**Upper Harbour 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.
Upper Harbour Local Board

OPEN MINUTES

Minutes of a meeting of the Upper Harbour Local Board held via Skype for Business on Friday, 8 May 2020 at 10.10am. Either a recording or written summary will be uploaded on the Auckland Council website.

PRESENT

Chairperson
Margaret Miles, QSM, JP

Deputy Chairperson
Lisa Whyte

Members
Anna Atkinson
Uzra Casuri Balouch, JP
Nicholas Mayne
Brian Neeson, JP
1 Welcome
The Chairperson opened the meeting and welcomed everyone.

2 Apologies
There were no apologies.

3 Declaration of Interest
There were no declarations of interest.

4 Confirmation of Minutes
Resolution number UH/2020/30
MOVED by Deputy Chairperson L Whyte, seconded by Member B Neeson:
That the Upper Harbour Local Board:
  a) confirm the ordinary minutes of its meeting, held on Thursday, 19 March 2020, as true and correct.
CARRIED

5 Leave of Absence
There were no leaves of absence.

6 Acknowledgements

  6.1 Acknowledgements - COVID-19 pandemic response
Resolution number UH/2020/31
MOVED by Chairperson M Miles, seconded by Member N Mayne:
That the Upper Harbour Local Board:
  a) acknowledge all essential workers who have been working tirelessly during alert levels 3 and 4 to ensure all essential services continue to be made available to the public, including but not limited to emergency services staff, health care workers, police, bus and truck drivers, supermarket workers, and cleaning staff.
CARRIED

7 Petitions
There were no petitions.

8 Deputations
There were no deputations.

9 Public Forum
There was no public forum.
10 Extraordinary Business

There is no other opportunity to consider this item prior to the deadline of 14 May 2020. It is therefore, recommended that the local board accept discussion and decision-making on this matter as an item of extraordinary business.

10.1 Extraordinary Business - Innovating Streets Pilot Fund

Resolution number UH/2020/32

MOVED by Chairperson M Miles, seconded by Deputy Chairperson L Whyte:

That the Upper Harbour Local Board:

a) consider an extraordinary item regarding the Innovating Streets Pilot Fund at Item 16.1 of this agenda:
   i) the reason the matter was not on the agenda is that the item was not available until after the close of the agenda
   ii) the reason for urgency is that the deadline for both strategic direction and guidance and for one expression of interest per local board is 14 May 2020 and this is the only meeting of the Upper Harbour Local Board prior to that date.

CARRIED

11 Minutes of the Upper Harbour Local Board meeting held Thursday, 19 March 2020

Note: That the open unconfirmed minutes of the Upper Harbour Local Board meeting held on Thursday, 19 March 2020, are attached at item 11 of the agenda for the information of the board only and were confirmed under item 4 of the agenda.

12 Attendance at local board meetings during the Epidemic Preparedness (COVID-19) Notice period

Resolution number UH/2020/33

MOVED by Member U Casuri Balouch, seconded by Member A Atkinson:

That the Upper Harbour Local Board:

a) note the temporary amendments pursuant to the COVID-19 Response (Urgent Management Measures) Act 2020 which allows members to attend meetings by audio-visual link as of right and, despite anything to the contrary in standing orders, to be counted for the purposes of quorum.

b) amend its standing orders by including a new Standing Order 3.3.10 that reads as follows:
   i) Attendance of non-members by electronic link: a person other than a member of the local board may participate in a meeting of the local board by means of audio link or audio-visual link if the person is otherwise approved to participate in accordance with Standing Orders Sections 6 and 7.

CARRIED

CARRIED
13 **Endorsing Business Improvement District (BID) targeted rate for 2020/2021**

    The BID Senior Advisor was in attendance via Skype for Business to support the item.
    Resolution number UH/2020/34
    MOVED by Deputy Chairperson L Whyte, seconded by Member A Atkinson:
    That the Upper Harbour Local Board:
    a) recommend to the Governing Body the setting of the targeted rate for inclusion
       in the Annual Budget 2020/2021 for the following Business Improvement District
       programme:
       i) $690,621 for Business North Harbour Incorporated.
    b) note that Business North Harbour members had agreed at their 2019 Annual
       General Meeting to increase the Business Improvement District grant sum by
       3.1 per cent in 2020/2021, but have since rescinded this decision in a sign of
       solidarity with struggling business ratepayers.
    CARRIED

14 **New name for a road created by way of subdivision at BB13, 61 Clark Road, Hobsonville**

    Resolution number UH/2020/35
    MOVED by Member U Casuri Balouch, seconded by Member B Neeson:
    That the Upper Harbour Local Board:
    a) approve the name ‘Bodhi Lane’ for the new private road constructed within the
       subdivision for BB13 being undertaken by Classic Developments BB13 Limited
       at 61 Clark Road, Hobsonville.
    CARRIED

15 **Urgent decision: Change date, time, location and format of May 2020 Upper Harbour Local Board community forum meeting**

    Resolution number UH/2020/36
    MOVED by Member B Neeson, seconded by Member A Atkinson:
    That the Upper Harbour Local Board:
    a) note the urgent decision made on 28 April 2020 as set out in Attachment A of
       this agenda report, which changed the Upper Harbour Local Board community
       forum meeting scheduled to be held at the Headquarters building, Buckley
       Avenue, Hobsonville Point, on Wednesday 6 May 2020 at 6.30pm, to a business
       meeting held via Skype for Business on Friday 8 May 2020 at 10am.
    CARRIED

16 **Record of the Upper Harbour Local Board workshop held on Thursday, 12 March 2020**

    Resolution number UH/2020/37
    MOVED by Member N Mayne, seconded by Member A Atkinson:
    That the Upper Harbour Local Board:
a) receive the record of the Upper Harbour Local Board workshop held on Thursday 12 March 2020 (refer to Attachment A to the agenda report).

CARRIED

Precedence of Business

Resolution number UH/2020/38

MOVED by Deputy Chairperson L Whyte, seconded by Member B Neeson:

That the Upper Harbour Local Board:

a) agree that Item 18.1 Extraordinary Business – Innovating Streets Pilot Fund be accorded precedence at this time.

CARRIED

18.1 Extraordinary Business - Innovating Streets Pilot Fund

The Relationship Manager was in attendance via Skype for Business to support the item.

A memo and attachment were provided for the local board’s consideration. Copies have been placed on the official minutes and are available on the Auckland Council website as a minutes attachment.

Resolution number UH/2020/39

MOVED by Member N Mayne, seconded by Member U Casuri Balouch:

That the Upper Harbour Local Board:

a) delegate to Chairperson M Miles, Deputy Chairperson L Whyte, and Member A Atkinson, the responsibility of completing and submitting an expression of interest for one project to be considered for funding from the Waka Kotahi New Zealand Transport Agency 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 Chairperson M Miles, Deputy Chairperson L Whyte, and Member A Atkinson, 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

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

CARRIED

Attachments

A  8 May 2020 Upper Harbour Local Board - Item 18.1: Extraordinary Business - Innovating Streets Pilot Fund memo

B  8 May 2020 Upper Harbour Local Board - Item 18.1: Extraordinary Business - Innovating Streets Pilot Fund background information
17 Local board decision making and input into the Annual Budget 2020/2021

The Relationship Manager was in attendance via Skype for Business to support the item.

Note: A copy of the Upper Harbour Local Board written feedback on the Annual Budget 2020/2021 is available on the Auckland Council website at the following location: https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/annual-budget-2020-2021/Documents%20Local%20Boards%20submissions%20received/upper-harbour-written-feedback-vol-1.pdf

Resolution number UH/2020/40

MOVED by Chairperson M Miles, seconded by Member B Neeson:

That the Upper Harbour Local Board:

a) receive consultation feedback on the proposed Upper Harbour Local Board priorities for 2020/2021.

b) receive consultation feedback on regional proposals in the Annual Budget 2020/2021 from people or organisations based in the Upper Harbour Local Board area.

c) provide the following feedback to the Governing Body on the proposed Annual Budget 2020/2021:

i) based on feedback received from residents in the Upper Harbour Local Board area during Consultation Part 1 (21 February to 22 March 2020), the board supports in principle the three regional proposals which apply a user-pays approach for changes to rates and fees (waste management: targeted rate; refuse collection in the former Auckland and Manukau city; and Waitakere rural sewerage service targeted rate), as it is fair and reasonable to expect the cost of services to be charged directly to users who benefit from the service.

CARRIED

Resolution number UH/2020/41

MOVED by Deputy Chairperson L Whyte, seconded by Member A Atkinson:

That the Upper Harbour Local Board:

d) adjourn this item until Monday 18 May 2020 at 10am via Skype for Business, as the board is awaiting further information to enable the formation of views and preferences as part of phase two of the Emergency Budget.

CARRIED

Note: The meeting was adjourned at 10.44am.

18 Consideration of Extraordinary Items

Item - 18.1 Extraordinary Business - Innovating Streets Pilot Fund - was taken prior to Item 17 – Local board decision making and input into the Annual Budget 2020/2021
Upper Harbour Local Board
21 May 2020

Minutes of reconvened meeting of the Upper Harbour Local Board held via Skype for Business on Monday 18 May 2020 at 10.06am. Either a recording or written summary will be uploaded on the Auckland Council website.

PRESENT

Chairperson
Margaret Miles, QSM, JP

Deputy Chairperson
Lisa Whyte

Members
Anna Atkinson
Uzra Casuri Balouch, JP
Nicholas Mayne
Brian Neeson, JP

Until 11.22am [Item 17]
From 10.15am [Item 17]

Note: A subsequent apology for early departure was received from Deputy Chairperson L Whyte

19 Procedural motion to exclude the public

Resolution number UH/2020/42

MOVED by Chairperson M Miles, seconded by Member U Casuri Balouch:

That the Upper Harbour Local Board:

a) exclude the public from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

17 Local board decision making and input into the Annual Budget 2020/2021

<table>
<thead>
<tr>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Particular interest(s) protected (where applicable)</th>
<th>Ground(s) under section 48 for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>s7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</td>
<td>s48(1)(a)</td>
<td>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</td>
</tr>
<tr>
<td>s7(2)(i) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</td>
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<td>In particular, the report contains information around potential financial implications and</td>
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</table>

Minutes
The text of these resolutions is made available to the public who are present at the meeting and form part of the minutes of the meeting.  

CARRIED

10.11am The public was excluded

Member B Neeson entered the meeting at 10.15am

Resolutions in relation to the confidential items are recorded in the confidential section of these minutes and are not publicly available

Deputy Chairperson L Whyte left the meeting at 11.22am

11.58am The public was re-admitted

RESTATEMENTS

It was resolved while the public was excluded:

17 Local board decision making and input into the Annual Budget 2020/2021 continued

That the Upper Harbour Local Board:

b) confirm that these resolutions, memo and accompanying attachments are to remain in confidential for the reasons indicated until the Emergency Committee has made decisions regarding the direction of council’s responses to the financial implications of COVID-19, and council has made further disclosures via the New Zealand Exchange (NZX).

11.58am The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD AT A MEETING OF THE UPPER HARBOUR LOCAL BOARD HELD ON

DATE: ..................................................................................................................

CHAIRPERSON: ..........................................................................................

Minutes
Date: Friday 8 May 2020  
Time: 10.00am  
Meeting Room: This meeting will proceed via Skype for Business. Either a recording or written summary will be uploaded on the Auckland Council website  
Venue:

Upper Harbour Local Board
OPEN MINUTE ITEM ATTACHMENTS

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<td>8 May 2020 Upper Harbour Local Board - Item 18.1: Extraordinary Business - Innovating Streets Pilot Fund background information</td>
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Memorandum
7 May 2020

To: Upper Harbour 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 Upper Harbour 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 Kōtahi 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 on Friday 8 May at 10am.

Recommendation(s)
That the Upper Harbour 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 Kōtahi 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 list 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 Kōtahi 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...
Item 18.1
Attachment A

Upper Harbour Local Board
08 May 2020

Upper Harbour Local Board
21 May 2020

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 (ISP$)

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.
Item 18.1

Attachment A

Auckland Regional Council

Upper Harbour Local Board

21 May 2020

Minutes of Meeting

Auckland Regional Council

Upper Harbour Local Board

21 May 2020

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:

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 May 2020</td>
<td>Local board to consider memo and recommendations regarding input into ISPF</td>
</tr>
<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>
</tr>
<tr>
<td>14 May 2020</td>
<td>Local board to nominate ONI, specific project to be considered for submission to ISPF for funding</td>
</tr>
<tr>
<td>11 May – 22 May 2020</td>
<td>Staff investigation and development of potential projects across Auckland Council, Auckland Transport and Panuku</td>
</tr>
<tr>
<td>Date</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>25 May 2020</td>
<td>List of potential projects circulated to local boards for review and feedback</td>
</tr>
<tr>
<td>29 May 2020</td>
<td>Deadline for local board feedback on potential project list</td>
</tr>
<tr>
<td>4 June 2020</td>
<td>Proposals presented to Emergency Committee, endorsement of projects to be put forward for consideration for ISPF funding</td>
</tr>
<tr>
<td>Late June 2020</td>
<td>Applications submitted to Waikato NZTA for ISPF consideration</td>
</tr>
<tr>
<td>End July 2020</td>
<td>Waikato NZTA notifies successful applicants for round two ISPF funding</td>
</tr>
</tbody>
</table>

**Attachment**
- Information taken from Waikato NZTA website – Innovating Streets for People Pilot Fund  

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 $7 million) 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 buildouts)
- 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 changes, 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 B

Item 18.1

Upper Harbour Local Board
08 May 2020

8/52620

Innovating Streets for People pilot fund

- Application form [DOCX, 244 KB] – updated 30 April 2020
- COVID-19 specific application form and information
- Frequently asked questions [PDF, 221 KB]
- Brochure [PDF, 187 KB]

Sign up for our innovating Streets newsletter (https://conirmsubscription.com/fil/t;/6382497968812057) 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

Item 18.1
Attachment B

Innovating Streets for People pilot fund / Waka Kotahi NZ Transport Agency

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

About the programme

Pilot fund

Report: to 21 May 2020 Business Meeting of Upper Harbour Local Board

With Covid 19 I have attended skype meetings on behalf of the Board and provided written reports to board members on these.

- Local Board Chairs weekly COVID-19 operational briefings on.
  26 March,
  2 April, 9 April, 17 April, 23 April and 30 April.
  7 and 14 May

Local Board Chairs Briefing with Chair and Deputy Chair of the Finance & Performance Committee – 29 April

Confidential Finance and Performance Committee workshops – skype meetings

- Confidential Finance and Performance Committee workshop (Annual Budget 2020/2021) – Attended skype calls on 6 May, 13 May and 20 May.

CONFIDENTIAL Emergency Committee meeting – skype meeting

- 14 May

Other Meetings attended:

- 8 May - On site meeting at Oteha Valley Road with Councillors Watson and Walker and AT staff to discuss the popup lanes along Oteha Valley Road.

Always happy to discuss and clarify any matters with you all.

Regards
Margaret
Upper Harbour Local Board  
21st May 2020

Nicholas Mayne Board Member Report

Roles assigned by the local board

- Topic Lead Parks (Reserves), Sports, and Recreation
  - 27/03/2020 Collated Local Board Feedback on proposed pocket park for Te Uru Precinct Hobsonville Point
  - 16/04/2020 Received a request from a resident for the Local Board to promote using the Hobsonville Coastal walk in a clockwise direction during the COVID-19 Lock-down. It was generally accepted that this was a behaviour that Auckland Council could not enforce; nor would signage be a practical and prudent use of council resources; however I requested that an advice be put on the Upper Harbour Local Board Facebook page and shared with the Hobsonville Point Community Page.
  - 16/04/2020 Collated Local Board Feedback on Signage renewal.
  - 29/04/2020 Received complaint from Metlife Village management about dog being walked without leads. Requested council officers look into options for resolving this issue. On later review of this issue; there are signs at 3 of the larger entrances to the park that all indicate with a small icon that it is an on-lead dog park.
  - 07/05/2020 Collated and submitted Local Board Feedback on Land Owner Approval for installation of bench at Albany domain.
  - 11/05/2020 Responded to a community request for an update on planting offset from Harbour Hockey development in Rosedale Park Reserve.

- Topic Lead Infrastructure and Environment
  - 09/04/2020 Received email from resident regarding "noticed food rubbish being dumped in the stream near Barbados drive" in Unsworth Reserve. Resident requested a sign advising public is not permitted to dump food rubbish. I investigated the issue and sure enough someone had dumped two chicken carcasses into the stream to feed the eels. I have requested council staff to look into options for a sign. I am yet to have a response from council staff on this issue.
  - 19/04/2020 Requested Auckland Council clarify its approach, and the legal rational for its approach, to the allocation of decision making required under the Local Government (Auckland Council) Act 2009, with respect to stormwater management assets and the land they sit on (so called “drainage reserves”).
  - 05/05/2020 Responded to email sent to me by Council Contractor Wildlands, not as an elected member, but as ecological volunteer in Unsworth Reserve. Wildlands had been asked to respond to another community member complaining because of people feeding the eels. This complaint was about the rats who were now visible during day light hours as they retrieved food from the stream. Wildland where asking about volunteer pest control program in Unsworth Reserve. I was able to report back on the unauthorised activity of ecological volunteers to address issues arising from the feeding of eels. Despite it being almost a month since I had first been made aware of the issue, I was unable to report on any council efforts to address the issue.
  - 11/05/2020 Received request from resident for COVID-19 related ecological volunteers grant in response to a reported similar grant from Hibiscus and Bays
Upper Harbour Local Board
21st May 2020

Local Board. Clarification was sort on the kinds of grants available from HBLB and responded to the resident that similar grants where available in Upper Harbour.

- Topic Lead Arts, Communities, and Events
  - 06/05/2020 Attended Herald Island Residents and Rate Payers Association meeting (by Zoom)
  - 07/05/2020 Collated and submitted Local Board Feedback on assessment criteria for Local Board grants.

General / assigned roles update
The COVID-19 Lockdown has not seen a downturn in activity for me. Much of the work I have been undertaking has been in my other role as a Union Organiser, where I have been confronted with the difficulties that workers across Auckland have encountered. This includes the difficulties that have been created by council decisions. Such as the closure of public toilets; which particularly affected truck, courier drivers, and more important from a council perspectives, Bus Drivers.

COVID-19 has also seen a lot more people active in our local parks. And along with this has come public behaviours that are a nuisance to other park users. In my own local park, I have seen a lot more people using mountain bikes on the narrow bush walking track between Mallard Place and Caribbean Drive. I assume this increase is because people are prohibited from traveling further afield to places like Woodhill forest; but the continuation of the behaviour into level 2 also represents a forced discovery of locations local residents had previously overlooked. And it is just a matter of time, if demand continues, before a walker is hit by a bike. Another consequence of increased use of the park has been more off lead dog walkers and more walkers who are less confident around dogs. Unsworth Reserve has been an off lead park for years; but most park users have tolerated people who broke the rules. The change in demographics and the increases patronage has meant that this tolerance cannot continue, and the Local Board has received a formal request to act on behalf of residents to enforce the rules. A third incident in Unsworth Reserve has resulted from more people discovering the eels in the stream and deciding to feed them. The worst example of this was someone dumping two whole chicken carcases into the creek; that resulted in multiple complaints to the council. The eels are unable to eat the quantity of food that is being tossed into the stream; it is attracting rats; and what even the rats cannot eat poses the risk of rotting and poisoning the stream. The saddest part of this story is that none of the community complaints have been acted on in a timely manner. It has been unauthorised volunteers in the community that have removed food from the creek and put up a sign asking people not to feed the eels.

By far the largest activity that has kept me busy during lockdown has been collaborating on the development of our Upper Harbour Local Parks Management Plan. This is an omnibus Reserve Management Plan; as required by the Reserves Act 1977 for all reserves within the Upper Harbour Local Board boundaries. According to the Act:

The management plan shall provide for and ensure the use, enjoyment, maintenance, protection, and preservation, as the case may require, and, to the extent that the administering body’s resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in [the Act, for Recreation Reserves, Historic Reserves, Scenic Reserves, Nature Reserves, Scientific Reserves, Government Purpose Reserves, and Local Purpose Reserves], as the case may be, for a reserve of that classification. (Reserves Act 1977 Section 41 subsection 3)
Upper Harbour Local Board
21st May 2020

The plan is also one of the few things I campaigned on as a kind of election promise during the Local Body Elections. A coherent and ambitious management plan would make available to all a clear instruction on how our parks should be managed, providing for greater participation in decision making and enjoyment by the community. Making headway on many of the issues that have become more obvious during COVID-19.

However, at present I feel it is going to be a challenge to deliver on that election promise. My vision of an ambitious plan is not supported by a majority view of the board, who keep using expressions like “we don’t want to raise community expectations.”

 Recommendation
That this report be received.
Anna Atkinson Board Member Report

Roles assigned by the local board

- Topic area co leads in the following areas:
  - Transport
  - Infrastructure and Environment
  - Economic Development
- Provided feedback on Te Uru Precinct Blocks
- Collated board feedback on AT proposals for moving bus stops on East Coast Road. I proposed that the plan is re-designed to include cycle lanes as this particular part of East Coast Road does not include cycle lanes. I also questioned if the plans could be re-designed to retain the tree. I also queried during these financially difficult times if moving a bus stop which includes a new retaining wall and platform is necessary.
- Researched and wrote the boards submission to the Innovating Streets pilot funding program. This is NZTA funding that pays for 90% of the funding for a temporary project with a ‘pathway to permanence’ that makes cities more liveable for people. I submitted on the western half of Oteha Valley Road. The proposal is that we connect the shared paths that exist, create safer crossings over intersections and then use temporary treatment to widen footpaths to become shared paths where necessary. This would become a shared path from the Albany Highway and to SH1. It would connect with the park and ride, Albany Pool, Westfield, Hooton Reserve and other facilities along the road. It would be a great temporary use of pilot fund money to assess need.

General / assigned roles update

Active attendance at every local board catchup via Zoom. I put a lot of work into the Parks Management Plan. There is still much work to do before it can provide a useful framework for how our parks are to be used.

I have had many people tell me that during the ‘lockdown’ they really enjoyed the ability to cycle in areas without fear of being killed. This has been documented in many news stories.

Meetings / events attended

- 18/3/2020. Business North Harbour to discuss Rosedale bus stations, and other transport related matters
- 19/3/2020. Attended NZTA Long list options workshop for the Northern Pathway (Akoranga to Constellation)
- 20/3/2020. Grants assessor at Creative Communities Scheme.
- 21/4/2020. Attended NZTA presentation on Northern Pathway (via zoom)
- 6/5/2020. Sustainable Paremoremo meeting (via Zoom)
- 6/5/2020. Herald Island Residents and ratepayers (via Zoom)
- 7/5/2020. Webinar on living streets from NZTA
- 12/5/2020. Sustainable Paremoremo meeting (via Zoom)
- 18/5/2020. UHEN May Meeting
Conferences / member development
  • 7/5/2020. Webinar on living streets from NZTA

Disclosures
  • No disclosures.

Recommendation
That this report be received.
Expression of Interest: Innovating Streets project proposal

1. Key information

<table>
<thead>
<tr>
<th>Project name</th>
<th>Shared path on western half of Oteha Valley Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submitted by</td>
<td>Department / Local Board / CCO: Upper Harbour Local Board</td>
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</tbody>
</table>

**Have you received approval from your department lead to submit this EOI?**

Yes

<table>
<thead>
<tr>
<th>Geographic area</th>
<th>Suburb</th>
<th>Street</th>
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<tbody>
<tr>
<td>Local Board(s)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Harbour</td>
<td>Albany</td>
<td>Oteha Valley Road</td>
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</table>

**Approximate pilot cost**

*Unknown, awaiting AT Guidance*

**How will the 10% local funding share be met?**

AT are already looking at this project, so hopefully from them. If not, LDI from Local Board Budget or Local Board Capital Transport Project Funds

**What is the delivery and evaluation timeframe? (must be delivered before June 2021)**

Nine months to plan it, mainly simple fixes. Two months to implement it.

<table>
<thead>
<tr>
<th>Confidence of meeting local funding share</th>
<th>☒ High</th>
<th>☐ Medium</th>
<th>☐ Low</th>
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</thead>
</table>

2. Pilot proposal summary (maximum 400 words)

- What is the proposed intervention?
- What is the immediate need being addressed?
- How does it align with existing projects, plans or programmes (e.g. Local Board plan)?
- How does it provide a “pathway to permanence”?
- How will the impacts of the intervention be tested and measured?
- What previous work has been done in relation to the existing project or programme?
Oteha Valley Road (OV) is a key ‘missing link’ in the local cycling infrastructure. Some shared paths exist but they are not joined up so are not accessible or usable. This proposal is to join up existing shared paths and temporarily widen footpaths where there are no shared paths. This would create a shared path the full western half of the road i.e. from Albany Highway to SH1.

These simple fixes would create a shared path on Oteha Valley Road from Albany Highway to SH1 and it wouldn’t extend into the road corridor. There is no residential property so shared paths are appropriate.

Oteha Valley Road is very hostile to cyclists. The road is dual carriageway, 60km an hour with many fast moving cars and trucks. There are a number of roundabouts and the layout of the road encourages drivers to exceed 60km per hour. The aim of this project is to create a shared path from one end to SH1. This section of the road has the following amenities currently only accessible by car:
- At one end of Oteha Valley Road there is the Albany Highway shared path already in existence.
- The new path would extend to the park and ride for the Northern Express Bus is usually full before 7am weekdays. Then people could ride to the park and ride.
- There is another car park about 800m away from the park and ride, so if there were shared paths people could park and use micro mobility to get to the park and ride if necessary.
- Connection to NCI. By 2022 there will be the NCI (Northern Corridor Improvement) shared path to Constellation Drive, and NZTA is currently working on plans to connect this to the shared path over the Harbour Bridge. This solution would link into this new shared path.
- This route also connects to the local swimming pool, Westfield Mall and up to development land and past apartment blocks.
- This route connects on the northern side to Albany Tennis, North Harbour BMX and Hooton Reserve.
- Allow University students arriving by bus to use micro mobility to travel to Albany Highway where the Massey University is located.
- In 2018 over 3,000 people signed a petition asking for safe cycle routes along Oteha Valley Road.

**What is the proposed intervention?**

For the section that has shared paths already, they are not joined, not safe across intersections and not signed. We propose intersection treatments (painting green lines across intersections) and signs (shared path) so that people know it is a shared path.

For the sections without shared paths we propose temporary footpath widening, so that it may become a ‘shared path’. This would be temporarily done with pavers etc.

This would create a shared path from the intersection with Albany Highway to SH1 linking to all the amenities listed above.

**What is the immediate need being addressed?**

Unsafe for cyclists and micro mobility users in this area of key need. It links to so many amenities but it is unsafe unless behind the wheel of a car. 3000 people signed a petition asking for safe cycle lanes, but none have been provided.
• How does it align with existing projects, plans or programmes (e.g. Local Board plan)?
Aligns with Healthy and Active communities, Efficient and Effective Transport Links and more recently the climate change commitments.

• How does it provide a “pathway to permanence”?
The temporary footpath widening will become permanent shared paths. If successful, the eastern end of Oteha Valley Road will need to be considered for shared paths too.

• How will the impacts of the intervention be tested and measured?
Cycle counters, number of bikes in the bike racks at the Park and Ride, the pool, Hooton Reserve etc.

What previous work has been done in relation to the existing project or programme?
Local Board have asked AT to look at joining up the existing shared paths and creating a cycle route as part of its Local Board Capital Transport Fund.

3000 people signed a petition asking for safe cycleways along this road, so there is definite desire.

Some design work may have been done in relation to the NCI project in terms of connections to or from Oteha Valley Road to the NCI path.

3. Assessment criteria

Please use the criteria below to self-rank the project you are submitting.

Project ranking

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Ranking (tick one of the three boxes)</th>
<th>Comments (maximum 50 words per box)</th>
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<tbody>
<tr>
<td>High</td>
<td>Med</td>
<td>Low</td>
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**Strategic fit**

- with Council, AT and Innovating Streets objectives

Implements transport choices and liveability of a place

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<tbody>
<tr>
<td>Ability to get places and to access the Park and Ride in a safe manner for active modes. See above for amenities on Oteha Valley Road currently not accessible unless you’re driving a car.</td>
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<tr>
<td>Helps mitigate a clear safety issue <em>(related to Deaths and Serious Injuries at a specific location)</em></td>
<td>A cyclist was killed on this road a few years ago. Many cyclists refuse to ride on this road as it’s so unsafe.</td>
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| Is effective at:  
• Reducing vehicle speed (to 30km/hr or less) and/or  
• Creating more space for people on our streets and/or  
• Making walking and cycling more attractive | ☒ ☚ ☚ Will make cycling safer and more attractive as currently this is a dangerous ‘hole’ and people can’t get to services like bus stations, pools etc. Many amenities and the park and ride are only accessible by car. |
| Uses temporary pilots, pop-ups or treatments as a pathway to permanent change in the future | ☚ ☚ ☚ Mainly uses paint and signs to join the existing shared path. Where the shared path doesn’t exist, will need temporary pavers to widen footpaths to become ‘shared’ paths. One day these pavers can be replaced by wider footpath. |
| Contributes to more equitable access to opportunities and essential services, particularly in areas with low levels of travel choice* | ☚ ☚ ☚ The park and ride is full by 7am so people forced to drive. This offers an alternative. By 2023 cycling right across the Harbour Bridge from here will be possible. |
| Supports mode shift to low-carbon modes* | ☚ ☚ ☚ Completely. Allows people to use active modes in an area previously hostile to those modes. |
| Supports Māori outcomes, i.e.:  
• adopts a design or project approach founded on Māori principles  
• helps advance Māori wellbeing, e.g. active Māori participation, improved access to marae, kura, kohanga, papakāinga, employment* | ☚ ☚ ☚ It supports Māori Outcomes as well as it support outcomes for everyone. Being able to safely get places on a bike or walking is beneficial for everyone. |
| Tests key elements or is designed to generate community support for the ‘parent’ project* | ☚ ☚ ☚ The parent project will be to have safe lanes the entire length of Oteha Valley Road. If ones in one half are used, then we can see about the other half. |
| **AC projects only**  
*It is part of an existing planned and budgeted project* | ☚ ☚ ☚ |
| **AT projects only**  
*Importance of the project in the current AT work programme* | ☚ ☚ ☚ |
<p>| <strong>Ability to deliver</strong> |  |
| <strong>Likelihood of project delivery by June 2021</strong> | ☚ ☚ ☚ |</p>
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<tr>
<th>Item 18</th>
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<tr>
<td>Demonstrates co-design approach involving key stakeholders and community, incl.:</td>
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<tr>
<td>• Support by the relevant Local Board(s) and stakeholders*</td>
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<tr>
<td>• Support by local community/stakeholders (e.g. business association)*</td>
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<tr>
<td>Displays clear process, including milestones, cost, monitoring and evaluation, and identification of risks and mitigation</td>
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<td><strong>Value for money</strong></td>
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<td>Amount requested is reasonable</td>
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<td>Demonstrates opportunity to improve efficiency, or de-risk, future permanent upgrades</td>
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<tr>
<td>Most people recognise that a cyclelane is necessary, but not one that takes out a lane of traffic. By joining the ‘shared paths’ this is one solution.</td>
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<td>* Council/AT criteria</td>
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<tr>
<td><strong>Mandatory requirement</strong></td>
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<tr>
<td>To be filled out by assessment team</td>
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<tr>
<td>☐</td>
<td>Strong likelihood of covering local funding share (10%)</td>
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<tr>
<td>Some examples of the road. There are shared paths, but not everywhere. There is plenty of room to extend the footpath and make the treatment “end to end”.</td>
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</table>
“What do you mean I should exit the shared path and get onto a 60km road with no barriers?” Harry, age 9

For gaps like this where the shared path ‘ends’ we would extend the footpath with pavers to make it wide enough to be a ‘shared path’ to link to the other existing shared paths.

This is on Oteha Valley Road, by Munroe Lane. About 100M from SH1.
A crossing over Warnboet Lane about 500M from SH1 and Albany Highway

"Are the cars expecting to see me as I cross from one shared path to another across this unmarked road?" Pippa age 7

For intersections like this where there is existing shared paths on both side of the road, green paint over the intersection and signs for motorists to be aware are the desired treatment.

About 100m from Albany Highway (with existing cycle lane) the Shared Path disappears and becomes a footpath.

We propose widening the footpath with pavers to become shared path width. Then a cyclist can ride to join up with existing shared paths.

About 100M from the Albany Highway end, opposite Oteha Valley Extension. The shared paths disappears and becomes footpath.
On the Northern Side, about 100M from SH1. The shared path has disappeared and become footpath. In some places there are cycleways on the road, but these randomly start and stop as shown here.

If the cyclist was silly enough to be on the road instead of the footpath, what do they do here where the ‘cycleway’ randomly stops.

Pavers should be added to the footpath so it is shared path width so unconfident cyclists don’t have to share the road. 60km and no cycle lane.