Devonport-Takapuna Local Board

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.
North Shore Association

Devonport Takapuna Local Board Meeting May 8, 2020

Item 9. Public Forum

Grey Power would like to make the following points in regard to the agenda for your consideration.

Item 10 Extraordinary Business – State of Local CDEN Local Group Effectiveness

GP has already advised the Board of its serious concern about the structural state and operational effectiveness of the local groups established under the new Council Emergency Management regime, that replaced the previous Civil Defence structure.

It is very clear from the current COVID19 crisis that it is completely ineffective.

The Board is asked to carry out an immediate and urgent investigation and review of the state of the Emergency Management structure in the Board area.

GP will be making a formal request to Auckland Council for a similar review and assessment of the whole CDEM effectiveness in the current crisis which had serious deficiencies.

Item 14 - Feedback on Tupuna Maunga Authority 2020/21 Draft Operational Plan

Noted that the Plan refers to all the maua ga and GP comment relates to Maungauika/North Head and Takuanga/Mt. Victoria

We also note the Board member Toni van Tonder is a Council member on the TM Authority, and congratulate her on this appointment. We are very pleased to have a local person at the table, and ask that she recognizes the special historic situation Devonport is in regard to both maua ga, and that she keeps an eye on the important heritage aspects of both maua ga, and the Devonport community perspective.

The Plan comments on consideration of America’s Cup activity, and local Board support. The Devonport Business Association through ATEED have received significant funding for America’s Cup promotion and support in Devonport, and any support for the Authority should come from this funding rather than other Board funding budgets.

GP has made earlier submissions to the Authority on the need for maintenance on the heritage buildings on North Head, basically a new coat of paint and some simple repairs.

Also for a heritage styled handrail alongside the very difficult steps running down besides the WW II buildings to the carparks, which are very difficult for seniors in particular to cope with. This is a basic Health and Safety issue.

It is noted that $600,000 is included for improving tracks - these handrails should be included in this budget item.

It is also noted that the guiding concession expires on September 2020 – could you please investigate the current status of this group, in which I understand Mike Pritchard was a key person, and any plans and support for the tunnel guiding activity to continue by this group.
The third request was the provision of a shuttle transport option for seniors and disabled people to the summit such as an electric golf cart type vehicle.

**Item 15 – Local Board input and feedback into the 2020/2021 Draft Operational Plan**

As advised previously Grey Power has serious concerns about the efficacy of the Council HaveYourSay consultation process at all levels of Council operation. GP will be carrying a further study in line with the submissions made to the Auditor-General’s Office in 2018, and will be in touch with you on this.

It is noted that our Local Board received only 143 submissions from a population of approx 21,500 Residents.

The feedback on local priorities analysis seems a little thin based on such a small number of responses.

Para 27 noted activities which featured “strong” support respondents and listed a number of specifics.

Para 28. Stated “Conversely matters such as water quality at Wairau Estuary and the Takapuna Sunday Markets did not feature as “strong” themes despite been topical and current issues.

This highlights the basic inadequacy of the whole HaveYour Say consultation process and the very directional focus of the feedback forms.

Specifically, Grey Power made a written submission which of which you received a copy.

None of the key points of the submission appear in the listed items in Para 27.

*We will be following up on how the Grey Power submission was handled in the collation process but ask you to include the following key submission points in your final 2020/2021 Local Board Annual Plan programme*

1. Carry out a survey of operational and activity state of senior community organisations in the Local Board area.

2. Associated with 1, formally recognize the continuing need for the senior facilities provided by the Senior Citizens Associations, recognize their financial equity in their properties, and ensure they are not over-ridden by Council redevelopment and planning programmes.

3. Ensure that all the land occupied by Haumaru senior Courts in the Local Board area is retained for future redevelopment of the Courts and not partly sold off to finance redevelopment.

4. Provide special SuperGold parking facilities for seniors in the new Takapuna parking facility currently being built.

As mentioned Grey Power will look to further discussion on the issues outlined in their formal DAP submission.

Bill Rayner
President
Board member report – Dep. Chair George Wood

Report Period: From 19/Mar/2020 – To 5/May/2020

1. Condition of the Esmonde Road streetscape:

When Community Facilities took over maintenance of berms and gardens in the road reserves the D-T LB requested, in a resolution dated August 21, 2018, that Esmonde Road, as the gateway into Takapuna from the south, should be given special attention.

i) recommend that the following highly-visible areas be given priority when undertaking berm maintenance:
   - Esmonde Road, Takapuna
   - along the war memorial drive on Lake Road, Devonport
   - the corner of Beach Road and The Esplanade, Castor Bay.

That has clearly not occurred in the case of Esmonde Road – the plants in the central median strip has slowly been removed with no new planting and the area alongside the water’s edge opposite Barrys Point Road is now more overgrown and gorse is proliferating.

I have previously put in email requests to have work done along Esmonde Road.

Here is a request that I put in 2019

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George Wood (Devonport - Takapuna Local Board)

To: [Redacted]

Subject: [Redacted]

Dear [Redacted],

You forwarded this message on Thu 30/04/2020 11:34

Between the Harbourside Church and Barrys Point road intersection - on the south side of Esmonde Road.

Goose and other noxious weeds growing behind the armco barrier shown in the photograph need cut back and removed please.

See photograph attached above please.

George Wood CNZM
Chairman: Devonport-Takapuna Local Board
Auckland Council
Mob: 02108220925

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Page 1
Call from Landscape Solutions cleaning up old jobs and follow up:

Esmonde Road, Takapuna

Hi Sarah,

Over the last days, I have had a man call from Landscape solutions calling about the location of a job I put in months ago for work on the side of the road along Esmonde Road, Takapuna. This goes back to the days of when Cherle was doing the stakeholder relationship job. The photograph is dated March 9, 2019.

I told [REDACTED] that the job related to the area behind the Armco barrier on the harbourside of Esmonde Road west of the Harbourside Church. He now comes back this morning to say that, according to his boss, it isn’t Auckland Council or Auckland Transport responsibility but is on New Zealand Transport Agency land. We have had previous discussions with the NZTA people responsible for the Auckland Motorways and they claim it isn’t their land. NZTA claims it is Auckland Council.

Could we clarify as to the ownership of the land, please?

George Wood CNZM
Deputy Chairman
Devonport-Takapuna Local Board
Auckland Council
Mob: 02100220925
59 Greerton Ave, Greerton 5860

Esmonde Road, Takapuna

SJ
Thu 08/04/2020 11:54
George Wood (Devonport - Takapuna Local Board)

I’ll George,
Oh dear what a mess. Yes I will get it looked into [REDACTED] leave this week so I will wait until he is back to get some background then see what else needs to be done.
Thanks for letting me know.

Nga mihi
Sarah

Sarah Jones | Manager Area Operations - Devonport Takapuna and
Kalpatiki
Community Facilities
2. Devonport Ferry Services: Public concerns:

I received a reply from Auckland Transport to a request put in January this year. The reply was received at the end of April 2020. We have heard nothing from the Mayor’s Taskforce on ferry services.

Suggest that this local board needs to have a visit to Fullers ferries.

Reply from Auckland Transport:

We’ve now reviewed the details of your case (case number CAS-76659-P9H7X8) CRM:000057514

Elected Member (AT)
Thu 30/04/2020 15:56
George Wood (Devonport - Takapuna Local Board); Fullers.feedback@fullers.co.nz

Kia ora George

Thank you for your correspondence of 20 January 2020, regarding Devonport Ferry Services. Please accept my sincere apologies for the delay in getting back to you.

We have now reviewed the details of your case.

1. What happened on Saturday 12 December 2019 for the ferry service at approx. 2.30pm?
   a. Our Ferry Operations Performance Manager has advised that we do not hold this information as services to and from Devonport and Waiheke are not contracted to Auckland Transport. We recommend reaching out to Fullers360 for more information.

1. Is Auckland Transport aware that these rear loading ferries are not suitable to people in wheelchairs; and
   a. Auckland Transport (AT) is aware that some of the fleet on the network have accessibility challenges to overcome. Staff and crew are adequately trained to assist members of the public who have accessibility needs. Future plans have a significant focus on accessibility needs on ferries, as per the Regional Public Transport Plan (RPTP). In the meanwhile, AT and its operators will assist where necessary.

3. Devonport Ferry Services affected by cruise ships:
   a. I can advise that AT, Ports of Auckland Limited (PoAL), The Harbour Master, Fullers360 and Mayor Phil Goff held an emergency meeting. In summary, actions are in place and being monitored by the group to see if further action is required.
4. Is it possible to get the harbour ferry services integrated into the arrangements made with the bus services to combine the tickets for entertainment events like the Breakers basketball fixtures included in the cross harbour ferry tickets?

Special events are planned well in advance throughout the year and would require contractual elements to be in place for the free ticketing to occur. The current offer is an agreement between the event promoters and AT, where a portion of the purchased ticket is apportioned to AT for transport on Trains or Buses. For the Ferries to be involved in this offering, there would be a significant increase in cost, especially on the Devonport route which is owned and operated by Fullers360. Unfortunately, this is not in AT’s control and would need to be taken up with the promoters.

Thank you for bringing this matter to our attention, I hope this is useful to you.

Ngā mihi
Angela
Customer Care Case Manager

Auckland Transport

Original message:

Devonport Ferry Services

George Wood (Devonport - Takapuna Local Board)
Mon 20/01/2020 15:37
Marilyn Nichols (AT); Gareth Willis (AT); Aidan Bennett (Devonport - Takapuna Local Board) » 5 others

Hi Marilyn,

This is one issue that I would like to get a report on in your February report on ferry services. I have also noted, in the last few days, articles on Facebook where Devonport citizens are complaining about the fact that ferry services from Devonport are disrupted, in a major way, when cruise liners are berthing at the Downtown cruise ship berths.

Devonport residents are livid when they are held up for long periods because the Harbour Master says the cruise ships will take precedence over the Auckland harbour ferry services. Here is a copy of a FB article from last Friday. Unfortunately the elected members of the Devonport-Takapuna Local Board get a lot of criticism and heat over these issues.

I would request some update on the matters that I raised on 17 December last and also what steps are being taken to alleviate the problems that are occurring with the cross harbour ferry services.
Hi lovely local ferry commuters 😊

Are you over morning and evening ferry cancellations?! Over your ride being bumped because a cruise ships needs to park?! Over having to explain to your boss and colleagues why you can’t get to work, yet?! Below is a draft email template for YOU to use. And by use I mean, an email letter template, plus decision maker email addresses, for you to SEND THIS WEEK.

You can simply fire off this done-for-you email, or edit to suit your own voice. Either way, the problem needs to be addressed once and for all and a solution need to be put in place!!!!!!!

***** DRAFT EMAIL TEMPLATE *****

TO:
phil.goff@aucklandcouncil.govt.nz
chris.derby@aucklandcouncil.govt.nz
richard.hills@aucklandcouncil.govt.nz
devonport.takapunaloalboard@aucklandcouncil.govt.nz

SUBJECT LINE:
Mayoral Complaint: Harbormaster operational requirements affecting economic productivity of Auckland

BODY OF EMAIL:
To the Mayor of Auckland, Phil Goff, and elected members,

I wish to draw your attention to the loss of productivity to the Auckland economy directly caused by the Auckland Transport Harbormaster operational requirements; specifically the decision to allow cruise ships to berth within the Ferry Basin during the peak commuter hours of 6am to 9am (Monday to Friday).

The decision to allow cruise ship berthing during these times is having a major impact on the communities from around Auckland that are reliant on local service ferry operators to travel to and from their place of work. Delays of upwards of 45 minutes to wait for a service are occurring in the morning. I provide two dates and services to support this -
Item 16

attachment A

George Wood CNZM
Deputy Chairman
Devonport-Takapuna Local Board
Auckland Council
Mob: 02108220925
56 Grenada Ave, Forrest Hill 0630

NB: Some names and contact information in this report have been redacted due to the Privacy Act.

Signatories

| Author          | George Wood - Deputy Chairperson Devonport-Takapuna Local Board |
Chairperson Report – May 2020

Report Period: From 17/03/2020 – To 05/05/2020

Tēnā koutou katoa

The world of local body politics has clearly changed quite a bit since we had our last Devonport Takapuna Local Board business meeting back on Tuesday March 17th.

Due to the COVID-19 Lockdown we were unable to have a business meeting in April as scheduled. We will be having two in May. Tuesday May 5th and Tuesday May 19th. We’re hopeful that our meeting on 19 May will be able to be held in the boardroom at the office, but this is contingent on Government’s decision on 12 May whether NZ moves to Level 2.

Despite the inability of the board to get together in one room, regular board work has very much continued on Skype, Messenger and Zoom.

**Weekly Devonport Takapuna Local Board Workshops**

Tuesday has remained the key day when all six board members have met via Skype or Messenger with local board staff to continue our governance roles.

A key focus in recent weeks has been the drafting of our three year Devonport Takapuna Local Board Plan that will be in place by the end of 2020. This plan is the guiding document of the board for three years from that time. While working remotely has been effective, things are certainly not as easy as being able to meet face-to-face, which has made work harder with this plan. A draft of this Devonport Takapuna Local Board Plan is being prepared and will then go out for further consultation with the community.

Other tasks have been working to our annual work plan and budget and more recently providing input into Auckland Council’s Emergency Budget, which is being covered at this May 5th Business Meeting.

**Auckland Council’s COVID-19 Emergency Management**

Auckland Council have played a very strong role in coordinating the COVID-19 response for the region. The team at the helm of that response have done a great job in communicating with the chairs of the 21 local boards. We have a weekly meeting via Skype every Thursday afternoon when all the chairs are brought up to date with what has been happening and the plans ahead for the following week. These sessions have enabled me to keep my fellow local board members well informed on a weekly basis.

I want to compliment the Auckland Council’s Emergency Management Team for the work they have done during this difficult period. They have done a great job of keeping everyone well informed at Local Board level with these regular Skype meetings as well as daily email updates and ongoing advice on items we should share with the community to help their efforts.

Like all of these things, they won’t get a 100% pass mark from the community for their efforts as pleasing everyone is not possible in these unprecedented times. There will also have been lessons learnt I’m sure that can be applied in the future.

**Auckland Council’s Emergency Budget**

The next challenge for Auckland Council is coming up with a revised budget for the city in the wake of the financial damage that COVID-19 has inflicted on the city. A challenging task with estimates ranging from $250m to $450m that the problem has cost the council, depending on how long the disruption continues.
Again the council is communicating and consulting well with the local boards to get feedback from our respective communities on how this problem should be addressed in the budget that comes into effect in July.

On Wednesday April 29th we had a dedicated Local Board Chairs meeting (with Auckland Council) to discuss the budget. All local board chairs were able to have input to the meeting that included mayor Phil Goff, Finance & Performance Committee Chair Councillor Desley Simpson, a number of other Councillors as well as key members of the council’s administration and finance team.

Our local board had met the day prior to discuss our thoughts on the budget and I conveyed the following feedback to the meeting… That we had a workshop with full board yesterday, keen to see essential services and maintenance continue. Important to support community and businesses (wouldn’t support cuts to community organisations). Would support cuts to capital projects that haven’t been committed. Need to avoid vanity projects and ‘nice to have’s, example given of public art. Need to be careful with renewals / maintenance – increase focus on things that really need renewals. Continue focus on healthy waters projects as important to community.

The Devonport Takapuna Local Board is drafting formal input to the Emergency Budget. This is needed by mid May. The final draft budget will be prepared by late May and will then go out for public consultation over a three week period.

Again I want to compliment Auckland Council on their communication and consultation with the Local Boards. Councillor Desley Simpson is leading that effort and has kept elected members very well informed during this process.

Community Engagement
All elected members have also continued to work with community organisations during the lockdown period. For me that has included Zoom meetings with several organisations, including the Devonport Business Association – I attend their monthly board meetings representing the Devonport Takapuna Local Board.

Our three business associations (BIDS – Takapuna, Milford and Devonport) have been working harder than ever during this period to support their member businesses that have been severely hit by this COVID-19 problem. I (and other members) have attended regular Zoom meetings hosted by the association managers to stimulate ideas on how we can all support our business sector as it comes out of the lockdown.

I want to acknowledge the great work being done by BID managers… Shaulyn (Devonport), Terence (Takapuna) and Murray (Milford). All have been energetic during this period, developing promotional activity to assist their members, with ‘support local’ a common theme.

Lake Road, Northern Pathway, Hurstmere Road
Other items that have continued during this ‘remote’ period have included Lake Road project consultation, consultation and workshops on the Northern Pathway project and it was a thrill to see that the Hurstmere Road Transformation project still has the green light and is starting this week. These are all projects that I support strongly and are keen to see completed ASAP.

I want to acknowledge the great work of the Hurstmere Road project team and councillors Richard Hills and Chris Darby in ensuring this project stayed on track despite the COVID-19 disruption.

Looking forward to some normality…
So that has been the past 6 weeks. I acknowledge the work of all six board members during this period and am looking forward to a time when members and our wonderful local board services staff can all be back in one room for the workshops and doing the business at these business meetings. There’s nothing quite like healthy debate face-to-face!

Signatories

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<td>Aidan Bennett - Chairperson, Devonport-Takapuna Local Board</td>
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Memorandum

To: Devonport-Takapuna Local Board

Subject: ‘Innovating Streets’ Pilot Fund - opportunity for input into funding applications

From: Eric Perry – Relationship Manager, Local Board Services

Purpose

1. The purpose of this memo is to advise the Devonport-Takapuna Local Board of the upcoming opportunity to contribute localised strategic direction and guidance regarding projects that may be suitable to submit for funding from Waka Kotahi New Zealand Transport Agency (NZTA) through the ‘Innovating Streets’ Pilot Fund.

2. Due to the timeframes associated with this initiative, it is recommended that the local board accept discussion and decision-making on this matter as an item of extraordinary business at its meeting set to reconvene on Monday 11 May at 10am.

Recommendation(s)

That the Devonport-Takapuna Local Board:

a) delegate to member(s) the responsibility of completing and submitting an expression of interest (EOI) for one project to be considered for funding from the Waka Kotahi New Zealand Transport Agency (NZTA) ‘Innovating Streets’ Pilot Fund on behalf of the board, noting that the deadline for submission is 4pm on Thursday 14 May 2020.

b) delegate to member(s) the responsibility of reviewing and ranking potential projects within the local board area that have been proposed by staff across Auckland Transport, Auckland Council, and Panuku on behalf of the board, noting that:

   i) the lists of projects / initiatives generated by staff will be provided on or before Monday 25 May 2020; and

   ii) local board feedback will need to be submitted by Friday 29 May 2020.

Discussion

3. Waka Kotahi New Zealand Transport Agency (NZTA) recently announced a funding package called the ‘Innovating Streets’ Pilot Fund (ISPF) (refer to attachment to this memo for more details). The pilot fund has been established to encourage local councils and road controlling authorities across New Zealand to deliver ‘tactical urbanism’ projects.

‘Tactical urbanism’ explained

4. ‘Tactical urbanism’ is the name for a process that involves using low-cost, temporary or short-term changes to the built environment to deliver local solutions to issues with a focus on community engagement, trialling solutions and evaluating the performance of temporary interventions. It is a design methodology and engagement strategy that involves implementing a number of temporary ‘tactical demonstrations’ and ‘interim installations’ to test designs with the community in real time.

5. Where traditional consultation typically involves presenting community members with what they are going to receive, ‘tactical urbanism’ involves working with the community to trial...
interventions in a low-cost, low-risk and low-commitment way. This allows the community to try the design out for themselves and provide feedback. The aim is to assess and measure the effectiveness of the solutions, with a view to implement those that work and discard those that do not.

6. Trial interventions have the potential to create win-win solutions in areas of contention where the solution is not immediately obvious, or where the community lacks alignment. Trialling a temporary intervention before implementing a permanent outcome gives all parties involved confidence that the solution is effective and provides the opportunity to promote the project and the area through the design process.

Innovating Streets Pilot Fund (ISPF)

7. There are two application rounds for the fund:
   - The first round opened on 3 April 2020 and will close on 8 May 2020. Successful applicants are expected to be announced in June 2020.
   - The second round opens on 8 June 2020 and closes on 3 July 2020 with successful applicants to be announced by the end of July.
   - Qualifying projects are expected to be delivered by June 2021.

8. In addition to the two funding rounds, Waka Kotahi NZTA is offering support for interventions that specifically relate to COVID-19. Auckland Transport is leading an emergency response programme in conjunction with Auckland Council, and is applying for a funding subsidy for the costs associated with COVID-19 measures which are already being implemented across Auckland.

9. Auckland Transport led the submission for the first round of funding, where 12 projects will be submitted to Waka Kotahi NZTA for consideration subject to Emergency Committee approval on 7 May. Due to tight timeframes for submission, extensive consultation on the first round of funding was not possible. However, all the projects included in the submission come from existing programmes already approved by Auckland Council and align well with governing body and local board strategic transport priorities. It should also be noted that the ability to undertake extensive stakeholder engagement though the planning and delivery stages of each project is a key component of the Waka Kotahi NZTA funding criteria. The list of the 12 projects submitted for consideration as part of round one will be circulated following endorsement by the Emergency Committee at its meeting on 7 May.

10. For round two, a project team has been established across Auckland Council and Auckland Transport and a process has been established to identify potential projects and developing them through to a finished application. The timeframe for this project, like others taking place during this unprecedented time, is reasonably tight, but will allow for local board involvement at an early ‘idea generation’ stage as well as the review stage.

11. At a high level, Waka Kotahi NZTA has outlined that successful projects will:
   - be less than $1 million in total;
   - not create more space for cars;
   - be temporary or semi-temporary in nature, though able to explain how they will move to permanent changes;
   - need to strategically align with both the Innovating Streets programme objectives and the relevant local authority’s strategies and plans; and
   - demonstrate the value of using ‘tactical urbanism’ to advance in this situation.

12. To maximise resources and to facilitate as many applications as possible, staff have developed the following requests for applications:
   - Projects put forward for consideration must meet Waka Kotahi NZTA’s criteria for the fund.
• Local boards will need to show how this links to an existing Auckland Transport, Auckland Council or council-controlled organisation (CCO) permanent project, or that the local board is able to completely fund a permanent project from their own funds.
• Each local board should limit themselves to proposing one potential project. Each potential project will require investigation and development by technical staff before an application can be made to NZTA, and this needs to occur within a tight timeframe. Keeping the numbers of expressions of interest (EOIs) low will enable staff to focus on priority projects.

Next steps
13. The local board is now invited to consider localised strategic direction and guidance regarding the types of projects that the board has an interest in, or particular locations where the board would like to see these kinds of interventions taking place. Local boards may also like to engage with particular community groups/local stakeholders about specific local priorities.

14. On Monday 11 May 2020, an expression of interest (EOI) form will be circulated to elected members, providing the opportunity to nominate a specific project (one) from each local board to be considered for submission. The deadline for both strategic direction and guidance and for one EOI per board is 4pm on 14 May 2020. A full set of assessment criteria for proposed projects will be included as part of the EOI to be circulated on 11 May.

15. It is recommended that the local board consider delegating responsibility of completing the EOI on the board’s behalf to one or several members, due to the limited timeframe available to respond during this part of the process. It is also recommended that, once completed and submitted, the EOI be reported to the next available business meeting as an information only item to ensure a degree of openness and transparency.

16. Following the opportunity to initiate projects and provide strategic guidance, local boards will also be able to review and rank potential projects within their local board area that have been proposed by staff within Auckland Transport, Auckland Council, and Panuku. These lists will be provided on or before 25 May 2020, and local board feedback will need to be submitted by 29 May 2020.

17. It is recommended that the local board consider delegating responsibility of reviewing and ranking the potential projects proposed by staff on the board’s behalf to one or several members, due to the limited timeframe available to respond. It is also recommended that, after it has been generated and submitted, local board feedback be reported to the next available business meeting as an information only item to ensure a degree of openness and transparency.

18. Key dates of note regarding the ‘Innovating Streets’ Pilot Fund (ISPF) process are as follows:

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<th>Date</th>
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<td>11 May 2020</td>
<td>Local board to consider memo and recommendations regarding input into ISPF</td>
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<tr>
<td>11 May 2020</td>
<td>Expressions of interest (EOI) form distributed to local boards, which will include full set of assessment criteria</td>
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<tr>
<td>14 May 2020</td>
<td>Local board to nominate ONE specific project to be considered for submission to ISPF for funding</td>
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<td>11 May – 22 May 2020</td>
<td>Staff investigation and development of potential projects across Auckland Council, Auckland Transport and Panuku</td>
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<tr>
<td>Date</td>
<td>Description</td>
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<tr>
<td>25 May 2020</td>
<td>List of potential projects circulated to local boards for review and feedback</td>
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<td>29 May 2020</td>
<td>Deadline for local board feedback on potential project list</td>
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<td>4 June 2020</td>
<td>Proposals presented to Emergency Committee; endorsement of projects to be put forward for consideration for ISPF funding</td>
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<td>Late June 2020</td>
<td>Applications submitted to Waka Kotahi NZTA for ISPF consideration</td>
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<tr>
<td>End July 2020</td>
<td>Waka Kotahi NZTA notifies successful applicants for round two ISPF funding</td>
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Attachment


Regards

Eric Perry
Relationship Manager, Local Board Services
Auckland Council
Innovating Streets for People pilot fund

The Innovating Streets for People pilot fund (more than $7million) will help councils create more people-friendly spaces in our towns and cities.

Many of us in urban areas want to live in vibrant neighbourhoods, where we easily get to work, and access shops and services. We want to feel safe and comfortable moving around, in ways that are good for our health and take care of the planet.

Tactical urbanism can be used to make quick progress by testing and piloting projects to help demonstrate their value to the community.

The pilot fund will provide councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.

Covid-19 is having a significant impact on our transport systems and services. The Innovating Streets programme can make a contribution by providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.

What projects that are likely to be funded?

We're looking for projects using tactical urbanism techniques such as pilots, pop-ups and interim treatments that make it safer and/or easier for people to move around or access community spaces. We want to hear from councils of all sizes.

Projects could be anything from piloting a new walking or cycling facility to pop-up community-led street events, to trialling a low-traffic neighbourhood or reallocating more street space for people.

For example:

- Interim intersection safety improvements (e.g. kerb build-outs)
- Projects to improve placemaking
- Projects that reinforce the context of the street (business/economic activity areas, school traffic calming)
- One-off events to help cities embrace other modes of transport
- Regular play-street programmes that build community support for re-purposing streets
- Low-traffic neighbourhoods that aim to reduce vehicle volumes (e.g. filtered permeability)
- Piloting a cycleway-, pedestrian- or public transport-network.
- Emergency bike lanes or footpath expansions to make more space for social distancing in response to Covid-19

We don't want projects that create more space for cars, or those that are permanent in nature. Projects need to strategically align with both the Innovating Streets programme objectives, and local councils strategies and plans. They must also be able to demonstrate the value of using tactical urbanism to advance a future permanent change, and explain how they will move to permanent changes.

Key dates

There are two application rounds for the pilot fund. The first opens on Friday 3 April, and closes on Friday 8 May. We expect to announce successful applications for round one in early June. The second round opens on Monday 8 June and closes on Friday 3 July. We expect to announce successful applications for round two by the end of July.

Tactical urbanism projects designed as part of a COVID-19 response package can be considered immediately, on a case by case basis. This involves projects that could be delivered in a short time frame to support social distancing on footpaths and cycle lanes, and the temporary use of streets for physical activity.

Pilot fund criteria and weightings

<table>
<thead>
<tr>
<th>Pilot fund criteria</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Criteria 1: Strategic fit with Innovating Streets and council plans</td>
<td>40%</td>
</tr>
<tr>
<td>Criteria 2: Ability to Deliver</td>
<td>40%</td>
</tr>
<tr>
<td>Criteria 3: Value for Money</td>
<td>20%</td>
</tr>
</tbody>
</table>

Information for applicants

Please read the following:

Attachment A

Item 17

Item 20.1

- Application form [DOCX, 248 KB] – updated 30 April 2020
- COVID-19 specific application form and information
- Frequently asked questions [PDF, 221 KB]
- Brochure [PDF, 817 KB]

Sign up for our Innovating Streets newsletter (https://confirmsubscription.com/h/t/63B2497D68812D57) so we can keep you informed of any updates relating to this fund.

Further support

We will be hosting a series of webinars to cover key topics to help with your application and to answer your questions.

Webinar 1: Innovating Streets for People pilot fund

15 April 2020
Webinar outlining the basics of the pilot fund for potential applicants.

Webinar 2: Council applicants – application Q&As

23 April 2020
Webinar for council applicants that answered some common questions.

Webinar 3: Council applicants – application Q&As

About the programme

Pilot fund

30 April 2020
Webinar for council applicants that answered some common questions.