

29 June 2021

Official Information Request No.8140008781
(Please quote this in any correspondence)

Sophie T via FYI
By email - fyi-request-15727-42a243ba@requests.fyi.org.nz

Tēnā koe Sophie

Local Government Official Information and Meetings Act 1987 (LGOIMA)
Henderson Streets for People

Thank you for your official information request dated 9 June 2021, for information relating to the Henderson Streets for People trial.

Your specific questions, and our responses are set out separately below:

1. Can I please have copies of any survey results indicating the proportion of Henderson residents in support of the project

Attachment 1 - is a pdf containing the feedback received from the community during the co-design stage of the trial. It's important to note that the testing of the ideas through this trial are also based on previous consultations undertaken in Henderson including:

- Henderson's Cycling Network Consultation Jan 2021 Auckland Transport
<https://at.govt.nz/projects-roadworks/henderson-cycle-network>
- Henderson Massey Local Board Plan 2020
<https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/henderson-massey-local-board/Documents/henderson-massey-local-board-plan-2020.pdf>
- Henderson's Future Consultation in 2018 by Auckland Council, Auckland Transport and Panuku
<https://at.govt.nz/media/1979876/hendersons-future-feedback-summary-report.pdf>
- The Henderson Massey Local Board Implementation Plan 2014
<https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/henderson-massey-local-board/Documents/henderson-implementation-plan.pdf>

2. The cost of the large "artwork" at the intersection of Great North Road, Railside Avenue and Ratanui Street

The cost noted in the price schedule by contractor for the Railside Avenue and Ratanui Street intersection is \$35,190. This is not inclusive of establishment costs or traffic management costs that are incorporated into the project as a whole.

3. The design that was presented to the residents during the consultation stages and the design that was actually delivered. If the proposed design differs from what was implemented, could you please explain why?

It is important to note that this trial is the detailed live consultation. Instead of taking the traditional lengthy method of consulting on a full permanent design and construction, Eke Panuku and Auckland Transport decided to trial a number of quick temporary changes to the streets using an approach known as tactical urbanism. *This method enables the* collection of real feedback and data on people's actual experiences of the changes, allowing for tweaks and changes as the trial progresses, during a short period. The trial is in effect the actual consultation.

For this approach we used a co-design method to engage Henderson locals from October to December 2020. Through the early co-design stages three key themes arose - to make central Henderson Streets **safer**, more **vibrant** and less dominated by **traffic**.

The feedback in **Attachment 2** lists the ideas to be trialed as well as the prioritisation of the temporary changes. In April 2021 we communicated to 20,000 residents and businesses in the Henderson area of the proposed changes via a flyer (see attached). We received feedback that the map required more detailed, and an updated map was produced (see below).



The temporary changes being trialled include:

- A large **artwork** at the intersection of Great North Road, Railside Ave and Ratanui Street
- A **trial zebra crossing** on Great North Road (Outside 385-404) to give pedestrians priority in the heart of the town centre (this is a temporary upgrade to an existing crossing point)
- A **trial traffic flow plan**- where most traffic will be directed around the Henderson 'Ring Road' on Alderman Drive
- A trial of **safe shared paths** to connect people walking, cycling and scootering from the twin streams paths into the centre of Henderson. These shared paths will be painted with the artwork chosen by the community as their preferred design and will be protected from traffic with concrete planters and timber buffers
- A **trial of bus lanes** leading into and out of the Henderson Bus interchange on Railside Ave
- A **trial parklet with outdoor chairs and tables** outside the Wood Brothers Bar and Grill on Great North Road

The temporary changes during the trial have all been delivered with the exception of:

- The zebra crossing on Great North Rd – this element was not installed as we were unable to achieve the lighting technical requirements to install this during the trial period
- The parklet outside Wood Brothers and Grill on Great North Rd – a wooden platform has been installed and we are awaiting the furniture which have been delayed due to a supply chain issue.

4. The estimated cost to implement the trial and the actual cost of the trial.

In April 2020 Waka Kotahi the New Zealand Transport Agency announced an Innovating Streets for People pilot fund (\$29 million) to help councils create more people-friendly spaces in our towns and cities.

The pilot fund provides councils with a 90% funding assistance rate to support these projects. The Eke Panuku application to the fund for our Henderson project which includes Great North Road, Railside Ave and Ratanui Street was successful. The project looks to test potential permanent improvements to the town centre. Please see below a breakdown of all current and forecasted cost for this project as well as the breakdown of the Auckland Council family contribution to this cost.

No.	Breakdown	\$ (projected)
1	Design, Co-design, Monitoring and Evaluation	\$193,549
2	Project and Design Management	\$75,000
3	Placemaking	\$12,000
4	Construction	\$500,000
5	Engagement and Communication	\$20,000
6	Contingency	\$50,520
	Total	\$851,069
	Auckland Council family contribution (10%)	\$85,106

Actual cost so far not inclusive of construction costs (yet to be billed) is \$ 222,917.23

5. What would be the criteria to turn the current design being trialled into something permanent?

The project team (Eke Panuku, Auckland Transport and Waka Kotahi) have several different ways that will be used to measure the success of this trial. They include:

Short term measures:

- **Traffic volumes** – a noticeable reduction in vehicle numbers in the town centre. This will be measured using pneumatic tube counters, which uses two tubes stretched across the road that measure all vehicles (cars, buses, motorbikes) that drive across these.
- **Traffic speeds** – to show that the town centre environment is safer for pedestrians and people on bicycles/scooters, we will be looking for a noticeable reduction in vehicle speeds in the town centre. This is also measured using the tube counters.
- **Feedback from people walking, cycling and scootering** – we will be asking for feedback from a variety of users in the town centre to see if the changes we have made are making it a better place to move around. This will be collated both through in-person and on-line surveys.

Long term:

- Increased Pedestrian and cycle volumes
- Town centre users feedback including customer spending

We are aiming for one calendar month of further data collection and feedback, to give us a good base of information to work from. We are also gathering feedback on the trial through the Have Your Say project page which will also be considered in our longer-term decision making as well as data from Auckland Transport around public transport usage.

6. Was there an increase in the number of people walking and cycling around Henderson so far? If yes, please provide the percentage prior to the change and during the change.

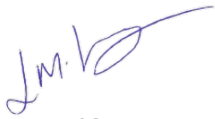
The data report which is monitoring the number of people walking and cycling in Henderson is not due back until mid-July so it is not possible for us to answer this question at this time. It is best practice to start counts after a number of weeks following the installation being complete which is the reason for this timeline.

The decision by Eke Panuku to release the information contained in this response was made by a senior manager with the delegated authority from the Chief Executive of Eke Panuku.

You have the right to seek an investigation and review of this response by the Ombudsman. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you have any questions please contact me at joanne.kearney@aucklandcouncil.govt.nz or Ph 09 977 1702.

Ngā mihi



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