**Papakura 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.
Papakura CCTV Monitor Role

Overview
Staff

- Maurice Clarkson was employed in this role for 20 hours per week effective June 2019 to present. Maurice does five days a week 10 to 2 pm.
- Maurice has been invaluable to the Papakura Police and the PBA who hold a lot of respect for the commitment and flexibility he has shown in his role to help reduce crime.
- Maurice is now very skilled and efficient with the system and downloading footage.
- Part time staff member and volunteers from CPNZ assist to monitor cameras outside of these hours where possible.
CCTV Monitoring Process

- Cameras are currently monitored during peak hours; 10am-2pm Mon/Tues and 10am-6pm Wed to Fri
- CCTV Monitor staff are the ‘eyes on the town’ for Police during these hours so that incidents are able to be alerted to them and dealt with immediately.
- They have a direct phone line from the Cctv room to the Preventative Sergeant on duty for any incidents happening in real time.
- The process for requesting footage works well; a request form from the police officer involved is sent to PBA and then forwarded to the CCTV Monitor.
- Footage is downloaded when required by the CCTV Operators to assist the police force, therefore having experienced staff able to do this quickly and efficiently is vital.
- Police are now able to view footage on their phones to assist them in the field. This is a new system that has just recently been put in place at the Station with Safer Communities, the Police and PBA.
CCTV Monitoring Success

• The town CCTV system has changed from a reactionary tool into an effective real time operating system. This represents a great crime prevention tool for the town.

• Requests from Police for CCTV Footage: 24 requests in 2018, 43 requests in 2019, 22 for 2020 to date.

• 44 requests to download footage have been received from June 2019 to present while Maurice has been employed.

• CCTV staff have been instrumental in assisting Police with several convictions including the Kiwi Bank, Michael Hill, Vape Shop and Stirling Sports robberies and a serious assault over the past 12 months.

• Monitor staff have also been able to assist with enquiries for illegal rubbish dumping and graffiti in the town centre.
CCTV Monitoring Success

- Maurice and our additional part time staff member are committed and well-practised in their role.
- Feedback from the Police and local businesses has been extremely positive to date.
- Regular feedback and updates from monitor staff ensure the cameras and our processes are working to their full potential. This would not be the case without these people.
- The town has 33 cameras in place, 3 PTZ (Zooming Cameras) with one more camera to come, and Four License Plate Recognition Cameras to be installed in the not too distant future.
TESTIMONIALS

- Feedback received from Papakura Police via email.
- From Wayne Lendrum – Scene of Crime Officer, District Forensic Services – South Team.

- Greetings:

- Just a quick note to say that I am impressed with the service received from the staff working out of the Papakura Police manning the cameras around the town

- I have made several requests to look at the footage of a particular matter and it has been responded to in a very time efficient manner.

- Staff are always very helpful and willing to assist. Usually deal with Maurice who I am impressed with due to his professionalism, helpfulness and knowledge.

- From my perspective the system is worth its weight in gold

- Wayne LENDRUM
  - Scene of Crime Officer
  - District Forensic Services (South Team)
  - Counties Manukau South DHQ - 64 Wood Street, Papakura
  - Private Bag 72001, Papakura 2110, New Zealand
  - ' +64 9 2950298 | Ext: 92798 | 6 +64 9 2963940|È 0211912113
  - *wayne.lendrum@police.govt.nz
Testimonials

- Email from Brent Leddy – Constable from Tacital Crime Unit, Pukekohe

  To whom it may concern,

  I just wanted to express my thanks and appreciation to the Papakura Business Association and in particular Maurice Clarkson, for the great work being done with the Papakura town centre CCTV.

  On 31st January 2020 a young pregnant female was kidnapped and robbed in a vehicle which went through the Papakura CBD. Maurice was able to capture the entire route the vehicle took and obtain the vehicle registration. He captured the moment the terrified Victim jumped from the moving vehicle on O’Shannesy Street. This evidence has being crucial in a prosecution of a very violent and prolific offender. It helped us to not only identify and investigate this offence, but lead to a larger investigation where the same offender had been on a crime spree across the district.

  I work primarily in Pukekohe and wider Franklin, the town cameras here are far behind that of Papakura. I believe that the CCTV in Papakura is an amazing asset to have which makes the town centre much safer. It assists Police greatly with investigations and faster response to incidents.

  Kind regards,

  Brent LEDDY
  Constable BLFG75
  Tactical Crime Unit, Pukekohe
Funding

- In June 2019 – the Papakura Local Board did a trial of this role and gave the PBA $27,000 to fund this role.
- The PBA is requesting another $27,000 to continue this invaluable role for the Town, the Police and our community for the 20/21 year.
- The PBA funds the other part time operator from the PBA Funds and covers all other costs associated with these roles.

This service and role is pivotal to Town Centre Safety and works hand in hand with the Safety Co ordinators role.
Councillors’ Office

Councillor Dalton Local Board Update May 2020

COVID 19
Council is in the recovery phase of COVID19. We are still waiting on direction from Government on their expectations of Council in our response. Calls to the 0800 number have dropped to 150 a week and staff are slowly being redeployed to business as usual.

As we traverse level 2 Council is taking a phased approach to re-opening our facilities based on physical distancing requirements and to some extent the costs involved in re-opening.

We have had more 0 COVID cases than not despite 5000-6000 tests a day — what an incredible little country we are, and how very lucky we are to live here.

Outcomes for Māori Portfolio
I have quite a bit of work happening in this space, mostly gathering information to ensure I can contribute from an informed position to the emergency budget and COVID recovery phase. I have participated in two skypes at the invitation of the Mayor, one with Ngāti Whatua and another with Iwi chairs led by the kaitiaki forum of Te Waka Angamua.

This week there was the first governance meeting of the Independent Māori Statutory Board and the Governing Body. CEO Nick Hill from ATTED presented his CCOs contribution to economic development and employment workstreams between ATED and TSI to deliver on outcomes for māori.

I hold considerable concerns on the impact of job losses for the South from COVID. There is little doubt in my mind the jobs losses from AirNZ, Sky City and other large employers in Auckland will directly impact māori, pāsifika and low incomes earners in the South and West more than anywhere else in Auckland.

Value for Money Committee This committee is in abeyance until normal committee meetings resume post COVID, however, the operational arm is working extremely hard to find savings as we move into our emergency budget decision making.

CCO Review
Councillors have received an interim update which simply advises of the consultation and discussions that took place in terms of the numbers of interviews. The full report will be available within the next 5-6 weeks. I consider this important information for decision making towards the annual budget but it looks like it will the report will meet its agreed deadline it will miss the timeframe for decision on the emergency budget.

Rate Increase 20/21
Councillors and Local Board Chairs have been working together towards finding savings within existing budget to address the multi million dollar funding gap as a result of COVID19. Thank you for all of the efforts you have made to consider your own budgets and working through your annual plan with the uncertainty of a confirmed budget envelope.

Nga mihi nui
Angela
Report to the Papakura Local Board by Cr Daniel Newman
26 May 2020

Auckland Council will shortly commence a bespoke consultation with the community on a revised draft annual plan. That draft plan reflects the Council’s revised budget, which seeks to respond to the financial impact of Covid-19.

I am not able to address the detail of the draft budget at this time. However, I do wish to provide board members with my best analysis of the draft budget, including the implications of the budget on Auckland Council’s ability to fund its capital programme and operating activities. This analysis will be presented in partnership with Cr Dalton.

I have never been involved in such a difficult exercise in reprioritising the funding and rating strategy for Auckland Council. This will affect both the Council parent as well as its CCOs. I expect that we will see material changes to our capital programme and our operating activities.

I am on record as to how I view things:

1. Prudent asset management starts with managing and renewing assets. This means understanding that doing good business as usual is both essential and non-negotiable. Before we can do transformation across the activities of the Council family, we need to maintain assets and utilities as a key business driver.

2. If we do not manage and renew assets in the short-term, we face higher costs in the medium to long term. Frankly, this is the case we currently face because of the legacy of short-changing renewals in days past. We have more cars on the road; more demand for water and wastewater services as our region’s population continues to grow; and there greater pressure on our community services and natural environment. We need to respond to this demand, starting with the renewal of assets.

3. We need to be candid with our community – Auckland Council’s revenue position has been significantly and unfavourably affected by Covid-19. Rates is only one revenue source. Dividend income, fuel tax revenue, revenue from fees and revenue from subsidies from public transport patronage.

We will all need to be in this together for the discussion to come. Just as we faced challenges during the lockdown, we will face challenges in the future. Be assured, we will front our community on these challenges and we will bat hard for the best outcome on behalf of every resident and ratepayer.

**Water levels**

As you know, Auckland is now in the midst of a drought. We need rain and we need significant and sustained savings in water consumption.

Had the Hays Creek Dam had been online from October 2018 to the present day, the combined network water levels for Auckland would be up to three per cent higher. The water treatment plant for the Hays Creek Dam was decommissioned in 2005. The construction of a new plant with a capacity of 10,000 cubic metres per day could provide additional drinking water for around 50,000 people within the immediate Papakura area, and help address the region’s water challenge during drought conditions.
It is crucial that Watercare progresses planning and design, consent and the construction of plant infrastructure to tap all water sources, as well as seek consent to increase to its water take from the Waikato River.
Chairs Report to the Papakura Local Board (27 May 2020)

1. **COVID-19**: Local Board chairs continue to receive a weekly COVID-19 update via an online meeting with senior Auckland Council staff who are providing oversight of the safety and ongoing functionality of council operations. Council is now working on the recovery and further planning for progressively reopening council offices and facilities. This staged approach has seen some Libraries (including Sir Edmund Hillary Library, Papakura) reopen. More libraries will reopen after Queens Birthday (02 June).

2. **Auckland Council Emergency Budget**: Local Board Chairs have working alongside the Councillors in the most cooperative and cohesive display of co-governance I have witnessed since Auckland Council was established nearly 10 years ago. I would like to thank and congratulate the Councillors and staff for the opportunity, inclusiveness, and the hugely informative workshop briefing. It demonstrates that we are all working together to achieve the best outcome for Auckland and it’s widely varied communities.

3. **Water Shortage**: An important reminder to everyone "Water restrictions are now in place". It is worth noting that as a result of Auckland’s water shortage, due to the lower than normal rainfall this summer, the Hays Creek Dam on the outskirts of Papakura (near the southern end of Dominion Road), will be brought back online and will add approximately 1% of Auckland’s water needs. The dam was taken off-line and decommissioned as source of water for Auckland in 2005. This is good news for the residents of Papakura and will give some comfort knowing there is a good source of water close to our community.

4. The **Papakura Multidisciplinary Cross Agency Team (MDACT)** group of government and community agencies is refocusing its activities now that the country has progressed into COVID-19 Level 2. Much of the ongoing work is now being picked up by the KuraConnect group.

5. The **KuraConnect group** of community organizations is planning a number of community events and support for families, as and when circumstance allow, as we progressively move beyond the effects of COVID-19. The group has also assumed many of the ongoing roles of MDCAT in support of the Papakura community.

6. **Papakura Local Board**: The local board continues to fully function virtually, working through our Local Board three-year Plan in readiness for consultation. It must be noted that all local board plans may need to be re-evaluated following public consultation and finalization of the Auckland Council Emergency Budget in July.

7. **Special acknowledgement**: I'd like to take this opportunity to acknowledge the dedicated Papakura Local Board team of staff who have unwaveringly provided all the support, encouragement and flow of information both for the local board members and the community during these very trying times. A very big “Thank You”.
6 May 2019

Papakura Local Board
35 Coles Crescent
Papakura
AUCKLAND

Dear Papakura Local Board members

Papakura Rail Station Access Single-Stage Business Case (SSBC) – Ref: 503617

Thank you for your considered and constructive presentation to the Auckland Transport (AT) Board of Directors on 26 March 2018 and your feedback on the Papakura Rail Station Access SSBC dated 27 March 2019 and the other related issues that you have raised.

AT is acutely aware of the strategic importance of the need to provide good access to rapid and frequent public transport, such as the heavy rail service, to communities such as Papakura to enable them to improve their journey options and meet the aspirations of the Auckland Plan.

Increasing park and ride capacity in strategic and suitable locations across the region over the long term is one element of a systems-based approach to achieve this outcome. The inclusion of over $75 million for park and ride projects in the Regional Land Transport Plan (“RLTP”) highlights our support for park and ride along with other elements.

In responding to you I have detailed below the current context in relation to the multi-storey park and ride, information with respect to the bus interchange, issues raised about pedestrian safety and we have proposed a potential two-pronged pathway forward.

Multi-storey Park and Ride

During your presentation I noted the Local Board’s request to future proof the Papakura Train Station Park and Ride and Bus interchange by undertaking a ground floor and first storey build with the potential to add further levels in the future.

I understand that AT Management have shared with you the findings of the geotechnical study which highlights that the soil conditions make building a multi-storey park and ride facility in this location challenging and would result in a significant increase in the funding required.

This is reflected in the Single Stage Business Case (“SSBC”) that concludes that a ground floor/first floor structure for park and ride at Papakura has a low benefit cost ratio. I understand the SSBC has been shared with the Local Board and we have this week received your feedback.

You will be aware that the budget amount of $11.7m for the Papakura Park and Ride project in the 2018-28 Regional Land Transport Plan is assumed to be funded 49% by AC and 51% by the New Zealand Transport Agency (“NZTA”). The latter contribution is subject to approval by NZTA following their review of any application for funding by AT and noting the low benefit cost ratio it may prove challenging to obtain NZTA support for investment in the project.

NZTA’s decision making is based on the merits of the business case prepared by AT and the priority of this project relative to other projects throughout New Zealand that compete for limited/constrained funding from NZTA. You will likely be aware that the Interim CEO of NZTA has written to His Worship the Mayor Phil Goff on 15 March 2019 advising that;
“There is already a large programme of activities submitted in each activity class and remaining unallocated funding is very limited. This particularly applies to local road improvements, where there are significantly more candidate projects in the NLTP than available funding, and public transport ....”

You may be aware through media reports that AT has been making, on behalf of Local Boards and Auckland Council and with the support of the Mayor and Deputy Mayor, strong advocacy efforts for the funding of program that was agreed through ATAP. This includes the “one local initiative” projects as we recognise that these were the key element of the agreed programme.

You will also be aware that there has been a number of changes in personnel at very senior levels within NZTA over the past five months including the Chairman, the Board of Directors, the Chief Executive Officer, and a number of senior executives.

As a result, our strong advocacy efforts have been continuing as recently as this week, and we have now been informed that there will be more clarity from NZTA on the availability of funding in the National Land Transport Fund for the Auckland region’s transport capital programme over the coming months.

Bus interchange

The draft SSBC also includes a recommendation to relocate the Papakura bus interchange. Given the current service pattern and patronage I understand the evidence shows the need to relocate the interchange is probably not required in the next 2-3 years and that interim measures can be taken before a bus interchange facility is required. Please note, I have had it confirmed that until any interchange work is done, there will be no changes to the current carparking at the southern end of the station (which I understand was an area of concern for the Board).

Pedestrian safety concerns

I note reference to pedestrian safety issues that you raised, and I understand this was discussed at an on-site meeting held on 26 April. These discussions and other issues canvassed, such as a possible new bus layover location, are being progressed internally – we will respond, via Wally Thomas, in the next week with an update.

Recommended Pathway Forward

We would like to propose working with you in two ways over the coming months to deliver progress on your “one local initiative”.

Firstly, we would like to discuss how you might assist us with advocating for your one local initiative with both Auckland Council and Central Government. Our view is that there is real merit in considering how we might both work together to secure funding for the existing OLI. This may take some time and it is difficult to assess how successful our combined advocacy efforts might be, but our view is that this continues to have merit and we are prepared to work hard to this end.

Secondly, to mitigate the risk of delay and in the case that we were unsuccessful in securing the funding required, we also suggest that we work with you on developing alternative options, taking a holistic approach, to deliver better access for your community to heavy rail services.

Under this second stream our management team would work with you on a proposed approach using a series of incremental interventions rather than a single solution which delivers a multi-storey park and ride on day one. This proposed approach could involve investigation of a number of elements including;

1) Prepare a funding application to NZTA to co-fund construction of 120 at-grade car parks on KiwiRail leased land, per the SSBC recommendations. This funding application would not be submitted until the outcomes of our advocacy efforts were known. Consideration would also be given to future proofing for a multi-storey park and ride
2) Undertake further study of the viability of mechanical car stackers as a component of AT's park and ride schemes and consider whether to prepare a funding application to NZTA to co-fund the purchase, installation and trial of two mechanical stackers at Papakura Park and Ride.

3) Investigate potential enhancements such as lighting and CCTV to improve perceptions of security and safety between Papakura Station and existing car parks within reasonable walking distance of Papakura Station.

4) Investigate, and possibly trial, the introduction of on-demand services to access Papakura Train Station such as those currently being trialled in Devonport.

5) Identify short term improvements to the current bus interchange location. Determine the timeframe for any potential future relocation of the bus interchange.

6) On completion of the Papakura Town Centre Parking Study consider options for implementation of any recommendations following consultation with the Local Board and the community.

7) Studies show that that 29% of Papakura park and ride vehicles were registered to an address within reasonable proximity of the Station. With this in mind, and to optimise existing park and ride capacity available, consideration could be given to trialling park and ride demand management strategies (potentially including car-pooling areas)

Within the next three weeks we propose to meet with the Local Board to consider actions we might consider in terms of advocacy for the current scheme and in the next four to six weeks we would like to propose a second workshop to cover pathways forward in the event that funding, despite our combined advocacy efforts, is unavailable.

I understand the Local Boards frustration regarding 'getting a spade in the ground' on the park and ride OLI. AT is committed to working with the Local Board to improving short term parking availability in the town centre and access to Papakura Train station to promote use of the heavy rail services in advance of the completion of the third main project and the introduction of express rail services.

If the Local Board would like to meet and discuss this further please contact our Chief Executive, Shane Ellison. He would be happy to organise a face to face workshop with you to explore how we move forward.

Yours sincerely,

Dr Lester Levy
CHAIR