

Kaipatiki Local Board
Members report for January/February 2017
Lindsay Waugh

Northcote BID rep

In order to formalise my verbal report from the last Board meeting in December I am restating my interest in being appointed as the Kaipatiki Board rep on the Northcote BID.

I have had over a decade of involvement with the advocacy for the developments that are finally gaining traction in Northcote and I have a keen interest to continue to represent the community on the BID during this time of significant change.

The knowledge and skills I would bring to this position include my appointment to the HLC reference group, previous community rep during the development of the Southern Tonar block upgrade as well as three years experience as the General Manager for the Takapuna Beach BID.

Northern rep for the Governance Framework Review

I have put my name forward to be considered for a position on the Governance Framework Review political working party. I am prepared to commit the extra time that this working party will require and I will be able to draw on transport portfolio holders Councillor Richard Hills and my experience as a Community Board Member under the NSCC, first Chair of the Kaipatiki Local Board and re-elected as a board member for the third term.

Te Onewa Pa

I would like to request an update on the timeline for the improvements to the Te Onewa Pa historic site. It is frustrating that there is still no indication of a start date for this upgrade. I have been advised by a local resident running guided tours of the city that they make a point of visiting the headland a day prior to a tour to pick up rubbish so that they are not embarrassed when showing international visitors the site.

I would like to acknowledge and thank NZTA for their response to my advocacy for the removal of the portacoms inside their compound adjacent to Te Onewa Pa. The portacoms were installed during the clip on strengthening works but were never removed and obstructed visibility and contrary to the significance of the site. As Chair during the first term I wrote to the CEO of NZTA requesting the removal of these temporary buildings which were degrading the visual amenity of the site.

I am delighted to report that this request has been heeded and the portacoms removed.

Rawene Road carpark

I am very concerned about the proposal by Auckland Transport to grant a developer the right to take 35 car parks out of commission for 12-18 months during the construction of an apartment building in Rawene Road. I formally request clarification on the Board's powers to insist on alternative solutions to meet health and safety requirements during construction.

The board invested significant funds to support the business community by improving access to Rawene car park and to insure the minimum loss of car parks resulting from the town centre upgrade projects. I do not accept that removing 35 car parks for 12-18 months is the only solution to deliver H&S for the development.

No doubt coning off these car parks will be more convenient for the developer and therefore a cost saving, but I do not see that local businesses should bear the cost of this convenience.

An alternative on-site H&S plan would be necessary if the neighbouring site was private property so I do not accept that this condition is necessary or fair to the local residents or businesses. If there was a building on this site there would be no ability to colonise the neighbouring site so construction should be managed with safety measures being implemented within the site boundary.

Temporary coning off some spaces from time to time would be more acceptable than taking 35 public car parks out of use for the duration of construction.

I am not sure if this requirement was included in the resource consent application. If not then the question is why not and if it was identified in the application the board should have been advised.

Glenfield Road

The proposed work to be done at the Bentley Avenue Glenfield Road intersection, raises the following issues that require a response to the Board.

1. Earlier investigation into the section of road corridor between Bentley Avenue and Kaipatiki Road clearly identified that there was a greater need for a zebra crossing in the middle of the town centre rather than on the fringes.
2. The current proposal on the fringes of this section of road will require the removal of one carpark which is significant for this location.
3. The Crossing Upgrade outside 409 to 444 Glenfield Road should include an upgrade of the area outside 444, which includes improved seating. This would appear to be outside the scope of the project but I would like to suggest that this be included to add value to the area.
4. The upgrade of the intersection at the top of Bentley Ave should include and address the non-complying disabled carpark, which has needed attention for some time.
5. The intersection upgrade proposes cycling marking but doesn't continue these through the rest of the Town Centre which doesn't really fit with the Local Board plan for connected cycle ways
6. Any upgrade of this intersection must include the integration of the site at 450 Glenfield Road purchased to add additional parking for the shopping centre.
7. The new north bus network is to be introduced in 12 months. Any work in the Glenfield Town centre needs to be designed to accommodate the requirements of the new network as well as enhancing the area and improving the streetscape for the retail shops

I appreciate that some road works need to be done promptly to accommodate the new double decker buses, but any other work must be considered in a wider comprehensive review of the centre. This intersection upgrade appears to be an ad-hoc response in an area that deserves much more careful and comprehensive consideration than appears to have been applied in this instance.

Some members of the Kaipatiki Local Board have been advocating for a design solution to improve the connectivity in Glenfield for the past six years so it is unacceptable to have a proposal like this presented for feedback when it only addresses one intersection in isolation.

Rangatira/ Beach Haven Roundabout upgrade.

I do not accept that the speed table adjacent to the Opakati Beach Haven Gardens has to be removed from the work plan proposed by Auckland Transport to improve the roundabout. A speed table was an integral part of the Beach Haven place making plans to improve connectivity across the road and prioritise pedestrians in the vicinity of the community gardens. The removal of this key element without consultation with the place making group, the local residents association or the Board is unacceptable and contrary to the commitment Auckland Transport made to the community and transport portfolio holders, Councillor Richard Hills and I. Auckland Transport made a commitment to install a speed table at this location in responses to the feedback gathered at a public meeting which was attended by Auckland Transport representatives. The speed table was also identified in the consultation documents so to remove this key element at this stage without notice is unacceptable and flies in the face of the Board's commitment to placemaking and community consultation.

NorthArt

In my capacity as the KLB rep, I attended the first NorthArt Board meeting of the year and have copies of the financial report and the Manager's report if any member would like to review these documents. Key points from the meeting were that;

- The 6 Monthly report has been delivered to Council
- The Galleries have been repainted during the Christmas break at the cost of NorthArt. I noted that as there is still no lease in place to clarify the maintenance responsibilities under Council's new lease structure the cost of the repaint sits with NorthArt.
- The Manager from NorthArt attended the launch of the New BID management team.
- The 360 review is progressing with engagement with relevant stakeholders.
- The 2nd grant payment is due in February and I was asked to seek confirmation that this was on track for payment.

Akoranga Road Median planting.

The planting of the median strip in Akoranga Road as it approaches the motorway continues to decline and look shabby. Despite reassurances that these plants would pick up and match the higher grade plants that were planted on the Esmonde Road approach this is not occurring. The Board allocated in the vicinity of \$60,000 for this work and the result does not represent value for money for our ratepayers. I formally request that replanting is put on the work programme for this area, at no cost to the Board, as soon as the planting season commences.

Recommendations

1. That Lindsay Waugh be appointed as the Kaipatiki Local Board Representative on the Northcote BID.
2. That the Kaipatiki Local Board endorses Lindsay Waugh as a nominee to the Governance Framework review political working party.
3. That NZTA be congratulated on their response to tidy up their compound and remove the portacoms as requested.
4. That NZTA be asked for an update on the Te Onewa Pa improvements
5. That the Kaipatiki Local Board does not support the removal of 35 car parks for 12-18 months during the construction of an apartment block and insist that alternative on site Health and Safety solutions are implemented to preserve access to these public parking spaces
6. That Auckland Transport be asked to review their plans for the Bentley Avenue Glenfield road intersection to ensure this improvement contributes to a comprehensive and integrated improvement for the section of road corridor between Bentley Avenue and Kaipatiki Road.
7. That Auckland Transport be asked to urgently review their plans that have removed the speed table adjacent to the Opaketai Beach Haven community garden. The speed table was an integral part of the community led plans for improvement and needs to be reinstated as an element in this proposed work programme.
8. That the Akoranga median barrier be replanted to an appropriate standard to reflect the Boards investment.