

I hereby give notice that an ordinary meeting of the Upper Harbour Local Board Community Forum will be held on:

Date: Thursday, 2 November 2017
Time: 6.30pm
Meeting Room: Upper Harbour Local Board Office
Venue: 30 Kell Drive
Albany

Upper Harbour Local Board Community Forum OPEN AGENDA

MEMBERSHIP

Chairperson	Lisa Whyte
Deputy Chairperson	Margaret Miles, JP
Members	Uzra Casuri Balouch, JP Nicholas Mayne John McLean Brian Neeson, JP

(Quorum 3 members)

Cindy Lynch
Democracy Advisor

27 October 2017

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1 Welcome

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 Upper Harbour Local Board Community Forum:

- a) confirm the ordinary minutes of its meeting, held on Thursday, 5 October 2017, 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

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

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 Upper Harbour Local Board Community Forum. 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.

8.1 Kaipatiki Project - update

Purpose

1. To address the Upper Harbour Local Board and provide an update on the activities of the Kaipātiki Project.

Executive summary

2. Janet Cole, Manager, and Anna Halliwell, Programme Manager, from the Kaipātiki Project, will be in attendance to address the board and provide a general update, including a progress report on the new building in Hobsonville Point.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Janet Cole and Anna Halliwell from the Kaipātiki Project and thank them for their attendance and presentation.

8.2 Greenhithe Community Trust - maintenance in reserves

Purpose

1. For members of the Greenhithe Community Trust to address the Upper Harbour Local Board to highlight concerns about the lack of maintenance in Greenhithe reserves.

Executive summary

2. Priscilla Collins, Eco Community Facilitator from the Greenhithe Community Trust, will be in attendance to discuss concerns raised by the local community about the lack of maintenance in many reserves in Greenhithe.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Priscilla Collins from the Greenhithe Community Trust, and thank her for her attendance and presentation.

8.3 Hobsonville Point Secondary School - concept design for a park in the 'Buckley B' precinct

Purpose

1. To address the Upper Harbour Local Board regarding the park concept ideas provided by students at the Hobsonville Point Secondary School.

Executive summary

2. Matthew van Gils, a student from Hobsonville Point Secondary School, supported by Kathleen Waldock from Homes Land and Community, and David Irwin from the Isthmus Group, will be in attendance to address the Upper Harbour Local Board regarding their ideas for a planned park in the 'Buckley B' precinct near the school.
3. Homes Land and Community, along with the park construction company, A V Jennings Limited, wanted to involve local school students in the park design. The students' ideas have been presented to the designer, Isthmus Group, and it is their intention to incorporate these proposals into the concept plans.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Matthew van Gils, a student from Hobsonville Point Secondary School, Kathleen Waldock from Homes Land and Community, and David Irwin from the Isthmus Group, and thank them for their attendance and presentation.

8.4 Sustainable Pareremoremo Group - update on the Pare-dise Project

Purpose

1. To address the Upper Harbour Local Board and discuss the successes and plans of the Pare-dise Project.

Executive summary

2. Mike Patchett and Rick Jobbit, from the Sustainable Paremoremo Group, will be in attendance to address the Upper Harbour Local Board to provide an update on the Pare-dise project.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Mike Patchett and Rick Jobbit from the Sustainable Paremoremo Group, and thank them for their attendance and presentation.

Attachments

- A Project map and focus areas 13

8.5 Jennifer Garcia - walking access to Upper Harbour Primary School from Schnapper Rock Road

Purpose

1. To address the Upper Harbour Local Board about access issues from Schnapper Rock Road to the Upper Harbour Primary School.

Executive summary

2. Jennifer Garcia will be in attendance to address the Upper Harbour Local Board to request support for a walkway for students to access the Upper Harbour Primary School from Schnapper Rock Road.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Jennifer Garcia and thank her for her attendance and presentation.

8.6 Bike Albany - activities and plans

Purpose

1. To address the Upper Harbour Local Board to provide an overview on the activities of Bike Albany and discuss their plans for the future.

Executive summary

2. Nicholas Carman and Jack Donaldson of Bike Albany, will be in attendance to present a draft document to local board members, which will outline the changes they would like to see in Albany in order to increase bike riding in the area.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Nicholas Carman and Jack Donaldson of Bike Albany, and thank them for their attendance and presentation.

Attachments

- A Albany bike plan 2017..... 15

8.7 North Shore City Baseball Club - future demands and plans

Purpose

1. To address the Upper Harbour Local Board to discuss the structure and growth of baseball regionally, and in the local board area.

Executive summary

2. Adam Lough, President of the Auckland Baseball Association, Peter Elliott, Director - Facility Portfolio of Baseball New Zealand, and Ryan Flynn, Chief Executive Officer of Baseball New Zealand, will be in attendance to discuss future projections for baseball locally and regionally, and to highlight the challenges faced with this expected growth.

Recommendation/s

That the Upper Harbour Local Board Community Forum:

- a) receive the deputation from Adam Lough, from the Auckland Baseball Association, and Peter Elliott and Ryan Flynn, from Baseball New Zealand, and thank them for their attendance and presentation.

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,-

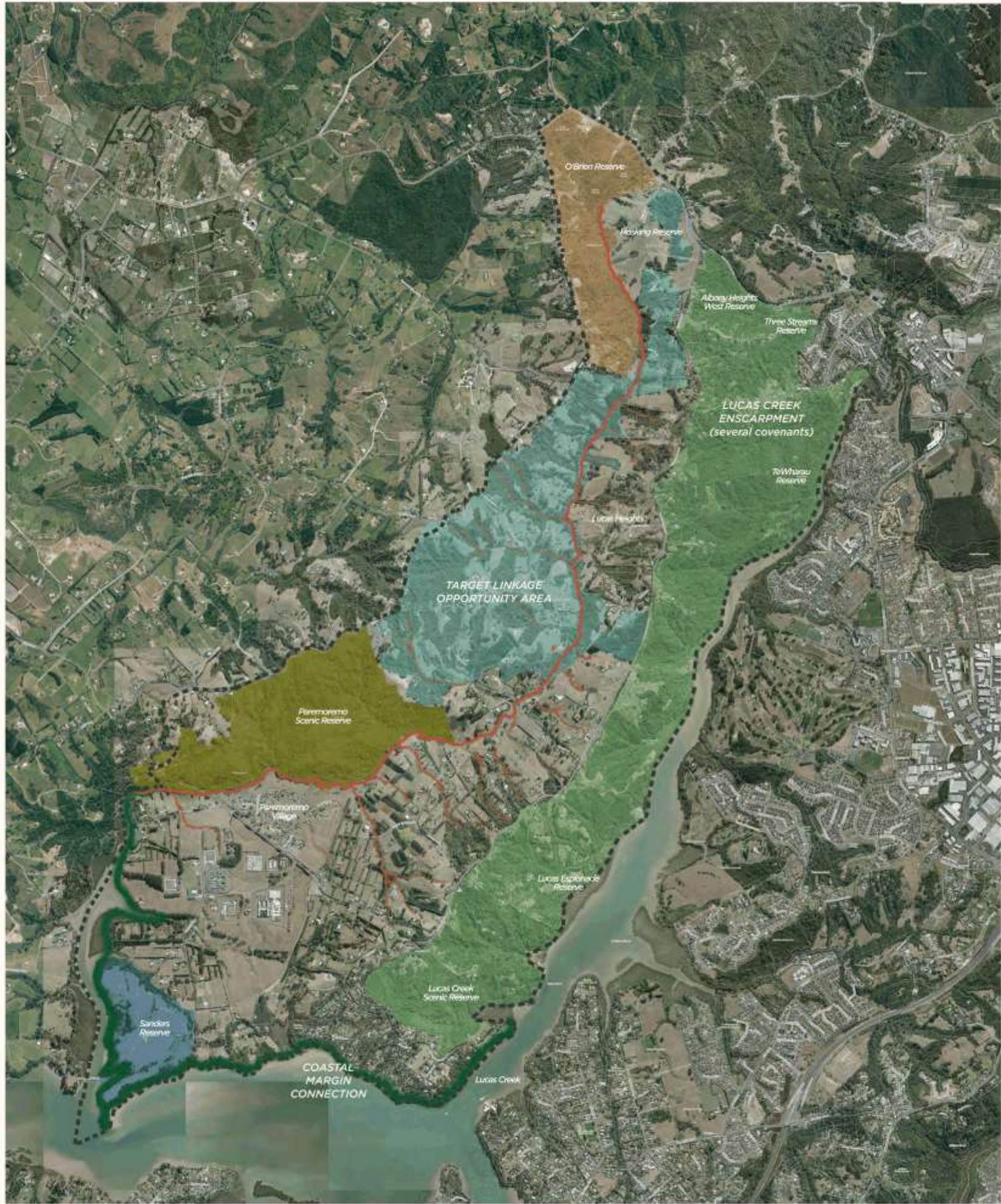
- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; 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

There were no notices of motion.




ATTACHMENTS

Item 8.4	Attachment A	Project map and focus areas	Page 13
Item 8.6	Attachment A	Albany bike plan 2017	Page 15



PARE-DISE PROJECT

KEY

-  Pare-dise Project boundary
-  Coastal margin connection
-  Paremoremo creek, streams and tributaries (indicative)



NATURAL HABITATS

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Albany Bike Plan

Transforming cycling in the Albany area

Bike Albany 2017



- | | | |
|--------------------|---------------------------------|--------------------------------|
| 1. Oteha Valley Rd | 2. Hooton Reserve Bike Path | 3. Kell Park to Albany Highway |
| 4. Albany HW | 5. The Avenue – Dairy Flat HW | 6. Albany Village |
| 7. Albany Lake | 8. Greville Road | 9. Pedestrian Crossings |
| 10. Rosedale Road | 11. Reduce Speed Around Schools | 12. Bike Parking |

This is our vision for Albany - a cycle friendly area where everyone can choose to cycle for short trips for recreation, shopping, commuting and, most of all, riding to school.

Our plan for cycling in Albany is a blue print for creating an 8 80 cycle culture¹. This means that all ages, genders and fitness levels are included and all residents are able to feel that cycling is an option for at least some of their journeys.

Investment in cycling is a cheap and effective way to make journeys of around 3kms accessible for all residents. Currently, the traffic environment is almost exclusively devoted to allowing motor vehicles to travel as quickly as possible (despite the relatively short distances being travelled) or to the storage of cars. This creates a situation where most residents never consider travelling by any mode other than their car.

Encouraging journeys by bicycle creates many benefits that can be quantified in dollar terms, such as removing congestion from local journeys, stimulating local businesses, lowering travel costs and improving the health of residents². Many of the greatest benefits cannot be assigned a dollar value, including making travelling more fun and giving independence and freedom back to children. Many people in NZ born before 1985 experienced that freedom and independence as children but it isn't something that a lot of parents feel they can safely offer their children now, as the traffic environment appears too hostile. There are six schools in the Albany area which would benefit from improvements to cycling infrastructure.

In short we are asking for Council, Auckland Transport, and the NZ Transport Agency to reassess the hierarchy of user priority for our streets by putting people, walking, and cycling back at the top of the hierarchy.

This may mean lower speeds over short distances for people driving cars in some areas but that will be counterbalanced by the many benefits increased walking and cycling will give back. All over the world, walking and cycling is strengthening communities, improving health, creating great public spaces and stimulating local businesses.³

The Albany area has the chance to become part of that paradigm shift in how we travel around our community and interact with the people in it.

¹ See [The 8 to 80 Problem: Designing Cities for Young and Old](#)

² See [Benefits of investing in cycling](#) from the NZ Transport Agency

³ See [Why cycling is great for everyone – not just cyclists](#)

Our Fix List

Oteha Valley Road

Fully protected and separated bike lanes on Oteha Valley Road from East Coast Road to Albany Village, with connections to the Northern Corridor Improvement (NCI) shared path. The new path would connect to the existing path at Hooton reserve, and along Oteha Valley Road to connect with the bike lanes on Albany Highway. We believe this upgrade is important for the following reasons:

1. Oteha Valley Road is currently unsafe for cyclists and pedestrians and does nothing to encourage physical activity.
2. There are few places on Oteha Valley Road where it is safe for cyclists and pedestrians to cross.
3. Protected bike lanes would encourage riding to the Oteha Valley School, riding to the mall and local shops, and riding to the parks around the area.



Figure 1. The space available on Oteha Valley Road can be arranged to include protected cycle lanes, while maintaining the existing traffic and pedestrian facility.

Hooton Reserve Bike Path

Improvements to the Hooton Reserve Bike path:

1. The end of the existing path at the bottom of Gills Road is unmarked and not cycle friendly. When the Gills Road Bridge gets upgraded, we suggest a shared pedestrian/cycle path going from Albany Village down Gills Road to the reserve connecting onto the bike path on both sides.
2. Additional connections to the Hooton Reserve track from more places e.g. beside Football Fix / Tennis courts down to the reserve.



Figure 2. The Hooton Reserve bike path extension should be included in the Gills Road bridge upgrade, to connect the recreation parks to Albany village.

Kell Park to Albany Highway

This green path is an underutilised and fantastic resource. The following would improve it:

1. Updated signage in Kell Park.

There are no signs in Kell Park advertising the way across the river to the Albany highway and The Landing. Ensure that the 'stair free' route is advertised - it is the furthest away, but the only feasible one for bikes.

2. A wider shared path.

Riding from Kell Park to the Albany Highway across the grass by The Landing the path is very narrow, only enough for 2 people walking side by side. If this ever gets upgraded the path should become 3M wide and be advertised as a shared path.

3. New signage at Albany Highway.

There is a lack of signage pointing from Albany highway to Albany village.

4. Expand green paths to connect with the rest of Albany:

- a. Connect Hooton Reserve to Kell Park, underneath Dairy Flat Highway Bridge.
- b. Build a shared path from Kell Park down Lucas Creek as far as the North Shore Golf Course.



Albany Highway

Albany Highway. The southern end of Albany Highway is dangerous and fails to connect cyclists to worthwhile destinations:

- 1. Unprotected cycle lanes up near State Highway 18 need to be clearly marked and barriers between them and road traffic.
- 2. Ideally a connection should be made to Upper Harbour Drive. These paths also need to be upgraded.



Figure 3. Albany Highway meets SH18 at a major intersection. It requires separated bike lanes and clear markings for cyclists safety, as illustrated on the right looking south before the intersection.

The Avenue – Dairy Flat Highway Intersection & Bridge

Extend the bike lane up Dairy Flat Highway past Stevenson Crescent as part of the planned Dairy Flat Bridge upgrade. This extended bike lane should connect up with Gills Road and the Albany Highway/Oteha Valley Rd intersection.



Albany Village

Albany Village has potential for cyclists, but it is held back by the large volumes of traffic being funnelled through it:

1. Reduce the number of lanes through the village.
2. Include protected cycle lanes.
3. Enhance and promote existing bike lanes around the Albany Lake Reserve:
 - a. There are existing paths along Don McKinnon Drive, but they need better signage, better protection and to be better connected.
 - b. Improve cycling connections between the Albany Lake Reserve, Don McKinnon Drive and Civic Crescent.
 - c. Improve bike access to the stadium and the new pool.



Greville Road

Include bike paths along Greville Road to connect with the new bike paths which will be built along the Northern Motorway as part of the NCI project.



Figure 4. The bike lane detailed for Greville Road as part of the NCI project can easily be capitalized on by extending it further east-bound.⁴

Isolated Pedestrian Crossings

The following intersections feature signalized pedestrian crossings isolated on traffic islands. They must be connected to the footpaths by pedestrian crossings:

1. Albany Expressway and Bush Road

⁴ Left image: [Auckland northern corridor/Shared walking cycling path.pdf](#)

2. Albany Expressway and Oteha Valley Road and Albany Highway
3. Oteha Valley Road and the Northern Motorway



Figure 5. Above - These intersections are busy at all times of the day, and form parts of key journeys for pedestrians, e.g., between Albany centre and Eastern suburbs in one direction, and Massey University in the other. Right – Traffic islands that leave pedestrians without a safe way to reach the adjoining footpath are dangerous, not least for children.

Rosedale Road

1. Add protection to the existing bike lanes on Rosedale Road. This should be a low separator between the traffic and the lane. Extend the bike lanes another 50metres to connect Albany Highway.
2. Build green paths in reserve areas between Rosedale Road and Albany Highway.



Speed Limits

Speed limits must be reduced around public spaces. We suggest the following:

1. 30km/h speed limit near schools.
2. 40km/h speed limit in urban areas e.g., Albany village.

3. Install traffic calming measures to support this.



Figure 6. Left - There are a number of schools in the Albany area. Safety is improved by reducing speed around them to 30km/h, Right – These islands are good for pedestrians but dangerous for cyclists.

Bike Parking

Install more bike parking in or near:

1. Albany Village
2. The shops at 52 & 252 Oteha Valley Road
3. Albany Mall and the Mega Centre
4. Albany Park & Ride
5. 104 Don McKinnon Drive



Figure 7. Left to Right – Long lines of shops and open space without a single bike park is not uncommon; Bike parks need to be properly marked to avoid misappropriation; Build and they will come!

About Bike Albany

Bike Albany is a group of local residents working to make bike riding around Albany a normal activity for people of all ages and abilities. We advocate for local initiatives to improve infrastructure and start conversations. We are affiliated with [Bike Auckland](#).