

254 Ponsonby Road civic space O'Neill Street improvements

Waitematā Local Board workshop – 24 September 2024

Bill Jackson – Senior Project Manager, Parks and Community Facilities





**Civic Space
update**

**O'Neill Street
works update**



Civic Space update

- The contractor is Cassidy Construction.
- Work has begun on:
 - detailed deconstruction of the canopy
 - installation of underground services
 - boundary fencing at 4–10 Tole Street and 9 O’Neill Street
 - tree removal and site stripping
- Toilet block refurbishment is in progress.
- Procurement and off-site preparation is in progress.
- Steel work and roof framing will follow.



Site plan



Urban plaza



Urban canopy



Garden space



Ongoing stakeholder engagement

Party	Response / engagement
Education sector	Site activation through the installation of artwork fixed to the site fencing on O'Neill Street.
Auckland Transport regarding work on O'Neill Street	Design review panel approval has been obtained. Traffic control committee resolution is required. Bus shelter replacement is subject to Metro/Ooh media contract renewal.
Adjoining neighbour's pre-start of works	Boundary fencing Remedial work to the northern block wall Existing elevated planter box - 8 Tole Street
Community led design group	Monthly reports on progress provided
Resource consent - mana whenua Ngāti Whātua o Ōrākei	Cultural induction with contractor and specialists: noise, heritage, trees.
Interpretation – story telling	In progress: cultural, heritage, environmental



Project budget and costs

Project budget	Cost \$
Sales proceeds	\$5,500,000
Sustainability CAPEX funding	84,000
Transport capital fund	\$357,000
Project budget total	5,941,000

The project is currently within budget and most costs are confirmed.

- Risks include:
- Discovery on site
 - Reuse of steel
 - Design changes
 - Regulatory/Traffic management

Project delivery	Cost \$
Enabling works - Completed	\$323,094
Contact award value - Cassidy includes O’Neill St improvements	\$3,932,887
Toilet block - Ventia	\$96,939
Solar	84,000
Consents	\$40,000
Design, operational costs & consents Includes O’Neill Street improvements	\$937,080
Interpretive panel and signs	\$30,000
Mana whenua consultation	\$13,000
Contingency 12%	\$489,633
Project cost total	\$5,946,633



Project delivery timeline

	By whom	When
Complete boundary fencing & underground services, demo	Cassidy Construction	Sept / mid-October 2024
Install toilet block	Ventia Ltd	October 2024
Civic space levels & pavements	Cassidy Construction	Oct / Dec 2024
O'Neill St improvements	Cassidy Construction	Nov / Dec 2024
Canopy roof	Cassidy Construction	Nov / Dec 2024
Canopy deck	Cassidy Construction	Jan / Feb 2025
Ponsonby Road footpath	Cassidy Construction	March 2025
Completion of Civic Space		April 2025

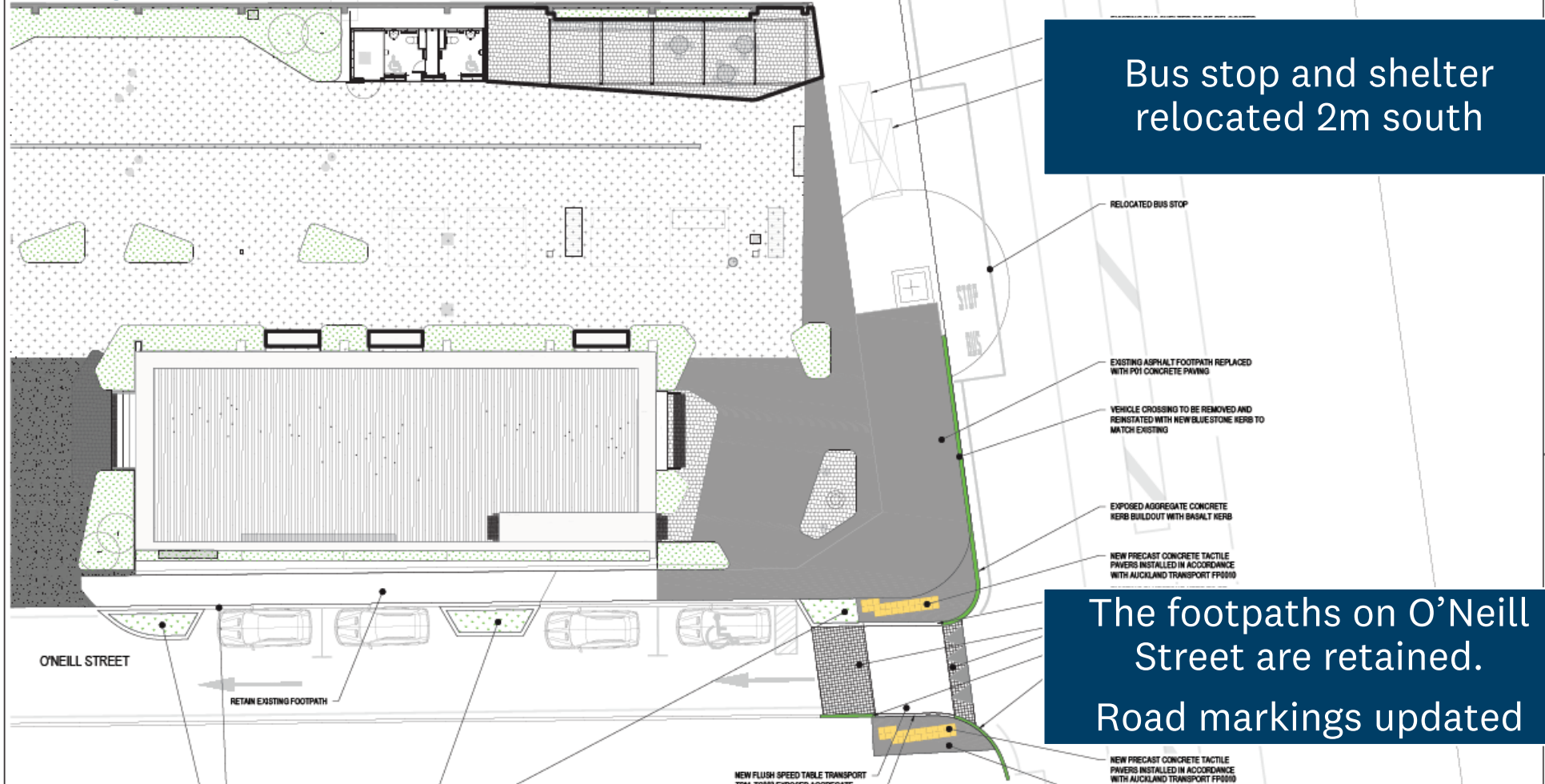


O'Neill Street and Ponsonby Road improvements

- Improvements planned for O'Neill Street and Ponsonby Road support the civic space project.
- Funded by the Waitematā Local Board transport capital fund.
- Delivered by the Auckland Council as part of the civic space project.



O'Neill Street and Ponsonby Road improvements – project scope



Bus stop and shelter relocated 2m south

- RELOCATED BUS STOP
- EXISTING ASPHALT FOOTPATH REPLACED WITH P01 CONCRETE PAVING
- VEHICLE CROSSING TO BE REMOVED AND REINSTATED WITH NEW BLUE STONE KERB TO MATCH EXISTING
- EXPOSED AGGREGATE CONCRETE KERB BUILDOUT WITH BASALT KERB
- NEW PRECAST CONCRETE TACTILE PAVERS INSTALLED IN ACCORDANCE WITH AUCKLAND TRANSPORT FP0010

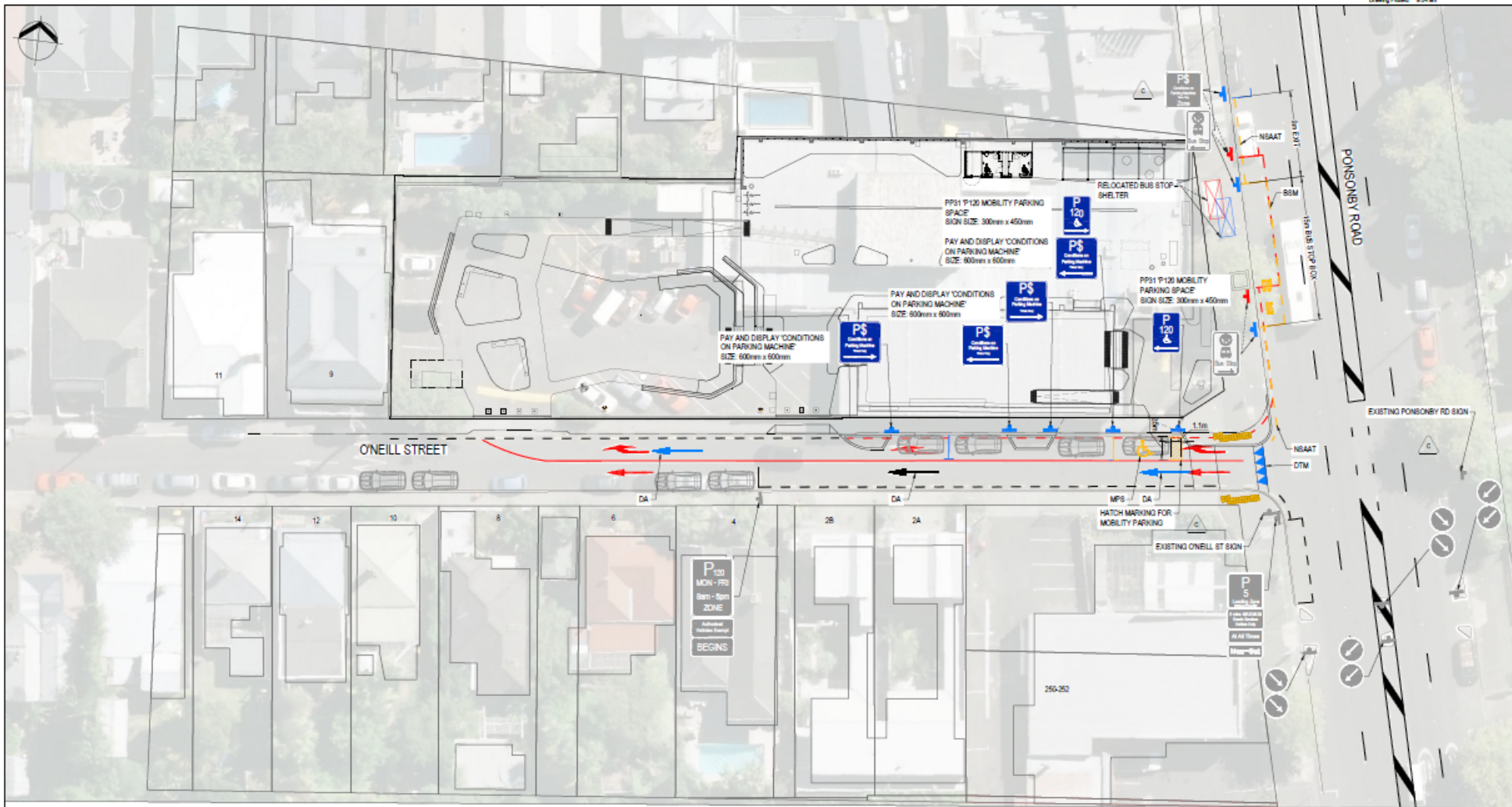
The footpaths on O'Neill Street are retained. Road markings updated

A new vehicle crossing to access the higher level.

Four additional carparks, one is accessible - 120 min pay machine spaces.

A new raised pedestrian crossing and narrowing at Ponsonby Road.





www.beca.co.nz

www.beca.co.nz

LEGEND:	
	PROPOSED LINE MARKINGS
	EXISTING LINE MARKINGS
	EXISTING LINE MARKINGS TO BE REMOVED
	PROPOSED KERB
	EXISTING KERB TO BE REMOVED
	EXISTING KERB
	EXISTING SIGNS
	PROPOSED SIGNS
	EXISTING SIGNS TO BE REMOVED
	NEW TACTILE GROUND SURFACE INDICATORS

Rev.	Description	By	Chk.	Appr.	Date
C	100% DETAILED DESIGN	SS	RS	IS	16.06.24
B	100% DETAILED DESIGN	SS	RS	IS	15.07.24
A	100% DETAILED DESIGN	SS	AZ	RS	28.06.24

Original Issue No.	Design	SS	16.06.24	Approved For Construction
1/200	Design	SS	16.06.24	
1/200	City Check	RS	16.06.24	
1/400	City Check	RS	16.06.24	



AUCKLAND COUNCIL

254 PONSONBY ROAD CIVIC SPACE

O'NEILL STREET SIGNAGE AND LINE MARKING

3127486-TA-101

CIVIL ENGINEERING

DETAILED DESIGN
NOT FOR CONSTRUCTION

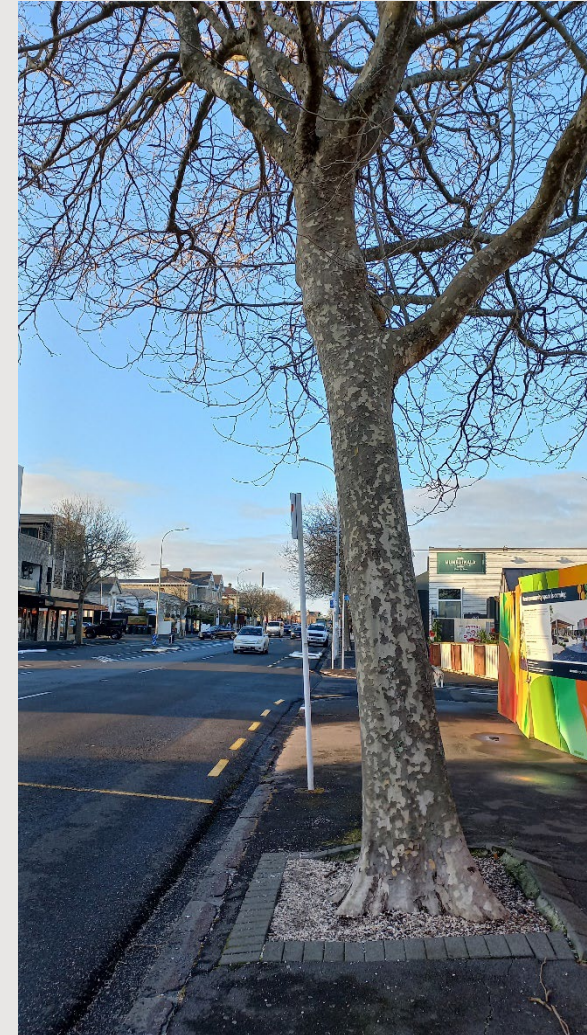


DO NOT SCALE FOR SET OUT DIMENSIONS

© Beca 2024

Ponsonby Road improvements

- The existing vehicle exit crossing will be removed.
- The footpath surface will be renewed from the street tree around to the canopy. If budget allows, we want to replace right to the café.
- The tree surround is in poor condition
- The bus stop and bus shelter will be relocated south by 2m and closer to the kerb, to allow pedestrian flow behind the bus shelter and into the civic space.
- One on-street carpark outside Dizengoff Café will be removed to allow space for a 9m length of ‘no stopping’ line marking for the bus exit zone.



Physical works methodology

O'Neill Street construction works

Scheduled November – December 2024

Subject to traffic management plan approval

O'Neill Street will always remain open.

It is proposed to form the southern side of the new pedestrian threshold first, and then form the northern side.

Ponsonby Road footpath works scheduled for March 2025
When the new footpath is formed, part of the footpath will be closed. Residents and businesses will be advised of this one week before work is due to start.





Neighbour consultation - feedback received

Concerns about difficulty in reversing out of resident driveways

Question why car parks being included

Question about how the new vehicle crossing will be used

Concerns about disrupting Dizengoff café and other businesses

Ponsonby Business Association:

- Requested footpath upgrade to be undertaken between 27-30 December or 3-5 January and on Mondays or Tuesdays to avoid impacting business profit over summer
- Requested no vehicles to be parked on Ponsonby Road during physical works
- Requested monthly updates and copy of traffic management plan for approval
- Questioned actual costs of moving/replacing the bus shelter
- Check if any utilities have work planned in area prior to footpath upgrade





Positive feedback received from residents – 8 & 10 O’Neill Street

Delighted by 254 Ponsonby development, O’Neill Street and pavement upgrade as it will improve amenity of area and will be a beneficial asset to locals and businesses

Happy with additional car parks as they will help business.

Accessible car park is well placed as it is some distance to others.

Kerb planters will help control traffic and illegal driving on one way street

Raised pedestrian crossing will make it safer for pedestrians

Removal of existing vehicle crossing on Ponsonby Road will improve safety as the crossing and pedestrian-obscuring signage has been a safety issue



Next steps

Sept 2024

Complete
O'Neill
Street
Traffic
control
resolution

Oct 2024

Toilet block
delivery,
formation
work
extends

Nov 2024

Interpretive
story telling
consultation

**Nov - Dec
2024**

O'Neill
Street works

April 2025

Completion
&
official
opening



Pātai





Time of Use Charging

An introduction to the programme



We have to do something about Auckland traffic

Congestion is a real problem with real life consequences

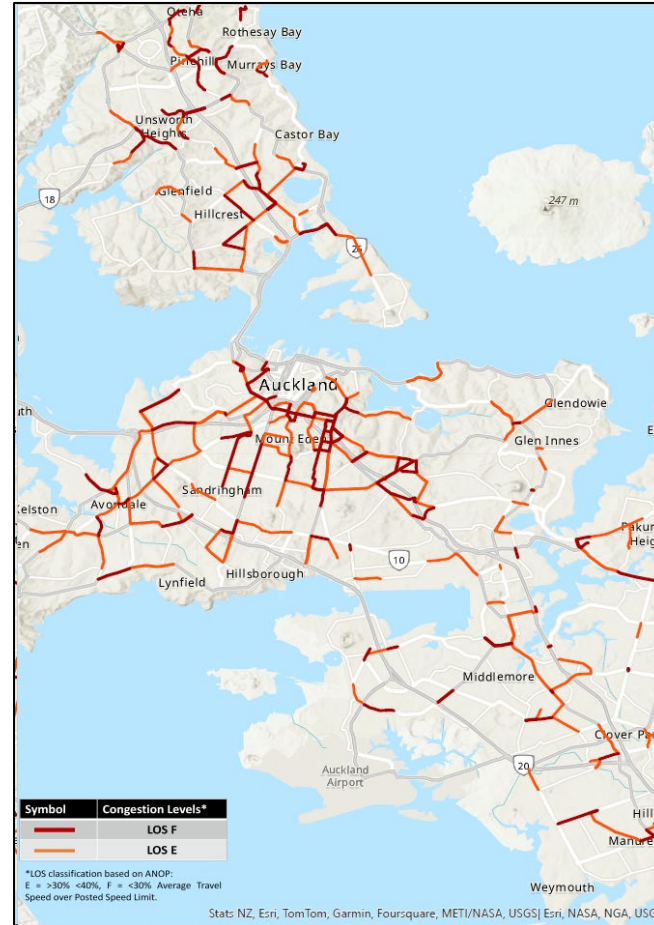
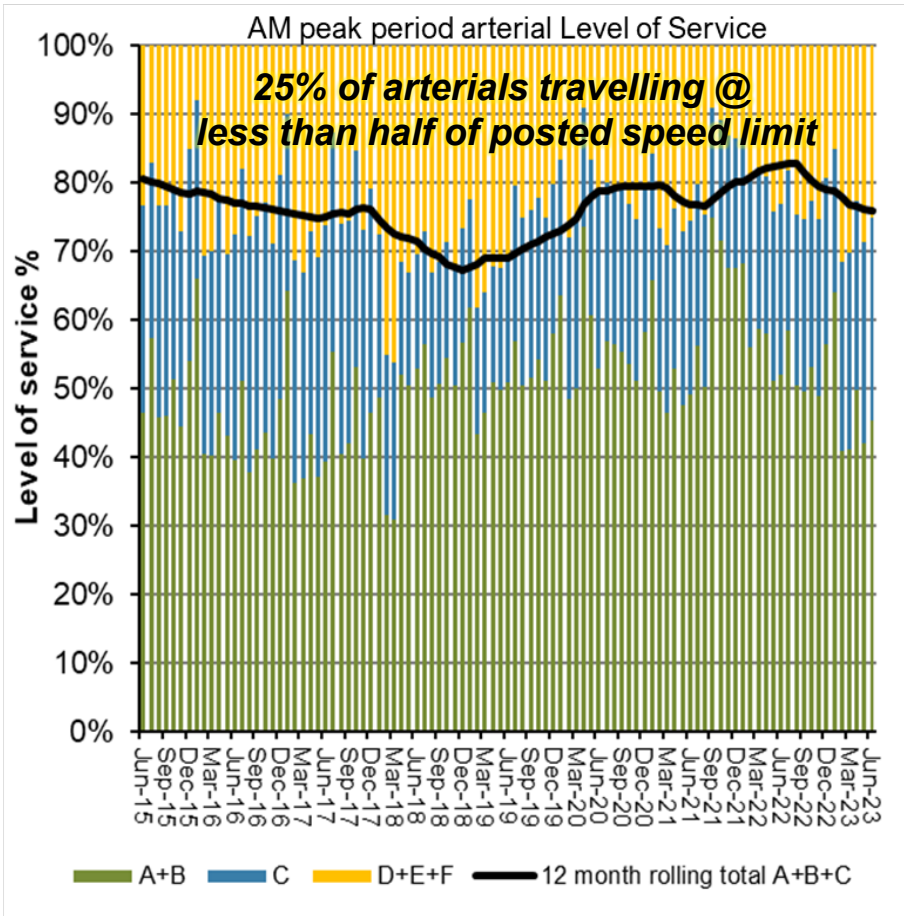
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- Aucklanders tell us they want reliable journeys – so they can plan how long to allow to get to places across the city
- We're also stuck in traffic alongside freight and courier providers, which ultimately impacts their charges – and our back pockets.
- Overall, congestion costs the economy up to an estimated \$1.3 billion annually (NZIER, 2017).
- With 30% of carbon emissions coming from cars, our clogged roads at peak times are impacting our air quality.

All of this creates real stress on commuters, business, productivity, environment and our quality of life.

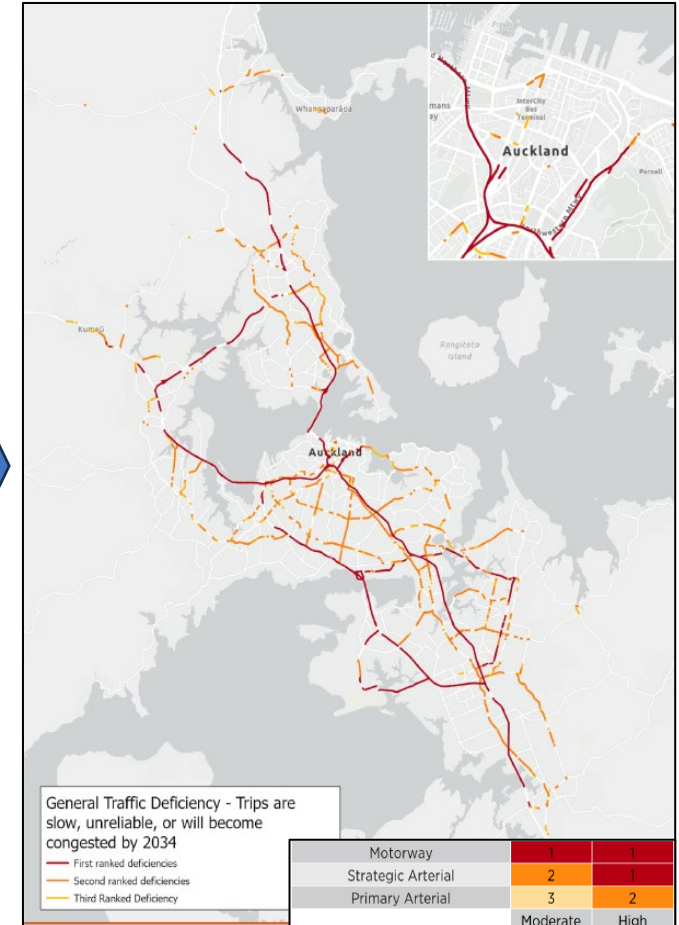


Why is this happening and where is the congestion?

Auckland arterial roads – Level of service E and F



2034 Forecast congestion (ranked)



What is Time of Use Charging and what does it mean for Auckland?

Time of Use Charging is a tool to ease excessive traffic congestion

- People who use certain roads at peak times would pay a fee.
- This creates an incentive to change the time, route or way motorists travel to spread and reduce the load throughout the day.
- Those who wish to pay to use the roads can have a more reliable journey.
- Reducing congestion increases business productivity, improves air quality and lowers vehicle emissions.
- When roads are not congested, more vehicles can travel on them, making better use of the transport network.
- By the time a scheme is implemented, we'll also have a stronger, more reliable public transport network to provide better choices. This includes the City Rail Link and Eastern Busway.



Background leading up to *The Congestion Question*

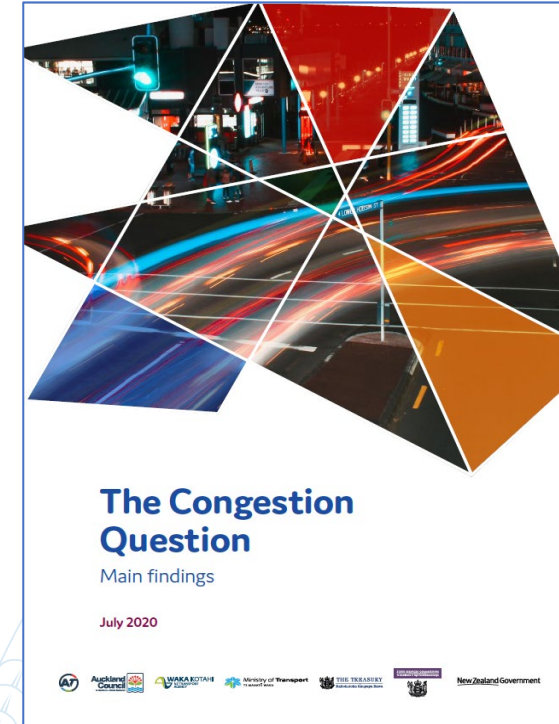
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Recommendations

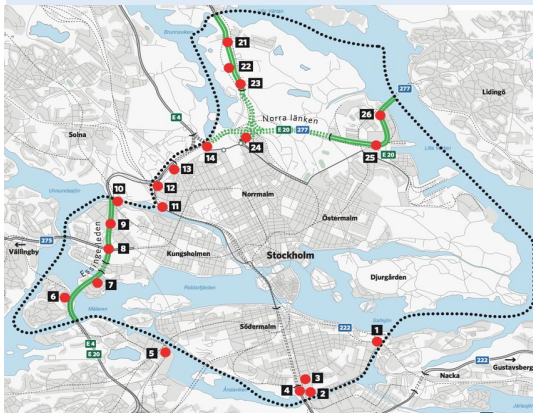
- City Centre Cordon followed by Strategic Corridors
- Potential 8%–12% reduction in congestion
 - Improvement in traffic to levels similar to those in school holidays
- Align to corresponding public transport improvements

Building on international experience

Cordon

Stockholm

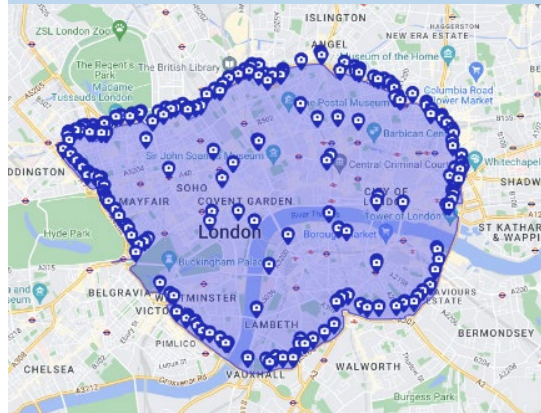
- Charge for entering/exiting
- Travel within the cordon is free
- Variable fee based on time



Area

London

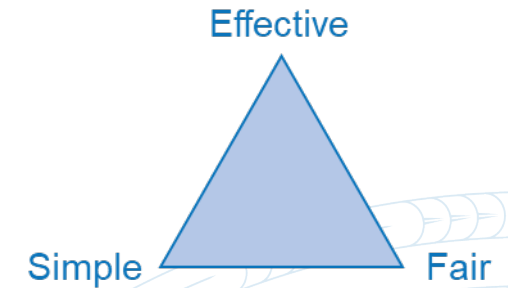
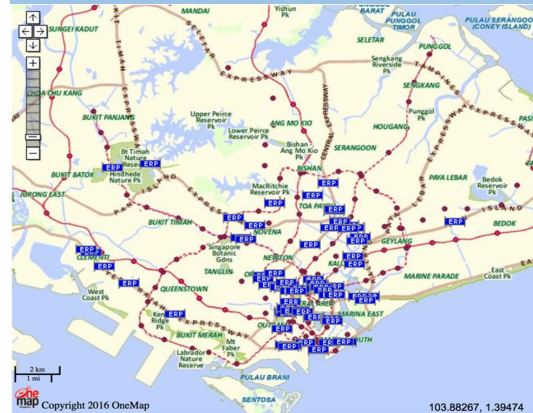
- Larger \$ for travel in area
- Doesn't vary by congestion



Corridor or Point

Singapore

- Particular corridor(s)
- Cumulative (point charges) or single (access charges)



1. Primary objective = congestion reduction
2. Effective congestion reduction
3. Simple to understand
4. Impacts on vulnerable user groups avoided or managed (without adding complexity)
5. Alternative travel options
6. Traffic diversion managed
7. Technical feasibility using available technology



Mandate and direction to date

March – August 2021 Select Committee Inquiry

- a) Progress legislation to enable New Zealand cities to use congestion pricing as a tool in transport planning
- b) Implement a congestion pricing scheme in Auckland as described in *The Congestion Question* (2020) report

Transport and Infrastructure Committee Nov 2023

- a) Endorse creation of a joint AT/ AC programme team to progress Time of Use Charging as soon as practicable
- b) Report back on progress on the planning and design including the benefits and disbenefits on communities and wider issues of equity
- c) Invite NZ Transport Agency Waka Kotahi to contribute to relevant workstreams as appropriate
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Mandate and direction to date

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Primary objective

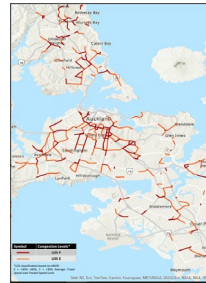
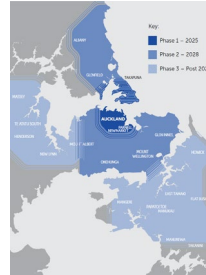
To manage travel demand to achieve an improvement in road network performance by reducing congestion, increasing the throughput of people and goods, and improving the reliability of the road network

Secondary outcomes

- Revenue generation
- Public transport mode shift
- Public health through emissions reduction

Minimising unwanted consequences

- Diversion impacts
- Community severance
- Major differences in user net costs and benefits
- Increases in transport deprivation



Scheme options

Update The Congestion Question recommendations

1. City centre cordon
2. Strategic corridors: inner isthmus



3. Existing highly congested locations: motorways and/or arterials

- ✓ Builds upon previous work undertaken
- ✓ Avoids repetition
- ✓ Builds baseline for analysis and decision making

- ✓ Targeted assessment of existing and forecast congestion
- ✓ Supports TCQ updated analysis
- ✓ Builds on strategic corridors of TCQ
- ✓ Permits scalability

Policy framework

Core policy principles

- **Effective:** Improve network performance
- **Fair:** Minimise/mitigate adverse social impacts and ensure benefits and costs are fairly distributed across users
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Secondary outcomes

- Public transport and active modes
- Reducing emissions
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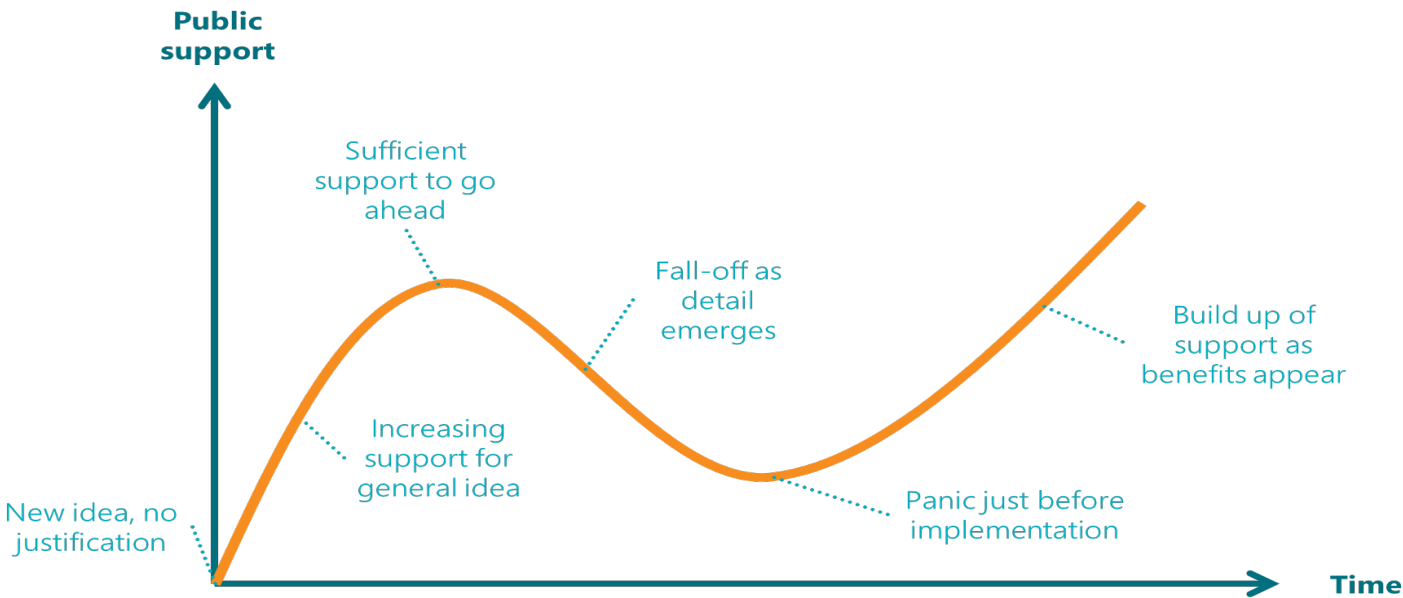
Assessment criteria

- Network (including public transport alternatives)
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Engagement next steps

Public and stakeholder support is crucial



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- ECONOMICS simple – price discourages low value travel
- TECHNOLOGY not a barrier – is operating successfully around the world
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Mana whenua

- Hui
- Rangatira
- Mataawaka

Elected members

- Minister
- Council
- Local Boards
- MPs

Stakeholders

- Ref Groups
- Business Groups
- Public engagement

Public

- Community Panel
- Public engagement



Next steps with local board engagement

What	When
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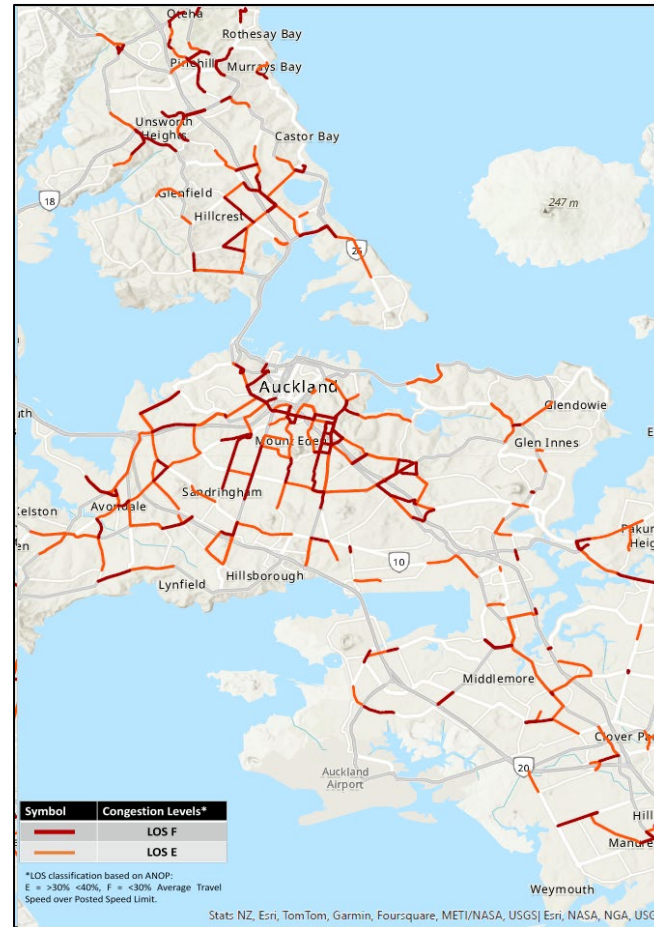
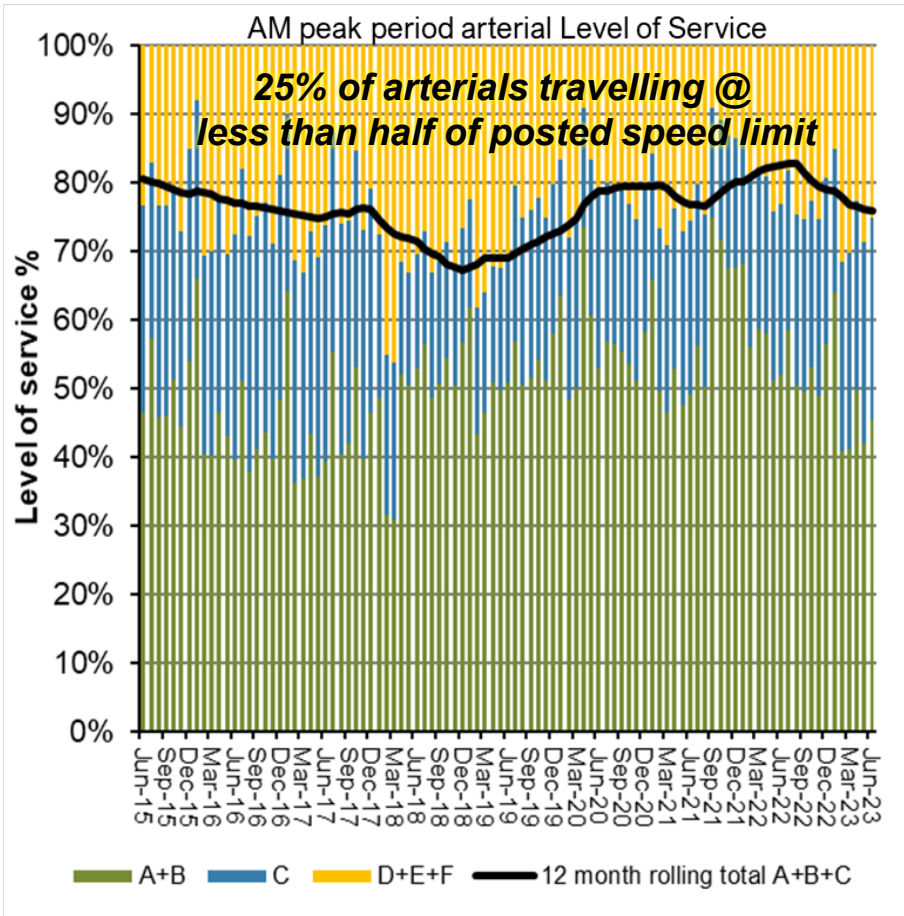
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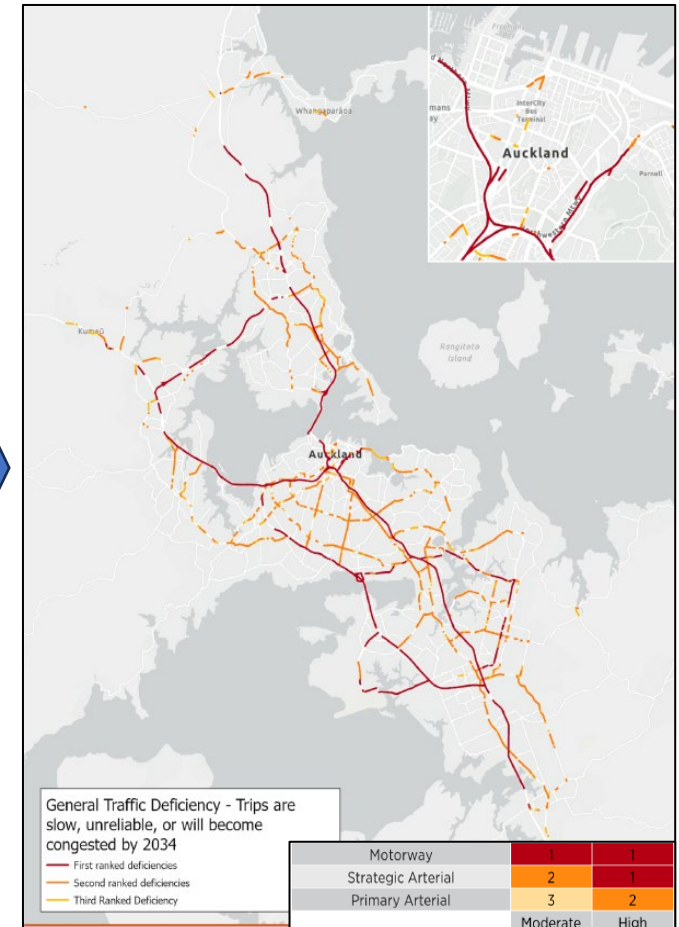


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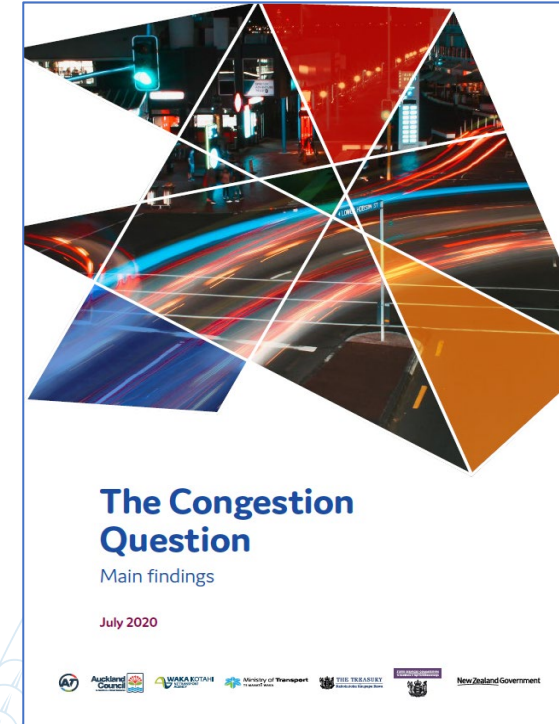
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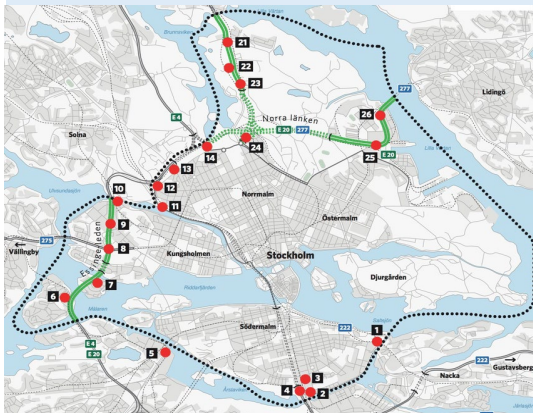
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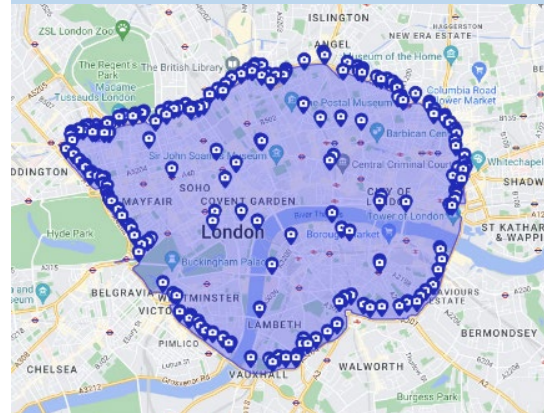


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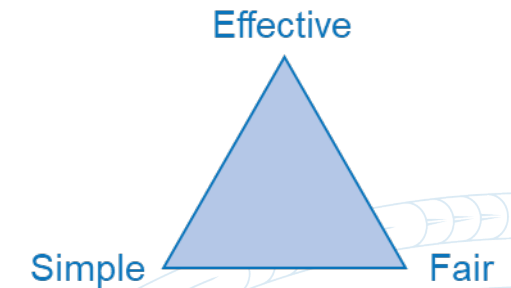
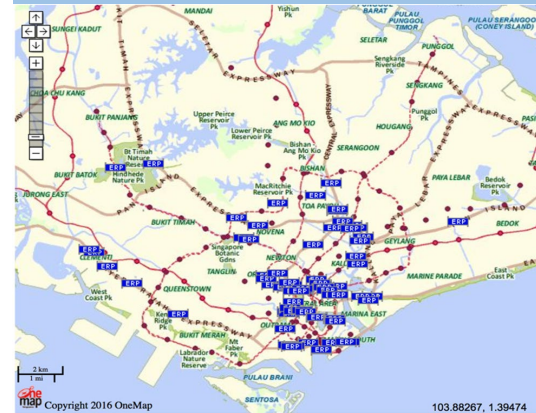


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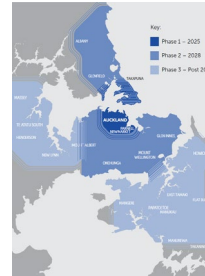
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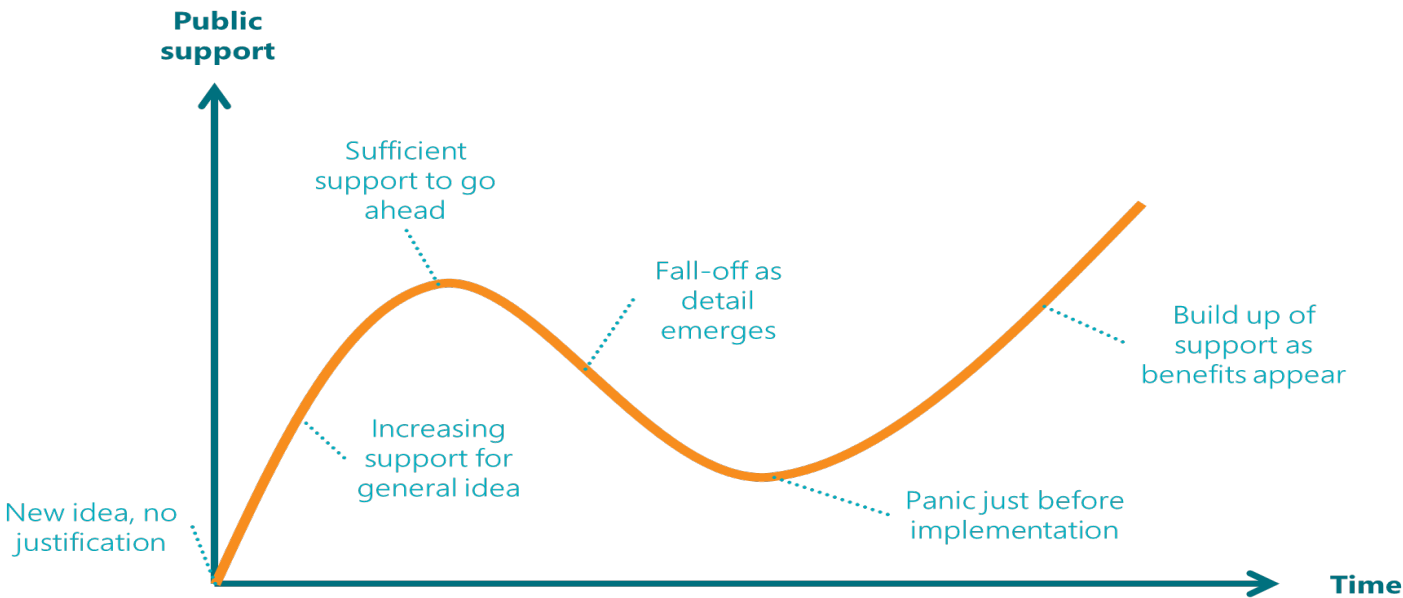
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Waitematā catchment flood resilience

Making Space for Water

Waitematā Local Board workshop – 24 September 2024



Workshop content



FLOOD
INTELLIGENCE



INCREASED
MAINTENANCE

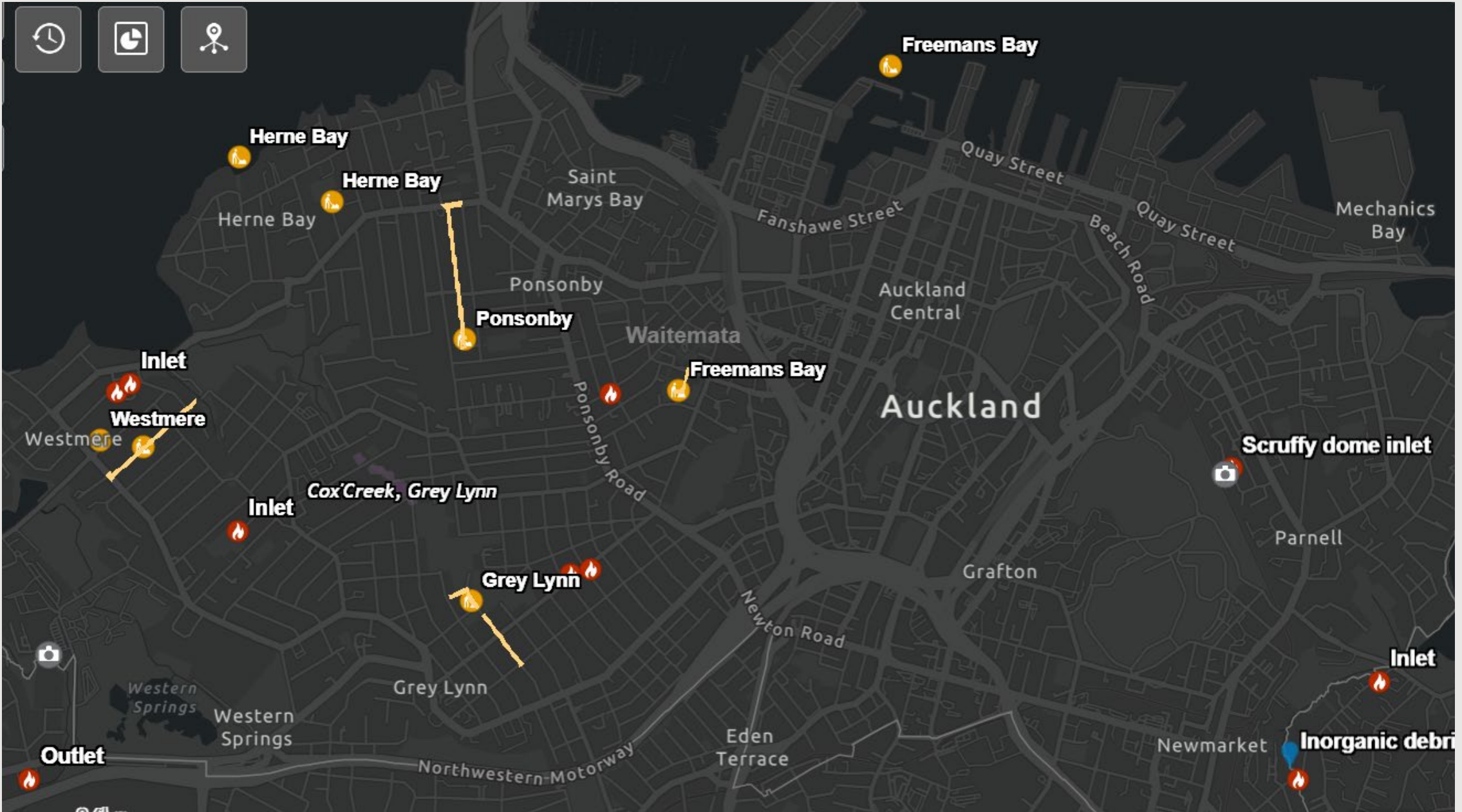


COMMUNITY
PARTNERSHIP

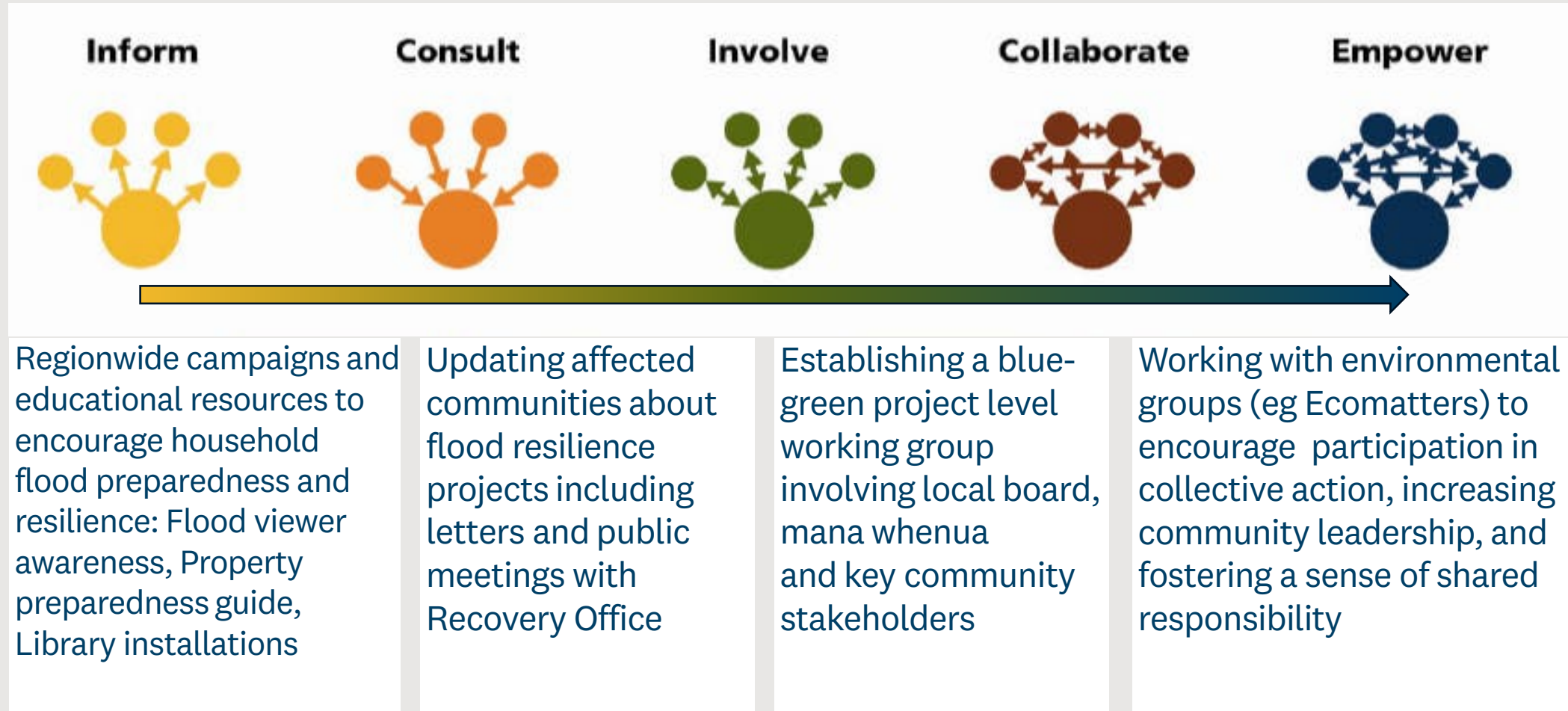


GREY LYNN
IMPROVEMENTS





Our community partnership approach



Community partnership



Newmarket Stream

- Debris identified in hard-to-access stretch of Newmarket Stream
- Working with community and operations to clear blockages
- Health and safety risk for access
- Reduces pressure on upstream hotspot (south of Middleton Rd)

Photo from
Te Auaunga clean-up



Preparing your property for flooding



What is stormwater?

Stormwater is the water that runs off surfaces when it rains.

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.



DO YOU KNOW YOUR FLOOD RISK?



Cox's Creek and Grey Lynn flood resilience projects





Grey Lynn highly impacted area

Project considerations

- Scoping a *minor* blue-green project
- Aim to manage overland flow at low point in Hakanoa Street/Cockburn Street intersection
- Scope based on remaining properties and risk after buy-out
- Enables use of new empty sections as reserve area, culvert blockage management.



Next steps

