Date: Wednesday 17 June 2020  
Time: 10.00am  
Meeting Room: Kaipatiki Local Board Office  
Venue: 90 Bentley Avenue, Glenfield

Kaipātiki 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.
Beach Haven Birkdale Residents Association
Submission in Support of the Beach Haven Wharf Redevelopment Project

History.
There has been a public wharf at Beach Haven since 1887. In 1937 the wharf was partially destroyed by fire and rebuilt by the Auckland Harbour Board. In 2000 it was completely rebuilt by North Shore City Council with construction replicating as far as possible the former structure. This structure is of special heritage value.

Wharf Closure
The wharf was closed in April 2017 due to a poor Condition Assessment Rating conducted by STF. This visual inspection indicated some concerns with piles and various safety issues such as missing handrails and life buoys. A report by MSC consulting engineers in August 2017 identified remedial action required to comply with the building code. The remedial action required was relatively minor. The report however suggested that further investigations of the condition of the piles was indicated.

Soon after the wharf was closed it was re-opened by direct community action and the barrier was thrown in the tide. A short time later another barrier was erected blocking off only the steps at the end of the wharf.
Continuing Use
 Despite the closure of the wharf it has continued to be well used by fisherman and swimmers, and by the community in general. Occasionally pleasure boats have also used the closed end of the wharf. The signage at the at the end of the wharf advising vessels that the wharf is closed has long since faded and is illegible. Swimming from the wharf, has been inhibited, but not stopped, by the barrier blocking off the steps, however the ongoing deterioration of the structure has created additional hazards for swimmers. In particular, the loss of the mesh on the steps has created a serious slip hazard.

The closure of the end steps has resulted in swimmers and occasionally pleasure boats using the AT ferry wharf. This is probably not desirable for ferry users and not the intended use of that facility.

Wharf Renewal Project
 After the closure of the wharf the BBRA made enquiries of the Kaipatiki Local Board as to the future of the wharf and we were advised that a renewal project had been initiated to repair the wharf. Throughout 2018 the BBRA continued to request updates on the status of this renewal project but no serious maintenance work was undertaken by council.

Early 2019 the BBRA and Beach Haven Placemaking Group was asked to participate on a proposal to replace the wharf with a pontoon structure. This was as part of the Frank Larking Boat project. Consultation with these community groups and other organisations continued until a design was finalised in September of 2019. This process resulted in a very good design that will retain the heritage value of the existing structure and enhance and make safer, those activities enjoyed by the community from the current wharf. Considerable work has gone into this project and the redevelopment is, we understand, “Shovel Ready”.

Importance to the Community.
 As discussed earlier the wharf has a long history. It could be argued that the Beach Haven Wharf is the most iconic structure in the area. It is a focal point for the community. It provides a sense of identity. Proof of this is that it appears in many photographs promoting the area.
Indeed, the wharf is featured in the Beach Haven Birkdale Residents association logo.

Generations of Beach Haven children have enjoyed their summers on the wharf and the fish caught from the wharf have augmented local dinner tables undoubtedly since 1887. It is also an important facility for local boat owners. The wharf provides the only practical access to the water at low tide and provides an important connection point with the harbour.

An informal survey of the community showed that there is considerable and quite vocal support for the wharf redevelopment or more precisely criticism of its closure.

**Consequences of Continued Deferral**

Our organisation understands that the loss of council revenue due to the Covid 19 pandemic has resulted in some prioritisation of renewal and capital projects. We assert that deferring this project further will have very negative consequences. Failure to complete this project within the planned timeframe will result in further deterioration of the structure and the inevitable total closure of the wharf.

Further delays will result in structural failure that will make the wharf a serious public safety hazard and debris from the wharf may cause hazards to navigation on the harbour. This we believe will ultimately lead to the unplanned demolition of our beloved wharf and result in significant additional cost to the council. We cannot let that happen.

Should the wharf need to be fully closed and boarded up it will send a negative and very visible signal to the community of the low priority given to our community by the Local Board and Auckland Council.

**Conclusion:**

The Beach Haven Wharf is of significant value to this community. It is a much used, much valued, and much-loved asset. The community has been deprived of the full use of the wharf for over three years and has been patiently waiting for the promised maintenance then rebuild.

Deferring this project will inevitably lead to further deterioration, full closure, structural failure, and unplanned demolition.

The BBRA and the community feels strongly that this should not happen, and this long-delayed project should be given a high priority when the emergency budgets are finalised.
From: Beach Haven Placemaking Group
To: The Kaipatiki Local Community Board
11 June 2020
Re Beach Haven Wharf renewal

Dear Kaipatiki Local Board members,

We are writing in support of the Beach Haven Birkdale Residents Association submission to request that the KLB prioritise the maintenance, repair and renewal of our iconic & historic Beach Haven wharf. While we too are aware of the dire situation arising from the COVID-19 pandemic, the wharf project has been under development for at least 2 years now and most of the planning, design and consenting process is complete. Any delay in this renewal project will inevitably lead to further costs in the near future as the wharf continues to deteriorate and public safety is compromised. The renewal and redevelopment of the wharf, to ensure it is compatible with modern use and safety requirements, is of vital interest to the Beach Haven community as it provides a huge amenity in summer for swimming, fishing, kayaking, a boating pontoon, harbour viewing platform, etc.

In addition the wharf has a significant historic rating which ensures it must be cared for as a taonga to ensure its survival into the future. At least twice in the past, vigorous community action has ensured the wharf was retained to serve future generations and we need to continue this to support this legacy.

We urge you to please continue to prioritise this project for the benefit of all our community.

Sincerely Lisbeth Alley,

Beach Haven Placemaking Group

Beach Haven Placemaking Group are a group of local volunteers who work for the benefit of the Beach Haven Community and the local environment.

To find out more: email: bhplacemaking@gmail.com

https://www.facebook.com/Beach-Haven-Placemaking-Group
Statement of Support from Barfoot and Thompson Beach Haven Team

The wharf is an icon for in the area where community members from the elderly to young families have wandered down to jump off the wharf, swim or fish. It has been there as long as the eldest in the community have and means more than the pieces of wood holding it together. It symbolises all that the Beachhaven community offer, family, connection and lifestyle.
Concerns about speeding in Sylvan Avenue

Hi, my name is Daniel Francey. I live at 50a Sylvan Avenue, Northcote, and am extremely concerned about the traffic on Sylvan Avenue. At my location and also for street numbers 48 to 54, there is a blind spot and we cannot see the traffic coming up from the motorway. There is constant speeding in this area even though it is signposted to 25 kilometres per hour around the bend where our driveway is. Some of the speeding appears to be well in excess of 60 kilometres per hour.

On Sunday the 8th of March, there was a serious crash right outside our house. It was lucky that no one died, but this accident is consistent with the many drivers who view Sylvan Ave as an extension of the motorway and are driving beyond the speed limit for a residential street which also has a high foot count of local residents.

For those of us living in this area, every time we come out of our drives we are in danger of an accident as the traffic coming around the corner is always more than the 25 kilometres per hour signposted. Every few weeks we have a near miss.

I have only been living here around 6 months and have had two near misses already where I have been coming out of my drive and have nearly been hit by cars speeding around the corner. I cannot see traffic coming up the road as the view is blocked by a fence. I have a 2-year-old daughter and am very disturbed about this driving as I do not want anything to happen to my family or to our neighbours.
I have made multiple complaints to Auckland Transport, and their response was that the area has not been identified as an issue in their Residential Speed Management programme.

I also made a complaint to the police, but they said I would need to report each individual driver. Some days there are up to 100 people speeding, and it got a lot worse during the lockdown. It would be impossible to report everyone.

Our neighbours have made complaints previously too, but nothing has been done. Luckily, no one died in the serious crash that we saw, but I am concerned that there could be a fatal crash in the area and I want to protect my family, but with the constant speeding, we are at risk every time we come out of our drive.

Something needs to be done about this stretch of road. If speed bumps are put in place there, I am sure that would help a lot.

I believe the outcome of the last complaint a few years ago was that speed bumps in the area would inhibit the passage of buses through the street.

So, if speed bumps are not possible, there are other solutions, such as speed cameras in the area or speed camera signage in order to slow the traffic down.

Photo of blind spot facing south
Blind spot facing north

Stretch of road before blind spot facing north showing signposting of 25 kilometers per hour
Crash data showing area of concern in Sylvan Avenue

Emails of support

1.
Geoff & Helen Aitken
48 Sylvan Avenue, Waitakere
14th March

Air: sylvan avenue allowing traffic value

I live number 48 Sylvan Avenue (next to Mounts in December 2019). While we knew that the road could sometimes be busy with morning commute traffic, we were quite unprepared for the speed that we saw on 14th March, and that the road is sometimes very busy too. A Google Maps document shows the maximum speed for vehicles to be around 60mph - midday, when this road can become a real hazard for some people.

There are two concerns here. Firstly, this road is a popular bus route, and few people walking or getting off the bus, and those speeding cars will end up stopping or weaving, killing someone.

The second concern is that the stretch of road from the Roundabout to our blind corner at #48 Sylvan Ave, is a difficult and extremely dangerous piece of road when taken at speed which is one of the reasons for the recent car crash on the 8th March 2020 i.e. driving to the corner.

The problem is also how to improve speed reducing measures, or end up with a dangerous piece of road that significantly affects the community’s ability to ride bicycle. Use this as a safe zone?

Thank you,
Geoff & Helen Aitken
2)

On 21/03/2020, at 6:01 PM, Hayden McIntyre <haydenandchels@gmail.com> wrote:

Hi Hetia

We would like to please confirm our support for a safer speed zone/mirrors and ideally speed bumps to help slow the traffic on 3/4th St.

We've also had a number of near misses and as you know with more and more young families living on the street, and many pets in the neighbourhood, the speed at which some cars travel, presents further risks to both the residents and commuters on a blind corner.

Thanks for organising this and if you need any further support, please let us know.

Kind regards

Hayden and Chelsea McIntyre
46 Sylvan Avenue, Northcote
Ph: 021 599 564
On 25/03/2020, at 20:29 AM, Samuel Wang <samuelwng987@gmail.com> wrote:

Hi Helen,

Please refer to the attached letter for our comments on the final report.

Sincerely,
Samuel Wang
Mobile: 0212773509
On 14/04/2020, at 9:38 PM, Maria Nastina insisted106@gmail.com wrote:

Hi Dan and Helen,

I am responding to your flyer you have put in the letterboxes.

My name is Mara and we live at 11 Sylvan Avenue. Our house location is a big blind spot, plus we get cars turning from Sylvia Road plus kids rushing before traffic lights turn red to get out to the main road. Everyday we cross Sylvia Ave with my toddler and our dog to go to the Onepoto park and always have to check 10 times before crossing the road.

I fully support your petition presentation.

Kind regards,
Maria Nastina
0213582840
Birkenhead City Cricket Club

Presentation to Kaipātiki Local Board
Wednesday 17th June 2020
Birkenhead City Cricket Club has been a part of the Kaipātiki community for almost 125 years

- Over that time we’ve had our home at many different grounds, but we like to feel like we’ve found our forever home at Birkenhead War Memorial
- We have been located at the park since the 1970s
- With the help of the local council of the time, we built our club rooms in the late 1980s
The club rooms has given us a home and have delivered many benefits to the wider community

- The Northcote Tigers Rugby League club have operated out of the club rooms since the early 2010s, providing them with an office, storage and a club room to host game day functions and put memorabilia up
- Calliope Athletics club also utilise the club rooms in the winter
- The club rooms have also been used for holiday programmes run by the rec centre
Both BCCC and Kaipātiki Local Board have the same mission of ensuring the people of Kaipātiki are active and healthy.

- We’re continually innovating about how we deliver cricket to reach broader audiences, including:
  - Primary school cricket awareness days targeted at girls and boys
  - Primary school cluster day that attracts more than 200 kids each year, with an even mix of girls and boys
  - Friday night Junior cricket
  - Thursday night social competition
  - Sunday social parents competition
  - Coaching Northcote and Birkenhead College cricket teams
  - Traditional Saturday cricket
BCCC is a healthy club with a strong financial position and good growth in playing numbers

- Last year we grew our player numbers by 10%, with a revamped Friday night competition
- Our financials are healthy, with the resources to continue to thrive
We’re invested in the future of Birkenhead War Memorial

- We were a key participant in the Birkenhead War Memorial Master Plan development
- We have been a key driver of the Birkenhead Sports Trust – a body that will play a key role in any multi-sport facility
- Despite the impact of the emergency budget, we’re progressing how a multi-sport facility could be built through a community-led partnership
And we couldn’t do what we’ve done and plan to do without the support of the Kaipātiki Local Board.

Thank you.
Ki te tūtōhunga
Recommendation/s

that the Kaipatiki Local Board:

a) approve pro rata interim payments (comprising 12 weeks of the annual amount) from its 2020/2021 budgets to the following organisations in order to ensure sustained level of service while deliberation is underway on the Emergency Budget:

i) Northart Gallery - $24,870 plus CPI
ii) Highbury Community House - $9,634 plus CPI
iii) Bayview Community Centre - $9,689 plus CPI
iv) Beach Haven Community House - plus CPI
v) Birkdale Community House - $9,159 plus CPI
vi) Marlborough Park Hall - $31,552 plus CPI
vii) Glenfield Community Centre - $12,546 plus CPI
b) note the proposed interim payment Hearts and Minds (Raeburn House) of $12,500 from the board’s 2020/2021 budget, and that this partnership is supported by multi-year agreement that is already in train.

**Horopaki Context**

8. Auckland Council provides spaces in the community where all Aucklanders can come together to do things that interest them, stretch themselves, have fun, participate, connect, interact, discover new things and learn about each other.

9. There is an Arts Community and Events (ACE) venue in almost every neighbourhood across Auckland, and the ACE team ensures this diverse portfolio – including community centres, community art galleries, theatres and both rural and urban community halls – is delivering for local communities.

10. This portfolio contains more than 240 ACE Venues with 122 partners managing over half of these on behalf of the council.

11. These partnerships are managed with a variety of contracts and agreements in place and funding of over $5m per annum, in addition to in-kind support and resources, including asset provision.

12. To help protect Aucklanders during the COVID-19 response, Auckland Council made the decision to temporarily close the Arts, Community and Events venues including community centres, community art galleries, theatres and venues for hire and to support its partners to do the same.

**Partner Insights**

13. Staff have continued to be in close contact with ACE venue partners through all Alert Levels to answer queries where possible and offer support to their decision-making where appropriate, including:
   - varying contracts to explicitly relieve them of responsibilities under their contracts and funding agreements, as they could not deliver their service under Alert Level Four or Three
   - prioritising final contract payments due in Q3 and Q4 of the current financial year
   - supporting the reopening of venues at Alert Level Two, including implications of group and capacity restrictions.

14. Staff surveyed ACE venue partners during this time to gather insights on the impacts of COVID-19. Key considerations for partners were:
   - financial security, including uncertainty of funding that might be available in FY 2020/2021
   - concern about their ability to continue to pay staff and deliver expected services and programmes to their local communities.

15. Fifty-five of these 122 partners have contracts and funding agreements that expire on 30 June 2020.

16. From survey results and subsequent conversations with partners, the key concerns being are as follows.
   - Are they expected to open and deliver services from 1 July 2020?
   - What level of service should they be delivering?
   - What funding is available for them to continue to deliver services?
   - Concerns regarding their responsibilities as employers.
17. While our ACE venue partners are aware that the Emergency Budget consultation and deliberation is underway, a number have notified us that without an arrangement they may have to suspend services until the Emergency Budget is adopted and implemented in August 2020.

18. Staff are also aware of concerns raised by local board members and these were discussed in workshops when ACE staff visited local boards to discuss facility reopening plans over the last month.

Tātaritanga me ngā tohutohu
Analysis and advice
Interim service delivery support

19. The recommended approach is to clarify that services should continue from 1 July 2020 to 30 September 2020, ensuring a sustained level of service from the ACE venues portfolio while Emergency Budget deliberation is happening.

20. In consultation with Auckland Council’s Commercial & Finance and Legal departments, staff have determined that the best approach to both sustain service and to address the level of uncertainty that exists with ACE venue partners is to provide interim funding covering the first quarter of FY 2020/2021.

21. To do this will require a pro rata interim payment (12 weeks of the annual amount).

22. Interim funding will enable ACE venue partners to operate throughout July, August and September. In August 2020, after local boards approve their work programmes staff will make contract/grant payments for the balance of approved funding to partners for the remaining quarters of FY 2020/2021.

23. For the Kaipātiki Local Board area the partnership under consideration is:

<table>
<thead>
<tr>
<th>ACE venue partner</th>
<th>Interim payment amount (CPI)</th>
<th>Annual contract amount</th>
<th>Funding mechanism</th>
<th>Expiry</th>
<th>Budget source</th>
<th>Key relationship holder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northcote Gallery</td>
<td>$21,870</td>
<td>$87,479</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Arts and Culture</td>
</tr>
<tr>
<td>Highbury Community House</td>
<td>$9,634</td>
<td>$38,536</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
<tr>
<td>Bayview Community Centre</td>
<td>$9,689</td>
<td>$38,757</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
<tr>
<td>Beach Haven Community House</td>
<td>$9,159</td>
<td>$36,636</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
<tr>
<td>Birkdale Community House</td>
<td>$9,159</td>
<td>$36,636</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
<tr>
<td>Marlborough Park Hall</td>
<td>$31,552</td>
<td>$126,210</td>
<td>CCMA**</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
<tr>
<td>Glenfield Community Centre</td>
<td>$12,545</td>
<td>$49,454</td>
<td>FA*</td>
<td>FY20</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
</tbody>
</table>

Note: Bayview and Birkdale funding agreements are held by Birkdale Beach Haven Community Project Incorporated

24. The following partnership agreement for the Kaipātiki Local Board area is supported by multi-year agreement that is in-train. Staff are working closely with these partners to arrange interim quarterly payments.
### Attachment A

#### Item 19.2

<table>
<thead>
<tr>
<th>ACE venue partner</th>
<th>Interim payment amount + CPI (k$)</th>
<th>Annual contract amount (k$)</th>
<th>Funding mechanism</th>
<th>Expiry</th>
<th>Budget source</th>
<th>Key relationship holder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hearts and Minds (Rameum House)</td>
<td>12,500</td>
<td>50,120</td>
<td>SA***</td>
<td>FY22</td>
<td>ABS opex</td>
<td>Community Places</td>
</tr>
</tbody>
</table>

Funding agreement
**CCMA** – Community Centre Management Contract
**SA** – Service agreement

25. Staff are aware of the concerns this uncertainty is causing ACE venue partners and have advised them in writing that this approach will be brought to local boards as governors of local facilities and locally funded services.

26. This approach requires a commitment to advance funding for the first quarter of FY 2020/2021 ahead of the Emergency Budget approval and decisions to finalise local board work programmes for FY 2020/2021.

27. Options for consideration by the board are:

<table>
<thead>
<tr>
<th>Option</th>
<th>Option one</th>
<th>Option two</th>
<th>Recommended Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description</strong></td>
<td>Defer funding decision until the Emergency Budget is confirmed</td>
<td>Allocate interim partial payment</td>
<td>Allocate full pro rata 12 weeks payment</td>
</tr>
<tr>
<td><strong>Action</strong></td>
<td>No interim payment is made</td>
<td>A payment of less than pro rata amount is made at a later date</td>
<td>An interim payment can be made early July</td>
</tr>
<tr>
<td><strong>Implications</strong></td>
<td>• Possible suspension of services</td>
<td>• Negotiations on level of service and new Key Performance Indicators would need to be entered into for the first quarter</td>
<td>• Service is sustained at current level – doors remain open</td>
</tr>
<tr>
<td></td>
<td>• Risk of these partners not being able to reopen</td>
<td>• New contracts generated and agreed</td>
<td>• The impact of different funding scenarios can then be workshops</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Neither Auckland Council nor ACE venue partners have resources or time to manage this</td>
<td>with board and partners as the Emergency Budget is considered</td>
</tr>
</tbody>
</table>

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**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

28. ACE venues can have a positive climate impact as they enable people to connect, participate and recreate locally without having to travel long distances. They help foster a sense of community and contribute positively to people’s views of where they live.

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views**

29. Auckland Council provides fair, easy and affordable access to safe and welcoming venues through the Arts, Community and Events department of the Customer and Community Directorate.

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Page 4
30. The Community Places and Arts and Culture units manage the relationship and contracts with ACE venue partners.

31. Subject to the outcome of this decision, staff will work with Community Facilities to manage implications for council-owned assets.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe**

**Local impacts and local board views**

32. A number of local board workshops were conducted through May and early June 2020 on the Auckland Council approach to COVID-19 Level 2 and the phased reopening of local community facilities.

33. During these workshops local boards:
   - were informed the majority of ACE venue partners reopened promptly at Level Two
   - expressed an interest in the status of ACE venue partner delivery and FY2020/2021 funding
   - considered additional funds due to market trends in revenue from classes and bookings.

**Tauākī whakaaweawe Māori**

**Māori impact statement**

34. Art Community and Events venues support diverse, equitable, and affordable access to spaces to all Aucklanders, including Māori.

35. Programming through Arts Community and Events venues supports Māori outcomes, and showcases work from Māori content creators and artists.

**Ngā ritenga ā-pūtea**

**Financial Implications**

36. This approach requires a total commitment of $153,728 from the Kaipatiki Local Boards Asset-Based Services opex funding in advance of the Emergency Budget approval and decisions to finalise local board work programmes for FY 2020/2021.

37. $103,608 is interim payments to the partners with contracts and funding agreements that expire on 30 June 2020.

38. $50,120 is the total annual amount for the in-train agreement with one partner.

39. This total amount will not be available for reallocation in future FY 2020/2021 decision making.

**Ngā raru tūpono me ngā whakamaurutanga**

**Risks and mitigations**

40. Risks associated with this decision and mitigations are:

<table>
<thead>
<tr>
<th>Risk</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A decision could preempt significant budgetary decisions</td>
<td>This is an interim approach, consistent with the council’s managed provision in this portfolio</td>
</tr>
<tr>
<td>The recommended approach may not provide sufficient certainty for partners</td>
<td>Staff will communicate with partners and inform them of the Emergency Budget consultation process</td>
</tr>
</tbody>
</table>
Ngā koringa ā-muri
Next steps
41. Subject to local board approval, staff will organise agreements and payments to partners no later than mid-July 2020.
42. Staff will continue to work with these partners to assess the impact of different funding scenarios, if any, to funding levels, service delivery, outcome areas, or key performance indicators for the remainder of FY 2020/2021. This will inform discussions on local board work programmes once the Emergency Budget has been approved.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Kat Teirney – Senior Project Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Graham Bodman – General Manager Arts Community and Events</td>
</tr>
</tbody>
</table>
Feedback on Northern Pathway Stage 2 – Akoranga to Constellation

File No.: CP2020/08127

Te take mō te pūrongo
Purpose of the report

1. To provide endorsement and feedback on the Northern Pathway Stage 2 – Akoranga to Constellation Drive.

Whakarāpopototanga matua
Executive summary

2. Waka Kotahi New Zealand Transport Agency is progressing the Northern Pathway Project to provide a seamless dedicated walking and cycling link between central Auckland and Albany on the North Shore. It will connect with existing routes to help unlock the region’s wider walking and cycling network (refer to the consultation brochure and map provided as Attachment A and B of this agenda report).

3. The Northern Pathway will:
   - Provide more travel choices in Auckland and support the future growth of the walking and cycling network on both sides of the harbour
   - Provide people with a healthy, environmentally friendly way to get to and from work and education, as well as accessing services and connecting with friends and family.
   - Reduce the number of short trips by private vehicle.
   - Increase access to transport hubs on the North Shore, particularly Akoranga and with future sections of the Northern Pathway, Constellation and Albany Bus Stations.

4. The Northern Pathway project is being delivered in the following three stages:

<table>
<thead>
<tr>
<th>NAME</th>
<th>STATUS</th>
<th>NEXT STEPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westhaven to Akoranga</td>
<td>Design, consenting, and procurement underway</td>
<td>Lodge statutory approvals in mid-2020, followed by another round of public engagement. Subject to approvals, construction starts in the first half of 2021 and will be complete in 2023/2024</td>
</tr>
<tr>
<td>Akoranga to Constellation</td>
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</tbody>
</table>

5. Kaipātiki Local Board had the opportunity to provide input into the Northern Pathway Stage 2 – Akoranga to Constellation with a deadline of feedback by Sunday 14 June. This was extended for the Kaipātiki Local Board to Wednesday 17 June 2020. The Kaipātiki Local Board
Board feedback was prepared by Chairperson John Gillon in collaboration with the other Members of the local board.

6. The feedback submitted on behalf of the Kaipātiki Local Board is provided in as Attachment C to this agenda report.

Ngā tūtohunga
Recommendation/s

That the Kaipātiki Local Board:

a) adopt the feedback on the Northern Pathway Stage 2 – Akoranga to Constellation route as tabled, and forward to Waka Kotahi NZTA for their consideration.

b) thank Waka Kotahi NZTA for the opportunity to submit and for extending the deadline for our submission.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tbody>
<tr>
<td>A</td>
<td>17 June 2020 - Kaipātiki Local Board Business Meeting - Northern Pathway Consultation Brochure</td>
<td></td>
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<tr>
<td>B</td>
<td>17 June 2020 - Kaipātiki Local Board Business Meeting - Northern Pathway Map March 2020</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>17 June 2020 - Kaipātiki Local Board Business Meeting - Northern Pathway Kaipātiki Local Board Feedback Stage Two - Akoranga to Constellation route</td>
<td></td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Jacinda Short - Democracy Advisor - Kaipatiki</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Eric Perry - Relationship Manager</td>
</tr>
</tbody>
</table>

Feedback on Northern Pathway Stage 2 – Akoranga to Constellation
Waka Kotahi NZ Transport Agency is progressing the Northern Pathway project to provide a seamless dedicated walking and cycling link between central Auckland and Albany on the North Shore. It will connect with existing routes to help unlock the region’s wider walking and cycling network.

The project is picking up pace. To ensure that we are creating a pathway that will serve you and future generations, we are wanting your input, specifically on several aspects of the section of the pathway from Westhaven to Akoranga. After we have your feedback, we will be applying for the Resource Consent that we need to construct and operate the pathway.

This year we’ve been working to determine the best route of the pathway, so this update is to share where our planning has got to and also let you know our proposed design for access to the pathway at Westhaven, Princess Street, Dennis Road and Eyneside Road. Please read on for more information below and to learn how to provide your feedback.

How we will engage with you

We are continuing to progress this project as infrastructure will play a critical role in the economic recovery of New Zealand.

In response to COVID-19, it’s no longer appropriate to have face-to-face and drop-in workshops to share information with you and gather your feedback, so we won’t be bringing people together in big groups as we have done in the past. That means no information days or drop-in sessions. Instead, we encourage you to read this brochure and to provide us with your feedback.

As always, we have our dedicated email address so that you can ask questions or let us know if you would like a phone call with one of our team – northernpathway@at.govt.nz.

THE NORTHERN PATHWAY WILL:

- Provide more travel choices in Auckland and support the future growth of the walking and cycling network on both sides of the Harbour.
- Provide people with a healthy, environmentally friendly way to get around from work and education, as well as accessing services and connecting with friends and family.
- Reduce the number of short trips by private vehicle.
- Increase access to transport hubs on the North Shore, particularly Akoranga and with future sections of the Northern Pathway Constellation and Albany Bus Stations.
Next steps
We want to hear your thoughts about these revised designs. You can provide feedback between Monday 30 March 2020 and Sunday 19 April 2020. During this period, we will also continue to have conversations with our partners and stakeholders.
Following the consultation period, we will produce an engagement report so that you can see how we have considered your feedback.

Get involved ONLINE SURVEY
We invite you to share your feedback on the Northern Pathway Westhaven to Akoranga design. Please clearly state which part of the proposal design you are referencing in your feedback to help inform our final design.
You can complete the online survey to provide your feedback here.

The Northern Pathway project is being delivered in three stages. The Westhaven to Akoranga part of the link will be the second section to be constructed:

<table>
<thead>
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<tr>
<td>Westhaven to Akoranga</td>
<td>Design, consenting, and procurement underway. We are seeking feedback now.</td>
<td>Lodge statutory approvals in mid-2020, followed by another round of public engagement. Subject to approvals, construction starts in the first half of 2021 and will be completed in 2023/2024.</td>
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For more information visit the project webpage or email the team:
E: northernpathway@mtc.govt.nz
W: www.mtc.govt.nz/northern-pathway

Waka Kotahi
New Zealand Government
Feedback from Kaipātiki Local Board: Northern Pathway Stage 2 - Akoranga to Constellation route

17 June 2020

The Kaipātiki Local Board supports the Northern Pathway project, and thanks the NZTA team for the work they have done and the opportunity to provide feedback.

The Northern Pathway provides a unique opportunity for Kaipātiki residents to commute or travel recreationally to and from the city by cycling or walking. It will also provide a coastal walkway along the eastern boundary of the Kaipātiki Local Board area, linking into a number of parks and roads and providing new access opportunities into our neighbouring local board areas.

For Stage 2 “Akoranga to Constellation”, the Kaipātiki Local Board supports a route on the western side of the motorway where possible. This will provide both a practical commuter route, while being more scenic and enjoyable for recreational users that a route on the eastern side of the motorway. There is also more available space on the western side, with the ability to connect into infrastructure, busways, schools and facilities on both sides of the motorway, while not specifically funneling cyclists and pedestrians through potentially dangerous and busy bus stations on the eastern side.

We do however have concerns in the vicinity of Smiths Bush Scenic Reserve, as detailed below.

We also request support for additional connections into the local area that are not currently shown in the consultation information.

The Kaipātiki Local Board requests the ability to provide feedback on any resource consent or hearing associated with the Northern Pathway project.

Please accept the following feedback from the Kaipātiki Local Board:
Smiths Bush Scenic Reserve

Smiths Bush Scenic Reserve was split into two portions when the Northern Motorway was built in the 1950s. The bush is precious as it contains the last remaining example of "old-world" podocarp forest on the North Shore. The Kaipatiki Local Board does not support any further encroachment of the bush.

The two portions of Smiths Bush Scenic Reserve traversed by the motorway. The yellow lines indicate the legal parcel boundaries of Smiths Bush Scenic Reserve. This shows the highway encroachment into the reserve on the eastern side, and bush within the motorway road corridor on the western side.

Eastern portion of the reserve:

The portion of the reserve on the eastern side of the motorway is smaller than the western side, and has recently been encroached upon when the Northern Busway was built across part of the reserve. If the Northern Pathway were to be built on the eastern side of the motorway, it would need to encroach further into the reserve.

The Kaipatiki Local Board does not support further encroachment into the eastern portion of Smiths Bush Scenic Reserve.
Western portion of the reserve:

The portion of the reserve on the western side of the motorway is set back from the motorway, although the bush itself extends into the motorway road corridor.

The Kaipātiki Local Board argues caution if the Northern Pathway passes Smiths Bush Scenic Reserve on the western side of the motorway. Everything possible must be done to ensure the preservation and integrity of the bush. Please ensure that Māta Whenua and local restoration groups are consulted on this section of the Northern Pathway.

The Kaipātiki Local Board does not support the removal of mature trees from the bush, even if they are not technically within the reserve. Any smaller trees and foliage that is removed must be either transplanted or replaced (like for like) as determined by a qualified arborist, to ensure the least amount of negative impact on the bush and habitat.

If the pathway can be constructed without adversely affecting the bush (within the reserve and road corridor) then we support the pathway being built alongside the motorway. But if not, then we request that the Northern Pathway diverts through the open area to the south of the bush area, to connect into Akoranga Drive and Northcote Road (see proposed connection below).

Akoranga Drive to Northcote Road

The Kaipātiki Local Board supports the Northern Pathway on the western side of the motorway for the stretch between Akoranga Drive to Northcote Road.

Akoranga Drive/Esmonde Road:

As part of our feedback on stage 1, we supported the at-grade pedestrian crossing with traffic lights, however we would prefer a safer underpass at this location if it can be delivered as part of stage 2. If possible, please work with the stage 1 NETA team to deliver a single solution here rather than parallel duplicate solutions.

No matter which side of the motorway the Northern Pathway takes, we support a usable west-east/north-south junction at this point to help connect the communities of the Kaipātiki Local Board area with the communities of the Howick-Takeapuna Local Board area.

AUT / Akoranga Bus Station:

The Kaipātiki Local Board supports the Northern Pathway connecting to the existing pathway that routes through AUT North Campus to Akoranga Drive, and also to the existing pedestrian overbridge to the Akoranga Bus Station, allowing pedestrian and bicycle access across the motorway.

Smiths Bush Scenic Reserve:

The Kaipātiki Local Board supports a new connection to the Northern Pathway via the open space in the southern part of Smiths Bush Scenic Reserve/Kiowao Street Esplanade Reserve (without affecting the bush part of Smiths Bush) through to Akoranga Drive. There are existing features that can be linked into, including a pedestrian bridge across the stormwater pond to Kiowao Street; a gravel service road from Akoranga Drive; and a pedestrian (no bicycle) boardwalk connection through the bush part of Smiths Bush Scenic Reserve.
As per our feedback above, if the Northern pathway cannot proceed between the motorway and Smith's Bush Scenic Reserve without adversely affecting the bush, then we would support this proposed connection as being the main route.

Potential route for a connection between Aloranga Drive and the Northern Pathway to the south of the bush at Smith's Bush Scenic Reserve. Existing segments are marked in red (although upgrades may be required), proposed new segments are marked in yellow. If the Northern Pathway cannot proceed alongside the motorway without impacting the bush, then we would support this proposed connection being the main route.

Northcote Safe Cycleway:
The Kaipātiki Local Board supports the Northern Pathway following alongside the off-ramp to Northcote Road, allowing a connection to the Northcote Safe Cycle Path along Northcote Road. This will allow continuous travel through to Northcote and Northcote Point to the west. The Northcote Road bridge clips that are currently under construction will provide access across the motorway to the east, connecting to Takapuna Normal Intermediate School, the Smale's Farm commercial area, and Smale's Farm Busway Station.

Awhatahia Greenway:
A new pathway called the Awhatahia Greenway is currently under development and is planned to connect the Northcote Town Centre and Northcote Kings Ora development to nearby schools and facilities. It is currently planned to end at the northern end of the Hato Petera College fields, where it can connect into Aloranga Drive/Aloranga Reserve. From there, it could connect into the Northern Pathway via one of the above proposed connections.
Northcote Road to Tristram Avenue

The Kaipātiki Local Board supports the Northern Pathway on the western side of the motorway for the stretch between Northcote Road and Tristram Avenue.

Northcote Road:

The Kaipātiki Local Board supports an underpass under Northcote Road (while including an at-grade connection to the Northcote Safe Cycleway). If the Northern Pathway is to the west of the off-ramp, there appears to be room in the motorway road corridor between the off-ramp and the netball centre for an underpass to be constructed. Similarly there appears to be room in the motorway road corridor between the on-ramp and A F Thomas Park for the other end of an underpass to be constructed.

A F Thomas Park:

The Kaipātiki Local Board supports the Northern Pathway on the western side of the motorway alongside A F Thomas Park. There appears to be room within the motorway road corridor for it to be constructed, without impacting on the park. However the Local Board requests minimal impact to mature trees, so may support this stretch of the Northern Pathway being constructed within the boundary of the park if a suitable route can be identified that has less impact on trees.

Due to the proximity to the Takapuna Golf Course that leases most of A F Thomas Park, protective fencing may be required along this portion of the Northern Pathway. The Local Board requests that any fencing does not detract from the aesthetics of the park, nor restricts public access to the park.

Wairau Road:

The Kaipātiki Local Board supports a bridge connection over Wairau Road for maximum safety, however it is important than there are connections down to both sides of Wairau Road to allow for access to Westlake Girls High School and Westlake Boys High School, A F Thomas Park, Eventfinda Stadium, and the Wairau Valley Industrial area.

Curry’s Lane:

The Kaipātiki Local Board supports the Northern Pathway continuing in the motorway road corridor between Wairau Road and Tristram Avenue, however also supports a connection into the existing cyclepath on Curry’s lane.

Tristram Avenue to Sunnynook Road

The Kaipātiki Local Board supports the Northern Pathway on the western side of the motorway for the stretch between Tristram Avenue and Sunnynook Road.

Tristram Avenue:

The Kaipātiki Local Board supports a bridge connection over Tristram Avenue for maximum safety, however it is important than there are connections down to both sides of Tristram Avenue, to connect into the existing Curry’s Lane cyclepath and into the Croftfield Lane Stormwater Pond area.

Croftfield Lane Stormwater Pond:

The Kaipātiki Local Board supports a connection to the existing pathway in the Croftfield Lane Stormwater Pond area. This would provide a scenic link, as well as provide access to the Croftfield Lane and Link Drive shopping area, and the wider Wairau Valley commercial and industrial area. It would also allow nearby access to Becroft Park Reserve and Bond Reserve.
Sunnynook Road to Sunset Road

The Kaipātiki Local Board supports the Northern Pathway on the western side of the motorway for the stretch between Sunnynook Road and Sunset Road.

Sunnynook Road and overbridge:

The Kaipātiki Local Board supports the Northern Pathway continuing alongside the motorway under Sunnynook Road, but with connections up to the Sunnynook Road overbridge, allowing access to Target Road Primary School and the Link Drive commercial area to the west, and the Sunnynook Bus Station, Sunnynook shopping area and Wairau Intermediate School to the east.

In 2018, the Kaipātiki Local Board and Devonport-Takapuna Local Board adopted the Sunnynook Plan which included a recommendation to “Investigate opportunities to improve pedestrian and cyclist safety on the Sunnynook Road SH1 overbridge”. The overbridge is an NZTA asset that would currently benefit from widening and upgrading, and will come under further pressure once the Northern Pathway is built (no matter which side of the motorway it is on).

The Kaipātiki Local Board requests that NZTA include an upgrade of the Sunnynook Road Overbridge within the Northern Pathway project.

Totara Vale Reserve:

The Kaipātiki Local Board supports a connection to the Northern Motorway via Totara Vale Reserve, where it can connect into the existing reserve path and provide a playground stop-off for recreational users. This will help to link the Northern Pathway to the Totara Vale community, and provide a close connection to Reni Algy Reserve.

Sunset Road:

The Kaipātiki Local Board supports the Northern Pathway continuing alongside the motorway under Sunset Road, but with connections up to the Sunset Road overbridge, allowing access to the Totara Vale and Unsworth Heights suburbs to the west and the Constellation Bus Station and Sunnynook suburb to the east. Sunset Road is itself a major west-east thoroughfare that connects to Glenfield Road in the west and East Coast Road in the east, and is extremely important for the Northern Pathway to connect into.

Sunset Road to Constellation Drive

The Kaipātiki Local Board does not offer any feedback on the Northern Pathway route to the North of Sunset Road, as it is outside of our jurisdiction.

Mature Trees

The Kaipātiki Local Board requests minimal removal of mature trees along the Northern Pathway route, and that where possible, any mature trees that will be adversely affected by the construction of the Northern Pathway are transplanted within the local area, or where that is not possible, replaced with equivalent 10,000+ litre trees within the local area, in consultation with the Local Board.

Note that for the vicinity of Smitia Bush Scenic Reserve, our feedback on mature trees is provided earlier in this feedback.
Other matters
The Kaipātiki Local Board requests the inclusion of:

- public art and traditional Māori motifs along the route, including as part of the design of any new overbridges;
- toilet facilities, drinking fountains, seating, shelter, and bicycle repair stations at appropriate locations along the route;
- applicable maps and directional signage along the route, including to bus stations, town centres, parks, natural and cultural points of interest, public facilities, etc;
- information panels depicting historical information on natural and cultural points of interest.

We look forward to continuing collaboration and ongoing engagement on the Northern Pathway project.

Prepared on behalf of the Kaipātiki Local Board by

[Signature]

John Gillon
Chairperson, Kaipātiki Local Board