

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, 6 June 2024, commencing at 10.15am.

PRESENT

Chairperson: Greg Presland
Members: Michelle Clayton
Mark Allen
Linda Potauaine (*Until 3.21pm*)
Liz Manley
Sandra Coney

Apologies:

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

Workshop Item	Summary of Discussions
Making Space for Water and Healthy Waters update Elizabeth Johnson, Principal HW Strategic programme Nick FitzHerbert, Team Leader Relationship Advisory 10.15am – 11.00am	Board provided with an update on the Making Space for Water Programme.
Readiness and Response Plan Bex Ah Fook, Senior Community Planning and Readiness Zoe Marr, Community Planning and Readiness Manager 11.00am – 12.00pm	Staff led the discussion on the Readiness and Response Plan to gather feedback and insights from the Board.
Draft Waste Management and Minimisation Plan (WMMP) 2024: summary of submissions Tania Utley, Senior Waste Planning Specialist 12.00pm – 12.45pm	Board was briefed on key proposals of the Draft Waste Management and Minimisation Plan (WMMP), along with public views on those proposals, before providing their feedback on the draft plan.

Workshop Item	Summary of Discussions
<p>Local Board input to the Draft Regional Land Transport Plan (RLTP) 2024-2034</p> <p>Brett Lane, Senior Local Board Advisor</p> <p>1.30pm – 2.30pm</p>	<p>Staff guided the discussion on the Draft Regional Land Transport Plan (RLTP) 2024-2034 to help the Board formulate its initial feedback.</p>
<p>2023-2024 Work Programme Community Leases</p> <p>Amirah Rab, Community Lease Specialist</p> <p>2.30pm – 3.27pm</p>	<p>Board provided with an update on community leases on the 2023-2024 Work Programme including a potential EOI, reduction of leased area for one site, as well as the new rental changes.</p>

The workshop concluded at 3.27pm.

Making Space for Water

Elizabeth Johnson – Governance Principal, Healthy Waters

Waitākere Ranges Local Board – 6 June 2024



Workshop purpose

Update on categorisation progress in Waitākere Ranges Local Board area

Physical works in the board area

Working with community and Māori



Categorisation Update

2795 homeowners have voluntarily opted into the categorisation process regionwide

405 of these are in Waitākere Ranges Local Board

People can opt-in until **30 September 2024**



Making space for water initiatives

Operations and maintenance

- Increased maintenance
- Flood intelligence

Neighbourhood solutions

- Community led flood resilience
- Stream rehabilitation
- Blue-green networks
- Rural settlements

Site specific interventions

- Overland flow path management



Porters Stream

- Improve access to inlet for blockage removal
- Creation of green space
- Channel and culvert improvements
- Pipe renewal under industrial area
- Managed through usual project process (not MSFW)
- Design and consent expected to be ready by 2025



Birdwood Rd/Swanson Scenic Reserve

- 11 properties categorised, 6 are category 3
- Increased detention or stream capacity would reduce downstream impact
- Planned works for Tranche 2, construction from 2027
- Seek local board views on land use, given proximity to Swanson Scenic Reserve
- Encourage local board input on the Future land use strategy



Working with community

- Recovery Office navigators are still available to provide support to people
- Current communications campaign to encourage preparedness
- Sharing advice on reducing individual and property risk
- Actively promoting voluntary buy-out process



Urlich Reserve

- Community stream clean ups on 9 May and 26 May
- Mulching debris, rubbish clean up from stream
- Benefits for Waimoko Stream
- HW will support EcoMatters to repeat every 3 months



Working with Māori

- MSFW has identified opportunities to work with Māori across all initiatives
- One marae in Waitākere Ranges local board
- Connecting with communities, building marae resilience, local employment



BAU flooding projects

- Puketaha Road outlet renewal
- Waikumete Cemetery pipe renewal
- 50 Kaurilands Road and 54 Meadowvale Rise flood mitigation and critical asset renewal
- Albionvale pond renewal
- Osman Street flood mitigation



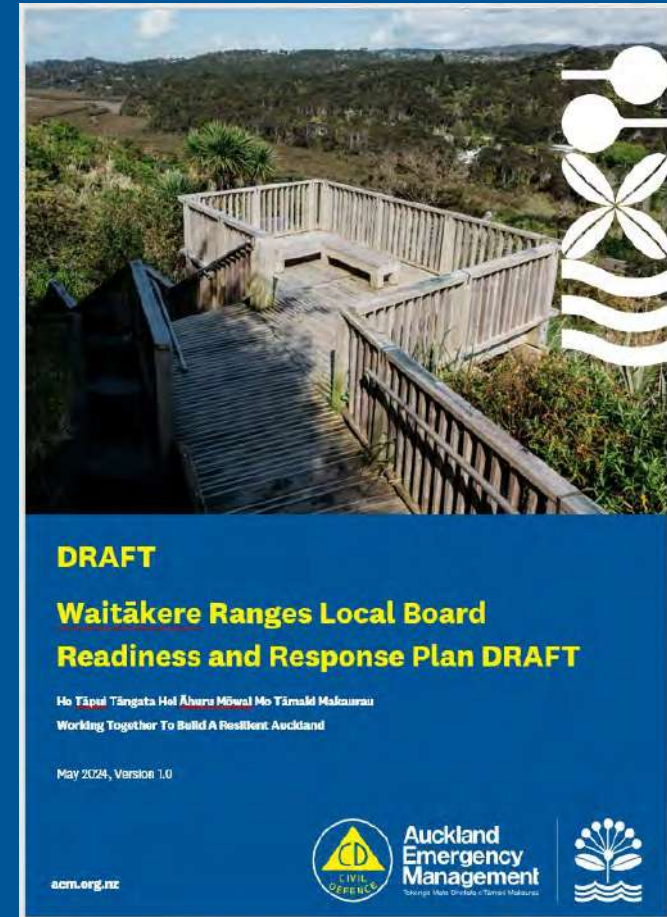


Waitākere Ranges Local Board Emergency Readiness and Response Plan Workshop 2

Bex Ah Fook

Senior Community Planning & Readiness Advisor

June 2024



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Workshop purpose

- To introduce the draft content for the Waitākere Ranges Local Board Emergency Readiness & Response plan and seek feedback on:
 - hazards likely to affect the Waitākere Ranges Local Board area
 - the provisional Civil Defence Centres and potential Community Emergency Hubs for the Waitākere Ranges community.
- To identify key community groups willing to engage and provide feedback on the plan.



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Proposed timeline for Plan development

March

Workshop 1

Introductory workshop with Local Board

Purpose

- To agree approach
- To nominate working group or lead.

June

Workshop 2

Purpose

- To workshop draft Readiness & Response plan and receive feedback
- To identify key community groups to test plan with.

August

Workshop 3

Purpose

- To agree final draft Readiness & Response Plan.
- To agree communication plan.

October

Business meeting

Purpose

- To adopt Readiness & Response plan.
- Commence community engagement as per Communication and Engagement Plan.

Drafting of Readiness & Response Plan

Local Board Working Group (Senior AEM Advisor, LB ER&R Lead/s, Senior Local Board Advisor, Connected Communities representatives)



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Draft content – Local Board Readiness & Response Plan



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Local Board Emergency Readiness & Response Plans - Purpose

- A publicly available, community facing document that provides information on:
 - how people living and working in the Local Board rohe can prepare for emergencies.
 - localised procedures and advice to prepare and respond to specific hazards faced by this local board.
 - what to do and where to go in an emergency response.



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BROADER EMERGENCY MANAGEMENT SYSTEM
 — emergency services — lifelines — health providers — welfare services —

The 4 Rs across Auckland Council

REDUCTION

- Strategies and plans, for example:
- Auckland Plan
 - Te Tāruke-ā-Tāwhiri
 - Future Development Strategy
 - Water Strategy
 - Infrastructure Strategy
 - Natural Hazard Risk Management Action Plan

Tools, including:

- Legislative
- Non-statutory
- Communication

RECOVERY

Medium to large scale recovery coordination across recovery environments and sector groups: Economic, Social, Built and Environmental



READINESS

- Operational
- Planning
 - Training
 - Exercises
 - Multi-agency groups
 - Equipment
 - Preparations for recovery
- Community
- Public awareness
 - Empowering communities
 - Individuals, whānau, businesses

RESPONSE

- Monitoring and initial action
- Warning and alerting systems
- Lead and support agencies
- Declarations
- Apply Coordinated Incident Management System to emergency events



Collaborative research forums

Consultation in related plans and strategies

Communication and public education

CDEM induction and CIMS training as required

Auckland Council Emergency Support

Recovery planning and coordination of small scale recovery

Community and business resilience

Risk assessment

Operational maintenance

Asset remediation

— mana whenua and mātāwaka — the community —

The 4 Rs of Emergency Management



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Contents

- Key Contacts & Emergency Information
 - Auckland Emergency Management
 - Radio Stations (for emergency information)
 - If you need to evacuate
 - Accident and Urgent Care Clinics
 - Report a Problem
- Top Tips to Get Ready
- Top Tips to Get Through
- Contents
- Introduction
- Civil Defence and Emergency Management
- Roles in an Emergency
- Emergency Management Plans
- Whau Community
- Reduction
- What is reduction?
- Why is reduction important?
- Roles in Reduction
- Readiness
- What is readiness?
- Why is readiness important?
- Roles in Readiness
- Know Your Hazards
- Household Plans
- Plan your evacuation routes
- Keep Emergency Supplies
- Keep Spare Cash
- Prepare Grab Bags
- Check your Insurance
- Know your neighbours
- Community Ready
- Work (Business) Ready
- Storm and Flood Ready
- Earthquake Ready
- Volcano Ready
- Wildfire Ready
- Response
- What is response?
- Why is response important?
- Roles in Response
- Stay informed before, during and after an emergency
- How to Evacuate and Where to Go
- Recovery
- What is recovery?
- Why is recovery important?
- Roles in Recovery
- Stay Informed
- Medical help and advice
- Report a problem
- Housing assistance
- Financial assistance
- Insurance
- Toilet facilities
- Waste management
- Security and crime prevention
- References
- Appendix 1 - Useful Links
- Appendix 2 - Make A Plan**
- Appendix 3 - Hazard Factsheets
 - Electricity Outage
 - Flooding
 - Severe storm
 - Thunderstorms and Tornado
 - Landslides
 - Coastal Inundation
 - Volcano
 - Earthquakes
 - Tsunami
 - Wildfires
 - Biological (Outbreaks, Epidemics, Pandemics)

DRAFT Emergency Readiness & Response Plan - contents



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The hierarchy of plans



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Hazards



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Hazard (In no order)	Likelihood	Consequence	Risk Rating
Earthquake	Unlikely	Major	High risk
Tsunami	Unlikely	Major	
River flooding (catchment flooding)	Possible	Moderate	
Widespread severe storm	Possible	Moderate	
Human Pandemic	Possible	Moderate	
Severe thunderstorm / tornado	Likely	Minor	
Electricity supply failure	Possible	Moderate	
Volcanic eruption - Auckland Volcanic Field	Rare	Major	Medium Risk
Volcanic eruption - distant source	Rare	Moderate	
Animal pest / disease	Possible	Minor	
Plant pest / disease	Possible	Minor	
Urban flooding (flash flood)	Possible	Minor	
Drought	Possible	Minor	
Fire - built environment / structure fire	Possible	Minor	
Fire - vegetation / wildfire	Possible	Minor	
Fuel supply failure	Possible	Minor	
Hazardous substance event	Possible	Minor	
Heatwave	Possible	Minor	
Marine pollution incident	Possible	Minor	
Storm surge	Possible	Minor	
Water supply failure / contamination	Possible	Minor	
Cyber attack	Possible	Minor	
Civil unrest	Unlikely	Minor	Low risk
Terrorism	Unlikely	Minor	
Mass transport accident	Unlikely	Minor	
Dam failure	Rare	Minor	

Hazards and risks in Tāmaki Makaurau

Tāmaki Makaurau Auckland
 Civil Defence and Emergency
 Management Group Plan
 2024 – 2029



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Specific hazards in Waitākere Ranges

- Flooding
- Coastal inundation
- Land instability
- Tsunami
- Severe thunderstorms
- Electricity supply failure
- Wildfire



LEGEND

	Flood plains Areas predicted to be covered by flood water during heavy rain
	Flood prone areas Low-lying areas where water can become trapped and collect during heavy rain, especially if the stormwater outlet is blocked or reaches capacity.
	Overland flow paths The route water will naturally take across the ground during heavy rain when the stormwater network is at capacity, or where there is no stormwater network.
	Coastal inundation Coastal areas predicted to be covered by sea water during large storms.



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Updated tsunami modelling



Tsunami Evacuation Zones

- Red shore and marine threat zone
- Yellow land threat zone

Updated on 1 February 2024

Two zones:

- Red shore and marine threat
- Yellow land threat zone

Zones reflect the National Warning Messages issued by the National Emergency Management Agency

The new models show the area of Auckland at risk from damaging tsunami waves is less than previous modelling.





Civil Defence Centres & Community Emergency Hubs



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Civil Defence Centres

Welfare Services in an Emergency Director's Guideline [DGL 11/15] NEMA

- A Civil Defence Centre (CDC) is established and managed by Auckland Emergency Management during an emergency to support those affected by the emergency.
- CDCs may be used for any purpose, including the provision of shelter, an information point and delivery of welfare services e.g.
 - Provision of immediate shelter and food,
 - Representatives from the Ministry of Social Development or the Insurance Council.



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Community Emergency Hubs

- Community groups can stand up quickly in response to an emergency happening in their immediate location, and provide basic services e.g. shelter and communication
- Many rural/coastal communities are prone to isolation. Auckland Emergency Management are having ongoing discussions with these vulnerable communities to address their specific concerns particularly around communication and providing updates into the Emergency Coordination Centre during an emergency.



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Civil Defence Centres and Community Emergency Hubs



Civil Defence Centres

- Ceramco Park Function Centre
- Titirangi War Memorial Hall

Community Emergency Hubs

- Anawhata Resilience Planning Group
- Karekare Resilience Group
- Laingholm Community Resilience Group
- Piha Residents' Association
- Te Henga Bethells Beach Emergency Resilience Group
- Waiatarua Ratepayers' Committee

Community Resilience Groups

- Cornwallis Resilience Group
- Henderson Valley Resident's Association
- Oratia Community Patrol





Engagement with community resilience groups



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Engagement on Local Board ER&R Plan

- Senior Community and Readiness Advisor will engage with community groups through the development of the Local Board ER&R Plan.
 - Te Henga Bethells Beach Emergency Resilience Group
 - Visionwest Community Trust
- Community feedback will be presented at workshop 3 in August.
- Auckland Emergency Management to present the ER&R Plan template to the Auckland Council Ethnic, Pacific, Disability, Youth, Senior and Rainbow diversity panels for feedback



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Next steps



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Next steps:

- Senior Community Planning and Readiness Advisor to engage key community resilience groups to seek feedback on the ER&R Plan.
- Auckland Emergency Management to present the ER&R Plan template to the Auckland Council Ethnic, Pacific, Disability, Youth, Senior and Rainbow diversity panels for feedback.
- Senior Community Planning and Readiness Advisor to present the final draft Waitākere Ranges Emergency Readiness and Response Plan at workshop three in August together with feedback from nominated community resilience groups and Auckland Council diversity panels.



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Memorandum

Thursday 6 June 2024

To: Waitākere Ranges Local Board

Subject: Waitākere Ranges Local Board Emergency Readiness and Response Plan

From: Bex Ah Fook, Senior Community Planning and Readiness Advisor, Auckland Emergency Management

Contact information: bex.ahfook@aucklandcouncil.govt.nz

1 Purpose

- 1.1 To introduce the Draft Waitākere Ranges Local Board Emergency Readiness and Response Plan and seek feedback on:
- hazards likely to affect the Waitākere Ranges Local Board area
 - the proposed Civil Defence Centres within the Waitākere Ranges Local Board area
 - key community emergency resilience groups that the Local Board would like to invite into the process for preparing the Local Board Emergency Readiness and Response Plan.

2 Summary

- 2.1 The Waitākere Ranges Local Board provided support for the development of a Waitākere Ranges Local Board Emergency Readiness and Response Plan.
- 2.2 The purpose of the plan is to provide information for people living and working in Waitākere Ranges to prepare for emergencies, provide information on what to do and where to go during an emergency response, and identify localised hazards and procedures specific to this local Board.
- 2.3 The hazards identified specific to the Waitākere Ranges Local Board are tsunami, flooding, severe thunderstorm, electricity supply failure and wildfire.
- 2.4 There are two provisional Civil Defence Centres currently in the Waitākere Ranges Local Board. These centres are located at Ceramo Park Function Centre and Titirangi War Memorial Hall.
- 2.5 A number of community groups within the Waitākere Ranges Local Board provide valuable support during an emergency. These groups are at varying stages of their emergency readiness planning with some having identified venues for Community Emergency Hubs or Evacuation Centres.

3 Context

Waitākere Ranges Local Board Readiness and Response Plan

- 3.1 Auckland Emergency Management is assisting 20 local boards to develop an Emergency Readiness and Response (ER&R) Plan for their local area (noting Aotea/Great Barrier Island Local Board already has an existing emergency plan).

- 3.2 At the 14 March meeting with the Waitākere Ranges Local Board this project was introduced, and the local board supported the proposed approach to developing the Waitākere Ranges ER&R Plan. The approach is to develop the plan over three workshops before the final ER&R Plan is adopted at the Business Meeting in Q2 FY24/25. This is workshop two of three.
- 3.3 The Waitākere Ranges Local Board ER&R Plan has been designed to follow the 4Rs Emergency Management Framework: reduction, readiness, response and recovery. This framework is the New Zealand integrated approach to emergency management and aligns with the Tāmaki Makaurau Auckland Civil Defence and Emergency Management Group Plan 2024-2029.
- 3.4 Figure 1 explains the 4Rs of emergency management and how they are applied across Auckland Council.

Figure 1: The 4 Rs of Emergency Management



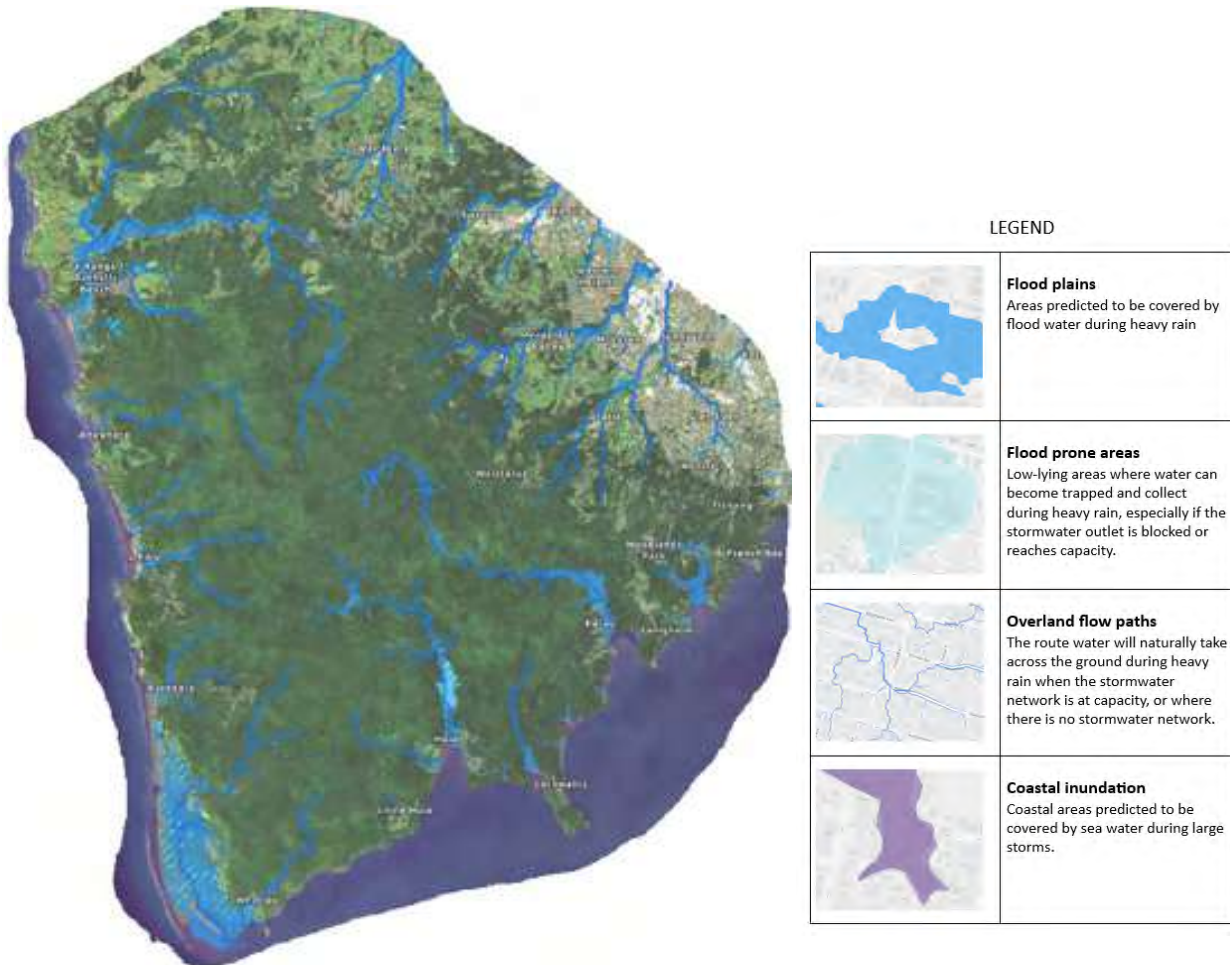
- 3.5 The ER&R Plan will contain important information about:
- hazards likely to impact the Waitākere Ranges community
 - where to seek information during an emergency event
 - Civil Defence Centre and Community Emergency Hub locations
 - how individuals, community groups and businesses can prepare themselves for an emergency.
- 3.6 Under each section (reduction, readiness, response and recovery) information is provided about the roles and responsibilities of the Auckland Council Group, Auckland Emergency Management and the Waitākere Ranges Local Board. For example, Auckland Emergency Management leads in the readiness and response phases, while the wider Auckland Council Group has responsibility in the reduction space. The lead in the recovery phase is dependent on the scale of the recovery required. There are a range of areas where we take collaborative action across council. For further information about the role of local board members refer to the [Emergency Management Elected Members' Guide](#) (July 2023).
- 3.7 In a community, the 4Rs are the foundations for developing resilience. Aucklanders are encouraged to develop emergency plans for their home and business using the information in the Waitākere Ranges Local Board ER&R Plan.

4 Discussion

Hazards and risks

- 4.1 The Hazard Risk Rating Tool from the Tāmaki Makaurau Auckland CDEM Group Plan 2024–2029 introduces Auckland's hazardscape which consists of 27 hazards. The risk scores for the 27 identified hazards were calculated and their risk rated (refer Attachment 2). Seven of the 27 hazards are identified as high risk. They include earthquakes, tsunami, river flooding (catchment), widespread severe storm, human pandemic, severe thunderstorm / tornado and electricity supply failure.
- 4.2 The Waitākere Ranges Local Board rohe/region extends from Whatipu and Titirangi in the south, to Waitākere and O'Neill Bay in the North. It is dominated by the rugged topography of the Waitākere Ranges with seven per cent of the catchment urbanised.
- 4.3 Impacts from climate change were assessed as part of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. Areas subject to climate impacts include Piha with areas vulnerable to coastal inundation and flooding, and Laingholm Bay that is vulnerable to coastal inundation. Glen Eden was identified as having low capacity to adapt to climate change.
- 4.4 The hazards identified specific to the Waitākere Ranges Local Board based on past events and data modelling are tsunami, flooding, severe thunderstorm, land instability, wildfire and lifeline infrastructure failure (cellular network, roading, electricity). Some communities are also prone to isolation due to the limited roading links.
- 4.5 Auckland Council's [Flood Viewer](#) tool provides valuable information to understanding what areas are within the flood plains, flood prone areas, overland flow paths, and coastal inundation areas. Figure 2 shows a snapshot of the flood viewer tool for the Waitākere Ranges Local Board area.

Figure 2 Snapshot of the flood viewer tool for Waitākere Ranges Local Board area.



4.6 Figure 3 shows the new tsunami modelling, which was released on 1 February 2024. The new maps comprise two zones: a shore and marine threat zone (in red) and a land threat zone (in yellow). These zones reflect the National Warning Messages issued by the National Emergency Management Agency during tsunami emergencies to make it clear what areas are expected to be impacted. The new models show the area of Auckland at risk from damaging tsunami waves is less than previously expected. This is particularly the case for the west coast beaches, where impacts are now expected to be mostly confined to shore and marine areas.

For further hazard maps and information refer to the [Auckland Hazard Viewer](#).

Figure 3 Tsunami Evacuation Map



Civil Defence Centres

- 4.7 A Civil Defence Centre (CDC) is a facility that is established and managed by Auckland Emergency Management during an emergency to support individuals, families/whānau, and the community. Civil Defence Centres are open to members of the public, and may be used for any purpose, including the delivery of welfare services to the affected community and providing shelter and information.
- 4.8 In the Waitākere Ranges Local Board area, there two provisional Civil Defence Centres. These centres are listed in the table below.

Provisional Civil Defence Centre	Address
Ceramco Park Function Centre	112-122 Glendale Road, Glen Eden
Titirangi War Memorial Hall	500 South Titirangi Road, Titirangi

Community Emergency Hubs

- 4.9 There are a number of active community groups who provide support to their local communities in an emergency. Due to many of the rural/coastal communities being prone to isolation, Auckland Emergency Management are having ongoing discussions with these vulnerable communities to address concerns particularly around communication and providing vital updates into the Emergency Coordination Centre during an emergency.
- 4.10 The following is a list of these community groups and the location of their Community Emergency Hubs (CEH) / Evacuation Centres if they have one.

Community Resilience Group	Location of CEH/Evacuation Centre
Anawhata Resilience Planning Group	Craw Homestead (to be reviewed)
Cornwallis Resilience Group	No facility
Henderson Valley Resident's Association	No facility
Karekare Resilience Group	Surf Club, Fire Station
Laingholm Community Resilience Group	Laingholm Village Hall
*Oratia Community Patrol NB. Further discussions required to understand future aspirations for this group	No facility
Piha Residents' Association	North Piha Surf Club, Piha Surf Club, Top of Piha Hill
Te Henga Bethells Beach Emergency Resilience Group	Beach Surf Club, Bethells Cottages, Te Henga Farm, Te Henga Studios, Aiwira Retreat, Karanga Camp, Golf Club
Waiatarua Ratepayers' Committee	Waiatarua Hall

4.11 We are seeking feedback on additional locations known to local board members, to address the gaps seen in Figure 4 below. While some locations may be impacted by specific hazards such as tsunami, in other emergency events they may be very well placed to support communities.

Figure 4 Provisional Civil Defence Centres and potential Community Emergency Hubs



Community and key stakeholder engagement

4.12 As a part of developing the ER&R Plan there is an opportunity to engage with key community groups with an interest in emergency readiness and response. The following groups have been identified for engagement:

- Te Henga Bethells Beach Emergency Resilience Group
- Visionwest Community Trust

5 Next steps

- 5.1 Senior Community Planning and Readiness Advisor to engage with key community groups for feedback on the ER&R Plan.
- 5.2 Auckland Emergency Management to present the ER&R Plan template to the Auckland Council Ethnic, Pacific, Disability, Youth, Senior and Rainbow diversity panels for feedback.
- 5.3 The final draft Waitākere Ranges Local Board Readiness and Response Plan will be presented to the local board along with feedback received from engagement activities with the Community Groups and diversity panels at Workshop 3 in August.

Attachments

Attachment 1 DRAFT Waitākere Ranges Local Board Readiness and Response Plan

Attachment 2 Auckland Hazard Risk Ratings

Hazard (in no order)	Likelihood	Consequence	Risk Rating
Earthquake	Unlikely	Major	High risk
Tsunami	Unlikely	Major	
River flooding (catchment flooding)	Possible	Moderate	
Widespread severe storm	Possible	Moderate	
Human Pandemic	Possible	Moderate	
Severe thunderstorm / tornado	Likely	Minor	
Electricity supply failure	Possible	Moderate	
Volcanic eruption – Auckland Volcanic Field	Rare	Major	Medium Risk
Volcanic eruption – distant source	Rare	Moderate	
Animal pest / disease	Possible	Minor	
Plant pest / disease	Possible	Minor	
Urban flooding (flash flood)	Possible	Minor	
Drought	Possible	Minor	
Fire – built environment / structure fire	Possible	Minor	
Fire – vegetation / wildfire	Possible	Minor	
Fuel supply failure	Possible	Minor	
Hazardous substance event	Possible	Minor	
Heatwave	Possible	Minor	
Marine pollution incident	Possible	Minor	
Storm surge	Possible	Minor	
Water supply failure / contamination	Possible	Minor	
Cyber attack	Possible	Minor	
Civil unrest	Unlikely	Minor	Low risk
Terrorism	Unlikely	Minor	
Mass transport accident	Unlikely	Minor	
Dam failure	Rare	Minor	



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Waitākere Ranges Local Board Readiness and Response Plan DRAFT

He Tāpui Tāngata Hei Āhuru Mōwai Mo Tāmaki Makaurau

Working Together To Build A Resilient Auckland

May 2024, Version 1.0

aem.org.nz



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Key Contacts & Emergency Information

Dial 111 for emergencies where there is serious, immediate, or imminent risk to life or property & request Police, Fire or Ambulance.

***If you have difficulty hearing or talking on the phone, register to use '111 TXT', the emergency texting service at <https://www.police.govt.nz/111-txt/how-register-111-txt>.**

*For Urgent Marine Assistance, contact Coastguard Marine Assistance on VHF Channel 16.

Auckland Emergency Management

Dial 0800 222 200 (emergencies only)	Website: www.aucklandemergencymanagement.org.nz Email: aeminfo@aucklandcouncil.govt.nz Social media: Facebook @aklcdem X (formerly Twitter) @AucklandCEM
Dial 09 301 0101 (other queries for Auckland Council)	Website: www.aucklandcouncil.govt.nz

Radio Stations (for emergency information)

- Radio New Zealand 756 AM or 101.4 FM
- Newstalk ZB 894 FM
- The Hits 97.4FM
- More FM 91.8FM

For elderly or people with disabilities

Taikura Trust (for those under 65) 0800 824 5872 | www.taikura.org.nz.

Whaikaha Ministry of Disabled People: 0800 566 601 | Text 4206 | contact@whaikaha.govt.nz

Te Whatu Ora (for older persons). Access this support through your GP or whānau/family doctor.

If you need to evacuate

Stay with whānau/family or friends or check which Civil Defence Centres or Community Emergency Hubs are open on social media channels, websites or radio channels (refer to [page 32-34](#) for more details on CDC/CEH).

Waitākere Ranges Civil Defence Centres (run by Auckland Emergency Management)

Name	Address	Services Provided & Accessibility
Ceramco Park Function Centre	112-122 Glendale Road, Glen Eden	
Titirangi War Memorial Hall	500 South Titirangi Road, Titirangi	

Waitākere Ranges Community Emergency Hubs (run by Community)

Name	Location	Services Provided & Accessibility
Titirangi Community House	500 South Titirangi Road, Titirangi	
Anawhata Resilience Planning Group	Craw Homestead (to be reviewed)	
Cornwallis Resilience Group	No facility	
Henderson Valley Resident's Association	No facility	
Karekare Resilience Group	Surf Club, Fire Station	
Laingholm Community Resilience Group	Laingholm Village Hall	
Oratia Community Patrol	No facility	
Piha Residents' Association	United North Piha Lifeguard Service , Piha Surf Club	
Te Henga Bethells Beach Emergency Resilience Group	Beach surf club, Bethells Cottages, Te Henga Farm, Te Henga Studios, Aiwira Retreat, Karanga Camp, Golf Club	
Waiatarua Ratepayers' Committee	Waiatarua Hall	

*Insert Map of CDCs & CEHs

Accident and Urgent Care Clinics

*Insert info

Report a Problem

Electricity and gas

If you can smell gas, dial Fire and Emergency NZ on 111 and then Vector on 0800 764 764. For outages and faults, go to: <https://www.vector.co.nz/personal/outages-faults> .

You can also report outages to your own electricity provider.

Flooding

In life-threatening situations, always contact 111.

Report any public stormwater network or private property flooding to Healthy Waters, Auckland Council: 09 301 0101.

If the flooding is on a highway or motorway, call Waka Kotahi | NZ Transport Agency on 09 969 9800.

Water and Wastewater

Report a fault to [Watercare](#) via Live Chat or call 09) 442 2222 and press 1.

Roads

For State Highways (Waka Kotahi): to report urgent issues, call 0800 44 44 49 or for non-urgent issues, go to <https://www.nzta.govt.nz/contact-us/email-us/state-highway-issue-or-feedback/>. Go to Waka Kotahi's journey planner to see if your journey may be disrupted: <https://www.journeys.nzta.govt.nz/journey-planner>.

For Auckland roads (Auckland Transport): to report urgent issues, call 09 355 3553, or for non-urgent issues, go to: <https://contact.at.govt.nz/?cid=cc9a9258-7450-ec11-8f8e-002248181b18>.



Top Tips to Get Ready

- ✓ Know Your Hazards

Check Auckland Emergency Management's Hazard viewer for your whare/home, work & school.

- ✓ Household Plans (including evacuation plans)

Make a household plan with key contacts and evacuation routes. Make sure everyone in your household knows the plan. Remember to include pets & animals!

- ✓ Keep Emergency Supplies

Keep emergency supplies in your home and in your car, for a list of recommended emergency items click here

- ✓ Keep Spare Cash

Keep cash for when the electricity is down, and ATMs/card readers cannot be used.

- ✓ Prepare grab bags

For each person, to be used if you need to evacuate. What's in a grab bag? Click here:

- ✓ Check Your Insurance

Check you are well-covered for disasters and keep electronic & hard copies.

- ✓ Know Your Neighbours

Share your contact details & household plans to support each other during an emergency.

- ✓ Community Ready

Get connected to your community & know your community's emergency plan.

- ✓ Work Ready

If you own a business, make a plan & keep essential supplies.

- ✓ Get Hazard Ready including: Storms and floods, landslide, earthquake & volcano.

Get your home and land ready for emergencies.

Top Tips to Get Through

- ✓ Stay Informed

Radio stations | Auckland Emergency Management website/Facebook/X | National Emergency Management Agency website/Facebook/X | Emergency Mobile Alert (EMA) | Met Service app/website

- ✓ Know how to evacuate and where to go

Know the location of your nearest Civil Defence Centres in case you need to evacuate. Community Emergency Hubs may also open in your area. Check radio stations and Auckland Emergency Management website/social media to see what locations are open.

- ✓ Stay connected to your whanau/family and friends

Use text & social media, during an emergency, calls to phone lines may be down.



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Introduction

This plan has been prepared in collaboration between Auckland Emergency Management (AEM) and the Waitākere Ranges Local Board. It is intended to be a guide and to support families, communities and businesses living and working in the Local Board rohe/region, to help respond to emergencies. This plan provides local information and advice to support the community to prepare and respond to hazards faced by our local board area. A hazard is something that has the potential to adversely affect our people, property, economy, environment, or other assets that we value. Hazards are assessed based on their likelihood of occurrence and their resulting impacts.

Auckland's sub-tropical climate and latitude means we see our share of severe weather, and a changing climate will increase this risk. Aotearoa New Zealand is in a geologically active location, being on the boundary of two tectonic plates provides a range of hazards. Tāmaki Makaurau Auckland is above (within) the Auckland Volcanic Field and is also at risk from the effects of earthquakes outside of our region.

The Waitākere Ranges Local Board rohe/region **is** extends from Whatipu and Titirangi in the south, to Waitākere and O'Neill Bay in the North. It is dominated by the rugged topography of the Waitākere Ranges with seven per cent of the catchment urbanised. The types of hazards that might be experienced in the Local Board region/rohe include, but aren't limited to:

- Flooding
- Severe Storms, Thunderstorms and Tornadoes
- Landslides
- Coastal Inundation
- Earthquakes
- Tsunamis
- Volcanoes
- Wildfire
- Biological (e.g. pandemic)

This plan aims to give advice on how to REDUCE the impact of an emergency, be READY for an emergency with the confidence that you know how to RESPOND and know what to do when something unexpected happens. It also includes tips that will help you, your community or business start the RECOVERY journey after an event. In Appendix 3 of this plan, there are Hazard Factsheets, where you can find out information about what to do in specific emergencies. This is not a definitive list of hazards, and it is important to be prepared for the unexpected.

Civil Defence and Emergency Management

Civil Defence and **emergency management** is a community of government organisations and community groups such as, MetService, Vector, Waka Kotahi, Auckland Transport, Watercare Emergency Services, Health NZ/Te Whatu Ora who work together to help our communities get ready and to support our communities to get through in an emergency. Civil Defence is vital to keeping our communities safe and is most effective when we all play our part. Being in a well-informed position to look after your family/whānau, household or employees is equally as important as the emergency services attending to urgent calls.



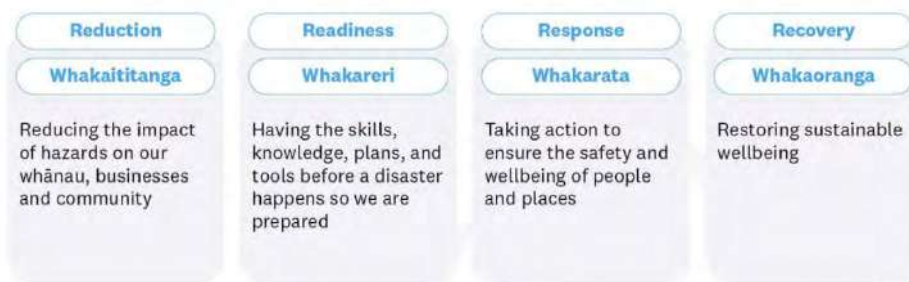
Auckland Emergency Management is a part of Auckland Council and works in partnership with emergency services and other organisations to ensure effective coordination of civil defence and emergency management within its area.

The aim of Auckland Emergency Management is to:

- understand Auckland's hazards and the risks they may pose
- coordinate all planning activities related to hazard and emergency management
- encourage cooperation and joint action within the region
- assist our communities to become more resilient to hazards and be prepared for emergencies.

You can read more about Auckland Emergency Managements role, in our Group Plan 2024 here:

Auckland Emergency Management provides a coordinated and integrated approach to the way significant risks and hazards are managed in the Auckland region, across the Four Rs:



In an emergency, Auckland Emergency Management coordinates the response from the Emergency Coordination Centre. Council staff will be deployed to assist in Civil Defence Centres, or alternatively support the coordination of the emergency. Some emergency responses will be led by the Ministry of Health (e.g. pandemics) or Fire and Emergency New Zealand (e.g. wildfires) and Auckland Emergency Management may assist in these situations.

Some emergencies need extra coordination and resources. In this case, a state of local emergency can be declared. A state of local emergency gives the relevant Civil Defence Emergency Management Group special powers to deal with the emergency. For very large widespread emergencies, the Minister for Emergency Management can declare a state of national emergency.

Not all emergency events are declared states of emergency, but that doesn't mean that authorities are not responding to the situation, and you may still need to take action to keep yourself and your whānau safe.

Roles in an Emergency

Communities, Whānau/Family & Individuals	Local Boards	Auckland Emergency Management	Auckland Council	Emergency Services (FENZ, NZ Police, St John's)
<p>The role of the community, or whānau, and individuals is to get prepared for emergencies and to support each other during preparedness and in a response. Some communities may stand up Community Emergency Hubs for their community to gather at during an emergency, others may offer spontaneous support by offering food, blankets or temporary shelter.</p>	<p>The Local Board's role involves assisting Auckland Emergency Management in encouraging household, community and business preparedness of people in their rohe/region. The Local Boards role is also to provide reassurance to communities and acts as an important link or information to flow between emergency management agencies and the community. It is also important that the Local Board lets the community know where to go for support and assistance.</p>	<p>Auckland Emergency Management is a part of Auckland Council and works in partnership with emergency services and other organisations to ensure effective coordination of civil defence and emergency management within the Auckland Region.</p>	<p>Auckland Emergency Management is a part of Auckland Council. Employees of Auckland Council are often deployed to Auckland Emergency Management during an emergency response. Auckland Council also provides other resources to support Auckland during an emergency.</p>	<p>Emergency Services such as, Fire and Emergency New Zealand, New Zealand Police and Hato Hone St John's are trained to respond in an emergency. Emergency Services and AEM work together during an emergency, and prioritise their response based on risk to life or property.</p>

Emergency Management Plans

The diagram below demonstrates how emergency management plans link together.

Diagram to be added*



The AEM Group Plan

Each Civil Defence Emergency Management Group (CDEM), in Aotearoa New Zealand is required to have a group plan. This plan is a statutory requirement under the Civil Defence Emergency Management Act 2002. The current plan was prepared by the Auckland CDEM Group and came into effect in March 2024.

The Group Plan presents the vision and goals of the Auckland CDEM Group for this period, how Auckland will achieve this vision, and a framework for measuring progress. It is designed to be the five-year plan for the Auckland CDEM Group, key partners and stakeholders involved in CDEM functions. It also provides the public with an understanding of the role they themselves can play in building individual and community resilience within the Auckland region.

Waitākere Ranges Local Board Plan

Local board plans are strategic three-year plans developed in consultation with the community. They set out the direction for the local area reflecting community aspirations and priorities, and guide:

- decisions on local activities, projects, and facilities
- local board input into the council’s regional strategies and plans
- how local boards will work with other agencies, including community groups, central government agencies and council-controlled organisations that play key roles in the area
- funding and investment decisions.

One of Waitākere Ranges Local Board objectives is “To enhance the health, wellbeing and resilience of local communities”.

(Waitākere Ranges Local Board Plan 2023).

The Local Board Emergency Readiness and Response Plan

The Local Board Emergency Readiness and Response Plan provides clarity to Local Board members, communities and Auckland Emergency Management about our responsibilities across the four R’s. It also includes information about how to prepare for emergencies, when to evacuate, and where to evacuate to.

Community Response Group & Community Hub Plans

The purpose of a Community Response [Resilience] Plan is to:

- Provide information that enable, empowers and supports individuals and communities to take ownership of their own emergency preparedness
- Increases the understanding of hazards and reduces the impacts to our communities.
- Promotes problem solving and encourages self-sufficient communities through strong social networks and a culture of mutual help and support.
- Reduces the reliance on first responder agencies and Auckland Emergency Management following an emergency.

(Community Resilience Planning – overview)

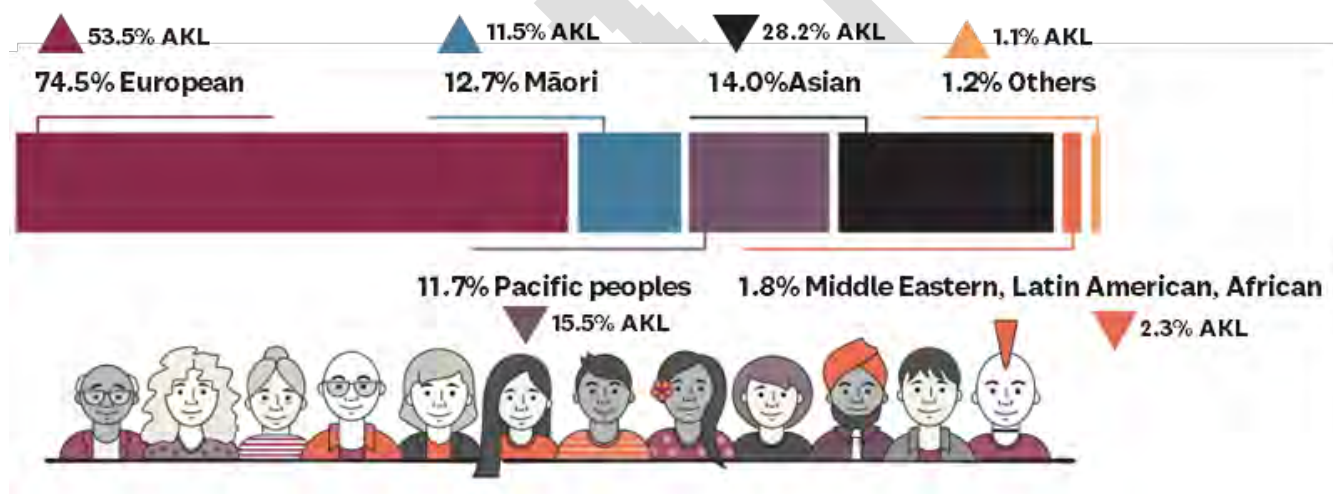
A Community Response Group may also have a separate Community Emergency Hub Plan which is likely to be an operational document for those members of the community who will provide a shelter for people to go to during an emergency.

Household or Business Emergency Plan

A household emergency plan lets everyone in your household know what to do in an emergency and how to get ready. Having a plan helps make actual emergency situations less stressful. Likewise, a Business Continuity Plan identifies how your business or organisation can keep its essential functions up and running during a time of disruption, or temporarily business operations safely if you need to do so.

Waitākere Ranges Community

The Waitākere Ranges Local Board extends from Whatipu and Titirangi in the south, to Waitākere and O’Neill Bay in the north¹. Titirangi and Swanson are on the urban fringe and Glen Eden and Sunnyvale are the bigger population centres².



NB. Census 2018 (Note: People could choose more than one ethnicity and categories are not exclusive so the percentage will add to more than 100)

At the 2018 Census there were 52,095 usual residents in Waitākere Ranges Local Board area. It is projected that the population of Waitākere Ranges will largely remain the same (up 0.2%) over the next 30 years.

The age profile of Waitākere Ranges residents are in line with regional averages. European is the largest ethnic group, followed by Asian which has increased by 68% since the 2013 census.

6,621 residents (13%) are Māori and they are younger, with a median age of 23.8 years compared to 36.8 years for the whole of Waitākere Ranges.³

¹ <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/waitakere-ranges-local-board/Pages/default.aspx>

² <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/waitakere-ranges-local-board/Documents/waitakere-ranges-local-board-plan-2023.pdf>

³ <https://aklcouncil.sharepoint.com/sites/who-we-are/SitePages/Strategic-Context-.aspx#our-people-%28wait%C4%81kere-ranges%29>

While disasters impact all individuals, they frequently highlight enduring inequalities faced by Culturally and Linguistically Diverse (CALD) communities (refugees, asylum seekers, tourists, international students, migrants with limited English, people with cultural or religious practice and beliefs that are not familiar to mainstream Aucklanders), those with limited financial means, females and **other marginalized** communities lacking sufficient power and resources. Auckland Emergency Management endeavours to empower these communities by offering resources in various languages, promoting accessibility of preparedness through essential messaging, access to phone interpreters at Civil Defence Centres, CALD function as part of the Emergency Coordination Centre and engaging with a diverse array of community leaders to identify strategies for reducing inequalities for those disproportionately affected by disasters.

Iwi, Māori and marae are an important fabric of our community. One of our Local Board's priority areas is ***insert Māori engagement section of LB plan***.



Reduction

What is reduction?

Risk reduction involves analysing risks to life and property from hazards, taking steps to eliminate those risks if practicable, and, if not, reducing the magnitude of their impact and the likelihood of their occurrence to an acceptable level.

Why is reduction important?

Reduction saves lives and property. If we know of a risk and it has not been acted on, one of the first questions asked after an incident is - why did we let this happen? Many things can be rebuilt or restored, but some losses are irreplaceable and can have a deep and lasting impact on communities, businesses and people’s well-being. Effective hazard risk management and reduction can help reduce long-term impacts, and support recovery after an emergency is over.” (Auckland Emergency Management Elected Member’s Guide)

Roles in Reduction

Community, Whānau & Individuals	Local Board	Auckland Emergency Management	Auckland Council
<p>Communities and businesses can play a part in reduction through understanding the hazards and risks within your local area, place of work, school, or anywhere else you regularly visit. Check the Auckland Hazard viewer).</p> <p>For example, communities can host events where they support those who are not able to clear their private drains and culverts to reduce the risk of flooding by keeping their drains clear, add permeable areas and manage water flow.</p> <p>And individuals and whānau can reduce the risk of landslides by getting advice from</p>	<p>We will:</p> <p>Educate and support the community through preparedness measures which in turn reduces their overall exposure to risk. Apply a long-term lens, beyond the current election term, into the future.</p> <p>These might include Neighbours’ Day events, stream plantings, food security projects, and active transport initiatives.</p>	<p>Auckland Emergency Management is working “with partners to promote region-wide hazard information across multiple platforms to improve knowledge and understanding of hazards. Providing warnings and alerting tools” (Group Plan).</p>	<p>There are many risk reduction initiatives across Auckland Council including the Making Space for Water programme led by Healthy Waters. This is a system of waterways and parks which will provide space for stormwater to flow thus reducing impacts of flooding where people live.</p> <p>The Plans and Places department are ensuring “planning instruments for the built environment are consistent with National Policy, informed by a robust understanding of current and expected future hazards and enable reduction” (Group Plan).</p>

professionals, control of
reduce the speed of
flowing water, and do
some planting on slopes.

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Readiness

What is readiness?

Readiness means we have a plan that will support Emergency Services and communities to have well-coordinated responses in an emergency before it happens. This helps to make sure we have fast, effective response efforts and that we all know what part we play in responding to an emergency.

Some things we do to be emergency ready:

- Identify resources.
- Designate roles and responsibilities.
- Create procedures.
- Organise activities, initiatives and education that improve disaster readiness in the wider community.
- Make sure we know where to evacuate to if we need to.
- Make sure we know how to keep informed.

Why is readiness important?

It is important to make emergency plans so when an emergency happens, we know what to do. If we knew about the risk in advance and didn't address it, people would ask, 'Why weren't we ready?' By being ready, we can further reduce the impact of an emergency and be able to recover faster and stronger." (Auckland Emergency Management Elected Member's Guide)

Roles in Readiness

Community, Whānau & Individuals	Local Board	Auckland Emergency Management
<p>Communities can assist with readiness by developing plans for themselves and their households, keeping enough emergency supplies to last seven days and knowing where your nearest evacuation centres are.</p> <p>Communities can support each other by getting to know your neighbours and discussing how you can support each other in response – especially those who may be disproportionately affected by disasters (e.g. elderly, people with disabilities, persons with English as a second language).</p>	<p>We will:</p> <p>Encourage our community to take action to prepare themselves.</p> <p>Promote events in our community that support emergency preparedness.</p> <p>Look for opportunities to build local resilience and support ideas and projects that encourage strong, positive and cooperative social connections.</p> <p>Use our local knowledge to identify community groups and partners who may be able to play a role during response and recovery.</p>	<p>Operational readiness includes development and refinement of contingency plans for dealing with our high priority hazards; plus, training and exercising for staff and key partners involved in responding to emergencies. Identifying and mitigating gaps within lifelines utilities (infrastructure and network operators e.g. energy, transport, water, telecommunications). Working with key stakeholders to identify potential welfare needs of communities as a result of emergencies, and plans on how to support those welfare needs.</p>

<p>Communities can develop community response plans and consider setting up Community Emergency Hubs as a place of shelters, connection and information during emergencies.</p> <p>Businesses can develop Business Continuity Plans to keep essential functions up and running during emergencies or disruptions.</p> <p>Individuals can join a range of organisations, such as FENZ, as volunteers to assist with the response efforts during an emergency. Training will be required with these organisations during readiness to ensure you have the skills and experience required to safely assist during a response.</p>	<p>Develop relationships and support local community organisations, networks and agencies who support community emergency preparedness and social and environmental well-being during an emergency event. They may be running community centres, marae, or religious centres, small local businesses or groups that gather to strengthen social connections.</p> <p>Work with Auckland Emergency Management to identify who in our community might be disproportionately affected by an emergency.</p> <p>Contribute to planning and participating in exercises or training held by Auckland Emergency Management to ensure you are familiar with your role in an emergency.</p> <p>Promote and attend local emergency planning events in our community. These could include response planning hui, business continuity and Kotahitanga workshops, community scenario exercises and community events that promote emergency awareness</p>	<p>Assisting community readiness includes training, scenario exercising, developing preparedness information, community planning, attending events and social media.</p>
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In an emergency, unless your whare/home is unsafe to stay in - stay at home. You may be stuck at your whare/home for several days.

This section will support you and your whānau/family to understand how to prepare for emergencies and what you might need to survive for three or more days without assistance.

Know Your Hazards

To see which hazards are most likely to impact your house/whare, workplace or school, check out the [Auckland Emergency Management Hazard Viewer](#) and [Auckland Council's Flood Viewer](#).

Appendix 3 includes local hazard information for our area, including helpful maps.

Household Plans

Every household plan will be different, because of where we live, who lives with us and who might need our help. You can use the Make a Plan template at Appendix 1, to make your household plan and tailor it to you and your whānau/family's needs. Add key contact details including your support network, your GP or other health providers.

- If you or someone you live or work with has a disability, consider specific needs or arrangements that may be required (see below for further tips)
- Consider more specific needs for your plan if you live in a [high rise building](#) or on a [lifestyle block](#).
- Identify a safe location in your where/home for you to gather in a severe storm, this should be away from windows, skylights or glass doors which can be broken by strong winds or hail.

You can involve children in planning for an emergency by giving them small tasks to do. For example, get them to check the date on your stored water or test the torch is working.

Talk to them in an honest, practical, and calm way about:

- **what might happen in an emergency,**
- **what you can do to keep safe, and**
- **what your plan is if you can't get to your where/home.**

This can help to reduce fear and anxiety and helps everyone know how to respond. The more involved children are in planning, the less scared they will be when an emergency happens.

When you're making your household plan, remember to include everyone. Think about the requirements of disabled people, older people, babies, young children, pets and other animals.

Tip: Email the plan to all your whānau/family and keep a copy on your fridge.

People with disabilities, who have medical conditions or who are elderly

Steps To Get Ready:

Talk with your household and your support network about:

- **the types of supplies you might need,**
- **the support you need,**
- **where you will go if you can't stay at your where/home and how you will get there.**

Think about what you will do if:

- **things have moved around or broken, or there is debris,**
- **familiar landmarks move or are destroyed,**
- **if your support workers were not able to assist you for a while,**
- **your service animal is hurt or too frightened to work.**

[Emergency preparedness information](https://getready.govt.nz/en/alternate-formats) is available in audio, large print and Easy Read at <https://getready.govt.nz/en/alternate-formats>.

Make sure you have any supplies you may need

In an emergency, roads and shops could close for days. Make sure you have supplies for at least seven days. Include any medicine or special equipment you may need.

- If you need to refrigerate your medical supplies, keep a smaller cooler bag and ice packs in the freezer.
- Wear a medical alert tag or bracelet so people can know what assistance you may need if you are not able to tell them.
- Know who to call for help if you are dependent on life-sustaining equipment or treatment that might not work in an emergency.

Check the plans for your whānau/family in aged-care facilities or supported living.

If you are medically dependent on electricity or water

If you need home dialysis, and a continuous supply of high quality water, please advise [Watercare](#).

If you have medical devices that need electricity, you must let your electricity retailer know.

If you are dependent on telecommunications, please speak with your health provider about what you should do in case of electricity outages.

If you are deaf or hard of hearing

Make sure you have a way to find warnings, information, and advice in an emergency

- Give your main support people a key to your house so they can alert you.
- Put a writing pad, pencils and a torch with batteries in your grab bag so you can communicate with others.
- Keep spare hearing aid batteries in your Grab Bag.

Videos in New Zealand Sign Language on hazards and emergencies in Aotearoa New Zealand are available at <https://getready.govt.nz/en/prepared/advice-for-disabled-people/deaf-or-hard-of-hearing/> and <https://www.aucklandemergencymanagement.org.nz/nzsl-25-signs-to-learn-for-emergencies> .

If you are blind or have a visual impairment

You may have to depend on others if you have to evacuate or go to an unfamiliar Civil Defence Centre.

- If you have a guide dog, make sure you have a grab bag for them with food, medications, vaccination records, identification and harnesses.
- Keep extra canes at your whare/home and in the workplace, even if you use a guide dog. Animals may become confused or disoriented in an emergency.
- Guide dogs can stay in emergency shelters with their owners.
- Mark emergency supplies with Braille labels or large print. Keep a list of your emergency supplies and where you bought them on a portable flash drive or make an audio file that is kept in a safe place where you can access it.

Listen to audio recordings about the hazards we face and emergency preparedness at <https://getready.govt.nz/en/prepared/advice-for-disabled-people/blind-or-visual-impairment/> and <https://www.aucklandemergencymanagement.org.nz/resources>.

If you have a speech disability

- If you use an augmentative communications device or other assistive technologies plan how you will evacuate with the devices or how you will replace equipment if it is lost or destroyed. Keep model information and note where the equipment came from (which provider, etc).
- Plan how you will communicate with others if your equipment is not working, including notebook and pen, laminated cards with phrases and/or pictogram.

If you have a mobility disability

- Show others how to assemble, disassemble and operate your wheelchair.
- Keep an extra mobility device such as a cane or walker if you use one.
- Keep a portable air pump for wheelchair tyres.
- If you use a seat cushion to protect your skin or maintain your balance, consider keeping an extra cushion on hand in case you need to evacuate.

If you have an intellectual disability

- Keep handheld electronic devices charged and loaded with videos and activities.
- Purchase spare chargers for electronic devices and keep them charged.
- Include a small pop-up tent with your Grab Bag to decrease visual stimulation in a busy room or to provide instant privacy.
- Include comfort snacks in your Grab Bag.
- Consider a pair of noise-cancelling headphones to decrease auditory stimuli and sunglasses to decrease visual stimuli.

If you or someone you support have a cognitive disability such as dementia

- Do not leave the person alone. Even those who aren't prone to wandering away may do so in unfamiliar environments or situations.
- If evacuating, help manage the change in environment by bringing a pillow and blanket or other comforting items they can hold onto.
- When at a Civil Defence Centre, try to stay away from exits and choose a quiet corner.

Pets & Animals

- **Ensure they are part of your plan and that you have extra supplies for them.**
- **Bring your pets indoors as soon as possible. Ensure you keep control of your pets by confining them to one room. Pets may try to run if they feel threatened. Keeping them inside and in one room will allow you to find them quickly if you need to leave.**
- **Have a pet carrier box and leash ready.**

- **Take your pets with you when you evacuate – if it is not safe for you, it is not safe for them. Leaving them behind may endanger you, your pets, and emergency responders.**
- **Consider an early evacuation of pets and other animals. Waiting to evacuate animals until the last minute can be fatal for them and dangerous for you.**
-

Plan your evacuation routes

If your whare/home, farm, kura/school, wāhi mahi / workplace, or any other place you frequently go is in a tsunami evacuation zone or at risk of flooding, you should plan an evacuation route.

Tip: know the emergency procedures and safe locations of your children's schools (plus the whānau/whānau/family reunification procedures).

- Your evacuation route needs to take you out of tsunami evacuation or flood zones. Even if you can't get out of your evacuation zone, go as far or as high inland as you can. Every metre makes a difference.
- You should be able to reach your safe location as soon as possible. Your safe location could be a friend or relative's house in short distance outside of the tsunami evacuation zones. In the case of tsunami, follow posted tsunami evacuation routes where present - these will lead to safety.
- Plan to evacuate on foot or bicycle if you can. After an earthquake, roads and bridges may be damaged or blocked. Plan different evacuation routes to account for this.

Tip: Practise your tsunami hīkoi.

A tsunami hīkoi is a walk that takes you along your tsunami evacuation route either inland or towards high ground. Being familiar with your route may save your life. Practising your tsunami evacuation route helps your muscle memory kick in when an event occurs, even in a very stressful situation.

Practise your evacuation walk to high ground or inland by foot or bicycle.

Make sure you can follow your route at night and during bad weather.

Know Where to Evacuate to

Find out where your Civil Defence Centres and Community Emergency Hubs are located. In an emergency check Auckland Emergency Management's social media, website and the key radio channels for which Civil Defence Centres and Community Emergency Hub's are open. For further information refer to [page 32-34](#); 'How to Evacuate and Where to go' for more details.

Keep Emergency Supplies

You probably have most of the [emergency supplies](#) you need already. You don't have to have them all in one place, but you might have to find them in a hurry and/or in the dark.

Emergency Supplies for your home/whare:

- ✓ Water for 7-14 days - make sure you have at least nine litres of water for every person. This will be enough for drinking and basic hygiene.
- ✓ Long-lasting food that doesn't need cooking, spare gas for your camping stove or BBQ (never use these indoors) and food for babies and pets. Include any dietary needs.

- ✓ Toilet paper, plastic bags and large plastic buckets for an emergency toilet.
- ✓ Unscented bleach (often the cheaper supermarket brands), cloths, and rubber gloves.
- ✓ Work gloves and a properly fitted P2 or N95 mask.
- ✓ Torches (instead of candles for lighting, to reduce fire risk) and spare batteries.
- ✓ Power bank (keep charged to charge mobile phones and rechargeable torches if the power is out for some time).
- ✓ Battery powered radio.
- ✓ First aid kit.

Tip: Your car can provide with radio for updates and a place to charge devices.

*If you have dietary requirements or food allergies, make sure you have enough food for up to seven days. You should also include snack food in your grab bag and make sure your meeting place is stocked with long-lasting, suitable foods.

*If you have asthma or a respiratory disorder, make sure your grab bag has masks and medication required. Emergencies like volcanic eruptions and earthquakes can make it harder to breathe.

Tip: Don't forget that you and your neighbours can help each other by sharing supplies too.

By looking after yourself and your household, you'll also be helping emergency services focus their limited resources on the people who need the most help.

How to Store Water for Emergencies

- Check expiry dates regularly on bottled water and if you choose to use your own storage containers, clean plastic soft-drink bottles are best.
- Do not use plastic jugs or cardboard containers that have had milk in them. Milk protein cannot be removed from these containers. They provide an environment for bacterial growth when water is stored in them.
- Thoroughly clean the containers with hot water. Don't use boiling water as this will destroy the bottle.
- Fill them to the top with regular tap water until it overflows. Add five drops of non-scented liquid household chlorine bleach per litre to the water. Do not use bleaches that contain added scent or perfume, surfactants, or other additives. These can make people sick. Do not drink for at least 30 minutes after disinfecting.
- Tightly close the containers using the original caps. Be careful not to contaminate the caps by touching the inside of them with your fingers.
- Place a date on the outside of the containers so that you know when you filled them. Store them in a cool, dark place.
- Check the bottles every 6 months. You can do this when the clocks change over at daylight savings. If the water is not clear, throw it out and refill clean bottles with clean water and bleach.

Keep Spare Cash

During emergencies, electricity outages may occur and ATM's plus EFTPOS machines may not work. Keeping spare cash is important so you can get necessary supplies.

Prepare Grab Bags

Grab bags can have:

- ✓ Trainers/walking shoes, warm clothes, raincoat, hat
- ✓ Water & snacks
- ✓ Hand sanitiser
- ✓ Power bank & phone charger
- ✓ Cash
- ✓ Photo ID
- ✓ Medications
- ✓ First aid kits
- ✓ Torch
- ✓ Battery radio
- ✓ Pet medication, food, carrier/leash
- ✓ Baby items (food, formula & nappies)



Have [grab bags](#) ready for everyone in your whānau/family. A grab bag is a small backpack with essential supplies that can be carried with you, if you need to evacuate.

If you have special dietary needs, make sure you have the food you need in your grab bag too.

Grab bags can and should be tailored to you and your whānau/family's needs, for children – you might want to pack a toy, book or something to keep them entertained. But remember you might need to evacuate on foot and carry your grab bag for a distance, so don't make it too heavy. Torch, battery radio and first aid kit could be per household, rather than for each grab bag.

Remember, you don't need extra supplies of each item... we understand it can be expensive, so let's get creative:

- When you evacuate, put on your trainers or walking shoes.
- Old warm clothes or blankets you are bringing to the charity shop or putting in the bin – chuck them in your grab bag or in the back of your car.
- Bought bottles of fizzy drinks for a party? Re-use the bottles for water!
- Some items you may still need to buy, but we don't need to buy it all at once. How about putting aside \$10 a week for a few weeks to build up your spare cash? Or buy an item or two of non-perishable foods.
- Keep your first aid kit and torch in the grab bag.
- Use your car radio or check if your neighbours have a radio where you can get key updates.

Tip: Plan ahead for what you will do if you are in your car when an emergency happens, you may be travelling away from your whare/home. A flood or major traffic accident could leave you stranded in your vehicle for some time.

Keep some essential supplies in your car for emergencies - and consider bringing your grab bag with you when you leave your home.

Keep up to date with weather and road information when planning travel.

Check your Insurance

Home and contents insurance is important to help assist you after a disaster. Private home insurance policy will also automatically provide coverage for land insurance ([EQCover](#)) with Toka Tū Ake EQC.

Regularly review your insurance. Remember to check what your policy does and does not cover, and whether you will have enough insurance to cover the costs of rebuilding your whare/home plus replacing your contents.

You are likely to have been sent your insurance documents via email. Consider keeping a hard copy in your grab bag (if electricity is out or cell towers are down).

Know your neighbours

Your neighbours are the closest people who can help you in an emergency. Getting to know the people in your street provides the first level of community support.

Now is a good time to connect so you'll be ready if a disaster situation occurs. It makes everyday life much more enjoyable! It's by doing things together that communities begin to thrive, adapt and get stronger:

- Share contact details with your neighbours so you can contact one another if an emergency occurs.
- Tell your neighbours about your emergency plan and ask about their plans.
- Find out who amongst your neighbours may be able to help you or may need your help in a disaster.
- Create a network with four other people where you will let each other know that a Civil Defence alert has been issued. Don't rely on one person.
- Other local organisations, such as [Neighbourhood Support](#) can help you get to know the people who live near to you.

Community Ready

When a disaster strikes, it is often community members who are the first to respond and help. Practical help for people in need comes mostly from neighbours, whānau and friends living nearby or existing local community groups, faith-based organisations and volunteer organisations, such as Neighbourhood Support, Lions, Rotary, Salvation Army, Residents Association or sports clubs. Further assistance can come from social or interest groups you identify with or belong to.

Emergency Services are better able to prioritise their disaster response work if communities also act for themselves and others. We need to work together for the safety and wellbeing of all.

No one knows your community better than you and the people in it. Auckland Emergency Management encourages all communities to come together and talk about how to get ready and plan what you will do during an emergency (AEM website – Community Ready).

Key Considerations for Communities

What resources does your community have? Consider places, spaces, assets, businesses, services, infrastructure, volunteer groups, community organizations?

What hazards are a big risk for your community, and what areas are particularly vulnerable?

How can you support your community for seven days without government help (food and shelter)?

How will you communicate with each other? (Remember to consider power outages)

Who in your community made need more support in an emergency (e.g. culturally and linguistically diverse (CALD), tourists, babies/children, elderly, people with disabilities), and how will you plan to support them?

Some community trusts have their own emergency guides, such as the [Resilient North Communities](#). Community Response [Resilience] Plans are published on [Auckland Emergency Management's website](#), alongside tips and templates on [community response planning](#) for communities who don't have plans. Contact aeminfo@aucklandcouncil.govt.nz for support with developing your community response [resilience] plans.

Work (Business) Ready

Auckland Emergency Management has provided 4 steps to being [Work Ready](#).

These steps are:

- Understand the risks to your business.
- Prepare for an emergency.
- Have a business continuity plan.
- Get involved in your community.

Visit the website to make sure your business is prepared for an emergency and your staff know what to do.

Some hazards need us to be prepared in different ways. This section will support you and your whānau/family to understand how to get ready for different hazards.

Storm and Flood Ready

- Go to [Flood Viewer](#) to understand how flooding might impact your area and how to stay safe during floods.
- Take photos of your rooms and outdoor areas, for insurance purposes.
- Move valuable and dangerous items, including electrical equipment and chemicals, as high above the floor as possible. Use watertight containers to store important items.
- Lift curtains, rugs and bedding off the floor.
- Bring inside or tie down anything that can be broken or picked up by strong winds or floods, such as outdoor furniture. If you have a trampoline, turn it upside down to minimise the surface area exposed to wind.
- Clear debris and leaves from external drains and gutters to prevent overflow or water damage in heavy rain.
- Remove any debris or loose items from around your property. Branches, firewood and loose items may become dangerous in strong winds or cause blockages if your property may flood.
- Move vehicles to higher ground.
- Moor boats securely or move to a designated safe location.
- Use rope or chain to secure boat trailers. Use tie-downs to anchor a trailer to the ground or to a building.

- If choosing to use sandbags to keep water away from your house or other buildings. Sandbags can be used to divert water away from your house, place of work or other buildings. Sandbags and fill material are available from retail hardware stores such as Bunnings or Mitre 10. They can be used to block doorways, drains, and other openings into properties, as well as to weigh-down manhole covers, garden furniture, and to block sink, toilet, and bath drains, to prevent water backing up.

*Please note, Auckland Emergency Management does not supply sandbags.

Sandbags require time and effort to fill and place, so they need to be filled and placed in advance of flooding, rather than in the middle of a flood or a storm to be effective. They also won't stop water coming from under a house, through floorboards or other access points.

Sandbags

If you don't have sand, any fine material including soil can be used. You can also use pillowcases as makeshift sandbags.

Filling the bags:

- **Fill bags with sand or any other fine material. Don't use gravel or rocky soils as they will let the water through.**
- **It's easiest if two people are involved - one to hold the bag and the other to shovel the sand in.**
- **Only fill bags to half or two-thirds full. This gives the sand room to expand as it absorbs the water.**
- **Don't tie or seal the bag when you put it in place, fold the flap into a triangle and tuck it under the bag.**

Placing the bags:

- **Clear any debris from the area where the bags will be placed.**
- **If you can, put a large sheet of heavy-duty waterproof plastic between the sandbags and the building or surface.**
- **Place your first row of sandbags lengthwise and flat to the ground, butting each end to the next, folding the open end of the sandbag underneath.**
- **Place bags in layers like a brick wall, overlapping each row. Place the second row of sandbags on top staggering the joints.**
- **Stamp bags firmly into place to eliminate gaps and create a tight seal.**
- **Bags can be placed like this to a height of three layers, if further height is required, place sandbags behind to add strength to your wall.**

Disposing of the bags:

Sandbags must be disposed of following use due to contamination, as they will rot if left in the sun, which can lead to blocking of drains.

Sand can be disposed of on your property by spreading on the grass in a high sun area. Any other form of granulate, such as, recycled aggregate needs to be disposed of in landfill.

You can take your debris and damaged items to a Waste Transfer station in Auckland. The closest to the Devonport-Takapuna Local Board rohe is North Shore Transfer Station, 117 Rosedale Road, Pinehill.

- **If you are unable to take it to a facility, please phone Auckland Emergency Management on 0800 22 22 00 so we can assess the best option for collecting your waste.**

Earthquake Ready

- Get your [Home Ready for earthquakes](#) by:
 - Blue Tack or Museum Wax to stick items onto shelves.
 - Strengthen materials used for hanging pictures/photo frames.
 - Restraints for TVs and heavy furniture.

Practise [Drop, Cover and Hold](#) at least twice a year. You can do this when the clocks change and by taking part in Aotearoa New Zealand [ShakeOut](#). It's important to practise the right action to take so that when a real earthquake happens, you know what to do.

Tip: Identify safe spaces to Drop, Cover and Hold within your whare/home, school, work and other places you often visit.

- Somewhere close to you, no more than a few steps away, to avoid injury from flying debris.

- Under a strong table. Hold on to the table legs to keep it from moving away from you.

- Away from windows that can shatter and cause injury. And from tall furniture that can fall on you. Protect your head and neck with your arms.

- Not in a doorway. In most whare/homes, doorways are not stronger than any other part of a house and a swinging door can cause more injury property during an earthquake as you may be at risk of falling debris - leave the building after an earthquake, if it is safe to do so.

Volcano Ready

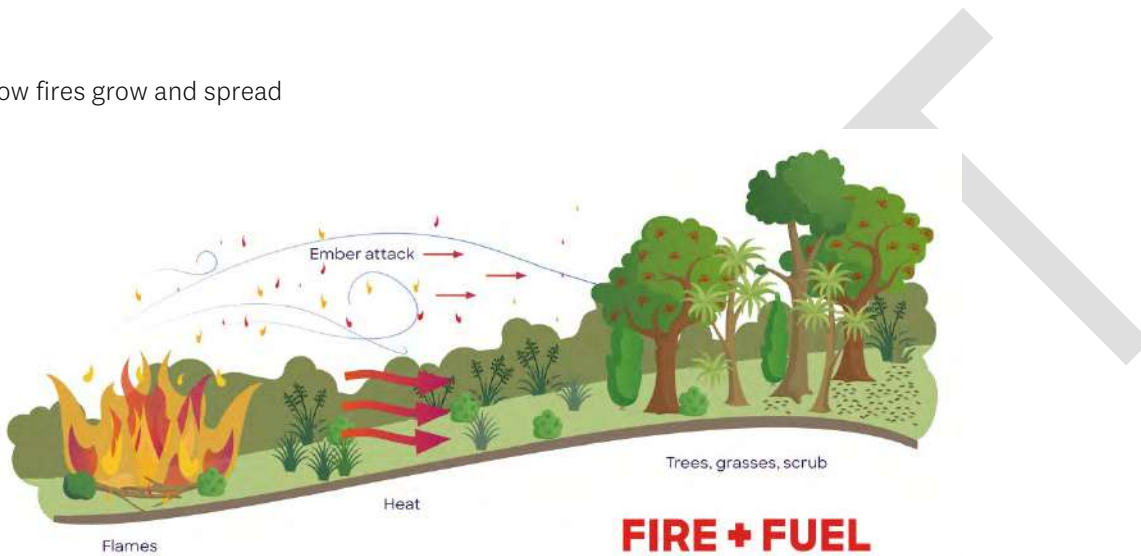
- Be aware that in the event of ash fall, you may need to remain indoors for several days. Add the following to your emergency supplies:
- [Masks and goggles](#) without side vents (*Be aware that masks can make breathing more difficult for some people. Speak to your doctor if you are unsure if you should wear a mask. Adult masks do not fit smaller children well, so may offer little protection)
- Plastic wrap or plastic sheeting (to keep ash out of electronics).
- Cleaning supplies, including air dusters (available at hardware stores), a broom, a shovel, and spare bags and filters for your vacuum cleaner.
- Advise people not to try and remove ash from their roof due to the risk of working at heights and also not to wash ash down drains as it will block them and harden.
- You could be stuck in your vehicle, so remember to store emergency supplies there.

Wildfire Ready

Your home could be at risk of damage or loss due to the spread of wildfire. Homes far away from fire stations could also face a longer response time from firefighters. It's important to understand how fires grow and spread so you can take steps to reduce the risks around your home. Embers can travel more than two kilometres from a wildfire. Your greatest risk is that these embers reach your home and ignite a fire. Wildfire travels faster uphill, and homes on a steep slope or at the crest of a hill are at greater risk.

Tip: Make sure your Rural Area Property Identification (RAPID) property number is easy for emergency services to find

How fires grow and spread



Although every property has specific risks, and you'll need to consider your own situation, there are simple steps you can take to greatly reduce the risk of fire to your home.

Create a 10-metre safety zone around your house and other structures on your property by:

- Clearing combustible materials and vegetation (e.g. leaves, dead branches and stacks of firewood).
- Keeping your lawns short.
- Regularly clearing material from gutters, spouting and areas around decks. Consider screening with mesh.
- Planting low flammability plants and trees (for more information, go to: bit.ly/plant-flammability).

Low flammability plants aren't fireproof, but they don't readily ignite and have the following characteristics:

- moist supple leaves
- little accumulation of dead wood and dry dead material within the plant
- watery sap that doesn't have a strong odour
- low levels of sap or resin.

Outbreak, Epidemic & Pandemic Ready

Make a plan with whānau/family and friends that includes:

- **who will help with food and supplies if you and your household are ill,**

- **who will look after your extended whānau/family if they don't live nearby (for example, who could deliver groceries or meals to sick whānau/family members)**
- **who would look after your children/ dependents if they need to stay at your whare/home and you must go to work.**
- **how to check on friends, family and neighbours who might need help.**

Think about whether you could work from your whare/home and what you would need to do this.

- Have key contact numbers in a place that is easy to find (for example, on the fridge door). Include the phone numbers of:
 - the people living nearby who you could call if you needed help,
 - your local doctor or health clinic/provider,
 - HealthLine (freephone: 0800 611 116),
 - your workplace.
- Keep first aid kits up to date.
- Have a supply of food and drinks to last for at least a week. Choose long-lasting foods in cans and packets, and dried foods.
- Masks can help stop the spread of germs. You can buy masks from a pharmacy. If there is a pandemic, people will be told how and when to use their masks. A mask can be worn only for a few hours and needs changing when wet from sneezing and coughing.
- Have tissues and plastic bags for used tissues.
- Think about things to do, if you and your whānau/family have to stay at your whare/home for more than a week (eg, books, games and streaming services).

Response

What is response?

Response describes the actions taken immediately before, during or directly after an emergency that saves lives, protects property. Response ends when the response objectives have been met or a transition to recovery has occurred.

Why is response important?

The more quickly we respond to events and the more coordinated the approach, the less the community will be impacted. Working together in a coordinated way can save time and resources, which in turn can save lives and money.

Roles in Response

Community, Whānau & Individuals	Local Board	Auckland Emergency Management
<p>First of all, check that your whanau/family is safe. Remember to use social media and texts, to leave phone lines free for emergency services. After this, check in with your neighbours and support each other where you can.</p> <p>Listen to the radio for updates.</p> <p>Follow any community response plans and if there is a need, you may want to assist with standing up your local Community Emergency Hub.</p> <p>Individuals who are part of organisations, trained to assist in an emergency, maybe be called on for support (see our readiness section for more details). If you do not belong to an organisation or have not received the training to assist, some organisations (e.g. Student Volunteer Army) may provide ad hoc support to communities impacted by emergencies.</p>	<p>We will:</p> <ul style="list-style-type: none"> Be present to identify high-level needs of the community. Direct community members towards the right place to get the support they need. Act as a conduit for information as requested by the Emergency Control Centre. Dispel rumours, correcting information, and validating issues. Consider recovery issues. Help response resources and the community work together. 	<p>Auckland Emergency Management will lead the coordination of response activities for geological hazards (e.g. earthquake, tsunami, volcano, landslide), meteorological (e.g. floods, severe wind) and infrastructure failure (e.g. large-scale electricity outage) (Group Plan).</p> <p>Auckland Emergency Management operates a 24-hour Duty Team who actively monitor and coordinate the initial response to an incident (Group Plan). When more support is required, the Emergency Coordination Centre may be activated to coordinate the response.</p>

In life threatening situations, contact emergency services on 111.

If you need to evacuate, go to family/whānau, friends or your closest Civil Defence Centre for support. Don't wait for emergency services to tell you to evacuate.

If you need additional support, go to your local Community Emergency Hub (see page 32-34).

If English is not your first language, we can provide phone interpreters at Civil Defence Centres for you to communicate your needs.

Stay informed before, during and after an emergency

If the power goes out, a solar- or battery-powered radio (or your car radio) can help you keep up to date with the latest news. Local radio stations to listen to during an emergency:

- **Radio New Zealand National 756 AM OR 101.4 FM**
- **Newstalk ZB 89.4 FM**
- **The Hits 97.4 FM**
- **More FM 91.8 FM**

Online

Auckland Emergency Management official social media channels

- [Facebook: Auckland Emergency Management](#)
- X (previously Twitter): [@AucklandCDEM](#)
- [Website: aucklandemergencymanagement.org.nz](http://aucklandemergencymanagement.org.nz).

Find the latest emergency updates, official emergency information and advice on how to better prepare for emergencies, cope during an event and recover quickly.

National Updates

- [National Emergency Management Agency Website \(civildefence.govt.nz\)](http://civildefence.govt.nz)
Find more about the National Emergency Management Agency.
- [Facebook: NZ Civil Defence](#)
Find official emergency information and advice on how to be better prepared for disasters in Aotearoa New Zealand.
- [X \(previously Twitter\): National Emergency Management Agency](#)
Find emergency and disaster updates.
- [Get Ready](#)
For advice on preparing for disasters.
- [Our Auckland](#) will update the website with key information to know where to get support and other key information.
- [Waka Kotahi](#) (NZTA) and [Auckland Transport](#) will provide updates on road closures.

Emergency Mobile Alert

[Emergency Mobile Alerts](#) are messages about emergencies that are sent by authorised emergency agencies to capable mobile phones. The alerts give people immediate warning and are broadcast to all capable phones from targeted cell towers.

The alerts are targeted to areas affected by serious hazards. They will only be sent when there is a serious threat to life, health or property, and, during yearly tests.

You don't have to download an app or subscribe to a service. Just ensure your phone is capable and the operating system software is up to date. If your phone is on, capable and inside the targeted location, you should get the alerts.

If you get an alert, read the message and follow the instructions. This is important. It will tell you what the emergency is and what to do. It will also tell you which agency sent the message and, if needed, where to go for more information.

Met Service

Severe Weather Watches and Warnings are issued by MetService, Te Ratonga Tīrorangi. They are available through radio, television, the MetService website and mobile app, by registering for email, via radio and television, also on social media from @MetService on Facebook and X, formerly known as Twitter.

As a weather event gets closer, MetService will issue a 'Severe Weather Watch' (with colour-code Yellow) or a 'Severe Weather Warning' (with colour-code Orange or Red depending on the severity of the event).

Severe Weather Codes

Severe Weather Watch – Yellow: Bad weather is coming. Either the weather will be substantial, but not serious enough to reach 'warning' criteria, or MetService are more confident about what might happen but there is still some uncertainty.

Severe Weather Warning – Orange: MetService are confident about what is going to happen. They warn about when and where the impacts of this weather will be significant.

Severe Weather Warning – Red: This event is extreme and is among the worst that we get – it will have substantial impacts and it is possible that a lot of people will be affected. This may be similar to Cyclone Gita in February 2018, the Fiordland/Southland floods of February 2020, the Canterbury flood of May 2021, or the Buller flood of July 2021.

Stay Connected to your whanau/family and friends

Look after each other during emergencies.

Please remember to use text/social media, do not make calls unless you need urgent help. This will free up phone lines for emergency services and those at most in need of support and assistance.

Texts don't need power or internet and can be sent in mass for spreading important information quickly.

How to Evacuate and Where to Go

If you are told to evacuate, move immediately and follow official advice.

If it not safe for you to stay in your whare/home, you do not need to wait for an official notice to evacuate. Get out immediately.

Pick up your Grab Bags if it is safe for you to do so. If you are experiencing a landslide, do not stop to pick up supplies, get out of your whare/home immediately.

Go to the place you have identified in your household emergency plan. If possible, plan to stay with friends or whānau.

Note: In large events, mass evacuation centres may be opened. If this is the case, this will be communicated via media channels and community networks.

If you do not have a place to go, the following options are available:

Insert map of CDCs and CEHs.

Community Emergency Hubs

Community Emergency Hubs are pre-identified, community-led places that can support a community to coordinate their efforts to help each other during and after an emergency.

Community Emergency Hubs will be opened and operated by people within the community, not official authorities, when there is a desire and capability for the community to help itself often in the initial 24 to 36 hours. Auckland Emergency Management can advise and work with communities who wish to pre-identify a place, such as a church, sports club or hall, and plan to set up and operate a Community Emergency Hub

These hubs offer a place where the community can meet, support and help each other and make decisions together about how to best ensure the safety and comfort of everyone in their community during an emergency.



***Insert LB* Community Emergency Hubs**

*Please check if they are open before evacuating to these CEHs.

Name	Address	Contact details (how people will find out if they are open)	Website/social media	Services Provided	Accessibility

Civil Defence Centres and Shelters

Civil Defence Centres (CDCs) are opened based on community need.

Civil Defence Centres are equipped to provide affected people with a safe place to eat, sleep and access essential support services. These are run by Auckland Emergency Management and staffed by Auckland Council staff, welfare organisations and central government agencies.

A Civil Defence Centre may open and operate only as a Shelter. Shelters are also run by Auckland Emergency Management and staffed by Auckland Council staff and offer a more basic level of support. Blankets and hot drinks are available.

***insert LB* Civil Defence Centres**

*Please check if they are open before evacuating to these CDCs. These locations may be subject to change based on the impact of the emergency, so always check official sources to find out where to go.

Name	Address	Capacity	Services provided	Accessibility

Volunteering

Looking to volunteer during response?

There are many organisations where you can receive training and assist with response.

New Zealand Response Team (NZRT) volunteers are qualified responders who assist in emergency services and responding agencies during emergencies. During response, we deploy the Auckland Response Teams to complement or support the emergency services if the size of an incident or event is beyond what they can usually manage. In Auckland, we have two Response Teams who serve the wider Auckland community. NZRT3 West Auckland is registered as a non-profit emergency response trust and is based in Henderson. NZRT5 North Shore is based in Sunnynook (<https://www.aucklandemergencymanagement.org.nz/>).

Taskforce Kiwi volunteers are defence and emergency services veterans, and members of the wider community, with the skills, experience, motivation and grit to help communities through direct assistance before, during and after disasters. They are not first responders, instead they work alongside existing emergency management agencies and communities, providing skilled volunteer resources to help fellow Kiwi's on their worst day. Taskforce Kiwi deploys teams of suitably trained and experienced volunteers into the field before, during and after disasters, providing a variety of services to impacted communities, working alongside existing emergency management staff and volunteers(<https://www.taskforcekiwi.org/>).

Fire and Emergency New Zealand's volunteers "help communities prevent, prepare, respond and recover from emergencies. As well as firefighting, our volunteers attend medical incidents, motor vehicle accidents, severe weather events and other requests for help" (<https://www.fireandemergency.nz/volunteering/>).

Land Search and Rescue (LANDSAR) volunteers provide "search and rescue assistance to the lost, missing and injured across New Zealand" (<https://www.landsar.org.nz/about/>).

Coastguard volunteers "are on the frontline, crewing rescue vessels and aircraft, operating radios, coordinating search and rescue incidents, and saving lives at sea" (<https://volunteers.coastguard.nz/>).

Surf Life Saving New Zealand volunteers lead "beach and coastal safety, drowning prevention and rescue authority in Aotearoa" (<https://www.surflifesaving.org.nz/about-us/what-we-do>).

Student Volunteer Army volunteers shift between local need and global outlook and make tangible differences in the world every day – whether it's simply mowing a neighbour's lawn or taking action to reverse the effects of climate change. Through our work in crises across Aotearoa over the last decade, they have evolved to become leaders of second wave crisis response, helping communities recover after disaster. (<https://volunteer.sva.org.nz/>).

If you are not a trained volunteer with one of these organisations or another umbrella organisation, check in how you can support your neighbours or others in your area who may need support or assistance. There are also other organisations such as, [Mitre 10 Helping Hands](#) or [Volunteering Auckland](#) who may have opportunities to assist communities during emergencies.

Recovery

What is recovery?

After a disaster, people and communities face disruption and disconnection. Cities and even countries may struggle to get back on their feet and get a sense of the ‘new normal’. Recovery is about returning to the routines of daily life, restoring connections and regaining a sense of well-being. Communities and the private sector play a key role in helping achieve that. The council’s role is to coordinate and manage a recovery.

Why is recovery important?

Emergencies and disasters bring change, often significant, for people, whānau and communities. Change may mean that people may need to do some things differently. It may mean coping with serious loss or injury. Recovery is about how we adjust to these new circumstances, not just as individuals, but as communities and a society. Recovery can also be an opportunity for positive changes. Lessons can be learned, vulnerabilities reduced, and action can be taken to be more resilient in future events. Recovery is complex. Achieving a recovery’s intended outcomes requires communication, coordination, collaboration and time.

We can try to prepare for disasters, but often we will need support in the days, weeks and months after a disaster to get back on our feet.” (Auckland Emergency Management Elected Member’s Guide)

Roles in Recovery

Community, Whānau & Individuals	Local Board	Auckland Emergency Management
<p>Communities can support each other through staying informed, sharing recovery information for those impacted, and finding creative ways to support those who have been impacted.</p> <p>Community members can attend training, such as Psychological First Aid to learn ways to assist those who may be struggling to cope.</p> <p>Communities can host events such as coffee mornings, to remain connected to each other in difficult times.</p>	<p>We will:</p> <p>Reassure our community and highlight successes, but also be realistic – the recovery process is complex and will sometimes take a long time.</p> <p>Champion the issues our community faces to the recovery team.</p> <p>Use our local knowledge and understanding of our community to contribute to local awareness and help identify problems and vulnerabilities.</p>	<p>Before emergency events, AEM develops and refines preparations to effectively lead and deliver recovery from an emergency. After recovery from an emergency, debriefs and the lessons learned are incorporated into the work programme to be better prepared for the next recovery.</p> <p>After major events, such as the Severe Weather Events in 2023, required larger recovery operations and cannot be managed within Auckland Emergency Management alone. Therefore, a Recovery Office was stood up in Auckland Council</p>

<p>Communities can review and refine their community resilience plans, identifying what did and what did not work, and what they can improve.</p>	<p>Provide political leadership by ensuring appropriate scrutiny and provision of resources to the recovery team.</p> <p>Support the recovery teams' efforts in your community.</p>	<p>to assist with recovery across the four recovery environments (natural, social, built & economic).</p>
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Stay Informed

[Our Auckland](#) will update the website with key information to know where to get support and other key information.



[Waka Kotahi](#) (NZTA) and [Auckland Transport](#) will provide updates on ongoing road closures.

Medical help and advice



Contact your doctor or call the Healthline on 0800 611 116 if you're concerned about health issues. Contact your health provider if you need support such as home support services (including those you currently receive).

If life is at risk, call 111.

Looking after your [mental wellbeing](#) is important - it's normal for you and your whānau to be upset and to feel drained during and after emergencies.

- Text or call 1737 and speak with a trained counsellor.
- Speak to a health professional - your GP or mental health provider (can also be through your GP practice).
- Online resources including [All Right](#) and [He Waka Ora](#).

Report a problem

Report any flooding, flood risks, or electricity outages to the relevant organisation. See our Key Contacts and Emergency Information [page 3-4 for](#) how to do so.

Housing assistance

If you have had to evacuate your whare/home, only return to your whare/home if the Rapid Assessment Team at Auckland Council or emergency services have advised it is safe to do so!



If your house has received a [placard](#) (sticker), the home owner will get correspondence from your [rapid building assessment](#) case manager at Auckland Council (please ensure your contact details are up-to-date through your rates) to advise you on next steps.

Tenants and landlords can get support for damage to rental property in a disaster through [Tenancy Services](#).

[Kāinga Ora](#) customers can get assistance with repairs and support.

[Temporary Accommodation Support \(TAS\)](#) can help with support, advice, and potentially temporary accommodation.

Financial assistance



The [Ministry of Social Development \(Work and Income\)](#) might be able to help with urgent or unexpected costs such as petrol, food, furniture or living expenses like medical costs, appliance replacement, bedding, food and rent.

You don't have to be on a benefit. You may have to pay the money back depending on your situation. Phone them on 0800 559 009 to discuss your situation.

Insurance

Some insurers cover the cost of temporary accommodation if you can't stay at home and your where/home or property been damaged during the storm. Some insurers provide cover for food spoilage because of an electricity outage.



Check your policy, phone your insurer for advice and [take photographs](#) of damaged items you're claiming for.

[New Zealand Claims Resolution Service \(NZCRS\)](#) provides free, legal advice for people dealing with home insurance claims as a result of a disaster.

Toka Tū [Ake EQC](#) provides information for those navigating insurance claims (storm, floods and landslides).

Toilet facilities



- In an emergency, the water supply may be cut off, or water and sewerage lines may be damaged. You may need to use improvised [emergency toilets](#).
- To make an emergency toilet, use sturdy, watertight containers that can hold approximately 15 – 20 litres. For example, a rubbish bin or an empty paint bucket. Your container should have a snug-fitting cover.
- If the container is small, keep a large container with a snug-fitting cover for waste disposal.
- Line buckets with plastic bags.
- Pour or sprinkle a small amount of regular household disinfectant (such as chlorine bleach) into the container each time the toilet is used. This will reduce odour and germs. If you don't have disinfectant, you can use dirt and dry materials.
- Replace the lid after each use.
- After using the toilet, wash your hands thoroughly using soap and water, or use hand sanitiser.
- When your toilet reaches capacity, dispose of the waste following public health advice.
- *If your wastewater treatment system needs electricity for pumps etc, and you don't have alternative options, call an equipment hire company to hire a temporary toilet.

Waste management

You can also take your debris and damaged items to a Waste Transfer station in Auckland. The closest to the ***insert LB* Local Board rohe** is ***insert waste transfer station***.

If you have damp items requiring disposal, it is important to remove them from your home to keep your home dry and healthy. Ask your friends, family and neighbours to help you move your items. If you need more support, contact Auckland Council to arrange assistance.

If you need to replace damaged household items, contact a Community Recycling Centre. **Within the *insert LB* Local Board rohe, *insert CRC info***

Security and crime prevention

Unfortunately, emergency situations can also prompt criminal activity. Check that your own property and that of your neighbours are secure and remember, if you see anyone committing a crime or behaving suspiciously, phone 111 and report it to Police. If they are in a vehicle, write down the number plate, vehicle description and any other information.



DO NOT put yourself in harm's way

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Auckland Emergency Management. 2023. Elected Member’s Guide. Auckland, New Zealand.

https://www.aucklandemergencymanagement.org.nz/media/wxslin1a/20230804-aem-elected-members-guide_v1_rev2.pdf

Insert Local Board Local Board, *Insert Local Board* Local Board Plan 2023. Auckland, New Zealand. *insert web page*

Ministry of Civil Defence and Emergency Management. 2019. National Disaster Resilience Strategy. Wellington, New Zealand. <https://www.civildefence.govt.nz/assets/Uploads/documents/publications/ndrs/National-Disaster-Resilience-Strategy-10-April-2019.pdf>.

Research and Evaluation Unit (RIMU), Auckland Council. 2019. 2018 Census Results Local board and special area information sheets. Auckland, New Zealand. <https://knowledgeauckland.org.nz/media/1181/auckland-area-2018-census-info-sheets-all-local-boards.pdf>

Appendix 1 - Useful Links

Reduction

- Reduce the risk of landslides <https://www.aucklandcouncil.govt.nz/recovery-extreme-weather-disasters/get-ready-disaster/Pages/reduce-risk-landslides.aspx>
- Reduce the risk of flooding
www.aucklandcouncil.govt.nz/floodviewer <https://www.aucklandcouncil.govt.nz/environment/looking-after-aucklands-water/flooding-blockages/Pages/prevent-flooding-blockages-on-property.aspx>
www.aucklandcouncil.govt.nz/floodviewer <https://www.aucklandcouncil.govt.nz/environment/looking-after-aucklands-water/flooding-blockages/Pages/prevent-flooding-blockages-on-property.aspx>
- Blue-Green Network <https://www.aucklandcouncil.govt.nz/environment/looking-after-aucklands-water/managing-growth-our-stormwater-network/Pages/blue-green-networks.aspx>

Readiness

Home Ready (Grab bags, household plans, essential supplies)

- Hazard Viewer:
<https://aucklandcouncil.maps.arcgis.com/apps/MapSeries/index.html?appid=81aa3de13b114be9b529018ee3c649c8>
- Home Ready (AEM) <https://www.aucklandemergencymanagement.org.nz/home-ready>
- Grab bags: <https://www.aucklandemergencymanagement.org.nz/home-ready#item2>
- Home Ready (NEMA) <https://getready.govt.nz/en/prepared/household>
- High rise Building Ready <https://www.wremo.nz/get-ready/home-ready/high-rise-buildings/>
- Lifestyle Block Ready <https://www.aucklandemergencymanagement.org.nz/lifestyle-block>
- Preparing Animals for Emergencies: <https://www.mpi.govt.nz/animals/animal-welfare/animal-welfareemergency-management/preparing-animals-for-emergencies/> .
- Flood Viewer www.aucklandcouncil.govt.nz/floodviewer
- Preparing for flooding <https://www.aucklandcouncil.govt.nz/recovery-extreme-weather-disasters/get-ready-disaster/Pages/prepare-flooding-emergencies.aspx>
- Make Your Home Safer <https://getready.govt.nz/en/prepared/household/make-your-home-safer>
- Drop Cover and Hold <https://getready.govt.nz/en/emergency/earthquakes/drop-cover-hold>
- Shake Out <https://getready.govt.nz/en/involved/shakeout>
- Tsunami hikoi <https://getready.govt.nz/en/emergency/tsunami/tsunami-hikoi#:~:text=What%20is%20a%20tsunami%20h%C4%ABkoi%3F%20A%20tsunami%20h%C4%ABkoi,Zealand%20is%20at%20risk%20of%20earthquakes%20and%20tsunami.>
- Protect yourself from breathing volcanic ash <https://www.ivhhn.org/ash-protection>
- Emergency information in different languages:
<https://www.aucklandemergencymanagement.org.nz/resources> <https://getready.govt.nz/en/prepared>
*change language in top left corner
- For people with disabilities:
Auckland Emergency Management Resources
<https://www.aucklandemergencymanagement.org.nz/resources>
Advice for Disabled People (NEMA) <https://getready.govt.nz/en/prepared/advice-for-disabled-people/deaf-or-hard-of-hearing>
Audio, Large Print and Easy Read <https://getready.govt.nz/en/alternate-formats/audio> (or call the Telephone Information Service by dialling 09 302 3344 menu option 4116.)
Taikura www.taikura.org.nz

Community Ready

- Community Ready (AEM): <https://www.aucklandemergencymanagement.org.nz/community-ready>
- Community Response [Resilience] Plan templates <https://www.aucklandemergencymanagement.org.nz/community-ready#item2>
- Community Response [Resilience] Plans/Local Board Response & Readiness Plans <https://www.aucklandemergencymanagement.org.nz/auckland-emergency-management/local-boards>
- Resilient Auckland North: Community Plans <https://www.resilientaucklandnorth.org.nz/community-plans>
Neighbourhood Support North Shore <https://www.neighbourhoodsupport.co.nz/member/neighbourhood-support-north-shore>

Work Ready (Businesses)

- Work Ready (AEM) <https://www.aucklandemergencymanagement.org.nz/work-ready>
- Work Ready (NEMA) <https://getready.govt.nz/en/prepared/work>
- Business: <https://www.business.govt.nz/risks-and-operations/planning-for-the-unexpected-bcp/emergency-planning-for-businesses/>

Response

- State of Emergency <https://getready.govt.nz/en/emergency/who-does-what-in-an-emergency>
- Emergency Mobile Alert <https://getready.govt.nz/en/prepared/stay-informed/emergency-mobile-alert>
- Met Service <https://www.metservice.com/>
- Radio New Zealand <https://www.rnz.co.nz/>
- Newstalk ZB <https://www.newstalkzb.co.nz/>
- The Hits <https://www.thehits.co.nz/>
- More FM <https://www.morefm.co.nz/home.html>
- Facebook (AEM) <https://www.facebook.com/aklcdem/>
- X [previously Twitter] (AEM) <https://twitter.com/AucklandCDEM>
- Auckland Emergency Management website <https://www.aucklandemergencymanagement.org.nz/>
- Facebook (NEMA) <https://www.facebook.com/NZCivilDefence>
- X [previously Twitter] (NEMA) <https://twitter.com/NZcivildefence>
- NEMA website <https://www.civildefence.govt.nz/>

Volunteer Organisations

- Auckland Emergency Management Response Teams <https://www.aucklandemergencymanagement.org.nz/get-involved/auckland-response-team>
- FENZ <https://www.fireandemergency.nz/volunteering/>
- LandSAR <https://www.landsar.org.nz/volunteer-with-land-search-and-rescue/>
- Coastguard <https://volunteers.coastguard.nz/current-vacancies/>
- Surf Life Saving NZ <https://www.surflifesaving.org.nz/join-us/become-a-surf-lifeguard>
- Student Volunteer Army <https://www.facebook.com/StudentVolunteerArmy/>
- Mitre 10 Helping Hands <https://www.mitre10.co.nz/helpinghands>

Recovery

- Our Auckland <https://ourauckland.aucklandcouncil.govt.nz/>
- Roads
AT <https://at.govt.nz/projects-roadworks/road-works-disruptions/>
Waka Kotahi <https://www.facebook.com/nztaakl>
- Wellbeing support
- Te Whatu Ora <https://info.health.nz/>
All Right <https://www.allright.org.nz/coping-tough-times>
He Waka Ora <https://hewakaora.nz/>
- Emergency toilets <https://www.tewhatauora.govt.nz/our-health-system/environmental-health/environmental-health-in-emergencies/during-an-emergency/making-a-temporary-toilet-or-long-drop>
- Tenancy Services <https://www.tenancy.govt.nz/maintenance-and-inspections/repairs-and-damages/what-to-do-after-a-natural-disaster/>
- Placards (stickers) <https://www.aucklandcouncil.govt.nz/recovery-extreme-weather-disasters/recover-disaster/help-buildings-land-compliance/Pages/placards-issued-properties-after-natural-disaster.aspx>
<https://www.aucklandcouncil.govt.nz/recovery-extreme-weather-disasters/recover-disaster/help-buildings-land-compliance/Pages/rapid-building-assessments.aspx>
- Work and Income <https://www.workandincome.govt.nz/>
- Temporary Accommodation Support (TAS) <https://www.tas.mbie.govt.nz/> .
- Kāinga Ora https://kaingaora.govt.nz/en_NZ/tenants-and-communities/support-for-customers-impacted-by-a-natural-disaster/
- New Zealand Claims Resolution Service (NZCRS) <https://www.nzcrs.govt.nz/>
- Toka Tū Ake EQC Factsheets <https://www.eqc.govt.nz/our-publications/information-about-egcover-claims-for-storm-flood-and-landslip-damage/>

Emergency Services

In an emergency dial 111, for general information and updates visit:

NZ Police	www.police.govt.nz .
Fire and Emergency NZ	www.fireandemergency.nz . www.checkitsalright.nz .
St John's	www.stjohn.org.nz .
Coastguard Marine Assistance	https://www.coastguard.nz/boating-safely/in-an-emergency/

MAKE A PLAN



GET READY
.govt.nz

MY HOUSEHOLD PLAN

Your household members details

Name:	Telephone Number:
Name:	Telephone Number:
Name:	Telephone Number:

IF WE CAN'T GET HOME

Our meeting place: Where will we meet if we can't get home (local and out of town)?

Add an address and instructions:

Who will pick up the kids? If you are not able to pick the kids up, who will?

Name:	Telephone Number:
Name:	Telephone Number:

IF WE CAN'T GET HOLD OF EACH OTHER

We will leave a message with: Who will we check in with (someone out of town in case local phone lines are down)?

Name:	Telephone Number:
Name:	Telephone Number:

Where to get updates: How will we find the latest news/alerts (which radio stations, websites, social media pages)?

Radio station/websites/social media:

WHO MIGHT NEED OUR HELP? Think about friends and neighbours who may need our help or who can help us

Name:	Telephone Number:
Name:	Telephone Number:

WHO WILL WE NEED TO CONTACT? (ALWAYS DIAL 111 IN AN EMERGENCY)

Think about council emergency hotline, medical centre/doctor, landlord, insurance company, power company, day care/school, work, family members

Emergency Services	111
Name:	Telephone Number:

IF WE ARE STUCK AT HOME

Do we have emergency supplies? Food and drink for three days or more (for everyone including babies and pets)? Torches and radio with batteries? First aid/medical supplies? They don't all need to be in one big box, but you may have to find them in the dark. Do we know how to turn off water, power and gas.

Make detailed notes on where these items are stored:

Details on how to turn the water and gas off:

IF WE HAVE NO POWER

How will we cook, stay warm, see at night? Do we have spare cash in case ATMs are not working? Do we have enough fuel in case petrol pumps are not working?

Make notes on what you and your family need to do:

IF WE HAVE NO WATER

Do we have enough drinking water (3 litres per person per day for 3 days or more), change every 12 months. What will we cook and clean with? What will we use for a toilet?

What will you do? How have you prepared?

IF WE HAVE TO LEAVE IN A HURRY

Do we have Getaway Kits* for everyone? At home, at work, in the car?

* A small bag with warm clothes, torch, radio, first aid kit, snack food and water, to get you to your safe place.

Detail where you have stored your getaway kits:

Appendix 3 - Hazard Factsheets

Electricity Outage

Electricity outages can occur independently of any other hazards or as a result of an emergency event.

All broken or downed electricity lines should be treated as live. You should stay well away and not attempt to cut or move trees that are in contact with lines. Call 111 to report this as a risk to life and property.



to

Report your own electricity outage as soon as it occurs to Vector on 0508 832 867.

Report trees down on public land to Auckland Council on 09 301 0101.

Food Illness and Prevention

Take care with food from your fridge and freezer to avoid food poisoning and manage spoilage issues. Eat perishable foods first, the contents of your freezer second (minimise freezer opening), and then canned foods.

After more than two days without power, highly perishable foods may not be safe to eat.

- **Throw out rotten or contaminated food quickly so it doesn't spoil other food in the fridge.**
- **You can still eat food like raw vegetables, cheese, and bread.**
- **Dispose of any food from the freezer which has thawed out and been at room temperature for longer than two hours.**
- **When the power comes back on, it is important not to refreeze food that has defrosted.**
- **If the frozen food still has ice crystals and the packaging is intact, then it can be refrozen.**
- **If you are unsure, have a closer look and smell. If the colour has changed, it has a slimy texture or if it smells off, it probably is off.**
- **If you eat food that has gone off, you can risk infection from salmonella, campylobacter and a range of food poisoning bacteria.**

Maintaining hygiene around food preparation and cooking requires more thought than normal.

- Always wash and dry your hands before preparing food – if water is in short supply keep some in a bowl with disinfectant.
- Ensure all utensils are clean before use.
- Cook food thoroughly.

Heating, lighting and cooking

DON'T be tempted to use unsafe ways to heat your whare/home. Only use fireplaces that have been safety checked, follow the manufacturer's advice when using gas heaters.

NEVER use outdoor gas heaters inside or try to use your BBQ for indoor heating.

DO boil water on your camp stove or BBQ for hot water bottles. Wear extra layers of clothing and use extra blankets, close internal doors and curtains to retain heat.

DO use camp stoves or your BBQ outside and make sure food is cooked thoroughly before eating. Take care with candles or use battery-powered lanterns or torches instead, to prevent fire risk. If using a generator, ensure you have enough fuel to keep it going.

Tip - Pets are just as likely to become unwell by consuming unsafe food. If you are disposing of food due to the electricity outage and it is not safe for you to eat, it is not safe for your pets to eat. If you are boiling water to drink, do the same for your pets. If medication for your pets requires refrigeration, have a backup plan in place.

If your stock drinking water supply is reliant on electricity to fill troughs, you will need to ensure it does not run out. Keep your pets away from flooding or contaminated water.

Electric Hot Water

Electric hot water in some parts of Auckland is on a separate lines network to electric power. This means you may have power but no hot water. If your power and hot water lines have been restored but your hot water cylinder is not reheating after six hours of the hot water line being reconnected, contact your lines provider Vector on 0508 832 867 or Counties Power on 0800 100 202 for advice.



Staying up to date and in touch

Conserve phone battery by limiting mobile calls and data use.

Listen to the radio for up-to-date news and advice. If you don't have a battery-operated radio, perhaps listen in your car.

Flooding

Also refer to Fact Sheets on Electricity Outage, Severe Storms, Thunderstorms, and Landslides.

During wet weather, stormwater naturally flows overland to the lowest point. In regular, small rain events, this usually has minimal impact on people or property. However, when there is heavy rain and the stormwater network reaches capacity or there is a blockage, greater volumes of water flow overland and may cause flooding. Climate change is increasing the number and intensity of extreme rain events, so we all need to be prepared and become more resilient to flooding.

Because of Tāmaki Makaurau / Auckland's geography, most of our flooding is flash flooding which can occur rapidly after intense rainfall. Flash floods and floods in general are dangerous when:

- Water is very deep or travelling very fast.
- Floodwaters have risen very quickly.
- Floodwater contains debris, such as trees or building materials.
- Floodwater is contaminated by raw wastewater or other biological contaminants.

Floods can cause injury and loss of life, local evacuations, damage to property and lifeline utility disruption. Normally, the ground will absorb any rain that falls, or it collects harmlessly in stormwater drains, streams or rivers. However, if the ground is too wet (saturated) or the rain falls too quickly, the ground, stormwater or river systems may no longer be able to cope with the rain fall and it can cause flooding.

There are different types of flooding, more information of where flood hazards are in Auckland can be found on the [Flood Viewer](#):



Flood plains – Areas predicted to be covered by flood water during heavy rain. Flood plains appear in low-lying areas or next to streams and rivers. As many historical streams have been piped, flood plains may appear in areas where you haven't seen water before.

Diagram showing how a floodplain that has activated in heavy rain fall, note how it is now much wider the floodplain area is compared to the river is under normal conditions.

Flood prone areas - Low-lying areas where water can become trapped and collect during heavy rain, especially if the stormwater outlet is blocked or reaches capacity. Flood prone areas can occur naturally in the landscape or be created by man-made features such as roads and railway embankments. They can be extremely large areas, and properties are built within them.



Diagram showing overland flow paths and water collecting in a low laying area posing a flood hazard.



Overland flow paths - The route water will naturally take across the ground during heavy rain when the stormwater network is at capacity, or where there is no stormwater network. Water can move very quickly over land, creating temporary fast flowing streams as it travels downhill. Items like rubbish, fences and buildings can be swept away by overland flow paths or create blockages which can cause flooding.

Diagram showing an overland flow path flowing down a slope during heavy rain.

Storm surges and coastal inundation: See below section “costal inundation” for more information about this type of hazard.

Tips for flooding

Put safety first. Don't take any chances. Act quickly, do not wait for official warnings if you see rising water.

Head for higher ground and stay away from floodwater.

Do not try to walk, play, swim, or drive in floodwater: even water just 15 centimetres deep can sweep you off your feet, and half a metre of water will carry away most vehicles. Flood water is often contaminated and can make you sick.

Floods and flash floods can happen quickly.

Help others if it is safe to do so, especially people who may require special assistance.

- If you have been evacuated, it may not be safe to return where/home even when the floodwaters have receded. Listen to emergency services and local Civil Defence authorities and don't return where/home until they tell you it is safe to do so.

During a flood

- Keep children away from flood waters. It is not safe for them.
- Do not put yourself at risk to take photos or videos of the flood.
- If water is seeping into your where/home, turn off the electricity at the mains and request an electrician to check it is safe to turn the power back on, before doing so.
- Always assume that all flood water is contaminated with wastewater, farm run off and chemicals. Flood water may also be electrically charged from damaged electricity lines.
- If you come into contact with flood water, thoroughly clean hands (with anti-bacterial soap or hand sanitiser), clothes and any property (with hot water, detergent and a household disinfectant bleach solution) touched. See Te Whatu Ora's guidance on 'Cleaning up safely after a flood':
<https://www.arphs.health.nz/assets/Uploads/Resources/Healthy-environments/Flooding/Flood-advice--cleaning-up-ARPHS.pdf>.
- In the days and weeks after a flood, follow [public health](#) advice, such as, boil water notices.

If you are driving

- **Never try to drive through flood waters.** Most deaths from floods are vehicle related.
- If you come to a flooded area, turn around and go another way. Avoid already flooded areas, and areas subject to sudden flooding. Do not attempt to cross fords, flowing streams, or water-covered roads.
- If your vehicle stalls while driving near flood water, abandon it immediately and climb to higher ground. Many deaths have resulted from attempts to move stalled vehicles.

Driving through water also puts other people's lives and properties at risk. Driving through flood water causes waves which can wash into other vehicles, other people's property and over pedestrians.





*Insert Flooding map from flood viewer

Maps showing flood plains, flood prone areas and overland flow paths in Devonport-Takapuna

Severe storm

***Also refer to Fact Sheets on Electricity Outages, Flooding, Thunderstorms, and Landslides as these can be flow off effects from a severe storm.**

Storms are a combination of many different hazards occurring at the same time, including high winds, heavy rain and in some cases storm surges.

Tāmaki Makaurau Auckland can experience storms all year around including tropical cyclones that track down from the tropical latitudes in summer, and strong polar blasts that come up from the ‘Roaring 40s’ and southern latitudes in the winter. These storms bring high rainfall and winds. The low atmospheric pressure associated with storms when combined with high tides or strong winds, could cause coastal inundation/storm surges. Widespread storms can cause additional or cascading hazards, for example heavy rain can trigger flooding (see [pages 47-50](#) for more details) and landslides (see [page 55](#)) which damage buildings and lifeline utility networks.

How we are impacted by widespread severe storms will change as we continue to experience the impacts of climate change. Rainfall rates and wind speeds associated with severe storms may become more intense in the future as global temperatures continue to rise.

During a storm

- Listen to advice provided by Auckland Emergency Management and emergency services and follow their instructions.
- Put your emergency plans into action.
- Secure your whare/home and critical buildings by closing windows. Pull curtains and blinds over windows. This can prevent injury from flying glass if the window breaks.
- Take extreme care with items that may conduct electricity if your whare/home is struck by lightning.
- Using electric lights is safe but unplug appliances and avoid using the telephone or any other electrical appliance, especially television sets.
- Turn off air conditioners and heat pumps, which can be overloaded by electricity surges from lightning.
- If you live in an old house with metal plumbing, avoid using bathtubs, water taps and sinks as these may conduct electricity.

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DRAFT

Thunderstorms and Tornado

***Also refer to Fact Sheets on Electricity Outages, Flooding, Severe Storms, and Landslides.**

Tāmaki Makaurau Auckland experiences isolated, high intensity thunderstorms each year. These form when warm moist air rises rapidly into unstable conditions in the atmosphere. If conditions are right some thunderstorms can develop into a tornado, these are usually isolated and short lived but pose a major danger to property and life in their path.



MetService classifies a severe thunderstorm as:

-rainfall of 25mm/hr or more

-hailstones of 20mm or more in diameter

-gusts of wind of 110km/h or stronger

-damaging tornadoes of at least 116km/h windspeed.

These systems are usually very isolated and fast-moving making forecasting their exact impact area challenging. They can produce localised flooding (see [pages 47-50 for](#) more details) and damage buildings and trees, and occasionally cause injuries and deaths. Severe thunderstorms may become more intense and frequent as a result of climate change.

Thunderstorms form incredibly quickly. A Severe Thunderstorm Watch is typically issued within 6-12 hours of the event. Severe Thunderstorm Warnings are issued once a severe thunderstorm is observed on weather radar and provide information on where the storm will move in the next 60 minutes. Because a severe thunderstorm has the potential to cause substantial impacts, damage and disruption, a Thunderstorm Warning.

During a thunderstorm or tornado

- If you see a tornado nearby, take shelter immediately.
- Listen to the radio and/or TV for updates, Auckland Emergency Management website and social media if possible.
- Put your emergency plans into action.
- If you are inside
- Move to an interior room or hallway without windows, on the lowest floor. This can be a centre hallway, bathroom or closet. Putting as many walls as you can between you and the outside will provide additional protection.
- Stay away from windows and exterior doors.
- For added protection, get under something sturdy such as a heavy table or workbench. If possible, cover your body with a blanket, mattress or sleeping bag, and protect your head with your hands.

If you are in a car during a thunderstorm

- Pull safely onto the shoulder of the road and stop, making sure you are away from any trees or other tall objects that can fall on the vehicle. Turn your hazard lights to alert other drivers that you have stopped.
- Stay in the vehicle with your windows closed. You are safer from lightning in a vehicle than out in the open.
- Avoid contact with metal or other conducting surfaces inside and outside the vehicle to reduce your chance of being shocked.

If you are outdoors during a thunderstorm

- If you hear distant thunder or see a flash of light, get indoors immediately. Avoid gazebos, rain or picnic shelters and other flimsy outdoor structures. These offer little protection from large hail, can be struck by lightning, and are often poorly anchored and subject to being uprooted and blown around in strong winds. A sturdy building is the safest location during a severe thunderstorm.
- Find an area protected by a low clump of trees. Never stand beneath a single large tree in the open.
- If you cannot find any suitable shelter, as a last resort, find a low-lying, open place away from trees, poles, or metal objects. Make sure the place you pick is not subject to flooding. If you are physically able to, crouch low to the ground on the balls of your feet. Place your hands on your knees and your head between your knees. Minimize your body's surface area and minimize your contact with the ground. Lightning currents often enter a victim through the ground rather than by a direct overhead strike.
- If you are boating, fishing or swimming, get to land, get off the beach, and find shelter immediately.

Places and objects to avoid during a thunderstorm

- Tall structures or elevated areas such as towers, tall trees, or hilltops, as lightning normally strikes the tallest objects in the area.
- Open spaces or exposed spaces such as exposed sheds or construction sites. Move to a location beneath a solid roof and avoid openings such as windows or doors.
- Any electrically conductive objects such as metal fences, clothes lines and electricity and telephone lines.
- Objects in metallic contact with the ground. Machinery such as tractors are often struck by lightning, so do not seek shelter under equipment such as this.

Call 111 immediately if someone is struck by lightning

If you are outdoors during a tornado

- Tornadoes cause a lot of debris to be blown at very high speeds.
- Lie down flat in a nearby gully, ditch or low spot on the ground where the wind and debris will blow over you.
- Protect your head with an object or with your arms.

If you are in a car during a tornado

- Pull safely onto the shoulder of the road, stop, and get out. Do not try to outrun a tornado in your car.
- Lie down flat in a nearby gully, ditch, or low spot on the ground. Do not get under your vehicle.

Landslides

High intensity or prolonged rain fall, earthquakes, flooding or other hazards can lead to landslides.

Regularly inspect your property if you are located on or near a slope for any indication of movement, especially after heavy rain fall following a long dry spell, earthquakes or heavy rainfall.

- Signs of instability including doors and windows that start to stick, gaps appearing, decks moving or tilting away from the house, new cracks or bulges on the ground, leaning trees or fences, slope movement.
- Look at the hillsides around your home for any signs of land movement (like rockfall, small landslides or debris flows and unusual cracking) and any trees that start to tilt over time.
- Watch the patterns of storm water drainage on slopes near your home, and especially the places where runoff water converges. Noticing small changes can alert you to an increased threat of a landslide, most small landslides are caused by water runoff so changes in water runoff patterns can indicate ground movement.
- If you are near a stream or waterway, be alert to any sudden increase or decrease in water flow, and to a change from clear to muddy water. Such changes may indicate landslide activity upstream, so be prepared to move quickly. Save yourself, not your belongings.
- If you notice any of these changes, seek professional advice as soon as possible.
- Be especially alert when driving. Watch the road for collapsed areas, mud, fallen rocks, and other indications of a possible debris flow/landslide.

Recognise the warning signs and act quickly.

Landslides can occur without any warning signs. They can be triggered by heavy rainfall, earthquakes and in some cases human activity (for example modification of the slope).

If you suspect that a landslide is occurring, or is about to occur in your area:

- **Evacuate immediately if it is safe to do so. Seek higher ground outside the path of the landslide. Getting out of the path of a landslide or debris flow path is your best protection.**
- **If you cannot leave safely, move out of the path of the debris. The side of your house furthest from the landslide is likely to be the safest location within the property.**
- **Take your pets with you, if you can do so without endangering yourself.**
- **Alert your neighbours. They may not be aware of the potential hazard. Advising them of a threat may save their lives. Help neighbours who need assistance to evacuate if you can do so without putting yourself in danger.**
- **Contact Auckland Council. Council engineers or other geotechnical engineers are the people best able to assess the potential danger.**

If lives are in danger, evacuate immediately and dial 111.

What to do if a landslide occurs

- Stay away from the landslide area. Further landslides may occur.
- If safe to do so check for injured and trapped persons and animals near the landslide, without entering the landslide area. Direct rescuers to their locations.
- Put your emergency plans into action.

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Coastal Inundation

Also refer to Fact Sheets on Electricity Outages, Flooding, Severe Storms, and Landslides.

Coastal inundation (coastal flooding including storm surge) is a natural event that occurs when normally dry, low-lying land is flooded by the sea. It is often the result of extreme weather events.

Where coastal flooding occurs is determined by the sea level and the topography of the ground surface. Coastal inundation is more likely during storms. In calm weather conditions, the level of the sea at the coast is fairly predictable as it is governed by the changing tides. During a storm, the sea level at the coast can rise due to strong winds, lower air pressure, heavy rain, and larger waves.

High tides can worsen the situation, causing flood waters to encroach further inland. Areas close to estuaries and inlets are particularly prone to flooding in extreme weather events and with high tides.

Coastal inundation and storm surge can cause scouring and erosion of landforms at the coast. Tamaki Makaurau Auckland's coastal cliffs are susceptible to erosion by both coastal inundation and severe storms (see page 51) leading to landslides (see page 55) and instability. The areas that experience inundation will increase and flood more frequently and to a greater depth as sea levels rise and storms become more frequent and intense due to climate change.

Diagram showing coastal inundation overwhelming protections and causing coastal flooding during an extreme weather event at high tide



During coastal inundation

- Storms can cause inundation (flooding) in coastal areas, depending on the timing of high tides and their relative height, storm surges and accompanying wave/swell conditions.
- Be ready to act quickly. Coastal inundation can happen quickly, and the warning time may be short.
- Follow instructions and advice from Auckland Emergency Management.
- If you feel unsafe, evacuate to higher ground or away from coastal areas. You do not need to wait for an evacuation order to move to safety.

If you have evacuated, it may not be safe to return to your whare/home even when the water has returned to normal. Listen to emergency services and Auckland Emergency Management and don't return to your whare/home until they tell you it is safe to do so.

Coastal Inundation (1% AEP)

- 1% AEP
- 1% AEP plus 1m sea level rise
- 1% AEP plus 2m sea level rise

Coastal Inundation (ARI)

- 50 year return
- 50 year return 1m sea level rise

***Insert coastal inundation. map**

Map of coastal inundation in ***Insert LB***

This coastal inundation map shows the extent of flooding expected around coastal areas of the Auckland region during storm events. There are three layers:

Present day

5 year average return interval coastal inundation: The level of flooding predicted in the 1-in-5 year coastal storm inundation event. This 1-in-5 probability statistic means there is a 20% chance of this happening in any year.

100 year average return interval coastal inundation: The level of flooding predicted during the 1-in-100 year coastal storm inundation. This event has a 1% chance of being equalled or exceeded each year.

Climate change

100 year coastal inundation with 1m sea level rise: This layer represents the level of flooding predicted in the 1-in-100 year coastal storm inundation event, with the addition of a further 1m flood height to represent the effects of sea level rise.

Volcano

If there is volcanic activity, follow official advice provided by Auckland Emergency Management, and emergency services.

Tāmaki Makaurau Auckland could be affected by volcanic eruptions from both inside and outside of the Auckland region. The Auckland Volcanic Field contains 53 known volcanic centres. While scientists consider the probability of an eruption from the Auckland Volcanic Field occurring within our lifetimes to be very low, the field is active and the consequences of a future eruption in Tāmaki Makaurau Auckland could be highly impactful. It is unclear where the next eruption in Auckland may occur due to the type of volcano we have however scientists believe that it is likely to occur within the current Auckland Volcanic field (see the Auckland Hazard Viewer on the Auckland Emergency Management Web page).

In the *insert LB* rohe/region, there is the *insert volcanoes* volcanoes.

Some of the hazards associated with an eruption with the Auckland region include hot, fast-moving ash and debris clouds (base surges), ash fall, volcanic gasses, earthquakes, volcanic bombs as well as lava flows. Some of these hazards will be isolated to the area surrounding the eruption site, and others may be more widespread like the ash fall and gas due to wind conditions at the time.

GeoNet's provides information on Volcanic Alert Levels across Aotearoa New Zealand. For more information, go to: <https://www.geonet.org.nz/volcano/aucklandvolcanicfield>

Tāmaki Makaurau Auckland may also be affected by volcanic eruptions outside of the region (for example the central volcanic zone near Taupo and central plateau volcanoes like Ruapehu etc). These effects are most likely to be in the form of ash fall and disruption to lifeline utilities such as Auckland Airport. There may also be affects to human and animal health due to ash fall.



If ash fall is forecast

If there has been a volcanic eruption in Aotearoa New Zealand, GeoNet will provide ash fall forecasts at [geonet.org.nz/volcano](https://www.geonet.org.nz/volcano). These will also be communicated in the media.

If ash fall has been forecast for your region:

- Before ash fall starts, if possible, go to your whare/home to avoid exposure to and driving during, ash fall.
- Move pets and pet water bowls indoors.
- If you have respiratory or heart conditions, keep your relief and preventer medication handy, and use as prescribed. If you have any concerns, call your doctor.

Take steps to keep ash out of your house:

- Set up a single entry/exit point for your house. Place damp towels by the door to prevent ash being tracked indoors on your shoes.
- Close all remaining doors and windows.
- Close other entry points, such as cat doors and air vents.
- Shut down heat pumps and air conditioning units, to prevent ash from being blown indoors, and to prevent ash from damaging the units by clogging filters and corroding metal.
- Cover electronics and leave covered until the indoor environment is free of ash.
- Move vehicles and machinery under cover (if possible), or cover them, to avoid ash-causing corrosion damage.
- Cover spa pools and swimming pools, as ash can clog filters.
- Disconnect downpipes from gutters, to allow ash and water to empty from gutters onto the ground.

- Disconnect roof catchment rainwater storage tanks from downpipes, to prevent contamination.
- Seal any openings in water storage tanks (e.g. poorly-fitted covers), to prevent the entry of ash.
- Cover any open gully traps or drains with a sheet of plywood or similar, to prevent ash from entering the wastewater or stormwater systems.
- Cover vegetable gardens with tarpaulins, to prevent ash contamination.

During ash fall

- Stay indoors.
- Keep pets indoors.
- Do not attempt to clear ash from your roof while ash is falling.
- Avoid non-essential driving. If you must drive, drive slowly, maintain a safe following distance behind other traffic, use headlights on low beam, and avoid using wipers as ash can scratch windscreens.
- Put your [emergency plan](#) into action.
- Listen to the radio for updates and the Auckland Emergency Management website. Follow instructions from emergency services.
- [Do not use unflued gas heaters indoors while your house is sealed to keep out ash, as there is a risk of carbon monoxide poisoning.](#)
- [Never use outdoor gas appliances indoors.](#)

Protecting your health

- Reduce your exposure to ash, gases and aerosols by staying indoors. This is particularly important for high-risk groups (children, older adults and those with pre-existing respiratory conditions, such as asthma, COPD, or chronic bronchitis).

If you have been prescribed preventer medication, ensure you take it as advised by your doctor. Keep your reliever medication with you at all times.
- If you have to go outside, wear protective clothing: a N95 mask, goggles without side vents, strong footwear, gloves and clothing that covers your skin.
 - Be aware that masks can make breathing more difficult for some people. Speak to your doctor if you are unsure if you should wear a mask.
 - Masks do not fit smaller children well, so may offer little protection. Keep children indoors.
 - Do not wet masks as evidence shows this makes no difference to filtration efficiency.
 - [Further information on respiratory protection in ash fall, including how to fit a dust mask correctly, is available on the International Volcanic Health Hazard Network \(IVHHN\) website.](#)
- Do not wear contact lenses, because trapped ash can scratch your eyes. Wear glasses instead.
- Contact your doctor or Healthline (0800 611 116) if you have any concerns about your, or someone else's, health. People experiencing asthma symptoms even for the first time should not ignore them. Seek medical advice as soon as possible. A severe asthma flare-up can vary in severity and can be life threatening. If there are signs that someone's condition is deteriorating, call 111.

Protecting vehicles

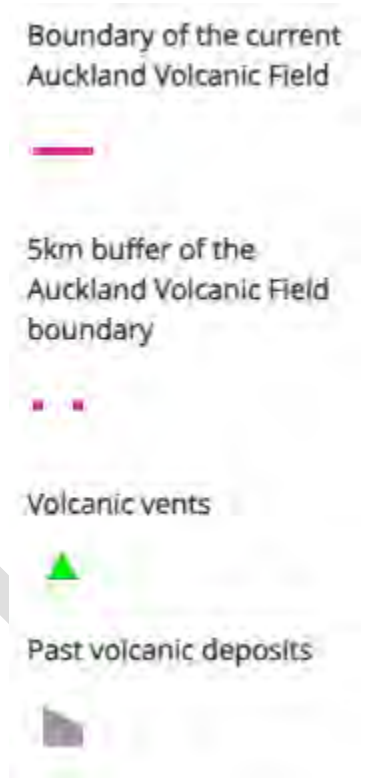
Ash may damage vehicles by clogging filters, corroding metal surfaces, and causing abrasion damage to windscreens, paintwork, and moving engine parts.

- Keep vehicles under cover or covered as much as possible to avoid ash causing corrosion damage.
- Remove ash from car paintwork and windscreens by gently brushing with a soft brush and, if necessary, washing with water sparingly. Avoid rubbing as this can cause abrasion damage.
- Clean or replace air and oil filters regularly (every 80-160 kilometres in heavy ash or every 800-1600 kilometres in light ash).
- Apply lubricant/grease more frequently and check for wear regularly.

[Further information on protecting vehicles and other machinery from ash fall is available on the International Volcanic Ash Impacts website.](#)



*Insert map



Map of Volcanoes in *INSERT LB* and nearby areas

This volcano map shows the extent of volcanoes around the Auckland region. Keep in mind the next eruption could occur anywhere in or near the Auckland Volcanic Field boundary. This map does not predict future volcanic activity locations.

There are four layers:

Volcanic vents show the known locations centres of currently identified Auckland Volcanic Field eruptions (Source: Leonard et al., 2017). Click on the vents, ages are presented in “ka” or thousands of years before present e.g. 67 = 67,000 years before present (Source: Hopkins et al., 2017).

Existing volcanic deposits show the current mapped extent of the rocks, thick ash and lava flows associated with the vents of the Auckland Volcanic Field (Source: Kermode., 1992).

Current Auckland Volcanic Field boundary shows the current extent of eruption sites, and marks the area where scientists believe the next eruption within the Auckland Volcanic Field is most likely to occur (Source: Runge et al., 2015).

5 km buffer of Auckland Volcanic Field boundary takes into account the uncertainty around the extent of the Auckland Volcanic Field (Source: Runge et al., 2015).

Earthquakes

***Also refer to Fact Sheets on Electricity Outages, Tsunamis and Landslides.**

While technically classed as being a 'low seismic hazard' area, Auckland does have active faults located in the South Auckland. Recent mapping by GNS Science has identified three new faults in the Franklin area (Paerata, Pukekohe and Aka Aka Faults) however, more research is required to understand the hazard that these faults pose. Two well-known faults, the Wairoa North and Wairoa South Faults, mark the edge of the Huna Ranges. Scientists estimate the Wairoa North and Wairoa South faults may be able to generate an earthquake up to magnitude 6.7. This is unlikely to cause widespread damage across Auckland including the **LB** Local Board area, however there may be localised impacts near the faults themselves.



Diagram showing faults within the Auckland region (note that the Paerata, Pukekohe and Aka Aka Faults require more research to understand their risks, as recent mapping has just recently identified these features).

During an earthquake

Drop, Cover and Hold is the right action to take in an earthquake.

DROP down on your hands and knees. This protects you from falling but lets you move if you need to.

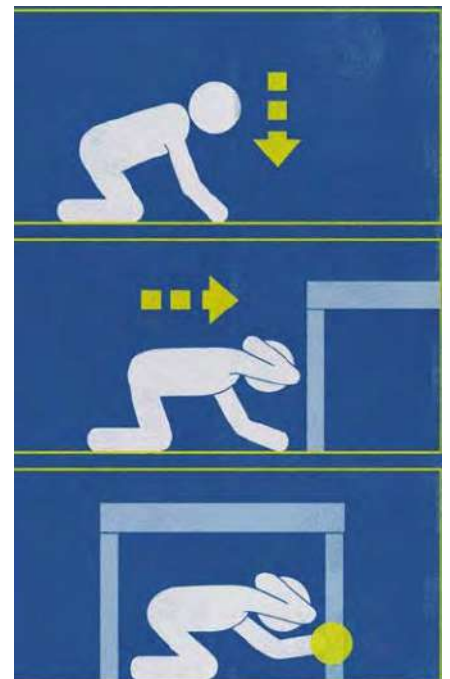
COVER your head and neck (or your entire body if possible) under a sturdy table or desk (if it is within a few steps of you). If there is no shelter nearby and cover your head and neck with your arms and hands.

HOLD on to your shelter (or your position to protect your head and neck) until the shaking stops. If the shaking shifts your shelter around, move with it. If there is no shelter near you, crawl to an inside corner of the room and cover your head and neck with your hands and arms. Do not run outside or stand in a doorway. Many people are injured while trying to move DURING the shaking. It is safer to Drop, Cover, and Hold until the shaking is over.

Drop, Cover, Hold:

- stops you being knocked over,
- makes you a smaller target for falling and flying objects, and
- protects your head, neck and vital organs.

Do not run outside or you risk getting hit by falling bricks and glass.



If the earthquake lasts longer than a minute or is strong enough to make it difficult to stand, move quickly to the nearest high ground or as far inland as you can out of tsunami evacuation zones.

- If you are near the coast remember, Long or Strong, Get Gone.
- When in Bed: [Stay, Cover & Hold](#).
- When in a Car: [Pull over & Wait](#).

What to do after an earthquake

Expect more shaking. Each time you feel earthquake shaking, Drop, Cover and Hold. More shaking can happen minutes, days, weeks, months and even years following an earthquake.

- Check yourself and others for injuries and get first aid if necessary.
- Turn off water, electricity and gas if advised to. If you smell gas or hear a blowing or hissing noise, open a window, get everyone out quickly and turn off the gas if you can.
- If you see sparks, broken wires or evidence of electrical system damage, turn off the electricity at the main fuse box if it is safe to do so.
- If you can, put on protective clothing that covers your arms and legs, and sturdy footwear. This is to protect yourself from injury by broken objects.
- If you are in a store, unfamiliar commercial building or on public transport, follow the instructions of those in charge.
- Use social media or text messages instead of calling to keep phone lines clear for emergency calls.
- Keep control of your pets. Protect them from hazards and protect other people from your animals.
- Check on your neighbours and anyone who might need your help.

Tsunami

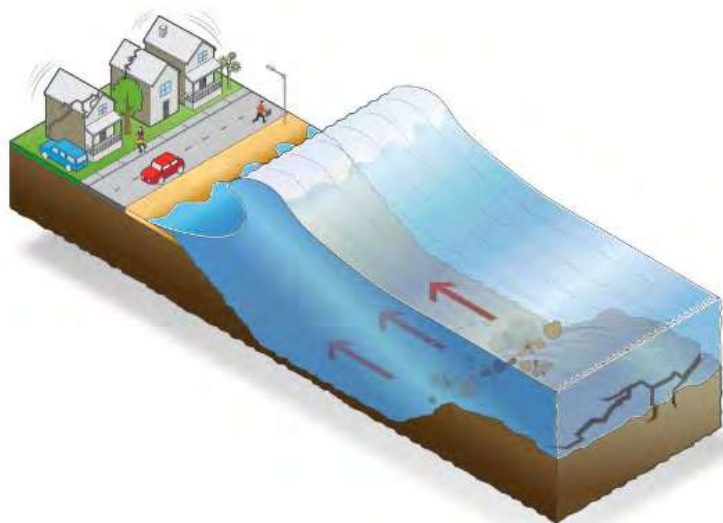
***Also refer to Fact Sheets on Electricity Outages, Flooding, Earthquakes and Landslides.**

Tsunami are series of ocean waves that can cause significant destruction along coastlines. They are usually caused by underwater disturbances such as earthquakes, landslides or volcanic eruptions, creating waves that travel out in all directions. These waves can appear small and travel at high speeds across the deep ocean, but slow and grow in height and destructive power as they approach the coast.

All of New Zealand's coastline, including Auckland, is at risk from tsunami due to our position in the Pacific Ring of Fire. This is a geologically active area surrounding the Pacific Ocean marked by frequent earthquakes and volcanic eruptions because of the collision and subduction of the Earth's tectonic plates.

The National Emergency Management Agency separates tsunami into three types, depending on where they form, with each type creating unique challenges:

- **Distant source tsunami: generated across the Pacific Ocean like in Chile, Alaska, or even Japan, which could take 14 hours or more to arrive.**
- **Regional source tsunami: generated from the southwest Pacific like Tonga, Samoa and Vanuatu, which could take between one and three hours to arrive.**
- **Local source tsunami: generated very close to New Zealand, which could arrive in minutes.**



It is important to note that a common misunderstanding is that the first tsunami wave is the biggest, this is not the case it is usually the subsequent waves that are larger. This is why it is important to always wait for the official all clear to return.

Diagram showing as a tsunami wave travels into shallower ocean it grows in height

Be aware of tsunami evacuation zones, tsunami evacuation routes, warning methods and signage for where you live, work or areas you frequently visit.

If you are visiting an area at risk from tsunami, check with the hotel, motel or campground operators for tsunami evacuation information, and find out what the local warning system is for tsunami.

Know your tsunami evacuation zones

- A tsunami evacuation zone is an area that you may need to leave if you feel a long or strong earthquake, or if there is an official tsunami warning.
- Make sure you know where to go, whether you are at your home, at work or out and about. Search for your home, work or school address on the [Auckland Emergency Management Hazard Viewer](#) to find out if they are in a tsunami evacuation zone.

In Auckland we have two types of tsunami zones – red, and yellow – based on the areas that can be affected in different sized tsunami.

- **Red** shore and marine threat zone: Covers the shore and adjacent low-lying areas most likely to be affected by a tsunami. You should avoid this area following any tsunami alert for the Auckland region until you are told it is safe to return.

Tsunami are often most destructive in bays and harbours, not just because of the waves, but because of the strong currents they generate in local waterways.

- **Yellow** land threat zone: Covers the area that would need to be evacuated in the event of a dangerous tsunami. You should evacuate this area if requested, or if you feel or notice any natural warnings, until you are told it is safe to return.

***Insert tsunami evacuation zone map**

*Map of Tsunami Evacuation Zones in *insert LB**

Tsunami warning signs

If there is earthquake shaking, [drop, cover and hold](#). If you feel a long or strong earthquake and you are near the coast, you must move immediately to the nearest high ground or as far inland as you can, out of tsunami evacuation zones. For a local-source tsunami which can arrive in minutes, there is not enough time for an official warning. It is important to recognise the natural warning signs and act quickly. The earthquake itself is your only warning.

If you are near the coast in a tsunami evacuation zone, you need to act immediately if you experience any of the following:

FEEL a strong earthquake that makes it hard to stand up, or a weak rolling earthquake that lasts a minute or more. Remember drop, cover and hold! (Protect yourself from the earthquake first, then act as soon as the shaking stops, evacuate)

SEE a sudden rise or fall in water level.

HEAR loud and unusual noises from the water.

Move immediately to the nearest high ground or as far inland as you can, out of tsunami evacuation zones. Do not wait for official warnings.

- Walk, run or cycle, if you can and remember your grab bag. This reduces the chances of getting stuck due to damaged roads or traffic congestion.
- While evacuating, be aware of other hazards. For example, a large local earthquake may damage electricity lines and bridges and create liquefaction and landslides.
- Do not return until an official all-clear message is given. Tsunami activity can continue for several hours, and the first wave may not be the largest. If there was an earthquake, expect aftershocks. Each time you feel one, drop, cover, and hold. Aftershocks may generate another tsunami.
- Listen to the radio and/or TV for updates, Auckland Emergency Management website and social media.

If you live near the coast but are not located in a tsunami evacuation zone, you do not need to evacuate. Your whare/home could be a safe location for friends and whānau/whānau/family who live inside an evacuation zone and need to evacuate.

Official warnings

- In a regional or distant source tsunami where there is time for an official warning to be issued, you may be advised which zones you need to leave.
- Tsunami warnings are published on www.civildefence.govt.nz and social media channels. Tsunami warnings will also be broadcast on radio and television.
- If there is a land threat, Emergency Mobile Alerts (EMA) will be issued by the National Emergency Management Agency and Auckland Emergency Management to areas under threat.
- If strong and unusual currents and unpredictable surges are expected near the shore, a local EMA may be issued by your local Civil Defence Emergency Management Group.

Immediately follow the advice of any emergency warning. Do not wait for more messages before you act.

Cancellations

Once you have evacuated, follow official advice from Auckland Emergency Management about when it is safe to return to tsunami evacuation zones. Do not return until an official all-clear message is given by Civil Defence Emergency Management. Tsunami activity will continue for several hours and the first wave may not be the largest. Aftershocks may cause additional tsunami events.

If you have a boat

Tsunami can be very dangerous for both recreational and commercial boats and their crews.

Tsunami dangers for boats include:

- Strong and unpredictable currents and surges that can affect ports and marinas even during small tsunami.
- Grounding of vessels, as water levels can suddenly drop.
- Capsizing from incoming surges, complex coastal waves, and surges hitting grounded boats.
- Collision with other boats, docks, debris and changes to the seafloor (e.g. movement of sand bars, wrecks, reefs and boulders).
- Depending on your vessel, your experience, where you are, and how much time you have before a tsunami arrives, you may need different action plans. Check out the civildefence.co.nz website for advice on what to do in a tsunami if you have a boat.

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Wildfires

If you live on a lifestyle block or a rural area, there are steps you can take to reduce the risk of wildfires for yourself, your property and your livestock or other animals.

[Fire Emergency New Zealand](#) (FENZ) is the lead agency for fire emergencies. Auckland Emergency Management may assist in providing regional inter-agency coordination of welfare support.

Fire seasons and permits

There are three fire seasons in New Zealand. Depending on the season and type of fire you're planning, you might need a fire permit.

- Open fire season: You can light a fire without a permit if you do so safely and responsibly. You must also have permission from the landowner.
- Restricted fire season: Lighting a fire is riskier than usual, so you'll need a permit for most fire types. You may also need to meet specific conditions to help you light your fire safely and prevent it from getting out of control.
- Prohibited fire season: Total Fire Ban. Fires are banned because it's too risky, with any existing fire permits suspended. Hāngī, umu and wood fire pizza ovens are permitted, subject to certain conditions.

FENZ's website [Check It's Alright](#) has information on the current fire season, fire types and information on how to reduce risks of a fire getting out of control.

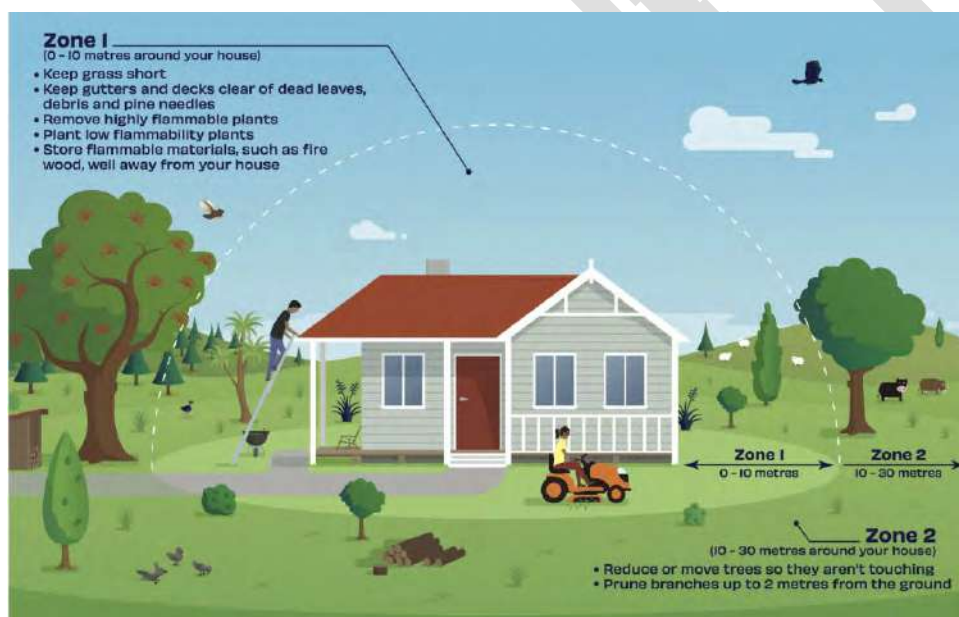


Diagram shows how to manage vegetation and fuel sources in Zone 2 (10-30m) around your house and other structures.

If you have time before your evacuation, turn on sprinklers, fill the gutters with water, and wet down materials like firewood that may fuel the fire. Some other considerations if time permits are:

- Move vehicles to a safe location.
- Relocate lightweight garden furniture, door mats and other outdoor items indoors.
- Wet down the sides of buildings, decks and plants close to your home in the likely path of the wildfire.
- Move animals and livestock to a well-grazed or ploughed area.
- Close windows, doors, and vents. Shut blinds. Seal gaps under doors and windows with wet towels.

Evacuation

Fire moves extremely fast – have a plan to ensure you and your whānau know what to do in a fire and how to get out safely.

- Know your neighbours and talk to your community about what you'll do in the case of a fire or emergency, and make sure you look after people who may not be able to look after themselves.
- Dial 111 immediately if there's a fire. Leaving early is always your safest option and make sure you know how to get away and where you'll go.
- Don't rely on an official warning to leave. Wildfires can start quickly and threaten lives and homes within minutes.
- If you have evacuated, don't return home until you're advised that it's safe.

Fire Blankets and Fire Extinguishers

If you have fire blankets or a fire extinguisher in your home, workshop and/or sheds, you'll be better prepared to put out small fires before they become big ones.

Fire blankets are useful for covering cooking related fires, and for wrapping around a person to smother a clothing fire.

Fire blankets are made of fabrics that are fire resistant and can be purchased at most hardware stores.

Store fire blankets in a location close to your kitchen.

Fire extinguishers are useful for fires caused by cooking oils or fat in the kitchen.

Familiarise yourself with how to operate your fire extinguisher and only use when it's safe to do so.

Remember, life is more important than property. Always make sure you have your escape planned before tackling any fire and don't put yourself or others at risk.

Access and water supplies for fighting fire

For firefighters to safely enter a home to check for missing people, fight a fire and protect nearby buildings from the effects of fire, they must have 4m x 4m clearance to access your property and access to water.

For information and advice on keeping animals safe from wildfires, go to: bit.ly/animals-fire or <https://checkitsalright.nz/reduce-your-risk/protecting-your-property>.

Biological (Outbreaks, Epidemics, Pandemics)

A pandemic is an outbreak of an infectious disease that spreads across a very large region, multiple countries, or worldwide. Outbreaks and epidemics affect local areas and regions. The direct impact on human life can be immense, with vulnerable populations, including the elderly and those with underlying health conditions, being particularly at risk. Epidemics among animals, such as Foot and Mouth Disease, can also affect people's activities.

The risk and impacts of a pandemic or large epidemic extend beyond the immediate health crisis. Many services like education, transport, work, health care and community services face disruptions. Social interactions are limited or strained, with physical distancing measures and lockdowns impacting social gatherings, cultural events, and everyday life.

The Ministry of Health is the lead agency for human pandemics. Auckland Emergency Management assists in providing regional inter-agency coordination of welfare support.

In a pandemic you may need to stay at whare/home because:

- you are sick,
- you are caring for a sick whānau/family or household member,
- community actions to prevent spread of the infection are needed.

During an outbreak, epidemic or pandemic

Hygiene – keeping clean:

- Washing and drying your hands properly is one of the best ways of protecting yourself against the spread of germs. Wash hands for at least 20 seconds with soap or an alcohol-based rub. Drying hands well is important too. Do this after coughing or sneezing; blowing noses; wiping children's noses; visiting the toilet; or looking after sick people.
- Keep your coughs and sneezes covered. Put tissues straight into a covered, lined rubbish bin or a plastic bag.
- Try to stay a metre away from sick people to reduce the spread of infection and consider having those who are unwell stay in one part of the house if practical and/or be cared for by a single person. Ensure there is good ventilation to any areas where people are unwell.
- Stay informed with key health information: <https://www.arphs.health.nz/> and <https://www.adhb.health.nz/>.

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**Auckland
Emergency
Management**
Tokonga Mate Ohotata o Tamaki Makaurau



Draft Waste Management and Minimisation Plan 2024

Update on public consultation
Waitākere Ranges Local Board

May-June 2024: Waste Solutions



Te Mahere Hukihuki mō te Whakahaeretanga me
te Whakaitinga o te Para 2024

**DRAFT Waste
Management and
Minimisation Plan 2024**





Purpose

- Provide a summary of public consultation findings
- Answer questions related to the consultation submissions



Context



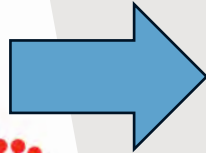
Draft Waste Plan 2024



The preparation of the waste assessment has relied on information from multiple sources, including SWAP analysis, reporting of domestic waste data under the licensing requirements of the Waste Management and Minimisation Bylaw 2019, contracts, consents, and annual reports. The accuracy of these sources is contingent on the best information available at the time and the degree of disclosure from the waste industry.

It is not possible to calculate, with precision, up-to-date tonnage and composition of waste being disposed to landfill in the Auckland region without mandatory industry disclosure. Information has also been sought from landfill and refuse transfer station operators, and operators of product stewardship schemes, who have no obligation to supply the requested information. In some instances, information has been voluntarily provided, however on others the requests have been declined to supply information for this purpose.

Financial analysis and modelling have relied on the best financial information available at the time of drafting of the waste assessment.



Auckland's Waste Assessment 2023
November 2023



AK HAVE YOUR SAY

Te Mahere Hukihuki mō te Whakahaeretanga me te Whakaitinga o te Para 2024

DRAFT Waste Management and Minimisation Plan 2024

Issued February 2024.
*Version 1.0 for public consultation.

aucklandcouncil.govt.nz



AK HAVE YOUR SAY

DRAFT Hauraki Gulf Islands Waste Plan 2024

February 2024.
Version 1.0 for public consultation.
aucklandcouncil.govt.nz



Plans and waste assessment available here: [HaveYourSay website](https://www.aucklandcouncil.govt.nz/your-say)



Why it matters

- Draft WMMP 2024 retains 2040 regional **zero waste vision** and outlines
 - **principles** to guide decision-making
 - **targets** for 2024-2030
 - **priorities and actions** for 2024-2030 to achieve those targets
- **Aligned** with national direction, iwi and key stakeholder input and now tested with the public
- Forms basis for our **6-year waste work programme**
- Includes **changes to services** with rates-funding implications (LTP and Annual Budget)
- Enables us to receive and spend **waste levy funding** from central government



Waitākere Ranges Local Board Draft Waste Plan views – August 2023



Resolution: WTK/2023/103 ([full resolution found here](#))

Summary of key feedback from the local board:

- recognise the Waste Management and Minimisation Plan as a key tool to achieving the vision of zero waste by 2040
- note that the Waste Plan aligns with Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan), which commits to halving greenhouse gas emissions by 2030 and reaching net zero emissions by 2050
- note that the recent weather events demonstrate that we are in a climate emergency and every step must be taken to reduce and absorb as much carbon as possible
- urge the Governing Body to accelerate innovation that supports the delivery of a zero waste, circular economy
- note the important roles that many community recycling centres played during the disaster response and support the development of the Resource Network
- strengthen our partnership approach with mana whenua, including Te Ao Māori to underpin the vision, priorities and actions of the waste plan
- endorse the vision for Auckland to be zero waste by 2040, but note with concern that no significant changes to the direction of the 2018 plan are proposed to achieve this
- strongly advocate for priority commercial waste streams to be expanded to include paper/cardboard and textile waste
- note the limited options for recycling and reuse, particularly of textiles, in Aotearoa. It is noticeable that clothes recycling bins have disappeared in the West.



Waitākere Ranges Local Board Draft Waste Plan views – August 2023



Resolution: WTK/2023/103 ([full resolution found here](#))

- Summary of key feedback from the local board:
- accelerate options over the next seventeen years to 2040 for recycling and rescue of all focus commercial waste streams
- support proposed central government regulations on household recycling services, including standardising materials for recycling and food scraps collections and ensuring all councils offer recycling and food scraps collections in urban areas
- should ensure recycling services are provided in urban and rural areas; and retain the use of bags for rural households that are unable to use wheeled bins
- the inorganic rubbish collection service is a highly valued service by residents
- support advocacy for, a container return scheme, incentivizing product stewardship, and cutting down packaging waste
- establish a container return scheme
- incentivise product stewardship and cutting down packaging waste at source.
- Waste plan should focus on accelerating council efforts to find a practical solution for the safe and cost-effective disposal of green waste from kauri dieback infected areas
- green waste from volunteer work in kauri dieback areas has become a significant cost burden. Our community weed bins have to be plastic lined with deposited material wrapped and disposed of as contaminated waste.



Public consultation 28 Feb-28 March 2024

Communications and engagement pathways

- Online in 8 languages & NZSL / video recordings / 2 webinars
- AKHaveYourSay regionwide, including Islands
- Working directly with iwi
- Community partners spread the word
- Mailout to commercial & community stakeholders
- NZME communication campaign
- Council advisory panels
- Council communications — OurAuckland, People's Panel, social media



Public consultation 28 Feb-28 March 2024

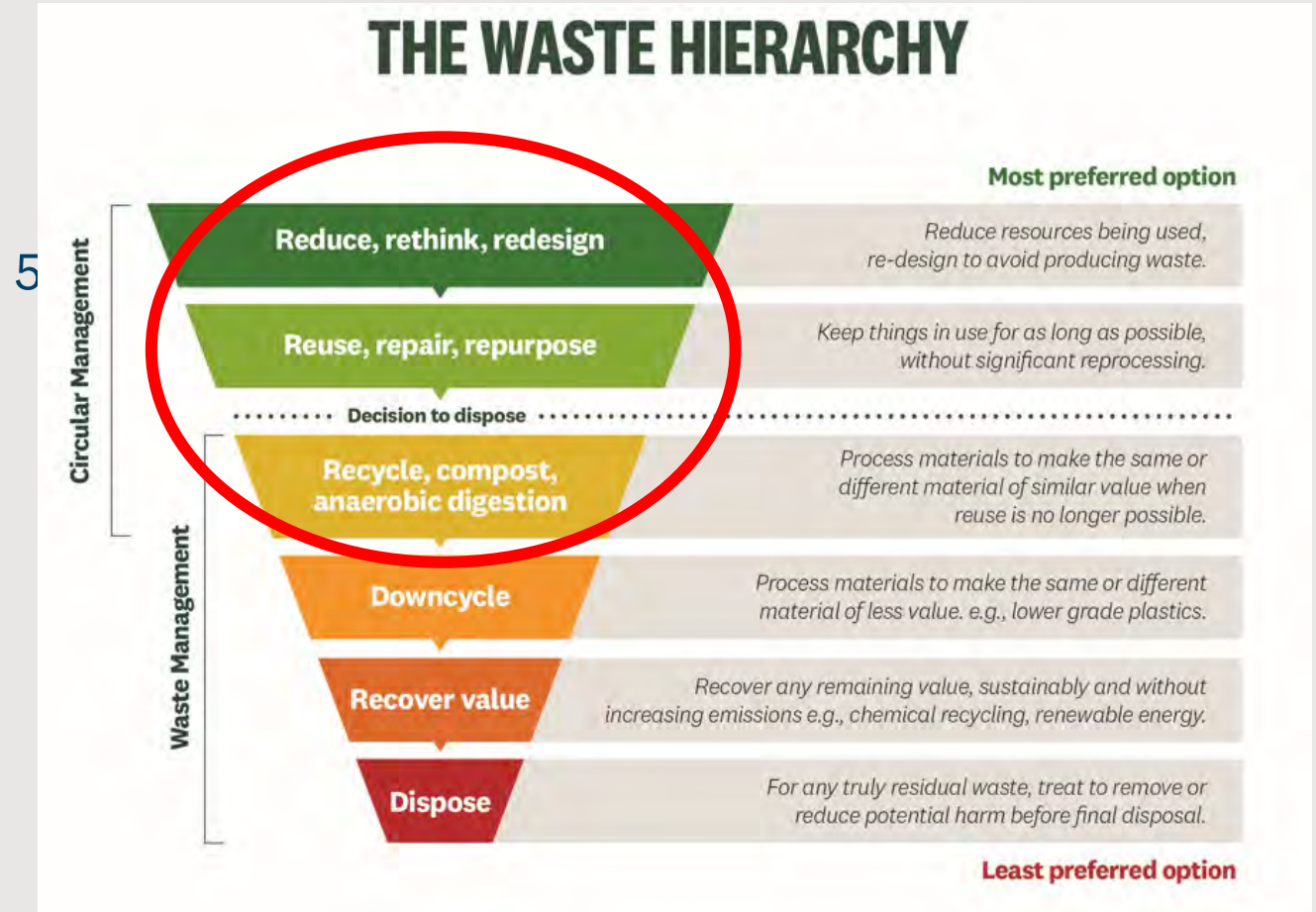
Written submissions

- 7-question feedback form
- Email
- **Verbal input**
 - 10 public AKHaveYourSay events
 - 2 regional organisation events



Feedback form questions

1. Direction of the plan
2. Priorities for action
3. Hauraki Gulf Islands Plan
4. Any other comments



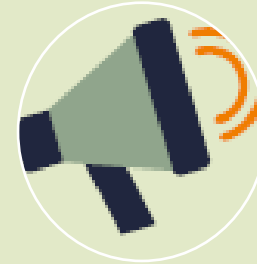
Feedback form questions / Priorities for Action



1. Strengthen ways of working with mana whenua **and** deliver on Māori outcomes.
2. Continue expanding and strengthening the Resource Recovery Network and its services



3. Target construction and demolition waste
4. Focus on organics, plastics, packaging, textiles and biosolids
5. Strengthen our disaster preparedness and climate change mitigation, adaptation and resilience



6. Move up the waste hierarchy including source reduction, reuse and right to repair
7. Implement the Container Return Scheme and other mandatory product stewardship



8. Support Aucklanders to use their kerbside bins effectively + shift to rates-funded
9. Transition to a fortnightly rubbish collection
10. Accelerate efforts re council's operational waste
11. Address litter and illegal dumping to protect health and the environment

12. Work in partnership with others to achieve our Zero Waste vision



Who we heard from



Regional and local submission numbers

2737 total number of submissions

+ **1410** responses from public events

2669 submitters identified their local board

80 submissions from Waitākere Ranges

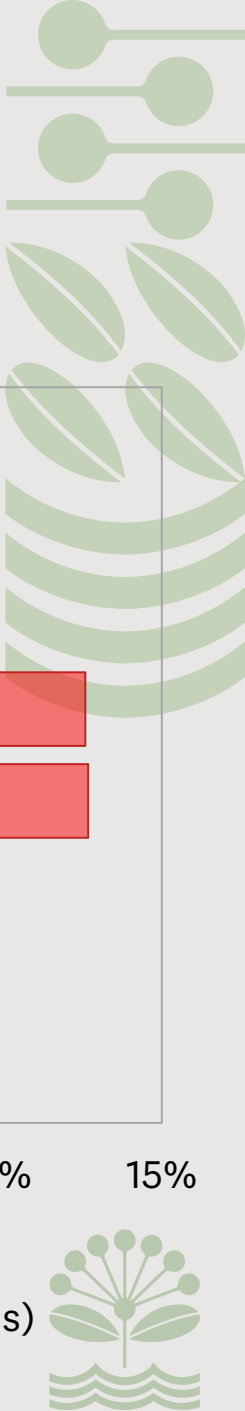
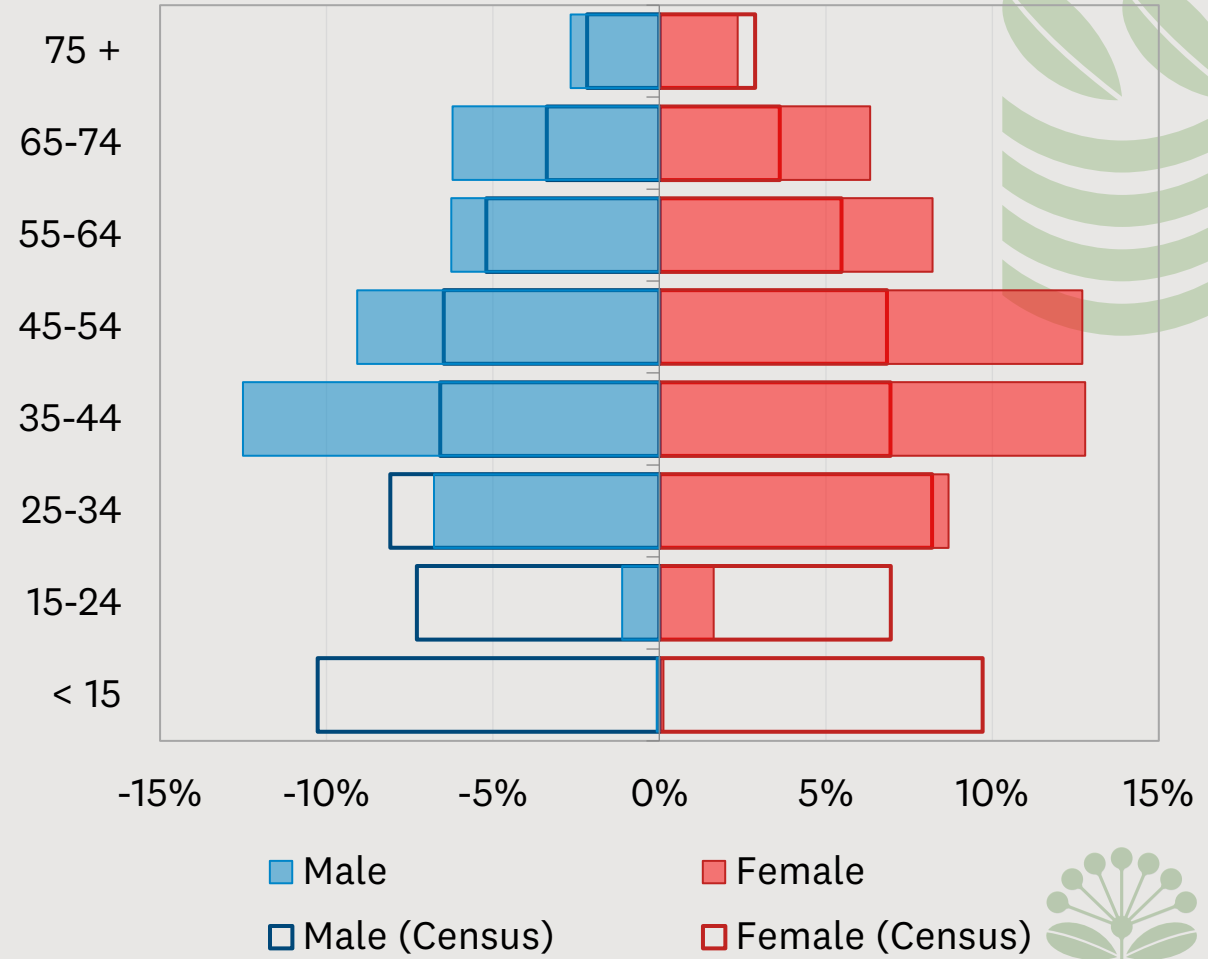
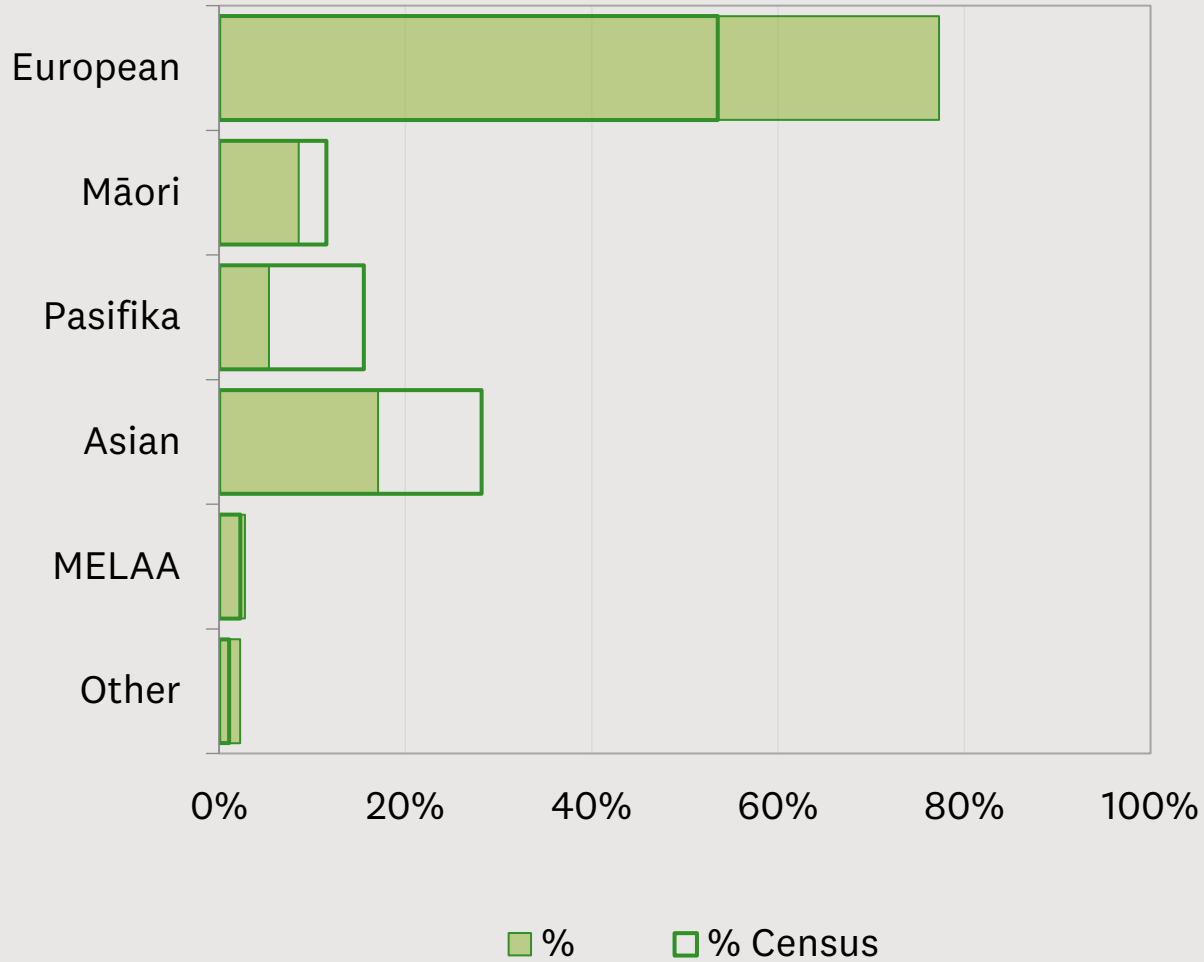
including:

1 from waste collection company Rubbish Direct



Regionwide Demographics

compared with census profile



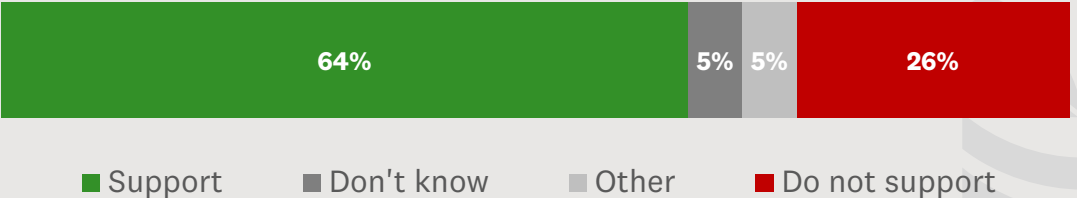
What we heard



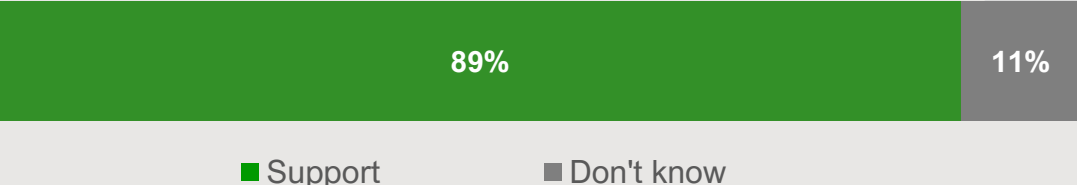
Q1. Support for the regional plan

Regional view

Submissions 2626

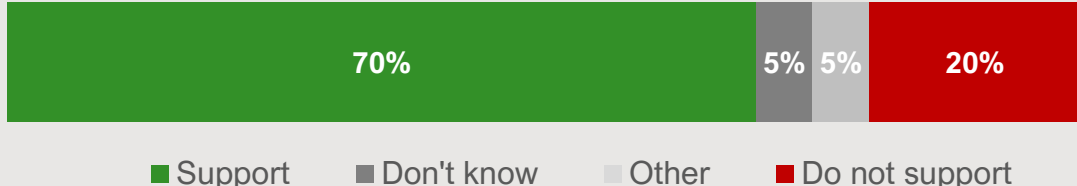


AKHaveYourSay events feedback 135



Waitākere Ranges view

Submissions 76



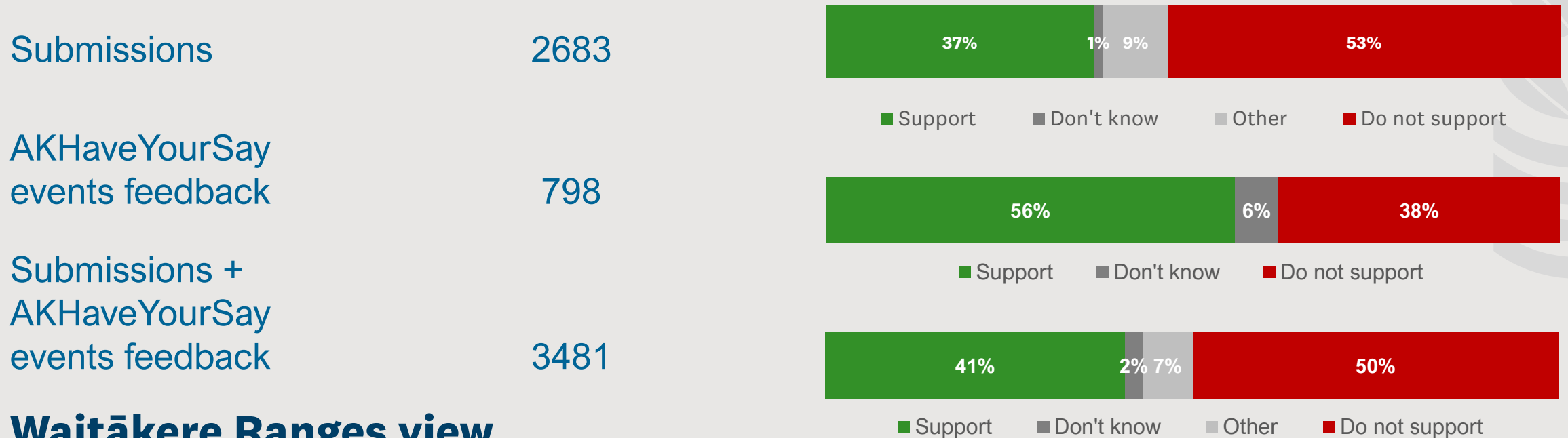
Local themes

- Should target larger waste streams, waste producers, more options for reuse/repair/recycling (10 submissions)



Q2A: Fortnightly rubbish

Regional view



Waitākere Ranges view



Local themes

- Predict increased litter / illegal dumping / using neighbours' bins (15)
- Concern about ability to cope – odours / pests / cleanliness (13) – costs / rates (11) – too much waste (6)
- Supporters – could manage / achievable (9)



Q2B and Q2C: Other regional priorities

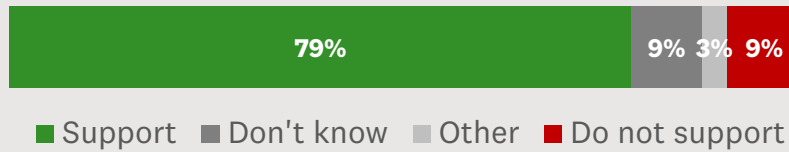
Priority

Region-wide

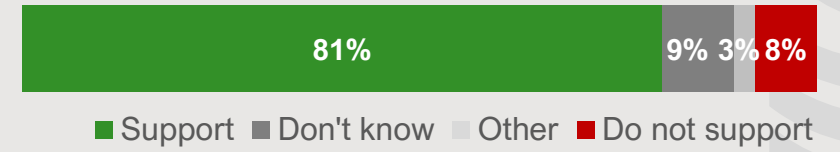
Waitākere Ranges

Construction and Demolition Waste

n= 2620



n= 77

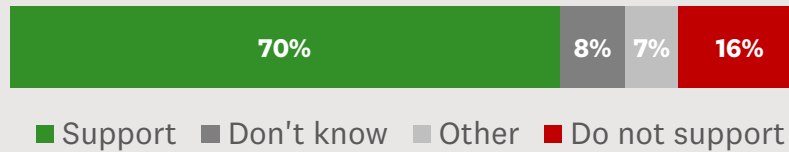


Local themes:

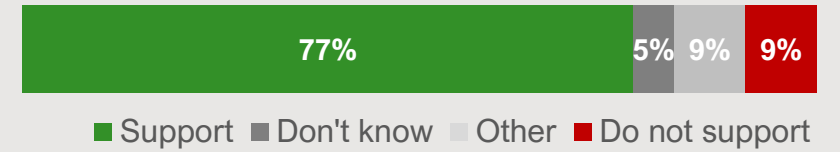
Increase availability of waste C&D materials for reuse (4 submissions)

Priority Waste Materials

n= 2608



n= 78



Local themes:

Agree these materials should be prioritised (6 submissions)

n = number of submissions



Q2D and Q2E: Other regional priorities

Priority

Region-wide

Waitākere Ranges

Product stewardship

n=
2616



■ Support ■ Don't know ■ Other ■ Do not support

n=
78



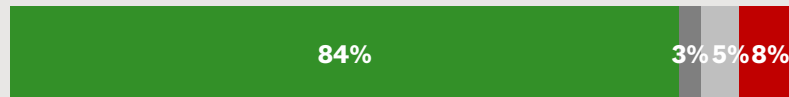
■ Support ■ Don't know ■ Other ■ Do not support

Local themes:

Businesses / manufacturers / producers of waste should be responsible (12 submissions)
Concern it will increase costs to consumers (9 submissions)

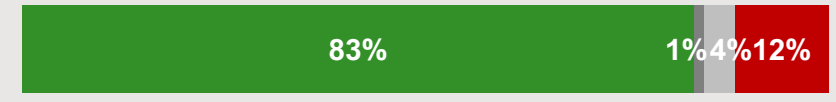
Litter and illegal dumping

n=
2608



■ Support ■ Don't know ■ Other ■ Do not support

n=
78



■ Support ■ Don't know ■ Other ■ Do not support

Local themes:

Use fines and/or cameras (9 submissions)
Concern about enforceability (6 submissions)
Want lower waste disposal costs at landfill / transfer station (5 submissions)

n = number of submissions



Local Organisation: Rubbish Direct

Suggest

- Shouldn't focus on waste reduction - instead focus on sorting waste for reuse
- Fortnightly rubbish collection fine for standalone houses but not large multi-unit dwellings
- Multi-unit dwellings should be able to opt out of council collections



Next steps

- Waitākere Ranges Local Board views — June agenda report



**Questions /
Pātai?**



Summary of the draft Regional Land Transport Plan 2024-2034

The Regional Land Transport Plan 2024-2034 (RLTP) is the Auckland Region's 'bid' for national funding from fuel taxes and Road User Charges. It sets out and prioritises the projects and services that Auckland Transport, the NZ Transport Agency and KiwiRail propose to be funded from the National Land Transport Fund.

This Draft RLTP responds to the challenge of a growing population as well as Auckland Council and Government transport policy outcomes for:

- Faster and more reliable public transport
- Improved transport network resilience and sound asset management
- Improved regional economic productivity, including reduced congestion and faster travel times
- Improved safety and reduced deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

To support these outcomes, the Draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. Figure A provides a summary of this programme by category. However, the costs of this programme are a lot more than the funding Auckland is likely to receive. Therefore, we need to signal which projects are our highest priority for funding.

The Draft RLTP confirms that the following items are effectively mandatory and should receive funding in all circumstances:

- Renewals and maintenance of local roads, rail and state highway networks to ensure these remain fit for purpose into the future and whole of life costs and disruption are minimised
- Existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network.
- Completing projects that we are already committed to and are in progress (E.g. Eastern Busway and City Rail Link).

This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are:

- Smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low emissions options
- Larger rapid transit projects that will provide new high-speed public transport links across Auckland, but will cost more and take longer to deliver
- Smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
- Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions
- Cycling projects that will increase the size of the cycling network
- Investment in safety infrastructure to reduce deaths and serious injuries on our transport network.

Figure B provides a summary of the proposed items that can be prioritised, by category.

Of these, the Draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads and address growth

challenges and expand the cycling network. It concludes that delivering *all* of the state highway improvements, while still important, is a relatively lower priority for available funding.

Before we make final decisions, we seek your feedback to make sure the final RLTP 2024 reflects the views of Aucklanders about which projects are the highest priority for funding into the future.

Public consultation on the Draft Auckland Regional Land Transport Plan 2024-2034 begins on Friday 17 May and closes on Monday 17 June 2024. Please let us know your thoughts by making a submission at <https://haveyoursay.at.govt.nz/>.

Figure A: Proposed expenditure by Category

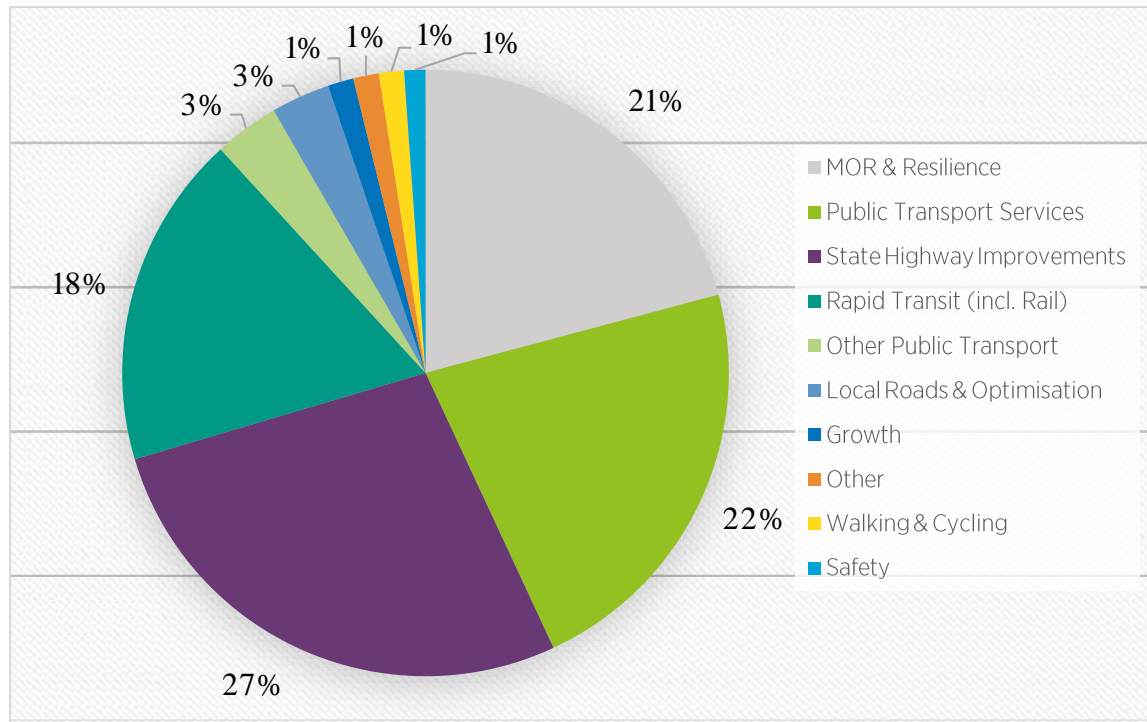
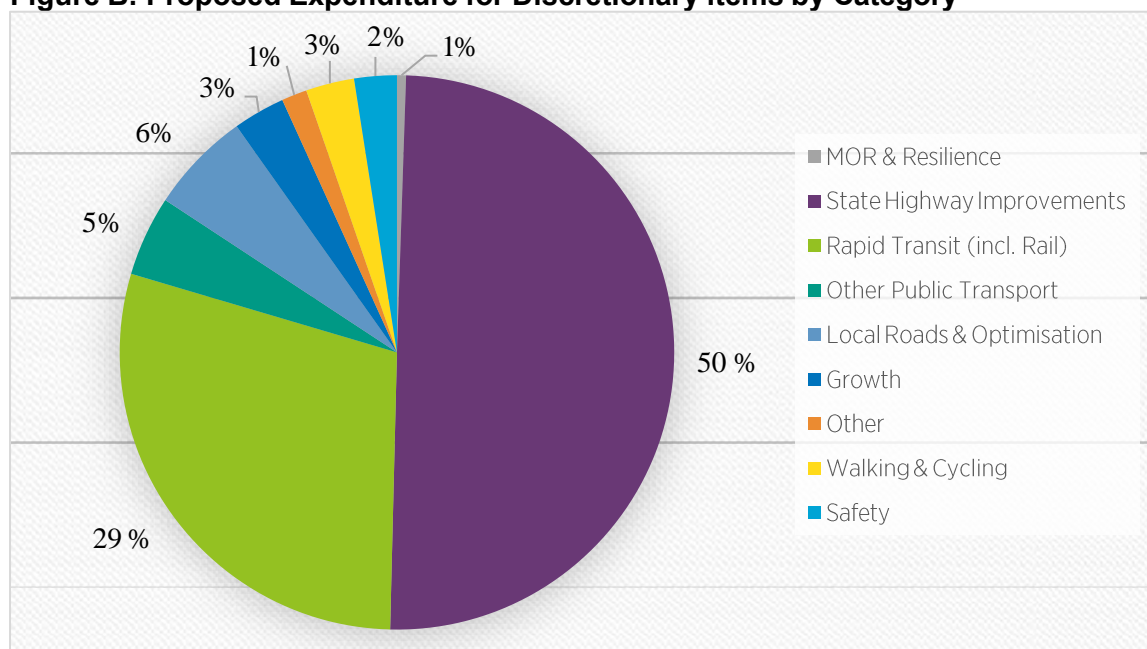


Figure B: Proposed Expenditure for Discretionary items by Category



DRAFT

Auckland Regional Land Transport Plan 2024-2034



The Draft Auckland Regional Land Transport Plan 2024-2034 sets out the land transport objectives, policies and measures for the Auckland region over the next 10 years. It includes the land transport activities of Auckland Transport, NZ Transport Agency Waka Kotahi, KiwiRail and other agencies.



From the Chair

Auckland faces significant transport challenges now and into the future. Our population increased by around 300,000 people to over 1.7 million in the 11 years to the end of last year, and we're expecting to welcome another 220,000 Aucklanders by 2034.

This rapid growth presents the challenge of moving more people and goods on our transport system without increasing congestion. We must also look after our existing transport assets while planning for the future, fuelling economic opportunity, improving safety and protecting the environment.

This Draft Regional Land Transport Plan 2024-2034 outlines a proposed 10-year programme of prioritised transport projects and services that make up Auckland's 'bid' for national funding from the National Land Transport Fund.

It has been developed by Auckland Transport, the NZ Transport Agency and KiwiRail – with Auckland Council - and reflects current government and council priorities.

The proposed plan aims to deliver faster and more reliable public transport, and an improved and resilient transport network that drives regional economic productivity, targets congestion and improves journey times. We are also committed to reducing transport-related deaths and serious injuries and decarbonising the transport system to help meet Auckland's environmental goals.

This document seeks your feedback on our proposed plan, and we hope you are willing to take the time to give us your thoughts.

We look forward to your feedback.



Richard Leggat

Chair

Regional Transport Committee

Summary

This Draft Regional Land Transport Plan 2024-2034 (RLTP) proposes a \$63 billion investment programme of renewals, maintenance and operations, public transport services and new projects. The programme includes completing the City Rail Link, Eastern Busway and Penlink, and rolling out electric ferries and more electric buses. It includes the use of more technology like dynamic lanes to maximise our existing transport network and ranks an extensive list of new land transport projects each agency has put forward for funding.

The full investment programme would require around \$41 billion from the National Land Transport Fund (NLTF), which is likely to far exceed the available funding envelope. This means we need to decide on our highest priorities for funding.

We propose the following items are mandatory and should receive funding in all circumstances:

- Renewals and maintenance of local roads, rail and state highway networks to ensure they remain fit for purpose into the future
- Existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network
- Completing projects that we are already committed to and are in progress, for example. The Eastern Busway and City Rail Link.

This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are:

- Smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low emissions options
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- Smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
- Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions
- Cycling projects that will increase the size of the cycling network
- Investment in safety infrastructure to reduce deaths and serious injuries on our transport network.

This Draft RLTP proposes public transport projects be our highest funding priority, followed by those which expand the cycling network, optimise local roads, address strategic growth areas and expand the cycling network. While the delivery of *all* of state highway improvements is important, we propose they be a lower priority for the available funding.

Before we make final decisions and signal our regional investment priorities to Central Government, we seek your feedback to make sure the priorities outlined in this Draft RLTP reflect the views and priorities of Aucklanders.

Public consultation on the Draft Auckland Regional Land Transport Plan 2024-2034 begins on Friday 17 May and closes on Monday 17 June 2024. Please let us know your thoughts by making a submission at <https://haveyoursay.at.govt.nz/>.

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1. Purpose



The purpose and role of the RLTP

The statutory purpose of the Auckland Regional Land Transport Plan (RLTP) is to set out the Auckland region's land transport objectives, policies, and monitoring measures for the next 10 years.

More importantly, the RLTP presents the Auckland regions "bid" for national funding. It sets out and prioritises the land transport activities that Auckland Transport (AT), the NZ Transport Agency Waka Kotahi (NZTA) and KiwiRail propose to be funded from the National Land Transport Fund (NLTF).

The RLTP must be consistent with the Government Policy Statement on land transport (GPS) and consider a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by NZTA, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

In practice, the RLTP seeks to align:

- The capital and operating programmes of the three transport agencies
- National and regional transport objectives
- National and regional funding sources.

Transport funding and policy

In Auckland, transport activities – capital projects, maintenance, and public transport services – are funded from two main sources:

- **Fuel taxes and road user charges** collected into the National Land Transport Fund (NLTF) administered by the NZ Transport Agency Waka Kotahi (NZTA) to deliver policy set out by Central Government through the Government Policy Statement on land transport (GPS).
- **Rates, targeted rates (such as the Climate Action Targeted Rate), borrowing and development contributions** administered by Auckland Council through the Long-term Plan to deliver Council policy objectives.

Crown funding is also often made available to supplement the NLTF for certain activities.

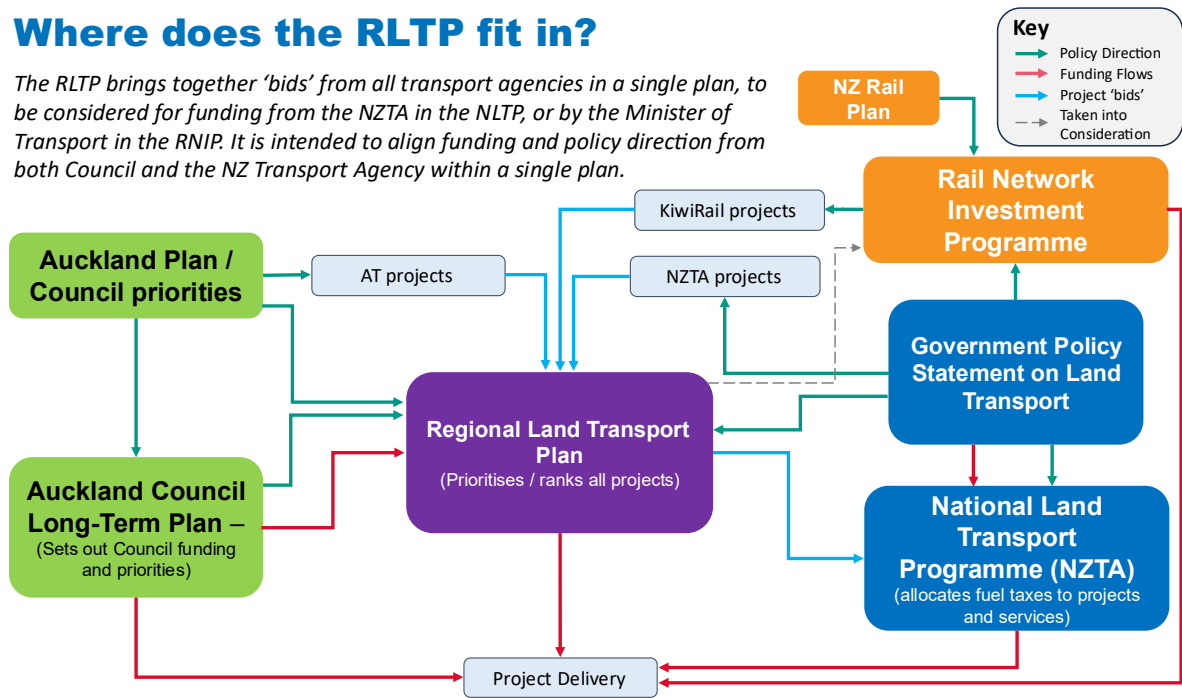
Auckland's transport activities and networks are delivered and operated by 3 main agencies:

- **Auckland Transport (AT)** is responsible for Auckland's local road network and public transport services, including rail passenger services, in alignment with Council policy direction, using funding from the Long-term Plan and NLTF
- **NZTA** is responsible for the state highway network in Auckland, in alignment with the GPS, using funding from the NLTF and the Crown
- **KiwiRail** is responsible for the rail infrastructure network and rail freight services and will set out its proposed investment programme in the Rail Network Investment Programme (RNIP) in alignment with the GPS using funding from the NLTF and the Crown.

Figure 1: Regional Land Transport Plan Policy Context

Where does the RLTP fit in?

The RLTP brings together 'bids' from all transport agencies in a single plan, to be considered for funding from the NZTA in the NLTP, or by the Minister of Transport in the RNIP. It is intended to align funding and policy direction from both Council and the NZ Transport Agency within a single plan.



The RLTP does not have the final say on what transport activities will be funded from the NLTF. These funding decisions are made by NZTA in the National Land Transport Programme (NLTP). NZTA is required to take account of RLTPs from around New Zealand, but it must give effect to government direction in the GPS. For KiwiRail projects, the Minister of Transport approves funding through the RNIP.

As the costs of all proposed projects are likely to exceed funding, the RLTP plays an important role in signalling Auckland's priorities for available funding

The draft RLTP 2024 is different from the RLTPs in 2018 and 2021. For those documents, the expected NLTF funding for Auckland had been signalled beforehand, enabling an overall 'funding envelope' to be identified. Consequently, in 2018 and 2021, the combined agency programmes were prioritised to fit within the funding envelope. For this draft RLTP 2024, there is no clear signal of how much NLTF funding might be available for Auckland activities and no 'funding envelope' has been identified.

Without a 'funding envelope' to work to, this draft RLTP 2024 includes all plausible proposals for NLTF funding from AT, NZTA and KiwiRail. This is to ensure key projects from all agencies are included and ensure consistency with the priority projects highlighted in the GPS. This unconstrained approach has contributed to a programme that would require \$40.9 billion from either the NLTF or new funding sources to complete. This scale of demand will, however, significantly exceed available funding¹.

As proposed project costs exceed funding, the key role of this RLTP is therefore to signal the region's *priorities* for investment, particularly over the next three years, which are most important for NLTF decisions. As part of this process, we seek public and stakeholder feedback on those priorities.

¹ The GPS only forecasts NLTF revenue out to 2029/30. The total revenue for seven years is \$42.25 billion.

Auckland currently has more proposed transport projects than we can afford. All agencies agree that maintenance, operations and renewals are a key priority, along with already committed projects. This leaves big decisions over whether to fund major new projects, such as the Waitemata Harbour Connections and Northwest Rapid Transit, or to concentrate on smaller public transport projects that are needed to help deliver a better, faster and more reliable transport network.

The role of the RLTP 2024 is to set out the Auckland region's transport priorities, so that Auckland's voice can be heard when funding decisions are made by the NZTA. This Draft RLTP proposes that much more funding needs to be allocated to higher priority public transport projects. Before we provide a final view, we want to hear from Aucklanders about what you see as the priorities for investment.

2.

Challenges



Challenges

The key challenges facing the Auckland transport system that have influenced development of this Draft RLTP are shown below, along with how investment can improve outcomes for Aucklanders.

Table 1: Problems, objectives and outcomes

Problems	Objectives	Outcomes
<p>Access and connectivity</p> <p>Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities</p>	Better connect people, places, goods and services	<p>Improved access</p> <p>Travel speeds held steady or improved</p> <p>Improved travel time reliability</p>
<p>Asset management</p> <p>Reactive maintenance and low levels of investment are impacting the reliability of our transport network</p>	Sound management of transport assets	<p>Building back better</p> <p>Improved network resilience</p> <p>Minimise disruption</p>
<p>Climate change and resilience</p> <p>Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change</p>	Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates	<p>Reduced emissions</p> <p>Improved network resilience</p> <p>Mitigation through design</p>
<p>Travel Options</p> <p>A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland</p>	Provide and accelerate better travel choices for Aucklanders	Improved Public Transport reliability
<p>Safety</p> <p>The transport system has become increasingly harmful and does not support better health outcomes</p>	Make Auckland's transport system safe by eliminating harm to people	<p>Decrease in deaths and serious injuries</p> <p>Improved health and wellbeing of Auckland</p>

Access and connectivity

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005. The public transport network has been transformed with increased public transport frequency across key corridors, the Northern Busway has been completed and extended, the trains have been upgraded, the western rail line has been double tracked, and we have invested in rail stations and the electrification of the rail network. In addition, the bus network has been successfully re-organised using a modern bus fleet.

The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the Western Ring Route including the Waterview Connection, improved access to the Auckland Airport Precinct, widening of the southern motorway and an extended SH1 motorway connection to Warkworth.

These initiatives saw a renaissance in public transport with annual boardings reaching 103 million by November 2019. Meanwhile, investment in cycleways led to a rapid increase in the number of people on bikes.

However, even with shifts to public transport and increases in motorway network capacity, rapid population growth saw congestion spreading across the network over more of the day. This trend only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

The COVID-19 pandemic, lockdowns and associated increase in working from home changed travel patterns. There was a major reduction in public transport patronage and, to a lesser extent, cycling trips, partially as demand for travel to the City Centre reduced.

Travel patterns are now returning to a new normal, with a recovery in public transport and cycling trips to pre-pandemic levels, despite the increase in working from home associated with hybrid working. Meanwhile, there are indications that congestion is beginning to increase again past the levels seen in 2017, putting travel times at risk, as Auckland enjoys a post-pandemic growth spurt.

Looking forward, Auckland is expected to grow by 220,000 people, or around 13%, to 2034. This presents the opportunity to harness benefits of scale and contribute to economic productivity as the region develops and becomes more compact.

The benefits of growth can only be realised if the transport system is able to deliver improved access and connectivity to jobs and other economic and social activities. In Auckland's context, this requires two outcomes:

- Growing the reach, speed and reliability of the public transport network and expanding the cycling networks so that travellers on these modes can reach more opportunities faster and attract people out of car trips
- Ensuring average vehicle travel speeds stay the same or improve, so that private vehicle users can reach more opportunities, due to intensive growth, within the same travel time.

Failure to achieve these results will mean that Auckland experiences the negatives of growth – higher costs, more time travelling and more unreliability – without the wider productivity benefits of a larger population.

Asset management

AT is the regional guardian of \$26 billion of transport assets. This includes 7,774 kilometres of arterial and local roads, 7,637 kilometres of footpaths, 382 kilometres of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

NZTA is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. These assets are valued at around \$16.3 billion.

KiwiRail is responsible for planning, developing, maintaining and operating the national rail network, including in the Auckland Region.

Over the last six years, renewals have tended to be de-prioritised in favour of making progress on improving our public transport, road and rail networks. At the same time, renewals programmes have come under pressure from:

- Deteriorating asset condition which is increasing 'whole of life' costs and reducing Level of Service (LOS)
- Significant increases in construction and renewal costs, in particular road resurfacing which makes up the largest share of AT's renewal spend. For example, the bitumen cost index increased 56% between June 2021 and May 2023 while resurfacing costs for asphalt and chip sealing have increased by 26% and 31% respectively
- The extreme weather events in February 2023
- Increasing numbers of heavy vehicles including, growth-related construction, service-related traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5% every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions)
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

The result has been an increasing backlog in renewals. On the local road network, road surfaces are currently being renewed every 20 to 30 years, when it should be once every 10 to 15 years. As a result, we have 1,350 kilometres of sealed road surface which is in a poor or very poor condition and has exceeded its design life. This means water is leaking into the base layers of these roads, which causes more deterioration and higher costs to repair. If we continue to renew our local roads at the current rate for another decade, over 1,800 kilometres of road surface, or 27% of the local network, will be in a poor or very poor condition.

The rail network has faced reliability challenges in recent years, as historic underinvestment has led to the deferral of essential renewals at the same time as passenger service levels have significantly grown, increasing wear and tear. In 2020, KiwiRail commenced a programme of 'catch-up renewals' to bring the most degraded parts of the network up to a resilient and reliable modern metro standard. However, continued growth in track use post-CRL opening will further increase the need for regular maintenance and renewals, which relies on funding from track access charges through the Auckland Network Access Agreement (ANAA) and creates affordability challenges for all users.

Climate change and the environment

In late 2019, Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020, the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which boldly aims to halve Auckland's GHGs by 2030 and identified that transport emissions needed to come down by 64% to achieve this goal.

In 2021, the Climate Change Commission issued the 2021 Draft Advice for Consultation. Transport featured strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

Following this, in August 2022, the Transport Emissions Reduction Pathway (TERP) was approved by Auckland Council, where 11 transformation areas were identified in order to achieve the target of 64% reduction in transport emissions by 2030. There is insufficient funding to deliver the level of transport investment at the pace and scale required to achieve this target.

The TERP's main interventions focus on mode shift to active modes and public transport, reducing travel where appropriate and possible, land use and transport integration, and supporting the decarbonisation of the transport sector.

Extreme weather events across New Zealand and globally have highlighted the physical, financial, and other impacts of climate change. They have also highlighted opportunities such as efficiencies and improvements, or new partnerships, products and services.

The Draft GPS signals a shift in Government transport priorities towards economic growth and productivity, with less focus on the climate and environment. Meanwhile, the Draft Long-term Plan shifted Council's emphasis to meeting 2050 targets in line with Te Tāruke-ā-Tāwhiri.

Ensuring a transport network that is resilient to the impacts of climate change is a whole-of-Council and whole-of-Government responsibility. The Draft GPS nominates the Emissions Trading Scheme as the most appropriate tool to tackle emission reductions which is a departure from the TERP actions.

While the scale of ambition around climate change may vary with changes in central and local government, working to reduce GHG and other harmful emissions remains as a key transport sector objective. The challenge is to achieve this outcome in the context of available funding while still achieving other key policy objectives.

Travel options

Public Transport

The public transport network supports the City Centre and fringe and enables this area to grow without an increase in peak period car travel. Outside of this area, public transport attracts a lower share of trips, even after the bus network reorganisation to improve frequency, reliability and coverage.

Aucklanders tell us that they typically use public transport where it provides a faster travel time than cars, means they can avoid the cost of parking, or when they do not have other options available. Currently, our public transport network is used primarily for trips at peak commuting times and is less well-used off-peak.

Even with recent investment, much of Auckland's public transport network is not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates without significant priority on the same congested roads as general traffic. Increasing the speed of bus trips will require the deployment of more dynamic lanes and bus lanes to improve bus speeds during congested parts of the day.

We need to continue to invest to keep the bus network operating efficiently and provide the facilities customers want as patronage numbers increase. This includes removing key chokepoints in the City Centre where many bus routes converge, improving stations, providing layovers, and ensuring bus depots are available to support the electrified fleet.

Meanwhile, it is the Rapid Transit Network (RTN) that provides the catalyst for more intensified development. This network will transform with the addition of the City Rail Link and Eastern Busway. However, to provide more Aucklanders with better travel options and support compact growth, the RTN needs to expand its catchment with new routes.

Rail network improvements

Auckland's rail network forms a key part of the city's rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before COVID-19 started to impact public transport use).

The rail network in Auckland is part of the wider national rail network and plays an important role in the efficient movement of national and inter-regional freight across the country especially to and from the Ports of Auckland and Port of Tauranga.

Ensuring train travel is convenient and reliable is critical to increasing use. Lifting maintenance levels to improve reliability is a priority for KiwiRail. There are also opportunities to make better use of the current network through optimisation improvements such as enhanced signalling and train control systems. KiwiRail will continue planning for longer term projects to grow the rail network capacity to enable growth in services in response to demand, such as 4-tracking the Southern rail corridor.

As train service levels increase, addressing level crossings becomes a more pressing issue due to impacts on local traffic and safety. AT is progressing a regional programme of level crossing removals but faces significant funding challenges to implement these as fast as required.

Active Modes

Aucklanders tell us that they are willing and keen to cycle more but are deterred by perceived and real safety issues. Large parts of Auckland do not have access to safe cycling routes.

The length of the cycling network has increased over the last three years, particularly with the opening of the bulk of the Glenn Innes to City Centre route, but progress has been slow, and projects have become expensive to deliver. A new approach is needed that ensures the cycling network can be delivered faster and more cheaply.

Walking has the potential to play a much greater role in how Aucklanders move around the region, especially shorter journeys by people who live close to the city, near public transport, for trips to and from schools, and within local neighbourhoods. However, the time taken, and the quality of the pedestrian environment is a key barrier to increasing the number of walking trips. This is a problem that remains unresolved from the last RLTP.

Safety

In the past three years (2021-2023) there have been 155 people killed and 1,737 seriously injured on Auckland roads. The vast majority (89%) of these crashes occurred on local roads.

The response to this challenge is through Vision Zero for Tāmaki Makaurau, a multi-agency, partnership-based strategy involving Auckland Council, NZ Police, Ministry of Transport, NZTA, Te Whatu Ora and the Accident Compensation Corporation. The delivery of this vision and strategy is based on the Safe System approach that recognises we need to strengthen all parts of the transport system to improve safety - infrastructure, vehicles, regulation and legislation, and road user behaviour.

The Draft GPS has removed ring-fenced funding for safety infrastructure. This means funding for safety infrastructure will be limited due to competing demands.

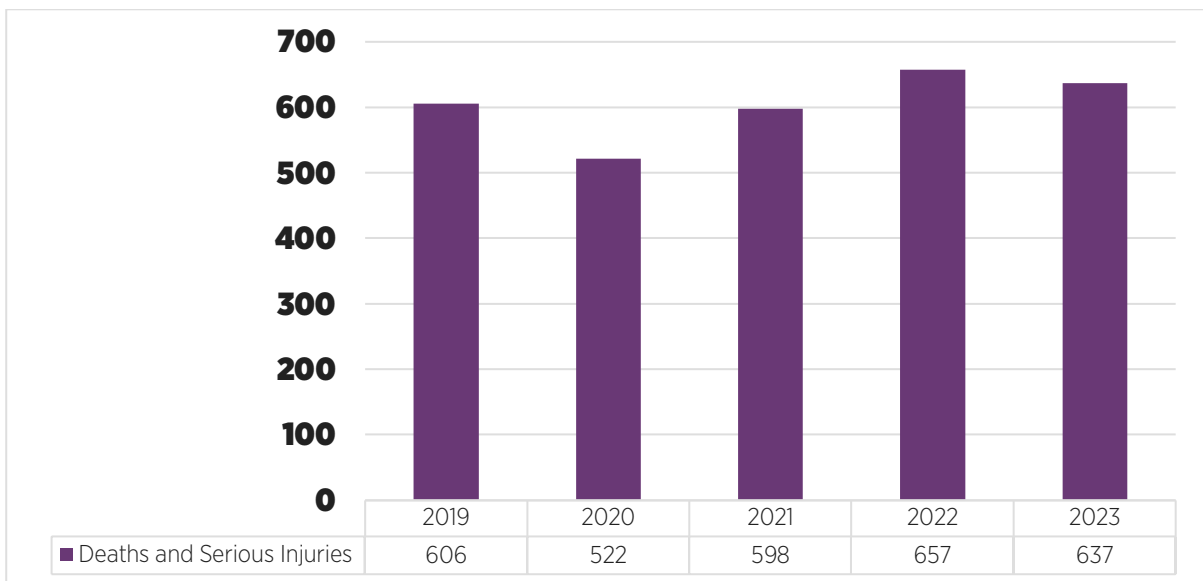
Feedback from Aucklanders on the RLTP 2021 showed high levels of support for Central Government policy changes to align safety related fines and penalties to risk including the addition of demerit points to a wider range of offences. This review was recommended in the 2021 Road Safety Business Improvement Review for AT and has been signalled in the Draft GPS.

Deaths and Serious Injuries (DSI)

Road crashes place a substantial burden on the economy and the health sector; The social cost of road crashes in New Zealand is \$9.77 billion, and for Auckland the figure is \$2 billion. Reducing road harm plays a key part in lifting Auckland’s productivity and economic growth to increase opportunities and prosperity for all.

In 2023, there were 637 DSI which represents a year-on-year reduction of 3%. Despite this improvement, the overall trend remains static over the last five years.

Figure 2: Auckland Death and Serious Injuries 2019-2023 (includes local roads and state highways)



3.

Responses

This section sets out how we propose to respond to the transport challenges outlined in the previous chapter. It begins by setting out the regional objectives that have guided the proposed investment programme, along with the proposed investments and an assessment of funding issues.



Regional objectives and policies

As part of the response to Auckland's transport challenges, development of this Draft RLTP 2024 has been guided by the following regional objectives and outcomes which reflect the direction included in the Council's Draft LTP and the government's Draft GPS:

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Both the Draft LTP and Draft GPS place a strong emphasis on a new approach to selecting and designing projects to support faster delivery and value for money. These form a policy framework for considering the types of projects that the region wants to bring forward to support the identified objectives. Consequently, this Draft RLTP also prioritises projects and programmes that align with the following policy guidance on desirable investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

This is in addition to policies identified in related strategic planning documents, such as the Auckland Plan, Room to Move, and Auckland Public Transport Plan, which are set out in Appendix 8. At the same time, this Draft RLTP has also taken a policy approach to pursue a 'balanced' programme, including:

- Focusing on the faster delivery of smaller projects and finishing what we started, while still allowing for investment in the major projects, particularly RTN projects, that will provide the core elements of our networks into the future
- Ensuring a pipeline of work for future project development
- Ensuring a reasonable distribution of investment around the Auckland region
- Recognising programme elements, including the maturity of the proposal and dependencies with other projects.

Regional Objectives

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Investment Policies

To support the objectives and align with the Draft LTP and Draft GPS direction (and policies), this RLTP has Policy Framework of seeking projects with the following investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

Ranking the Auckland region's priorities for transport funding

In total, the objectives, policy guidance and 'balancing' elements outlined above have provided a framework for prioritising the projects included in this Draft RLTP. This has occurred through a three-stage process as follows.

The first stage identified those projects and programmes considered to be 'non-discretionary' or 'mandatory' and were therefore automatically included in the proposed capital programme as the highest priority. These included projects already in contract or some form of funding agreement, along with public transport service increases and the full maintenance operations and renewals programme for each agency. The inclusion of all renewals reflected the strong policy emphasis on ensuring the transport system is maintained to a fit for purpose standard that is included in the Draft LTP and Draft GPS.

During the second stage, the remaining 'discretionary' projects were ranked by a multi-agency working group from AT, NZTA, KiwiRail and Auckland Council. Projects were ranked on the basis of their contribution to objectives and alignment to the policy direction on preferred 'investment attributes'.

A third stage was also included to consider the impact of other variables, such as dependencies between projects and the balance of the programme in terms of mix of large and small projects and geographic spread. In practice, this process was constrained by limited timeframes and will be considered alongside public feedback.

The result of this process is the overall regional project and programme ranking that is outlined in the rest of the section and in Appendix 9.

Ensuing AT's projects have Auckland Council funding

To be included in the Draft RLTP and to seek funding from the NLTF, AT's proposed items need to have 'local share' funding for 50% of project costs, available from Auckland Council. Consequently, AT's proposed items also went through a parallel process to ensure that the 'local share' is fundable within the transport budget included in Council's Draft LTP.

For this RLTP period, Council has significantly increased its funding. Council's transport capital funding has increased from around \$5.5 billion over 10 years in the 2021 RLTP to around \$6.75 billion in this Draft RLTP. This has meant that the size of AT's proposed programme and the funding it is seeking from the NLTF has also increased.

NZTA and KiwiRail, as national agencies, do not need to provide local share funding and therefore seek that their projects are fully funded by the NLTF unless other sources are already identified.

AT projects already have 50% of their funding available from Council and seek the remaining 50% from the NLTF (or other sources). NZTA and KiwiRail seek 100% of their project costs from the NLTF (or other sources).

AT projects proposed in this RLTP are based on the Draft LTP. AT's programme will need to be updated if there are any significant changes to the funding level outlined in the final LTP.

The **Final Mayoral Proposal on Auckland Council's Long-Term Plan** was proposed on 13 May, at the same time as this Draft RLTP was also being confirmed. The Mayoral Proposal included further Council funding for the AT programme, particularly an increase to the Takaanini Level Crossing Programme and increased operational funding to retain services and fund rail access charges. If these changes to the Mayoral Proposal are confirmed the final RLTP will be updated to include the additional proposals.

Projects & Programmes

The proposed capital programme contains both:

- Projects which generally target specific problem(s) in a specific location(s) and will have a clear completion date.
- Programmes which are generally made up of multiple smaller projects and continue throughout the 10-year period. For example, Network Optimisation.

It is important to note that Programmes will generally delivery outcomes across the urban area, if not the region as a whole.

For simplicity, this Draft RLTP document uses the term 'project' to refer to both projects and programmes, unless specifically stated.

High-level programme summary

The total proposed RLTP programme has a cost of \$63 billion. A summary of this programme by broad investment type is set out in Table 2 below. Figure 3 replicates the table in graphic form, while Figure 4 provides the share of the total programme by investment type (Category).

We have also provided the split between projects regarded as ‘non-discretionary’ and ‘discretionary’. Note that the categories used here include projects that are not seeking NLTF funding and do not necessarily correspond to the specific tables set out in the rest of this section.

The proposed programme is heavily dominated by State Highway Improvements, Public Transport Services, Maintenance Operations Renewals and Resilience and Rapid Transit Improvements. Together these consume around 88% of proposed expenditure.

Table 2: Total proposed \$63 billion programme by investment type

Investment type*	Non-Discretionary (\$m)	Discretionary (\$m)	Total (\$m)
Maintenance, Operations & Renewals (MOR) and Resilience (excl. Public Transport services)	12,968	150	13,118
Public transport services²	13,987	-	13,987
State highway improvements	2,919	14,288	17,207
Rapid Transit Projects (incl. Rail)	2,836	8,362	11,198
Other Public Transport (incl. Bus and Ferry)	822	1,342	2,164
Local Roads and Optimisation	248	1,697	1,945
Growth (Spatial Priority Areas)	-	869	869
Other (incl. Customer & Business Systems, Property Encroachment)	434	424	858
Walking & Cycling	73	810	883
Safety (incl. NZTA’s State Highway Safety Programmes)	-	710	710
Total	34,287	28,653	62,939

**Please note that many projects and programmes deliver multiple outcomes. The Investment type breakdown is provided to illustrate a broad overview of the RLTP programme. E.g. Safety outcomes are included in the planning and design of items in State Highway and Local Roads improvements.*

² Note this includes AT’s Parking and enforcement activities and Community Transport

Figure 3: Total proposed expenditure by Non-Discretionary and Discretionary

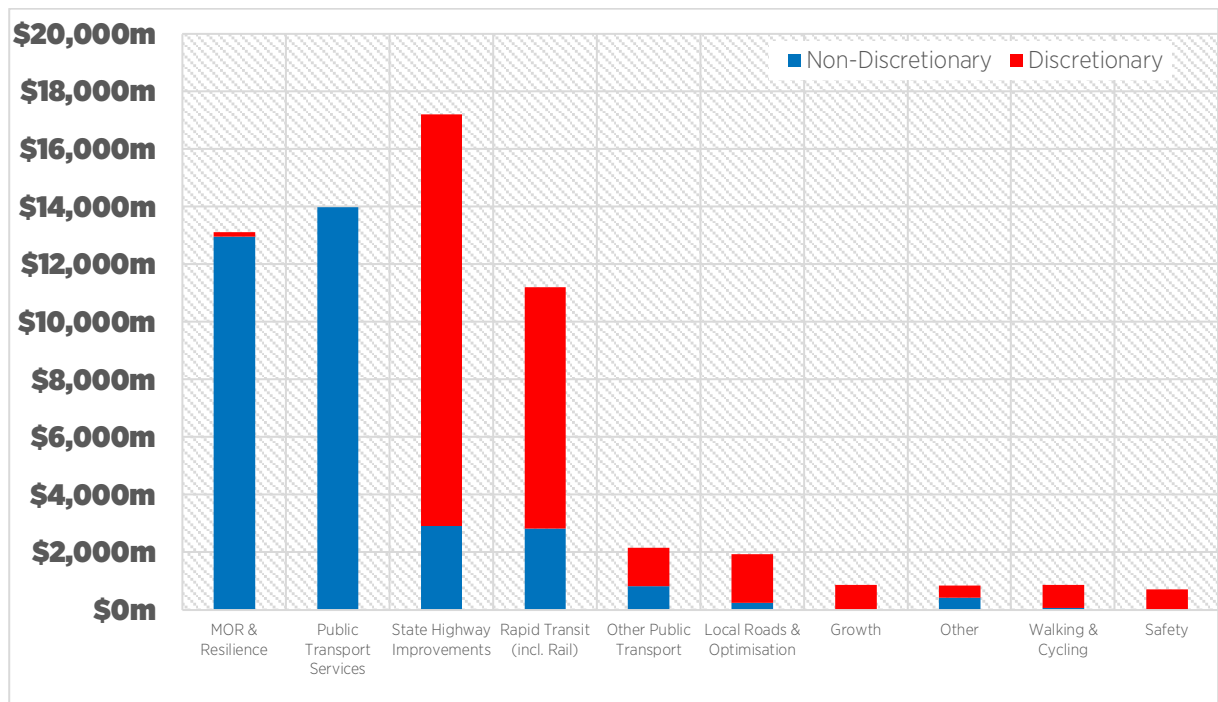


Figure 4: Proposed expenditure by Category

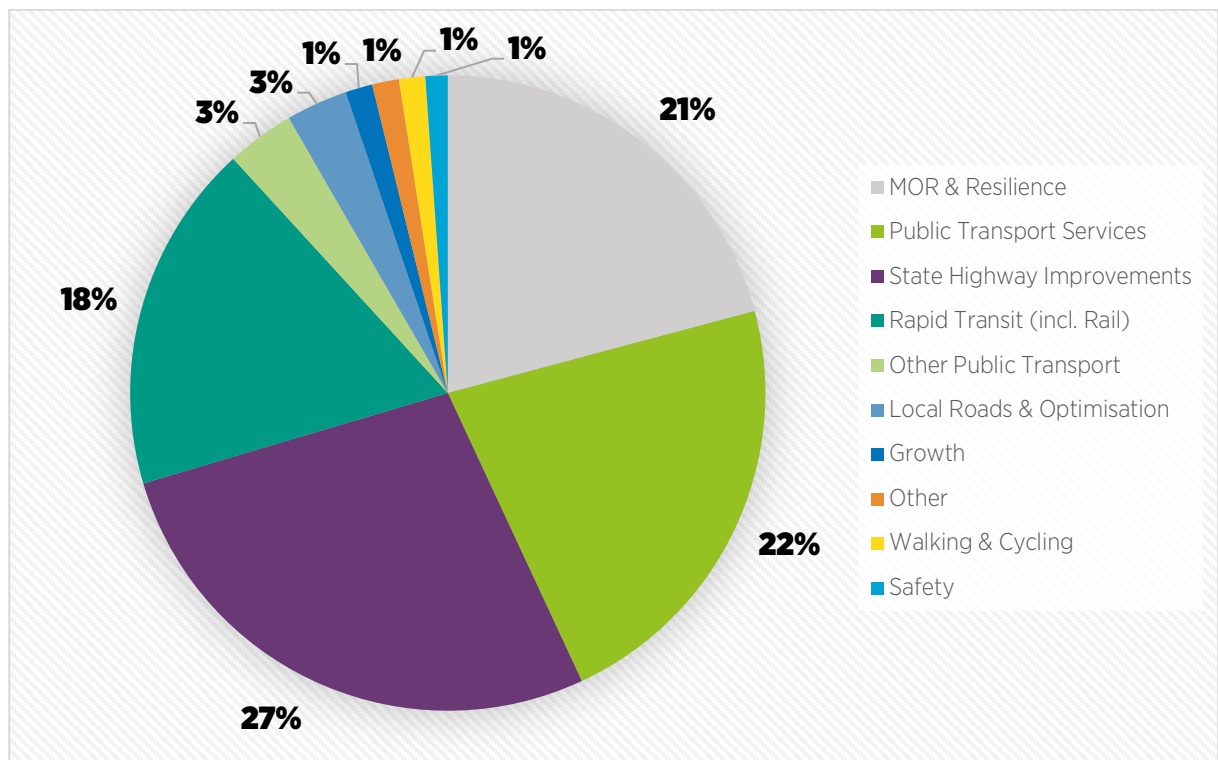
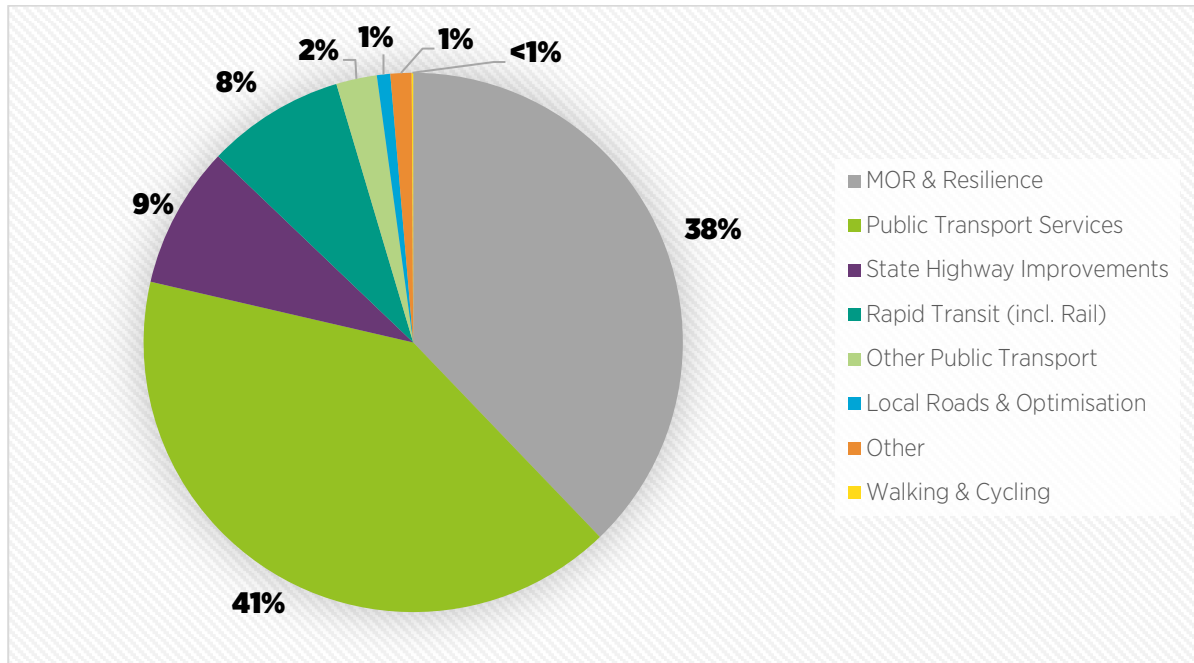


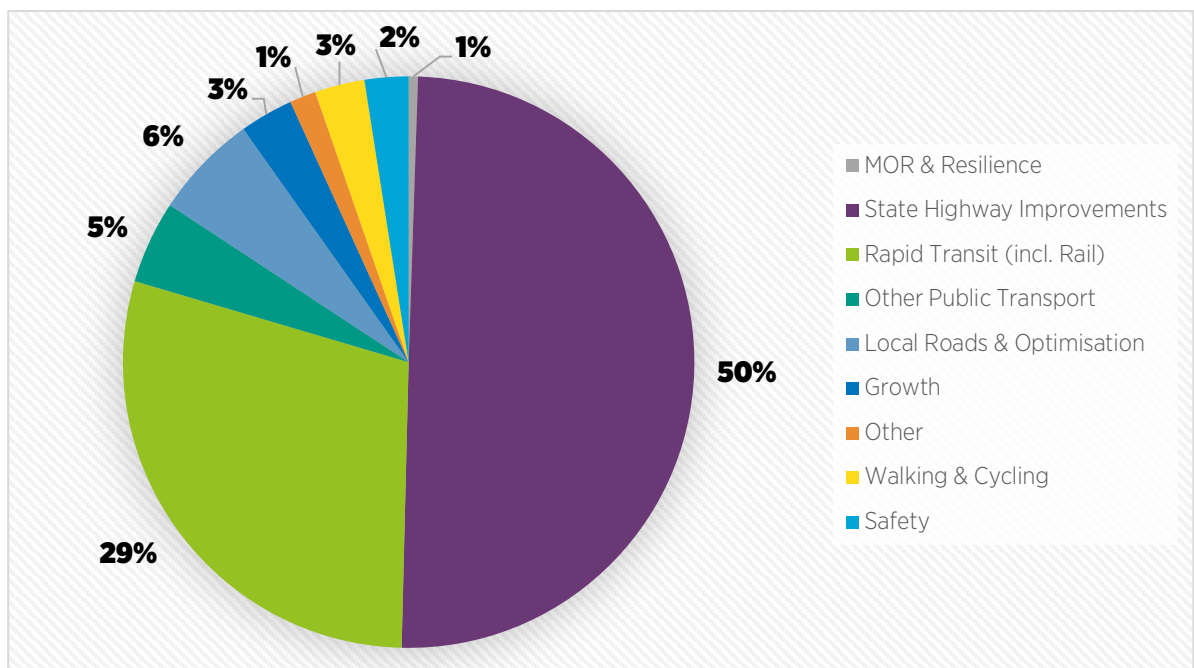
Figure 5 shows the split for the 54% of proposed programme expenditure that is regarded as non-discretionary. Maintenance Operations, Renewals and Resilience, account for around 38% of the non-discretionary investment while Public transport services account for around 41%.

Figure 5: Proposed Expenditure for Non-Discretionary items by Category



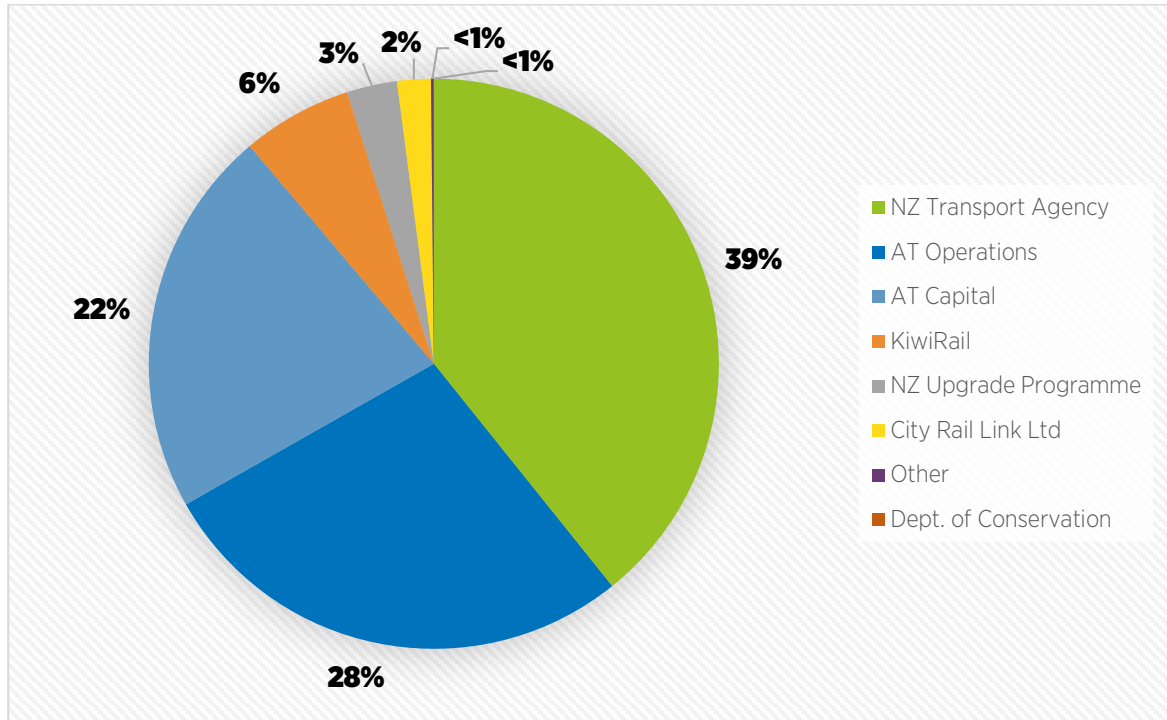
The remaining 46% of expenditure is for discretionary projects that are prioritised by rank. The key discretionary items are State Highway Improvements which makes up 50% of the proposed discretionary expenditure, and Rapid Transit improvements (including the remaining cost of CRL and Eastern busway) which make up 29%.

Figure 6: Proposed Expenditure for Discretionary items by Category



In terms of the proposed split by delivery agency, AT's capital and operating programmes account for half of the proposed expenditure, NZTA 39% and KiwiRail 6%. See Figure 7.

Figure 7: Proposed Expenditure by Organisation (or Delivery Programme)



Priorities for funding

Describing the proposed programme by funding activity class

A key role of this Draft RLTP is to signal Auckland's priorities for investment. To help highlight some of the issues and elicit more useful feedback, the proposed capital programme has been divided into the following sections, with all but the first corresponding to the funding activity classes set out in the Draft GPS:

- Asset Management and Maintenance
- Public Transport Improvements
- Public Transport Services
- State Highway Improvements
- Local Road Improvements
- Walking and Cycling Improvements.

The Government provides different amounts of funding for activity classes according to its investment priorities, and each activity class has a funding 'range' set by the GPS. NZTA decides how much to spend on each activity class, within the range, depending on overall cashflows and the project proposals it receives from transport authorities around New Zealand.

Under this system, a project's ranking within an activity class signals its priority for NLTF funding. For example, a project ranked number 10 in its activity class will be a much higher priority for funding than a project ranked 100.

We are keen to receive feedback on the relative ranking of projects within activity classes determined by the prioritisation process. We are also keen to receive feedback on the relative allocation of funding between activities – although this is ultimately a matter for the NZTA.

To support feedback, we have provided the prioritised list for the Public Transport Infrastructure, State Highway, Local Road, and Walking and Cycling improvements activity classes in this section. The total programme, in ranked order, is available at Appendix 11.

Note that this is a ranking based on the combined Auckland and GPS objectives and investment policies. NZTA will conduct their own ranking but must take the final RLTP into account.

To help decide which projects should be priorities for funding, we are seeking your feedback on:

- Which types of projects / activity classes you think are more important for funding
- The ranking of projects within particular activity classes
- Overall project ranking across all projects.

Note, there are a number of projects from AT's programme that are not affordable within Auckland Council's LTP budget. These are set out at Annex 6. We are also seeking feedback on whether these projects are a higher priority than other AT projects in the proposed list.

Asset Management and Maintenance

Looking after what we have is a key priority across AT, NZTA and KiwiRail. Our role as kaitiaki or guardians of the transport network means we must plan to ensure that transport assets are managed and maintained in a sustainable manner to face the challenges of the future.

In light of this role and the high priority accorded to effective asset management by Auckland Council and Government, maintenance, operations and renewals items have been treated as non-discretionary and are proposed as the highest priority for funding alongside public transport services.

This Draft RLTP proposes a significant increase in the AT renewals programme. \$5.57 billion of investment is proposed in this Draft RLTP, compared to \$3.93 billion in RLTP 2021. This is mainly related to road surface renewals and pavement rehabilitation, but also renewals of structures and public transport infrastructure. The increase in funding is needed to arrest the current decline in asset condition and to respond to general increases in renewals costs, but also to respond to challenges around the growing backlog of road surfaces in poor condition.

Realising the full \$5.57 billion renewals investment is dependent on NLTF, as Auckland Council has advised in its draft LTP that it will only match NLTF funding and will not provide more than half of renewals costs.

The proposed increased funding will enable AT to increase the frequency of road pavement surface renewals to once every 11.5 years, rather than once every 20-30 years at present. Increased investment will bring down the proportion of surface assets in a poor or very poor condition from the current 20% to around 12% by the end of the decade. This will help to address the major area of renewals backlog. Increased investment will also enable an increase in the proportion of the pavement base renewed to 0.3% of the network from 0.1% at present.

Note that some AT asset renewals, and maintenance, items are included within the activity class tables presented in sections below. These are part of the broad \$5.57 billion proposed investment described above, but they have been included in the activity class tables to reflect recent draft GPS guidance that states renewals and maintenance for public transport, local road structures and walking and cycling should come out of the respective 'improvements' activity classes. The same also applies to some KiwiRail items.

This RLTP proposes \$3.7 billion for state highway renewals, maintenance, and operations over the 2024-2034 period to ensure the network remains safe, reliable and resilient.

\$669 million of NLTF funding is also proposed to cover maintenance and renewals of KiwiRail assets. AT's share of annual rail maintenance and renewal costs is included in its operating budget. However, AT's current operational funding is not enough to pay its share of KiwiRail renewals. The final allocation of costs between KiwiRail and AT is determined in accordance with the arrangements in the Auckland Network Access Agreement (ANAA) and reflects relative contribution to wear and tear on the network.

Table 3: Renewal and Maintenance Items in the Draft RLTP Programme

Project Name	Responsible Agency	10-year Capital Expenditure (\$m)
Renewals Parking and Other	AT	65.3
Renewals Public Transport	AT	413.3
Renewals Road Pavement	AT	3,383.6
Renewals Streets	AT	1,421.6
Renewals Structure	AT	287.3
Auckland Metro rail maintenance, operations and renewals	KiwiRail	159.6
Rail Network Growth Impact Management (RNGIM) committed	KiwiRail	101.1
Rail Network Growth Impact Management (RNGIM) unfunded	KiwiRail	159.2
Rail Network Rebuild (backlog)	KiwiRail	243.6
Traction control software system renewal	KiwiRail	5.6
Auckland Share Pre-implementation 2027-30 Bridge Repair	NZTA	2.1
State Highway Maintenance, Operations and renewals	NZTA	3,706.7

Public Transport Improvements

How Public Transport Improvements contribute to regional outcomes

The Draft RLTP focuses strongly on improving the public transport system.

The strength of the public transport system to deliver large numbers of commuters to key commercial centres means it has an important role to play in contributing to economic productivity. Rapid transit projects also have an important role to play in Auckland's overall strategy by encouraging intensified residential development around key stations.

Public transport has the potential to move large numbers of people more efficiently than private vehicles. With limited available transport corridor space and the high cost of land purchases, public transport is often the only realistic way to increase the capacity of our transport network in response to growth.

Overall, effective public transport projects will benefit:

- Public transport users, who get a faster more reliable journey
- Car drivers, who experience reduced congestion and improved journey times, and
- Businesses, who receive improved access to potential employees and customers.

Mode shift to public transport, along with walking and cycling, helps to reduce GHGs and other harmful emissions by reducing overall distances travelled by private car. Meanwhile, transitioning the public transport network to low emissions vehicles will further reduce GHGs.

Public transport infrastructure projects are a high regional priority for funding

Overall, public transport infrastructure projects are ranked amongst the highest priority projects in this Draft RLTP. As an indicator, out of the total 156 projects assessed, the proposed Public Transport Infrastructure projects have an average rank of 35 and a median rank of 22. This reflects the strong contribution public transport projects often make across the range of regional outcomes, and the fact that many of the smaller projects can be delivered more quickly and align well with the desirable investment attributes.

Priorities for Public Transport investment

Renewals and committed projects (Non-Discretionary projects)

In line with the overall approach to this Draft RLTP, the key priorities for the public transport system are finishing the committed projects that we have started and ensuring the public transport system is renewed and fit for purpose.

Finishing what we started

The RLTP 2024 will see the completion of the transformational **City Rail Link** project, delivering benefits across the region. CRL will significantly improve travel times to the City Centre, increase capacity and provide a direct south to west link. It will benefit road users, as making public transport a better travel option will ease pressure on roads for those who need to use them.

All the key projects needed to ensure CRL can operate effectively on day one are prioritised within this Draft RLTP. These include:

- \$204 million for EMU³ Rolling Stock
- \$36 million for EMU stabling and Depots for CRL
- \$62 million for Level Crossing Removals for CRL
- Around \$40 million for new signalling systems and power sources to support CRL.

The other major project that will be substantially completed during this RLTP period is the **Eastern Busway** to Botany (stages two and three). This will provide a new rapid transit connection from Panmure to Botany. It includes the Reeves Road flyover, a new bus interchange at Pakuranga and an interim interchange at Botany.

The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. It will make journeys faster and more convenient, reducing travel time between Botany and Britomart, and helping to reduce traffic congestion and vehicle emissions.

This Draft RLTP proposes to defer the final Botany Interchange. The cost estimate for this interchange and associated linkages has grown substantially and it is not yet decided how this facility will tie into the Airport to Botany project. As the Eastern Busway project includes a temporary interchange facility that will provide a solution for up to a decade, AT proposes to delay the final interchange until the full alignment with Airport to Botany is understood.

We are also prioritising the first stage of our programme to purchase up to nine new **low carbon ferries**. Emissions from ferries make up a disproportionately high amount (19%) of total emissions from the public transport fleet. Most of our ferries will reach their end of life in the next 10 years and we're taking this opportunity to modernise and decarbonise the fleet. This Draft RLTP allocates \$281 million to purchase low emissions ferries, along with the associated electric charging infrastructure.

The first new electric ferries reduce fuel consumption by 1.5 million litres annually and carbon dioxide emissions by 4,000 metric tonnes annually.

Renewing and maintaining the rail network

The recent need to close rail lines for long overdue track renewal has demonstrated the importance of proactively maintaining and renewing the railway network to ensure ongoing reliability. Reliability will become even more important once CRL is open and passenger numbers increase. At the same time, higher frequencies, longer operating hours and more freight demand will mean that it is more difficult to access the network to undertake maintenance works.

This Draft RLTP prioritises KiwiRail's ongoing investment in renewals, with the following programmes over the 10 years:

- \$159 million to complete the first stage of the Rail Network Rebuild
- \$244 million to commence a programme to address the remaining catch-up renewals 'backlog'
- \$160 million from the rail network activity class for KiwiRail Freight's share of the annual maintenance and renewals programme (AT's share is funded from its operating budget in line with the ANAA).

³ An Electric Multiple Unit (EMU) is a multiple-unit train consistent of self-propelled carriages using electricity as the motive power

This Draft RLTP also priorities several projects that will improve the reliability of the rail network and reduce customer disruption by introducing more efficient maintenance practices. These include:

- \$16 million for single line running switches, that allow sections of track to be kept open while works are underway
- Up to \$385 million for plant and equipment that will increase maintenance productivity, although this is scalable
- Up to \$451 million for maintenance depots and access tracks to allow faster mobilisation, which is also scalable.

As the need for these projects is primarily driven by metro passenger services, they would be funded through the public transport infrastructure activity class.

Discretionary Public Transport Improvements projects in priority order

Beyond the committed and renewals projects, we have choices about what to prioritise for further investment. Proposed key projects in broad priority order are as follows:

- **Bus and transit lanes programme (dynamic lanes) and Bus access and optimisation programme.** Auckland's bus system takes the bulk of public transport trips and provides most coverage across Auckland. However, most bus services run on the road with general traffic and are made slow and unreliable by congestion. These programmes will progressively roll out dynamic lanes and other bus optimisation measures to improve the speed and reliability of the bus system. They are a high priority as they support key objectives, while aligning with the desire for high value and smaller, faster to implement projects.
- **KiwiRail rail reliability and maintenance projects.** These projects, discussed above, are a high priority due to their importance in improving the reliability of the overall rail network.
- **Avondale to Southdown route protection.** Recent work on the Rail Network Programme Business Case (PBC) has demonstrated the criticality of the Avondale-Southdown corridor to the longer-term capacity and resilience of the wider rail network. Continued planning and protection of this rail corridor is needed now to preserve options for future expansion of the rail network. However, construction of this project is not planned for this decade.
- **4-tracking Westfield to Pukekohe.** The Rail PBC has also shown that the southern line is likely to run out of capacity to support both additional passenger rail services and expanded freight services sometime before 2040. Resolving this issue will require widening the southern rail corridor to provide four rail tracks. Planning for this project needs to commence now to protect the route and is a high overall priority due to the contribution of this project to both passenger (metro and inter-regional) and freight outcomes. The proposed 10-year funding includes some construction costs, however more work is needed in the next three years to determine when construction should occur, how it will be phased and its priority relative to other public transport investments.
- **Takaanini Level Crossing Removal Stage 1. This project was not initially proposed to be funded** for construction this decade due to its high total cost and funding limitations. However, it has been proposed for additional funding in the Mayoral proposal for the final LTP (announced as this document was being finalised). If funding is made available in the final LTP, the Takaanini Level Crossing Removal project will be included with higher proposed investment as part of the final RLTP.
- **Northwest Rapid Transit.** This project has been identified in the Draft GPS. As part of the growth of the wider rapid transit network, this project will build on the recently completed interim solution to provide fast, frequent and reliable public transport for people to get around the northwest of Auckland – from Brigham Creek to the city

centre, alongside State Highway 16 (SH16). The delivery of the project is likely to be staged with the full rapid transit solution for the northwest corridor expected to be completed in the future.

- **Airport to Botany.** This project has been identified in the Draft GPS. This rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one of this project has delivered a new bus-rail interchange at Puhinui, and bus and transit lanes between Manukau and the Auckland Airport precinct. The next stages to be delivered under this RLTP include protecting the future A2B rapid transit corridor, delivering the priority elements, some improvements along SH20B and commencing work around a new connection southbound from SH20B to SH20.

Remaining smaller enhancement projects

Beyond these immediate priorities are a host of small to medium scale public transport projects which are proposed to:

- Resolve bus constraints and improve operation within the City Centre's downtown and mid-town areas
- Provide small-scale enhancements to the reliability and capacity of the rail network
- Proceed with further decarbonisation of the ferry fleet and increase the capacity of the ferry system at terminals experiencing ongoing growth
- To support the development of the complete RTN network, NZTA is proposing to investigate the form, function and location of the SH18 RTN that would connect the Northwest to Constellation Station on the North Shore. This will include the location, size, number and operation of the stations
- Enhance the bus network with a range of interchange, station, access and signage improvements and provide for purchase of bus depots to ensure open access to these key parts of the network and their associated bus charging infrastructure.

Issues to consider

Comparison to the activity class band

The draft GPS indicates that the Public Transport Infrastructure activity class has between \$870 million and \$2,190 million over the next three years, with a mid-point of \$1,530 million. By comparison, funding the proposed 'committed and renewals' public transport infrastructure elements would require around \$992 million from the NLTF over the next three years. Funding all of the projects would require \$1,915 million from the NLTF over the next three years.

In the past, Auckland has received around 50% of the funding available in this activity class. Assuming the mid-point of the band, this would mean \$765 million may be available from the NLTF for Auckland public transport projects. This would not be enough to fund the committed and renewal projects, let alone the new 'discretionary' projects identified by AT and NZTA. If the top of the band was funded (\$1,095 million with 50% allocation), the seven highest ranked discretionary items could be afforded in the first three years.

Balance of large and small projects within the proposed Public Transport infrastructure programme

Within the proposed public transport infrastructure programme there is also an issue of 'balance' between funding the 'pipeline' for major projects and building smaller scale projects. The larger rapid transit network projects will make a more significant difference to network performance at a sub-regional or regional level longer-term. However, they will only have initial stages delivered this decade which may displace a large number of smaller projects. The smaller projects can be delivered faster, but on their own only have a more localised impact –

although together they are necessary to achieve a competitive public transport system across the region.

The RLTP 2024 needs to decide the right balance between enabling enough funding for smaller scale projects to be delivered while enabling some large-scale projects to proceed. Trade-offs will likely be made by NZTA when deciding what receives funding relative to the scale of the project. Auckland transport agencies are aware that likely NLTF public transport funding will not enable all large-scale public transport projects to proceed. This will only be known once the NLTP is published in September 2024.

The Draft GPS signals that new funding mechanisms will become available to support large projects that deliver economic productivity outcomes. New funding will reduce the impact larger projects have on the overall programme, but these new funding sources have not been confirmed. The Draft RLTP assumes that these projects would be funded via normal NLTF funding arrangements however time constraints meant that this issue did not receive full consideration in this Draft RLTP development, and more work is needed. We are keen to receive stakeholder feedback on this issue as well as overall priorities within this activity class. Please note feedback on the ranking of large-scale projects relative to one another is sought later in the RLTP (see Major Projects).

How to read the Activity Class tables

This table provides the list of projects and programmes expected to fall within the Public Transport Infrastructure Activity Class. 'Activity Rank' indicates the rank of a project within an activity class, while 'Overall Rank / Regional Priority' indicates rank, from a regional perspective, within the overall capital programme. Note, all 'non-discretionary' projects are equally ranked '1'.

The three-year and 10-year 'Total Cost' columns show the estimated cost of the project over the three and 10-year periods. For AT projects, this cost will generally be split evenly between Auckland Council and the NLTF. Where this not the case, assumed splits have been applied (E.g. Kainga Ora Joint Programme (alternate funding)).

The '3-year cumulative NLTF bid' and '10-year cumulative NLTF bid' columns provide a running total of the proposed NLTF funding required to fund all the projects to a certain rank. (Note: Auckland Council funding for AT projects is not included in the cumulative column as this funding is already confirmed and the RLTP is focused on NLTF funding).

Colours show the percentage share of the activity class mid-point that is needed to fund the cumulative costs of the programme to a certain level. For example, 70% of the mid-point would be needed to fund up to the 15th ranked Public Transport Infrastructure project.

Because NLTF funding is allocated across New Zealand, we can only expect Auckland projects to receive a proportion of the total available funding. The mid-point share provides a rough indication of funding likelihood across the activity class. It is important to understand that NZTA's final decisions are made based on project merits rather than a regional allocation.

Project Descriptions are provided in Appendix 1-5.

The numbers presented are subject to change as project information is updated and the draft LTP and GPS are finalised.

Table 4: Public Transport Infrastructure Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Public Transport Infrastructure Improvements Activity Class*		Legend for cumulative NLTF bid columns					
		Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point	
Line items	Organisation	Activity Rank	Overall Rank / Regional Priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Decarbonisation of Ferries Stage1 (Fleet & Charging Infrastructure)	AT	1	1	233.0	116.5	281.9	140.9
Eastern Busway Pakuranga to Botany	AT	1	1	623.0	428.0	708.7	495.3
EMU Rolling Stock Tranche for CRL	AT	1	1	204.7	530.3	204.7	597.6
EMU Stabling and Depots for CRL	AT	1	1	36.0	548.3	36.0	615.6
Level Crossings Removal for CRL	AT	1	1	56.9	576.8	62.9	647.1
Midtown Bus Improvements for CRL	AT	1	1	24.0	588.8	24.0	659.1
Open Loop and HOP Hardware Refresh	AT	1	1	10.0	593.8	10.0	664.1
Public Transport Operations (Activity Class Share)	AT	1	1	108.7	648.1	108.7	718.4
Renewals Public Transport	AT	1	1	103.8	700.0	413.3	925.1
Stations and Wayfinding for CRL	AT	1	1	17.6	708.8	17.6	933.9
CRL Day One - Infill signalling	KR	1	1	3.1	711.9	3.1	936.9
CRL Day One - Additional traction feed (West)	KR	1	1	20.6	732.5	20.6	957.5
CRL Day One - ETCS Level 2 - Business case	KR	1	1	3.0	735.5	3.0	960.5
CRL Day One - Integrated rail management centre and emergency management systems	KR	1	1	8.8	744.3	8.8	969.3
Northwestern WX1 Other Works	NZTA	1	1	5.5	749.7	5.5	974.8
Rail Network Growth Impact Management (RNGIM) - Committed	AT on behalf of KR	1	1	101.1	800.3	101.1	1,019.9
Rail Network Growth Impact Management (RNGIM) - Unfunded	KR	1	1	159.2	959.5	159.2	1,179.1
Rail Network Rebuild (RNR) - Renewals backlog	KR	1	1	73.1	1,032.6	243.6	1,422.7
Rail Traction control software system renewal	KR	1	1	5.6	1,038.2	5.6	1,428.3
DISCRETIONARY (In priority order)							
Bus and Transit Lanes programme (dynamic lanes)	AT	2	3	4.3	1,040.4	208.1	1,532.3
KiwiRail strategic future planning	KR	3	5	16.6	1,057.0	59.9	1,592.2
Progressive fencing for Rail	KR	4	6	7.1	1,064.1	24.4	1,616.6
Auckland area train control software upgrade (TMS R9K)	KR	5	7	11.2	1,075.3	11.2	1,627.8
(1) Single line running switches	KR	6	8=	6.9	1,082.2	16.0	1,643.8
(2) Auckland Rail metro plant and equipment	KR	7	8=	6.4	1,088.6	384.6	2,028.4
(3) Auckland Rail metro network maintenance depots and access tracks	KR	8	8=	2.3	1,090.9	451.5	2,479.9
Bus Access and Optimisation Programme	AT	9	11	35.8	1,108.8	131.2	2,545.6
Avondale to Southdown (Route Protection)	KR	10	13	10.2	1,119.0	70.8	2,616.4

Midtown Bus Improvements West Stage2	AT	11	16	29.2	1,133.6	74.0	2,653.4
4-tracking Westfield to Pukekohe	KR	12	17	18.6	1,152.2	1,893.9	4,547.3
Botany Interchange and Link	AT	13	18	1.8	1,153.1	40.7	4,567.6
First-and-final Leg for Top 12 RTN Stations (Active Modes)	AT	14	19	16.2	1,161.2	113.7	4,624.5
Northwest Rapid Transit	NZTA	15	21	634.4	1,795.6	4,304.4	8,928.9
Level Crossings Removal Takaanini Stage1	AT	16=	22=	14.1	1,802.6	47.7	8,952.8
Level crossings upgrades, grade separation and removal programme (Auckland)	KR	16=	22=	9.6	1,812.2	9.6	8,962.4
Decarbonisation of Ferries Stage2	AT	18	28	5.4	1,815.0	99.8	9,012.3
SH20 Airport to Botany (Stage 3 only)	NZTA	19	29	5.3	1,820.3	389.6	9,401.8
Northern Busway Enhancements	AT	20	31	0.0	1,820.3	85.2	9,444.4
Downtown Crossover Bus East Stage1	AT	21=	34=	20.3	1,830.4	20.3	9,454.6
Downtown Crossover Bus East Stage3	AT	21=	34=	0.0	1,830.4	34.0	9,471.5
Downtown Crossover Bus West Stage2	AT	21=	34=	13.0	1,836.9	80.8	9,511.9
Southern power feed upgrade (Rail)	KR	21=	34=	0.0	1,836.9	98.6	9,610.5
Albert and Vincent Street Improvements	AT	25	38	7.1	1,840.5	8.7	9,614.9
Park and Ride Programme	AT	26=	42=	5.9	1,843.4	89.1	9,659.5
Rosedale Bus Station and Corridor	AT	26=	42=	69.3	1,878.0	85.2	9,702.1
European Train Control System Level 2 - implementation and signalling optimisation	KR	28	45	0.0	1,878.0	204.9	9,907.0
Public Transport Safety and Amenity	AT	29	46	29.8	1,892.9	99.2	9,956.6
Airport to Botany Interim Bus Improvements (Stage 2 only)	AT	30	48	3.0	1,894.4	52.7	9,982.9
Regional Bus Depots (commercial)	AT	31	62	0.6	1,894.7	138.6	10,052.2
Mid-zone power feed replacement (Rail)	KR	32=	65=	0.0	1,894.7	25.6	10,077.8
New southern power feed (Rail)	KR	32=	65=	0.0	1,894.7	15.1	10,092.9
Panmure Bus Infrastructure Improvements	AT	34	67	2.3	1,895.9	7.8	10,096.8
Ferry Terminal and Berths Pine Harbour	AT	35	70	18.0	1,904.9	37.6	10,115.6
Rail ETCS2 Signalling and Driver Assist	AT	36	74	8.6	1,909.2	38.8	10,135.0
Bus Routes for Climate Action	AT	37	76	25.8	1,922.1	42.7	10,156.4
Ferry Terminal Bayswater	AT	38	78	1.6	1,922.9	39.9	10,176.4
Whangaparāoa Bus Station	AT	39	80	5.9	1,925.8	32.6	10,192.7
Level crossing signal optimisation	KR	40	81	0.0	1,925.8	45.4	10,238.1
Investigations for Rapid Transit Integration (Major projects)	AT	41	85	4.6	1,928.1	61.3	10,268.7
Regional Bus Charging Infrastructure	AT	42	89	0.0	1,928.1	47.1	10,292.3
Newmarket Bus Layover	AT	43	92	11.5	1,933.9	11.5	10,298.0
Sylvia Park Bus Improvements	AT	44	97	0.0	1,933.9	22.8	10,309.4
National Ticketing System (AT assets)	AT	45	98	14.5	1,941.2	14.5	10,316.7
Matiatia Landside (Park and Ride & Corridor Improvements)	AT	46	100	1.1	1,941.7	24.6	10,329.0
Wayfinding for Stations and Bus Information	AT	47=	105=	30.0	1,956.7	66.6	10,362.3

Property for passenger fleet stabling (Rail)	KR	47=	105=	0.0	1,956.7	20.8	10,383.1
Ti Rakau Drive Depot Electrification	AT	49	108	0.0	1,956.7	10.5	10,388.4

**Costs are indicative and the latest available. Please note that (1) AT costs remain subject to change as the LTP is finalised, (2) NZTA costs remain subject to change as the SHIP is finalised and (3) KiwiRail costs remain subject to change as the RNIP. The assumed Funding Allocation Ratio's with NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change. OPEX items excluded from this table.*

Public Transport Services

Alongside the proposed investment in renewals and new capital improvements, frequent public transport services operating throughout the day and across the region are key to achieving regional priorities.

This Draft RLTP proposes \$2.7 billion of investment in public transport services over the next three years. If fully funded, this investment will cover existing services, along with an increase in the frequency of rail services once CRL opens. The frequency and coverage of bus services is also proposed to increase, bringing many more households within a 500 metre walk of a frequent bus route. By 2034, we expect total public transport patronage, including commercial services, will have increased to 174 million trips per annum.

Both government and Auckland Council have emphasised the need for greater self-reliance for public transport funding and operating costs in general. Auckland Transport is responding by reviewing fares and will look at opportunities to increase revenue from parking and other sources. Over the next three years, public transport fares are expected to provide \$720 million in revenue. The farebox recovery ratio (or the proportion of public transport operating costs recovered from fares) is expected to increase over time as more people use public transport.

The Draft GPS allocates between \$1,260 million and \$2,310 million to the PT Services activity class over the next three years. When combined with Crown funding (for items such as SuperGold and Community Connect) the GPS allocation is expected to be able to cover the NZTA's share of costs for existing services and CRL, and potentially a portion of new bus services.

More details on proposed public transport services over the next decade can be found in the [Regional Public Transport Plan](#).

State Highway Improvements

How State Highway Improvement projects contribute to regional outcomes

State highway improvements projects make their main contribution to supporting regional and national productivity by moving significant numbers of vehicles and freight at higher speeds. Effective state highway projects can reduce congestion, increase road network capacity, improve travel times and unlock access to new development areas. This can reduce the cost of moving people and goods and increase access to the labour force and to cheaper land for businesses. Many of the state highway projects proposed here also add resiliency to the network, particularly at key chokepoints across the Waitematā Harbour or to Auckland's south.

State Highway Improvements projects are a relatively low regional priority

As a category, the proposed state highway improvements projects, which come from the NZTA's State Highway Improvements Proposal (SHIP), are a relatively low overall regional priority for funding within this Draft RLTP based on the ranking against regional priorities and outcomes. As an indicator, of the 156 assessed projects, the proposed State Highway Improvements projects have an average rank of 64 and a median rank of 79.

The proposed State highway projects would make a valued and important contribution to the development of Auckland's transport network and are assessed as significantly supporting the economic development outcomes. However, the contribution to other regional priorities and outcomes is generally not as strong, and the projects are large scale and have long delivery timelines. In addition, expanding road capacity generally does not align to the strategic focus on improving network capacity through public transport - although there is a stronger case for this type of investment outside of the urban area where public transport will not provide a feasible alternative for most trips.

Several of the state highway projects - including the Waitematā Harbour Crossing, Mill Road and East West Link, Warkworth to Wellsford – are however identified as projects of national significance and recognised to be a priority for funding at the national level and within the GPS.

Priorities for State Highway Improvements investment

In line with the overall approach to this Draft RLTP, the key priorities for State Highway Improvements are finishing the committed projects that we have started and optimising the operation of the State Highway network.

Finishing what we have started

In the case of State Highway Improvements, NZTA has completed several major projects in the last three years and there are only a few relatively small projects that are underway and still to be finished using NLTF funding. The Crown funded NZUP programme will finish the Papakura to Drury Southern Motorway upgrade, which provides an additional motorway lane in each direction, and interchange improvements at both Papakura and Drury and the O Mahurangi (Penlink) project which will deliver a new two-lane road between the Northern Motorway and the Whangaparāoa Peninsula. Aside from the Crown funded NZUP projects, most of the committed costs identified requiring NLTF funding are related to debt repayment for previous projects and ongoing payment for the Puhoi to Warkworth Public Private Partnership (PPP).

Renewals

The Draft RLTP proposes an increased investment in the maintenance, renewal and operation of the state highway network alongside the partners to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme in Auckland builds scale for the first three years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

Discretionary State Highway Improvements projects in priority order

Beyond the committed and renewals projects and programmes, a number of projects have been identified through the Draft GPS for delivery in Auckland ranging from projects focussing on resilience and Public Transport to new state highway connections to support regional and national connectivity and economic productivity.

The state highway activities proposes more activities than are likely to be funded by the NLTP as the Draft GPS has indicated the need to find new funding and financing sources for these large-scale infrastructure projects. This over-programming is also provided so that NZTA can seek feedback from RTCs and the region about their priorities for this activity class. It also helps manage overall programming uncertainties and maintain delivery momentum. NZTA are aware that a well-maintained state highway network promotes safety and improves choices for moving people and freight. Through the State Highway activity, the NZTA plans to deliver the most reliable state highway network we can within the available funding.

Under the regional priorities the highest scoring projects deliver on resilience and optimising the network for the State Highway investment class. The Auckland Network Optimisation Programme delivers a range of projects to increase the effectiveness of Auckland's network including the use of digital, technological and enforcement solutions.

A series of storms, including Cyclone Gabrielle, struck the North Island in 2023, causing significant damage to sections of the state highway network and illustrating the need to include resilience projects in the investment programme and RLTP. In response, a range of Crown funded (non-NLTF) resilience projects have been identified for the existing State Highway One with particular attention to the Dome Valley section that was closed a number of times in 2023 due to the effects of weather. A value for money approach will be employed to ensure there is an appropriate level of investment, given the Warkworth to Wellsford project will be delivering a new offline connection through the Roads of National Significance (RoNS).

For urban Auckland, the Waitemata Harbour Connections project will provide resilience to the network by providing additional general traffic and freight capacity across the Waitemata Harbour, significant maintenance upgrades to the existing Auckland Harbour Bridge (AHB), and upgrades and optimisation of the Northern Busway to support the continued delivery of rapid frequent journeys for passengers travelling between the North Shore and the Central City.

The RLTP has a number of RoNS, and key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Initial work will focus on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities. Over the next three years it is envisioned that construction will begin on the RoNS and a construction pipeline will be confirmed. Government policy changes, like the fast-track consenting legislation, and the speed at which alternative funding and financing can be confirmed, will also impact the RoNS roll out.

SH1 between Whangarei to Warkworth has been identified as a key deliverable for NZTA given the importance of network resilience, and economic productivity for Northland. For the Auckland region, the Warkworth to Wellsford project (the second section of Ara Tuhono – Pūhoi to Wellsford project) has completed the investigation phase of the project with the designation

granted in late 2023 and it will now move to delivery in this RLTP period. This project will be a new four-lane state highway, offline from the existing SH1, connecting Warkworth in the south to Wellsford in the north.

Mill Road, when complete, will support regional movement within Auckland and the growth areas of Manukau, Papakura and Drury, by improving connections for freight and people and providing network resilience to the Southern Motorway. The East West Link will reduce travel times for freight accessing the State Highway network and reduce congestion along key corridors, including Neilson St, Church St and Great South Road and support public transport. With the support of the Northwest Rapid Transit, the North West Alternate State Highway will reduce travel times and support urban development and housing growth in Northwest Auckland.

To provide for flexibility in delivery and response to opportunity the initial stages of assessment and property have been bundled into RoNS packages.

Issues to consider

The Draft GPS indicates that the State Highway Improvements activity class has between \$3,750 million and \$6,250 million over the next three years, with a mid-point of \$5,000 million. Assuming Auckland received 35% of this mid-point, this would mean \$1,750 million is available from the NLTF for state highway projects. This would be enough to fund almost all the state highway projects proposed over the next three years.

By contrast, the 10-year cost of this programme is \$16 billion, which is nearly 90% of the mid-point of the national activity class. This creates an issue as a significant proportion of the funding in the first three years is pipeline development for projects that may not be affordable for construction over the rest of the decade.

The Draft GPS states that additional funding sources will need to be made available and used to fund delivery of major projects. This could be address some of the funding issue, but the scale of new funding that might be available is unclear. Consequently, there is a trade-off between large-scale pipeline investment in major projects with uncertain funding, and short-term investment in the construction of smaller 'shovel ready' projects. We seek feedback on this trade-off. Please note feedback on the ranking of large-scale projects relative to one another is sought later in the Draft RLTP (see Major Projects).

Table 5: State Highway Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: State Highway Improvements Activity Class**		Legend for 'cumulative NLTF bid' columns		Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
		Line items	Organisation	Activity Rank	Overall Rank / Regional priority	3-Year Total Cost (\$m)	3-Year Cumulative NLTF bid (\$m)	10-Year Total Cost (\$m)
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)								
Debt Repayment (Southern Corridor & SH20A to Airport Improvements)	NZTA	1	1	353.0	353.0	353.0	353.0	353.0
Legacy Property Acquisition - Auckland	NZTA	1	1	13.2	366.2	13.2	366.2	366.2
Puhoi to Warkworth repayment	NZTA	1	1	291.0	657.2	970.0	1,336.2	1,336.2
SH16 Brigham creek to Waimauku Safety Works	NZTA	1	1	54.0	711.2	54.0	1,390.2	1,390.2
Supporting Growth Post Lodgement (NZTA)	NZTA	1	1	12.3 m	723.5	12.3 m	1,402.5	1,402.5
Weigh Right Bombay	NZTA	1	1	16.0	739.5	16.0	1,418.5	1,418.5
Weigh Right Stanley St	NZTA	1	1	3.0	742.5	3.0	1,421.5	1,421.5
DISCRETIONARY (In priority order)								
Auckland Network Optimisation Programme	NZTA	2	4	41.4	783.9	165.7	1,587.2	1,587.2
Supporting Growth Implementation (Northwest & South)	NZTA	3	50	0.0	783.9	64.1	1,651.3	1,651.3
SH18 Upper Harbour Rapid Transit Planning	NZTA	4	53	0.0	783.9	41.9	1,693.2	1,693.2
SH16/18 Staging Assessment Refresh	NZTA	5	61	2.7	786.6	4.3	1,697.4	1,697.4
Waitematā Harbour Connections (Planning & Construction start)	NZTA	6	62	237.7	1,024.3	7,250.2	8,947.6	8,947.6
SH1 Warkworth to Wellsford (Planning & Construction start) (RoNS)	NZTA	7	71	375.6	1,400.0	2,979.3	11,926.9	11,926.9
Auckland Share Safety Improvements Programme (VFM)	NZTA	8	72	4.5	1,404.5	15.1	11,942.0	11,942.0
Mill Road (RoNS)	NZTA	9	79	107.1	1,511.6	1,532.6	13,474.6	13,474.6
SH22 Drury Upgrade (part RoRS)	NZTA	10	82	70.5	1,582.1	138.6	13,613.2	13,613.2
Weigh Right Albany	NZTA	11	84	14.7	1,526.3	14.7	13,627.9	13,627.9
East West Link (RoNS)	NZTA	12=	85=	0.0	1,526.3	651.4	14,279.2	14,279.2
North West Alternate State Highway (RoNS)	NZTA	12=	85=	0.0	1,526.3	84.8	14,364.1	14,364.1
SH1 Drury to Bombay (Route Protection)	NZTA	14	93	22.0	1,548.3	226.9	14,590.9	14,590.9
Auckland Share Pre-implementation 2027-30 Bridge Repairs	NZTA	15	95	2.1	1,550.4	2.1	14,593.0	14,593.0
SH1 Drury Commercial Vehicle Safety Centre (Weigh Right)	NZTA	16	96	0.0	1,550.4	0.4	14,593.5	14,593.5
Motorway Bridge Safety Screens	NZTA	17	100	0.0	1,550.4	21.8	14,615.3	14,615.3
SH18 Squadron Drive Interchange upgrade	NZTA	18	103	0.0	1,550.4	40.0	14,655.3	14,655.3
Low Cost Low Risk improvements 2024-27	NZTA	19	110	24.0	1,574.4	24.0	14,679.2	14,679.2
Auckland Noise Mitigation - Consent conditions	NZTA	20	113	20.7	1,595.1	45.0	14,724.3	14,724.3
Auckland Noise Mitigation - Programme	NZTA	21	114	0.0	1,595.1	16.4	14,740.6	14,740.6
Auckland Share RoNS Project Development	NZTA	22=	115=	21.4	1,616.5	25.0	14,765.6	14,765.6
Auckland Share RoNS Property	NZTA	22=	115=	320.1	1,936.7	1,225.4	15,991.0	15,991.0

*Costs indicative and latest available. NZTA costs subject to change as the SHIP is finalised. OPEX items excluded from table. ** Changes resulting from Ministerial announcement in relation to NZTA-delivered projects from NZUP not shown; to be updated in final version.

Local road improvements

How Local Road Improvement projects contribute to outcomes

A number of different project types are expected to fall into the Local Road Improvements category; These range from multi-modal corridor improvements to projects responding to growth and then to safety improvements. Within this category, optimisation projects are intended to improve the productivity of the network (people moved and travel time) while remaining within the existing footprint of the road system.

Optimisation, including the use of technology, is key to addressing relatively small-scale chokepoints and coordinating traffic lights for better flow. These projects can provide a key contribution to economic activity and align to the 'smaller, faster, better' project delivery approach.

A number of projects are related to key strategic growth areas. These are intended to mitigate the effects of concentrated or larger-scale residential growth on the surrounding network, while also encouraging more sustainable travel patterns.

Auckland Transport's safety programmes have also been included in the Local Road Improvements Activity Class. They had previously been in a specific safety activity class, but this has changed under the Draft GPS. These safety programmes make an important contribution to reducing deaths and serious injuries and improving safety in Auckland.

Typically, Auckland local road improvements projects are not targeted at increasing the vehicle capacity of the road network, although they may seek to optimise traffic flows. These are normally multi-mode projects that occur on the local road network. AT's overarching strategic approach is not to increase local road vehicle capacity, but instead increase the people carrying capacity through public transport.

Local Road Improvements are a medium to high regional priority

Overall, local road projects are a medium to high priority within the regional ranking. As an indicator, these projects have an average rank of 40 and a median rank of 38 out of 156 projects. This reflects the mix of project types within the activity class, and the relatively lower contribution to key outcomes than public transport improvements, for example.

Within the Local Road Improvements programme there are a mix of rankings. Projects supporting strategic growth areas are a higher priority.

Priorities for Local Road Improvements investment

In line with the overall approach to this Draft RLTP, the key priorities for Local Road Improvements investment are finishing the committed projects that we have started and ensuring the local road system is renewed and fit for purpose.

In this activity class there are relatively few projects that are underway and still to be completed. The main item is a provision for the Supporting Growth Alliance to complete its work supporting designations and other post-lodgement activities in the Supporting Growth development areas.

Discretionary Improvements projects in priority order

Beyond the committed and renewals projects, we have choices about which projects to prioritise for further investment. Proposed key projects in broad priority order are as follows:

- **Network optimisation.** This programme focusses on optimising the network and road space usage with minor changes such as dynamic lanes, special vehicle lanes, sensors/timing, smart technology.
- **Auckland Housing Programme Improvements.** Upgrades to the road and multimodal networks, including intersection improvements, in and around the key Auckland Housing Programme Growth areas of Mt Roskill, Māngere and Glenn Innes.
- **Community Network Improvements.** Prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities.
- **Local Board Transport Capital Fund.** Small scale projects for each of the 21 Local Boards, prioritised with investment such as active mode upgrades and safety measures.
- **Drury Local Road Improvements and Northwest Growth Improvements.** These programmes will provide multi-mode roads, paths and intersections (arterials and collectors) to support priority greenfield growth areas.
- **Time of Use Programme.** This line item provides funding for the infrastructure and associated systems to implement an initial Time of Use Charging scheme.
- **Road Safety Programme.** This programme delivers DSI reduction through targeted safety improvements to address high risk locations on the network, improving safety for all users.

Safety

Aucklanders have told us they want to move around their region safely. They've also told us that they want solutions that are fit for purpose for each location. We've taken this feedback on board and have adjusted our approach to urban road safety, reducing our reliance on things like raised pedestrian crossings and working hard to deliver the right intervention at the right locations.

On average, 70% of all deaths and serious injuries in Auckland happen on roads with a posted speed limit of 60km or less. By taking a whole of system approach - including enforcement, road improvements, advocating for policy change and education - we will improve the safety of all users on the network.

Issues to consider

The Draft GPS indicates that the Local Road Improvements activity class has between \$460 million and \$1,210 million over the next three years, with a mid-point of \$835 million. Assuming Auckland received 35% of the mid-point, this would mean around \$290 million may be available from the NLTF for Auckland Local Road Improvements projects. This compares to the \$480 million of NLTF funding needed to fully fund the Local Roads Improvements Activity Class over the next three years.

Table 6: Local Road Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Local Road Improvements Activity Class*			Legend for 'cumulative NLTF bid' columns				
			Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	Organisation	Activity Rank	Overall Rank / Regional Priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Karangahape Roadside for CRL	AT	1	1	14.7	7.4	14.7	7.4
Supporting Growth Post Lodgement (AT)	AT	1	1	35.2	25.0	35.2	25.0
Renewals Streets (Activity Class Share)	AT	1	1	99.9	74.9	426.5	238.2
Renewals Structures (Activity Class Share)	AT	1	1	21.8	85.8	86.2	281.3
DISCRETIONARY (In priority order)							
Network Optimisation	AT	2	2	38.3	105.0	196.3	379.5
Network Operations (ATOC) Programme	AT	3	12	5.5	107.8	14.3	386.6
Wainui and Redhills Growth Improvements	AT	4	14	33.2	124.4	48.0	410.6
Carrington Road Improvements	AT	5	19	79.8	164.3	122.0	471.6
Auckland Housing Programme Improvements	AT	6=	24=	43.7	186.1	199.9	571.5
Community Network Improvements	AT	6=	24=	67.1	219.6	234.2	688.6
Local Board Transport Capital Fund	AT	6=	24=	62.8	251.1	227.7	802.5
Time-of-use Programme (congestion)	AT	9	30	110.0	306.1	158.5	881.7
Hill Street Intersection Improvement	AT	10	32	19.7	315.9	19.7	891.6
Room to Move Programme (Parking Plans)	AT	11	38	7.8	319.8	24.2	903.7
Intelligent Transport Systems	AT	12	40	20.3	326.0	73.5	940.4
Drury Local Road Improvements	AT	13	42	22.7	337.4	97.4	989.1
Network Resilience/Adaptation	AT	14	47	13.6	344.2	148.4	1,063.3
Northwest Growth Improvements	AT	15	49	1.6	345.0	50.8	1,088.7
Street Lighting Safety Improvements	AT	16	55	4.3	347.2	20.8	1,099.1
Lake Road/Esmonde Road Improvements	AT	17	58	1.1	347.7	52.1	1,125.1
Road Safety Programme	AT	18	59	146.3	420.9	551.8	1,401.0
Safe Speeds programme	AT	19	59	19.5	430.6	79.7	1,440.9
Unsealed Road Improvements	AT	20	68	25.7	443.5	124.6	1,503.2
Freight Network Improvements	AT	21	83	6.4	446.7	57.2	1,531.8
Glenvar Road/East Coast Road Intersection Upgrade	AT	22	91	13.3	453.4	53.3	1,558.4
Network Discharge Improvements	AT	23	102	3.8	455.3	12.9	1,564.9
Kāinga Ora Joint Programme (alternate funding)**	AT	24	115=	40.0	455.3	473.0	1,609.9

*Costs are indicative and latest available. Please note that AT's costs remain subject to change as the LTP is finalised. The assumed Funding Allocation Ratio's with NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change. OPEX items excluded from this table. **Assumes an indicative \$45m from NLTF for the \$473m total across FY28-34. The remainder is expected to be from the Housing Acceleration Fund. Details will be updated in the final RLTP document.

Walking and Cycling Improvements

How Walking and Cycling Improvements contribute to regional outcomes

Walking and cycling improvements primarily support emissions reduction outcomes and safety improvements. They can also contribute to a faster and more reliable public transport system by improving access to key RTN stations. Although not a direct policy objective for this Draft RLTP, use of cycling and walking can also support improved health outcomes.

Walking and Cycling projects are a relatively high regional priority

Proposed walking and cycling projects have generally been assessed as a higher priority for investment, relative to other categories of improvements projects. Walking and Cycling Improvements projects have an average ranking of 31 and a median ranking of 27 out of a total of 156 projects. These projects generally score well against multiple objectives, and the more recent programmes are intended to be delivered faster and at lower cost by learning the lessons of the past.

AT's strategy with cycling, delivered mainly by the 'Cycleway's Programme (lower cost)' is to target new cycleways investment to routes that will link to the existing network, are relatively simple to deliver, and are expected to achieve significant cycling uptake. Meanwhile, the Community Cycling and Micromobility programme is intended to implement smaller projects to improve the existing cycleway network and make it more attractive. Design standards have been relaxed, compared to the previous Urban Cycleway projects, to make delivery faster and less expensive without compromising safety.

Development of the walking and cycling network is intended to complement public transport by improving access to Rapid Transit Stations, along with schools and other high demand locations. Cycleway delivery is supported by recent changes to the Auckland Parking Strategy, which make it easier to remove parking on arterial routes to support cycling and public transport.

Priorities for walking and cycling investment

In line with the overall approach to this Draft RLTP, the key priorities for Walking and Cycling Improvements investment are finishing the committed projects that have started and ensuring the public transport system is renewed and fit for purpose. In this case, the committed projects are the Great North Road Cycling Improvements and the Westmere Cycle lanes.

The Walking and Cycling Improvements Activity Class also includes a renewals element which is aligned with the Draft GPS direction.

Discretionary improvements projects in priority order

Beyond the committed and renewals projects and programmes, we have choices about which projects to prioritise for further investment. Proposed key projects in broad priority order are as follows:

- **Cycleways Programme (lower cost).** As described above, this programme delivers new cycleways and focuses on new routes that are relatively easy and cost less to deliver, link to the existing network and are likely to achieve higher usage.
- **Cycling for Climate Action.** This is an extension of the Cycleways Programme (lower cost) but receives funding from Council's Climate Action Targeted Rate.

- **Walking for Climate Action.** This programme provides improved walking facilities and connections to support greater walking uptake.
- **Urban Cycleways Gl to Tāmaki Drive Stage 4.** This is the final section of the Glen Innes to Tāmaki Drive shared path which will provide a high-quality link between the existing shared path at Orakei and the Tāmaki Drive Shared path. This project finishes what has been started but increasing costs have made it a lower value proposition.

Issues to consider

The Walking and Cycling Activity class has a funding range of between \$275 and \$510 million with a mid-point of \$392 million. Assuming Auckland received 35% of the mid-point, this would provide estimated NLTF funding of \$137 million. This compares to a proposed funding request for Walking and Cycling of \$153 million.

This analysis suggests that funding for the proposed Walking and Cycling projects may be more likely. However, the Draft GPS has also introduced a number of requirements for these projects that may make them more difficult to fund. In addition, walking and cycling elements from other multi-modal projects will need to come out of this funding. These costs have not been identified but are likely to reduce the overall funding available for specific walking and cycling projects.

Table 7: Walking & Cycling Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Walking & Cycling Improvements Activity Class*			Legend for 'cumulative NLTF bid' columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line Items	Organisation	Activity Rank	Overall Rank / Regional priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)	
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)								
Great North Road Improvements (Active Modes & Bus)	AT	1	1	14.8	7.4	14.8	7.4	
Māngere West and Westmere Cycleways	AT	1	1	31.2	23.0	31.2	23.0	
Projects for Franklin Paths Targeted Rate	AT	1	1	2.6	24.3	12.5	29.2	
Projects for Rodney Transport Targeted Rate	AT	1	1	13.8	31.2	14.4	36.4	
Renewals Road Pavement (Activity Class Share)	AT	1	1	80.0	71.2	266.7	169.8	
DISCRETIONARY (In priority order)								
Cycleways Programme (lower cost)	AT	2	15	55.0	98.7	295.7	317.6	
Cycling for Climate Action	AT	3	27	54.8	126.1	106.0	370.6	
Community Cycling and Micromobility	AT	4	41	24.5	138.4	77.4	409.3	
Urban Cycleways Glen Innes Links	AT	5	52	6.4	141.6	6.4	412.5	
Walking for Climate Action	AT	6	56	32.5	157.9	84.6	454.8	
Community Footpaths Programme	AT	7	64	13.9	164.8	55.1	482.4	
Urban Cycleways Gl to Tāmaki Drive Stage4	AT	8	69	45.9	187.8	45.9	505.3	
Meadowbank Kohimarama Connectivity Project (incl. Rail underpass)	AT	9	73	24.7	200.1	24.7	517.7	

* Costs are indicative and latest available. Please note that AT's costs remain subject to change as the LTP is finalised. The assumed Funding Allocation Ratio's with NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change. OPEX items excluded from this table.

Major Projects

Major projects are covered within their respective activity classes, but this section addresses some of the specific issues around these projects. This RLTP proposes over \$22 billion in investment across 11 major projects across the next decade and includes the completion of the Eastern Busway and City Rail Link.

Some of these projects, such as the Avondale to Southdown and Northwestern Alternate State Highway are only proposed for early planning phases, while others such as the Waitemata Harbour Crossing, the Northwestern Busway, SH1 Warkworth to Wellsford and 4-Tracking Westfield to Pukekohe are proposed for substantial construction investment.

Construction of these projects would make an important contribution to the development of the Auckland and New Zealand transport network. The Northwestern Busway provides a much-needed rapid transit option for the growth areas in the northwest and supports mode shift, congestion relief and an improvement in the overall bus system operation. Meanwhile, the Waitemata Harbour Connections project provides greater resiliency and improved reliability across the Waitemata Harbour, while the Warkworth to Wellsford project addresses resilience and safety issues.

However, these projects present three key issues:

- It is not clear how these projects might be funded for construction. As the Draft GPS acknowledges, additional funding sources beyond the NLTF will be needed for delivery. However, these additional funding sources have not yet been confirmed and the scale of funding that they might provide remains uncertain.
- Many of these projects have been assessed as a relatively low priority through the regional ranking process.
- Advancing this Major Projects programme requires \$1.7 billion over the next three years, excluding CRL and the Eastern Busway, of which around \$700 million is earmarked for pre-construction phases.

Because funding is constrained, there is a trade-off over the next three years between how much is invested in planning for major projects (which may be a relatively low regional priority with uncertain construction funding) and how much is invested in smaller projects (which can be delivered sooner). Auckland transport agencies know that not all large-scale projects will be fundable based on the Draft GPS 2024 funding signals and that trade-offs between large scale projects will need to be made.

The table below reflects the expected split between **Pre-construction** (Business Case, Consenting, Early Property purchases, Design and Pre-implementation activities) and **Construction** phases (Main property purchases and Construction) for these major projects.

Table 8: Proposed Expenditure for Major Projects (in priority order)

Major Project item	Rank	10-year Total (\$m)	Phase	3-year Sub-Total (\$m)	10-year Sub-Total (\$m)
City Rail Link	1	1,202	Pre-construct.	-	-
			Construction	1202	-
Eastern Busway Pakuranga to Botany	1	709	Pre-construct.	-	-
			Construction	623	709
Avondale to Southdown (designation protection)	13	71	Pre-construct.	10	71
			Construction	-	-
4-tracking Westfield to Pukekohe	17	1,894	Pre-construct.	19	135
			Construction	-	1,759
Northwest Rapid Transit	21	4,304	Pre-construct.	271	1,126
			Construction	364	3,179
SH20 Airport to Botany	29	390	Pre-construct.	-	6
			Construction	5	384
Waitematā Harbour Connections	62	7,250	Pre-construct.	185	210
			Construction	53	7,040
SH1 Warkworth to Wellsford	71	2,979	Pre-construct.	109	239
			Construction	267	2,741
Mill Road	79	1,533	Pre-construct.	85	184
			Construction	22	1,349
East West Link	85=	651	Pre-construct.	-	202
			Construction	-	449
North West Alternate State Highway	85=	85	Pre-construct.	-	52
			Construction	-	33
Auckland Share RoNS Property & Project Development	115=	1,250	Pre-construct.	22	25
			Construction	320	1,225

Summary: More funding is needed for Public Transport Infrastructure

The first priority for investment in this RLTP is ensuring that our existing assets are maintained and renewed to an appropriate level and there is enough funding to continue to expand public transport services.

Beyond this, with funding likely to be limited, we need to make choices about which 'discretionary' projects we invest in. The ranking process shows that Public Transport Investment projects are generally the highest priority, however, these projects appear most at risk of not receiving NLTF funding.

Walking and Cycling and Local Road Infrastructure projects have also emerged as relatively high priorities but may be at some risk depending on final allocations.

State Highway Improvements are generally ranked lower than other discretionary projects. In the first three years these are most likely to receive NLTF funding, often for investment in planning phases, but funding for construction appears to be at risk over the decade.

To better deliver on regional priorities, more funding needs to be allocated to Public Transport Infrastructure projects, particularly in the first three years. This is critical to support the region's plans for increased network capacity, improved productivity, lower emissions and compact city development.

In the short-term, the Regional Transport Committee advocates that this funding could be reallocated from some of the proposed State Highway Improvement projects. These are a lower priority, and there are questions over how much should be invested in planning for these projects before new funding sources are confirmed.

We seek your feedback.

Do you agree that more funding should be allocated to public transport infrastructure? Should it come at the expense of State Highway investment?

4.

Measuring outcomes

This section outlines the indicators we will use to measure the success of the programme over time, along with the expected trend results from implementing elements of this Draft RLTP.

Indicators of success

This section outlines the measures that will be used to track the success of the RLTP 2024 programme in achieving the outcomes outlined, along with expected trends.

The identified measures reflect existing monitoring and current strategic direction and have been collated from the previous RLTP (2021), AT's Future Connect Indicators of Success, Draft GPS identified outcomes, NZTA's benefits framework(s) and AT's Draft Statement of Intent 2024. Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.

Annual monitoring and reporting to the Regional Transport Committee (RTC) will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act (LTMA).

Categories from the RLTP 2021 have been retained, with the addition of 'Revenue Generation' to reflect the recent direction from Local and Central Governments.

Given the time constraints in producing this Draft RLTP, we have not been able to undertake modelling of the programme to forecast outcomes. The significant funding uncertainty associated with the proposed programme would also mean that the impacts of any forecast would likely be overstated.

Note: These measures have been chosen to reflect RLTP strategic areas and don't reflect the full suite of measures that transport agencies use to monitor shorter term outcomes.

Table 9: RLTP Measures Summary

Measure	Agency	Metric Description	Expected Trend
Travel Choices & Reliability			
Provide and accelerate better travel choices for Aucklanders and improve value for money			
Public transport boardings	AT	The total number of public transport users across the bus, ferry, and rail networks	Increasing
Number of cycle movements	AT	The total number of cycle (or similar) trips past selected count sites in the region	Increasing
Overall Travel Time for private vehicles	AT NZTA	Proportion of the Auckland Local Arterial and State Highway networks operating at LOS C or better	Steady
Unplanned disruptions	AT NZTA	Number of disruption incidents across the State Highways, Rail and Local Arterial networks	Reducing
Public transport reliability	AT	Percentage of scheduled services that operate, and that depart within the schedule and tolerances	Improving
Farebox Ratio	AT	Proportion of public transport services operating cost that is recovered from fares	Improving
Climate change and the environment			
Improve the resilience and sustainability of the transport system and reduce the GHG emissions it generates			
Emissions from corporate activities, facilities, ferries & trains	AT	Greenhouse gas emissions from Auckland Transport's operations	Decreasing
Overall transport emissions from fuel use	AT	Estimated based on regional fuel sales data	Decreasing
Safety			
Make Auckland's transport system safe by eliminating harm to people			
Deaths and serious injuries (DSI)	AT NZTA	DSI's on Auckland's transport network; DSI's of vulnerable users - people walking, riding a bike or motorcycle on Auckland's transport network.	Down*
Proportional harm	AT NZTA	Annual injuries per million kilometres travelled	Down*
Asset Management			
Sound asset management			
Overall asset condition	AT NZTA	Proportion of overall road assets in acceptable condition & Proportion of all assets in poor condition	Improving
Critical asset condition	AT	Proportion of critical assets in poor condition	Improving
Roading quality	AT NZTA	Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads	Improving
Footpath condition	AT	Proportion of footpaths in acceptable condition	Steady
Roading Maintenance and Renewal	AT	Percentage of the sealed local road network that is resurfaced or rehabilitated	Improving

**With population and urban growth, and reduction in focused spending indicated in the Draft GPS 2024, this trend may be challenging to achieve annually.*

5.

Inter-regional priorities

Transport key priorities

Transport is an important enabler of social, economic and environmental outcomes, a principle strongly emphasised by the Government. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally and intra-regionally.

The Auckland region plays a crucial role in New Zealand’s social and economic success. It is the most significant contributor to inter-regional activity in New Zealand, with 34% of the country’s population generating 38% of the nations’ GDP. It is the key link for the Upper North Island (UNI) between the ‘Golden Triangle’ (Auckland, Waikato, and Bay of Plenty,) and Northland - all of which continue to experience growth in population as well as regional, domestic and international output volumes.

These UNI regions are responsible for generating more than half of New Zealand’s GDP (55%), housing more than half of New Zealand’s population (54%) and generating more than half of the country’s freight movements. Auckland inter-regional transport connections are a critical component, with resident and investor confidence reliant upon the provision of an efficient and resilient inter-modal transport network.

Auckland is often the gateway to the world for New Zealand, with the Ports of Auckland and Auckland Airport interacting with the majority of trade and visitors. Ongoing improvements to the inter-modal network, especially to other ports and Freight Hubs in the UNI - such as the Port of Tauranga, Northport, Ruakura Superhub and Wiri - help ensure a safe, efficient and sustainable transport network that supports the efficient transfer of goods between producers and consumers so New Zealand can continue to compete internationally.

Growth in Auckland, and the UNI, has continued to increase more rapidly than the rest of the country, with the trend expected to continue. Supporting and delivering this growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

Activities of inter-regional significance

Several inter-regionally significant activities important to the Auckland region and New Zealand also contribute to UNI transport system objectives. These need to be coordinated with other regions and Central Government to realise their full benefit.

Table 10: Inter-regional activities for this RLTP

With Northland	
Whangārei to Auckland	<p>(SH1 and Rail) The 191km-long Whangārei to Auckland corridor is a strategic road and rail corridor to deliver safe and reliable journeys between Auckland and Whangārei.</p> <p>Following completion of Ara Tūhono – Pūhoi to Warkworth, SH10 Kāeo Bridge upgrade, North Auckland Line re-opening, key projects include:</p> <ul style="list-style-type: none"> • Brynderwyn alternative and the SH1 Warkworth to Whangārei (and associated resilience projects) which confirm the form function, location and capacity between Whangārei and Auckland.

SH1 Auckland Northern Corridor resilience, optimisation and capacity improvements

Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and safety outcomes.

Key to efficiently moving people and freight into and out of Auckland region, the Draft GPS identifies:

- Second Waitematā Harbour Connections as a key project now the Northern Corridor Improvements have been completed, and
- The 10-year Auckland Network Optimisation programme rollout.

Developing the Avondale to Southdown rail corridor is a key enabler of rail development for Northland and also benefits Auckland by removing freight trains from the inner Auckland network, allowing more intensive passenger operations and increasing network reliability and resilience.

Avondale to Southdown rail corridor

Capacity from Maungawhau/Mount Eden Station south to Westfield Junction is expected to be constrained from mid-2040 or earlier. This corridor will be a pre-requisite for any significant growth at Northport and any move to curtail the Ports of Auckland operation.

With Waikato

Auckland to Hamilton (and Taupo)

(SH1 and Rail) SH1, and the connecting State Highway network, is the most important corridor for the New Zealand economy. The North Island Main Trunk Line (NIMT) from Westfield to Pukekohe is one of the busiest parts of the national rail network. Addressing constraints along this corridor is essential to enable growth to meet forecast demand for both freight and passenger services.

The following activities are supported:

- SH1 improvements through the NZUP programme. Papakura and Drury and route protection for sections further south to Bombay
- Ongoing maintenance and improvements to safety and efficiency over the next 10 years to support growth and productivity
- Wiri to Quay Park & Third Main Westfield-Wiri (NZUP – nearing completion)
- Te Huia passenger rail services between Hamilton and Papakura Station. AT and Waikato Regional Council have run a five-year trial since 2021 and this service will be funded by the Waikato Regional Council
- Commencing 4-tracking from Westfield to Pukekohe.

SH1 Auckland Southern Corridor optimization and capacity improvements

Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and safety outcomes.

Key to efficiently moving people and freight in and out of the Auckland region, the Draft GPS identifies:

- Auckland Network Optimisation programme roll out continues
- East West Link projects to facilitate increased volumes and efficiencies of passenger and freight movements throughout Auckland, linking the SH1 and SH16/18 sections of the strategic freight network and adding resilience
- SH1 Papakura to Drury. Associated to this will be:
 - Mill Road
 - SH1 Papakura to Bombay (NZUP)
 - Improvements to Drury Package (NZUP).

Local Public Transport services

AT currently runs one bus service that cross the Auckland boundary: 399 – Pukekohe to Tuakau to Port Waikato. This will be reviewed as part of the Regional Public Transport Plan update, which is to be undertaken later this year in the context

of the finalised RLTP's for Auckland and Waikato.

With Waikato & Bay of Plenty (Golden Triangle)

SH1/SH29 inter-regional corridor between Auckland, Hamilton and Tauranga

Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight.

Key to efficiently moving people and freight into and out of UNI, the GPS and other RLTP's identifies:

- SH29 Tauriko West
- Cambridge to Piarere.

SH2 inter-regional corridor between Auckland and Tauranga

Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight.

Key to efficiently moving people and freight into and out of UNI, the GPS identifies:

- Tākitimu Northern Link stage 1
- Planning & design for Stage 2
- Ongoing improvements to the corridor.

4-tracking Westfield to Pukekohe

The southern rail corridor from Westfield Junction (near Penrose) to Pukekohe is expected to be full before 2040, and new capacity is needed to enable growth to meet demand for both passenger (metro and inter-regional) and freight services. In addition to its importance to Auckland's RTN, this part of the rail network is the busiest and most critical freight route in New Zealand.

The Draft GPS states that a focus will be to invest in the busiest and most productive parts of the existing rail network – between Auckland, Hamilton, and Tauranga (which includes this corridor). In addition, Waikato Regional Council has included its support for the programme in their [Draft RLTP 2024](#).

All/National

National Ticketing Solution (NTS)

The NTS supports the Government's goals toward safer and less congested roads, reducing emissions and supporting healthier lifestyles by making Public Transport more convenient and uniform. It will also help to improve access to travel options and make public transport more affordable.

Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits

Ensuring a UNI lens over the transport network will ensure we are planning and implementing a sustainable future transport system, supporting the growing flow of goods & services to and from, and through Auckland. Key examples of these complementary projects include:

- State Highway 1 Warkworth to Whangārei
- Drury South (AT), including the Drury Stations (NZUP)
- Papakura to Pukekohe electrification (NZUP).

6.

Funding and Expenditure

This section sets out the funding and expenditure proposals for the RLTP programme, including the agency specific proposals.

How transport is funded in Auckland

The programme set out in this Draft RLTP is funded from a combination of:

- Funding or financing from Auckland Council – sourced from rates, targeted rates, development contributions, remaining RFT and borrowing. Auckland Council funds around half of AT’s capital and operating programmes.
- The NLTF for State Highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by NZTA Waka Kotahi
- AT’s third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue
- Direct investment from central government, including the NZUP, the COVID-19 Response and Recovery Fund; investment for the CRL, the Infrastructure Acceleration fund (IAF), the Housing Infrastructure fund (HIF), Housing Acceleration Fund (HAF), funding administered by EECA and Crown ‘top-ups’ for bus driver wages.

The mix of funding sources is set out in table 10 below. Apart from the NLTF, most of these funding sources are reasonably certain – although the scale of Auckland Council’s funding is subject to change with the finalisation of the LTP.

Total bids to the NLTF are around \$40.9 billion. This is substantially more than the \$16 billion in NLTF funds earmarked for Auckland in the 2021 GPS. The extent of NLTF available for Auckland will be confirmed in the NLTP, which is expected in September 2024.

Table 11: Potential Funding Sources Summary for the Draft RLTP

Funding Source (including direct user charges)	Proposed Funding (\$ billions, 10-years)
Auckland Council for AT Operations	\$ 5.8
Auckland Council for AT Capital	\$ 6.8
Auckland Council for CRL	\$ 0.6
National Land Transport Fund (requested)	\$ 40.9
Crown funding for CRL	\$ 0.6
Crown funded NZ Upgrade Programme	\$ 1.9
Crown funded Flood Recovery Fund & Ferries	\$ 0.3
Crown funded Resilience & COVID Response and Recovery Fund	\$ 0.1
Crown funded Infrastructure Assistance Fund	\$ 0.1
AT User Pays Fees (PT fares, parking fees)	\$ 6.0
TOTAL Transport Funding Sought 2024-2034	-\$63.0*

** All figures are subject to finalisation and rounding margins. This relates to the LTP, SHIP, RNIP, agreements for negotiation (E.g. Track User Charges between AT and KiwiRail), and the changes to NZUP for NZTA (RoRS) in the coming month/s.*

The Government has indicated that it expects NZTA to look at other funding sources to support the delivery of their Roads of National Significance (RoNS) Programme and other major projects such as Northwest Rapid Transit and Airport to Botany Rapid Transit. NZTA will

assess mechanisms such as tolling, time of use charging, equity finance and value capture. These additional funding sources will be included in future RLTPs when there is greater certainty about the scale and timing of funding.

Project Categories

The Draft RLTP has identified three broad categories for the items put forward by the relevant agencies. These are less defined as previous versions as committed funding (from ATAP) has not been available.

- **Category One (Non-Discretionary / Committed and Essential)**
Category One projects reflect the highest priorities for the region, mostly composed of committed projects underway and renewals activities. For some activity classes full funding of these may be a challenge.
- **Category Two (Discretionary / Prioritised)**
Category Two projects reflect the second highest priority within the programme, which have been prioritised across the agencies. For most of the activity classes full funding of these is a challenge.
- **Category Three (Projects without Local share)**
Category Three projects, although still very important, are the lowest priority in the programme. These are Auckland Transport projects that do not have Auckland Council funding. However, if more funding becomes available from Auckland Council then these would be proposed for inclusion in the wider programme. These have not been included in the prioritisation but are identified in Appendix 6 for reference.

Funding and expenditure by agency

This section summarises the expected revenue and expenditure for each agency for the period of this RLTP. This Draft RLTP has been developed for public consultation ahead of the Draft LTP and Draft GPS being completed. Some parts of this document will likely need to be updated to reflect any changes in the final versions of the LTP and GPS.

As noted above, funding allocations from the NLTF, via NZTA, are not finalised. Consequently the 'NZTA funding' figures in the tables typically represent the amount *requested* from NZTA and are not confirmed.

Auckland Transport

AT Operating revenue and expenditure

The table below outlines proposed AT operating revenue and expenditure. Auckland Council funding figures reflect the draft LTP and are reasonably certain. However, they remain subject to finalisation of the LTP.

Table 12: Proposed AT operating revenue and expenditure

AT Opex	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding Sources	Auckland Council Funding (as per Draft LTP)	501	547	569	4,202	5,820
	Requested NZTA Subsidy	490	536	531	4,005	5,562
	Other Operating Revenue	437	466	490	4,561	5,954
TOTAL FUNDING		1,428	1,549	1,591	12,767	17,335
Proposed Operating Expenditure	Roads and footpaths	270	271	280	2,200	3,021
	Public Transport⁴	1,125	1,245	1,278	10,338	13,987
TOTAL EXPENDITURE		1,396	1,516	1,558	12,538	17,008
Key elements	Repayment & Interest on EMU	33	33	33	229	327
	Track User Access Charges*	46.3	62.4	76.8	578.2	762.9

* As per Draft LTP 2024. * Included for reference as AT Opex expenditure to KiwiRail for Capex. As per the Draft LTP 2024, within in the Public Transport Expenditure item, Track Access Charges remain subject to further discussion and agreement with KiwiRail as part of the ANAA.

⁴ This definition of 'public transport' definition aligns with Auckland Council's LTP and includes parking and enforcement and community transport activities.

AT capital revenue and expenditure

The table below shows AT's capital funding and expenditure for this RLTP. Auckland Council funding figures reflect the draft LTP and are reasonably certain however they remain subject to finalisation of the LTP. Council funding has also been generated on the basis of a broad 50/50 share with the NLTF. If NLTF funding is lower than assumed, then Council may reconsider the scale of funding it makes available. See Appendix 1 for programme detail.

Table 13: Proposed AT capital revenue and expenditure

AT Capex	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding sources	Auckland Council**	611.0	734.9	730.0	4,675.0	6,750.9
	Requested NLTF**	703.7	734.9	730.0	4,675.0	6,843.6
	Crown (NZUP – Eastern Busway)	92.7	0	0	0	92.7
	Infrastructure Acceleration fund (IAF)	6.2	24.9	41.0	40.3	112.4
	CIP (Flood Recovery & EV Ferries)	45.1	31	0	0	76.1
TOTAL FUNDING		1,458.8	1,525.8	1,507.5	9,383.7	13,875.8
Proposed Capital expenditure	Renewals*	343.9	426.8	520.2	4,280.2	5,571.1
	Capital improvements	1,114.9	1,099.0	987.3	5,103.5	8,304.7
TOTAL EXPENDITURE		1,458.8	1,525.8	1,507.5	9,383.7	13,875.8

*The figures in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding. ** These figures are assumed to include the Housing Acceleration Funding (HAF) allocation for the Kainga Ora Joint Programme (alternate funding) item and will be updated in the final version.

NZ Transport Agency Waka Kotahi

The table below sets out NZTA's investment programme for this RLTP. This includes the identified Roads of National Significance (RoNS).

Programme detail is provided in Appendix 2.

NZTA has a number of Crown-funded projects through the NZUP programme that will be completed during this RLTP period. In addition, the Draft GPS has identified utilising new funding financing sources and solutions to deliver the large-scale infrastructure.

Table 14: Proposed NZTA revenue and expenditure

NZTA	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding Sources	Requested NLTF	1,044.1	1,135.1	1,332.2	20,922.0	24,433.4
	Other external funding*	95.9	41.5	32.7	94.8	264.9
TOTAL FUNDING		1,140.0	1,176.6	1,364.9	21,016.8	24,698.3
Expenditure	Maintenance, Operations and Renewals	285.7	283.8	277.6	2,861.8	3,708.9
	Other NZTA Projects	854.3	892.8	1,087.3	18,155.0	20,989.4
TOTAL EXPENDITURE		1,140.0	1,176.6	1,364.9	21,016.8	24,698.3

* Crown Resilience Programme (Low Cost, Low Risk - \$3.3m), Flood Response (CIP) SH1 Dome Valley & Surrounds Slips and Flood Management (\$207.1m) and COVID-19 Recovery and Response Fund (CIP) (NWBI SH16 Westgate & Brigham Stations = \$54.5m)

KiwiRail

KiwiRail's expenditure and funding is shown in the table below.

Capital programme detail is provided in Appendix 3.

KiwiRail sets out investment in the rail network in the Rail Network Investment Programme (RNIP) which is approved by the Minister of Transport. Its capital programme for the Auckland Metro area is funded from the Public Transport Infrastructure Activity Class, reflecting that more than 90% of services on the Auckland network are metro passenger trains.

The improvement projects KiwiRail will include in the RNIP and seek funding for from the Public Transport Infrastructure Activity Class, have been included in the Appendix. The exception is a programme of catch-up renewals that began prior to Land Transport Management Act (LTMA) changes, which has been funded from the NLTF via AT; This arrangement will continue until this project is completed.

Annual maintenance, operations and routine renewal costs for the Auckland Rail Network are determined through the Auckland Network Access Agreement (ANAA) process, with costs shared between KiwiRail Freight and AT. This process involves negotiating:

- The level of access for metro services to the Auckland network
- The level of maintenance and renewals for the network
- How costs are apportioned given relative freight and metro use.

KiwiRail will meet its share of these annual costs through the RNIP from the Rail Network Activity Class, while AT will meet its contribution from local share, fares and the Public Transport Services Activity Class.

KiwiRail has calculated the cost of its 10-year Maintenance, Operations and Renewals (MOR) Programme and estimated apportionment based on the service levels sought by AT. However, AT has indicated it can only afford to pay a proportion of its share in FY25 and FY26 (with funding availability beyond this to be confirmed). The final negotiated position will determine exact expenditure on annual MOR. The required funding values to deliver the full MOR programme are included in the table below, however, actual expenditure and delivery will be dependent on final funding agreements.

Table 15: Proposed KiwiRail capital revenue and expenditure

KiwiRail		2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding sources	NLTF (to KiwiRail)	117.4	206.5	85.5	3,526.4	3,935.8
	AT (for ANAA)**	76.3	82.8	91.3	668.3	918.7
TOTAL FUNDING		193.7	289.3	176.8	4,194.7	4,854.4
Proposed Expenditure	Rail infrastructure projects	102.5	192.0	67.7	3,414.0	3,776.2
	Annual maintenance, operations and renewals*	91.2	97.3	109.1	780.7	1,078.3
TOTAL EXPENDITURE		193.7	289.3	176.8	4,194.7	4,854.4

*Excludes pass-through costs and performance fees. This table does not include the committed RNGIM funding (outlined below), where AT is the approved organisation.

**As outlined above, the amounts indicated in the AT Opex tables and the KiwiRail Capex table currently do not fully align and are subject to negotiation and agreement in the coming months. The numbers presented in this section reflect the current positions from each organisation.

NLTF funding arrangements between Auckland Transport and KiwiRail

In addition to the core AT Capital programme, an additional item has specific funding arrangements between the NLTF, AT and KiwiRail. This relates to activities being delivered currently and administrative processes that were previously agreed.

Table 16: NLTF funding arrangements between Auckland Transport and KiwiRail

AT	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Funding sources (To AT)	NLTF - for RNGIM - Committed	101.1	0.0	0.0	0.0	101.1
TOTAL FUNDING		101.1	0.0	0.0	0.0	101.1
Capital expenditure (By KiwiRail)	RNGIM - Committed	101.1	0.0	0.0	0.0	101.1
TOTAL EXPENDITURE		101.1	0.0	0.0	0.0	101.1

NZ Upgrade Programme

During the finalisation of this draft, the Minister of Transport announced changes to how NZTA delivers projects within the NZUP and the introduction of the Roads of Regional Significance (RoRS). This will relate to the items identified in Appendix 5, as well as associated items such as SH22 Drury Upgrade and potentially inter-dependent projects from KiwiRail and AT. Relevant sub-sections and project details will be updated in the final version of the RLTP.

KiwiRail's and NZTA's expenditure and funding for NZUP projects is shown in the table below.

NZUP Capital programme detail is provided in Appendix 5.

Table 17: NZ Upgrade Programme Capital funding

NZUP	Category	Total 10-yr (\$m)
Funding sources	Crown (NZUP – KiwiRail)	546.1
	Crown (NZUP – NZTA)	1,245.0
TOTAL FUNDING		1,791.1
Expenditure	Crown (NZUP – KiwiRail)	546.1
	Crown (NZUP – NZTA)	1,245.0
TOTAL EXPENDITURE		1,791.1

City Rail Link Limited

City Rail Link Limited (CRL) is funded jointly by Auckland Council and Central Government to deliver the City Rail Link (CRL). The funding and expenditure are set out in the table below.

Table 18: City Rail Link Capital Funding

CRL	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Funding sources	Auckland Council	258	149	178	0	585
	Central Government	258	149	178	0	585
TOTAL FUNDING		516	297	357	0	1,170
Expenditure	City Rail Link	527	296	357	0	1,202

The costs above relate to the construction of CRL. Responsibility for operating the stations and running the services after completion is transfers to AT once CRL is opened. Revenues and costs for these are included in AT's forecasts.

Department of Conservation

The table below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Programme detail is provided in Appendix 4. Funding for these activities will come from DOC and the NLTF.

Table 19: Department of Conservation Capital Funding

DoC	Category	2024/25 (\$th)	2025/26 (\$th)	2026/27 (\$th)	4-10 yr (\$th)	Total 10-yr (\$th)
Funding sources	NLTF	5	5	5	32	53
Expenditure	Local Road Maintenance and Improvements	5	5	5	32	53

7.

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Auckland Transport Capital Programme

Categorisation
 1 Non-Discretionary
 2 Prioritised
 3 Projects without Local share

**Costs are indicative and
the latest available.**



Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr cost
Renewals & resilience												
\$ millions												
Asset renewals												
Renewals Parking and Other	Asset renewals for parking, airfields, and other assets based on asset condition (not subsidised from NLTF)	1	Local	2024/25 to 2033/34	5.1	6.1	5.9	6.1	6.4	6.6	29.2	65.3
Renewals Public Transport	Asset renewals for public transport assets based on asset condition	1	Local, NLTF	2024/25 to 2033/34	35.0	31.2	37.6	39.1	40.7	42.4	187.3	413.3
Renewals Road Pavement	Asset renewals for road pavement (including surface sealing) based on asset condition	1	Local, NLTF	2024/25 to 2033/34	188.9	257.2	318.4	331.2	344.6	358.5	1584.9	3383.6
Renewals Streets	Asset renewals for non-pavement network assets in the road reserve/carriageway based on asset condition	1	Local, NLTF	2024/25 to 2033/34	93.0	107.8	132.3	137.6	143.2	149.0	658.6	1421.6
Renewals Structures	Asset renewals for bridges, retaining walls, major culverts and other structures based on asset condition	1	Local, NLTF	2024/25 to 2033/34	22.0	24.5	26.1	27.1	28.2	29.4	129.9	287.3
Resilience & adaption												
Flood Response	Works to restore damage to the transport network during the January 2023 floods (slips, bridges, etc)	1	Local, NLTF, Other	2024/25 to 2026/27	57.2	80.0	48.9	-	-	-	-	186.1
Network Discharge Improvements	Aligned with Hikiina te Wero (Environment Action Plan), to install stormwater treatment devices on priority roads/locations to improve quality of run-off	2	Local, NLTF	2024/25 to 2033/34	1.0	1.6	1.2	1.2	1.2	1.3	5.3	12.9
Network Resilience/Adaptation	Planned works to improve network resilience and adaptation e.g. Oakley Creek, Kepa Road	2	Local, NLTF	2025/26 to 2033/34	-	3.8	9.8	12.0	14.3	16.6	91.9	148.4
Street Lighting Safety Improvements	Works to support streetlighting coverage when Vector and Counties Power upgrade from overhead to underground - OHUG Programme	2	Local, NLTF	2025/26 to 2033/34	-	2.1	2.2	2.2	2.3	2.3	9.7	20.8
Unsealed Road Improvements	This project includes surface works to unsealed roads, safety, seal extensions and drainage conditions.	2	Local, NLTF	2024/25 to 2033/34	6.2	6.4	13.0	13.3	13.6	13.8	58.2	124.6

Public transport

\$ millions

Bus city centre

Albert and Vincent Street Improvements	Bus priority lanes and a cycleway to improve CBD access for Northwest and other bus routes	2	Local, NLTF	2024/25 to 2027/28	1.0	3.3	2.7	1.7	-	-	-	8.7
Downtown Crossover Bus East Stage1	Bus priority on Customs and Beach streets, and new off-street bus layover at Quay Park	2	Local, NLTF	2024/25 to 2026/27	4.2	9.6	6.5	-	-	-	-	20.3
Downtown Crossover Bus East Stage3	Upgrades and new bus charging to Quay Park bus layover, and bus priority upgrades on Symonds street to access Quay Park layover	2	Local, NLTF	2027/28 to 2029/30	-	-	-	4.4	22.6	6.9	-	34.0
Downtown Crossover Bus West Stage2	Bus priority works in Lower Hobson, Sturdee and Fanshawe streets, and new bus layover at Wynyard Quarter	2	Local, NLTF	2025/26 to 2029/30	-	1.1	12.0	22.2	28.3	17.3	0.0	80.8
Midtown Bus Improvements for CRL	Street upgrade, bus facilities and bus lanes on Wellesley street between Queen Street and Albert Street	1	Local, NLTF	2024/25 to 2025/26	19.6	4.4	-	-	-	-	-	24.0
Midtown Bus Improvements West Stage2	Street upgrade, bus facilities and bus lanes on Wellesley street from Albert Street to Victoria Park Stage2	2	Local, NLTF	2024/25 to 2028/29	1.0	4.3	23.9	22.2	22.6	-	-	74.0

Bus projects

Airport to Botany Interim Bus Improvements	Interim improvements to the Airport to Botany (A2B) route and to align/connect with the Eastern Busway	2	Local, NLTF	2024/25 to 2029/30	1.0	0.6	1.3	4.1	34.1	11.5	-	52.7
Bus Access and Optimisation Programme	Improving customer experience and bus accessibility with minor changes (such as bus shelters, bus route mitigations, optimising bus operations)	2	Local, NLTF	2024/25 to 2033/34	6.8	16.0	13.0	13.3	15.8	16.2	50.1	131.2
Bus Routes for Climate Action	Infrastructure to support additional bus routes as specified for Climate Action Transport Targeted Rate (CATTR)	2	Local, NLTF	2024/25 to 2029/30	3.1	9.6	13.0	5.5	5.7	5.8	-	42.7
Great North Road Improvements	New cycleway and other infrastructure (bus priority) upgrades on Great North Road	1	Local, NLTF	2024/25	14.8	-	-	-	-	-	-	14.8
Newmarket Bus Layover	New bus facility in Newmarket to improve bus operations and reduce the number of buses parked on streets	2	Local, NLTF	2025/26 to 2026/27	-	6.4	5.1	-	-	-	-	11.5
Northwest Bus Improvements	Bus improvements to support the interim Northwest RTN (WX1) and Westgate station	1	Local	2024/25	10.4	-	-	-	-	-	-	10.4
Panmure Bus Infrastructure Improvements	New facilities in Pamure to improve bus operations	2	Local, NLTF	2025/26 to 2027/28	-	0.1	2.2	5.5	-	-	-	7.8
Regional Bus Charging Infrastructure	Infrastructure to support electric bus charging at strategic locations as the electric fleet grows	2	Local, NLTF	2028/29 to 2032/33	-	-	-	-	9.1	9.2	28.8	47.1

Regional Bus Depots (commercial)	Securing ownership and control of strategic bus depots and charging facilities to manage strategic risks and value for bus operations	2	Local, NLTF	2025/26 to 2030/31	-	0.3	0.3	18.1	50.9	24.2	44.7	138.6
Sylvia Park Bus Improvements	Bus upgrades at Sylvia Park and surrounding area to address access, growing bus frequency/demand and housing intensification	2	Local, NLTF	2027/28 to 2029/30	-	-	-	0.7	1.8	20.3	-	22.8
Ti Rakau Drive Depot Electrification	Infrastructure to charge electric bus fleet at an AT owned depot for running on Eastern Busway and Eastern Auckland	2	Local, NLTF	2027/28	-	-	-	10.5	-	-	-	10.5
Wayfinding for Stations and Bus Information	Improvements to public transport information displays and wayfinding and 'live' information to selected existing stations and bus stops	2	Local, NLTF	2024/25 to 2029/30	5.2	10.7	14.1	14.4	14.7	7.5	-	66.6

Ferry projects

Decarbonisation of Ferries Stage 1	New ferries (including 2 electric vessels) and supporting upgrades to specific wharves for charging infrastructure and access	1	Local, NLTF, Other	2024/25 to 2029/30	85.2	84.2	63.5	41.0	7.7	0.2	-	281.9
Decarbonisation of Ferries Stage 2	Additional new ferries and supporting infrastructure	2	Local, NLTF	2026/27 to 2023/24	-	-	5.4	33.3	40.7	14.5	5.9	99.8
Ferry Terminal and Berths Pine Harbour	New ferry terminal in Pine Harbour to accommodate larger low emission vessels and charging equipment, and to address wharf arrangements in the Marina	2	Local, NLTF	2024/25 to 2027/28	0.5	4.5	13.0	15.5	4.1	-	-	37.6
Ferry Terminal Bayswater	New ferry terminal in Bayswater to accommodate larger low emission vessels and charging equipment, and to address wharf arrangements in the Marina	2	Local, NLTF	2025/26 to 2029/30	-	0.5	1.1	11.1	17.0	10.3	-	39.9

Rapid transit: Rail projects

EMU Rolling Stock Tranche for CRL	23 new electric multi-units (EMUs) to increase the number of rail fleet in preparation for CRL opening	1	Local, NLTF	2024/25 to 2025/26	173.3	31.4	-	-	-	-	-	204.7
EMU Stabling and Depots for CRL	Additional stabling units and upgraded depot facilities for the rail fleet in preparation for CRL opening	1	Local, NLTF	2024/25 to 2026/27	14.0	12.0	10.0	-	-	-	-	36.0
Karangahape Roadside for CRL	Improvements to streets adjacent to the two new Karangā-Hape station entrances	1	Local, NLTF	2024/25 to 2025/26	12.1	2.7	-	-	-	-	-	14.7
Level Crossings Removal for CRL	Closure of the Church Street East level crossing and improving high priority pedestrian crossings, to support increased rail frequency for CRL	1	Local, NLTF	2024/25 to 2027/28	21.8	29.6	5.4	6.0	-	-	-	62.9
Level Crossings Removal Takanini Stage1	Preparations for rail crossing closures at Takaanini and design/build of three road grade separations and Takaanini station access	2	Local, NLTF	2025/26 to 2032/33	-	3.2	10.9	16.6	17.0	-	-	47.7
Rail ETCS2 Signalling and Driver Assist	Upgrades to rail electric multi-units (EMUs) to support the signalling system (ETCS level 2) when KiwiRail implement this to permit higher frequency trains	2	Local, NLTF	2025/26 to 2033/34	-	3.2	5.4	2.4	2.8	16.6	8.3	38.8
Stations and Wayfinding for CRL	Minor changes and wayfinding updates at existing stations to support CRL Day 1	1	Local, NLTF	2024/25 to 2026/27	2.6	12.8	2.2	-	-	-	-	17.6

Rapid transit access

First-and-final Leg for Top 12 RTN Stations	Increase in the number of stations which are more accessible i.e., safer, step-free with better provision for active modes (footpaths and crossings). This project aims to increase more people travelling on the RTN.	2	Local, NLTF	2025/26 to 2030/31	-	5.3	10.9	11.1	28.3	34.6	23.5	113.7
Investigations for Rapid Transit Integration	Provision to investigate integration to key rapid transit network (RTN) projects such as Northwest, Airport precinct to Botany, Airport precinct to Māngere	2	Local, NLTF	2025/26 to 2032/33	-	1.0	3.5	7.2	11.0	11.3	27.2	61.3
Northern Busway Enhancements	Capacity improvements to support growing demand (station extensions) for the Northern Busway	2	Local, NLTF	2027/28 to 2030/31	-	-	-	4.7	7.9	34.7	37.9	85.2
Park and Ride Programme	Continuation of general improvements to park and ride facilities (e.g. Drury Rail Station) and some expansion where practical	2	Local, NLTF	2025/26 to 2033/34	-	1.0	4.9	25.0	24.4	16.6	17.2	89.1
Public Transport Safety and Amenity	Minor works for public transport facilities/stations and rail platforms, such as Remote Control Station Gatelines, ticket controls, shelter extension	2	Local, NLTF	2024/25 to 2033/34	8.8	11.2	9.8	10.0	10.2	10.4	38.8	99.2
Rosedale Bus Station and Corridor	A new busway station (NX1,2) and multi-mode access improvements to Rosedale Road	2	Local, NLTF	2024/25 to 2027/28	10.3	25.4	33.6	16.0	-	-	-	85.2
Whangaparaoa Bus Station	A new RTN station and depot at Whangaparāoa (Penlink) to support the extension of NX2	2	Local, NLTF	2024/25 to 2028/29	2.1	0.5	3.3	20.0	6.8	-	-	32.6

Urban & cycleways

\$ millions

Cycleways projects

Cycleways Programme (lower cost)	New lower cost cycleways to encourage more cycling, improve safety and travel options, and reduce emissions	2	Local, NLTF	2024/25 to 2033/34	4.6	23.1	27.3	29.4	30.6	28.4	152.3	295.7
Cycling for Climate Action	Deliver new cycleways and cycle facilities to improve transport safety, travel options, and emission reduction as specified for CATTR	2	Local, NLTF	2024/25 to 2028/29	16.6	15.4	22.8	26.8	24.3	-	-	106.0
Mangere West and Westmere Cycleways	Cycleway and links from new Māngere pedestrian bridge area towards the airport, and residual costs from Point Chevalier to Westmere delivery	1	Local, NLTF	2024/25	31.2	-	-	-	-	-	-	31.2
Meadowbank Kohimarama Connectivity Project	Pathway to connect Gowing Drive with the Glenn Innes to Tāmaki Shared Path and Kohimarama (including rail underpass)	2	Local, NLTF	2025/26 to 2026/27	-	17.1	7.6	-	-	-	-	24.7
Urban Cycleways GI to Tamaki Drive Stage4	Connection (boardwalk) for the Glen Innes to Tamaki Shared Path (Stage 4 Ōrākei to Tāmaki Drive)	2	Local, NLTF	2024/25 to 2025/26	27.5	18.5	-	-	-	-	-	45.9
Urban Cycleways Glen Innes Links	Local cycle connections within Glen Innes and linking to Glen Innes to Tāmaki Shared Path	2	Local, NLTF	2024/25	6.4	-	-	-	-	-	-	6.4

Priority growth areas

Auckland Housing Programme Improvements	Upgrades to roads/paths/intersections to support Council's housing priority areas and improve travel choices	2	Local, NLTF, Other	2024/25 to 2033/34	6.6	11.4	25.7	23.3	23.8	24.2	84.9	199.9
Carrington Road Improvements	Corridor upgrade to support 4,000 new housing development with bus priority lanes and separated walking and cycling facilities in parts of Carrington Rd in the Unitec area	2	Local, Other	2024/25 to 2027/28	4.4	33.0	42.4	42.1	-	-	-	122.0
Drury Local Road Improvements	New and improved multi-mode roads/paths/intersections (arterials and collectors) to support Council priority growth areas	2	Local, NLTF	2024/25 to 2033/34	20.8	0.5	1.4	2.8	8.5	8.7	54.8	97.4
Kainga Ora Joint Programme (alternate funding)	Upgrades to roads/paths/intersections to support Council priority (Kāinga Ora including Tāmaki) areas and improve travel choices	2	Local, NLTF, Other	2026/27 to 2033/34	-	-	40.0	40.0	60.0	60.0	273.0	473.0
Northwest Growth Improvements	New and improved multi-mode roads/paths/intersections (arterials and collectors) to support Council priority growth areas	2	Local, NLTF	2025/26 to 2033/34	-	0.3	1.4	4.2	7.9	6.9	30.2	50.8
Wainui and Redhills Growth Improvements	Completion of agreements to co-fund developers in the Wainui and Redhills areas to deliver transport infrastructure to support growth	2	Local, Other	2024/25 to 2027/28	14.0	9.4	9.8	8.6	6.2	-	-	48.0
Wynyard Quarter Integrated Road Programme	Improvements around Beaumont street and Westhaven Drive	2	Local	2024/25 to 2030/31	0.5	0.5	1.1	5.5	11.3	17.3	11.8	48.1

Priority for growth

Property for Route Protection and Encroachments	Provision to resolve obligations to acquire land (under Public Works Act/hardship) for road designations and encroachments, where there is no active project	2	Local	2024/25 to 2033/34	26.0	26.7	27.7	28.3	28.8	29.4	123.7	290.6
Supporting Growth Post Lodgement (AT)	Services from the Support Growth Alliance to support designations and other post-lodgement activities	1	Local, NLTF	2024/25 to 2026/27	16.0	12.6	6.6	-	-	-	-	35.2

Rapid transit: Eastern Busway

Botany Interchange and Link	Eastern Busway Stage 4B, preparations for Botany Interchange (connecting with planned A2B)	2	Local, NLTF, Other	2027/28 to 2031/32	-	-	1.8	10.1	6.9	8.4	13.6	40.7
Eastern Busway Pakuranga to Botany	Eastern Busway Stages 2 and 3, as approved for construction. This project includes busways and associated improvement works (e.g. flyover) as well as interim Stage 4A.	1	Local, NLTF	2024/25 to 2027/28	264.4	229.2	129.4	85.7	-	-	-	708.7

Network & safety

\$ millions

Community response

Community Cycling and Micromobility	Small scale projects to improve local cycling connections, bike facilities, and some protection for cycling routes	2	Local, NLTF	2024/25 to 2033/34	9.4	8.1	7.1	7.2	7.4	7.5	30.8	77.4
Community Footpaths Programme	New and widened footpaths across Auckland as a response to community requests	2	Local, NLTF	2024/25 to 2033/34	4.2	4.3	5.4	5.5	5.7	5.8	24.3	55.1
Community Network Improvements	Prioritised small-scale projects (traffic lights, crossings, traffic calming, etc) responding to issues raised by communities and local boards	2	Local, NLTF	2024/25 to 2033/34	21.8	22.4	22.8	23.3	23.8	23.1	97.0	234.2
Walking for Climate Action	New and improved footpaths and walkways (with the first three years focusing on the Manurewa area) as specified for CATTR	2	Local, NLTF	2024/25 to 2030/31	3.1	11.9	17.4	17.7	12.7	14.9	6.8	84.6

Local board priority

Local Board Transport Capital Fund	Small-scale projects for each of 21 Local Boards, prioritised locally with investments such as active mode upgrades and safety measures	2	Local, NLTF	2024/25 to 2033/34	19.8	21.3	21.7	22.2	22.6	23.1	97.0	227.7
Matiatia Landside (Park and Ride)	Upgrades to the Matiatia area (Waiheke Island) include road improvements to the terminal, wider footpaths, dedicated mobility parking and walking and cycling facilities. The project also includes improved stormwater management and wayfindings.	2	Local, NLTF	2026/27 to 2028/29	-	-	1.1	13.3	10.2	-	-	24.6
Projects for Franklin Paths Targeted Rate	A programme of paths projects developed by the Franklin Local Board and funded through the Franklin Paths Targeted Rate	1	Local, NLTF	2025/26 to 2033/34	-	1.3	1.3	1.3	1.4	1.4	5.8	12.5
Projects for Rodney Transport Targeted Rate	Upgrades driven and funded by the Rodney Local Board, including bus facilities, improved services and footpaths	1	Local, NLTF	2024/25 to 2027/28	3.1	8.5	2.2	0.6	-	-	-	14.4

Network optimisation

Bus and Transit Lanes programme (dynamic lanes)	Corridor/arterial improvements to optimise multi-mode traffic, safety and bus priority (such as extended transit/dynamic lanes, etc)	2	Local, NLTF	2026/27 to 2033/34	-	9.6	9.8	16.6	17.0	28.8	126.2	208.1
Freight Network Improvements	Aligned with the Network Optimisation programme, this project focuses on specific interventions on the freight network such as HOV lanes.	2	Local, NLTF	2024/25 to 2023/24	1.0	2.1	3.3	6.7	6.8	6.9	30.4	57.2
Glenvar Road/East Coast Road Intersection	Intersection upgrade to improve multi-mode performance (safety, intersection optimisation, active modes, and bus)	2	Local, NLTF	2025/26 to 2027/28	-	1.4	12.0	39.9	-	-	-	53.3
Hill Street Intersection Improvement	Upgrade to the Hill Street intersection in Warkworth with walking and cycling facilities	2	Local, NLTF	2024/25 to 2026/27	14.6	4.1	1.1	-	-	-	-	19.7

Intelligent Transport Systems	Delivery of advanced technology solutions for various transport modes and traffic management, enhancing safety, efficiency and network optimisation	2	Local, NLTF	2024/25 to 2033/34	5.2	7.5	7.6	5.5	7.0	7.1	33.6	73.5
Lake Road/ Esmonde Road Improvements	Corridor upgrade to improve active modes, safety, intersection optimisation and support public transport	2	Local, NLTF	2026/27 to 2030/31	-	-	1.1	3.3	19.6	18.5	9.6	52.1
Network Operations (ATOC) Programme	Network operation priorities such as destination signage, transforming ATOC for future network and increasing in incidents and planned events	2	Local, NLTF	2024/25 to 2033/34	1.7	1.9	2.0	1.4	1.5	1.5	4.3	14.3
Network Optimisation	Optimising the network and road space usage with minor changes such as special vehicle lanes, sensors/ timing, smart technology	2	Local, NLTF	2024/25 to 2033/34	12.5	12.8	13.0	20.8	21.2	21.6	94.3	196.3
Time-of-use Programme (congestion)	System and infrastructure to enable congestion charging		Local, NLTF,	to 2027/28	4.4	76.7	28.9	48.5	-	-	-	158.5

Parking & other

Parking Programme	Parking improvements and support for parking revenues, including parking permits, on and off street paid parking and enforcement	2	Local	2024/25 to 2033/34	3.6	4.3	7.1	7.2	7.4	7.5	24.2	61.2
Room to Move Programme	Prioritisation of space in corridors and parking revenues based on new Comprehensive Parking Management Plans across Auckland	2	Local, NLTF	2024/25 to 2033/34	2.6	2.7	2.5	3.3	2.3	4.0	6.8	24.2

Road safety

Marae and Papakainga (Turnouts) safety programme	Improving safety and accessibility to Marae and papakāinga sites - similar approach to the Road Safety Programme	1	Local	2024/25 to 2033/34	1.0	1.7	1.7	1.7	1.8	1.8	7.5	17.2
Road Safety Programme	Projects to support reducing Deaths and Serious Injuries (Vision Zero). Mainly improving safety for vulnerable road users, pedestrian/cyclist safety and high risk intersections across Auckland	2	Local, NLTF	2024/25 to 2033/34	37.0	51.2	58.1	59.2	60.4	61.6	224.2	551.8
Safe Speeds programme	Speed management improvements, predominately reducing vehicle speeds near schools	2	Local, NLTF	2024/25 to 2033/34	3.8	7.8	7.9	8.1	8.3	8.4	35.4	79.7

Technology & change

\$ millions

Asset renewals

Core Technology and Renewals	Technology upgrades and IT asset renewals. This project provides a security system for AT's IT network, data, and applications as well as renewing customer-facing assets (e.g. CCTV cameras, traffic light control hardware, and communications infrastructure).	1	Local, NLTF	2024/25 to 2033/34	14.0	14.4	15.8	18.9	19.8	20.2	92.2	195.2
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Customer systems

Customer and Business Systems	This project will support public transport and customers analytics, cloud services and technology for improved customer experience by providing reliable and current information, streamlining customer interactions, and accommodating a variety of travel options.	1	Local, NLTF	2024/25 to 2033/34	34.5	38.1	37.9	40.5	43.3	44.1	185.5	423.9
National Ticketing System (AT assets)	This project will support integration with Government's National Ticketing System, if required, to enable customers to pay for transport services through methods such as mobile phones, credit or debit cards, or a special nationwide transit card.	2	Local, NLTF	2024/25 to 2025/26	6.2	8.4	-	-	-	-	-	14.5
Open Loop and HOP Hardware Refresh	The Open Loop project will support Auckland's ticketing into the future, by providing compatible HOP hardware for a seamless transition and post-3G network functionality.	1	Local, NLTF	2024/25	10.0	-	-	-	-	-	-	10.0

Auckland Transport total

1458.8 1535.4 1506.4 1592.1 1485.9 1379.3 4917.9 13875.8

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total Cost (\$m)
Rail Network Growth Impact Management (RNGIM) - Committed	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail (pass through cost)	1	NLTF (to KiwiRail)	2024/25 - 2024/25	101.1	0.0	0.0	0.0	0.0	0.0	0.0	101.1

NZ Transport Agency Capital Programme

Categorisation
 1 Non-Discretionary
 2 Prioritised
 3 Projects without Local share

**Costs are indicative and
the latest available.**



Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost (\$m)
Safety												
Auckland Share VFM Safety Improvements Programme	Specific safety improvements across the Auckland State Highway network that aren't addressed through other projects and programmes	2	NLTF	2024/25 to 2033/34	1.5	1.5	1.5	1.5	1.5	1.5	6.0	15.1
Motorway Bridge Safety Screens	Safety screens for State Highway 1 overbridges to prevent objects and self harm	2	NLTF	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	21.8	21.8
SH16 Bringham creek to Waimauku Safety Works	SH16 safety improvements between Bringham Creek and Waimauku including road and bridge widening, service undergrounding and installation of median and roadside barriers	1	NLTF	2024/25 to 2026/27	33.0	6.0	15.0	0.0	0.0	0.0	0.0	54.0
Rapid Transit												
Northwest Rapid Transit	Providing a rapid transit corridor linking North West Auckland to the City Centre	2	NLTF	2024/25 to 2033/34	163.5	230.2	240.8	267.2	315.4	450.2	2,637.2	4,304.4
SH16 Westgate & Bringham Stations	Development of interim bus station at Westgate to support Western Express services and growth. First stage of delivering the North West Rapid Transit solution.	1	Crown	2024/25	54.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5
SH18 Upper Harbour Rapid Transit	Rapid Transit services between Northwest Growth Area and Albany and connecting key RTN corridors (Northern and Northwest RTN)	2	NLTF	2028/29 to 2029/30	0.0	0.0	0.0	2.8	5.8	6.0	27.3	41.9
SH20 Airport to Botany	Horizon 3 includes Airport to Botany RTN programme and complementary measures including new ramp from SH20B to SH20 south enabling A2B. A2B is currently in route-protection phase (led by the Supporting Growth Alliance). Notices of requirement (NOR) have either been completed or in progress and the programme will be delivered in partnership with AT	2	NLTF	2024/25 to 2033/34	0.0	0.0	5.3	5.3	5.3	27.0	346.7	389.6

Operational Capital Programmes

Auckland Network Optimisation Programme	Optimisation and efficiency measures to improve system operation, safety and resilience	2	NLTF	2025/25 to 2033/34	0.0	20.7	20.7	20.7	20.7	20.7	62.1	165.7
Auckland Noise Mitigation - Programme	General Noise Mitigation	2	NLTF	2033/34	0.0	0.0	0.0	0.0	0.0	0.0	16.4	16.4
Auckland Noise Mitigation - Consent conditions	Noise Mitigation from consent conditions	2	NLTF	2026/27 to 2028/29	0.0	6.8	14.0	24.3	0.0	0.0	0.0	45.0
Auckland Share Data Driven Structure Asset Management	The new structures asset management framework includes the production of a collection of processes that will capture and assess risks in a comprehensive and consistent manner, and forecast maintenance and renewals costs in an accurate manner.	2	NLTF	2024/25 to 2026/27	0.4	0.7	0.1	0.0	0.0	0.0	0.0	1.3
Auckland Share Digital engineering/ BIM	Digital Engineering may be defined as the use made of the convergence of emerging technologies such as Building Information Modelling (BIM), Geographic Information Systems (GIS) Asset Management Information Systems (AMIS) and related systems to derive better business, project and asset management outcomes. Digital Engineering is about capturing, sharing, analysing and presenting digital asset information that provides the evidence for asset management decisions.	2	NLTF	2024/25 to 2029/30	1.3	0.9	0.9	1.0	1.0	1.0	0.0	6.3
Auckland Share Environmental PBC	Applying a national approach to environmental practices such as fish passage, stormwater management etc	2	NLTF	2024/25 to 2026/27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Crown Resilience Low Cost Risk Programme	Crown allocation for proactive resilience Low Cost Low Risk activities over four years. To be managed and prioritised to target resilience at high risk sites.	1	Crown	2025/26	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3
Auckland System Planning	Region wide planning for the State Highway Network	2	NLTF	2024/25 to 2026/27	1.2	2.4	0.0	0.0	0.0	0.0	0.0	3.6
Debt Repayment	Government debt repayment on the Southern Corridor Improvement & SH20A to Airport projects	1	NLTF	2024/25 to 2026/27	117.0	118.0	118.0	0.0	0.0	0.0	0.0	353.0
Low Cost Low Risk improvements 2024-27	Low Cost Low Risk projects are improvements projects (construction or implementation) with a total approved cost of up to \$2m for each project.	2	NLTF	2024/25 to 2026/27	8.0	8.0	8.0	0.0	0.0	0.0	0.0	24.0
Northwestern WX1 Other Works	Bus improvements to support the interim Northwest RTN (WX1) and Westgate Station	1	NLTF	2024/25	5.5	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Puhoi to Warkworth repayment	PPP payments on the Puhoi to Warkworth project	1	NLTF	2024/25 to 2026/27	97.0	97.0	97.0	97.0	97.0	97.0	388.0	970.0

SH1 Dome Valley & Surrounds Slip & Flood Management	Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips. Rebuilding of roading infrastructure damaged by 2023 cyclone and weather events	2	Crown	2024/25 to 2029/30	41.4	38.2	32.7	32.7	32.7	29.4	0.0	207.1
SH1 Drury CVRSC	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Drury.	2	NLTF	2027/28 to 2028/29	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.4
Weigh Right Albany	Weigh Stations are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Albany	2	NLTF	2024/25 to 2025/26	11.2	3.5	0.0	0.0	0.0	0.0	0.0	14.7
Weigh Right Stanley St	Weigh Stations are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Stanley St, Parnell	1	NLTF	2024/25	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Weigh Right Bombay	Weigh Stations are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Bombay	1	NLTF	2024/25 to 2025/26	12.0	4.0	0.0	0.0	0.0	0.0	0.0	16.0

Mode Choice

Cross Town Rapid Transit New Lynn to Onehunga	Cross isthmus Rapid Transit services have not yet been adequately assessed as part of the RTN story in Auckland. Arataki 30-year view (Land Transport Modes and Networks) identifies this as needing investigation. With growth expected to be more widespread as well as concentrated in key locations in the Central Isthmus there is a need to identify at a high level the nature, extent and requirement for such a corridor, the benefits (outcomes) delivered and an implementation pathway.	2	NLTF	2027/28	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1
Strategic multimodal connections and Crossings	Resilience supporting multi modal solutions through the creation of green bridges across the State Highway network	2	NLTF	2027/28 & 2030/31 to 2033/34	0.0	0.0	0.0	3.7	0.0	0.0	8.2	11.9

Growth

SH16/18 Staging Assessment Refresh	Assessment using past work to confirm best staging of SH16/SH18 given growth in households and Westgate Metro Centre	2	NLTF	2024/25 & 2030/34	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.3
SH18 Squadron Drive	West facing ramps and walking and cycling shared path	2	NLTF	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
SH22 Drury Upgrade	Delivery of SH22 improvements to support urbanisation, growth and increased vehicle / freight demand. This will complement the NZUP projects in the geographic area currently being delivered by NZTA and KiwiRail.	2	NLTF	2024/25 to 2026/27	10.3	21.8	38.4	27.5	28.0	12.6	0.0	0.0	138.6
Supporting Growth Post Lodgement (NZTA)	Completion of Supporting Growth Alliance activities to route protect the strategic network to support the future growth in the future urban areas of Auckland	1	NLTF	2024/25 to 2026/28	5.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Supporting Growth Implementation	Commencement of design, on-site investigations and property purchase to enable delivery of parts of the strategic network to support the future growth in the future urban areas of Auckland after 2034	2	NLTF	2029/30 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	5.2	58.9	64.1

Better Connections

Auckland Share RoNS Project Development	Preparatory work for the identified RoNS to ensure the pipeline is prepared appropriately. This relates to first stages of Mill Road and East-West Link, with equivalent work already complete for Warkworth to Wellsford. Some work has already been completed for the Northwest Alternative State Highway as part of the Supporting Growth Programme, but needs further project development.	2	NLTF	2024/25 to 2029/30	7.1	7.1	7.1	1.2	1.2	1.2	0.0	0.0	25.0
Auckland Share RoNS Property	Item to cover most of the property purchases relating to the identified RoNS projects. Some projects already have allocated funding, such as Warkworth to Wellsford and East-West link which are identified in their line items.	2	NLTF	2024/25 to 2030/34	106.7	106.7	106.7	167.8	167.8	167.8	401.7	0.0	1,225.4
East West Link	This project involves the establishment of a new section of State Highway between existing SH20 and SH1 to support economic productivity and faster travel times.	2	NLTF	2028/29 to 2029/34	0.0	0.0	0.0	0.0	40.4	40.4	570.6	0.0	651.4
Legacy Property Acquisition - Auckland	Residual property costs for the Northern Corridor Improvements and Victoria Park Tunnel projects	2	NLTF	2024/25 to 2025/26	9.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	13.2

Mill Road	Upgrade of the Mill Road corridor (Redoubt Road, Mill Road and a portion of Murphys Road) to four lanes with walking and cycling facilities	2	NLTF	2025/26 to 2030/34	0.0	28.1	79.0	120.4	86.9	149.9	1,068.2	1,532.6
North West Alternate State Highway	Four lane State Highway between Brigham Creek and Fosters Road in Huapai, Interchanges at Brigham Creek and Tawa Road and separated cycleway facilities	2	NLTF	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	84.8	84.8
SH1 Drury to Bombay (Route Protection)	Route protecting for additional motorway lanes in both the north and southbound directions and future interchange improvements at Rama and Bombay	2	NLTF	2024/25 to 2030/34	4.6	10.6	6.7	5.3	8.5	10.6	180.5	226.9
SH1 Warkworth to Wellsford	A new State Highway, offline from the existing SH1, Twin boreholes under Kraack Road in the Dome Valley, a viaduct over Hoteo River and associated works	2	NLTF	2024/25 to 2030/34	79.5	79.5	216.6	411.1	411.1	411.1	1,370.3	2,979.3
State Highway planning in response to port future	To better understand the likely land transport implications of possible major changes to the upper North Island's Port network, regarding land transport: Investment implications (timing and nature and cost of potential future upgrades to the land transport system)	2	NLTF	2024/25 to 2025/26	2.4	3.6	0.0	0.0	0.0	0.0	0.0	6.0
Waitemata Harbour Connections	Upgrading the Northern Busway stations and constructing an active mode path between Constellation Drive and Akoranga Drive. Constructing roading tunnels for three lanes in each direction - between Akoranga Drive and the Central Motorway Junction - to address resilience and allow for multimodal connections. Completing significant maintenance upgrades to the existing Auckland Harbour Bridge (AHB); raising SH1 to protect it from sea level rise inundation; constructing dedicated bus priority from the Akoranga Station across the AHB to the City Centre	2	NLTF	2024/25 to 2030/34	76.3	82.7	78.7	656.6	622.5	882.9	4,850.5	7,250.2

Maintenance, Operations and Renewals

Auckland Share Pre-imp 2027-30 Bridge Rep	38 bridges on the State Highway network are currently over 100 years old, and this is set to increase to more than 260 by 2030. There is a need form the pipeline of this improvements activity ahead of the next NLTP for EOL bridge replacements.	2	NLTF	2024/25 to 2026/27	0.6	0.8	0.6	0.0	0.0	0.0	0.0	2.1
State highway Maintenance, Operations and renewals	State Highway maintenance, operations and renewals	1	NLTF	2024/25 to 2030/34	285.1	282.9	276.9	366.2	378.6	396.0	1,720.9	3,706.7
NZ Transport agency total					1,140.0	1,176.6	1,364.9	2,219.6	2,224.9	2,710.7	13,861.6	24,698.3

KiwiRail Capital Programme

Categorisation
 1 Non-Discretionary
 2 Prioritised
 3 Projects without Local share

**Costs are indicative and
 the latest available.**



Project name	Description	Category	Funding source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31 - 2033/34	Total 10-yr cost (\$m)
KiwiRail improvements projects												
4 tracking Westfield to Pukekohe	Investigation and design, route protection and initial construction of additional track, to increase capacity for expected growth, resulting in competitive and reliable services for freight, regional, and metro passengers along the Southern corridor and at the Westfield Junction bottleneck.	2	NLTF	2024/25 to 2033/34	3.8	6.7	8.0	16.5	27.5	23.7	1807.7	1893.9
(2) Auckland metro network maintenance depots and access tracks	New maintenance accessways, network maintenance facilities, stabling yards and sidings for plant and equipment. This leverages investment in plant and improves the productivity and safety of network maintenance.	2	NLTF	2024/25 to 2033/34	0.3	0.6	1.4	7.7	18.6	19.0	403.9	451.5
(3) Auckland metro plant and equipment	Investing in plant that introduces new functionality or increases productivity to enable safer and more efficient maintenance practices and reduce disruption.	2	NLTF	2024/25 to 2033/34	0.3	0.6	5.5	23.3	63.6	65.3	226.0	384.6
Auckland area train control software upgrade (TMS R9K)	Commencement to completion of upgrading Auckland's traffic management system to optimise planning and management of train operations.	2	NLTF	2025/26 to 2026/27	0.0	5.5	5.7	0.0	0.0	0.0	0.0	11.2
Avondale to Southdown	Investigation, design and pre-implementation to protect the existing designation and progress activation of the Avondale-Southdown rail corridor, to create greater long term segregation of all-stop and non-stop train services for both freight and metro passengers and new cross-isthmus connectivity options	2	NLTF	2024/25 to 2033/34	1.1	4.5	4.6	2.4	9.5	17.0	31.7	70.8
CRL Day One - ETCS Level 2 - Business case	Initiating an investigation of the next phase of electronic train control (ETCS Level 2). A component of the Infrastructure Package required to support CRL.	1	NLTF	2024/25 to 2025/26	1.9	1.1	0.0	0.0	0.0	0.0	0.0	3.0
CRL Day One - Infrastructure package - Additional traction feed (West)	Completion of an additional traction feed in the West to power additional trains. A component of the Infrastructure Package required to support CRL.	1	NLTF	2024/25	20.6	0.0	0.0	0.0	0.0	0.0	0.0	20.6
CRL Day One - Resilience and Asset Maintenance Programme - Infill Signalling	Installs additional signals to improve network resilience and reliability. A component of the Resilience and Asset Maintenance Programme required to support CRL.	1	NLTF	2024/25	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1

CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	Enabling completion of an Auckland Control Centre for all aspects of the Auckland network to be managed from Auckland, improving coordination, resilience and reliability.	1	NLTF	2024/25	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8.8
ETCS Level 2 - implementation and signalling optimisation	Commencement of implementation of ETCS Level 2 signalling improvements in Auckland to maximise productivity of the existing system and support resilience.	2	NLTF	2027/28 to 2033/34	0.0	0.0	0.0	18.5	47.5	65.9	73.0	204.9
KiwiRail strategic future planning	Continuation of strategic future planning for the future development and long-term requirements of the Auckland network. This includes input into regional and all of government projects and policy initiatives, business case and feasibility study development, urban development, and stakeholder engagement.	2	NLTF	2024/25 to 2033/34	5.4	5.5	5.7	5.8	5.9	6.1	25.5	59.9
Level crossing signal optimisation	Signal replacement and repositioning required after level crossings are removed prior to the implementation of ETCS Level 2. This is required to realise the rail benefits of level crossing removals especially near stations.	2	NLTF	2027/28 to 2032/33	0.0	0.0	0.0	7.8	8.0	8.1	21.5	45.4
Level crossings upgrades, grade separation and removal programme (Auckland)	KiwiRail's engineering design and modelling to support AT's level crossing programme in Auckland. Options could include grade separations through over and under-passes, more barrier arms and other safety measures, and some outright closures.	2	NLTF	2024/25 to 2026/27	2.2	2.8	4.6	0.0	0.0	0.0	0.0	9.6
Mid-zone power feed replacement	Replacement of existing power feed and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	25.6	25.6
New southern power feed	Further SFC installation and upgrades to traction power supply capacity to meet demand from increased metro services and conversion to electric freight.	2	NLTF	2032/33 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	15.1	15.1
Property for passenger fleet stabling	Expansion of stabling for inter-regional fleet and metro fleet (if required), including construction and any additional property needed	2	NLTF	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	20.8	20.8
Progressive fencing	Continuation of fencing of the network to support efficient network operation by increasing the safety and security of the network and reducing the risk of track incursions that can create disruptions.	2	NLTF	2024/25 to 2033/34	2.6	2.2	2.3	2.3	2.4	2.4	10.2	24.4
(1) Single-line running switches	Continuation of a switch implementation programme started by W2QP and RNGIM that allows single-line running during maintenance windows. This is necessary to extend the maintenance window and improve productivity.	2	NLTF	2024/25 to 2033/34	3.5	1.8	1.6	1.6	2.0	1.7	3.8	16.0

Southern power feed upgrade	SFC installation and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	2027/28 to 2031/32	0.0	0.0	0.0	11.6	3.0	3.0	81.0	98.6
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Maintenance, operations and renewals

Auckland metro rail maintenance, operations, and renewals	Estimated KiwiRail share of annual network maintenance and renewals costs to be agreed through the ANAA process. This does not include the AT contribution.	1	NLTF	2024/25 - 2033/34	14.9	14.5	17.8	17.4	14.7	15.2	65.1	159.6
Rail Network Growth Impact Management (RNGIM) - Unfunded	Also known as the Rail Network Rebuild, this is the remaining, currently unfunded value required to complete the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. This is in addition to the amount already funded and committed, which will come through AT's programme as the approved organisation.	1	NLTF	2024/25 - 2025/26	24.1	135.1	0.0	0.0	0.0	0.0	0.0	159.2
Rail Network Rebuild (backlog)	Commencement of a programme to address the remaining renewals backlog for the Auckland network, due to both historic underinvestment and more recent funding shortfalls.	1	NLTF	2024/25 - 2033/34	23.7	23.4	26.0	34.5	21.6	21.9	92.5	243.6
Traction control software system renewal	Commencement to completion of renewing the system that controls the Auckland electrical network to enable its safe and efficient operation.	1	NLTF	2024/25 - 2026/27	1.1	2.2	2.3	0.0	0.0	0.0	0.0	5.6

KiwiRail total

117.4 206.5 85.5 149.4 224.3 249.3 2903.4 3935.8

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total Cost (\$m)
Rail Network Growth Impact Management (RNGIM) - Committed	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail.	1	NLTF via AT	2024/25 - 2024/25	101.1	0.0	0.0	0.0	0.0	0.0	0.0	101.1

Department of Conservation Capital Programme

Costs are indicative and the latest available.



Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost (\$th)
Department of Conservation Projects					\$ thousands							
Local Road Improvements					0	0	0	0	0	0	0	0.0
Local Road Maintenance				to 2033/34	5.3	5.3	5.3	5.3	5.3	5.3	21.2	53.0

NZ Upgrade Programme Capital Projects

Costs are indicative and the latest available.

Project name	Description	Delivery Agency	Funding source	Total 10-yr cost (\$m)
NZUP Improvements Projects				
Drury Stations	Construction of three new rail stations at Drury Central, Drury West and Paerata and the associated bus interchange, park and ride facilities and connecting roads.	KiwiRail	NZUP	446.2
Papakura to Pukekohe Electrification	Electrification of 19km of track between Papakura and Pukekohe, including installation of overhead equipment, a new traction power feed and signalling upgrades.	KiwiRail	NZUP	61.9
Wiri to Quay Park	Provides a third rail (third main) to ease the bottleneck between Wiri and Westfield, increase capacity around Westfield Junction and improve rail access to the Ports of Auckland at Quay Park.	KiwiRail	NZUP	38.0
Penlink (RoRS)	A new transport link between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula.	NZTA	NZUP	559.0
State Highway 1 Papakura to Drury Stage One (RoRS)	Part of the Papakura to Bombay project, this is implementation of SH1 improvements from Papakura to Drury South, widening the highway to three lanes in each direction to provide better travel time reliability.	NZTA	NZUP	401.0
Investment in Drury (RoRS)	Package of works to provide more transport choices, connect people to Drury Railway Station, and support the development of additional housing (incl. Waihoehoe Road upgrade)	NZTA	NZUP	285.0
NZ Upgrade Total				1791.1

During the finalisation of this draft, the Minister of Transport announced changes to how NZTA delivers projects within the NZUP Programme and the introduction of the Roads of Regional Significance (RoRS). This table and relevant sub-sections and project details will be updated in the final version of the RLTP.

Other projects considered by RLTP for NLTF funding

Agency	Project	Category			
AT	EMU Rolling Stock Tranche4	3	AT	Drury Rail Stations (additional to NZUP)	3
AT	EMU Stabling and Depots Tranche4	3	AT	Takanini Rail Station Upgrade	3
AT	Ferry Maintenance and Charging Depot	3	AT	Britomart Bay Platform and Egress Capacity	3
AT	Level Crossings Investigation and Protection	3	AT	Lincoln Road Corridor Improvements	3
AT	Henderson to Constellation Rapid Transit	3	AT	Median Barrier Acceleration Programme	3
AT	Glen Innes Station Underpass Improvement	3	AT	Murphys Road Corridor Improvement	3
AT	City Centre Access for Everyone Programme	3	AT	New North Road Corridor	3
AT	Cycleway Connections Programme	3	AT	Half Moon Bay Vehicle Terminal Upgrade	3
AT	Eastern Busway Integration -future Dependencies	3	AT	Residential Speed Management	3
AT	Middlemore Rail Station Upgrade	3	AT	Seismic Strengthening Programme	3
AT	Harbour Crossing -future Network Dependencies	3	AT	Smales Allens Road Widening and Intersection Upgrade	3
AT	Northwest RTN -future Network Dependencies	3	AT	Supporting Electric Vehicles	3
AT	Environmental Sustainability Infrastructure	3	AT	Unplanned Natural Events	3
AT	First-and-final Leg for Tier2 RTN Stations	3	AT	Urban Cycleways Waitemata Safe Routes	3

AT	Vaughans Road and Okura Improvement	3
AT	Waiheke Ten-Year Transport Plan	3
AT	Walking Connections Programme	3
AT	Whangaparaoa Road Transition to Penlink	3
AT	Rail Station Capacity Programme	3
AT	Devonport Terminal Upgrade Stage3	3
AT	Downtown Bus Stops and Footpaths	3
AT	Point Chev Towncentre Layover	3
AT	Wayfinding for Cycling Improvements	3
AT	Henderson Rail-Bus Station Improvements	3

Auckland Regional Land Transport Plan

2024-2034

KEY STRATEGIC PROJECTS AND PROGRAMMES

Projects will be delivered subject to funding decision made by the NLTP



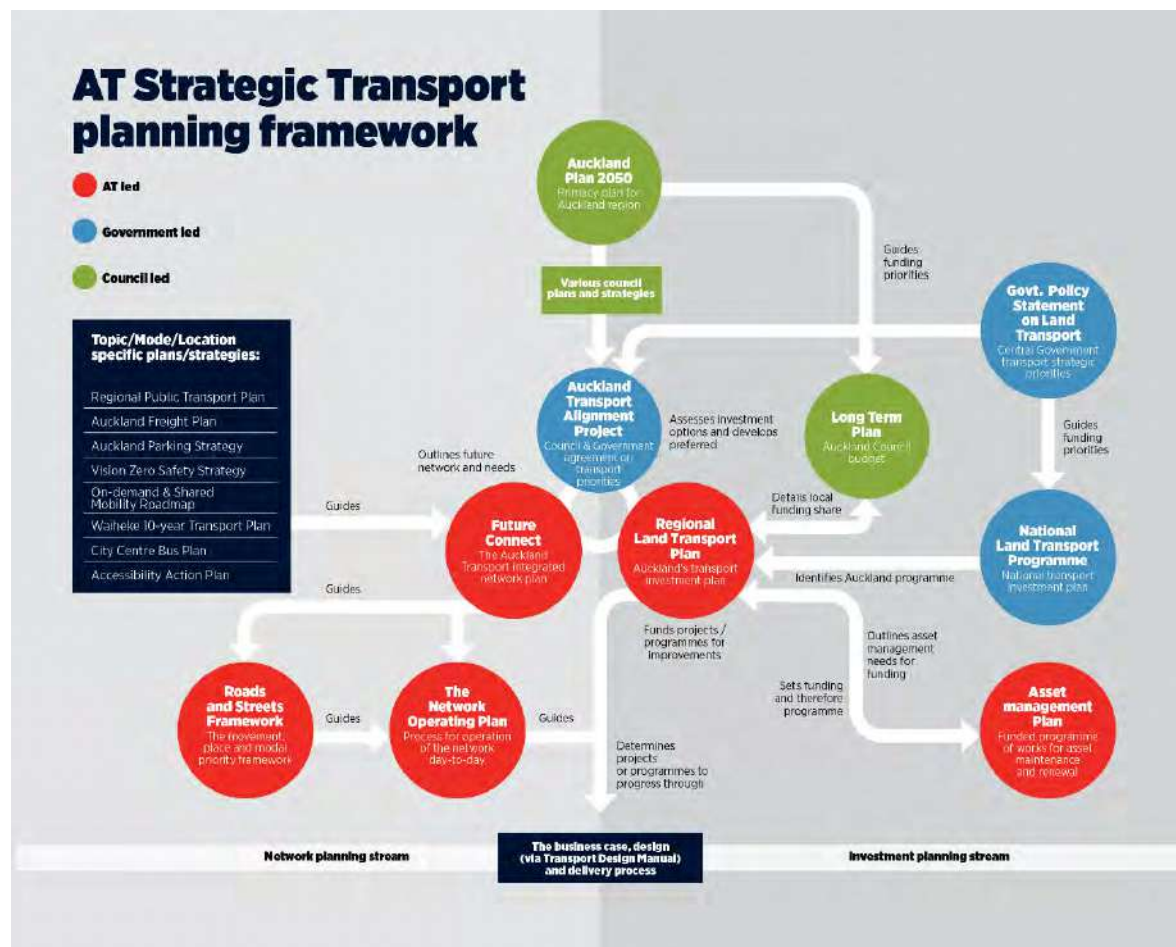
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- 1 SHI Dome Valley & Surrounds Slip & Flood Management (NZTA/Crown)
- 2 SHI Warkworth to Wellsford (NZTA - RoNS)
- 3 Whangaparāoa Bus Station (AT)
- 4 Projects for Rodney Transport Target Rate (AT)
- 5 Walnut & Red Hills Growth Improvements (AT)
- 6 Penlink (NZTA - RoRS)
- 7 Glenvar Road/East Coast Road Intersection Improvements (AT)
- 8 Weigh Right Albany (NZTA)
- 9 Rosedale Bus Station and Corridor (AT)
- 10 SH18 Upper Harbour Rapid Transit (NZTA)
- 11 Northern Busway Enhancements (AT)
- 12 SH16 Brigham Creek to Waimauku Safety Works (NZTA)
- 13 North West Alternate State Highway (NZTA - RoNS)
- 14 SH18 Squadron Drive Interchange Upgrade (NZTA)
- 15 Greenfield transport Infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 16 Northwest Rapid Transit and Interim works (NZTA/AT)
- 17 Newmarket Bus Layover (AT)
- 18 Great North Road Improvements (AT)
- 19 Projects Supporting Auckland Housing Programme (Oranga) (AT)
- 20 Waitematā Harbour Connections (NZTA)
- 21 Lake Road/Esmonde Road Improvements (AT)
- 22 Ferry Terminal and Berths Bayswater (AT)
- 23 Matiatia Park and Ride (AT)
- 24 Urban Cycleways Glen Innes to Tamaki Cycleway Stage 4 (AT)
- 25 Urban Cycleways Glen Innes Links (AT)
- 26 Ferry Terminal and Berths Pine Harbour (AT)
- 27 Meadowbank Kohimarama Connectivity Project (AT)
- 28 Projects Supporting Auckland Housing Programme Improvements (Tamaki) (AT)
- 29 Eastern Busway Pakuranga to Botany (AT)
- 30 Sylvia Park Bus Improvements (AT)
- 31 Avondale to Southdown (KiwiRail)
- 32 Projects Supporting Auckland Housing Programme Improvements (Mt Roskill) (AT)
- 33 Cross Town Rapid Transit New Lynn to Onehunga (NZTA)
- 34 Māngere West and Westmere Cycleways (AT)
- 35 Projects Supporting Auckland Housing Programme Improvements (Māngere) (AT)
- 36 East West Link (NZTA - RoNS)
- 37 Wiri to Quay Park (KiwiRail/NZUP)
- 38 Botany Interchange & Link (AT)
- 39 Airport to Botany Interm Bus Improvements (AT)
- 40 Panmure Bus Infrastructure Improvements (AT)
- 41 Ti Rakau Drive Depot Electrification (AT)
- 42 SH20 Airport to Botany (NZTA)
- 43 Mill Road (NZTA - RoNS)
- 44 SH22 Drury Upgrade (NZTA)
- 45 Investment in Drury Network (NZTA - RoRS)
- 46 SH1 Papakura to Drury South Stage One (NZTA - RoRS)
- 47 SH1 Drury to Bombay (route protection) (NZTA)
- 48 Drury Stations (KiwiRail / NZUP)
- 49 Drury Local Road Improvements (AT)
- 50 Papakura to Pukekohe Electrification (KiwiRail/NZUP)
- 51 4 Tracking Westfield to Pukekohe (KiwiRail/NZUP)
- 52 SH1 Drury Commercial Vehicle Safety Centre (NZTA)
- 53 Weigh Right Bombay (NZTA)
- 54 Downtown Crossover Bus Facilities (AT)
- 55 Wynyard Quarter Integrated Road Programme (AT)
- 56 Midtown Bus Improvements (AT)
- 57 Albert and Vincent Street Bus Priority Improvements (AT)
- 58 City Rail Link (CRL) and Day One projects (AT/KiwiRail)
- 59 Weigh Right Stanley Street (NZTA)
- 60 Carrington Road Improvements (AT)
- 61 Level Crossing Removal Takaanini Stage One (AT)
- 62 Deconbonisation of Ferries Stage 1 (AT)
- 63 Hill Street Intersection Improvement (AT)

- ### Key Regional Programmes
- Regional programmes are typically more tactical, lower-cost interventions delivered throughout the region. Due to their smaller size they are not mapped.
- A** Cycleways Programmes (AT)
 - B** Network Optimisation Programmes (AT/NZTA)
 - C** Bus Access and Optimisation Programme (AT)
 - D** Bus and Transit Lanes Programme (Dynamic Lanes) (AT)
 - E** Flood Response (AT)
 - F** Freight Network Improvements (AT)
 - G** Local Board Transport Capital Fund (AT)
 - H** Marae and Papakainga (turnouts) Safety Programme (AT)
 - I** Parking Programmes (AT)
 - J** Time-of-use Programme (congestion) (AT)
 - K** Unsealed Road Improvements (AT)
 - L** Road Safety Improvement Programmes (AT/NZTA)
 - M** Various Rail Network Improvements (AT/KiwiRail)

Appendix 8: Policy context

The figure below provides an overview of how the RLTP interacts and aligns with strategic policy documents, and Central Government and Auckland Council investment programmes.



Key planning documents and other information that have guided the preparation of this RLTP are briefly described below.

The Auckland Plan 2050

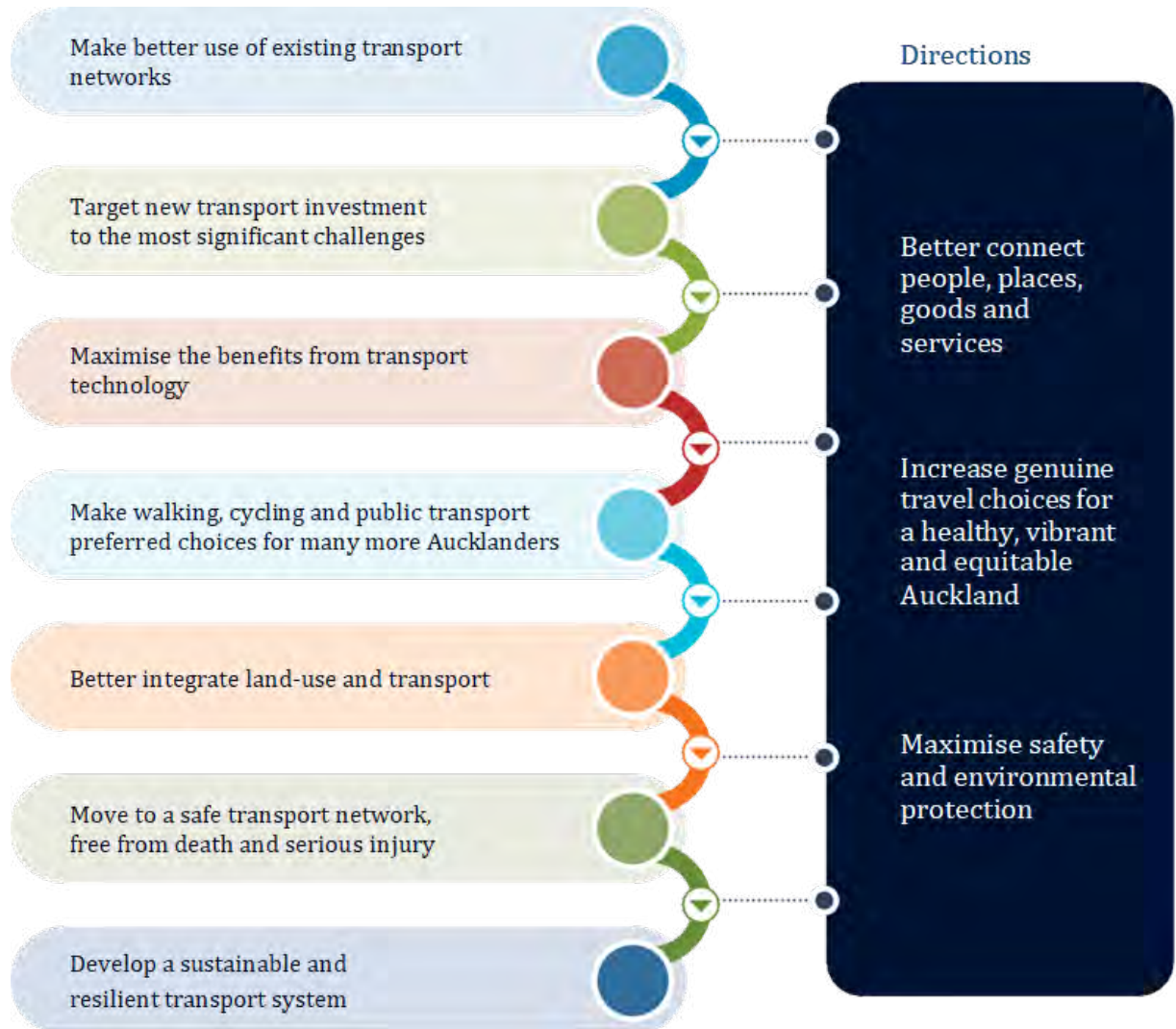
The Auckland Plan 2050 is a long-term strategy for managing Auckland's growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050 is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions and focus areas.

The Auckland Plan 2050 aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to 'Transport and Access'.



Future Connect 2024-2034

Future Connect is a 10-year system planning tool for Auckland’s integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the problems facing Auckland’s transport system, system objectives and performance measures.

Future Connect has been developed by Auckland Transport (AT) in partnership with the NZ Transport Agency Waka Kotahi (NZTA) and Auckland Council in collaboration with Mana Whenua, and in consultation with the Ministry of Transport, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand's land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the government's National Land Transport Fund (NLTF) expenditure priorities over the next 10 years. The Draft Government Policy Statement on land transport 2024 (Draft GPS) is designed to boost economic growth and productivity, resilience, reliability, and safety.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how the NZTA invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan 2023-2031 (RPTP) sets out AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with an eight-year horizon.

The Auckland Long-term Plan (LTP) underpins AT's RLTP programme by providing committed funding and enabling AT to secure support from NZTA.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan sets a pathway to rapidly reduce GHG emissions (50% reduction by 2030) and help prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5% of Auckland's total emissions in 2018, of which about 86% relates to travel by road.

The Climate Change Response (Zero Carbon) Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for, and adapt to, the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate deaths and serious injuries (DSI) on Auckland's transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, NZTA, ACC, Auckland Regional Public Health Services and the Ministry of Transport.

The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, which meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

Tāmaki – Whenua Taurikura Auckland Future Development Strategy 2023-2053 aims to promote integrated, long-term strategic planning to help the council set the high-level vision for accommodating urban growth over the long term and identify strategic priorities to inform other development-related decisions. It seeks to achieve well-functioning urban environments, ensure there is sufficient development capacity and integrate planning and infrastructure planning and funding.

The NZ Rail Plan 2021 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the Government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: Investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail and approved by the Minister of Transport. The NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Arataki is NZTA's 30-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, NZTA and key freight stakeholders, including the Ministry of Transport, KiwiRail, Ports of Auckland, Auckland Airport, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Kia ora Tāmaki Makaurau is a performance measurement framework and named for its overall outcome: holistic wellbeing for Tāmaki Makaurau. The Framework supplements the responsiveness approach to be relevant to the expectations and aspirations of Māori under the Treaty of Waitangi.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.

Appendix 9: Prioritisation methodology

Ranking of projects within this Draft RLTP was undertaken using a three-stage methodology.

Stage One identified which projects were 'non-discretionary' (i.e. mandatory) and should be included in the proposed programme without further prioritisation. Non-discretionary projects or programmes generally fell within the following criteria:

- **Committed and Agreed** – any project already in contract and under construction or subject to some other form of agreement or statutory responsibility; and legally obligated (E.g. Property liability from consent lodgements)
- **Critical Dependency** – e.g. Previously agreed core CRL Day 1 related projects or other critical dependent items
- **MOR** – any project or programme determined to be maintenance, operations and renewals, including:
- **CAPEX-related corporate functions**, including necessary upgrades to technologies and systems
- **Renewals** includes Flood Response (unless 'build back better' improvements)
- **Ringfenced Funding source** – any project or programme fully funded outside of the NLTF, either by local or central government or others. These will not be ranked.

Inclusion of the renewals items reflected the strong emphasis given to maintaining and renewing the network within key policy documents such as the Mayoral Proposal, LTP and GPS.

Stage Two ranked the 'discretionary' projects (i.e. those items where there was still a choice over whether to include the project or programme in the Draft RLTP) against regional / objectives and the alignment to the policy direction on preferred 'investment attributes'. These objectives and policy attributes were developed with input and consideration from the Regional Transport Committee and Auckland Council's Transport and Infrastructure Committee. The regional objectives were:

- **Faster, more reliable public transport** – This priority relates to the use of Public Transport network across a variety of aspects such as bus lanes, stations/stops, station access. It considers current and future demands.
- **Network resilience and sound asset management** – This priority reflects the Draft GPS direction for greater emphasis on Resilience and Maintenance.
- **Support for the region's economic productivity** – This priority relates to the improvement of economic activity. It reflects improvements to current or future growth areas and congestion where possible.
- **Improved safety and reducing deaths and serious injuries** – This priority relates to the enhancement of safety across modes on the network for all users.
- **Continued decarbonisation of the transport system towards the 2050 target** – This priority relates to the emissions created by our transport initiatives. It reflects Council and Governments aspirations to reach net-zero carbon emissions by 2050.

These objectives reflect the direction included in the Council's Draft LTP and the Draft GPS. Objectives were weighted based on feedback from the RTC.

The investment attributes identified through the policy framework were:

- **Complete** – Finish what we have started before embarking on new large-scale investment
- **Speed of delivery** – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- **Expenditure efficiency** – Deliver value for money solutions as indicated by a project benefit to cost ratio

- **Timing and urgency** – The urgency of the problem to be solved
- Consideration to key outcomes areas such as Māori Outcomes was also included in the process.

These investment attributes reflected the strong emphasis in both the Draft LTP and Draft GPS on a revised approach to project delivery to support faster delivery and value for money.

Discretionary projects were rated qualitatively, from zero to three, against a set of sub-criteria, by an inter-agency working group comprising representatives from AT, NZTA, KiwiRail and Auckland Council.

A worked example is provided below to illustrate the process.

Weighting: 65% Strategic Alignment with Objectives × Weighting: 35% 'Investment Attributes' from Policy = Total Score

	Sub-criteria 1		Sub-criteria 2		Sub-criteria 3		Score	
Activity	Contribution Score	Multiplier Weighting: 40%	Contribution Rating	Multiplier Weighting: 30%	Contribution Score	Multiplier Weighting: 30%	Sub-total	Weighting: 65%
A	3	4.2	0	0.0	1	1.3	5.50	3.58
B	1	1.4	1	1.3	2	2.6	5.30	3.45

	Sub-criteria 4		Sub-criteria 5		Sub-criteria 6		Score	
Activity	Contribution Score	Multiplier Weighting: 35%	Contribution Rating	Multiplier Weighting: 50%	Contribution Score	Multiplier Weighting: 15%	Sub-total	Weighting: 35%
A	2	2.7	2	3.0	2	2.3	8.00	2.80
B	3	4.05	1	1.5	0	0.0	5.55	1.94

Activity	Strategic	Investment	Total Score	Rank
A	3.58	2.8	6.38	1
B	3.45	1.94	5.39	2

Stage Three considered the impact of other variables, such as dependencies between projects and the balance of the programme in terms of mix of large and small projects and geographic spread. In practice, this process was constrained by limited timeframes and will be considered alongside public feedback.

Appendix 10: The Relationship of Police activities to the RLTP

New Zealand (NZ) Police have a significant role to play in keeping Tāmaki Makaurau’s roads and communities safe, a responsibility we share as part of a safe system response. As a requirement of section 16(6)(b) in the Land Transport Management Act (LTMA), this is an assessment of the relationship of Police to the Regional Land Transport Plan.

Road policing in the Auckland aligns to the Safe Roads Control Strategy by focusing on preventing risky driving behaviour and enforcement of the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement (RIDS). In line with international best practice, there is strong alignment of enforcement activities to community education and road safety promotion. This work is governed by the Tāmaki Makaurau Road Safety Governance Group in line with the Vision Zero strategy for Tāmaki Makaurau and coordinated by the inter-agency partnership group.

\$1.195 billion is invested in road policing activities (2021-2024), with around 30% allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30% of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2021-2024 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme.

These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitemātā (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemātā and Gulf, Albert-Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

OPERATIONAL PRIORITIES	NZ POLICE ACTIVITIES
Speed	Provide sufficient enforcement levels of legal speed limits to achieve general deterrence
Road and roadsides	Enforce proper use of the roads
Active users	Educate and enforce relevant laws to help keep active road users safe
Incident management	Respond to and investigate major incidents on the network
Light vehicles	Enforce laws around vehicle defects and illegal modifications
Motorcycling	Enforce compliance with road rules and refer motorcyclists to education and skills programmes
Heavy vehicles	Ensure compliance with heavy vehicle rules
Alcohol and drugs	Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation
High-risk drivers	Reduce the opportunities for high-risk drivers
Fatigue and distraction	Identify and discourage the use of cell phones while driving and driving while fatigued
Restraints	Ensure the wearing of restraints
Inexperienced drivers	Refer drivers to licence programmes

Police deliver on these priorities through a combination of general deterrence, specific deterrence and specialised/ intensive focus.

General deterrence

- Dosage (moderating intensity of enforcement according to risk)
- Unpredictability (making enforcement activity less predictable)
- Network coverage (being widely seen across the network).

Specific Deterrence

- Enforcement which includes alternative resolutions, issuing infringement notices, and filing criminal charges.

Specialised/Intensive focus

- Identifying high-risk drivers and proactively intervening to encourage behaviour change and reduce opportunities for offending.

These priorities are targeted to help achieve NZ Police's Road Policing target of a 5% reduction in road deaths each year and is consistent with the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland's transport system to zero by 2050. An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, NZTA, Accident Compensation Corporation, Ministry of Transport, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration, and accountability.

To enhance the effectiveness of enforcement a review of safety related fines and penalties is required to better align to the risk of the behaviour. This review is signalled in the Draft GPS on transport.

To achieve the safety outcomes for Tāmaki Makaurau we need to work in partnership and strengthen all parts of the system. Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

<h3>Reassurance</h3>	<ul style="list-style-type: none"> Identify and engage with sector and community partners to ensure referral pathways are established to address the causes of offending Develop a public facing communications strategy to address why we police our roads in the way we do to achieve trust and confidence and reassure the public Participate in Ministry of Transport Review 	<ul style="list-style-type: none"> NRPC supported by Districts NRPC supported by Media and Communications NRPC supported by Districts 	<ul style="list-style-type: none"> Q2/3 Q3/4 Q2/3 	<ul style="list-style-type: none"> Driver licence programme referrals Offences resolved by Te Pae Oranga Number of Written Traffic Warnings Recidivism rates for first time offenders Reduction in deaths on our roads Reduction in injuries on our roads Reduction in crashes on our roads 	<ul style="list-style-type: none"> Maintain strong working relationships with referral partners to provide holistic, wrap-around support and services Provide community reassurance through visible deployment and work together (and across Districts) to share learnings Encourage our partners to faithfully represent evidence-led Police positions on, and strongly advocate for the improvement and/or clarification of legislation and associated policies and frameworks Work with our communities to create a constructive, future-focused narrative that is inclusive and free of systemic bias
<h3>Support & Capability Planning</h3>	<ul style="list-style-type: none"> NRPC to develop a deployment dashboard tool MVP for pilot in Tāmaki Makaurau. User acceptance testing, pilot and evaluation to be undertaken. Phase Two of this will likely entail the implementation of road safety multi-agency tasking and coordination process for Tāmaki Makaurau Invest in pursuit management technologies to decrease harm from fleeing driver incidents Undertake Comparative Performance Evaluations for each District and commence consultation on other supporting options for deployment Further develop the 'Policing our Roads Toolkit' and make content available to Districts Complete retrospective analysis of hospitalised drivers blood specimens to understand the prevalence and nature of drug impaired driving 	<ul style="list-style-type: none"> KPMG supported by NRPC and Tāmaki Makaurau NRPC supported by Response and Operations NRPC supported by Districts NRPC supported by RNZPC NRPC supported by National Criminal Investigations Group 	<ul style="list-style-type: none"> Q2/3 Q3 Q4 Q3 Q3 	<ul style="list-style-type: none"> 12 Comparative Performance Evaluations completed by Q4 Continued engagement with District Complete reporting from ESR and analysis 	<ul style="list-style-type: none"> Effectively engage in strategic and executive level partnerships through participating in more shared agency forums and improving cross agency oversight Recognise capability and capacity gaps of partners and offer support where appropriate Implement Police-led, co-created initiatives across government to support community and local activity – incorporating Iwi service providers into our work Engage with our partners and actively participate in opportunities to support graduated driver licence attainment, access to treatment programmes, and deliver targeted, educational road safety messaging Engage and partner with academic and international law enforcement partners to understand what methodologies are used offshore

Appendix 11: Significance policy

Purpose

The purpose of this Significance Policy is to determine **significance** in respect of various matters in relation to the Auckland RLTP.

Section 106(2) of the Land Transport Management Act (LTMA) 2003 requires the Regional Transport Committee to adopt a policy that determines significance in respect of:

- a) variations made to the regional land transport plan under section 18D; and
- b) the activities that are included in the regional land transport plan under section 16.

This policy sets out how to:

- a) determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003.
- b) determine what is a **significant activity** for the purpose of section 16 of the LTMA 2003.

Significance of variations to the Regional Land Transport Plan

Legislation provides for an RLTP to remain in force for six years. However, the Regional Transport Committee may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

The following variations are considered to be significant:

- a) The addition or removal of an improvement activity or group of activities that the Regional Transport Committee considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
- b) A new AT activity, or a change to the scope of an existing AT activity, which the Regional Transport Committee considers represents a 30% or greater increase or decrease in AT's total gross operating or capital expenditure in any one year
- c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the Regional Transport Committee considers would increase expenditure by more than 30% of the Transport Agency's total gross expenditure in Auckland in any one year.
- d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT
- e) A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

- a) A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme.
- b) Replacement of an activity or project by another activity or project of the same or substantially similar type.
- c) Cost or timing changes that do not affect the scope of an activity or project.
- d) A scope change for a project that does not significantly alter its original objectives.
- e) An activity that has previously been consulted on.
- f) A decision to progress emergency works.

Changes to KiwiRail activities will be managed through the RNIP variation process.

Consultation is not required for any variation that is not significant or arises from the declaration or revocation of a State Highway

Activities with inter-regional significance for the Regional Land Transport Plan

An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2) (d), if it is a **significant activity** and it has implications for connectivity with other regions and/or for which cooperation with other regions is required, or it is a nationally significant activity identified in the Government Policy Statement on Land Transport.

Appendix 12: Full Programme Rankings

Intended to be included in the final RLTP version.

Appendix 13: Glossary

AC	Auckland Council
AIAL	Auckland International Airport Ltd
ANAA	Auckland Network Access Agreement
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
CCO	Council Controlled Organisation
GHG	Greenhouse Gas emissions
CRL	City Rail Link
CRLL	City Rail Link Limited
DOC	Department of Conservation
DSI	Deaths and serious injuries
EEC	Energy Efficiency and Conservation Authority
EMU	Electric Multiple Unit
EV	Low Emission Vehicle
FTN	Frequent Transit Network (key bus and ferry routes)
GPS	Government Policy Statement on land transport
LTMA	Land Transport Management Act
LTP	Long-term Plan
MOR	Maintenance, Operations and Renewals
MoT	Ministry of Transport
NPS-UD	National Policy Statement on Urban Development
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	NZ Transport Agency Waka Kotahi
NZUP	New Zealand Upgrade Programme
RTC	Regional Transport Committee
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RNIP	Rail Network Investment Programme
RNR	Rail Network Rebuild
RoNS	Roads of National Significance
RoRS	Roads of Regional Significance
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
RTN	Rapid Transit Network
RPTP	Regional Public Transport Plan
SH	State Highway
SHIP	State Highway Investment Proposal
TERP	Transport Emissions Reduction Pathway
TIC	Transport Infrastructure Committee
TCQ	The Congestion Question

8.

Consultation



Have your say

Please take the time to let us know what you think of the Draft Auckland Regional Land Transport Plan 2024-2034 (Draft RLTP). Your feedback is very important.

- Have we correctly identified the most important transport challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Are there other projects that you think should be included? If so, which project(s) would you remove in order to include any new project(s)?
- Your views on some policy changes that would help to further improve the safety of our roads, reduce congestion and tackle climate change. For example, do you support further detailed investigation into demand-based road pricing to tackle congestion?

Public consultation on the Draft Auckland Regional Land Transport Plan 2024-2034 begins on Friday 17 May and closes on Monday 17 June 2024. Please let us know your thoughts by making a submission at <https://haveyoursay.at.govt.nz/>.

How decisions will be made

All views and ideas on the Draft RLTP, including at local consultation events, will be summarised and presented to the Regional Transport Committee (RTC). Following consultation, the RTC will consider the feedback received and recommend the final RLTP 2024 to the AT Board for approval.

To supplement the insights that we receive through consultation, further research may be carried out to ensure the RTC and AT Board are well informed.

Decisions will be publicly available via the AT website in late-June 2024 and the full and final document will be made available as soon as possible after adoption.

Which would you tick first?

- More bus lanes**
Make public transport faster, more reliable, more accessible for everyone, everywhere.
- More roads**
Be future-ready by building more roads and highways, and keeping them well maintained.
- More electric transport**
Continue reducing public transport emissions with more electric buses and new electric and low-emission ferries.
- More cycleways**
Build more cycleways and walkways so Aucklanders can mix the way they get around their city.
- More safe roads**
Create roads that are safe to drive on, safe speeds around schools and road safety programmes.

Our transport plan for Greater Auckland is a blueprint designed to make our city the best it can be. But we can't do it on our own. That's why we need your help to decide which projects are prioritised first.

Visit haveyoursay.at.govt.nz to help us decide.

If you prefer the support your views in person or via audio-visual kit, please email transport@at.govt.nz or call 09 252 2222. Hours: 9am-5pm. The hearings will be held 26-27 June 2024 at 20 Victoria Park Avenue, Auckland.

For more info on our Regional Land Transport Plan visit haveyoursay.at.govt.nz

Which would you tick first?

- More electric transport**
- More cycleways**
- More bus lanes**

Help us prioritise what needs to be worked on first. Take our 5 minute survey on the Regional Land Transport Plan.

For more info on our Regional Land Transport Plan visit haveyoursay.at.govt.nz



Auckland Regional Land Transport Plan

2024-2034

KEY STRATEGIC PROJECTS AND PROGRAMMES

Projects will be delivered subject to funding decision made by the NLTP



*Planning/preconstruction phase only

- 1 SH1 Dome Valley & Surrounds Slip & Flood Management (NZTA/Crown)
- 2 SH1 Warkworth to Wellsford (NZTA - RoNS)
- 3 Whangaparōa Bus Station (AT)
- 4 Projects for Rodney Transport Target Rate (AT)
- 5 Wainui & Red Hills Growth Improvements (AT)
- 6 Penlink (NZTA - RoRS)
- 7 Glenvar Road/East Coast Road intersection improvements (AT)
- 8 Weigh Right Albany (NZTA)
- 9 Rosedale Bus Station and Corridor (AT)
- 10 *SH18 Upper Harbour Rapid Transit (NZTA)
- 11 Northern Busway Enhancements (AT)
- 12 SH16 Brigham Creek to Waimauku Safety Works (NZTA)
- 13 North West Alternate State Highway (NZTA - RoNS)
- 14 SH18 Squadron Drive Interchange Upgrade (NZTA)
- 15 Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 16 Northwest Rapid Transit and interim works (NZTA/AT)
- 17 Newmarket Bus Layover (AT)
- 18 Great North Road Improvements (AT)
- 19 Projects Supporting Auckland Housing Programme (Oranga) (AT)
- 20 Waitemātā Harbour Connections (NZTA)
- 21 Lake Road/Esmonde Road Improvements (AT)
- 22 Ferry Terminal and Berths Bayswater (AT)
- 23 Matiatia Park and Ride (AT)
- 24 Urban Cycleways Glen Innes to Tamaki Cycleway Stage 4 (AT)
- 25 Urban Cycleways Glen Innes Links (AT)
- 26 Ferry Terminal and Berths Pine Harbour (AT)
- 27 Meadowbank Kohimarama Connectivity Project (AT)
- 28 Projects Supporting Auckland Housing Programme Improvements (Tamaki) (AT)
- 29 Eastern Busway Pakuranga to Botany (AT)
- 30 Sylvia Park Bus Improvements (AT)
- 31 *Avondale to Southdown (KiwiRail)
- 32 Projects Supporting Auckland Housing Programme Improvements (Mt Roskill) (AT)
- 33 *Cross Town Rapid Transit New Lynn to Onehunga (NZTA)
- 34 Māngere West and Westmere Cycleways (AT)
- 35 Projects Supporting Auckland Housing Programme Improvements (Māngere) (AT)
- 36 East West Link (NZTA - RoNS)
- 37 Wiri to Quay Park (KiwiRail/NZUP)
- 38 Botany Interchange & Link (AT)
- 39 Airport to Botany Interm Bus Improvements (AT)
- 40 Panmure Bus Infrastructure Improvements (AT)
- 41 Ti Rakau Drive Depot Electrification (AT)
- 42 SH20 Airport to Botany (NZTA)
- 43 Mill Road (NZTA - RoNS)
- 44 SH22 Drury Upgrade (NZTA)
- 45 Investment in Drury Network (NZTA - RoRS)
- 46 SH1 Papakura to Drury South Stage One (NZTA - RoRS)
- 47 SH1 Drury to Bombay (route protection) (NZTA)
- 48 Drury Stations (KiwiRail / NZUP)
- 49 Drury Local Road Improvements (AT)
- 50 Papakura to Pukekohe Electrification (KiwiRail/NZUP)
- 51 4 Tracking Westfield to Pukekohe (KiwiRail/NZUP)
- 52 SH1 Drury Commercial Vehicle Safety Centre (NZTA)
- 53 Weigh Right Bombay (NZTA)
- 54 Downtown Crossover Bus Facilities (AT)
- 55 Wynyard Quarter Integrated Road Programme (AT)
- 56 Midtown Bus Improvements (AT)
- 57 Albert and Vincent Street Bus Priority Improvements (AT)
- 58 City Rail Link (CRL) and Day One projects (AT/KiwiRail)
- 59 Weigh Right Stanley Street (NZTA)
- 60 Carrington Road Improvements (AT)
- 61 Level Crossing Removal Takaanini Stage One (AT)
- 62 Deconbonisation of Ferries Stage 1 (AT)
- 63 Hill Street Intersection Improvement (AT)

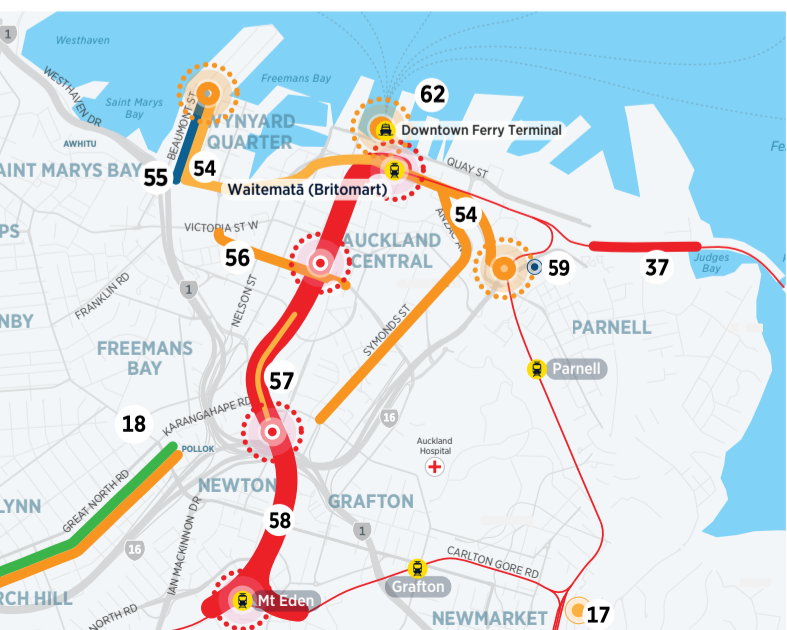
Key Regional Programmes

Regional programmes are typically more tactical, lower-cost interventions delivered throughout the region. Due to their smaller size they are not mapped.

- A Cycleways Programmes (AT)
- B Network Optimisation Programmes (AT/NZTA)
- C Bus Access and Optimisation Programme (AT)
- D Bus and Transit Lanes Programme (Dynamic Lanes) (AT)
- E Flood Response (AT)
- F Freight Network Improvements (AT)
- G Local Board Transport Capital Fund (AT)
- H Marae and Papakainga (turnouts) Safety Programme (AT)
- I Parking Programmes (AT)
- J Time-of-use Programme (congestion) (AT)
- K Unsealed Road Improvements (AT)
- L Road Safety Improvement Programmes (AT/NZTA)
- M Various Rail Network Improvements (AT/KiwiRail)

Key

- Corridor
- Bus and Ferry
- Rail
- Active
- New intersection
- Improvement
- Upgraded or new interchange
- Improvement
- Upgraded or new interchange
- Improvement
- Improvement



Community Lease Workshop

Waitakere Ranges Local Board

6 June 2024

Discussing lease items with the Waitakere Ranges Local Board, and seeking direction for the implementation of the new rental fees

Purpose

The purpose of this workshop is to seek support and direction for several work programme items, and discuss the new rental fees with the local board

What happens next:

New Lease: Once the local board's support is received for a new lease and the rental amount, the lease Specialist will proceed with the next steps: negotiating a community outcomes plan with the group and will work on a final report to be presented to the local board at a future business meeting. Once there has been a resolution, the Lease Specialist will work on a Deed of Lease.

Renewals: Once the local board's support is received for the renewals, the lease specialist can proceed with a Deed of Renewal via the streamlined renewal process which requires approval from manager leasing.

All original leases have been checked, and **all** contain a rent review clause. Therefore, if the local board decides to implement the new rental amounts, the possibility of a rent review has already been agreed upon in the original lease and is **not** a variation, and can still follow the streamlined renewal process.

However, the Local Board have discretion not to implement the new rental fees for any group.

1. Roundabout Society - Renewal

- Group owned building located at 1 Barron Drive, GreenBay
- Group have sent a comprehensive renewal application with all required documentation
- Group have not met all renewal criteria. Group's financials are not stable
- Site visit has been done, building is in moderate to poor condition
- Deed of Lease contains a rent review clause.
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the lease be renewed for further 5 years per the Deed of Lease and Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum



About the group and the site

- The Asset Assessment team conducted a site visit in January 2024 and concluded that the building is in moderate to poor condition commensurate with its age, type of construction and service use. Some building elements need to be maintained over the next few years such as renewing floor finishings, repainting the interior, and removal of asbestos containing walls. These will be appropriately prioritized by Area Operations.
- A fire report has been commissioned in the meantime, and a lease renewal will be subject to Area Operations confirming that the site is habitable in terms of health and safety.

2 Proposed Immediate/Maintenance & Renewal Works

The following table summarises the works that are required to improve the building to a good condition and an indicative cost for the works is also included. The indicative costs do not include the cost of any building consent, contingency or any project management costs.

Item	Proposed Immediate and Maintenance Works – within 3 months	Cost Estimate (\$)
	Total	N/A

Item	Proposed Renewal Works – within 3 years	Cost Estimate (\$)
01	Paint joinery	5,000
02	Renew floor finishes (Carpets)	2,000
03	Repaint interior	5,000
04	Interior ACM wall and ceiling cladding - remove	10,000
05	Fire report	3,000
06	Renew windows	8,000
	Total	33,000

Continued

- Area Ops request the local board consider the future of the building. There was a facility review assessment in 2016 that discussed the significant refurbishments needed to bring the building up to code, and the costs involved. It was reflected in this report that it would be a significant cost Auckland Council at the time, hence one of the options were to transfer the asset to the group. This was just one of four options, and was not acted upon or formalised.
- This report (with all options) was presented to the Waitakere Ranges Local Board, and the resolution states that the Waitakere Ranges Local Board granted an interim 2-year lease to the group, allocated \$8k+ towards the repairs funded through the LB's Community Halls & Facilities Fund, *"will be undertaken by Auckland Council prior to occupation by the (Roundabout) Society"* and *"as the future options of the building are explored, Auckland Council will not undertake capital upgrade work to the facility."*
- This interim lease of 2 years expired in 2018, after which a new 5 + 5 lease was granted to the group. No further future-use investigations were carried out.
- As a recent asset assessment has been done and signalled upwards of \$30k is required for the upkeep of the building, this may not be a viable option given that the group uses the building a handful of times per month. Area Ops suggest whether there may be the option to relocate the group perhaps to the nearby hall/Laingholm village hall to sort circulars. This would be at the local board's discretion.
- If the local board decides that the group remain at the site, the required funding would need to be allocated for it
- I seek the local board's direction – this can be decided now, or the lease renewed for 5 years and the future of the building decided at the end of the Deed of Lease in 2028.

2. Piha Community Centre - Renewal

- Group owned building known as Barnett Hall located at Les Waygood, 2 North Piha Road
- Group have sent a comprehensive renewal application with all required documentation
- Group have met all renewal criteria and have stable financials
- Site visit has been done, building is in good condition and group are complying with land requirements
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the lease be renewed for further 10 years per the Deed of Lease and Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum



About the group

- Barnett Hall was built in the 1950s with funds donated by Frank Barnett, sited on land generously gifted to the community by the Waygood family.
- Since its construction, the hall has played an important role as Piha's community centre.
- It operates as a community centre and hosts a wide variety of community activities. Activities and events include yoga, weddings, dance lessons, community meetings, birthday parties, concerts, market days, and Piha Preschool and Playgroup sessions.
- The main hall space comprises on 160m² which includes a lounge, kitchen portable stage, and toilets. There is a large parking space adjacent to the hall which is open to the public.
- Barnett Hall is available for hire to members of the community.
- The group seek a renewal of 10 years to continue operation and occupation from the site.



New

Group Name	Application Status
Titirangi Plunket, Titirangi War Memorial	Applied
Titirangi Badminton, Kowhai Reserve	Applied
Glen Eden United Sports clubroom and licence for pergola	Applied
Piha Residents and Ratepayers	Applied
Waitemata Table Tennis	Applied
Glen Eden Athletic & Harrier	Applied
Glen Eden Community & Recreation Centre	Acknowledged – will apply in July 2024
Playcentre Waiatarua	Acknowledged – will apply in July 2024
Laingholm District and Citizens Association	Acknowledged – will apply in June 2024

3. Titirangi Plunket – New Lease

- Located inside the council-owned Titirangi War Memorial Hall
- Group have sent a comprehensive new lease application with all required documentation to continue operation from the site
- Group have met all new lease criteria and have stable financials
- Site visit has been done, building is in good condition and group are complying with its requirements
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the Plunket organisation as a whole and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 5 years with one 5-year right of renewal per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
 - c) Maintenance fee of \$2,500 + gst per annum



About Titirangi Plunket – 2023 floods

A building assessment was requested to confirm that the leased area is still in habitable and tenable condition after the 2023 Auckland Anniversary weekend floods. The Asset Assessment team conducted a site visit in 2023 and concluded that the leased space is in good condition, functioning, and fit for purpose.

During the flood events, the ceiling lining in the reception area was water damaged from the moisture ingress from the roof which has been repaired, and the ceiling lining was replaced and repainted. During this site visit, staff were informed that Plunket is also using a storeroom under the main hall stage for storing children's toys. The storeroom door was found to have moisture built up on the surface of the door which may be due to lack of ventilation in the storeroom. The Asset Assessment team's recommendations are to install a ventilation grill on the existing storeroom door beneath the main stage to eliminate any moisture build-up within the storeroom.

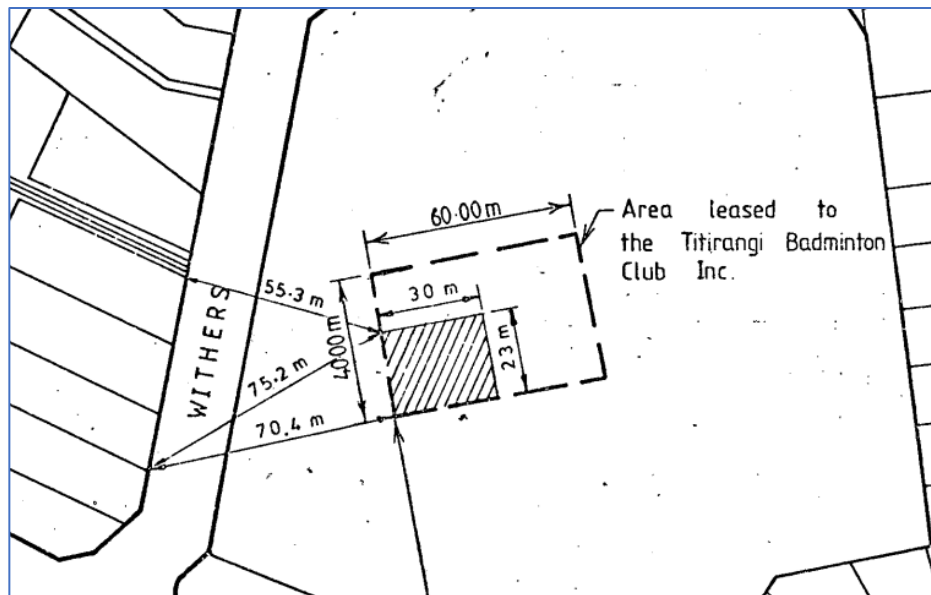
4. Titirangi Badminton Club Incorporated – New Lease

- Comprehensive memo has been provided to the local board
- Group-owned building at Kowhai Reserve, 28 Withers Road
- Group have sent a comprehensive new lease application with all required documentation to continue operation from the site
- Group have met all new lease criteria and have stable financials
- Site visit has been done, building is in good condition and group are complying with its requirements
- Deed of Lease contains a rent review clause
- We request that the local board do not review the rent for this group as they applied for a new lease before the Mayor's Proposal was adopted. Mayor's proposal was adopted in July 2023, the group applied in February 2023. However, this is at the local board's discretion given that the group will likely apply to lease more space in the future.
- Staff recommend:
 - a) the new lease be granted for 10 years with one 10-year right of renewal per the Community Occupancy Guidelines;
 - b) The footprint of the lease be reduced from 2,400sqm to 1,100sqm per the memo



About the group

- Kowhai Reserve comprises approximately 50,000m². The original lease to the Titirangi Badminton Club entered in 1981 by the legacy Waitemata City Council gave the group 2,400m². This was also captured in the Kowhai Reserve Management Plan 1981 (refer to Figure 1). The proposed build of the clubrooms was expected to be 690m². The completed building ended up at approximately 800m².



- Beside the building is a makeshift bike pump track which is heavily used by the group as well as members of the public which due to the initial large leased area, falls within the group's leased space, taking up approximately 300m² of the current 2400m².

Continued

- The Lease team tends to give leases for the footprint of the building only. Currently, the old lease provides the Titirangi Badminton Club with a lot more space than the building footprint. The footprint currently encapsulates the bike pump track area.
- We propose reducing the lease footprint to the building footprint (800sm) plus the bike track (300sqm) which gives a total of 1100sqm. However, if the local board have no objection, they can decide to grant a new lease to the group on existing terms (2400sqm) which is consistent with the Kowhai Reserve Management Plan 1981.
- The group are planning to extend the building. There is a separate Landowner Approval application currently underway. This is sitting with land advisory and may take a few months or years to complete. If the group get approval to extend, they will relocate the bike pump track. However, we recommend still keeping the bike track in the group's proposed new lease footprint (of 1100sqm) so that there is still some maintenance responsibility of the bike track. If we remove this from the group's footprint now, it will fall unmaintained.
- The group are speaking with Area Ops to discover new sites for the bike track. If and when this investigation is completed, it would likely require some type of occupancy agreement. These are all future hypothetical questions that depend on several factors, so at present we are just looking at a new lease to the group on existing terms, but with a reduced footprint.
- If/when the group decide to extend the building, I will work on a Deed of Additional Premises to tack on the new footprint of the new build.
- I am seeking direction from the local board as to the footprint and rental fees.

5. Glen Eden United Sports Incorporated – new lease clubroom and pergola continued licence to occupy

- Group-owned assets at 331-335 West Coast Road, Singer Park
- Group have sent a comprehensive new lease and licence application with all required documentation to continue operation from the site
- Group have met all new lease criteria and have stable financials
- Outlined in red is the clubroom building, outlined in yellow is the indicative area for the existing pergola but not updated on GeoMaps
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 10 years with one 10-year right of renewal per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



About the group

The lease and licence to occupy additional land to the club are as follows:

1. Lease: Glen Eden United Sports Club Incorporated entered into a lease with the legacy Waitākere City Council for a term of 10 years commencing 1 September 2010 with one five-year right of renewal that will reach final expiry on 31 August 2025.
 2. Licence to occupy: The licence to occupy additional land is for the permanent pergola off the western side of the building. The licence was for a term commencing 24 July 2014 until 31 August 2020 with one five-year right of renewal that will reach final expiry on 31 August 2025.
- For clarification, a pergola is a structure with a dedicated roof that would protect the underlying land from rainfall and direct sunlight. A pergola is a structure that is typically supported by columns and features beams or lattice overhead to create an open roof design.
 - Glen Eden United Sports Club is a small community volunteer-based football club founded in the mid 1970's and located at Singer Park since its formation. The club's vision is to be a community that strives to be the best that it can on and off the field. They believe in fairness on and off the field of play, as characterised by quality, integrity, and trust. The club offers the opportunity for all ages and abilities to participate in sport. They are not focused on elite teams and players but on developing individual players to the best of their ability and giving them any opportunity available to improve and most of all have fun.



6. Piha Residents and Ratepayers Association Incorporated – New Lease

- Group-owned building/post office at 21 Seaview Road, Piha
- Group have sent a comprehensive new lease application with all required documentation to continue operation from the site
- Group have met all new lease criteria and have stable financials
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 10 years with one 10-year right of renewal per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



7. Laingholm District & Citizens Association Incorporated – New Lease

- Operating from Laingholm Hall Reserve, council-owned building known as Laingholm Village Hall
- Group have provided written notice of its intention for a new lease to continue operating from the hall and are working on a formal application.
- An asset assessment and site visit will be undertaken in due course.
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 5 years with one 5-year right of renewal years per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
 - c) Maintenance fee of \$5,000 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



8. Playcentre Waiatarua – New Lease

- Group-owned building located at Waiatarua Reserve, 911 West Coast Road,
- Group have provided written notice of its intention for a new lease to continue operating from the site and are working on a formal application.
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the Playcentre organisation as a whole and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 10 years with one 10-year right of renewal years per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



9. Waitemata Table Tennis Association Incorporated – new Lease

- Group-owned building located at Parrs Park, 471 West Coast Road, Glen Eden
- Group have provided written notice of its intention for a new lease to continue operating from the site and are working on a formal application.
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 10 years with one 10-year right of renewal years per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



11. Glen Eden Athletic and Harrier Incorporated

- Operating from council owned Ceramco Park Function Centre at 112-122 Glendale Road, Ceramco Park
- Group have provided written notice of its intention for a new lease to continue operating from the hall and are working on a formal application.
- An asset assessment and site visit will be undertaken in due course.
- Deed of Lease contains a rent review clause
- New rental fees have been communicated to the group and they understand that this will be an additional cost incurred as part of the lease application
- Staff recommend:
 - a) the new lease be granted for 5 years with one 5-year right of renewal years per the Community Occupancy Guidelines; and,
 - b) a rent review of \$1,300 + gst per annum
 - c) Maintenance fee of \$5,000 + gst per annum
- Following the local board's direction, staff will work on a final report to be presented at a business meeting with the new rent



Other lease items to discuss

- Bishop Park Scouts buildings – seeking more info from the local board about the South Titirangi Neighbourhood Network per discussions with member Coney.
- If the local board wish to grant a lease to STTN for the shed, we can formalise this without any EOI.

We would require the group to complete an application form so we can assess the required eligibility (i.e whether they are an incorporated society/registered trust) – these are set out in the community occupancy guidelines.

- For the main hall, staff recommendations remain the same. Seeking direction whether the local board wish to do a formal EOI to seek interest if there any groups that wish to refurbish+take on a new lease of the hall – if not, seeking direction if the local board resolve to have Scouts NZ demolish the building and return the park to bare land.

7. Waiatarua Hall and Performing Arts Trust storage shed discussion

- Both leases put on hold for now and deferred to the next FY.

Complex non-work programme items coming up

Short-term

1. Termination of Piha art gallery lease and investigations into a new site and new lease – Healthy Waters have advised they have recommended that the building be removed. An internal discussion is pending. Leasing team will support whatever the board decides.
2. Termination of UNPSLS lease and a new lease on the confirmed new site on the same land/higher ground. Operative licence is in place until a new lease is formalised and granted.

Long-term:

3. Termination of Titirangi Coastguard lease and investigations into a new site and new lease (proposed licence to occupy on regional park).
4. Termination of Bethells Beach surf lifesaving lease and broad investigation into a new site and new lease.

Lastly

2024-2025 Financial Year:

Items that I have flagged as priority are the following:

1. Les Waygood United North Piha new lease
2. French Bay Titirangi Coastguard new lease
3. Bethells Beach Surf Life Saving club new lease

Are there any items of significance to the board, or any leases that the board would like me to prioritise?

Community Occupancy Guidelines

Auckland Council – July 2012

Updated July 2023



Find out more: phone 09 301 0101
or visit www.aucklandcouncil.govt.nz



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Introduction

These guidelines have been developed to assist local boards in making decisions regarding the allocation of community occupancy agreements and to provide an overview of standard terms and conditions.

The guidelines are also intended to provide community groups wishing to apply for a community occupancy agreement an overview of:

- eligibility criteria
- the application process
- standard terms and conditions.

The standard terms and conditions within these guidelines have been developed based on best practice in community leasing, and are a result of consultation with local boards and communities.

Although the standard terms and conditions presented will form the basis for council officer recommendations, they are only guidelines. Local boards may, at their discretion, choose to vary from these recommendations on a case-by-case basis as they deem appropriate.



Scope

In scope

Community occupancy agreements may be granted to community groups undertaking community activities. 'Community groups' are defined as:

- a non-profit organisation or association of persons who have the primary aim of working to provide services and benefits to the community;
- any funds generated are used to maintain and develop the organisation to support its community services and activities;
- having open membership criteria; and
- restrictions are not imposed, such as setting membership or participation fees at a level that exclude most people who might want to participate.

Occupancy agreements issued may cover several types of spaces, including:

- council-owned land
- council-owned buildings
- rooms within larger council-owned buildings
- land held by council for public amenity and parkland purposes, including land held under the Reserves Act 1977
- land and/or buildings on-leased by council.

Out of scope

The following types of arrangements are out of the scope of these guidelines:

- leases, licences and other agreements on regional parks, which are subject to the terms and conditions outlined in the relevant Regional Parks Management Plan¹.
- leases or licences on land subject to special agreements or co-governance arrangements (e.g. volcanic cones)²
- occupancy agreements for commercial purposes
- the ad-hoc use of council buildings and parkland.

¹ For more information (including a list of regional parks and a copy of the Regional Parks Management Plan 2022), <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/parks-sports-outdoor-plans/regional-parks-management-plans/Documents/regional-parks-management-plan-2022.pdf>

² Any further encumbrances on Crown land administered by Council that is included in the deeds of settlement that cover Tamaki Makaurau must be approved by the relevant iwi and/or the co-governance body.

Criteria

Eligibility criteria

To be eligible for a community occupancy agreement, community groups should:

- be legal entities and have not-for-profit status (e.g. be registered as an incorporated society or charitable trust)
- meet the definition of a community group as defined by the Community Occupancy Guidelines
- provide activities, services or programmes that align with, and promote strategic outcomes for, the community as defined by the relevant local board through its local board plan³
- meet needs identified by the respective local board and the community within the local board area
- demonstrate the benefits of their activities in terms of outcomes achieved
- have complied with any occupancy or other arrangement the group may have had with council (including any legacy council) during the three years preceding the application
- be able to demonstrate its viability to deliver its services or activities through:
 - voluntary contributions, and/or
 - financial commitments, as determined through an analysis of current accounts and budgets provided
- demonstrate a clear and effective governance structure
- provide proof of public liability insurance.

Land held under Reserves Act 1977

If a proposed lease or licence is of land held under the Reserves Act 1977, applicants must demonstrate that the occupation is necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve⁴.

Assessment criteria

In addition to general eligibility requirements, the following factors should be considered in assessing community occupancy applications.

- Suitability of the building or space for that particular community group, in terms of:
 - location
 - physical characteristics
 - accessibility (i.e. building / fire safety / Occupational Safety and Health (OSH) considerations)
 - compatibility with reserve values and classification as defined by the Reserves Act 1977
 - potential impact on neighbours and other users
 - statutory requirements or resource consents.

³ Local board plans can be viewed at:
<http://www.aucklandcouncil.govt.nz/EN/AboutCouncil/PlansPoliciesPublications/localboardplans/Pages/home.aspx>.

⁴ For parkland held under the Reserves Act 1977, the proposed activity must meet the requirements outlined in the Act under sections 54, 56, 58A or 61. To view the Reserves Act 1977, see: <http://www.legislation.govt.nz/act/public/1977/0066/latest/DLM444305.html>

Other factors to consider are:

- the costs involved in altering the building or space to accommodate the group, or the ability of the group to resource and undertake any changes itself
- whether other groups in the community are offering similar services and/or activities
- other options the community group may have for accommodation
- the history and sustainability of the community group within that community
- the willingness of the community group to share resources and/or space with other compatible groups
- the ability of the group to pay the tenant's outgoings.

Exclusions

It is suggested that the following groups and activities be excluded from consideration for a community occupancy agreement:

- groups and entities who do not meet the definition of a community group as defined in the guidelines
- groups where religious worship or the promotion of party politics is the primary purpose
- groups applying for a lease or licence on land subject to special agreements or co-governance arrangements (e.g. volcanic cones)
- groups applying for a lease or licence on a regional park.



Parkland considerations

Each application for a new building on parkland must be considered against the criteria presented in this section. The term 'parkland' is used within these guidelines to encompass:

- parks (land not reserved under the Reserves Act 1977 and generally administered under the Local Government Act 2002);
- reserves (land that is reserved under the Reserves Act 1977); and
- mixtures of the two (e.g. the former Auckland Regional Council regional parks).

Criteria

Applications for community occupancy agreements associated with new buildings on parkland will be considered against the following:

- the consistency with both the zoning for the parkland under the relevant District Plan and the reserve classification for parkland if managed under the provisions of the Reserves Act 1977
- the consistency with all additional acts that guide council in the management of the area of interest, such as the Historic Places Act 1993 and the Conservation Act 1987
- whether the proposal conforms with and contemplated in the approved management plan for the parkland
- the consistency with other approved consents, concessions, leases and licences relating to the area of parkland under consideration
- the suitability of the site (i.e. land stability and sea level rise) and whether other planning requirements (such as wastewater, stormwater, access, egress and parking) can be met in the location
- whether any adverse effects, including cumulative effects of the proposal on the park values, park infrastructure, approved activities, the enjoyment of other park users and adjoining communities can be sufficiently avoided, mitigated or remedied
- the degree to which persons affected by the proposal (including tangata whenua) support the application through any relevant submissions received
- the potential to set a precedent that could give rise to similar activities, which in combination may result in adverse cumulative effects on regional parks in the future
- the degree to which exclusion of the public is necessary for the protection of public safety, the security or competent operation of the proposed activity
- the benefits to the local and regional communities and tangata whenua
- whether the proposal could reasonably be undertaken in another location on the park, on another park entirely or on another location which is not on a park, where the potential adverse effects would be significantly less.

Reserves Act 1977 considerations

Public notification and prior consent from the Minister of Conservation is required in the event a proposed lease or licence of reserved land does not conform with or is contemplated by the relevant reserve management plan. The only exception to this requirement is if the associated resource consent application for the proposal had been publicly notified under section 93 of the Resource Management Act 1991.

Where a community occupancy agreement is granted on land held under the Reserves Act 1977, it shall be for a term not exceeding 33 years, with or without a right of renewal, perpetual or otherwise, for the same or any shorter term.

Community occupancy agreements on parkland held under the Reserves Act 1977 that include a commercial use must show that the trade, business or occupation must be necessary to enable the public to obtain the benefit and enjoyment of the reserve, or for the convenience of people using the reserve.

Additional considerations

Conditions may be imposed on any community occupancy agreement to protect the park environment, the health, safety and wellbeing of visitors, and to facilitate park operations. These include but are not limited to:

- the location and duration of the activity
- the times of day or year the activity may be undertaken
- measures for mitigating adverse effects on the environment and natural and heritage resources
- measures for monitoring the effects of the activity
- the number of people (including participants, spectators and support staff / volunteers) who may participate
- the use of park facilities or services
- health and safety factors
- a trial period to assess the effects of the activity on the park
- meeting accreditation and/or training requirements
- any modifications / alterations to the proposed activity and associated infrastructure
- sub-leasing
- the review of the approval and/or any conditions imposed
- any other matter council considers relevant to ensure the activity is compatible with the objectives of this plan.

These conditions may be reviewed where:

- additional buildings and/or structures are proposed
- the scale and/or nature of use is proposed to change or has changed over time
- adverse effects are occurring on the park environment or on other park users
- the park environment has substantially changed through natural processes (e.g. coastal erosion)
- monitoring has identified that the lessee or licensee is under-utilising a building or space in relation to the original terms and conditions of their lease or licence.

Application process

Groups wishing to apply for a community occupancy agreement may register their interest by contacting the council call centre.

In cases of a vacant building, space or land identified as appropriate for development, council will seek applications through:

- public advertisement
- an expression of interest process
- direct notification to groups who have registered interest.

Applications for community occupancy agreements will be assessed on a case-by-case basis as and when they become available.

If a group decides not to exercise its renewal option at the end of the term (or earlier) for all council-owned buildings or spaces, availability will be publicly notified and expressions of interest called for⁵.

Groups that own their own buildings have an automatic right to re-apply at the end of their occupancy terms without public notification.

Process

The following process will apply to all groups seeking a community occupancy agreement from council:

1. Application forms available online⁶ or via post upon request.
2. Application form submitted to council.
3. Council officer(s) meet with group to discuss application.
4. Council officer(s) assess application based on the assessment criteria outlined within the Community Occupancy Guidelines.
5. Council officer(s) submit recommendation (along with supporting documentation) to relevant local board⁷. Local boards may request that group attends a formal local board meeting to discuss application.
6. Council officer(s) and local board members work with group to develop a Community Outcomes Plan, which identifies the:
 - benefits that the group will provide to the community
 - measures used to review the group's performance against the plan over time.
7. Occupancy agreement terms negotiated between local board and the group in accordance with the Community Occupancy Guidelines and standard agreement terms.

⁵ Community occupancy agreements for community halls and community houses may not necessarily be publicly notified.

⁶ Applications can be found on the Auckland Council website: <http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/communityfundingsupport/Pages/communityoccupancy.aspx>

⁷ If a proposed lease or licence of land is not included within the relevant reserve management plan, an additional process and/or consultation may be required to meet the requirements outlined in the Reserves Act 1977.

Types and terms of agreements

Community occupancy agreements may take the form of either a:

- licence to occupy; or
- lease.

The main types and terms of occupancy agreements are outlined in the table below:

Type of agreement	Category	Length
Licence to occupy	Council-owned land with no fixed assets	<ul style="list-style-type: none"> • five years standard, with a further five year right of renewal • 10 year term total • term may be extended if linked to a lease.
		<p>Recommended for newly established community groups:</p> <ul style="list-style-type: none"> • one year standard, with a further one year right of renewal • two year term total.
Lease	Council-owned land and building	<ul style="list-style-type: none"> • five years standard, with a further five year right of renewal • 10 year term total.
		<p>Recommended for newly established community groups:</p> <ul style="list-style-type: none"> • one year standard, with a further one year right of renewal • two year term total.
	Community group-owned building on council-owned land	<ul style="list-style-type: none"> • 10 years standard, with a further 10 year right of renewal • 20 year total term.



Variation by Local Boards

The terms outlined in the table on page 11 are standard recommendations. Where a local board wishes to vary the length of term offered it may do so, however it is suggested that the varied terms align to one of the terms recommended.

Example: a group in a council-owned building may be offered a 10 + 10 year term as suggested for community-owned buildings, rather than the 5 + 5 year term recommended.

Development of facilities by community groups

Where a community group wishes to develop a building and requires access to adjoining open space (i.e. sports clubs), a lease may be granted for the building and a separate licence to occupy may be granted for conditional access to the adjoining open space.

In order to seek exclusive use of open space, the group must demonstrate:

- the need for exclusive use of open space (i.e. evidence that the space is already exclusively used by the group); and
- that significant investment in a new building would not be fiscally wise if unrestricted public access to the adjoining open space was allowed.

In addition, the term of a licence to occupy may be extended when linked to a lease.

Where a group is granted a community occupancy agreement and wishes to develop its own building on council-owned land, it may be offered a temporary licence to occupy the land to bridge the time between approval and building competition. The group will be transferred onto a lease with the standard length of term upon completion of the building.

Rental fees and charges

The standard rental amount shall be a proposed administration fee of \$1,300 per annum if requested. Additionally, a community group will be required to meet any necessary compliance costs associated with the agreement (e.g. resource consents, building consents, liquor licences, food licences etc.).

If a community group generates significant revenue over expenditure, the relevant local board may choose to charge a percentage rental at rent review, unless lessees can provide evidence of:

- planned building upgrade, development or maintenance; and
- planned programmes, services or activities.

Responsibilities

The following table outlines standard tenants' responsibilities in relation to:

- energy and water
- rates
- building insurance
- structural maintenance
- non-structural maintenance.

	Energy and water	Rates	Building Insurance	Structural maintenance	Non-structural maintenance
Council-owned building	Tenant	Council	Council	Council	Council
Rooms within council buildings	Tenant	Council	Council	Council	Council
Community group-owned building	Tenant	Council	Tenant	Tenant	Tenant



Council-owned buildings

Exclusive use

Community groups with exclusive occupancy of council-owned buildings are requested to pay a proposed annual subsidised maintenance fee, as outlined in the table below:

Leased building / space size	Proposed maintenance fee (per annum)
Less than 100m ²	\$2,500
Over 100m ² and less than 500m ²	\$5,000
Larger than 500m ²	\$10,000

Maintenance fees are comprised of the following components:

- building insurance
- compliance costs associated with:
 - Building Warrant of Fitness
 - Health and Safety in Employment Act
 - Fire and egress codes (including signage)
- maintenance provided by council as outlined in the terms of the occupancy agreement.

The tenant shall reimburse council for the cost to repair damage caused through misuse or neglect, including (but not limited to):

- plumbing stoppages
- interior graffiti
- broken glass.

Non-exclusive use

Community groups occupying rooms within larger council buildings are required to pay an operational charge for the space occupied. The amount charged to groups is based purely upon recovery of the direct costs to council of providing the premises.

Operational charges are made up of the following components:

- building insurance
- share of overheads incurred (e.g. electricity and water charges)
- maintenance provided by council as outlined in the terms of the occupancy agreement.

The tenant shall reimburse council for the cost to repair damage caused through misuse or neglect, including (but not limited to):

- plumbing stoppages
- interior graffiti
- broken glass.

Accountability

Community groups are required to submit an annual report, complete with an accountability form based on the agreed Community Outcomes Plan as a condition of tenancy. The Community Outcomes Plan will include information on the group's activities, membership and revenues.

Council reserves the right to audit community group annual reports.

Community Outcomes Plan

Upon being granted an occupancy agreement, community groups will work with council officers and the relevant local board to develop a Community Outcomes Plan that identifies the:

- benefit that the group will provide to the community; and
- measures that will be used to review the group's performance against the plan over time.

Although the Community Outcomes Plan will be binding, council will work with community groups to address any issues that may arise that are preventing the group from meeting agreed outcomes.

Council retains the right to terminate an occupancy agreement should a community group fail to achieve agreed outcomes.

Termination

Community groups will be subject to annual performance reviews to ensure that the community benefits identified in the Community Outcomes Plan are being realised.

Lease and licence holders may be required to meet with the relevant local board to answer questions relating to performance as part of the annual performance review.

Council reserves the right to investigate and terminate an occupancy agreement on notice in accordance with the terms of the agreement if:

- a group is in significant breach of the occupancy agreement as determined by council
- a group consistently fails to achieve the outcomes outlined in the agreed Community Outcomes Plan
- the group demonstrates poor governance as determined by council
- the land is required for another purpose
- a group is undertaking illegal activities on the lease / licence site
- council considers that the premises are not being used in accordance with the terms of the occupancy agreement.

General provisions

Sharing of facilities

Community groups will be encouraged to cluster and share buildings and spaces in order to:

- optimise the use of council buildings and land; and
- acknowledge the community benefits of co-locating services and activities.

The relevant local board may require groups to share the premises they have been allocated should they consider that the premises are not being fully utilised in accordance with the terms of occupation.

Right to require relocation

The relevant local board may choose to move community groups occupying council-owned buildings and spaces if:

- other premises available are determined to be equally or more suitable for the group; or
- another group is determined to be better suited to use the premises already occupied.

Sub-leasing

Sub-leasing is generally not permitted in council-owned buildings, although the relevant local board has discretion to approve sub-leasing arrangements as deemed appropriate.

Sub-leases within community-owned buildings on council land should be publicly advertised and subject to an open and transparent application process. The relevant local board will receive officer recommendations and decide sub-leases as appropriate; however, the views of the head lessee will be considered as part of the process.

The Community Occupancy Guidelines do not preclude sub-leasing to commercial operators, although such arrangements require approval from the relevant local board.

Ad-hoc hireage to other groups and members of the public is permissible, in compliance with the terms and conditions of the Auckland Council hireage policy.

Ownership⁸

Where a community group-owned building is no longer required by the group (or where council decides that the group is no longer feasible or requires the land for another purpose), the following options will be made available:

- council may choose to purchase the building from the group for a mutually agreed price; and
- the group may choose to remove the building and relocate it to another site and reinstate the land to the satisfaction of council.

Where neither of the above options is appropriate, the group will be held responsible for the demolition and removal of the building and reinstatement of the land to the satisfaction of council.

⁸This provision should be considered alongside the provisions outlined in schedule one of the Reserves Act 1977.

Expiry of community occupancy agreements

Upon final expiry, a community occupancy agreement will automatically roll over on a month-by-month basis under the same terms and conditions as the original agreement until a new agreement is reached.

Allocating buildings and spaces for community occupancy

Where there is a commercial lease in a council service building, the relevant local board has the option of making the space available for community occupancy upon final expiry. However, the relevant local board should consider the impact of doing so on its operational budgets before making such determinations.

Additional assistance

Where a group holds a community occupancy agreement with council, it may not apply for additional funding through other council funding schemes for costs associated with occupancy (e.g. rental, maintenance fees, and building / resource consents) unless otherwise deemed appropriate by the relevant local board.

Guidelines review

These guidelines will be reviewed every three years or when otherwise deemed necessary by council.



Glossary

Term	Explanation
Community group (otherwise referred to as a “group”)	<ul style="list-style-type: none"> • a non-profit organisation or association of persons who have the primary aim of working to provide services and benefits to the community • any funds generated are used to maintain and develop the organisation to support its community services and activities • has open membership criteria • restrictions are not imposed, such as setting membership or participation fees at a level that exclude most people who might want to participate.
Community purposes	<ul style="list-style-type: none"> • activity where the local community or community of interest gains a public good benefit, but does not benefit any particular individual.
Lease	<ul style="list-style-type: none"> • contract for possession of a defined premise and/or property, for a defined term, for consideration (value) and for exclusive use • creates an interest in the landowner’s land.
Lessee	<ul style="list-style-type: none"> • community group which is about to enter into or which has signed a community occupancy agreement with Auckland Council • if an agreement has been signed it is the named group in the agreement, including any lessee’s successors, permitted assignees including staff, agents, contractors and invitees of the lessee.
Licence to occupy	<ul style="list-style-type: none"> • contract that allows a party to come onto a defined premise to carry out an activity, usually on a regular and/or frequent (can be continuous) basis, usually for a shorter term than a typical lease • licence does not create an interest in the landowner’s land.
Parkland	<ul style="list-style-type: none"> • parks (land not reserved under the Reserves Act 1977 and generally administered under the Local Government Act 2002) • reserves (land that is reserved under the Reserves Act 1977) • mixtures of the two (e.g. the former Auckland Regional Council regional parks).
Right of renewal	<ul style="list-style-type: none"> • provision in a lease or licence under which the occupier has the right to renew the agreement for a further term.
Renewal	<ul style="list-style-type: none"> • opportunity for lessee and council to review the occupancy agreement • if both parties are satisfied that the community group is meeting its objectives, agreement is reached to continue the occupancy agreement for another defined period.
Sub-lease	<ul style="list-style-type: none"> • the letting out of all or part of a leased property to a third person (sub-lessee) • first tenant (head lessee) will be responsible for payment of rent and all charges to the landlord and for any damage caused by the sub-lessee to the property • there is no agreement between the landlord and the sub-tenant but landlord’s consent to the sub-lease is required.

Memorandum

30 March 2024

To: Waitākere Ranges Local Board

Subject: **Proposed new lease to the Titirangi Badminton Club Incorporated**

From: Amirah Rab, Community Lease Specialist – Parks and Community Facilities

Contact information: amirah.rab@aucklandcouncil.govt.nz

Purpose

1. To inform the local board of the formal request for a new community lease to the Titirangi Badminton Club Incorporated located at 28 Withers Road, Glen Eden, Kowhai Reserve and to seek the board's feedback regarding lease terms.

Summary

2. The Titirangi Badminton Club Incorporated (the group) holds a community ground lease for the group-owned building located at 28 Withers Road, Kowhai Reserve, which commenced on 30 October 1980 for a term of 33 years with one right of renewal for a term of 10 years which has been exercised.
3. The group's current lease reaches final expiry on 31 August 2023, and they are seeking a new community lease.
4. The group's activities are contemplated in the Kowhai Reserve Management Plan 1981, therefore public notification and iwi consultation for a new lease is not required.
5. The requirement for a new lease to the group was identified and approved by the local board as part of the Community Facilities: Community Leases Work Programme 2023-2024 at their 27 July 2023 local board meeting (resolution WTK/2023/82).
6. The group's activities supports the Waitākere Ranges Local Board Plan 2023: Our Community – Parks, facilities and services are accessible and meet the needs of our diverse urban and rural communities.
7. After a site visit and assessment of the club's lease application, staff have no objection to the granting of a new lease.
8. Subject to feedback from the Local Board, staff will recommend that a lease be granted on terms in line with the council's updated community occupancy guidelines.

Context

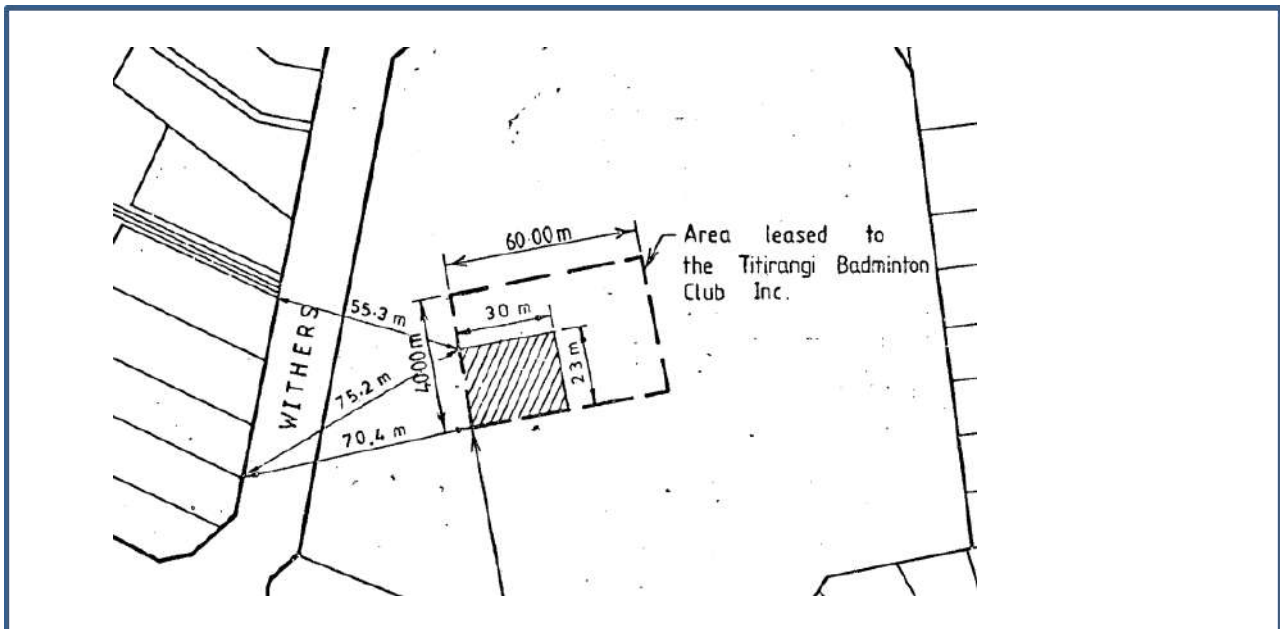
9. This memo considers a new community ground lease to Titirangi Badminton Club Incorporated located at 28 Withers Road, Glen Eden, Kowhai Reserve.
10. Staff recommend reducing the current leased area from approximately 2400m² to the proposed new lease area of 1,100m² which encapsulates just the footprint of the building and the bike pump track.
11. Waitākere Ranges Local board is the allocated authority relating to local, sport and community facilities, including community leasing matters.

Discussion

The land and buildings

12. The building is situated within the parcel of land legally described as Part Lot 2 DP 24545 comprised in part-cancelled title NA642/236. Part Lot 2 is classified as recreation reserve subject to the provisions of the Reserves Act 1977. The group's activities align with the land classification.
13. Kowhai Reserve comprises approximately 50,000m². The original lease to the Titirangi Badminton Club entered in 1981 by the legacy Waitemata City Council gave the group 2,400m². This was also captured in the Kowhai Reserve Management Plan 1981 (refer to Figure 1). The proposed build of the clubrooms was expected to be 690m². The completed building ended up at approximately 800m².

Figure 1: Extract of the Kowhai Reserve Management Plan 1981.



14. Beside the building is a makeshift bike pump track which is heavily used by the group as well as members of the public which due to the initial large leased area, falls within the group's leased space, taking up approximately 300m² of the current 2400m².
15. The building comprises of a large playing courtroom, office spaces, and a small upper floor for viewing purposes.
16. In front of the building is a large carpark which is used by parents and guardians for pick ups and drop offs as the carpark is within walking distance of Konini School. For this reason, streetlights have been added to the carpark.

Figure 2: Current leased area to the Titirangi Badminton Club located at 28 Withers Road, Glen Eden. Kowhai Reserve outlined in blue, leased area and clubhouse outlined in red.



17. A site visit was undertaken on in August 2023 with the group's treasurer in which it was found the facilities were all well maintained and tidy. The leased area does not fully accommodate the growing interest from community members wishing to join the group and the group plan to extend the courtroom building.

The group

18. Titirangi Badminton Hall is a purpose-built venue comprising 4 court for playing badminton. It is well-maintained and managed by volunteers.
19. The group is open to everyone and has approximately 120 members of all ages. The group's membership is multicultural and boasts a large number of Asian members.
20. In the lower level of the building, there are bathroom facilities and a meeting room for use of club members or community members. In the upper level of the building, there is a viewing area, office, and kitchen.
21. Twice weekly on Tuesdays and Thursdays the group conducts club nights from 7:00am to 10:30pm. These evenings are well attended by members and visitors, several of whom travel some distance to attend.
22. A popular community group has played at the site every Sunday afternoon for many years, as well as a ladies Tuesday morning group for many years.
23. At other times, the venue can be booked online by members ever day of the week. Often the courts are fully booked out and is becoming increasingly so. The venue caters for juniors who are given coaching every Tuesday, Thursday and Saturdays, there is also senior squad coaching and development squad coaching each week. The group is affiliated to Waitakere Badminton Club and a number of members are involved with Masters, Vets and Supervets in association with Waitakere Badminton Club. This involves travelling to other clubs within Auckland and outside the region.

24. The group hosts or visits Orewa and Mt Albert clubs each year, alternating venues. These teams represent Titirangi and the competition is open to all members.
25. In 2023, the group is resuming the Titirangi Open event which has attracted many quality players in the past from across Auckland.
26. Apart from badminton, the hall is used by a cub training group which is a huge improvement for the group's playing members.
27. The group have installed security cameras and screens to ensure safety for all players and visitors while keeping the site secure.
28. The group has an annual membership fee of \$285.00 for members of \$10.00 per hour for frequent/casual users.
29. The site is used seven days per week from 7:00am to 10:30pm all year round.
30. During Covid restrictions, the group reduced its fees and also made available payment alternatives so that membership fees would be paid in increments. Fees are also subsidised for students and families. The group also provides free filtered water to players as well as promotes an alcohol and drug-free environment.
31. The group's membership is growing exceptionally, and it is struggling to meet demand. Due to this, the group has a proposed project in place to investigate the feasibility of increasing the number of courts at the site. They ideally hope for several new courts to cater for the continuing increase in demand for court hire. This would be a major project requiring council support to improve outcomes for the fitness and enjoyment of a large community. Subject matter experts feedback from across council has been sought and the initial view is that the project would require more consideration due to large pinetrees that would need to be removed, and the community pump track would also need to be shifted. Therefore, an in-depth review of options will be addressed separate to the lease arrangement by Land Advisory.
32. The group's activities support Te Taruke-a-Tawhiri: Auckland's Climate Plan outcomes by:
 - using sensor lighting which reduces power consumption;
 - replacing fluorescent tubes with LED lighting;
 - recycling shuttles for junior badminton training
33. The group has a maintenance plan in place which is supported by volunteers and cleaning contractors and funded through fees, grants and fundraising.
34. The groups activities are funded through membership fees, casual court hire fees, subsidised fees, grants, fundraising, tournaments and events.
35. In the past two years, the group has carried out significant maintenance work including roof repairs, gutter cleaning, floor replacement, shower replacement, and painting inside and outside the building.
36. If the board resolves not to grant a new lease, the group would be unable to continue its activities and provide any community access for the game of badminton.

Proposed extension

37. In early 2023, the group proposed an extension of their courtrooms. They have completed the Landowner Approval application which is presently on-hold pending provision of further information including an Arboricultural Report and will be processed in a separate process by Land Advisory at their own timelines, but has been included in this memorandum to make the board aware of the upcoming project.

Options:

- i. **To grant the new lease based on the proposed new footprint:** Granting the new lease based on the proposed new footprint of 1,100m² is beneficial as it would encapsulate only the building and the existing bike pump track which means the group will not get any more or less than what they require for its activities.

If the proposed new lease is granted based on the proposed terms in this memorandum, a Deed of Additional Premises will be required at a later stage once we have ascertained the new footprint of the building extension.

- ii. **To grant a new lease on the existing footprint of 2,400m²:** The local board can choose to grant a new lease to the group on the existing footprint of 2,400m².

If and when the group are granted Landowner Approval for the proposed building extension, the new build would likely fall within the existing 2,400m² and may not require a Deed of Additional Premises. However, depending on the size of the new build, a Deed of Additional Premises may still be required if it is proposed to be larger than the 2,400m².

- iii. **To put the current new lease process on hold on a rolling over basis, and proceed with the new lease proposal once Landowner Approval is granted with the exact new confirmed lease footprint:** If we wait to process a new lease once the Landowner Approval is granted, the group's lease will have been running on a month-to-month basis and the absence of a valid occupancy agreement will hinder them from receiving funding for this project. This will also mean this item from the 2023-2024 Work Programme would need to be deferred to the 2024-2025 Work Programme and prioritized around existing 2024-2025 Work Programme items.

Bike pump track

Figure 2: Kowhai Reserve Bike Pump Track



38. The makeshift bike pump track is part of the current leased footprint area and forms part of the new proposed footprint. However, it is an active recreation asset that has been built and maintained by enthusiastic community members, therefore its potential loss will need to be considered if the proposed extension area would mean the removal of the pump track. The

group has been tasked with consulting with community groups who use the pump track and return with the feedback received. If there is mutual agreement to relocate the pump track within the reserve, the group will propose where this can be moved to within the reserve.

39. Staff from Parks Services and Area Ops have been working on investigating potential new sites for its relocation which so far includes an option within the Kowhai Reserve, and two options at other locations. A more indepth investigation into a new pump track location can be undertaken in the future as required.

Rent review

40. Since the group sent its new lease application in February 2023, before the Mayor's Budget Proposal 2023 was adopted in July, staff are recommending the new lease be granted on the existing rental fee of \$1.00 plus GST per annum, if requested. However, the final decision lies with the local board for charging a higher rent to the group, up to \$1,300 plus GST per annum.

Staff recommendations:

41. That the local board grant a new lease to the Titirangi Badminton Club for a term of 10 years plus one 10-year right of renewal for the footprint the board deems fit.

Next steps

42. That the local board provides its feedback to staff regarding the proposed new lease and recommended lease terms.
43. Subject to the local board's feedback staff will present a formal report proposing a new lease for the club for a term of 10 plus 10 years, with terms and conditions in line with council's community occupancy guidelines.
44. Community outcomes plans to be drafted in consultation with the club and to be presented to the board for formal approval in a future business meeting.

Memorandum

25 April 2024

To: Waitākere Ranges Local Board

Subject: **Renewal of lease for the Piha Community Centre Society Incorporated at Les Waygood Reserve - 2A North Piha Road, Piha**

From: Amirah Rab– Community Lease Specialist, Parks and Community Facilities

Contact information: amirah.rab@aucklandcouncil.govt.nz

Purpose

1. To obtain feedback from the Waitākere Ranges Local Board community lease application for a renewal of lease to the Piha Community Centre Society Incorporated at Les Waygood Reserve, 2A North Piha Road, Piha.

Summary

2. The Piha Community Centre Society Incorporated (the group) seeks a renewal of its community ground lease to continue occupation and operation from the group-owned building located at Les Waygood Reserve, 2A North Piha Road, Piha. (refer to Figure 1) commonly referred to as Barnett Hall. There are no variations requested by the group for this renewal.
3. The current term of the Deed of Lease reaches expiry on 31 August 2024. The Deed of Lease includes a right of renewal of 10 years which the group is exercising.
4. The renewal of this lease was identified and approved by the local board as part of the Community Facilities: Community Leases Work Programme 2024-2025 at their 27 July 2023 local board meeting (resolution WTK/2023/82).
5. As there is no variation requested, the renewal can be processed using council's streamlined lease renewal process.
6. Staff have assessed the renewal application and all its conditions have been met by the applicant. A site visit was also done by the staff on 15 March 2024, and the facility seems to be in good condition and well maintained. The premises are well utilised and a maintenance plan is in place.
7. Staff recommend that the renewal of the lease be granted as the group has satisfied all the conditions for renewal.
8. The application aligns with the Waitākere Ranges Local Board Plan 2023 through Our People: Our distinctive and diverse communities are thriving, resilient and adaptable, and Our Community: Parks, facilities and services are accessible and meet the needs of our diverse urban and rural communities.
9. The local board is requested to provide feedback on this renewal application within five (5) business days after receipt of this memo, unless otherwise arranged.
10. The local board also can request more information or decide the outcome of the application through a formal resolution.
11. Unless otherwise advised, staff will proceed to prepare a Deed of Renewal, with no variations effecting final expiry on 1 September 2034.

Context

Current lease and renewal of lease application

12. The group has applied for a renewal of lease for the group-owned building located at Les Waygood Reserve, 2A North Piha Road, Piha. to continue occupation and operation from the premises.
13. The current lease commenced on 1 September 2014 and provides for one 10-year right of renewal with final expiry on 31 August 2024. The group is exercising its first and only right of renewal.
14. Under the renewal provisions of the lease, the council has a contractual obligation to grant the renewal, if the group fulfils the renewal conditions of the lease.

Figure 1: Current leased area for the Piha Community Centre Society – Les Waygood Reserve, 2A North Piha Road, Piha – outlined in red, approximately 250²



Strategic alignment

15. The renewal of this lease was identified and approved in principle by the Waitākere Ranges local board as part of the Community Facilities: Community Leases Work Programme 2024-2025 at their 27 July 2023 local board meeting (resolution WTK/2023/82). This memo considers the renewal of the community lease as approved on the work programme.
16. The application also aligns with the permitted activity of the land classification.

Discussion

Land and building

- i) The portion of Barnett Hall is located on Les Waygood Reserve, being Lot 2 on Deposited Plan 173989, held by Auckland Council in fee simple and classified as recreation reserve.
- ii) The leased area is approximately 250m² and the activities undertaken from the premises are in accordance with the land classification.

The applicant

17. Barnett Hall was built in the 1950s with funds donated by Frank Barnett, sited on land generously gifted to the community by the Waygood family.
18. Since its construction, the hall has played an important role as Piha's community centre.
19. It operates as a community centre and hosts a wide variety of community activities. Activities and events include yoga, weddings, dance lessons, community meetings, birthday parties, concerts, market days, and Piha Preschool and Playgroup sessions.
20. The main hall space comprises on 160m² which includes a lounge, kitchen portable stage, and toilets. There is a large parking space adjacent to the hall which is open to the public.
21. Barnett Hall is available for hire to members of the community.

Staff assessment and recommendation

22. The group's initial lease term expires on 31 August 2024, and it wishes to exercise its first and only right of renewal for a further 10 years.
23. Under the operative renewal provisions, the renewal must be granted if the following conditions are met:
 - a) the group has complied with the lease and is not in breach of the current lease.
 - b) the group has provided the requisite written notice to renew the lease.
 - c) there is a continued need for the group to use the premises
24. Staff assessed the renewal application and conducted a site visit on 15 March 2024. The group has satisfied all the conditions for the renewal in the following manner:
 - a) the activity of the group and users of the building supports the Waitākere Ranges Local Board Plan Board Plan 2023 through Our People: Our distinctive and diverse communities are thriving, resilient and adaptable, and Our Community: Parks, facilities and services are accessible and meet the needs of our diverse urban and rural communities.
 - b) the group is not in breach of any of the lease conditions.
 - c) the group has open membership, allowing anyone with an interest in the group's activities to join and caters to a wide variety of users.

- d) the group's financial accounts have a surplus with no known contingent liabilities.
- e) the group sustains its activities predominantly through hall hire, membership fees, and annual Auckland Council operations grants.
- f) the facility meets the needs of the group.

Rent review

- 25. The Governing Body, at its business meeting of 9 June 2023, approved the annual budget including amendments to the Community Occupancy Guidelines (GB/2023/101). The amendments increase the level of rent and maintenance fees for community occupancy.
- 26. The annual rent for community occupancy has been increased to \$1,300 per annum plus GST. The increased rental charge reflects a standard subsidised charge for community occupancy. This works out to approximately \$25 per week.
- 27. The lease agreement for the Piha Community Centre Incorporated contains a rent review provision agreed upon by both parties when the Deed of Lease was signed. The rent review provision allows for the rent to be reviewed at the renewal date. Therefore, the renewal of lease with the rent review does not require a lease variation and can be approved via the streamlined lease renewal process.
- 28. To align with the revised fees and charges under the Community Occupancy Guidelines (update July 2023), the recommendation is to review the rent in accordance with the lease provision, to \$1,300 per annum.

Local board discretion

- 29. While the governing body adopted the amendments to the guidelines, local boards still hold the prerogative to vary staff recommendations relating to the amount of rent and subsidised maintenance fees (if applicable) for leased premises.
- 30. If the board chooses to retain the level of rent at \$1.00, there will be no requirement for the board to top up the community lease revenue budget. However, the board will not have the benefit of the additional revenue if rent is increased.
- 31. The cost recovery increases for community lessees and licensees will provide local boards with a financial lever to ease their respective budgetary constraints.
- 32. Staff recommend that the renewal of the lease be granted, and the rent be reviewed in accordance with the terms and conditions of the operative lease. The group has satisfied all the conditions for renewal. In addition, the group's financial accounts have been assessed, and they can meet the revised rental.
- 33. Under the streamlined lease renewal process, in terms of local board delegations protocols (Schedule two, Part F, of the Delegations Register) council officers (tier 5 manager) must exercise the delegated power to renew a lease with no variations, except in instances where the board requests further information by way of a formal report.
- 34. Staff recommend that the renewal of the lease be granted as the group has satisfied all the conditions for renewal.

The Waitākere Ranges Local Board's role

- 35. The local board is requested to provide feedback on this lease renewal within five business days.
- 36. The local board may make a request for further information by way of a:
 - a) second written memo.
 - b) workshop with the lease specialist.
 - c) formal report to a local board business meeting.

37. If more information is requested by way of a formal report the authority to decline or approve the lease renewal will rest with the local board.

Next steps

38. The local board provides feedback regarding this lease renewal application within five business days of receipt of this memo or requests additional information.
39. Unless otherwise advised, a deed of renewal, with no variations, will be prepared and approved by Manager Leasing, effecting final expiry on 31 August 2033.
40. If the local board chooses to exercise their authority to make the decision on this lease renewal application, staff will provide a report on the September local board business meeting agenda.

Memorandum

29 March 2024

To: Waitākere Ranges Local Board

Subject: Renewal of lease to The Roundabout Society Incorporated located at 4 Lookout Drive, Laingholm Hall Reserve.

From: Amirah Rab – Parks and Community Facilities

Contact information: amirah.rab@aucklandcouncil.govt.nz.

Purpose

1. To obtain feedback from the Waitākere Ranges Local Board on the renewal of the community lease application from The Roundabout Society located at 4 Lookout Drive, Laingholm Hall Reserve.

Summary

2. The Roundabout Society (the group) seeks a renewal of their lease to continue occupation and operation from the council-owned building located at 4 Lookout Drive, Laingholm Hall Reserve (refer to Figure 1). There are no variations requested by the group for this renewal.
3. The group currently holds the lease for the council-owned building which has reached final expiry on 16 October 2023 and is rolling over on a month-to-month basis.
4. The renewal of this lease was identified and approved by the local board as part of the Community Facilities: Community Leases Work Programme 2023-2024 at their 27 July 2023 local board meeting (resolution WTK/2023/82).
5. As there is no variation requested, the renewal can be processed using council's streamlined lease renewal process.
6. Staff have assessed the renewal application and all conditions of the renewal have been met by the applicant. A site visit was also undertaken by the staff on 1 February 2024 and the facility appears to be maintained and well utilised.
7. Staff recommend that the renewal of the lease be granted as the group has satisfied all the conditions for renewal.
8. The application aligns with the Waitākere Ranges Local Board Plan 2023 through: Our People: Our distinctive and diverse communities are thriving, resilient and adaptable, and Our Community: Parks, facilities and services are accessible and meet the needs of our diverse urban and rural communities.
9. The local board is requested to provide feedback on this renewal application within five (5) business days after receipt of this memo, unless otherwise arranged.
10. The local board also has the option to request further information or decide the outcome of the application through a formal resolution.
11. Unless otherwise advised, staff will proceed to prepare a deed of renewal, with no variations effecting final expiry on 16 October 2028.

Context

Current lease and renewal of lease application

1. The group has applied for a renewal of their lease for the council-owned building at the Ex-Doctors Room located on part of Laingholm Hall Reserve, 4 Lookout Drive, Laingholm to continue occupation and operation from the premises.
2. The current lease commenced on 17 October 2018 and provides for two five-year right of renewals effecting final expiry on 16 October 2033. The group is exercising its first right of renewal.
3. Under the renewal provisions of the lease, the council has a contractual obligation to grant the renewal, if the group fulfils the renewal conditions of the lease.

Figure 1: Current leased area for Roundabout Society – 4 Lookout Drive, Laingholm, 80m²



Strategic alignment

4. The renewal of this lease was identified and approved by the Waitākere Ranges local board as part of the Community Facilities: Community Leases Work Programme 2023-2024 at their 27 July 2023 local board meeting (resolution WTK/2023/82). This memo considers the renewal of the community lease as approved on the work programme.
5. The application also aligns with the permitted activity of the land classification.

Discussion

Land and building

- i) Laingholm Hall Reserve, 4 Lookout Drive, Laingholm is described as Lots 39, 40 and 41 on Deposited Plan 19099. The Roundabout Society is situated on Lot 40 comprising 1011m² which is held by the Crown through the Department of Conservation as a classified local purpose (site for public hall) reserve under the Reserves Act 1977 and vested in Auckland Council.

- ii) The leased area is approximately 80m² and the activities undertaken from the premises are in accordance with the land classification.
- iii) An asset assessment was requested by the Lease Specialist to confirm the leased area is still habitable and in tenantable condition after the 2023 weather events. The Asset Assessment team conducted a site visit in January 2024 and concluded that the building is in moderate to poor condition commensurate with its age, type of construction and service use. Some building elements need to be maintained over the next few years such as renewing floor finishings, repainting the interior, and removal of asbestos containing walls. These will be appropriately prioritized by Area Operations.
- iv) A fire report has been commissioned in the meantime, and a lease renewal will be subject to Area Operations confirming that the site is habitable in terms of health and safety.
- v) When the Deed of Lease to the Roundabout Society Incorporated expires in 2028, staff will consult with the local board regarding the future of the site as a council-owned building with significant refurbishments required.

The Applicant

6. The group publishes and distributes 'The Roundabout' which is a free monthly community newspaper from March to December each year to approximately 1800 houses in the local communities of Woodlands Park, Laingholm, Parau, Cornwallis and Huia. Approximately 100 copies are also distributed amongst local dairies, cafés and libraries. The group views their newspaper as 'the glue that holds these communities together.'
7. The Roundabout newspaper was produced by the former Laingholm Roundabout Incorporated for over 50 years. This group was granted a new community lease in 2013 by the Waitākere Ranges Local Board but the deeds were not signed due to the deaths of the chairperson and editor/treasurer.
8. The group was renamed The Roundabout Society and registered as an incorporated society on 20 January 2016. The group's objectives are to:
 - provide local news and disseminate information between various groups and activities within the area of Woodlands Park, Laingholm, Parau, Cornwallis and Huia by means of a monthly newspaper called The Roundabout
 - encourage and promote community well-being, togetherness and caring
 - support the fostering of arts, cultural activities and local issues throughout the area
9. The Roundabout Society's printers, paper and associated material are stored in the Ex-Doctors Rooms. The newspaper is printed there and then transferred to the adjacent Laingholm Hall for collation. The collation of the newspaper is undertaken by between 30-50 local volunteers and the senior class of Laingholm Primary School.

Staff Assessment and recommendation

10. The group's initial lease term expired on 16 October 2023, and it wishes to exercise its first right of renewal for a further 5 years which will expire on 16 October 2028.
11. Under the operative renewal provisions, the renewal must be granted if the following conditions are met:
 - a) the group has complied with the lease and is not in breach of the current lease.
 - b) the group has provided the requisite written notice to renew the lease.
 - c) there is a continued need for the group to use the premises as the group provides valuable service to the community by well-loved newspaper to locals, and the premises are not required for any other purpose
12. Staff assessed the renewal application and conducted a site visit on 1 February 2024. The

group has satisfied all the conditions for the renewal in the following manner:

- a) the activity of the group and users of the building supports the Waitākere Ranges Local Board Plan Board Plan 2023: Our People: Our distinctive and diverse communities are thriving, resilient and adaptable, and Our Community: Parks, facilities and services are accessible and meet the needs of our diverse urban and rural communities.
- b) the group is not in breach of any of the lease conditions.
- c) the group has open membership, allowing anyone with an interest in the group's activities to join and caters to a wide variety of users.
- d) the group's financial accounts have a
- e) the group sustains its activities predominantly selling advertisement columns in the newspaper and occasional donations.
- f) the facility meets the needs of the group.

Rent review

13. The Governing Body, at its business meeting of 9 June 2023, approved the annual budget including amendments to the Community Occupancy Guidelines (GB/2023/101). The amendments increase the level of rent and maintenance fees for community occupancy.
14. The annual rent for community occupancy has been increased to \$1,300 per annum plus GST. The increased rental charge reflects a standard subsidised charge for community occupancy. This works out to approximately \$25 per week.
15. The lease agreement for the Roundabout Society Incorporated contains a rent review provision which was agreed upon by both parties at the time the Deed of Lease was signed. The rent review provision allows for the rent to be reviewed at the renewal date. Therefore, the renewal of lease with the rent review does not require a lease variation and can be approved via the streamlined lease renewal process.
16. To align with the revised fees and charges under the Community Occupancy Guidelines (update July 2023), the recommendation is to review the rent in accordance with the lease provision, to \$1,300 per annum.

Local board discretion

17. While the governing body adopted the amendments to the guidelines, local boards still hold the prerogative to vary staff recommendations relating to the amount of rent and subsidised maintenance fees (if applicable) for leased premises.
18. If the board chooses to retain the level of rent at \$1.00, there will be no requirement for the board to top up the community lease revenue budget. However, the board will not have the benefit of the additional revenue if rent is increased.
19. The cost recovery increases for community lessees and licensees will provide local boards with a financial lever to ease their respective budgetary constraints.
20. Staff recommend that the renewal of lease be granted and the rent be reviewed in accordance with the terms and conditions of the operative lease. The group has satisfied all the conditions for renewal. In addition, the financial accounts of the group have been assessed, and the group have the ability to meet the revised rental.

Delegation

21. Under the streamlined lease renewal process, in terms of local board delegation protocols (Schedule two, Part F, of the Delegations Register) council officers (tier 5 manager) must exercise the delegated power to renew a lease with no variations, except in instances where the board requests further information by way of a formal report.

The Waitakere Ranges Local Board's role

22. The local board is requested to provide feedback on this lease renewal within five business days.
23. The local board may make a request for further information by way of a:
 - a) second written memo.
 - b) workshop with the lease specialist.
 - c) formal report to a local board business meeting.
24. If more information is requested by way of a formal report the authority to decline or approve the lease renewal will rest with the local board.

Next steps

25. The local board provides feedback regarding this lease renewal application within five business days of receipt of this memo or requests additional information.
26. Unless otherwise advised, a deed of renewal, with no variations, will be prepared and approved by the manager leasing, effecting final expiry on 16 October 2028.
27. If the local board chooses to exercise their authority to make the decision on this lease renewal application, staff will provide a report on the September local board business meeting agenda.