach to the walkway connected to Galaxy Drive
- Gate existing warning signage on Matipo Road and Agathis Avenue
- “School” message marking on approach to the school

The following improvements warrant further investigation for this school however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Footpath along the eastern side of Matipo Road is investigated in order to complete the pedestrian network
- Providing a formal pedestrian crossing (ideally raised) on Galaxy Drive near the school.



Figure 18 - Mairangi Bay School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School zone speed limit is not required given all existing roads are 30km/h

3.2.7 Murrays Bay Intermediate



Figure 19 – Murrays Bay Intermediate Existing Facilities

Murrays Bay Intermediate is an intermediate school located on Sunrise Avenue, Murrays Bay. The school had 1122 students enrolled in 2023 with the enrolment zone shown in Figure 20.

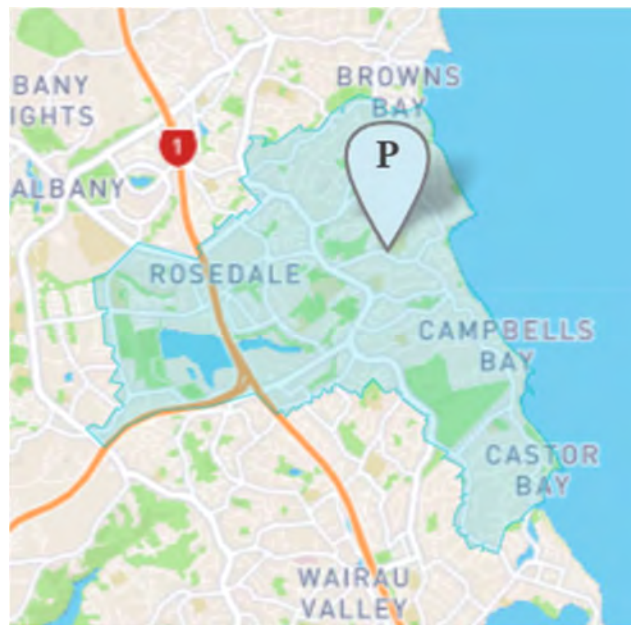


Figure 20 - Murrays Bay Intermediate Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 8 – Murrays Bay Intermediate Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – except for eastern side of Aotearoa Terrace and short sections of Saddleback Rise
Pedestrian crossing facility near school accesses	Y – one located to the south of the main school entrance
Children warning sign	N – existing signage is advance warning for crossing
School zone speed limit	Y
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y – directly outside main entrance
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Murrays Bay Intermediate are as follows and shown in Figure 21:



- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.
- Remove duplicate crossing warning signs

The following improvements warrant further investigation for this school however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Review the visibilities to and from the existing zebra crossing on the eastern end of Sunrise Avenue as parking appears to obstruct the visibility currently.
- Upgrade the existing zebra crossing to a raised zebra crossing.

The following improvements are not recommended for this school due to the listed reason:

- School message marking not required due to ample other markings and signage which highlight the school presence.



Figure 21 - Murray's Bay Intermediate Proposed Facilities

3.2.8 Murrays Bay School



Figure 22 – Murrays Bay School Existing Facilities

Murrays Bay School is a primary school located on Clematis Avenue, Murrays Bay. The school had 755 students enrolled in 2023 with the enrolment zone shown in Figure 23.

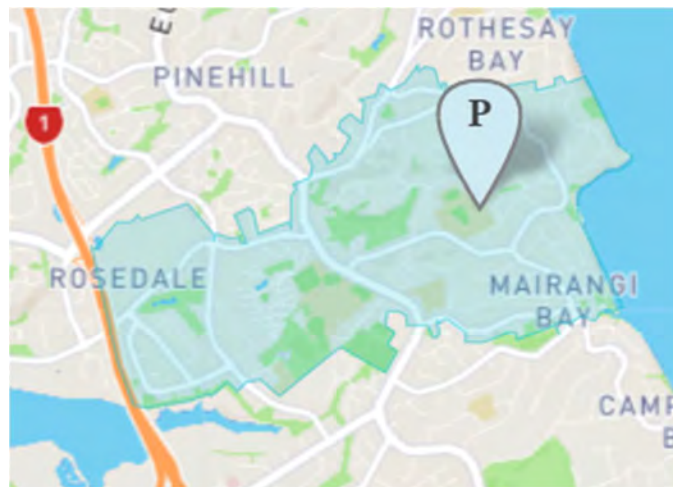


Figure 23 - Murrays Bay School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 9 - Murrays Bay School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y - except for eastern side of Aotearoa Terrace and short sections of Saddleback Rise
Pedestrian crossing facility near school accesses	Y – two kea crossings, one located in a bend
Children warning sign	Y
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	Y – 30km/h on nearby surrounding roads
Pick up / drop off zone	Y – outside school main entrance
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Murrays Bay School are as follows and shown in Figure 24:

- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New U-Turn prohibition signs at main school entrance



3.2.9 Northcross Intermediate & Sherwood School



Figure 25 - Northcross Intermediate Existing Facilities



Figure 26 - Sherwood School Existing Facilities

Northcross Intermediate & Sherwood School are joint properties with both main accesses located on Sartors Avenue, Browns Bay. Due to the proximity between schools, assessment for both schools has been combined.

Northcross Intermediate is an intermediate school located on Sartors Avenue, Browns Bay. The school had 1346 students enrolled in 2023 with the enrolment zone shown in Figure 27.

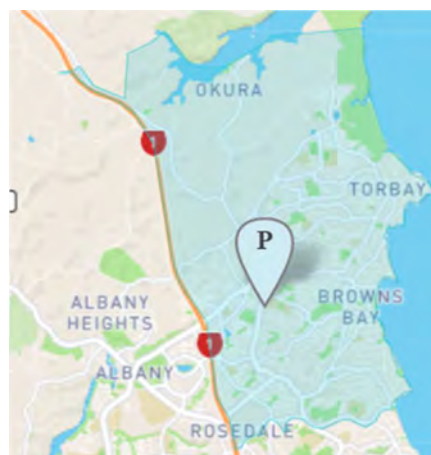


Figure 27 - Northcross Intermediate Enrolment Zone

Sherwood School is a primary school also located on Sartors Avenue, Browns Bay. The school had 488 students enrolled in 2023 with the enrolment zone shown in Figure 28.

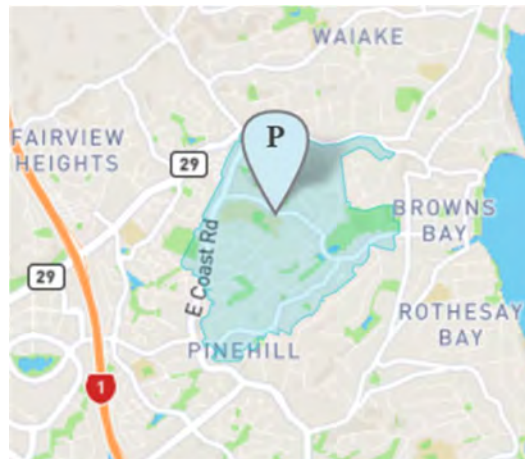


Figure 28 - Sherwood School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 10 – Northcross Intermediate & Sherwood School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y Raised zebra crossings outside both schools on Sartors Avenue Signalised Midblock adjacent school access to Northcross Intermediate on East Coast Road
Children warning sign	N – crossing warning signs provided
School zone speed limit	Y
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y – Clearway along Sartors Ave during pick up and drop off hours Northcross Intermediate internal system Sherwood School allocation on-road along kerbline outside school entrance
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Northcross Intermediate & Sherwood School are limited especially given the existing signage clutter on Sartors Avenue. The proposed improvement for these schools are as follows and shown in Figure 29 & 30:

- Minor improvements to the existing refuge crossing at Sartors Ave and Woodridge Ave. It is recommended that the pram/crossing be realigned with new hazard/directional tactiles installed.
- New “Slow” message marking with red surfacing on approaches to the existing raised pedestrian crossing as per the updated requirements for TDM Practice Note 02.



Figure 29 - Northcross Intermediate Proposed Facilities



Figure 30 - Sherwood School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School message markings are not recommended for these sites given that the area has a variable school zone speed limit and ample associated signage on all approaches.

3.2.10 St John's School (Mairangi Bay)



Figure 31 – St John's School Existing Facilities

St John's School is a primary school located on Penzance Road, Mairangi Bay. The school had 304 students enrolled in 2023 with no official enrolment zone.

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 11 – St John's School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – Except for Penzance Road which only has a short section on the western side of the road, south of the school
Pedestrian crossing facility near school accesses	N – one pedestrian refuge located 60m northwest, crossing East Coast Road
Children warning sign	Y – intermittent, and not in both directions



Criteria	Observed (Y/N)
School zone speed limit	N
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y – internally at both entrances
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for St John's School are as follows and shown in Figure 32:

- Consistent Child warning signage on roads leading to school accesses, to improve general awareness of the school.
- New "Slow" message marking with red surfacing on approaches to the school
- Replace existing "School" supplementary signs with "Kura School" supplementary signs

The following improvements warrant further investigation for this school however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Formal pedestrian crossing facilities (signalised midblock) across East Coast Road. Could potentially cater to Bus Stop patrons as well as pedestrians accessing the nearby park and shopping centre. It is recommended that a pedestrian survey be undertaken to confirm pedestrian desire lines.



Figure 32 – St John's School Proposed Facilities

3.2.11 Torbay School



Figure 33 - Torbay School Existing Facilities

Torbay School is a primary school located on Deep Creek Road, Waiake. The school had 595 enrolled in 2023 with the enrolment zone shown in Figure 34.

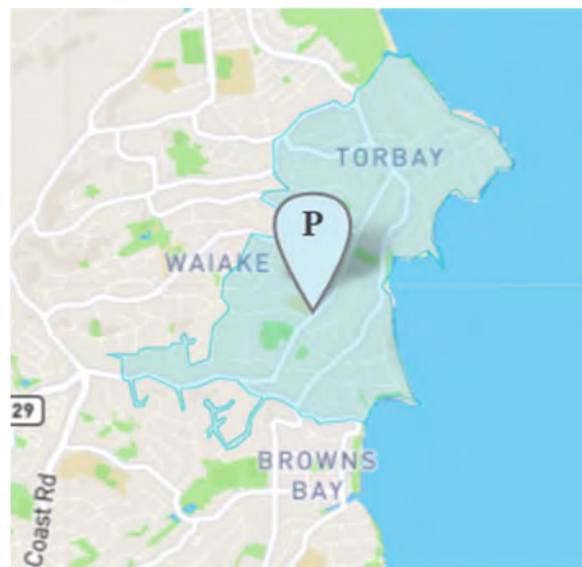


Figure 34 - Torbay School Enrolment Zone

The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 12 - Torbay School Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y At-grade zebra crossing on Deep Creek Road At-grade pram kea crossing on Alexander Ave
Children warning sign	Y – on eastbound approach on Alexander Ave Remainder of signs are advanced crossing signs
School zone speed limit	Y
Reduced speed limit due to school presence (lower than 50km/h)	N
Pick up / drop off zone	Y
Threshold Treatment at school zone boundary	N
School message marking	N

Given the above, the proposed implementations for Torbay School are as follows and shown in Figure 35:

- Remove redundant crossing sign outside no. 59 Deep Creek Road.
- Replace existing “School” supplementary signs with “Kura School” supplementary signs
- New “Slow” message marking with red surfacing on approaches to the school



Figure 35 - Torbay School Proposed Facilities

The following improvements are not recommended for this school due to the listed reason:

- School message markings are not recommended for this site given that the school has a variable school zone speed limit and ample associated signage on all approaches.

The following improvements warrant further investigation for this school however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Upgrade the existing at-grade zebra crossing on Deep Creek Road to a raised zebra crossing.
- Upgrade the existing at-grade pram crossing on Alexander Ave to a zebra crossing (ideally raised)

3.3 Assessment of Existing Environment – Kindergartens

Each of the kindergartens within the project extents were assessed against the criteria applicable to kindergartens listed within Table 1. Feasibility and suitability of each treatment found to be missing was assessed against the context and location. The findings are as follows:

3.3.1 Browns Bay Taiaoatea Kindergarten



Figure 36 - Taiaoatea Kindergarten Existing Facilities

Browns Bay Taiaoatea Kindergarten is located on Woodlands Crescent, Browns Bay The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 13 - Browns Bay Taiaoatea Kindergarten Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y – raised courtesy crossing 40m east and raised zebra 80m east of entrance



Criteria	Observed (Y/N)
Children warning sign	Y- only in the eastbound direction
Pick up / drop off zone	Y – some nearby angle parking
Threshold Treatment at school zone boundary	N

Given the above, the proposed implementations for Browns Bay Taiaotea Kindergarten are as follows and shown in Figure 37:

- Child warning signs in the westbound direction to improve driver awareness for children/ kindergarten in the area.
- New “Slow” message marking with red surfacing on approaches to the kindergarten

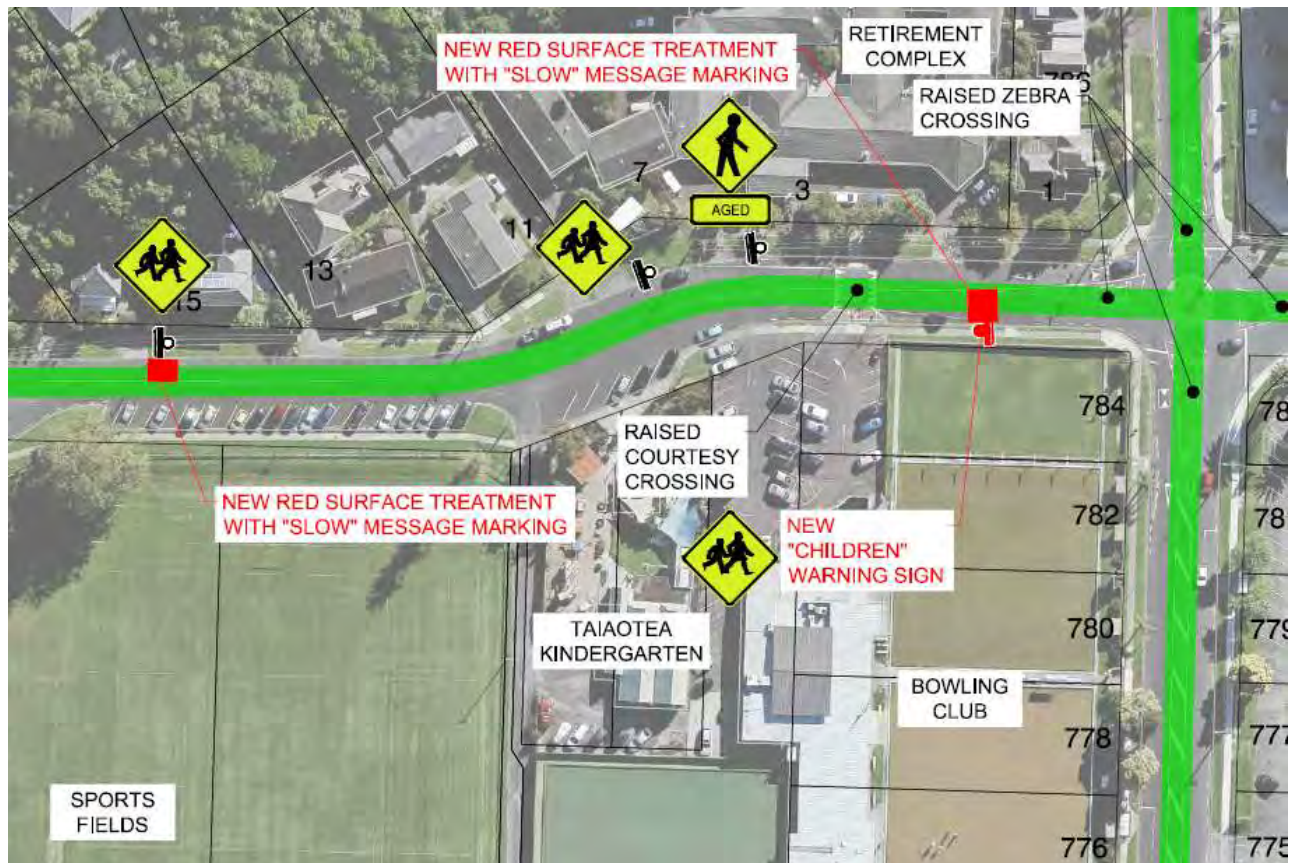


Figure 37 - Taiaotea Kindergarten Proposed Facilities

3.3.2 Glamorgan Kindergarten



Figure 38 - Glamorgan Kindergarten Existing Facilities

Glamorgan Kindergarten is located on Danbury Drive, Torbay. The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 14 – Glamorgan Kindergarten Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	N
Children warning sign	Y
Pick up / drop off zone	Y – indented on-road parking available
Threshold Treatment at school zone boundary	Partial – gated children warning signs



Given the above, no implementations are proposed for Glamorgan Kindergarten.

The following improvements are not recommended for this site due to the listed reason:

- Pedestrian crossing is not recommended due to the kindergarten being located on a no-exit road, low expected vehicle movements and expectation that all children associated with the kindergarten would be accompanied by an adult.
- Formal pick up/drop off zone is not required due to the ample on-road parking and assumed availability.

3.3.3 Oaktree Kindergarten

Oaktree Kindergarten is located on Palliser Lane, Browns Bay. The table below shows the existing facilities observed on site versus the assessment criteria for the project.



Figure 39 - Oaktree Kindergarten Existing Facilities

Table 15 – Oaktree Kindergarten Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – appears narrow
Pedestrian crossing facility near school accesses	Y – pedestrian refuge crossing
Children warning sign	Y
Pick up / drop off zone	Y – plenty of on-street parking on the side road
Threshold Treatment at school zone boundary	Y – as part of the street wide speed calming measures

Given the above, the proposed implementations for Oaktree Kindergarten are as follows and shown in Figure 40:

- Remarking existing faded threshold and slow markings to ensure advisory markings are evident and legible.
- Assess visibility at existing crossing location. Large trees in the vicinity may block visibility and result in inadequate sight distance for pedestrians crossing.

The following improvements warrant further investigation for this kindergarten however is noted that this sort of proposal is not currently within the scope of improvements and additional/alternative funding will be required:

- Consider relocating / formalising crossing to zebra crossing (ideally raised) to improve driver awareness and give pedestrians right of way.



Figure 40 - Oaktree Kindergarten Proposed Facilities



3.3.4 Rangitoto Kindergarten



Figure 41 – Rangitoto Kindergarten Existing Facilities

Rangitoto Kindergarten is located on Hythe Terrace, Mairangi Bay. The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 16 – Rangitoto Kindergarten Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y – however ends at the kindergarten on the southern side of Hythe Terrace
Pedestrian crossing facility near school accesses	N
Children warning sign	N
Pick up / drop off zone	Y – shallow unmarked indented parking bays

Criteria	Observed (Y/N)
Threshold Treatment at school zone boundary	N

Given the above, no implementations are proposed for Rangitoto Kindergarten.

The following improvements are not recommended for this site due to the listed reason:

- Pedestrian crossing is not recommended due to the kindergarten being located on a no-exit road, low expected vehicle movements and expectation that all children associated with the kindergarten would be accompanied by an adult.
- Formal pick up/drop off zone is not required due to the ample on-road parking and assumed availability.
- Threshold and slow message markings are not recommended for this site given that the kindergarten is located on narrower no-exit roads, and topography means that visibility and awareness of the kindergarten is good, and vehicle speeds are slower.

3.3.5 Torbay Kindergarten



Figure 42 - Torbay Kindergarten Existing Facilities

Torbay Kindergarten is located on Deep Creek Road, Waiake. The table below shows the existing facilities observed on site versus the assessment criteria for the project.

Table 17 – Torbay Kindergarten Criteria Assessment

Criteria	Observed (Y/N)
Footpath on both sides of the road	Y
Pedestrian crossing facility near school accesses	Y – substandard refuge crossing south of the site
Children warning sign	Y
Pick up / drop off zone	Y – indented angled parking
Threshold Treatment at school zone boundary	N

Given the above, the proposed implementations for Torbay Kindergarten are as follows and shown in Figure 43:

- New red pavement surfacing with “SLOW” message marking outside no. 133 & 148 Deep Creek Road due to steep downhill approach to the kindergarten from the north and observed high vehicle speeds in both directions.



Figure 43 - Torbay Kindergarten Proposed Facilities

The proposed improvements cover all criteria considered within this assessment.

3.4 Summary of Proposed Improvements

Table 19 below lists all of the recommended improvements for each school and kindergarten as a brief summary. For details, please refer to the relevant section within the report specific to that site. The table also lists sites which do not require improvements.

Table 18 - Summary of Proposed Improvements

School	Recommended Improvement
Browns Bay School	1 x Replace missing northbound School Zone ends sign on Browns Bay Road 5 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New Red surface treatment with "SLOW" message marking
Glamorgan School	1 x Tree trimming to improve visibility to school zone sign 3 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New Red surface treatment with "SLOW" message marking
Harbour College	2 x Replace existing Belisha Discs with New Belisha Beacons
Long Bay College	4 x New children warning sign 3 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New Red surface treatment with "SLOW" message marking
Long Bay School	4 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New Red surface treatment with "SLOW" message marking 1 x Replace existing Crossing Supplementary sign with "On Right" Supplementary sign 1 x New Crossing warning sign
Mairangi Bay School	5 x New children warning sign 6 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New "SCHOOL" message marking 1 x New Crossing warning sign 1 x Remove existing "SCHOOL" supplementary sign 1 x Remove existing Children warning sign
Murrays Bay Intermediate	2 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New Red surface treatment with "SLOW" message marking 2 x Remove existing Crossing warning sign
Murrays Bay School	3 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 2 x New U-Turn prohibition signs at main school entrance
Northcross Intermediate & Sherwood School (Auckland)	1 x Pram crossing realignment with new tactile pavers 4 x New Red surface treatment with "SLOW" message marking
St John's School (Mairangi Bay)	5 x New children warning on approaches to school entrances and walkways with school access 4 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 4 x New Red surface treatment with "SLOW" message marking



Torbay School	2 x Remove crossing sign 5 x Replace existing "School" supplementary signs / New "Kura School" supplementary signs 3 x New Red surface treatment with "SLOW" message marking 1 x New children warning sign
Kindergarten	Recommended Improvement
Browns Bay Taiaotea Kindergarten	1 x New children warning sign on westbound approach to kindergarten 2 x Red surface treatment with "SLOW" message marking
Glamorgan Kindergarten	N/A
Oaktree Kindergarten	1 x Remarking existing threshold and slow advisory markings
Rangitoto Kindergarten	N/A
Torbay Kindergarten	2 x Red surface treatment with "SLOW" message marking
School / Kindergarten	Recommended Improvement beyond current scope of project
Browns Bay School	N/A
Glamorgan School	N/A
Harbour College	N/A
Long Bay College	1 x Upgrade existing pram crossing to zebra crossing (ideally raised)
Long Bay School	N/A
Mairangi Bay School	1 x New Pedestrian Crossing (ideally raised) outside of school
Murrays Bay Intermediate	1 x Upgrade existing Zebra Crossing outside of school to raised facility 1 x Review visibility to existing Zebra crossing on Eastern end of Sunrise Avenue
Murrays Bay School	2 x upgrade existing kea crossings to zebra crossings (ideally raised) 1 x Review parking around nearby roads to ensure throughfare accessibility 1 x Review visibility/awareness to existing kea crossings
Northcross Intermediate & Sherwood School (Auckland)	N/A
St John's School (Mairangi Bay)	1 x Signalised mid-block crossing to provide formal crossing facilities across East Coast near the school (further investigation required)
Torbay School	1 x Upgrade existing at-grade zebra crossing to raised zebra crossing 1 x Upgrade existing at-grade kea pram crossing to zebra crossing (ideally raised)
Browns Bay Taiaotea Kindergarten	N/A
Glamorgan Kindergarten	N/A
Oaktree Kindergarten	1 x Assess visibility of pedestrian refuge crossing and consider upgrading



Rangitoto Kindergarten	N/A
Torbay Kindergarten	1 x Upgrade existing refuge pram crossing to zebra crossing (ideally raised)