Upper Harbour Local Board Community Forum

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Kwikli Mobility

Shared Mobility. Reimagined.

IM: Upper Harbour Local Board
www.kwikli.co.nz
We’ve always been on the move.

But at what cost?
Challenges

**Congestion**
- High CO₂ emissions
- Longer commutes
- Low occupancy
- Scarce parking

**Productivity**
- Inefficient logistics
- Wasted capital
- High downtime
- Under-utilized assets

**Culture**
- Population growth
- Reliance on cars
- Archaic solutions
- Sustainable innovation
Peak AM/PM Congestion Levels | Economic Loss (Annual) | Urban Population Growth (2030)
Auckland | 61 - 72% | $1.3 Bn | 2.3 Mn
Global | 53 - 60% | $305 Bn | 5.2 Bn
(Singapore, 2018) | (USA, 2018) | (Global)
Who we are

We build products that drive the future of mobility.

Focus on impact

What we do, we do well

Innovate and experiment

Be open
Vision
Cities can achieve safe, productive and sustainable mobility ecosystems through diversified solutions

Opportunity
Kwikli aims to be an international provider of end-to-end digital mobility solutions
Focus

We focus on the **digitization** and **electrification** of shared **mobility** solutions.

- **Transport**
- **Logistics**
- **Micromobility**
Our Services

SaaS
(Software-as-a-service)
Our software solutions are already making a difference to thousands of users.

OaaS
(Operator-as-a-service)
We can undertake the planning and safe maintenance your organization’s parking, mobility and logistics operations.

Custom Integrations
We can help build and manage complex digital products and platforms that are unique to your organization culture and objectives.
Upper Harbour

Efficient and Effective Transport Links | Honohononga kawe pāhihi rawe, tōtika

A well-connected and accessible network that provides a variety of transport options.
# Key Outcomes

**Outcome 2: Efficient and effective transport links**

<table>
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<tr>
<th>Objective</th>
<th>Key initiatives</th>
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<tr>
<td>Improve roads and connections to, in and around, Upper Harbour.</td>
<td>Work with Auckland Transport (AT) to improve safety and traffic flow in key intersections, e.g., The Avenue/Dairy Flat Highway and Upper Harbour Drive/Albany Highway.</td>
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<td>Continue working with AT to complete the Gills Road to Otehā Valley Road Link.</td>
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<td>An affordable, frequent and reliable public transport network that</td>
<td>Work with AT to increase parking capacity at the Albany Bus Station.</td>
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<td>encourages higher user uptake.</td>
<td>Advocate to AT for better public transport linkages to, and within, Upper Harbour.</td>
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<td>A quality walking and cycling network within our neighbourhoods.</td>
<td>Work with AT to complete the Gills Road pedestrian bridge and footpath.</td>
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<td>Investigate potential waterfront walkways in Scott Point and Whenuapai.</td>
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<td>Investigate opportunities to progress options identified in our Upper Harbour Greenways Plan, such as the proposed Saunders Reserve link.</td>
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## Goals

<table>
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<th>Project</th>
<th>Goals</th>
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<tr>
<td>Park N Ride (Albany)</td>
<td>Increase capacity</td>
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<tr>
<td>Bus Station (Albany)</td>
<td>Increase capacity</td>
</tr>
<tr>
<td>Hooten Reserve</td>
<td>Time limits and enforcement</td>
</tr>
<tr>
<td>● Overflow parking for Park N Ride</td>
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<td>Bus Station (Rosedale)</td>
<td>Help local businesses optimise their onsite car parks.</td>
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<tr>
<td>Park N Ride (Hobsonville)</td>
<td>Increase utilization and capacity</td>
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<td>● Proposed development</td>
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Attachment A

Item 8.1

Strategy

Developing an Integrated Parking Plan

1. Define scope
2. Identify problems
3. Strategic Planning Context
4. Establish Evaluation Framework
5. Survey conditions
   a. FM/LM
   b. Probables vs Possibles
6. Identify, evaluate & prioritize options
7. Implementation Plan
1. Info
- Realtime Info
- Surveys

2. Travel
- Carpooling
- Micromobility
- Shuttles

3. Parking
- Allocation
- Enforcement

4. Pricing
- Dynamic pricing
- Mobile payments
Current Ecosystem
The Kwikli Ecosystem

1. House
2. Transportation Options

Attachment A
Item 8.1
Digital Solutions

Kwikli
Electric Moped Sharing (B2C)
Our moped sharing fleet helps Urban Professionals save time, money and our environment during their first/last mile and short-trip commutes.

Tandem
Smart Parking Management (B2B SaaS)
Our customized software package helps Companies introduce tandem parking options for employees to optimize parking spaces.
## Case Studies

<table>
<thead>
<tr>
<th>Vehicle-sharing Backend</th>
<th>Personalised MaaS Solutions</th>
<th>Mobility Data Engine (Shareiff)</th>
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<tbody>
<tr>
<td>We can help <strong>Vehicle Manufacturers</strong> bring their vehicles into the world of <strong>digital mobility</strong>.</td>
<td>We can help <strong>Business Parks</strong> introduce <strong>customized</strong> micromobility sharing solutions.</td>
<td>Our <strong>Mobility Data Engine</strong> can help <strong>Councils</strong> centralize the governance of micromobility.</td>
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*Images and logos (Newton College of Business and Technology, Smales Farm, Auckland Council, AT)*
Let’s move forward, together.

- Mobility habits are changing
- We continuously inspect and adapt to deliver value quickly
- Our platforms offer centralised B2B and B2C mobility solutions

We’re excited to work together towards a shared vision of a safer, less congested city.

Imagine the possibilities.

rushabh@kwikli.net
www.kwikli.co.nz
North West Toy Library

- Similar to a library - but with toys!
- Non-for-profit organisation
- In association with Toy Library Federation of NZ
- Membership organisation
- Location: 7-9 Westgate Drive, Massey
North West Toy Library – our story so far

- A 10-month journey (began October 2018)
- Venue – 150m² floor space (Westgate Outlet Centre, Massey)
- Over 400 toys (approximately 350 donated)
- Grand Opening Day – Saturday 6 July 2019
- 48 members total – even spread across the three local boards
Thank you
Next steps

- Keep doors open
- Aim = 80 members
- Marketing the NWTL
- Apply for grants to cover opex
- Increase number of volunteers
Questions
Marina Esplanade: Restoration
Attachment A  

Item 8.5

Location Map
• **Outcome 5: Our environment is valued, protected and enhanced**

• **Objectives:**
  - Preserve and protect our native ecosystems and habitats.
  - Communities care for their surrounding environment.

• “You’ve told us that improving the quality of our creeks, streams and harbour is important to you and we will work to boost the ecological health of our waterways and other natural areas through targeted restoration and conservation efforts.”

• “Through funding and awareness-raising activities, we will help our residents, volunteers and community groups get involved in conservation efforts and increase their ability to look after our special areas.”

• “Upper Harbour’s rapid growth is having an impact on the environment.”
  - page 30 Upper Harbour Local Board Plan 2017
What are the key issues?

- Dumping of organic waste
- General repairs & maintenance
- Weed control
- Improving park visibility
- Health & safety
- Water quality
Dumping of organic waste
General repairs & maintenance
General repairs & maintenance
Weed control
Improving the park visibility
CPTED

- Crime
- Prevention
- Through
- Environmental
- Design
Weed Trees – Dominating our natives
Ongoing maintenance cost
Risk to safety
Significant angles of growth
Shallow roots
Potential water quality issues
Why is Marina Esplanade Important?

- Esplanade has high:
  - Biodiversity value
  - Ecological value
  - Native bush value
  - Recreational value
- Gives people the opportunity to connect with nature
- A unique wetlands area to be protected and enhanced
- High use in a density populated urban area
- Well used walkway & key walkway for wider West Harbour area
- Located in huge north west growth zone
- Traffic growth planned with direct connection to marina
What happening now?

- The local esplanade is overgrown and neglected.
- The park is not on the programmed maintenance schedule.
- The Marina Esplanade has been neglected by council and local board compared with some other parks in the local board area. (Albany as an example)
- As locals we would invite a more balanced view in considering how we support improving the value of this green space.
- We request the local board to consider allocating funding.
- We have a group of local volunteers who would like to work alongside council to assist with restoration planting, weed and pest control, ongoing maintenance and water quality monitoring.
- I invite you to walk the Esplanade with me.
Key Outcomes

- Improved open space quality
- Improved safety and surveillance
- Improved biodiversity and water quality
- Improved connectivity to nature
- Improved amenity value of the green space
- Improved sense of place and community investment
The next steps...

- Awareness and action by Council maintenance contractors
- Removal of large, dominating & dangerous weed trees
- General weed control & cleanup of dumping areas
- Native planting to support weed control and improving our water quality in the area
- Activation of volunteers
- Restoration plan, if required to facilitate the above works
Marine Sports Recreation Centre
Attachment A

Item 8.6
KEY: Cladding

1. Glass Balustrade
2. Abodo Vulcan Rusticated Weatherboards
3. Fibre Cement Sheet Painted
4. Danpalon Polycarbonate Sheet & Battens
5. Colorsteel Breunice & Battens
6. Colorsteel Roof Ironsand
7. Espan Coloursteel Inneand
8. Danpalon Polycarbonate Sheet
9. Fibre Cement Sheet Painted & Battens
10. Batten Privacy Screen
11. Perforated Aluminium Powdercoated
The Marine Sports Recreation Centre has been conceived of as an elegant shed of the land with reduced impact on the seabed. This is intended to follow the contour of the land/ sea’s edge and maintain the view axis from Launch Road whilst addressing the primary vehicle and pedestrian routes with a clearly defined entry and place to the North.

Essentially the brief requires a large rowing and yachting storage facility with communal areas and offices on the first floor. Two key stakeholders/users have been consulted to ensure the building meets the requirements of the rowing and yachting fraternity.

Presentations have also been made to two local iwi (Te Whetu o Kupea and Te Kawerau a Maki) to understand their perspective. Key areas of interest are the ecological and archaeological situation of the site and the implications of the building on the sea bed, particularly the foundations, with the view to minimise these where possible. Another important consideration is the visual impact of the building. Proposed foundation piles have been set to a grid and the seaward edge piles are set back to allow the floor to cantilever out, creating the impression of a floating building.

Two key design moves have reduced the visual impact of the building sited at the water’s edge:

1. By layering and stepping the building back towards the west, it responds to the high bank and existing vegetation. Siting the building as far practical onto Boundary Road reduces the extent of piling and building bulk sitting over the estuary.

2. A gently recessive colour palette endows the building to nestle closely into the hills, blending in with the surrounding vegetation. The roof and upper storey are natural timber and tanned coloured steel. A lighter façade to the seaward edge reflects water, while green accents speak of the mangroves of the nearby foreshore. The proposed cladding materials include a combination of profiled coloursteel (colour), Abodo Volcan pine horizontal rusticated wetherboards, stained and painted, Abodo pine battens (green accents), and polycarbonate translucent sheets.

The western façade of the building runs parallel to the existing service road and is stepped horizontally to reduce the scale of an otherwise tall façade. This service road is maintained, serving both an access for yachting and for public use for walking, cycling, skateboarding and the like.

A clearly defined entry, separated from the long rowing/office rigging area, enables potential secondary use as a community space on the first floor.