



I hereby give notice that an ordinary meeting of the Devonport-Takapuna Local Board will be held on:

Date: Tuesday, 15 September 2015
Time: 6.00pm
Meeting Room: Devonport-Takapuna Local Board Chamber
Venue: Takapuna Service Centre
Level 3
1 The Strand
Takapuna

Devonport-Takapuna Local Board OPEN AGENDA

MEMBERSHIP

Chairperson	Joseph Bergin
Deputy Chairperson	Dr Grant Gillon
Members	Mike Cohen, QSM, JP Dianne Hale, QSO, JP Jan O'Connor Allison Roe, MBE

(Quorum 3 members)

Neda Durdevic
Democracy Advisor

8 September 2015

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Portfolio	Responsibilities	Primary	Associate
Governance	Board leadership Board-to-Council and Board to Board relationships Board to CCO relationships (strategic governance matters) Civic duties Advocacy (local, regional and central government) Community partnerships Relationships with Māoridom Relationships with youth Relationships with government Unitary Plan Policy and planning: <ul style="list-style-type: none"> - local board plan - local board agreement - local area plan 	Chairperson	Deputy Chairperson
Economic development and town centres	Key relationships with ATEED Business Improvement Districts Establish and promote local priorities in relation to economic development and tourism Town centre renewal, design and maintenance Town centre marketing and community safety	Member Bergin	Member Hale
Finance			
Events	Coordinating the Board events calendar Liaising with event organisers and applicants Local event sponsorship Filming applications, feedback on behalf of the Board and production company liaison	Member Roe	Member Cohen
Community development and resilience	Community development Neighbourhood relationships Community advocacy Community safety (excluding town centres) Graffiti removal Relationships with Civil Defence Emergency Management Group Community preparedness disaster response relief and recovery Artistic and cultural service levels Promoting artistic endeavour	Member Cohen	Member Roe
Parks and natural environment	Neighbourhood parks and reserves (including esplanade reserves and the coastline) Design and maintenance Plantings, playgrounds, tracks and bollards Local priorities in relation to regional environmental management Coastal management including mangrove encroachment and erosion mitigation Restoration of wetlands, streams and waterways	Member Cohen	Member Gillon
Transport and infrastructure	Transport projects and policy matters including roading, footpaths and public transpory. Infrastructure projects and policy matters (e.g. water, stormwater)	Member O'Connor	Member Hale
Regulatory and heritage	Oversight of regulatory activities including: <ul style="list-style-type: none"> - bylaws - consent processes (including input in to decisions on notifications for resource consent applications) - licensing and compliance 	Member Hale	Member Gillon

	Liquor licensing and enforcement Historic, built and Natural Heritage issues		
Recreational and community facilities	Stewardship of recreation centres and community facilities Libraries (including events and services relating to libraries and recreation centres) Local arts facilities and amenities	Member Gillon	Member O'Connor
Greenways	Transportation and recreation projects and policy relating to walking, cycling and greenways	Member Roe	Member Cohen

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1 Welcome

Mr Smith will lead the meeting in prayer – or whatever set text we decide will appear here.

2 Apologies

At the close of the agenda no apologies had been received.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

The Auckland Council Code of Conduct for Elected Members (the Code) requires elected members to fully acquaint themselves with, and strictly adhere to, the provisions of Auckland Council's Conflicts of Interest Policy. The policy covers two classes of conflict of interest:

- i) A financial conflict of interest, which is one where a decision or act of the local board could reasonably give rise to an expectation of financial gain or loss to an elected member; and
- ii) A non-financial conflict interest, which does not have a direct personal financial component. It may arise, for example, from a personal relationship, or involvement with a non-profit organisation, or from conduct that indicates prejudice or predetermination.

The Office of the Auditor General has produced guidelines to help elected members understand the requirements of the Local Authority (Member's Interest) Act 1968. The guidelines discuss both types of conflicts in more detail, and provide elected members with practical examples and advice around when they may (or may not) have a conflict of interest.

Copies of both the Auckland Council Code of Conduct for Elected Members and the Office of the Auditor General guidelines are available for inspection by members upon request.

Any questions relating to the Code or the guidelines may be directed to the Relationship Manager in the first instance.

4 Confirmation of Minutes

That the Devonport-Takapuna Local Board:

- a) confirm the ordinary minutes of its meeting, held on Tuesday, 1 September 2015, including the confidential section, as a true and correct record.

5 Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Acknowledgements

6.1 Acknowledgement - George Gair

Purpose

1. The Devonport-Takapuna Local Board would like to acknowledge the passing of former North Shore MP and Mayor George Gair, who died aged 88.
2. Mr Gair served for 24 years as MP for North Shore from 1966 to 1990 and held senior posts in National Governments including Health, Transport, Energy, Housing and Rail. He was also National's deputy leader.
3. In the late 1970s, Mr Gair opposed measures by his own party to restrict abortion, which was a divisive part of a Contraception, Sterilisation and Abortion Bill. A royal commission recommended a panel be established to approve any abortion, but Mr Gair objected, saying that would intimidate already-distressed women, and a compromise position was eventually reached.
4. Married to his wife, Fay, for 64 years, Mr Gair had three children, five grandchildren and three great-grandchildren.
5. He was New Zealand's High Commissioner in London from 1991 to 1994, and was Mayor of North Shore City from 1995 to 1998. Mr Gair was a Companion of the Queen's Service Order for his dedication to public services and was a Companion of the Order of St Michael and St George.
6. He decided to further his study in 2006 after being encouraged by a former political colleague, AUT Professor Marilyn Waring. He was accepted in mid-2007, but his study had to be postponed while he had heart surgery. In 2010, aged 83, he graduated from Auckland University of Technology (AUT) with a masters of philosophy.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) acknowledge the passing of former North Shore MP and Mayor George Gair, who made a significant contribution to Parliament and to the community.

7 Petitions

At the close of the agenda no requests to present petitions had been received.

8 Deputations

Standing Order 3.20 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Devonport-Takapuna Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

At the close of the agenda no requests for deputations had been received.

9 Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

11 Notices of Motion

11.1 Notice of Motion - Call for Public Consultation on Trans Pacific Partnership Agreement (TPPA)

In accordance with Standing Order 3.11.1, the following Notice of Motion has been received from Member Grant Gillon for inclusion on the agenda for the Devonport-Takapuna Local Board meeting being held on day, Tuesday, 15 September 2015:

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the report.
- b) notes that:
 - i. while the proposed Trans Pacific Partnership Agreement (TPPA) will hopefully generate economic benefits to New Zealand through increased trading opportunities for exporters, there are also significant potential risks to our sovereignty, environment and way of life;
 - ii. the TPPA negotiations have been conducted over the last eight years without any public disclosure of the contents let alone consultation or adequate debate about its principles or provisions;
 - iii. the only publicly available information about the detail of the proposed treaty has come about through partial leaks and overseas sources;
 - iv. much of this so-called free-trade agreement consists of provisions to protect the interests of multi-national corporations, including investor-state rules that would allow multi-national companies to sue our government for damages in secret extra-legal tribunals if laws or regulations or policies of either local or central government affected their ability to trade or make a profit within New Zealand;
 - v. the resolution of Auckland Council on 20th December 2012, and in particular clause xii which calls for TPPA negotiations to be conducted with *“real public consultation including regular public releases of the text of the agreement and ratification being conditional on a full social, environmental and economic assessment including public submissions;”*
 - vi. the Government has apparently ignored the Council resolution, and similar resolutions from other Councils and numerous other public interest organisations and stubbornly refuses to release any meaningful information about the contents of the treaty.
- c) requests Auckland Council to:
 - seek clarification from the Minister of Trade on how their recommendations are being addressed in current negotiations;
 - make available to Local Boards and Auckland Citizens the government’s response, and an analysis of the adequacy of undertakings to address Council’s concerns.
- d) requests that this resolution and background information be circulated to the Mayor and Governing Body, and all other Local Boards.

Background

1. The Transpacific Partnership Agreement (TPPA) is being negotiated between the New Zealand Government and 11 other trading partners making up a significant share of world trade.
2. In pursuit of improved markets for our export goods the New Zealand Government is a very enthusiastic advocate for the TPPA but has consistently down-played or ignored potential risks in the long-term to the health and welfare of New Zealanders or the ability of future governments to legislate or regulate in their interests or on their behalf.
3. Apart from frequent statements about the supposed trading benefits of the TPPA, the government has been very reluctant to discuss any of the potential down sides, and

has provided no substantive information to facilitate informed debate on them. Official consultation has been primarily with those who stand to benefit - leaders of the primary industries and export manufacturers. But there has been no corresponding conversation with the general public or interest groups who perceive potential risks (such as educational, medical, environmental, and legal bodies, trade unions and local government).

4. Although frequently mis-described as a free-trade agreement, this proposed treaty has become much broader since the Americans joined in, containing numerous arcane chapters that provide protection for investors against domestic laws and policies (including those of local government) that may in any way limit or affect their ability to make a profit.
5. In the absence of a government-led debate there has been widespread public discussion centered around partial leaks of draft chapters, or analysis of similar agreements containing investor-state rules, notably the North America Free Trade Agreement (NAFTA) which has covered Canada, Mexico and the U.S.A. since 1994. NAFTA is very much the model for the TPPA.
6. Auckland Council passed a resolution on the TPPA in 2012:

Resolution RDO/2012/266 passed at

Regional Development and Operations Committee meeting of 6/12/2012

Moved Cr M. A. Hartley, seconded Cr W. Walker

That the Regional Development and Operations Committee encourages the government to conclude negotiations on the Trans-Pacific Partnership and Free Trade Agreements in a way that provides net positive benefits for Auckland and New Zealand, that is provided the Partnership and Agreements achieve the following objectives:

- (i) Continues to allow the Auckland Council and other councils, if they so choose, to adopt procurement policies that provide for a degree of local preference; to choose whether particular services or facilities are provided in house, by council-controlled organizations (CCOs) or by contracting out; or to require health and safety, environmental protection, employment rights and conditions, community participation, animal protection or human rights standards than national or international minimum standards;*
- (ii) Maintains good diplomatic and trade relations and partnerships for Auckland and New Zealand with other major trading partners not included in the agreement, including with China;*
- (iii) Provides substantially increased access for our agricultural exports, particularly those from the Auckland region, into the US Market;*
- (iv) Does not undermine PHARMAC, raise the cost of medical treatments and medicines or threaten public health measures, such as tobacco control;*
- (v) Does not give overseas investors or suppliers any greater rights than domestic investors and suppliers, such as through introducing Investor-State Dispute Settlement, or reduce our ability to control overseas investment or finance;*
- (vi) Does not expand intellectual property rights and enforcement in excess of current law;*
- (vii) Does not weaken our public services, require privatisation, hinder reversal of privatisations, or increase the commercialisation of government or of Auckland Council or other local government organizations;*
- (viii) Does not reduce our flexibility to support local economic and industry*

development and encourage good employment and environmental practices and initiatives like Council Cadetships, COMET, and the Mayors' Taskforce for Jobs which enable marginalized young people to develop their skills and transition into meaningful employment;

- (ix) Contains enforceable labour clauses requiring adherence to core International Labour Organisation conventions and preventing reduction of labour rights for trade or investment advantage;*
 - (x) Contains enforceable environmental clauses preventing reduction of environmental standards for trade or investment advantage;*
 - (xi) Has general exceptions to protect human rights, the environment, the Treaty of Waitangi, and New Zealand's economic and financial stability;*
 - (xii) Has been negotiated with real public consultation including regular public releases of drafts of the text of the agreement, and ratification being conditional on a full social, environmental and economic impact assessment including public submissions.*
7. For specific instances of how Local Government can be affected by such an International Agreement the experience of Canada and Mexico over the last two decades under the NAFTA is painfully instructive. Take the case of Metalclad Industries versus Mexico. Following complaints about health effects from residents of Guadalupe City, local officials forced Metalclad to cease operations at its landfill because it contained 20,000 tons of improperly dumped hazardous waste close by the town water supply.
8. In 1997, the company sued the Mexican Government – only governments can be sued under the Investor State rules – for US\$90 million of damages under Chapter 11 of NAFTA. At a closed hearing held in Canada, an arbitration panel awarded them \$16.7 million. Even though this amount was later reduced it is outrageous that local government can be monstered like this for carrying out one of their most important roles – ensuring that their citizens have safe drinking water.

Signatories:

Grant Gillon, Local Board Member
Jan O'Connor, Local Board Member

Monthly Local Board Services report - August 2015

File No.: CP2015/17476

Purpose

1. The purpose of this report is to keep track of progress against the outcomes identified in the Devonport-Takapuna Local Board Plan, and to provide members with an overview of local board activity during the past month.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the report.
- b) approve funding of \$50,000 from the local board capital fund to build a three on three basketball court in Milford Reserve.
- c) approve \$25,000 from the local board capital fund to be spent on small capital projects proposed by the Parks Advisor with Parks Portfolio Holder oversight.
- d) cover the contingency budget of \$75,000 from the local board capital fund as part of the cost of constructing a premium playground at Gould Reserve.

Board briefings

2. The following regional and sub-regional briefings with the Devonport-Takapuna Local Board took place in August:
 - Joint Governing Body and Local Board Chairs meeting (19 August)
 - Dog Access Review Hearings (19 August)
 - Dog Access Review Hearings – Shoal Bay (20 August)
 - Local Board Chair's Forum (24 August)
 - Dog Access Review Hearings – Deliberations and Decision-making (27 August).
3. A Devonport-Takapuna Local Board briefing occurred on 25 August 2015. The record of briefing for the 25 August briefing is attached to a separate report on this agenda.
4. The board briefing on 22 September is scheduled to cover the following:
 - Bartley Local Board Capital Fund Project and Clarence Street feedback
 - Devonport-Takapuna Green Route – Francis Street to Esmonde Road connection (and Pupuke walkways).

Updates

Parks

Three-on-three basketball court at Milford Reserve

5. There has been support for a three on three basketball court in Milford for some time. Bryan Burns Reserve was originally suggested as a location for the court; however the activity did not fit well with the close proximity of private residences, in addition to a lack of other complementary facilities in the reserve itself. Milford Reserve is considered to be a much better location for the proposed court as:
 - the Wairau Creek bridge will improve access to Milford Reserve once completed:

- the beach volleyball courts already installed in the reserve are a good recreational fit with three on three basketball; and
 - there is a nearby playground, barbeque facilities and toilets.
6. The court will cost \$50,000 to build, and it is suggested that the project would be funded from the local board capital fund. Although the amount available in the capital fund has yet to be finalized, it is expected to be in the vicinity of \$360,000 per annum.
7. Staff suggest that court can be built in the current financial year, and therefore recommend that the board consider allocating funding to build it. Further details are included in **Attachment A**.

Approval of a Parks Advisor capital fund for small projects

8. The Devonport-Takapuna Local Board approved a budget of \$25,000 for the current financial year from its Locally Driven Initiatives (LDI) budget, to be spent on small unbudgeted parks activities that would require some operating expenditure. The Parks Advisor has historically held decision-making over this budget, and has not needed to report to a board business meeting to seek approval for each of those projects. Alternately, proposals have had oversight from the Parks Portfolio Holder before proceeding, and the expenditure has been noted in the Parks section of the omnibus report presented to the board on a quarterly basis.
9. Staff recommend that a similar discretionary allocation of \$25,000 is made to the Parks Advisor for small capital projects, which would be met from the local board capital fund. The Parks Advisor would work with the Parks Portfolio Holder before spending this fund in the same way as has been done for the expenditure of the officer delegated operational fund, and spending would also be noted in the quarterly omnibus report. Projects using this budget would be unlikely to exceed \$5,000 in value.

Gould Reserve playground

10. Gould Reserve playground

1. The cost of the Gould Reserve playground project has increased from an earlier estimated cost of \$500,000 to a new estimate of \$830,000, which is still in line with the cost of building a premium playground. The original budget did not include the "Lighthouse Tower" as it is custom-designed, and did not include any contingency. The tower alone will cost \$183,000, and a contingency of \$75,000 is now proposed for inclusion in the project cost.
2. In addition, the Gould Reserve Playground Trust wish to change the specification of an adjacent rope tower connected to the Lighthouse Tower to a structure that is slightly bigger, but is considered to be a better fit with the surroundings and offers significantly more play value than the originally intended "Eagles Nest" rope tower. The replacement tower is called "Black Forest" and will cost an additional \$50,000.
3. An illustration of the playground pointing out the location of the Lighthouse Tower and the Black Forest Tower within the playground is included as **Attachment B**. The arrow labelled "1" points to the Lighthouse Tower; the arrow labelled "2" points to the Black Forest Tower. **Attachment C** is a further illustration showing the design of the two pieces of equipment. Please note however that the colours used for the equipment illustrated in Attachment C are not those intended for the playground, but instead are standard colours from the manufacturer.
4. The Gould Reserve Playground Trust has asked that the board consider providing additional funding, noting that the board has already committed \$30,000 to the project to cover the design, consenting and project management costs.
5. The Trust's original commitment to the community was to provide a total of \$500,000, consisting of cash and services in kind. The Trust remains committed to building a high quality playground that fits the Takapuna Beach environment, but now realizes that the cost of the project will be much higher if it is to achieve its original aims. Regardless of the additional costs, the Trust is prepared to fund the additional capital cost of building the

playground but would appreciate any support the Devonport-Takapuna Local Board can give.

6. Staff recommend that the board provides additional support for the project by committing to fund any expenditure to a maximum value of the \$75,000 now assigned as contingency in the budget. In effect, this will mean that the board will commit to underwriting any unforeseen project costs. Even with the suggested additional support, the playground still represents exceptional value for the board and the community, as the total indicative cost is still in line with the cost of building a premium playground.

Bylaws and Regulatory

Alcohol Ban Review

16. Alcohol Ban Review hearings and a subsequent workshop were concluded on 1 September. The workshop was adjourned until 29 September in order for board members to gather and submit further evidence from the public. Members should use the official submission form and ensure that there is at least one form per alcohol ban area for any new evidence provided, and that each form includes the following information:
 - time of incident – day time, evening, night time;
 - severity of incident – litter/assault/noise; and
 - frequency – daily, weekly, monthly.
17. At the 29 September workshop, the Alcohol Ban Review panel will form its final recommendations, which will then come to the 20 October business meeting for resolution.

Consideration

Local board views and implications

18. Local board views are sought via this report.

Māori impact statement

19. There are no specific impacts on Māori arising from this report.

Implementation

20. There are no implementation issues identified in this report.

Attachments

No.	Title	Page
A	3 on 3 Basketball business case <i>(Under Separate Cover)</i>	
B	Artist's Impression of Gould Reserve Playground <i>(Under Separate Cover)</i>	
C	Manufacturer's Drawings of Playground towers <i>(Under Separate Cover)</i>	

Signatories

Authors	Chris Dee - Senior Local Board Advisor Haley Scovell - Local board Advisor
Authorisers	Eric Perry - Relationship Manager

Auckland Council Property Limited Local Board Six-Monthly Update 1 January to 30 June 2015

File No.: CP2015/18865

Purpose

1. To give the Devonport-Takapuna Local Board an overview of Auckland Council Property Limited's (ACPL) activities for the six months 1 January to 30 June 2015.

Executive Summary

2. In May 2015, the Governing Body voted in favour of merging ACPL with Waterfront Auckland to form Development Auckland (DA). The merger responds to feedback from the wider council organisation and seeks to address several key growth, development, housing provision and funding challenges that Auckland will face over the next 20 years. As a council-controlled organisation (CCO) Development Auckland will have a commercial orientation, but it will also have explicit public good outcomes to pursue.
3. Substantive elements of the purpose of DA relate to urban redevelopment, strategic advice on council's property portfolio and the redevelopment of underutilised council assets to achieve commercial and strategic outcomes.
4. In August the Governing Body received recommendations from council staff in respect of the proposed locational priorities for DA.
5. It would be anticipated that DA will specifically engage with local boards post formal establishment on the 1 September to consider what activities DA can undertake to benefit local communities.
6. As this will be the final six-monthly update as ACPL, attached are both the full business summary as included in previous versions, as well as an outline of some of the strategic and organisational changes anticipated as part of the transition from ACPL to DA. ACPL activity detail is broken down by business unit or work-stream, with a focus on local board specific activities where applicable.
7. Local board specific supporting detail is included in **Attachments A, B and C**.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Council Property Limited Local Board Six-Monthly update 1 January to 30 June 2015.

Comments

Development Auckland

8. Council formally approved the establishment of Development Auckland (DA), being a merger of Waterfront Auckland and Auckland Council Property Limited (ACPL), in May 2015.
9. The essential purpose of DA is to contribute to the implementation of the Auckland Plan and encourage economic development by facilitating urban redevelopment that optimises and integrates good public transport outcomes, efficient and sustainable infrastructure and quality public services and amenities. DA will manage council's non-service property portfolio and provide strategic advice on council's other property portfolios. It will recycle or

redevelop sub-optimal or underutilised council assets and aim to achieve an overall balance of commercial and strategic outcomes.

10. A number of objectives fall within the purpose, including facilitating the redevelopment of urban locations and optimising the council's property portfolio.
11. The process to establish the operating structure of DA is well advanced, and a combined work stream between DA and council staff is looking at the future priorities for DA that will provide focus in terms of geographic locations and project priorities. In respect of the locational analysis, work recommendations were made to the Governing Body in August.
12. It would be anticipated that DA will specifically engage with local boards post formal establishment on 1 September to consider what activities DA can undertake to benefit local communities.

Workshops and Meetings

13. A schedule of Devonport-Takapuna Local Board workshops and meetings attended by ACPL representatives from January to June 2015 is included as **Attachment A**. The list includes property specific meetings and workshops relating to general property management and the ongoing portfolio Rationalisation Process.

Property Portfolio Management

14. ACPL manages property owned by council and Auckland Transport (AT) that are not currently required for service or infrastructure purposes. These are properties that are not immediately required for service delivery or infrastructure development, but are being held for use in a planned future project such as road construction/widening or the expansion of parks. This work will largely remain unaffected by the transition to Development Auckland.
15. The property portfolio continued to grow during the last six months and now totals 1347 properties containing 1080 leases, which represents an increase in number of 41 since the July-December 2014 update. The current property portfolio includes industrial sites and buildings, retail tenancies, cafés, restaurants, offices and a substantial portfolio of residential properties.
16. ACPL's return on the property portfolio for the year ending 30 June 2015 provides the shareholder a net surplus of \$ 6.8 million ahead of budget, with an actual surplus of \$ 29.8 million against budget of \$ 23 million. The average monthly vacancy rate for the period is 1.6%, which is under the Statement of Intent (SOI) target of 5%.
17. A Properties Managed schedule is included as **Attachment B** of this report. The schedule details:
 - current ACPL-managed commercial and residential property within the Devonport-Takapuna Local Board;
 - each property's classification or reason for retention;
 - the nature of the property, such as a café within a library, or a residential property with a tenancy in place; and
 - the budget under which operating expenditure and lease revenue for the property is reported e.g. regional or local board.
18. A report indicating portfolio movement in the local board area is attached as **Attachment C**. The report details all new acquisitions including the reason for acquisition, any transfers and the reason for transfer, and any disposals.

Portfolio Review and Rationalisation

Overview

19. ACPL is required to undertake ongoing rationalisation of council's non-service assets. This includes identifying properties from within council's portfolio that may be suitable for potential sale and development if appropriate. ACPL has a particular focus on achieving housing outcomes. Identifying potential sale properties contributes to the Auckland Plan focus of accommodating the significant growth projected for the region over the coming decades, by providing council with an efficient use of capital and prioritisation of funds to achieve its activities and projects.

Performance

20. July 2014 to June 2015 Target

UNIT	TARGET	ACHIEVED	COMMENTS
Portfolio Review	\$30 million disposal recommendations	\$69 million	These recommendations include \$65.9 million of sites that are identified for development projects.

21. In setting future disposal targets ACPL is working closely with council and AT to identify potentially surplus properties.

22. 2014/2015 Targets

UNIT	TARGET	COMMENTS
Portfolio Review	\$30 million gross value recommended for sale	These targets include disposal recommendations and sales for sites that are identified for place-shaping and housing development projects.
Development and Disposals	\$30 million net value of unconditional sales	

Process

23. Once identified as a potential sale candidate, a property is taken through a multi-stage Rationalisation Process. The agreed process includes engagement with council, CCOs, the relevant local board and mana whenua. This is followed by ACPL Board approval, engagement with the relevant local board and the Independent Māori Statutory Board (IMSB), and finally a Governing Body decision.

Under review

24. Properties currently under review for future use opportunities via the Rationalisation Process in the Devonport-Takapuna area would be listed below. The list would include any property that may have recently been approved for sale or development and sale by the Governing Body. There are currently no properties in the Devonport-Takapuna area under review. Further details are included in **Attachment B**.

Redevelopment/Regeneration and Housing Supply initiatives

Overview

25. ACPL in its current form is contributing commercial input into approximately 54 region wide council-driven regeneration and housing supply initiatives. Involvement extends from provision of initial feasibility advice through to implementation, with projects ranging in size from \$415,000 to in excess of \$100 million.
26. ACPL is also actively contributing to the Housing Action Plan, which is a council initiative focusing on non-regulatory efforts to encourage and increase affordable residential

development. ACPL has an SOI target to undertake five housing development projects over three years that will improve housing affordability and the supply of affordable housing encompassing community housing organisation involvement. ACPL is currently actively working on 13 such projects.

27. In its expanded role as Development Auckland, ACPL will be extending on this work to play a much stronger role in urban development through greater scale, enhanced capability and the ability to partner with others. Development Auckland will have a key role in helping deliver the council priority of quality urban living, and will have the mandate to deal with the challenge of Auckland's rapid growth through regeneration and investment.
28. Development Auckland's roles and responsibilities will be customised to each specific project initiative and location. A few will be of a high custodial nature associated with urban regeneration. Some will be at the other end of the scale with a more facilitative role, and some will be much more able to be delivered in the short term.
29. ACPL already works closely with the local boards on ACPL-led developments to ensure it gives effect to the local boards' place-shaping role. As Development Auckland engagement will in some areas be of a much broader scope, with the potential for involvement in master-planning activities for significant land areas.

Optimisation Update

30. Optimisation is a programme of work aimed to achieve better use of council's planned and funded service assets. The programme targets housing and urban regeneration outcomes along with the delivery of cost-neutral service investment on appropriate sites. ACPL and council's Property department are leading a cross-council project to establish the rules and methodology for service optimisation activity. The programme will be carried across to Development Auckland.
31. Local board engagement and workshops will be provided to demonstrate the scope of optimisation and the benefits of driving optimal asset performance from qualifying service property. Timeframes for these workshops have been pushed out due to Development Auckland transition work. However, ACPL welcomes suggestions of service sites that may have potential for improved service function along with housing or urban regeneration outcomes.

Local Activities

32. A high level update on place-shaping and housing initiative activities in the Devonport-Takapuna area is outlined below.
33. **Gasometer Site - Northcroft and Huron Street, Takapuna:** The concept for a mixed use development incorporating a car parking building is currently being reassessed. This work is ongoing and is linked to development outcomes for the central car park at Anzac Avenue and how these two elements can be dealt with holistically.
34. **Central Car Park Land, Takapuna:** ACPL has prepared a project execution plan for the project and is awaiting confirmation from Auckland Transport (AT) that this site can be released for redevelopment, as well as AT transport requirements that need to be integrated with any proposed development. The master planning and preparation of a reference brief for the site will be guided by the Devonport-Takapuna Area Plan, Takapuna Strategic Framework and Centre Plan, as well as delivering on the transportation requirements.

Acquisitions

Overview

35. ACPL continues to support council and Auckland Transport (AT) programmes and projects by negotiating required property acquisitions. All such acquisitions are funded through approved council or AT budgets. ACPL also provides advice to assist with budgets, business cases and strategy to support an acquisition.

36. From 1 January 2015 to 31 June 2015, 49 property purchases were completed for council and AT. All of the property acquisitions met independent valuation thresholds agreed with AT, council and Public Works Act 1981 requirements.

Council Acquisitions

37. Of the 49 property acquisitions over the past six months, 12 were purchased to meet council legal, open space and storm water requirements and to contribute to City Transformation projects. These included the following acquisitions in or neighbouring the Devonport-Takapuna Local Board area:

PROPERTY	STAKEHOLDER	WORK TYPE	LOCAL BOARD
92 Hobsonville Road, Hobsonville	City Transformation	City Transformation	Upper Harbour
90 Hobsonville Road, Hobsonville	City Transformation	City Transformation	Upper Harbour
88 Hobsonville Road, Hobsonville	City Transformation	City Transformation	Upper Harbour
84-86 Hobsonville Road, Hobsonville	City Transformation	City Transformation	Upper Harbour
106-108 Hobsonville Road, Hobsonville	City Transformation	City Transformation	Upper Harbour
57 Seaview Avenue, Northcote (partial site / public footpath encroachment)	Parks, Sports and Recreation	Open Space	Kaipatiki

Auckland Transport Acquisitions

38. The remaining 37 properties were acquired on behalf of AT. The focus was on acquisitions to support major transport projects including AMETI (five acquisitions), City Rail Link Property Acquisition (seven acquisitions), Redoubt Road Mill Road Corridor Upgrade (six acquisitions), road widening across the region (10 acquisitions), and Northern Strategic Growth Area (one acquisition). Full details of relevant AT projects and associated acquisitions will come to the local board directly from AT.

Business Interests

39. ACPL also optimises the commercial return from assets it manages on council's behalf. This comprises two forestry enterprises, two landfills and four quarries. There are currently no ACPL managed business interests in the Devonport-Takapuna Local Board area.

Consideration

Local Board Views and Implications

40. This report is for the Devonport-Takapuna Local Board's information.

Māori Impact Statement

41. Whatungarongaro te tangata, toitū te whenua. The importance of effective communication and engagement with Māori on the subject of land is understood. ACPL has accordingly developed robust engagement with the 19 mana whenua groups for our core business activities, and is currently working with Waterfront Auckland on a future strategy for Development Auckland.

42. Key engagement activities currently include: identifying cultural significance concerns regarding disposal properties, flagging commercial interests, development partnering discussions and issues relating to property management such as protection of wāhi tapu or joint management arising from the resolution of treaty settlements. ACPL also engages with relevant mana whenua in respect of development outcomes for ACPL-led projects where appropriate. Development Auckland will work with iwi to consolidate and build on strengths from ACPL and Waterfront Auckland's approaches along with successful work being done elsewhere in the council family.
43. ACPL additionally undertook to be part of council's Māori Responsiveness Plan (MRP) pilot programme. The project's key output is an operational document outlining ACPL's contribution to council's strategic and operational commitments to Māori. The MRP was finalised and approved by the ACPL Board in December 2014 and is in the implementation phase. A copy of this is available on the ACPL website. This work will be carried over and reflected in the new organisation.
44. During the transition to Development Auckland, local boards can expect to be advised or involved as appropriate in any discussions that arise in the local board's area.

Implementation

45. There are no implementation issues.

Attachments

No.	Title	Page
A	Schedule of meetings and workshops <i>(Under Separate Cover)</i>	
B	Properties Managed by ACPL in the Local Board area <i>(Under Separate Cover)</i>	
C	Property movement in the Local Board area <i>(Under Separate Cover)</i>	

Signatories

Authors	Caitlin Borgfeldt Local Board Liaison
Authorisers	David Rankin Chief Executive Eric Perry - Relationship Manager

Devonport/Takapuna Local Board Quick Response Grants: Round One 2015-2016

File No.: CP2015/17770

Purpose

1. The purpose of this report is to present applications received for round one of the Devonport-Takapuna Local Board Quick Response Grants 2015/2016. The local board is required to fund, part-fund or decline these applications.

Executive Summary

2. The Devonport-Takapuna Local Board has set a total community funding budget of \$188,000 for the 2015/2016 financial year.
3. Twelve applications were received in this round, with a total requested of \$19,096.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) consider the applications listed in Table One below and agree to fund, part-fund or decline each application in this round.

Table One: Devonport-Takapuna Local Board Round One Quick Response Applications

Organisation Name	Project	Total requested	Eligible / ineligible
Lake House Arts Centre	Towards Facebook advertising, design, marketing and printing of posters for the Lake House Arts Centre between October 2015 to March 2016.	\$ 2,000.00	Eligible
Auckland Single Parent's Trust and Te Kaitiakitanga Tamaki Makaurau o te Matua Kotahitanga	Towards the fees for an indoor netball team for Planet Indoor Sports between October 2015 to September 2016.	\$ 1,080.00	Eligible
Belmont Park Racquets Club	Towards the purchase of outdoor sun umbrellas for the Belmont Park Racquets Club in October 2015.	\$ 2,000.00	Eligible
Castor Bay Ratepayers' and Residents' Association	Towards trailer hire, photo enlargements, prints, memorabilia and radio recordings for the post World War II event in October 2015.	\$ 690.00	Eligible
Zeal Education Trust	Towards venue hire of the Bruce Mason Centre, security, production costs, artist fees and marketing costs for "The Project," a youth event, in October 2015.	\$ 2,000.00	Eligible
Lake Pupuke Tennis Club Inc	Towards the purchase of tennis balls for the Lake Pupuke Tennis Club for the schools programme between October 2015 to April 2016.	\$ 1,872.00	Eligible

Paul Cornish	Towards advertising in the Flagstaff newsletter and road signs for the JETS Run between October 2015 to March 2016.	\$ 575.00	Eligible
North Shore Rowing Club Inc	Towards the costs of hiring First Aid NZ Ltd, portaloos and wheelie bin hire, lane laying by Takapuna Grammar School Rowing Club Inc and rental of a public address system for the R F Bennett Memorial Shield Rowing Regatta in November 2015.	\$ 2,000.00	Eligible
Milford Village Business Association	Towards the purchase of two tables and chairs for the Milford Village Square Enhancement project in October 2015.	\$ 2,000.00	Eligible
Supernova Promotions	Towards the purchase of painting materials, venue hire of the Devonport Community Centre and rental of equipment in November 2015.	\$ 999.00	Eligible
Takapuna Lawn Tennis Club (Inc)	Towards the purchase of tennis balls and coach's contract fees between October 2015 to May 2015.	\$ 1,880.00	Eligible
The Royal NZ Plunket Society Waitemata Area Incorporated	Towards the purchase and installation of a heat pump at 2 Dodson Avenue, Milford in October 2015.	\$ 2,000.00	Eligible
Total requested:		\$19,096.00	

Comments

4. The implementation of the new Community Grants Policy commenced on 1 July 2015. The policy supports each local board to adopt a grants programme for 2015/2016, and the Devonport-Takapuna Local Board adopted its grants programme on 4 May 2015 (see **Attachment A**).
5. The local board grants programme sets out:
 - local board priorities;
 - lower priorities for funding;
 - exclusions;
 - grant types, the number of grant rounds and when these will open and close; and
 - any additional accountability requirements.
6. The Devonport-Takapuna Local Board will operate three quick response rounds for this financial year. The first quick response round closed on 14 August 2015.
7. The new community grant programmes have been extensively advertised through the new council grant webpage, local board webpages, local board e-newsletters and Facebook pages, council publications, radio, local newspapers and community networks. Staff have also conducted a series of public workshops in local board areas, which have been attended by approximately 1,000 people across the Auckland region.

8. For the 2015/2016 financial year, the Devonport-Takapuna Local Board set a total community grants budget of \$188,000. It is recommended that the board consider allocating up to 10% of this in this grant round.
9. Twelve applications were received for this quick response round, requesting a total of \$19,096.

Consideration

Local Board views and implications

10. Local boards are responsible for the decision-making over and allocation of local board community grants. The Devonport-Takapuna Local Board is required to fund, part-fund or decline these grant applications against the local board priorities identified in the local board grant programme.
11. The board is requested to note that section 50 of the Community Grants Policy states “We will also provide feedback to unsuccessful grant applicants about why they have been declined, so they will know what they can do to increase their chances of success next time.”

Māori impact statement

12. The provision of community grants provides opportunities for all Aucklanders to undertake projects, programmes and activities that benefit a wide range of individuals and groups, including Maori. As a guide for decision-making, in the allocation of community grants, the new community grants policy supports the principle of delivering positive outcomes for Maori. Two applicants in this round have indicated that their project targets Maori or Maori outcomes.

Implementation

13. The allocation of grants to community groups is within the adopted Long-term Plan 2015-2025 and local board agreements.
14. Following the Devonport-Takapuna Local Board allocating funding for round one quick response, Commercial and Finance staff will notify the applicants of the local board decision.

Attachments

No.	Title	Page
A	Devonport/Takapuna Local Community Grants Programme 2015-2016 (Under Separate Cover)	
B	Devonport-Takapuna Local Board Quick Response Round One applications (Under Separate Cover)	

Signatories

Authors	Kim Hammond - Community Grants Advisor
Authorisers	Marion Davies - Community Grants Operations Manager Jennifer Rose - Operations Support Manager Eric Perry - Relationship Manager

Auckland Transport update September 2015 for the Devonport-Takapuna Local Board

File No.: CP2015/18176

Purpose

1. This report provides an update on transport related issues raised by local board members during August 2015. It also includes general information about matters of interest to the Devonport-Takapuna Local Board and the schedule of issues raised in August 2015 (**Attachment A**).

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport update for September 2015.

Auckland Transport local board capital fund projects

Sunnynook Park to Sunnynook Busway links

2. Attached are two estimates for the proposed walkway/cycleway links to Sunnynook bus station– sports field footpath (**Attachment B**).
3. The following are comments for both options:
 - the footpath in Kapiti Place from the bus station entrance to the T-intersection with Cockayne Crescent is already 2.5 meters wide and is therefore not included in the estimates;
 - there is sufficient space in the road corridor to accommodate the widening of the footpath from 1.3 meters to 2.5 meters;
 - both estimates allow for the boardwalk into the park to be replaced/widened to a 2.5 metre wide boardwalk; and
 - both estimates allow for a pedestrian island for the safe crossing of Sycamore Drive.
4. Option one - \$265,252.08:
 - two streetlights in Sycamore Drive will have to be moved back to accommodate a wider footpath; and
 - two mature trees in the road corridor will have to be removed for the widening of the footpath.
5. Option two - \$254,300.03:
 - one streetlight in Sycamore Drive will have to be moved back to accommodate a wider footpath; and
 - four 2 meter high trees in the road corridor will have to be removed for the widening of the footpath, noting that these trees can possibly be relocated.
6. The recommendation is Option two for the following reasons:
 - Option 2 is slightly cheaper;

- there is more space for a safe crossing point near the Salamanca Road intersection; and
- it will be easier to relocate or replace the smaller trees.

Footpath/walking connections from Rosmini College to the Akoranga Bus Station

7. The walkway has been discussed with the Auckland Council Parks Advisor, and he has no problem with a three metre wide concrete cycle/walkway that ties in with the proposed Barrys Point Development Plan (**Attachment C**).
8. The rough order of cost (\$324,639.66) is inclusive of:
 - a boardwalk near Rosmini College;
 - a speed table priority crossing so the pupils have a safe point to cross Takapuna Landing on their way to the bus station; and
 - the construction of the pathway identified in the Barrys Point Reserve Plan.

Auckland Transport News

Electric vehicle charging stations go live in Auckland



9. The first-ever public electric vehicle (EV) charging stations in the Auckland CBD have gone live thanks to a partnership between Mighty River Power and Auckland Transport.
10. With the rapid growth in ownership of plug-in electric vehicles, the charging stations will allow motorists to fuel-up free with 'home-grown' renewable electricity – a cheaper and cleaner alternative to imported fossil fuel.
11. Auckland has the highest rate of EV ownership, and public charging stations are important for consumers to be confident they can fuel-up when they need to. Internationally this infrastructure has been a key enabler of growth.
12. Another key to ongoing growth is the expanded variety of plug-in car models in New Zealand, which will enable the development of a healthy local second-hand market. Many organisations are now bringing EVs into their fleets, recognising the economic and environmental benefits.
13. Working with organisations like Auckland Transport to install chargers in prominent parking areas is a great way to show the momentum and positive change beginning in New Zealand's transport fuel mix, making the city's air cleaner.
14. This is one of the initiatives underway to stimulate the rollout of public charging infrastructure across New Zealand. Most EV charging will take place at home or businesses as New Zealand has a very high rate of off-street parking.

15. Along with being the first in the CBD, the two charging stations in the Downtown Car Park are a first for Auckland Transport and can be used free-of-charge by anyone who parks in the building.
16. The Downtown Car Park was a natural choice with more than 2,000 vehicles through the building every day. This will make a real contribution to the work towards a cleaner, healthier Auckland.
17. The charging stations are 7 kilowatt (kW) chargers, suitable for any plug-in vehicle to top up or fully charge. They are located on the ground level of the Downtown Car Park near the Customs Street exit.

Regional Land Transport Plan adopted

18. Earlier this year Auckland Transport (on behalf of the Regional Transport Committee) sought public feedback on the draft Regional Land Transport Plan (RLTP) 2015-2025.
19. After considering public feedback, Auckland's Regional Transport Committee (which comprises representatives from Auckland Transport and the NZ Transport Agency) adopted a revised version of the RLTP on 2 July 2015.

Aucklanders are breaking records on the trains

20. Another record for the Auckland rail network has been achieved, as annual rail patronage has exceeded 14 million for the first time. This the highest ever 12 month total. In March, 13 million passengers per annum was reached and just five months later another million trips have been taken.
21. Auckland Transport, with its operator Transdev, now provide six trains per hour on the eastern and southern lines and four trains per hour on the Western Line during peak weekday periods.
22. The last of Auckland's 57 trains have arrived and will go into service once certified. As more trains are certified the size of some peak services will be increased to six cars to cope with the increasing demand.
23. Rail patronage in Auckland grew 21.7% in the year to the end of June, which represents two and a half million more passengers than in June last year. When Britomart Transport Centre opened in 2003, annual patronage was less than three million.
24. The number of trips on all public transport modes in Auckland reached 79 million in the year to June, which represents an increase of 9.5% or on average 19,000 extra boardings per day.

Upgrade to white light for Auckland streets

25. Auckland Transport has begun New Zealand's most ambitious light emitting diode (LED) replacement programme. It is replacing 44,000 high pressure sodium (golden yellow light) street lights with energy efficient LED luminaires.
26. Auckland Transport owns more than 100,000 street lights, which is approximately one third of the country's total lighting stock.
27. The first phase of the programme is being rolled out over five years. This means nearly half of the region's street lights will change from golden yellow light to white light.
28. Last year, the Auckland Transport Board approved the plan with the rest of the conversion to LEDs to potentially follow in four to five years. This project is expected to see net savings of \$32 million over the 20 year design life of the LED luminaires.
29. In March, Transport Minister Simon Bridges – who is also the Minister of Energy and Resources – announced a policy change that would allow local authorities looking at upgrading road lighting to LED to access funding faster.

30. The accelerated renewal LED conversion programme ensures capital is available to all councils that wish to undertake this work. LED technology is cheaper over time, safer and more efficient.
31. AT has awarded four new street light maintenance and renewals contracts for four years beginning this month. This includes the replacement LED programme, which began in May 2015.
32. The region is divided into four contract areas: Electrix Ltd won the north and west contracts and Downer ITS won the central and south contracts. Auckland Transport is in the process of awarding a contract to Northpower for Waiheke Island. Northpower are the Vector contractor on the island and have a depot and staff there.
33. Phase one of the contracts focus mainly on residential roads, which comprise approximately 40 per cent of the region's street lighting network.
34. AT has had a policy since 2012 that all new lights on pedestrian-dominated roads will be LED luminaires. Changing old lights to LEDs will reduce the energy consumption by more than 60 per cent. AT already has approximately 2,000 energy efficient LED luminaires in service. The roll-out will immediately see 1,000 lights replaced in the Mount Albert/Mount Roskill area.
35. At the same time the new luminaires are changed, a tele-management system (TMS) is being installed to manage and monitor the network. Through better management of light levels, a further 15 to 20 per cent of energy savings can be achieved. The TMS will provide enhanced customer service as any faults on the network will be reported daily.
36. AT already has LED luminaires around Eden Park that are controlled by a TMS system. This was established under an earlier project and has worked well by increasing light levels before and after events.
37. International experience has shown that white light is also a factor in crime prevention, delivers greater comfort and security and improves visibility and reaction times for drivers and pedestrians resulting in fewer vehicle crashes and injuries.
38. This hugely favours LED as a light source and already this year, according to new research, the market share of LED for street lighting worldwide exceeds 50 per cent.



(Photo: Dr Lester Levy (on the left) with David Dick, Auckland Transport's Team Leader – Street Lights in Mount Roskill with workers from Electrix)

New tender system for Auckland bus services

39. In a milestone for the city's transport services, AT will soon be calling for tenders to operate its New Network bus services in south Auckland (including Pukekohe and Waiuku).

40. These will be the first tenders called under the new Public Transport Operating Model (PTOM) system and the first PTOM tenders called to create the long awaited New Network. This will mean major improvements to the way people travel on bus, train and ferry.
41. With the southern tender process leading the way, invitations will be called progressively for bus operators to tender in other sectors. West Auckland will be next later this year.
42. The tenders for Auckland's southern bus services opened on 17 August 2015 and will close on 28 September 2015. The successful tenderers will be named early in 2016 and should be operating the New Network services by October 2016.
43. The New Network will create a region-wide network of bus, train and ferry services. The key principle is to run a number of high frequency services that are designed to work together through easy connections, using what is called a "hub and spoke connected network".
44. By having more frequent services operating every 15 minutes, 7am to 7pm, seven days a week, passengers can just turn up and go. They will meet connecting services at transport interchanges - the spokes, the interchanges being the hubs.
45. The services, where appropriate, will feed train services rather than duplicating them.
46. This will maximise the efficiency of the new electric rail fleet, and between buses and trains, provide more direct and frequent journeys for south Auckland and the rest of the region.
47. The call for tenders represents a milestone both in providing bus services to Auckland's travelling public and also in the way they are provided. PTOM is a service contracting framework under the Land Transport Management Act 2003 (LTMA), ratified by the New Zealand Transport Agency (NZTA). It subsidises passenger routes and incentivises service providers to maximise efficient and effective delivery of public transport in a partnering arrangement with AT.
48. Maximising income and minimising subsidies will come from increasing the levels of patronage by improving the experience through convenient, safe, fast, frequent and reliable services in quality vehicles.
49. The system is very similar to those successfully operated in London and several Australian cities.
50. PTOM is welcomed by NZTA. It recently approved AT's Request for Tender process and documentation that will be used to attract tenderers and select the operators.
51. Under PTOM about half the region's bus services will be contracted by competitive tender and the balance will be directly negotiated with the current bus operators.
52. These arrangements differ significantly from the current part contracted and part-deregulated system, in which bus companies receive fare revenues and subsidies.

Auckland's electric train roll-out is complete

53. AT has officially marked the arrival of the last of the city's 57 electric trains with a function at the Wiri Train Depot attended by the Prime Minister.
54. The last three trains from Spanish manufacturer CAF landed on the wharf last week, and are now going through final checks at the depot prior to certification.
55. The arrival of these trains marks the culmination of the Government's \$1.6 billion, decade-long investment in three Auckland metro rail projects.
56. Over the next three years, \$4.2 billion will be invested to build a robust, future-proofed transport system for Auckland.
57. Auckland now has trains that are of international standard. The quality trains, along with a boost in the number of services, means more people are seeing rail as an option.
58. The first electric trains began operating on the Onehunga line in April 2014, and the network from Papakura in the south to Swanson in the west went all-electric just a few weeks ago on 20 July.

59. Each train has seating for 232 passengers and standing room for more. The trains have wider doors making it easier for passengers.
60. The central carriage is at platform level for wheelchairs, prams or bikes and automatic ramps mean a seamless transition between the platform and the train.
61. Open gangways between cars mean passengers can move from one end of the train to the other.
62. Some facts and figures:
 - The supplier, CAF, used equipment from Japan, Germany, Austria, Switzerland and Spain - taking the best from the world to create trains specifically for Auckland.
 - It takes more than 15,000 hours to fabricate and assemble one electric train unit, and there is 110km of wiring in each unit. Each train is tested for 1,000 hours on the tracks.
 - The maximum operating speed is 110km/hr; however, the average operating speed will be less than this.
 - To provide improvements to efficiency each train has regenerative braking, allowing braking energy to be fed back into the 25kv supply - a recovery of up to 20% of the energy used.
 - Noise reduction: the 25kV power supply means that the trains are very quiet both externally and internally – a very important consideration for people living and working near the rail network.
 - There is no air pollution from the trains because they are electric and there are no exhaust fumes.

Consideration

Local Board views

63. This report is for the Devonport-Takapuna Local Board's information.

Māori impact statement

64. No specific issues with regard to the Maori Impact Statement are triggered by this report.

General

65. The activities detailed in this report do not trigger the Significance Policy, all programmes and activities are within budget/in line with the council's Annual Plan and Long-term Plan documents, and there are no legal or legislative implications arising from the activities detailed in this report.

Implementation

66. There are no implementation issues.

Attachments

No.	Title	Page
A	Devonport-Takapuna issues raised by members in August 2015 (<i>Under Separate Cover</i>)	
B	Proposed walkway/cycleway links to Sunnynook bus station (<i>Under Separate Cover</i>)	
C	Barrys Point Development Plan (<i>Under Separate Cover</i>)	

Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Elected Member Relationship Team Manager, Auckland Transport Eric Perry - Relationship Manager

Ward Councillors Update

File No.: CP2015/18750

Purpose

1. The Devonport-Takapuna Local Board allocates a period of time for the Ward Councillors, Cr Chris Darby and Cr George Wood, to update the board on the activities of the governing body.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) thank Cr Chris Darby for his update to the Devonport-Takapuna Local Board on the activities of the governing body.
- b) thank Cr George Wood for his update to the Devonport-Takapuna Local Board on the activities of the governing body.

Attachments

There are no attachments for this report.

Signatories

Authors	Sonja Tomovska - Local Board Democracy Advisor
Authorisers	Eric Perry - Relationship Manager

Board Members' reports

File No.: CP2015/18751

Executive Summary

An opportunity is provided for members to update the board on the projects and issues they have been involved with since the last meeting.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive any verbal reports of members.

Attachments

There are no attachments for this report.

Signatories

Authors	Sonja Tomovska - Local Board Democracy Advisor
Authorisers	Eric Perry - Relationship Manager

Chairperson's reports

File No.: CP2015/18752

Executive Summary

An opportunity is provided for the Chairperson to update the board on the projects and issues he has been involved with since the last meeting.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Chairperson's report.

Attachments

There are no attachments for this report.

Signatories

Authors	Sonja Tomovska - Local Board Democracy Advisor
Authorisers	Eric Perry - Relationship Manager

Record of Briefing/Community Forum - 25 August and 1 September

File No.: CP2015/18683

Purpose

1. The purpose of this report is to record the Devonport-Takapuna Local Board briefings and community forum held on 25 August and 1 September 2015.

Executive Summary

2. At the briefing and community forum held on 25 August 2015, the Devonport-Takapuna Local Board heard briefings on:
 - i. Local board stormwater priorities workshop – Hibiscus Coast
 - ii. Takapuna Beach stormwater outflows
 - iii. Auckland Transport Forward Work Programme
 - iv. New event permit fees
 - v. Inorganic service
 - vi. Community Forum:
 - Franco Belgiorno-Nettis – Fred Thomas Drive
 - Paul Anderson – Takapuna Tennis Club on Mount Victoria
 - Robyn Chalmers – Milford-Wairau Road cycle – walkway
 - Lynn Lawton – Maintenance fees for council buildings on Maunga
 - Evenlyn Johnson – Takapuna Boating Club new event permit fees
3. At the briefing and community forum held on 1 September 2015, the Devonport-Takapuna Local Board heard briefings on:
 - i. Youth coordinator – Sophie Barclay
 - ii. Mana Whenua relationship agreements
 - iii. Community Forum:
 - Chris Werry – Bike Devonport – Lake Road cycleways
 - Tony Lewis – Barrys Point Reserve
 - Ann Allen – Auckland Council Transport Committee weed control
4. The record of the briefing held on 25 August 2015 is attached to this report as **Attachment A**.
5. The record of briefing held on 1 September 2015 is attached to this report as **Attachment B**.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the records of the briefing and community forum held on 25 August and 1 September 2015.

Attachments

No.	Title	Page
A	Record of briefing - 25 August 2015 (<i>Under Separate Cover</i>)	
B	Record of briefing - 1 September (<i>Under Separate Cover</i>)	

Signatories

Authors	Neda Durdevic - Democracy Advisor
Authorisers	Eric Perry - Relationship Manager

Summary of Actions and Reports Requested/Pending - September 2015

File No.: CP2015/18753

Purpose

1. The purpose of this report is to provide a summary of outstanding reports requested and pending from the previous term of the Devonport-Takapuna Local Board 2010 – 2013 and the current term.

Executive Summary

2. The attached table provides a list of the actions and reports requested and pending for the Devonport-Takapuna Local Board business meetings, and their current status.
3. Completed actions will be reported at the following business meeting, after which they will be removed from the table.

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the summary of actions and reports requested/pending – September 2015 report.

Attachments

No.	Title	Page
A	Summary of Actions and Reports Requested/Pending - September 2015 <i>(Under Separate Cover)</i>	

Signatories

Authors	Sonja Tomovska - Local Board Democracy Advisor
Authorisers	Eric Perry - Relationship Manager