

Waitākere Ranges Local Board Workshop Record

Workshop record of the Waitākere Ranges Local Board held at the Waitākere Ranges Local Board office, 39 Glenmall Place, Glen Eden, Auckland on Thursday, 13 June 2024, commencing at 2.00pm.

PRESENT

Chairperson: Greg Presland
Members: Michelle Clayton
Mark Allen
Linda Potauaine
Liz Manley
Sandra Coney

Apologies:

Also present: Adam Milina, Brett Lane, Natasha Yapp, Nataly Anchicoque and Rebecca Winham

Workshop Item	Summary of Discussions
Auckland Transport monthly update Owena Schuster, Elected Member Relationship Partner Johan Swanepoel, Auckland Transport Bernardette Fatu, Auckland Transport Jon Kearins, Principal Transport Planner Jenny Klosser, Streets for People - Project Manager Kshemal Desai, Communication and Engagement Specialist Michael Jongeneel, Auckland Transport 2.00pm – 4.05pm	Auckland Transport staff provided the Board with an update on the current work being carried out in the Waitākere Ranges local board area.

The workshop concluded at 4.05pm.

WAITAKERE RANGES LOCAL BOARD

May 2024



Introducing the Bulletin

The Bulletin is a monthly update to keep you informed about what happened in our area last month and about plans in the future.

Local Impacts, Issues, Projects, and Local Board Views

It includes information about current projects being undertaken in the area, a list of projects that are being consulted about, issues been raised by the local board members for investigation and the responses given and other interesting information about the area.

WAITAKERE RANGES AREA SLIP REPAIRS RECOVERY PROGRESS REPORT

Will come under separate cover.

RLTP now open for feedback: Have your say on the future of transport in Auckland

Want to help shape the future of transport in Auckland? Now is your chance to have your say on the major transport plan for the future of our city.

The draft Regional Land Transport Plan (RLTP) is open for public feedback from 17 May and Auckland Transport (AT) urges you to have your say.

This major plan sets out which projects, programmes, and operating items that AT, along with NZTA Waka Kotahi and KiwiRail is seeking to fund or partly fund, from the National Land Transport Fund.

The draft RLTP 2024 proposes \$63 billion worth of investment over the next 10 years.

This is a major programme with some big choices and a lot of investment, so we need to hear from as many people as possible. We want to know what your priorities are. Unfortunately, we can't provide everything, so we have some hard choices to make. We need Aucklanders to help us make those decisions about what we prioritise.

The RLTP is reviewed every three years, with the last issue being published in 2021.

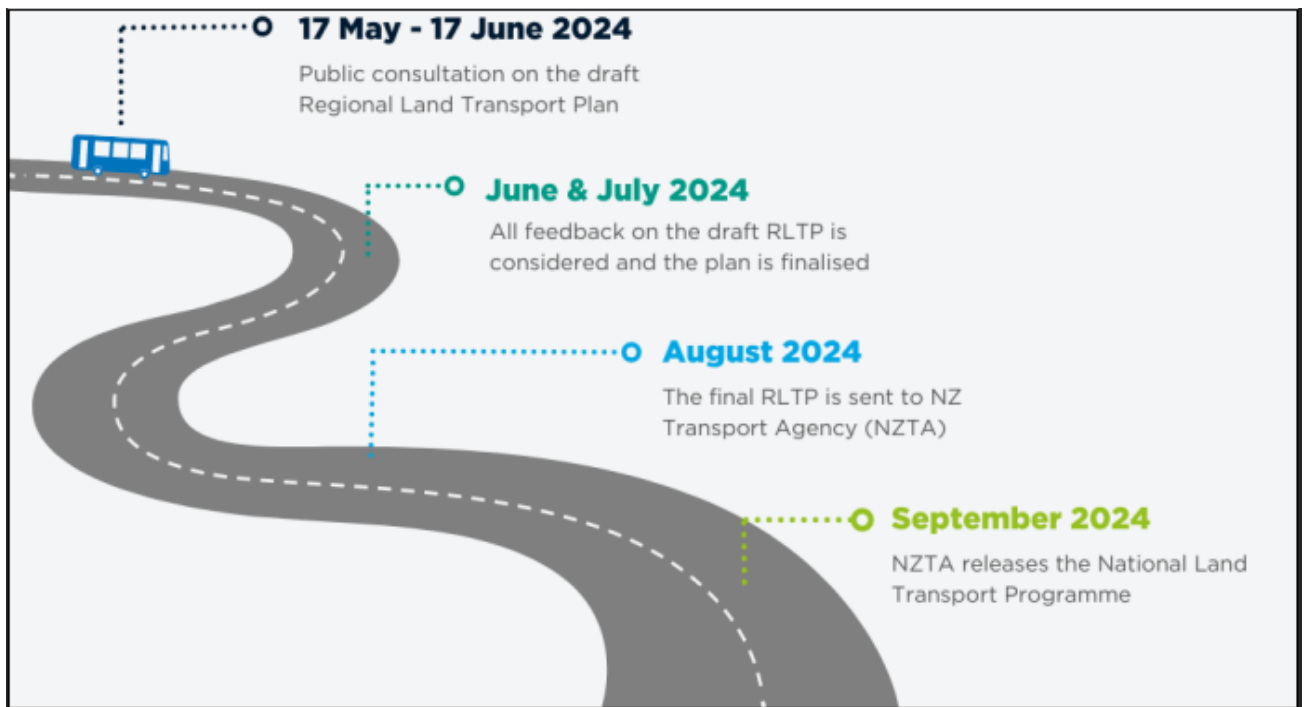
The transport priorities in the draft RLTP are taken from Auckland Council's Long-Term Plan (LTP) and the government's Government Policy Statement (GPS).

During public consultation, [Aucklanders will be able to give feedback on their most important and their least important transport priority.](#)

They can also tell AT if there is another priority that should be considered.

Public consultation on the draft RLTP runs from 17 May – 17 June 2024, with the final RLTP due for submission on 1 August 2024.

Read the RLTP and have your say: <https://haveyoursay.at.govt.nz/hub-page/rltp>



Planned Road Maintenance in your Local Board Area

WHERE	TYPE OF WORK	WHEN	DURATION
Opou Road (full road closure, 6 Opou Road to 14 Opou Road)	Telecommunications Installation	9-Apr-24	Day Shift Only
Beach Valley Road (full road closure, #3 Beach Valley Road to Seaview Road)	Piha ANZAC Parade	25-Apr-24	Full road closed for the Piha ANZAC Parade from 1.30pm to 3.30pm
Seaview Road (full road closure, Beach Valley Road to Seaview Road)	Piha ANZAC Parade	25-Apr-24	Full road closed for the Piha ANZAC Parade from 1.30pm to 3.30pm
Township Road (full road closure, McEntee Road to End of cul-de-sac)	Waitakere ANZAC Parade	25-Apr-24	Full road closed for the Waitakere ANZAC Parade from 7am to Midday
Glenesk Road (full road closure, 1 Glenesk Road to 29 Glenesk Road)	Road Reconstruction	21 - 22 April 2024	Stop/ Go

Auckland Transport's Traffic Control Committee (TCC) report

There was no decisions of the TCC during the month of April 2024 affecting the Waitakere Ranges local board.

DATE	STREET	REPORT TYPE	RESTRICTION	DECISION
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Road Safety Incidents in your Local Board Area

The below table give the Waitakere Ranges local board member information about the road safety incidents that have occurred in February 2024 for your information.

Waitakere Ranges – Feb 2024 – Serious Incident Closures and Deaths / Serious Injury										
ATOC/ SCU	Incident Type	Day, Date, Time	Location	Collective Crashrisk & Road Type	Person killed or seriously injured	Death	Serious Injury	Local Board	Urban/Open	Speed Environment
SCU	Vehicle vs drain	Tuesday 13th February 2024 16:1427	West Coast Road, Oratia	Low Medium Arterial	Driver and passenger	0	2	Waitakere Ranges	Urban	50kmh

Local Board Transport Fund

Project Update Status

Project	Description	Allocated Amount	Project Status
Glenmall Place Footpath	Assess the condition of footpaths and paved areas on both sides of Glenmall Place in the Town Centre	\$350,000	Presenting assement to Local Board on options
South Titirangi Road intersection Pedestrian improvements	Pedestrian Safety Improvements	\$124,000	Construction Ready

The following was passed back on the 7 December 2023:

[Notice of Motion to revoke or alter previous resolutions - Glen Eden Town Centre: Verdale Circle to Glendale Road Walkway project](#)

The original motion was withdrawn with the consent of the members.

Resolution number WTK/2023/174

MOVED by Member S Coney, seconded by Deputy Chairperson M Clayton:

That the Waitākere Ranges Local Board:

-
- a) tono / request staff to pause the detailed design and construction of the Waitākere Ranges Greenways routes G8c and G8d Verdale circle to Glendale Road via 18 Lucinda Place, Glen Eden that was approved by the Board at its meeting held on 26 October 2023, resolution WTK/2023/134.
 - b) tono / request staff to hold off progressing the allocation of \$450,000 from the Local Board Transport Capital Fund 2022-2025 to the Glen Eden Town Centre: Verdale Circle to Glendale Road Walkway project for design and construction that was approved by the Board at its 26 October 2023 meeting, resolution WTK/2023/135.
 - c) whakapapa / engage with the local community and initiate discussions with property owners adjacent to 300 West Coast Road, exploring the possibility of enhancing pedestrian access to Glen Mall Place.
 - d) tautoko / advocate to Eke Panuku for the allocation of 300 West Coast Road to the Board as a local park.

CARRIED

Auckland Transport is still waiting on further instructions on b). This information is crucial as it will enable the board to confidently proceed with committing funding and delivery for their decided projects within the current term.

Workshops held with the Waitakere Ranges Local Board

Auckland Transport have held the following workshops with the Waitakere Ranges local board in April 2024:

- Auckland Transport AT Update Report
- Recovery and Storm Update
- Passenger Rail between Swanson and Kumeu

Local Board Consultation for Proposed Improvements

Consultation documents for the following proposals have been provided to the Waitakere Ranges Local Board for its feedback and are summarised below for information purposes only.

After consultation, Auckland Transport considers the feedback received and determines whether to proceed further with the proposal as consulted on or proceed with an amended proposal if changes are considered necessary:

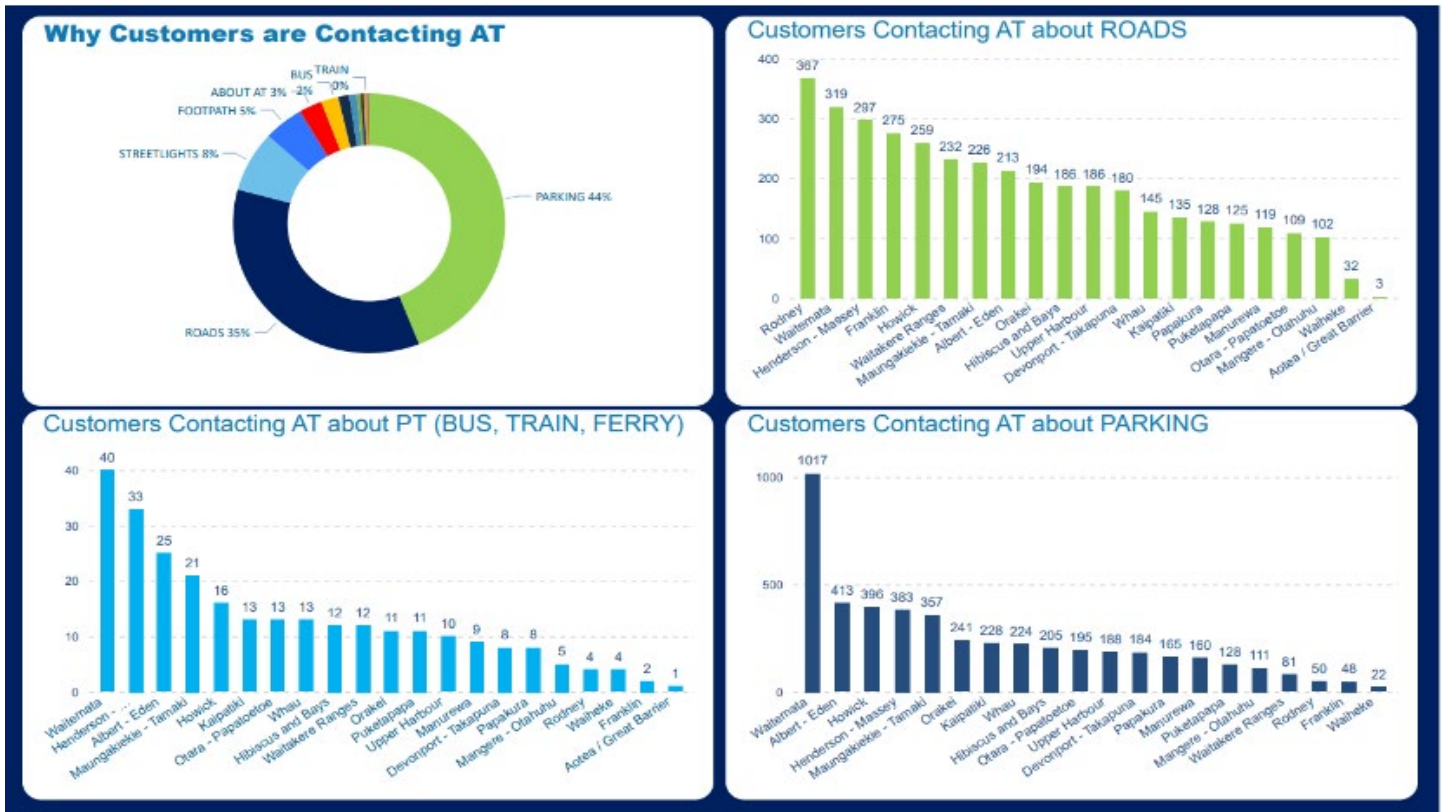
There was no consultation requesting Local Board feedback for the Month of April 2024.

Why Aucklanders contact Auckland Transport

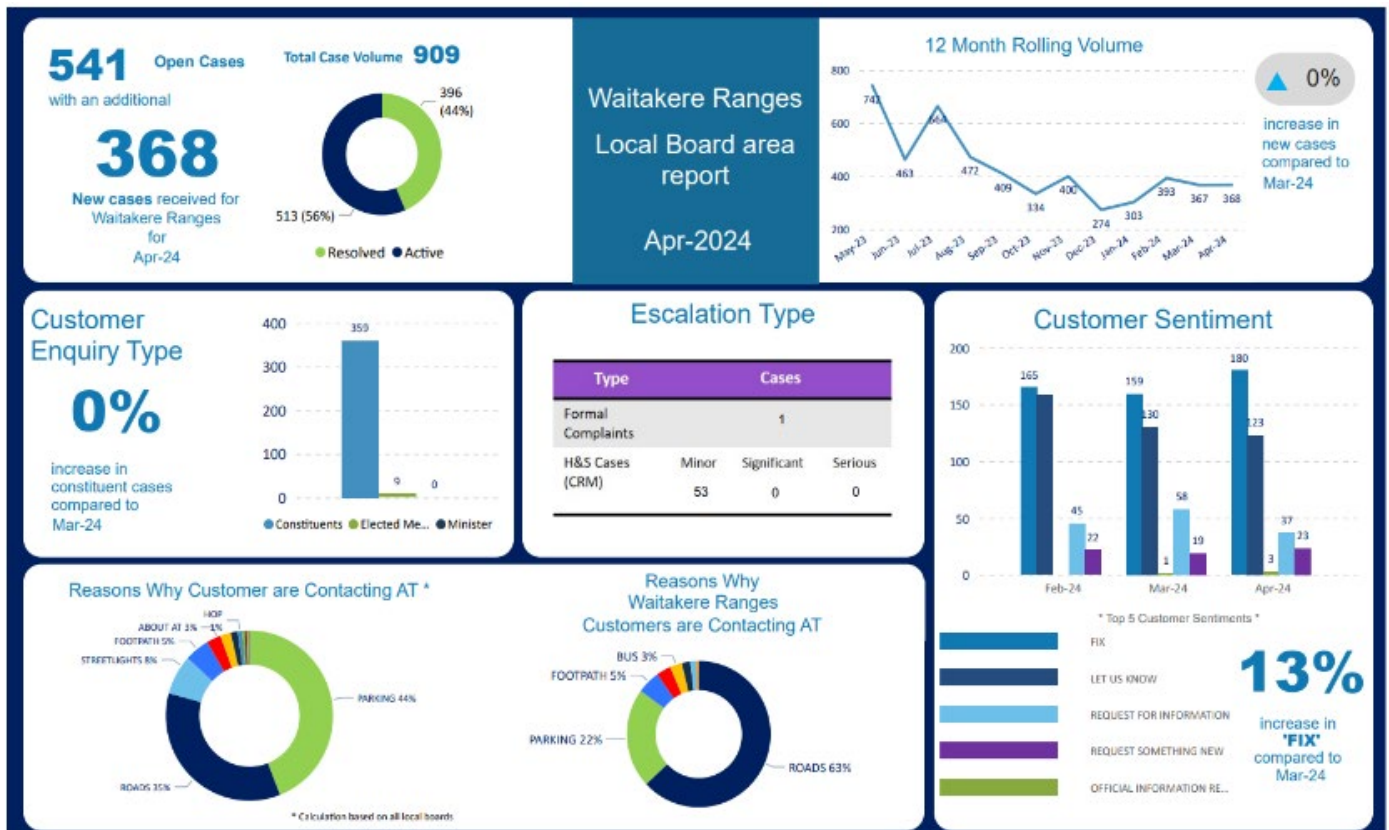
Below is a summary of the reasons why people are contacting Auckland Transport's customer service teams across all of Auckland. The data is summarised by issue and by how key issues like parking effect all of Auckland's local boards.

Local customer activity

This section tells you what people are contacting Auckland Transport about this month in this area. It is to help decision-makers see trends and to inform their planning.



In April 2024, 368 Waitakere Ranges residents contacted Auckland Transport and their concerns are summarised below:



Local Board Issues Being Investigated

The Local board have requested the following issues be investigated.

These are still under investigation:

- Cornwallis footpath – reinstatement
- Glen Eden town centre - traffic management
- Hayes Road/ Mountain Road Stormwater Problems

Regional Project Updates:

The following are brief updates about projects in this area.

RAIL NETWORK REBUILD STAGE 3A COMPLETE

This intensive work has included foundation replacement, and track and drainage improvements at more than 30 sites on the Western Line between New Lynn and Newmarket. This work enables more reliable train services and helps prepare the network for more frequent trains when City Rail Link is open.

Between Labour Weekend 2023 and Sunday 5 May 2024:

- 1107 metres of formation (the rock foundations under the tracks) was excavated and replaced. The majority of this work was done during the network-wide closure from Tuesday 26 December 2023 to Friday 19 January 2024.
- 6922 metres of drainage was improved.
- 479 metres of track was replaced.
- 1197 metres of ballast (the large rocks the rails and sleepers sit in) was replaced.

Final track work, including de-stressing rails, is being completed overnight during coming weeks. This will allow speed restrictions for trains to be removed, enabling more reliable journeys on this section of the Western Line.

Western Line train service

To accommodate this work, Western Line trains ran on a single set of tracks from Monday 11 March until Wednesday 24 April. Trains ran every 20 minutes at peak commuting times, instead of every 10 minutes as usual. Waitemata-bound trains were very busy during the weekday morning peak, with many trains being 'standing room only' from as far west as Henderson. However, since the first couple of days of the reduced timetable, AT has not been aware of any customer unable to board the next train that arrived at their station.

The Western Line train service returned to its original frequency from Monday 29 April. Trains are now running:

- Every 10 minutes at peak commuting times on weekdays.
- Every 20 minutes in the middle of the day on weekdays and all day on weekends.
- Every 30 minutes in the evening (from around 8:30pm).

Trains are running to a new timetable – expected arrival and departure times at each station are slightly different from before the start of the reduced timetable (Monday 11 March).

KiwiRail's teams continued working on weeknights and at weekends. There were some weeknights when trains stopped running earlier than usual, and some weekends when trains did not run. There are no more early weeknight closures or weekend closures required for RNR Stage 3a.

While RNR Stage 3a has ended, please note that other rail projects (e.g. City Rail Link construction) continue and that train services will be impacted at various times. Service changes will be communicated to customers through the standard channels, including posters at stations, the AT Mobile App and Planned Rail Closures webpage www.AT.govt.nz/bus-train-ferry/service-announcements/planned-rail-closures

Letting people know

AT has informed customers that the Western Line is now back to its original frequency through our On Board e-newsletter (sent to registered AT HOP card users who've opted in to receive such updates), and posters displayed at the train stations. AT's Journey Planner www.AT.govt.nz/JourneyPlanner and AT Mobile have been updated. The timetable is displayed at stations and is available for download from the AT website www.AT.govt.nz/Timetables.

PUBLIC TRANSPORT FARES ARE CHANGING FOR UNDER 25 YEAR OLD FROM 1 MAY 2024

Public transport fares are changing for under 25-year-olds from Wednesday 01 May 2024. Free travel on Auckland Transport (AT) services for customers aged 5-12, and half-price travel for ages 13-24 will end on 30 April 2024, in line with the government's decision to withdraw funding for these concessions.


The group of customers receiving these subsidised fares make up around 200,000 of our registered HOP card users. However, many of this group will qualify for alternative concessions – ie child, secondary, or tertiary.

Our teams did explore whether we could continue the free and half-price travel for young people from within our own budgets, but with an estimated annual cost to AT of approximately \$61.5 million, it was not deemed possible without central government support. This is the same conclusion that other regional authorities have reached.


We are planning to automatically transition a customer's concession to the most beneficial one where we have the necessary data about their age and eligibility. However, there will be a large number who will need to reapply for a new concession, especially those in tertiary education. We are currently working through the technical details of this and aim to begin reaching out to affected customers from next week.


We will be communicating the news of these concession changes widely from next week, including the specific actions we will be asking the different customer groups to take to ensure they get the concessions they are eligible for.

ONE TRANSPORT NETWORK UPDATE – MARCH 2024



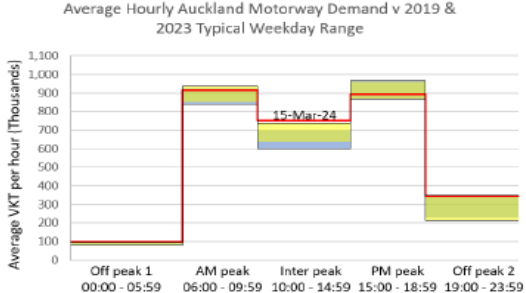
Mon 18 Mar 2024






Auckland Motorway Performance

Average Hourly Auckland Motorway Demand v 2019 & 2023 Typical Weekday Range



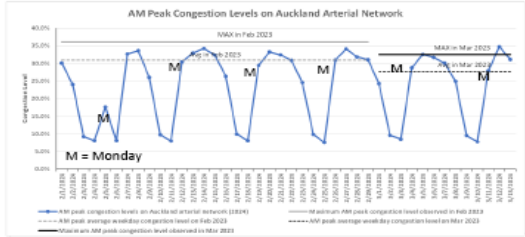
- Shows Thurs 14 Mar 2024 (Red) v 2019 range (Blue) (Pre-COVID) vs 2023 range (Yellow) (where 2019 and 2023 overlap is green)
- High interpeak and off peak 2 which is usual for a Friday, otherwise in range.



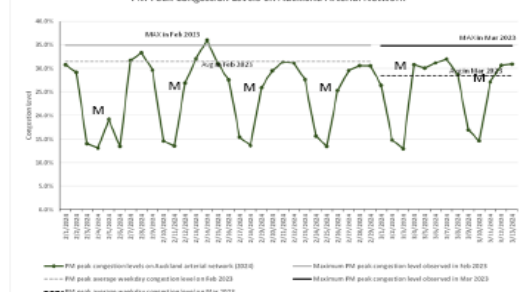
Auckland Arterial Performance


- Tue AM Peak congestion this week higher than Mar 2023
- PM Peak tracking well below max levels for last year.

AM Peak Congestion Levels on Auckland Arterial Network




PM Peak Congestion Levels on Auckland Arterial Network





Mon 18 Mar 2024



Daily "One Transport Network" Stand Ups commenced 21 Feb to provide an agile and coordinated response for the expected increase in demand on the Auckland Network during March.

Today's Network Update:

Public Transport:

- Patronage affected by weather on Friday.
- Fri 15 Mar: Bus = 253554 Ferry = 8639 Train = 54932 TOTAL = 317125

Bus Network:

- Relatively quiet day on Pt Network with feedback from Operators indicating patron numbers settling into the extra bus capacity added to the network.

Train Network:

- Trains near Kingsland delayed to due local Self-Harm incident.

Roading:

- Very busy morning with a number of significant incidents impacting the network.
 - Multi-car crash SH1 0448 – 0600hrs - all NB lanes blocked. Caused 20min delays
 - 2 car crash SH1 – 0556-0616hrs – 1 of 3 lanes blocked. 37 min delays Drury to Manukau
 - Truck vs Ute – Onehunga SH20 Neilson St Offramp – 1 x status 1.
 - Firearms Incident – CBD. Buses detoured minor delays.
 - Gas Leak – 1340hrs New Nth Road, Kingland. Road closed Bond St to Kingsland Avenue. 4 buses detoured. Minor Delays.
 - Truck vs Car SH1 – 1352hrs - Ramarama 1 of 3 lanes blocked. Still clearing

Planned Works Key Locations being monitored during March:

- AWS Data Centre – Lincoln Rd / Fred Taylor Drive – Closed today for 3mths. OD & RTO actively monitoring. TMP in after 11am. Traffic Ops visited and will check again tomorrow.
- Reeves Road, Pakuranga – 18 March. Active monitoring from OD and RTO.
- Onewa Road resal – 17 Mar for 8 days. Alternating 1-way detours.
- GSR / SH1 interchange Drury – Night closure for Loop works on GSR from 2100hrs. Drury Nthbond offramp closing at Midnight.
- Richardson Rd, Akarana Pumpstation – 11 Mar for 3mths+ One way detour
- Merton Road / Apirana – Wed 6 Mar 10 + days
- Ti Rakau Drive, Pakuranga – 5 – 27 Mar 8pm Starts
- Hobson St, CBD streetscape – Early Mar until end of 2024.
- Birkenhead Avenue Jan - July- causing ongoing disruptions.
- Meola Road, Pt Chev – Optimal balance achieved despite ongoing queues. No further can be done.
- Point England / Taniwha Street, Glen Innes

ATOC

Real Time Operations – Last 24hrs

- Very busy day of incidents. See Rooding Update for details.

Optimisation Delivery

- Monitoring Reeves Road. Significant queueing & congestion in AM. Optimisation measures undertaken. Will monitor tomorrow & further optimise but there are limits to what can be achieved.

Comms:

- No report.
- Elected Members Rep – No report but good to keep across issues.

Voice of Customer:

- Small Relatively quiet at this stage. 78% on service levels despite incidents and closures. Any unusual sentiment being escalated to Metro.

Upcoming:

Planned Events This Week:

- Polyfest – Wed 20 – Sat 23 Mar - Manukau Sports Bowl – 25,000 per day – Low Network Impact.
- Blues vs Crusaders – Sat 23 Mar - Eden Park
- Gang funeral procession on Wednesday – Further details coming from Police.

Upcoming Road Works

- Centreway Road, Orewa – (approx. 20 Mar) May close sections for nightworks.
- Tristram Ave / Forrest Hill - 20 Mar for 30+ days. 1 way detour for Chorus works

FERRY SERVICES TO RETURN EARLY AFTER TRAINING PROGRAMME SUCCESS

Auckland Transport (AT) will reinstate some ferry services sooner than expected after making good progress with Fullers360 on addressing a skilled maritime crew shortage.

In October 2023, AT temporarily reduced timetables for some ferry services to help Fullers360 undertake an accelerated training programme. The programme is designed to quickly upskill existing crew and train new crew to fill existing gaps in Auckland's maritime workforce.

The success of the programme so far has meant AT will have some ferry services back to their regular timetables earlier than expected, says AT's Director of Public Transport and Active Modes, Stacey van der Putten.

"We're really pleased Fullers360 has been able to use this time to get more crew trained and ready to go out on the water.

"The temporary reduction in ferry services has not been easy for our customers, and though we still have work to do to get our ferry services back at the level they should be, we're thrilled to be able to bring some back ahead of schedule," Ms van der Putten says.

On 4 June, the Devonport ferry will return to a 20 minute frequency during peak times. Weekday off-peak and evening sailings for Half Moon Bay will be coming back as well, along with additional Friday night services.

Later in the year, there will also be more Gulf Harbour ferry services added during the week, and AT is aiming to resume weekend sailings to Half Moon Bay in early 2025.

Fullers360 Marine Manager, Andy Johnson, is proud of his crew and the success of the accelerated training programme.

"I'm incredibly proud of our crew, and pleased to see the accelerated training programme delivering the results we set out to see. To date, the programme has seen us upskill our crew with more than 700 individual vessel signoffs achieved, as well as 10 Skippers and 20 new Deckhands having been appointed.

"We'd like to thank our customers for their patience while we work hard to get services back up and running. With more qualified maritime crew, we're now able to reinstate some services and see greater resilience within the ferry network," Mr Johnson says.

Additional weekday sailings will also be added to the Bayswater, Birkenhead and Te Onewa Northcote Point ferry routes from 4 June. Working closely with Explore, who became the operator for these services in September 2023, AT is committed to having frequent ferries once again for these communities.

AUCKLAND BUSINESSES GET FARESHARE

Auckland Transport (AT) is expanding its Fareshare scheme which gives employers a way of subsidising a proportion of their staff's public transport travel costs.

Businesses are welcoming the opportunity to offer an alternative to costly city car parking to attract and retain staff, whilst also contributing to their sustainability targets.

AT has been trialing its Fareshare employer subsidy, and due to the trial's overwhelming success with employers and employees, AT is now offering it to any Auckland-based business with five employees or more. Genesis Energy has been using the scheme since an office move from Greenlane to Wynard Quarter in 2020.

“Having historic carparks was such a big issue, so we needed to help staff transition to the new Viaduct location without using their car. [Wynyard Quarter] is an accessible office location and Fareshare has helped staff to investigate using public transport,” says George Higgins-Smith, Fleet, Transport and Travel Manager at Genesis Energy.

Genesis Energy employees using Fareshare have already travelled more than one million kms on public transport, which equates to a significant reduction in CO2 emission.

“We have calculated this milestone to equate to a reduction of close to 127 tonnes of CO2 emission; equivalent to the amount of carbon sequestered by 27,029 Titoki trees per year, and reducing environmental impact of GHG emissions released by 53 standard cars driven for a year in New Zealand” says Cathy Bebelman, Chief Scientist at AT.

Auckland Transport is investing in ways to make it easy, safe, and reliable to get around using public transport. This will reduce road congestion and travel times for those who must drive, as well as our impact on the environment.

“It’s an attractive employee benefit scheme and affordable for any size business as you are only billed when the card is used. Subsidised public transport provided to staff via Fareshare is also exempt from fringe benefit tax,” says Richard Harrison, General Manager Growth and Optimisation at AT.

GoSee Travel has also been trialling the scheme which kicked-off with employees attending an information session with AT’s Travelwise advisors. They were able to learn how Fareshare works and what their best options are to get to and from work on public transport using the AT Travel Planner.

“Registering to Fareshare was simple, it took less than five minutes to verify and link my card. The discount is great; it makes getting to work much more affordable. I am more inclined to use public transport now and save more money getting the bus than driving my car into work,” said one GoSee Travel employee.

The Fareshare scheme has options for five- or seven-days travel at a subsidised rate of 25, 50 or 75 percent loaded onto an AT HOP card for use on AT bus, train, and ferry services. The employee is charged the discounted rate, and the business is billed monthly for the additional agreed percentage of the fare.

“We would like to see more businesses offering Fareshare as an employee benefit, to get more people using public transport and at the same time, making a significant impact on the environment by reducing CO2 emissions,” adds Richard.

If you would like to know more about Fareshare visit [About Fareshare - public transport subsidy for employees \(at.govt.nz\)](#) or email fareshare@at.govt.nz.

ELECTRIC DOUBLE-DECKERS COMING TO WEST AUCKLAND AS BUS USAGE INCREASES

West Auckland’s flagship bus service, the WX1, will be run by fully electric double-decker buses from next April under a new \$166 million contract signed between Auckland Transport (AT) and bus operator Tranzit Group.

The nine-year contract will see Tranzit Group bring more than 40 new electric buses to the streets of Tāmaki Makaurau, operating under its Tranzurban Auckland brand on the key WX1, 11T/11W and 120 bus routes. Over half of these will be electric double-decker buses.

AT's Director of Public Transport and Active Modes Stacey van der Putten says the new contract with Tranzit Group marks another step on the [Mission Electric](#) journey and demonstrates AT's commitment to running frequent, reliable and sustainable bus services for West Auckland communities.

"We're thrilled to be partnering with Tranzit Group to bring long-term certainty and a modern fleet of fully electric buses to our new West and Northwest Auckland bus routes," Ms van der Putten says.

"Since we introduced the WX1 *Western Express* last November we have seen fantastic growth on this frequent bus route which connects Westgate with the city centre, carrying more than 275,000 passengers so far.

"In recent months we've also seen more people using buses in all parts of West Auckland than before Covid-19. In the Westgate/Massey area patronage is about 25% higher and in Te Atatū it is about 30% higher.

"With a dedicated fleet of electric double-decker buses running the WX1 from next April, we're looking forward to bringing improvements in reliability and comfort for our customers. This will deliver a significant boost to the capacity of the service as its popularity continues to grow," Ms van der Putten says. Tranzurban Auckland will look to recruit an additional 90 drivers and already has plans for a new bus depot near Westgate, equipped with 3 megawatt charging for the incoming electric buses. It will be Tranzurban Auckland's second bus depot, the other located in Dairy Flat where it operates the NX2 service between Albany and the city centre.

"It has been great to partner with Auckland Transport in delivering the NX2 services since 2018, so we are now looking forward to expanding our services across the city in our new electric buses that will deliver quiet and smooth services for passengers," Tranzurban Auckland Manager Brent Early says.

To further support better journey times and reliability on West Auckland's bus network, AT is installing [T2 lanes in Te Atatū South](#) which will improve the overall operation and safety of bus services in the area. These will go live 15 May 2024. [A bus priority lane](#) is also being installed on a section of Triangle Road in Massey.



Auckland Transport
West Auckland Recovery
Progress Report
Waitakere Ranges Local Board
June 2024



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West Auckland Recovery Works Updates – For Waitakere Ranges Local Board June 2024

73 Bethells Road, Near Steam Hauler Track

Work has included a 30m long, 2m high stone wall to support the road.

Over 500m³ of material has been removed from the site.

Work has been progressing well at this site. All of the blocks have been installed. The team are currently finishing the final backfilling up to road level and have started work on the road crossing culvert.

During construction additional issues were identified with other drainage in the area. These areas also need to be repaired which will extend the duration that the team are on site. These works are being co-ordinated with other works by AT and Vector in the area. This may require works to be placed on hold for a short time to allow other critical works to start. Works will then restart on this site.

Upon completion of the drainage works, the site will be finished.



Birds eye view of the site

Caton Road, Waitakere

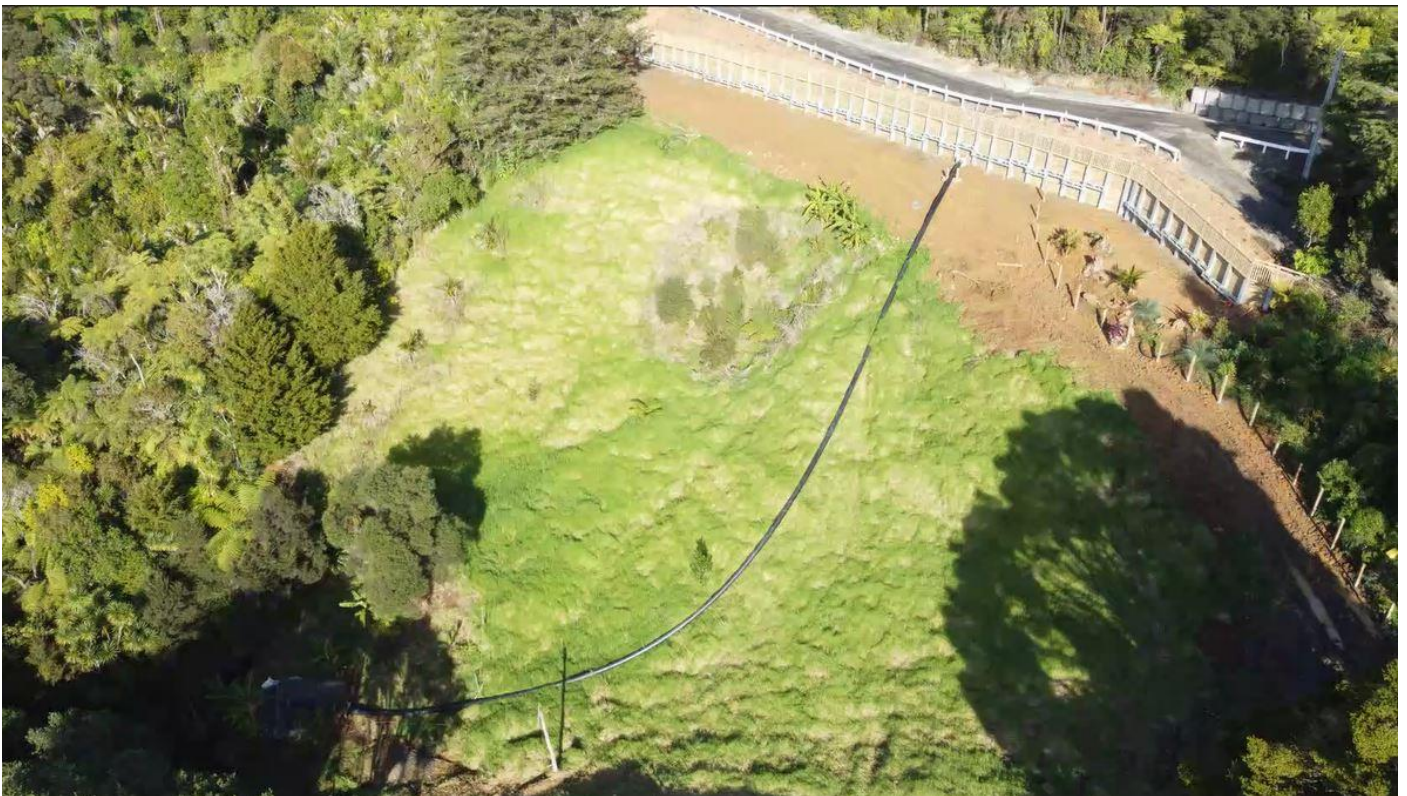
Works have been completed on Caton Road and the road is fully open. There are no longer any weight restrictions.

Drainage has been completed, and there is a guardrail installed. The road in most places is about 0.5m wider than previous.

A BBQ was held with the contractor and residents to celebrate the end of the project.



A photo of the finished repair on Caton Road



A photo showing the repair and the drainage pipe that drains to the bottom of the gully.

Glenesk Road, Piha

Works began on Glenesk Road on 25 March 2024.

Downer on behalf of Auckland Transport (AT) are undertaking slip repair works outside numbers 7 and 19 Glenesk Road. This involves the construction of a retaining wall, repair of the footpath and shoulder. This work is required to stabilise the area and prevent further slips and damage occurring.

Work is progressing well.





Karekare Road and Lone Kauri Road, Karekare

Slip repair works have progressed well on Karekare Road and Lone Kauri Road. We anticipate finishing the 7th slip site in mid-June. We will then have 3 sites to complete, one original and 2 new sites.

These sites are:

Karekare Road (K4)

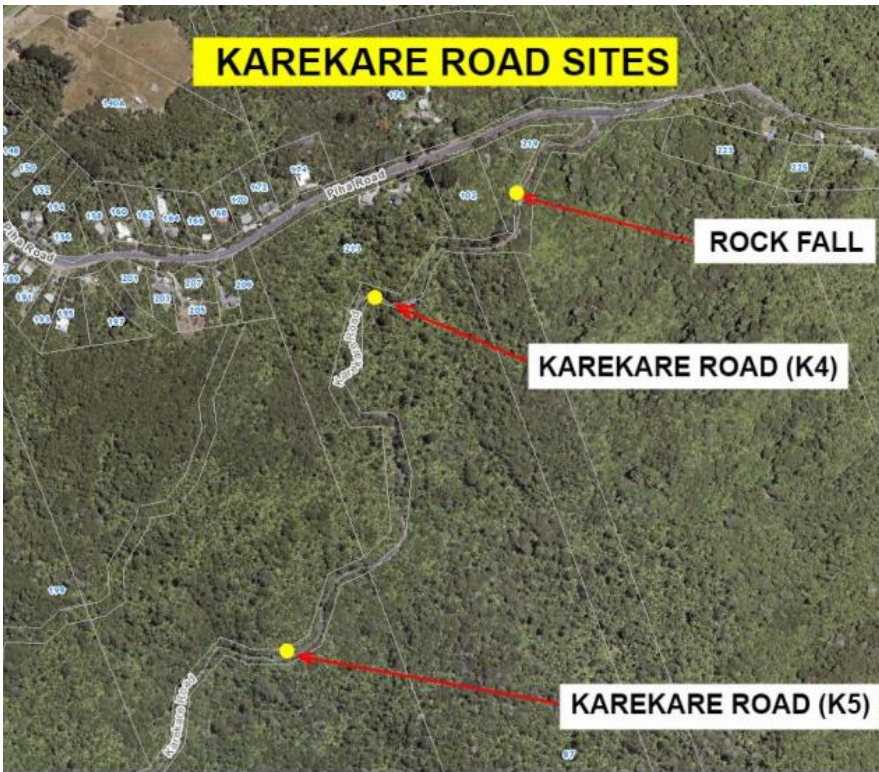
Karekare Road (K5)

Lone Kauri Road (L4).

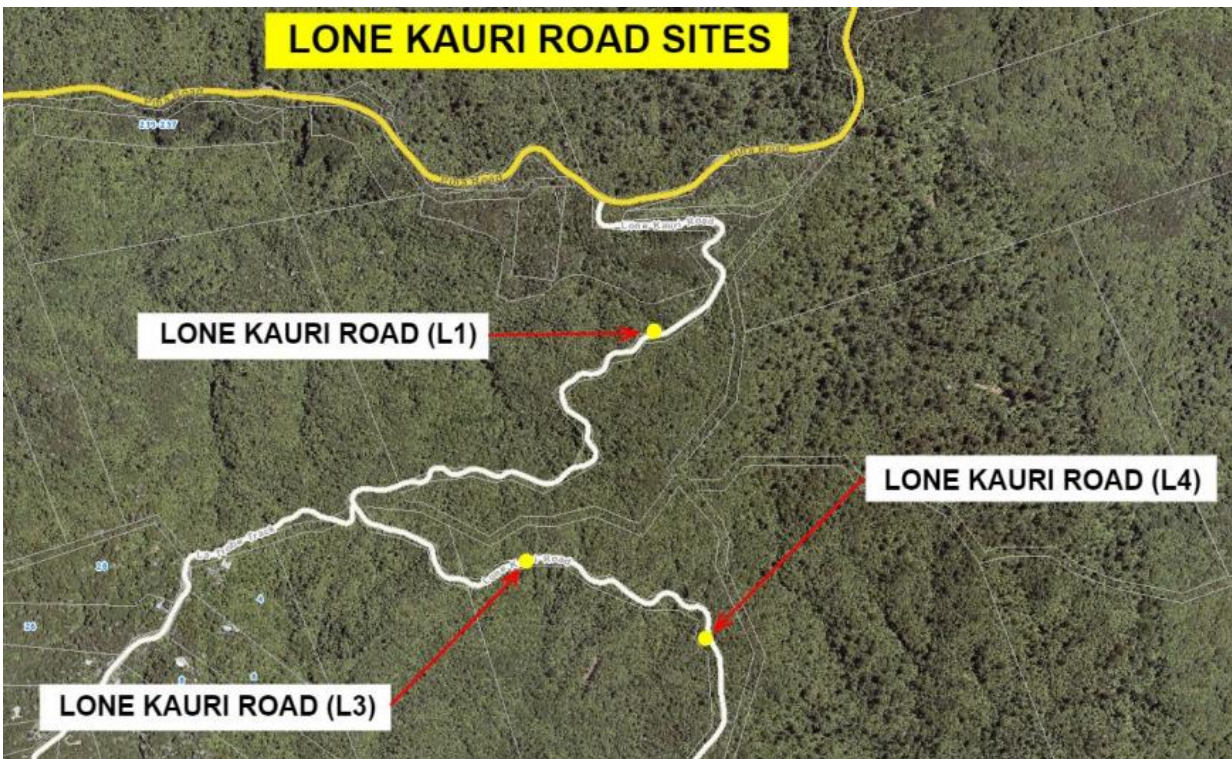
We also have some rock-scaling works to complete on Karekare Road at The Cutting. Rocks and debris are falling from the bank above the road. This is near the top site, which was completed earlier this year.

We expect to start back on Karekare Road in mid-July. This will require a road closure of The Cutting. We will try to maintain a traffic lane after hours (when no work is happening), but this is unconfirmed at this stage and will depend on available room on site. We plan to work on both Karekare Road sites at the same time, to reduce the closure duration.

We anticipate that works on Karekare Road will be completed in October (weather dependent).



Once work on Karekare Road is complete, focus will then switch to the last remaining site, on Lone Kauri Road (L4). This site is located approximately 500 metres below the site we are currently working on (Lone Kauri Road L3). This will require a full road closure.



We will provide updates about the closures as when dates are confirmed.



Before and after of one site on Karekare Road (K9)



Before and after of one site on Lone Kauri (L5)

Huia Road - Various sites

There are a number of slip sites along Huia Road including:

- 81 Huia Road – Design has begun on a steel piled retaining wall.
- 370 Huia Road – Options are under investigation, site testing booked for early June.
- 634 Huia Road – Options have been presented for review, site testing booked for early June.
- 100m past Cornwallis Road – Options have been presented for review.
- 100m past Kaitarakihi Road – Geotechnical investigations were completed in March to assist the design of a retaining wall. Options are being presented for review.

Designs options have been investigated and presented for the repair of these various sites. The options are currently being considered by the team. Each site will have a separate design for the repair work.

We will update the community before works start on any of these sites.



81 Huia Road slip site

Kay Road, Waitakere

Closed - Residents & Emergency services access only from Waitākere Road end.

Work is underway on the repair design. Initial investigations indicate that a retaining wall will be the preferred option.

Additional consultation and liaison with Auckland Council's environmental team is required for this location due to the proximity of the Kay Road Closed Landfill site which is adjacent.

While are unable to give a specific timeframe on repair works, we aim to have this work completed in 2024, to restore this connection for the community.

Kellys Road, Oratia

A retaining wall design is currently underway

Relocation of overhead services will be arranged with Vector over the next 2 months, before construction can begin.

Due to the proximity of other slip repair sites, the closure of this road to allow construction needs to be co-ordinated so that the required traffic management works and closures don't impede the wider network,



Under slip at Kellys Road

Konini Road, Titirangi

We are working on the investigation phase, to confirm what solutions are available to repair the under slip on Konini Road.

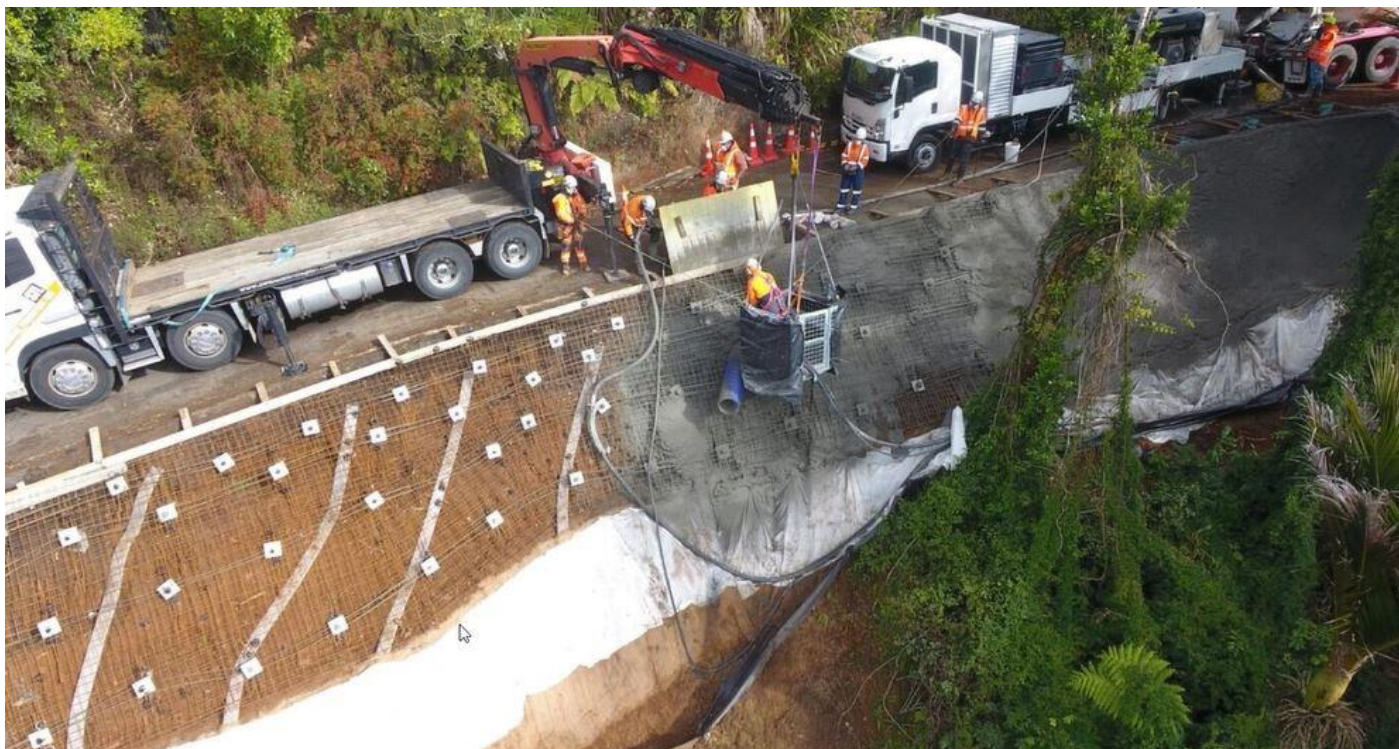
After investigation is complete, we will be working on the design of the repair.

Lone Kauri Road, Karekare

Please refer to the section – Karekare Road

Mountain Road

We are nearing the end of works on slip site number 3. The team are making progress and we continue to remain on target for the end of 2024.



Shotcrete being installed on Mountain Road

This above picture of slip site 3 gives an idea of the narrow nature of the road, and the challenging conditions. The site has been “soil nailed” which involves nailing poles through the ground under the road to hold it in place. The picture shows the team working on ‘shotcrete.’ During this process, the site is sprayed with concrete, which helps hold the bank and nails in place, along with directing rain water over and away from the bank.

We are still working to the timeline to complete repairs on Mountain Road by the end of 2024.

There are factors that have to be considered:

- We will only be able to work at two sites at any given time on Mountain Road, due to narrow nature of the road, and the access through the sites.
- In some cases it will be more difficult to work two sites at once for safety reasons, due to the layout of the road.
- The availability of the second works crew is yet to be confirmed, currently estimated to be available in June.
- Each location must have the design approved before works can start, there is still work ongoing for some of the designs.
- Although we have built some contingency into the timeline, weather and other factors can cause some delays.

Otitori Bay Road, Titirangi

We started works on the second slip at 40 Otitori Bay Road on 11 April 2024. We built a 20m long retaining wall at this location. There were 14m long piles that were drilled into place for the retaining wall.

Before works started we had some ecologists on site to install bat monitoring sensors to ensure that the vegetation clearance work did not affect any of the resident bats. NZ Ecology have also been monitoring lizards and birds.

During works a full road closure will be in place 24 hrs a day, seven days a week.

We anticipate this road will be open by 16 June.



Oitiori Bay Road site

Paturoa Road, Titirangi

The road is closed around number 15, and work is continuing on the design of the repair for this road. Below is some information about the damage at this site.

13-15 Paturoa Road

- The underslip has occurred below an existing timber pole retaining wall, which appears to still be in place, but is undermined
- An Overland flow path is running through this location which will have to be considered during the design phase along with existing storm water network which needs to be reviewed
- Temporary traffic management/ weight limits are in place until repairs are completed
- An underslip extends from the driveway of 12 Paturoa Road for 23 m to the north-east.

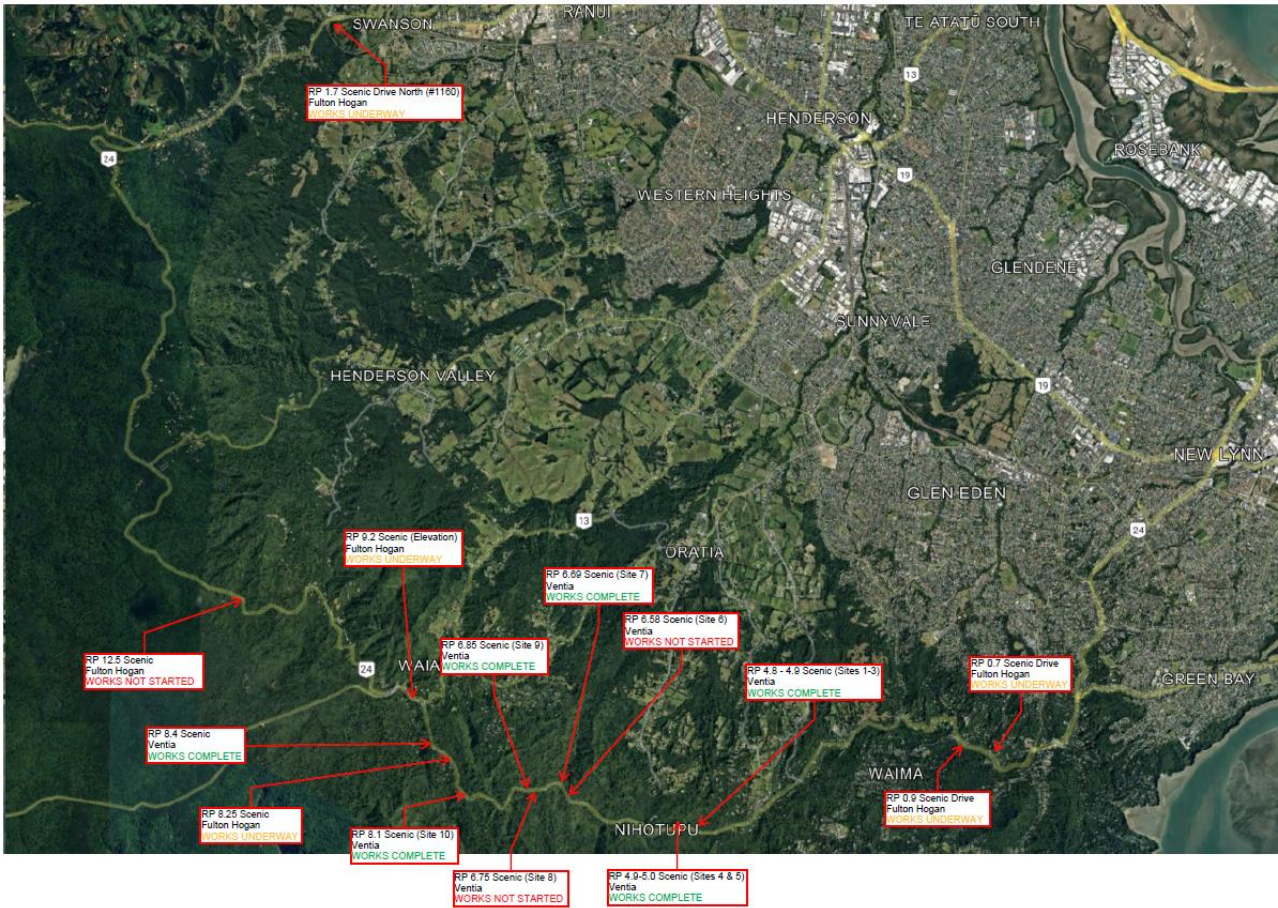


Piha Road

Works on the slip site at 73 Piha Road were completed December 2023.

We are working on a design for installing some stairs at this location.

Scenic Drive, Various sites at a glance



Scenic Drive, North Swanson

We are working on the repairs to the carriageway and the drainage on this section of the road. This work is currently underway.

This will be completed under stop/go traffic management and one lane will be open at all times.

412 Scenic Drive, Near Arataki

The excavation of this site took longer than expected, with poor ground conditions. A lot of the material had to be removed from site, as its condition meant we were unable to reuse it.

Most of the piles for the retaining wall have been installed, along with a number of panels. We are working on the drainage culvert, after which the final three piles will be installed.

We anticipate that the delays caused by having to remove all the material from the site, will ultimately push the completion of this site out into early August. We may also consider the impact on other sites near this one before we reopen the road.



Works progressing, once culvert works are completed the final three piles for the retaining wall will be installed at the far end of this site.



Retaining wall construction on the site on Scenic Drive, just past Arataki

Scenic Drive, Waiatarua (Elevation Site)

Road repair works have been completed at this site, and the road is open two way. We are pleased to have this important connection open for the community. We will complete a final road reseal when other works in this area are completed.

Final design plans are progressing for this site, this is a drainage solution. A series of fan drains will be installed to reduce pore pressures from within the slip. Residents that have properties within the slip site have been contacted and we are working on the fan drain option with them. This will only be resolved once property owners have been assessed within the buy back scheme, and any property owners who are eligible for buy-back have completed this process.

Scenic Drive, Titirangi

We started work on **27 February 2024**.

This site has had some more overslips occur – rocks falling from above, which we are investigating. We have had to close the pedestrian access due to this and other culvert works through the site. Pedestrians will need to go via Kohu Road.

We have also had an increase of vehicles breaking through the closure at Kohu Road, and complaints from public about unsafe driving on this one way section. Considering that children walk through this road to school, and the unsafe nature of vehicles breaking through the closure, we have had to install concrete barriers at the end of Kohu Road.

We have had security issues with people breaking into and going through the work site. We have notices posted, and will need to contact the police if this continues. Security is stationed after hours, and this will add additional cost to the works.

Within the closure there are three key sites:

- 1. Site RP0.75 (750m from Roundabout)** – all of the piles and anchors have been installed, and the team are installing the panels of the retaining wall and backfilling behind the retaining wall.

We are still working with Watercare to cap the existing redundant line below the slip.



2. Site RP0.80 (800m from Roundabout)

This site was discovered during the works, and there is likely to be an imminent failure or slip here. The ground under the road is likely to fail, and we will need to build a retaining wall of 74m long to protect this section of the road, before we can reopen the road.

This site will join up the two retaining walls at RP0.75 and RP0.90, this is in the last design phase, but the programme for works, including the manufacturing of the steel piles will push out the finish date of this site. At this stage we anticipate that this road will now be closed until mid-October.

3. Site RP0.90 (900m from the Roundabout)

The base for where the piles will be installed has been completed and piling has started.



RP0.90 Scenic Drive Titirangi

Scenic Drive (near to the Auckland City Lookout)

We are currently working through the soil nail design, a programme start date has not been confirmed but is looking at late June 2024.



Scenic Drive RP6.58 (Site 6 - 3.0km west of Shaw Road)

Design is currently underway for this large slip; The expected solution is to construct a steel cantilever retaining wall. There is also some damaged stormwater assets, which contributed to the slip, that will also be repaired at the same time.

During the works Scenic Drive will remain closed at this location. Residents access will be maintained either side.



Scenic Drive RP6.735 (Site 8 - 3.3km west of Shaw Road)

Design is currently underway for this large slip; The expected solution is to construct a steel cantilever retaining wall.

During the works Scenic Drive will remain closed at this location. Residents access will be maintained either side.



Simpson Road

113 Simpson Road - The repair is in the design phase.

- A road subsidence has occurred and extended approximately 107m in total in length with 77m of significantly affected carriageway – Failing Retaining wall is located along the edge of the road on the downslope side.
- Cracks have been sealed and temporary traffic management in place until repairs are completed.

We will continue to monitor the site until permanent repairs start.



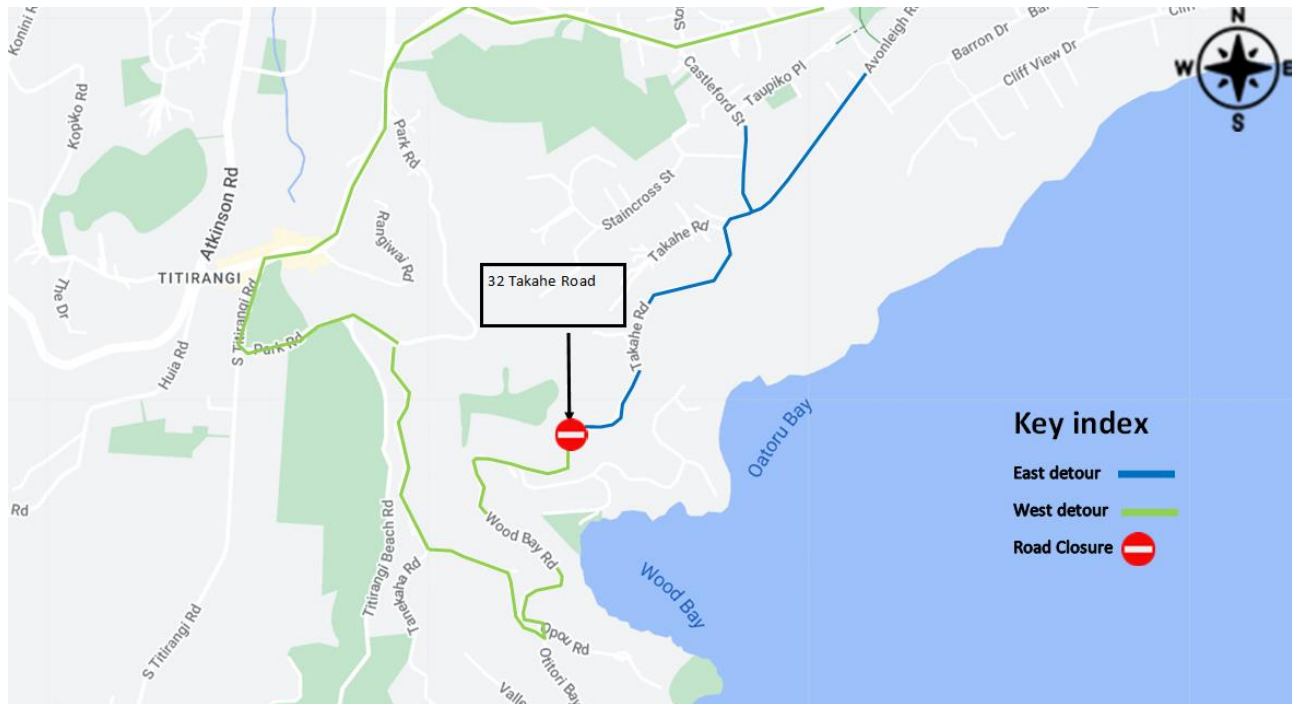
Simpson Road

Takahe Road, Titirangi

We anticipate works to repair the slip on Takahe Road will begin on Monday 17 June.

The road will be fully closed during the works at around number 32. A detour map is included below.

We expect the works to take about 12 weeks to complete (weather dependant).



Slip on Takahe Road

Te Henga Road

There is a slip on the side of the road. The road is open with one lane, give way rules apply.

The design of this repair needs to take into consideration the proximity of the power lines. Vector is going to be working on the relocation of the power lines on 14-15 June.



Slip on Te Henga Road, near number 74

Titirangi Beach Road

Titirangi Beach Road repairs have been completed, with a few minor finishing touches we are working on. Many thanks to the community for your patience through the works.



Timber retaining wall on Titirangi Beach Road

Wairere Road

We have reviewed the geotechnical testing that was completed at this site and are working on a repair that we will be planning to start now that Caton Road is completed.

The proposed repair is to dig out the failed section of road and reconstruct it along with upgrades to adjacent drainage.



Wairere Road slip site

Woodlands Park Road, Waima

At the end of 2023 we were completing further geo tech testing in the slips. We are currently in the design phase of the repair for Woodland Park Road.

As this road is currently a part of the detour route for the works on Scenic Drive, the repair work for Woodlands Park Road will be scheduled once Scenic Drive, Titirangi is completed.



Woodlands Park Road slip site

Yelash Road, Massey

Multiple underslips have occurred along Yelash Road near property number 13. The stream and a couple of culverts have been worked into the design which includes building a rock buttress.

We are in communication with the property owner, as their accessway is right next to these works.



Slip repair underway on Yelash Road