I hereby give notice that an ordinary meeting of the Howick Local Board will be held on:

Date: Monday, 20 July 2020  
Time: 6:00pm  
Venue: Howick Local Board Meeting Room and Skype for Business
Either a recording or written summary will be uploaded to the Auckland Council website

Howick Local Board  
OPEN AGENDA  

MEMBERSHIP

Chairperson  Adele White  
Deputy Chairperson  John Spiller  
Members  Katrina Bungard  
          Bo Burns  
          David Collings  
          Bruce Kendall  
          Mike Turinsky  
          Bob Wichman  
          Peter Young, JP  

(Quorum 5 members)  

Vanessa Phillips  
Democracy Advisor  

13 July 2020  
Contact Telephone: 021 891 378  
Email: vanessa.phillips@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
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</tr>
<tr>
<td>18</td>
<td>Consideration of Extraordinary Items</td>
<td></td>
</tr>
</tbody>
</table>
Welcome

Apologies
At the close of the agenda no apologies had been received.

Declaration of Interest
Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

Confirmation of Minutes
That the Howick Local Board:
  a) confirm the ordinary minutes of its meeting, held on Thursday, 9 July 2020, as a true and correct record.

Leave of Absence
At the close of the agenda no requests for leave of absence had been received.

Acknowledgements
At the close of the agenda no requests for acknowledgements had been received.

Petitions
At the close of the agenda no requests to present petitions had been received.

Deputations
Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Howick Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

8.1 Auckland Brit & Euro Classic Car Show 2020

Te take mō te pūrongo

Purpose of the report
1. Richard Waugh and Laurie Hayward on behalf of the Auckland Brit & Euro Classic Car Show Committee will be in attendance to debrief the board on this year’s free community event held at Lloyd Elsmore Park on 1 March 2020 and to thank the board for their support.

Ngā tūtohunga

Recommendation/s
That the Howick Local Board:
  a) receive the deputation from Richard Waugh and Laurie Hayward and thank them for their presentation and attendance.
8.2 A proposal relating to Maclean’s Park

Te take mō te pūrongo

Purpose of the report

1. Sandra McGill will be in attendance to speak the board in relation to a proposal relating to Maclean's Park.

Ngā tūtohunga

Recommendation/s

That the Howick Local Board:

a) receive the deputation from Sandra McGill and thank her for her attendance and presentation.

9 Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

9.1 Dave Upfold, Howick Local Board’s response to COVID-19

Te take mō te pūrongo

Purpose of the report

1. Dave Upfold wishes to thank the Howick Local Board for their efforts in relation to the COVID-19 response.

Ngā tūtohunga

Recommendation/s

That the Howick Local Board:

a) thank Dave Upfold for his attendance.
10 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”
Te take mō te pūrongo
Purpose of the report
1. This item gives the Chairperson an opportunity to update the local board on any
announcements and note the Chairperson’s written report.

Whakarāpopototanga matua
Executive summary
2. Providing the Chairperson with an opportunity to update the local board on the projects and
issues they have been involved with since the last meeting.

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:

a) note the Chairperson’s verbal update and written report.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Vanessa Phillips - Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
</tr>
</tbody>
</table>
Governing Body Member update

File No.: CP2020/08995

Te take mō te pūrongo
Purpose of the report
1. A period of time (10 minutes) has been set aside for the Howick Ward Councillors to have an opportunity to update the local board on regional matters.

Whakarāpopototanga matua
Executive summary
2. Providing the Howick Ward Councillors with an opportunity to update the local board on regional matters they have been involved with since the last meeting.

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:
a) receive the verbal reports from Cr Paul Young and Cr Sharon Stewart.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Vanessa Phillips - Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
</tr>
</tbody>
</table>
Auckland Transport July 2020 monthly update to the Howick Local Board

File No.: CP2020/08755

Te take mō te pūrongo
Purpose of the report
1. To provide an update to the Howick Local Board on transport related matters in their local board area, including the Local Board Transport Capital Fund (LBTCF) and the Community Safety Fund.

Whakarāpopototanga matua
Executive summary
2. A decision is not required this month. This report provides an opportunity to highlight Auckland Transport (AT) activities in the Howick Local Board area and contains information about the following:
   a) the wider context involving a summary of the strategic projects delivered in the Howick Local Board area and about Auckland Transport’s response to COVID-19
   b) information about the Local Board Transport Capital Fund (LBTCF) including projects delivered in the last electoral term
   c) an update on the Community Safety Fund (CSF).

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:
   a) receive the Auckland Transport July 2020 monthly update report.

Horopaki
Context
3. Auckland Transport is responsible for all of Auckland’s transport services, excluding state highways. Auckland Transport reports monthly to local boards, as set out in the Local Board Engagement Plan.
4. Monthly reporting acknowledges the important engagement role local boards play within and on behalf of their local communities.
5. Auckland Transport is currently delivering two key strategic projects in the Howick Local Board area and these are discussed within this report. Recently, the strategic environment has changed with development of the COVID-19 response. Information on Auckland Transport’s response is also provided within this report.

Auckland Transport’s response to COVID-19
6. Over the last four month’s New Zealand’s response to COVID-19 included alert levels and being locked down during some alert levels. Auckland Transport played a role in the response providing essential public transport services, keeping roads open and ensured planning continued on specific projects.
7. When restrictions were relaxed, Auckland Transport was ready and immediately returned to work. Re-starting approximately 160 projects after Alert Level 3 was announced and has progressively increased the amount of work delivered including opening up public transport once again.

8. Auckland Transport undertook numerous measures to help keep customers safe on our transport network and maintained effective and safe public transport services for our customers, these include:
   a) the AT Mobile app now indicates the available capacity that is on a bus or train service at any given time, so customers will know if two metre distancing will be achievable before they board
   b) public transport is being cleaned regularly and we have enhanced our cleaning regime to include antimicrobial protection fogging of facilities and our fleet, which uses compressed air to project chemical solutions to disinfect microorganisms suspended in the air as well as sanitising surfaces. See a video of some of our cleaning here: https://www.youtube.com/watch?v=xpAHT7gpQRI
   c) ensuring school bus services were maintained
   d) introducing discounted fares on buses and trains to encourage more people to travel during the day rather than at peak times making more space for social distancing. Throughout June 2020, there was a 30 per cent discount on AT HOP rates for adults travelling on weekdays after 9am and before 3pm. The discount also applies after 6.30pm, until the end of service, Monday to Friday only.

9. Public transport is vital to Auckland’s economic viability, it provides lower cost transport, reduces the need for car parking and reduces congestion on the roads. Encouraging people to make use of it contributes to Auckland’s recovery. When the lockdown period was relaxed, usage of services rose from 126,000 on Monday 18 May to 148,000 on 27 May 2020.

**Airport to Botany - Rapid Transport Network (RTN)**

10. Airport to Botany – Rapid Transport Network (RTN) is a public transport route that has very frequent services, separate from road traffic, at least every 15 minutes and more frequently during peak hours. Some examples of RTNs are the rail network and the Northern Busway. This strategic project aims to create a RTN linking the Airport and Botany.

11. During this reporting period, there is no activity to report within the Howick Local Board area, however, project work continues on the business case.

12. The next step is confirmation of the proposed business case by Waka Kotahi NZ Transport Agency. Once confirmed, development of a more detailed plan will commence and Auckland Transport will continue to update the local board as the project progresses.

13. Work is progressing on the Puhinui Station and Waka Kotahi NZ Transport Agency and Auckland Airport are creating separated bus lanes on Puhinui Road.

**AMETI - Eastern Busway**

14. The AMETI - Eastern Busway is Auckland Transport’s biggest project. It is worth $1.4 billion and is New Zealand’s first urban busway. The busway provides congestion free bus only lanes for commuters from Botany to Panmure.

15. Auckland Council is yet to confirm their annual budget for 2020/2021 due to the impacts of COVID-19. The council’s operational income has decreased by approximately $500 million and an Emergency Budget 2020/2021 is being developed. This process has created concerns about the AMETI – Eastern Busway project.

16. The AMETI-Eastern Busway is Auckland Council’s highest priority transport project. His Worship the Mayor issued a media release, stating in part that work on the Eastern Busway would go ahead this year as planned. The key focus this year being formation of an alliance
to deliver Stages 2, 3 and 4. This work will link Pakuranga and Botany and includes the Reeves Road flyover.

17. It is unlikely that the changes proposed in the Emergency Budget 2020/2021 will have a significant effect on the project’s timeline, scope or design.

18. The draft Emergency Budget 2020/2021 reported a $22 million reduction in funding for this project. This reduction is not a removal of funding but rather a re-synchronisation of funding for property purchases that will occur after details of the alliance are confirmed. Planned before COVID-19, the reduction in this financial year is ‘made up’ in future years and the project’s proposed budget is not reduced despite the challenging financial environment, which reflects council’s commitment to the project.

19. Last month the project team reported expected delays around the work area as the project changed road layouts. This month, as expected, there were some issues with congestion around the work area on 18 and 19 June 2020.

20. Staff onsite monitoring traffic, Auckland Transport Operation Centre and the public all reported the problems. Auckland Transport’s job is to make sure that delays are minimised therefore, the team researched this and identified the following unexpected issues:
   a) traffic flow was higher than predicted after the lockdown
   b) reducing from four to three lanes from Church Crescent onto Lagoon Drive
   c) reducing to one lane from Queens Road onto Lagoon Drive
   d) introducing ‘tidal flow’ on Panmure Bridge to improve road capacity during peak travel times.

21. The project’s impact on commuter traffic was greater than expected, because of the larger than expected increase in traffic on the network. Unfortunately, predicting traffic flows is difficult at this time because of the disruption caused by returning to work after the lockdown. Auckland Transport took action to inform the community and help manage the situation by:
   a) installing electronic message boards in the area and on the Ellerslie-Panmure Highway advising people to use the Pakuranga Highway
   b) paying for radio advertising advising people to use this alternative route
   c) using social media messaging including through Auckland Transport, Auckland Council and paid channels.

22. Full capacity between Queens Road and Lagoon Drive as well as Church Crescent and Lagoon Drive will return in early July 2020 and we expect that traffic will improve as a result.

23. A project of this size requires patience and we all need to work together to make sure the community are informed and know that any inconvenience they are suffering is temporary.

24. In early July 2020, Auckland Transport will implement other traffic layout changes including the closure of Queens Road for one week and Jellicoe Road for two weeks – these closures are during school holidays to minimise the potential impact on commuters. Widespread advertising and communications are taking place around this work.

25. At this time Auckland Transport requests patience and encouraging people to work together so that the projects impact on the community is minimised.

Community Safety Fund (CSF)

26. The CSF delivers a total of $20 million over two years distributed across all 21 local boards. It is strictly for road safety initiatives. It is designed to deliver safety projects identified by the local board and ward councilors.

27. A local board’s share of the fund is based on a formula that assesses the number of deaths and serious injuries in that area.

28. The Howick Local Board’s share of the CSF is $985,896.
29. Howick Local Board has two CSF projects and progress is reported below:

   a) **Botany Downs Secondary College Crossing Point** – The project to improve crossing facilities for Botany Downs Secondary College students crossing Chapel Road, is progressing and initial investigation including a first design is finished and internal consultation is underway. The project team is continuing preparation to conduct external consultation and the timeframe for this is yet to be confirmed.

   b) **Flatbush School Road Temporary Pedestrian Bridge** – Building a temporary bridge over the Flat Bush Culvert (on Flatbush School Road) is progressing and the contract for design and construction of the new timber pedestrian footbridge and connecting footpaths and cycle paths is underway. As the design progresses, further updates will be provided including construction timeframes.

30. Although CSF projects are high priority, Auckland Council’s financial position has not yet been confirmed for 2020/2021. Auckland Transport is reviewing all CSF projects and their delivery may be delayed or even stopped depending on the outcomes from the Emergency Budget 2020/2021. At this time, we will continue to record the projects and their progress to date; when the budget has been confirmed, more detailed information will be provided to the board.

Tātaritanga me ngā tohutohu
Analysis and advice

31. This section of the report contains information about local projects, issues and initiatives. It provides summaries of the detailed advice and analysis provided to the local board during workshops and briefings.

Local Board Transport Capital Fund

32. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport. Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport’s work programme. Projects must also:

   a) be safe
   b) not impede network efficiency
   c) be in the road corridor (although projects running through parks may be considered if they support a transport outcome).

33. The fund allows local boards to build transport focused local improvements in their areas. In this electoral term, the local board has approximately $7.8 million of LBTCF to spend.

34. At its meeting on 20 April 2020 the Howick Local Board resolved (resolution HW/2020/47) the following in relation to the Howick Local Board Transport Capital Fund decisions:

   **That the Howick Local Board:**

   a) request Auckland Transport investigate the following projects and provide rough orders of cost for:

   i) **options for a section of The Parade (between Laings Road and Whitcombe Road) at Bucklands Beach to provide better pedestrian safety, for example a one way system, within a budget envelope of up to $3,000,000**

   ii) **installing speed indicator variable message signs (VMS) on Point View Drive**

   iii) **installing an information plinth at Half Moon Bay, and potentially other locations**

   iv) **building a better walking route between the Half Moon Bay Ferry Terminal and the coastal walkway in front of the Bucklands Beach Yacht Club.**
b) request Auckland Transport provide options to utilise up to $4,000,000 of the Local Board Transport Capital Fund to deliver projects identified in the Howick Walking and Cycling Plan, following advice from Community Facilities and prioritised as follows:

i) maximise pedestrian and cycling connectivity to public transport and employment hubs and schools

ii) speed of delivery

iii) as recommended in the Howick Walking and Cycling Plan.

c) Note $3,000,000 unspent of the Local Board Transport Capital Fund reserved in anticipation of recommendations of projects from the Steering Group on the Howick Village Centre Plan.

35. The following table provides a summary of what the board has requested from Auckland Transport in relation to the Local Board Transport Capital Fund.

Table one – Local Board Transport Capital Fund Summary

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Traffic Light</th>
<th>Approximate Funding (as at 1 June 2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howick Walking and Cycling Plan</td>
<td>Deliver part of the Howick Walking and Cycling Plan</td>
<td></td>
<td>Up to $4 million proposed</td>
</tr>
<tr>
<td>Howick Village Centre Plan</td>
<td>Upgrade Howick Village delivering all or part of the Howick Village Centre Plan</td>
<td></td>
<td>$4.4 million allocated</td>
</tr>
<tr>
<td>Buckland’s Beach one-way and pedestrian improvements</td>
<td>Test feasibility of one-way system again and re-cost the pedestrian improvements for the area proposed in 2015</td>
<td></td>
<td>Up to $2 million</td>
</tr>
<tr>
<td>Information plinth at Half Moon Bay</td>
<td>Building an information plinth at Halfmoon Bay to provide information about the local area to tourists</td>
<td></td>
<td>Cost not reported</td>
</tr>
<tr>
<td>Flashing ‘slow down’ signs on Point View Drive</td>
<td>Installing flashing ‘slow down’ signs on Point View Drive</td>
<td></td>
<td>Cost not reported</td>
</tr>
<tr>
<td>Half Moon Bay walkway</td>
<td>Building a walkway from Half Moon Bay ferry terminal across the car park that links up with the Rotary walkway allowing people to walk easily between Bucklands Beach and the terminal.</td>
<td></td>
<td>Cost not reported</td>
</tr>
</tbody>
</table>

Notes: A RAG (Red, Amber, Green) status is used to summarise the status of projects. The colours are used as follows:

Green – Project progressing on time and on budget

Amber – An issue has been identified that may need to be resolved

Red - A major issue has been identified that needs to be resolved

Detailed Notes

Howick Walking and Cycling Plan

On 28 May 2020 officers reported to the board providing four options for delivering up to $4 million worth of work on the Howick Walking and Cycling Network Plan. The options were workshopped by members with staff from Auckland Council and Auckland Transport.

A second workshop took place on 11 June 2020 to finalise a package of work with a value of
approximately $4 million.

On 18 June 2020 the local board, workshoped all proposed LBTCF projects and gave direction on requesting design work to start on this project. A decision report is included in this agenda. Although funding is unpredictable, design is flexible and can be pursued when (and if) funding is made available. By taking this approach the board can slowly progress design and be ready to deliver the project when funding becomes available.

Other projects
Auckland Transport investigated feasibility, developed options and potential costs for the remainder of the projects and reported to the board on 18 June 2020.

Due to the council's financial situation post COVID-19, funding is not yet confirmed. At this time, it is best to hold any project that is poised for construction until funding has been confirmed.

36. The LBTCF is a large budget within Auckland Transport. It already has a large number of projects in progress (including the Howick Village Centre Plan). $25 million of work has already been committed.

37. Currently the financial situation will be confirmed with approving the Emergency Budget 2020/2021 by the Governing Body in July 2020. Should the LBTCF be impacted by the budget, existing work will be prioritised.

38. When the Emergency Budget 2020/2021 is confirmed, Howick Local Board may be able to proceed with limited design work on the Howick Village Centre Plan or possibly the Howick Walking and Cycling Network Plan as well.

39. Auckland Transport staff discussed the situation with the local board on 18 June 2020. In this month’s report, all projects are marked either ‘Red’ or ‘Orange’ to reflect the financial uncertainty.

40. After August 2020, we will have a clear picture of the impact of the budget. It is likely Howick Local Board will lose any money not already allocated to a project. If this happens then any project that is not actively being progressed will need to be removed from the table.

Tauākī whakaaweawe āhuarangi
Climate impact statement

41. Auckland Transport engages closely with the council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and Auckland Council’s priorities.

42. Auckland Transport’s core role is in providing attractive alternatives to private vehicle travel, reducing the carbon footprint of its own operations and, to the extent feasible, that of the contracted public transport network.

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

43. During this reporting period Auckland Transport continued to work with Auckland Council’s community facilities team to identify un-funded council projects such as sections of the Howick Walking and Cycling Network Plan that may be considered for LBTCF funding.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

Auckland Transport consultations

44. Over the last reporting period, Auckland Transport liaised with the local board on two local projects, a summary is included as Attachment A.
Tāuākī whakaaweawe Māori
Māori impact statement

45. There are no specific impacts on Māori for this reporting period. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi—the Treaty of Waitangi—and its broader legal obligations in being more responsible or effective to Māori. Our Māori Responsiveness Plan outlines the commitment to with 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - [https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about](https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about)

Ngā ritenga ā-pūtea
Financial implications

46. This report includes significant financial implications. Auckland Council is yet to confirm the Emergency Budget 2020/2021 (annual plan) which has impacts for the LBTCF. The Howick Local Board would need to consider the impacts from this and the potential reductions to this fund.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

47. The proposed decision to receive the report has no risks. Auckland Transport has risk management strategies in place for all of its projects.

Ngā koringa ā-muri
Next steps

48. Auckland Transport will provide another update report to the local board next month.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Summary of Consultation Information</td>
<td>21</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
</table>
| Ben Stallworthy – Elected Member Relationship Manager, Auckland Transport | Jonathan Anyon – Elected Member Relationship Team Manager, Auckland Transport  
Carole McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards |
### Summary of Consultation Information Sent to the Howick Local Board in June/July 2020

<table>
<thead>
<tr>
<th>Project</th>
<th>Description of Proposal</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aspiring Ave Bus Stops</td>
<td></td>
<td>1 July 2020</td>
</tr>
<tr>
<td>Flat Bush Development Consent</td>
<td>Road marking for the subdivision at the end of Flat Bush School Road and McQuoids Road were sent to the local board. A consent has already been issued by Council.</td>
<td>1 July 2020</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo
Purpose of the report
1. To support and record decisions on the Howick Local Board Transport Capital Fund (LBTCF) projects.

Whakarāpopototanga matua
Executive summary
2. Auckland Transport manages the LBTCF on behalf of Howick Local Board. Auckland Transport provides advice and supports decision-making for the local board.

3. This month a decision relating to the LBTCF is recommended.

4. A selection of project ideas was workshopped on 20 February 2020, then at its 16 March 2020 meeting, the board formally requested Auckland Transport investigate a selection of these projects.

5. This month the local board is requested to consider using the LBTCF to fund detailed design on one of these projects, the Howick Walking and Cycling Network Plan. This month’s decisions do not commit the board to construction but do authorise the use of the LBTCF for the design work.

6. In this report, Auckland Transport recommends the local board authorises investigation of this project. Although the budgets are yet to be confirmed, this recommendation signals this project is a high priority and provides Auckland Transport with direction on how funds will be allocated.

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:

a) request Auckland Transport and Auckland Council work together to start detailed design of the Howick Walking and Cycling Network Plan project, based on an overall proposed budget of up to $4 million, noting that delivery details of this project will be confirmed once council’s financial position is confirmed.

Horopaki
Context
7. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport. Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport’s work programme. Projects must also:

a) be safe
b) not impede network efficiency
c) be in the road corridor (although projects running through parks may be considered if they support a transport outcome).

8. The fund allows local boards to build transport focused local improvements in their areas.
9. Auckland Council is yet to confirm their annual budget for 2020/2021 and due to the severe financial pressures created by the recent national response to COVID-19 this is being referred to as an Emergency Budget. This means that budgets are likely to be reduced. However, Auckland Transport encourages all local boards to maximise the use of any allocated funding and this recommendation is signalling that if money is available the Howick Walking and Cycling Network Plan is a priority project.

Tātaritanga me ngā tohutohu
Analysis and advice

10. In November 2019, once the new board had been inaugurated, Auckland Transport workshoped potential projects with the Howick Local Board and outlined a plan for delivery of projects. Auckland Transport officers provided advice about maximising the potential of the fund by working with other strategies delivered by Auckland Transport and Auckland Council.

11. On 20 February 2020, Auckland Transport and Auckland Council staff discussed projects with the local board. Subsequently, all projects were prioritised by the members and officer advice was provided by memorandum to the Chair and Transport Lead.

12. At its meeting on 20 April 2020 the Howick Local Board resolved (resolution HW/2020/47) the following in relation to the Howick Local Board Transport Capital Fund Decisions:

That the Howick Local Board:

a) request Auckland Transport investigate the following projects and provide rough orders of cost for:

i) options for a section of The Parade (between Laings Road and Whitcombe Road) at Bucklands Beach to provide better pedestrian safety, for example a one way system, within a budget envelope of up to $3,000,000

ii) installing speed indicator variable message signs (VMS) on Point View Drive

iii) installing an information plinth at Half Moon Bay, and potentially other locations

iv) building a better walking route between the Half Moon Bay Ferry Terminal and the coastal walkway in front of the Bucklands Beach Yacht Club.

b) request Auckland Transport provide options to utilise up to $4,000,000 of the Local Board Transport Capital Fund to deliver projects identified in the Howick Walking and Cycling Network Plan, following advice from Community Facilities and prioritised as follows:

i) maximise pedestrian and cycling connectivity to public transport and employment hubs and schools

ii) speed of delivery

iii) as recommended in the Howick Walking and Cycling Network Plan.

c) Note $3,000,000 unspent of the Local Board Transport Capital Fund reserved in anticipation of recommendations of projects from the Steering Group on the Howick Village Centre Plan.

13. This report specifically relates to plans for the Howick Walking and Cycling Network Plan. The other projects have been discussed with the local board and due to the current financial uncertainty, it was best to wait for more information before committing to any of these projects.

14. Auckland Council’s Community Facilities team led a workshop discussing the proposal to support the Howick Walking and Cycling Network Plan with the board on 28 May 2020 and again on 11 June 2020. Auckland Transport staff attended these workshops.
15. At the first workshop on 28 May 2020, officers provided advice on the options requested by the local board but did not identify a final option. At the second workshop on 11 June 2020, the board identified a package of work they would like to advance to a more detailed design, funded as soon as possible by the LBTCF.

16. This report does not authorise expenditure of $4 million for capital work to be delivered. Instead, it authorises Auckland Transport and Auckland Council to start progressing design work as and when LBTCF funds for 2020/2021 are confirmed.

17. Figure one (below) is a table listing the projects within the Howick Walking and Cycling Network Plan the local board stated it would consider funding using the LBTCF. All of the projects are listed in the Howick Walking and Cycling Network Plan which was endorsed by the local board in 2019.

18. A map of the projects is included as Attachment A.

Figure One: Howick Walking and Cycling Network Plan projects identified for further investigation

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Route Description (routes not in order of priority)</th>
<th>Total Length (km)</th>
<th>Existing (to be upgraded/ widened)</th>
<th>Proposed (no path exists)</th>
<th>Difficulty</th>
<th>Notes</th>
<th>Estimated costs (2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Lloyd Elsmore: Southern portion of this linkage, east of From De Quincey Terrace entrance (by number 58 De Quincey Terrace), running south through Cascade Walkway No 1 (De Quincey), and The Cascades to Avondale Drive.</td>
<td>770</td>
<td>770</td>
<td>-</td>
<td>med</td>
<td>Some areas prone to flooding. Heritage approval around suspension bridge. Existing path 1.2 - 1.5m.</td>
<td>$470,000</td>
</tr>
<tr>
<td>2a</td>
<td>The Cascades Walkway - Marcella, running from Avondale Drive in an easterly direction to Botany Road via the Cascade Walkway No 2 (Marcella), along the southern banks of Botany Creek.</td>
<td>941</td>
<td>941</td>
<td>-</td>
<td>low</td>
<td>Some areas need to be raised due to low grade flooding. Existing path 1.2 -1.5m.</td>
<td>$600,000</td>
</tr>
<tr>
<td>3a</td>
<td>Lower Cascades, walkway bordering Pakuranga Golf Course: this route initially runs from Avondale Drive through the Cascades to Cascades Road, where it continues in a southerly direction through esplanade reserve to Frank Nobilo Drive Esplanade and West Ferrymead.</td>
<td>610</td>
<td>610</td>
<td>-</td>
<td>med</td>
<td>Mix of board walk and existing path 1.2 - 1.5m. Needs geotechnical input and stabilising. Difficult to access for construction.</td>
<td>$570,000</td>
</tr>
<tr>
<td>3b</td>
<td>Frank Nobilo Drive to the corner of Burnswood and Ti Rakau Drive: via Frank Nobilo Drive Esplanade and Burnswood Esplanade Reserve, with a connection to Ti Rakau Drive - AMETI connection.</td>
<td>1366</td>
<td>1366</td>
<td>-</td>
<td>low</td>
<td>Recently developed path of 2.2m. Connection to Ti Rakau Drive - AMETI connection.</td>
<td>$840,000</td>
</tr>
<tr>
<td>6</td>
<td>Ti Rakau Drive to Smale’s Road: North-South connection via Greenmount Drainage Reserve and Kellaway Drive Reserve, with connection to Ti Rakau Drive.</td>
<td>1891</td>
<td>1244</td>
<td>647</td>
<td>med</td>
<td>Steep topography in parts and narrow sections within drainage reserve.</td>
<td>$660,000</td>
</tr>
<tr>
<td>5</td>
<td>Elm Park to Riverhills Park: connection via esplanade reserve, potential to connect to Burnswood Reservior bridge.</td>
<td>2385</td>
<td>-</td>
<td>2385</td>
<td>high</td>
<td>New pathway required. Steep contours and narrow esplanade. Boardwalks required. Bridge widening not included in costs.</td>
<td>$1,100,000</td>
</tr>
</tbody>
</table>

TOTAL $4,270,000

19. The local board has been provided advice on the Emergency Budget 2020/2021 and understands this work may or may not proceed immediately depending on the funds available within the LBTCF, once the budget is confirmed.

Tauākī whakaaweawe āhuarangi
Climate impact statement

20. Auckland Transport engages closely with the council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and Council’s priorities.

21. Auckland Transport’s core role is in providing attractive alternatives to private vehicle travel, reducing the carbon footprint of its own operations and, to the extent feasible, that of the contracted public transport network.
Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views
22. This package of work was developed in conjunction with Howick Local Board's Community Facilities team who will lead the design process. Auckland Transport will continue to work closely with council to deliver the design work.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views
23. Auckland Transport did not invite community feedback because the Howick Walking and Cycling Network Plan is a long-standing plan consulted on and approved by the local board. Further community consultation is included in the detailed design process which is the next stage of planning a LBTCF project.

Tauākī whakaaweawe Māori
Māori impact statement
24. Study of the options indicates that there may be significant decisions in relation to land or a body of water, so iwi consultation will be required and will need to be included in the Auckland Council Community Facilities design process.
25. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi—the Treaty of Waitangi and its broader legal obligations in being more responsible or effective to Māori. Our Māori Responsiveness Plan outlines the commitment with 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about

Ngā ritenga ā-pūtea
Financial implications
26. If the report’s recommendation is supported the financial implications of this report are that money allocated to the LBTCF will be prioritised towards this project and the existing Howick Walking and Cycling Network Plan. If funds are limited in the Emergency Budget 2020/2021, this will constrain delivery of other projects.
27. Auckland Transport and council officers will provide more advice once the council’s financial situation becomes clearer.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
28. Auckland Council is yet to confirm their Emergency Budget 2020/2021 and more certainty will be known on the impacts to the Auckland Transport programme once this budget has been confirmed.
29. Our capital and operating budgets will be reduced through this process. Some projects planned for the 2020/2021 financial year may not be able to be delivered, which will be disappointing to communities that we had already engaged with. Both the Community Safety Fund and the Local Board Transport Capital Fund could be potentially impacted by these budget reductions.
30. To mitigate this risk, it is recommended the local board communicates their intentions for staff to be able to proceed with any available funds.
Ngā koringa ā-muri

Next steps

31. Auckland Transport’s monthly update report to the local board will be used to keep the board updated on progress. Once cost estimates are completed, an updated decision report will be presented for the board’s review and authorisation.

Ngā tāpirihanga

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Howick Walking and Cycling Network Plan - Projects options for AT funding</td>
<td>29</td>
</tr>
</tbody>
</table>

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Ben Stallworthy – Elected Member Relationship Manager, Auckland Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Jonathan Anyon – Elected Member Relationship Team Manager, Auckland Transport</td>
</tr>
<tr>
<td>Authorisers</td>
<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
</tr>
</tbody>
</table>
Howick Walking Cycling Plan: projects options for AT funding

[June 2020, Map in works]

Howick Local Board Transport Capital Fund Decisions July 2020
Item 15

Statement of proposal to amend the Alcohol Control Bylaw

File No.: CP2020/08874

Te take mō te pūrongo
Purpose of the report

1. To seek support on the statement of proposal to amend the Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014 before it is finalised for public consultation.

Whakarāpopototanga matua
Executive summary

2. To enable the local board to provide its views on the statement of proposal to amend the Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014, staff have prepared a draft proposal.

3. The draft proposal would continue to enable council to make alcohol bans in certain public places to reduce crime and disorder caused or made worse by alcohol consumed there.

4. The main proposals are to include new temporary alcohol bans for major events at Mount Smart Stadium, Western Springs Stadium, Eden Park and Auckland Domain, and to make the Bylaw easier to read and understand.

5. Staff recommend that the local board provide its views on the draft proposal.

6. There is a reputational risk that the draft proposal or the local board’s views do not reflect the views of people in the local board area. This risk would be partly mitigated by future public consultation processes. The local board will have an opportunity to consider any public feedback and provide formal views to a Bylaw Panel prior to the final decision.

7. The local board’s views will be provided to the Regulatory Committee on 1 September 2020 who will recommend a statement of proposal for public consultation to the 24 September 2020 Governing Body meeting. Public consultation is scheduled for October 2020, Bylaw Panel deliberations for March 2021, and a final decision by the Governing Body for April 2021.

Ngā tūtohunga
Recommendation/s

That the Howick Local Board:

a) support the draft statement of proposal in Attachment A of this agenda report to amend the Auckland Council Alcohol Control Bylaw 2014 for public consultation.

Horopaki
Context

The Alcohol Control Bylaw enables council to make alcohol bans in public places

8. The Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014 (Bylaw) aims to reduce crime or disorder in certain public places caused or made worse by alcohol consumed there.

9. The Bylaw achieves this by providing a framework that enables alcohol bans to be made by resolution of the relevant delegated authorities – the Regulatory Committee, Auckland Domain Committee or local boards. Alcohol bans are enforced by the New Zealand Police.
The Regulatory Committee have decided to amend the Alcohol Control Bylaw

10. The Regulatory Committee requested staff commence the process to amend the Bylaw on 9 May 2019 (REG/2019/28). The process leading to this decision is summarised below.

11 April 2019 (REG/2019/19) Regulatory Committee endorsed the statutory bylaw review findings that:

- a bylaw about the consumption or possession of alcohol in public places is still the most appropriate way to address crime or disorder in certain public places caused or made worse by alcohol consumed there
- the current Bylaw does not give rise to any implications under, and is not inconsistent with, the New Zealand Bill of Rights Act 1990
- the current Bylaw structure and wording could be improved.

9 May 2019 (REG/2019/28) Regulatory Committee instructed staff to draft an amended Bylaw (Option two) after considering four options:

- Option one: status quo – retain Bylaw that makes alcohol bans by resolution
- Option two: amend the current Bylaw – improve the status quo
- Option three: replace the current Bylaw – new bylaw that contains all alcohol bans
- Option four: revoke Bylaw – no bylaw and instead rely on other existing methods.

Staff prepared a proposal in line with decisions of the Regulatory Committee

11. Staff have prepared a draft statement of proposal (draft proposal) to implement the decision of the Regulatory Committee to amend the Bylaw (Attachment A).

12. The draft proposal includes the reasons and decisions leading to the proposed amendments and a comparison between the existing and amended bylaws.

The local board has an opportunity to provide its views on the proposal

13. The local board now has an opportunity to provide its views on the draft proposal in Attachment A by resolution to the Regulatory Committee before it is finalised for public consultation.

14. For example, the local board could support the draft proposal for public consultation, recommend changes before it is finalised, or defer comment until after it has considered public feedback on the proposal.

Tātaritanga me ngā tohutohu
Analysis and advice

The draft proposal makes improvements to the current alcohol control bylaw

15. The draft proposal seeks to improve the use of alcohol bans for major events\(^1\) and make the Bylaw easier to read and understand. The table below summarises the proposed changes.

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\(^1\) Council’s Events Policy refers to major events as events having a regional, national and international profile.
Table One: Summary of proposed changes to the Alcohol Control Bylaw 2014

<table>
<thead>
<tr>
<th>Proposals</th>
<th>Reasons for proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>• make new event-based temporary alcohol bans for all major events at Mount Smart Stadium, Western Springs Stadium, Eden Park and Auckland Domain in the Bylaw</td>
<td>Including new event-based temporary alcohol bans made in the Bylaw:</td>
</tr>
<tr>
<td>• The new event-based temporary alcohol bans will replace existing event-based temporary alcohol bans made by resolution(^2) for Mount Smart Stadium, Eden Park and Auckland Domain for ‘Christmas in the Park’ and the Lantern Festival. Changes to these existing resolutions would:</td>
<td>• more easily enables a preventative approach to alcohol-related crime or disorder at or near event venues used for major events</td>
</tr>
<tr>
<td>o for Mount Smart Stadium extend the ban to apply to all major events, not just concerts</td>
<td>• removes time and cost to process individual requests for event-based temporary alcohol bans where:</td>
</tr>
<tr>
<td>o for Eden Park extend the ban to include Eden Park stadium, and two fan trails if they are activated as part of the event(^3)</td>
<td>o the event venue has in the past, is currently, and will in the future be used for major events</td>
</tr>
<tr>
<td>o for Auckland Domain extend the ban to all major events (not just the Lantern Festival) and extend the times of the ban to start one hour earlier and finish one hour later.</td>
<td>o a ban has been used in the past for major events at the event venue.</td>
</tr>
<tr>
<td>The ban for the Auckland Domain ‘Christmas in the Park’ event would remain unchanged.</td>
<td>• creates more consistent event-based temporary alcohol ban times and application.</td>
</tr>
<tr>
<td>• replace with a related information note clauses about alcohol ban signage, and clauses about legislative decision-making criteria</td>
<td>Replacing some clauses with related information notes and providing clarifications:</td>
</tr>
<tr>
<td>• clarify exceptions to alcohol bans for licensed premises and the transport of alcohol, council’s ability to make temporary alcohol bans and Bylaw wording.</td>
<td>• removes provisions that are unnecessary to state in the Bylaw but are useful as extra information</td>
</tr>
</tbody>
</table>

The draft proposal complies with statutory requirements

16. The draft proposal has been prepared in accordance with statutory requirements and best practice drafting guidelines:

• the proposed inclusion of event-based temporary alcohol bans for major events at certain venues in the Bylaw is a reasonable limitation on people’s rights and freedoms because the bans only apply temporarily to a limited area for large scale events

• the amended Bylaw is a more appropriate form of bylaw because the inclusion of event-based temporary alcohol bans for major events at certain venues enables a preventative

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\(^2\) MT/2017/144 (Mt Smart); AE/2015/119 (Eden Park); RBC/2015/41 and WTM/2016/110 (Christmas in the Park); ADC/2017/43 (Lantern Festival).

\(^3\) There are two Eden Park Fan Trails designed for fans to walk to Eden Park. One starts at Ponsonby Road (activated on ‘match days’) and one starts from Queen Elizabeth Square (last used during the 2011 Rugby World Cup).
The amended Bylaw would also be easier to read and understand

- the amended Bylaw has no implications under, and is not inconsistent with, the New Zealand Bill of Rights Act 1990 (the Act). There are potential limitations to freedoms protected by the Act of expression, peaceful assembly, movement, security against unreasonable search and seizure, and to not be arbitrarily arrested. These limitations are justified because alcohol bans help prevent harm to the public, and because council’s ability to make alcohol bans is subject to legislative criteria which ensures any ban is justified, appropriate and proportionate.

**Staff recommend the local board consider providing its views on the proposal**

17. Staff recommend that the local board consider the draft proposal and whether it wishes to provide its views to the Regulatory Committee.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

18. There are no implications for climate change arising from this decision.

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera**

**Council group impacts and views**

19. The draft proposal impacts the operation of units across the council group involved in events, processing alcohol ban requests and alcohol ban signage. Those units are aware of the impacts of the proposal and their implementation role.

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

**Local impacts and local board views**

20. The Bylaw is important to local boards as they have the delegated authority to make local alcohol bans, and because alcohol bans help to improve public safety in their local areas.

21. The main view of local board members during the bylaw review was to retain local board decision-making authority for local alcohol bans. The proposal supports this by retaining the current decision-making authority. The process for the local board to make alcohol bans by resolution will remain the same.

22. The local board has an opportunity in this report to provide its views on the proposal to the Regulatory Committee.

23. The local board will also have further opportunity to provide its views to a Bylaw Panel on any public feedback to the proposal from people in the local board area.

**Tauākī whakaaweawe Māori**

**Māori impact statement**

24. The Bylaw has significance for Māori as users and kaitiaki / guardians of public space. Māori are also over-represented in alcohol-related hospital visits, the criminal justice system and as victims of crime.

25. Māori health advocacy organisations, Te Puni Kōkiri and the Maunga Authority support the use of alcohol bans as a tool to reduce alcohol-related harm.

26. The draft proposal supports this view by retaining the ability for council to use alcohol bans.

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4 Section 147A of the Local Government Act 2002.
Ngā ritenga ā-pūtea
Financial implications
27. There are no financial implications to the local board for any decision to support the draft proposal for public consultation. The Governing Body at a later date will consider any financial implications associated with public notification and signage.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
28. There is a reputational risk that the draft proposal or the local board’s views do not reflect the views of people in the local board area. This risk would be partly mitigated by future public consultation processes. The local board will have an opportunity to consider any public feedback and provide its formal views to a Bylaw Panel prior to the final decision.

Ngā koringa ā-muri
Next steps
29. Staff will present a proposal and any local board views to the Regulatory Committee on 1 September 2020. The next steps are shown in the diagram below.

Figure One: Next steps

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Statement of proposal to amend the Alcohol Control Bylaw (Under Separate Cover)</td>
<td></td>
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## Ngā kaihaina Signatories

<table>
<thead>
<tr>
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<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Elizabeth Osborne - Policy Analyst</td>
</tr>
<tr>
<td>Authorisers</td>
<td>Paul Wilson - Team Leader Bylaws</td>
</tr>
<tr>
<td>Authorisers</td>
<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
</tr>
</tbody>
</table>
Approval for a new road name at 114 & 122 Edgewater Drive, Pakuranga
File No.: CP2020/08803

Te take mō te pūrongo
Purpose of the report
1. To seek approval from Howick Local Board to name a new private road, being a commonly owned access lot (COAL), created by way of a subdivision development at 114 & 122 Edgewater Drive, Pakuranga.

Whakarāpopototanga matua
Executive summary
2. Auckland Council’s road naming guidelines set out the requirements and criteria of the Council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. On behalf of the developer and applicant, Kāinga Ora, proposed names have been provided in the tables presented in this report for consideration by Howick Local Board.
4. Any of the three proposed road name options would be acceptable for the local board to approve for use in this location, having been assessed to ensure that they meet Auckland Council’s Road Naming Guidelines and the National Addressing Standards for road naming. All technical standards are met and the names are not duplicated anywhere else in the region. Mana whenua have also been consulted.
5. The proposed names for the new private road at 114 & 122 Edgewater Drive are:
   • Apakura Lane (Applicant’s preference)
   • Pūrākau Lane (first alternative)
   • Te Wai Taha Lane (second alternative)

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:
   a) approve the name Apakura Lane for the new private road (commonly owned access lot) created by way of subdivision at 114 & 122 Edgewater Drive, Pakuranga in accordance with section 319(1)(j) of the Local Government Act 1974 (resource consent reference BUN60320844 and SUB60320845).

Horopaki
Context
6. Resource consent BUN60320844 (subdivision reference number SUB60320845) was issued in December 2018 for the construction of fifteen residential units and one commonly owned access lot (COAL). The development is expected to be completed by October 2020.
7. In accordance with the National Addressing Standards for road naming (the AS/NZS 4819-2011 standard), the COAL requires a road name because it serves more than five lots.
8. Site and location plans of the development can be found in Attachments A and B respectively.
Tātaritanga me ngā tohutohu
Analysis and advice

9. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board’s approval.

10. Auckland Council’s road naming criteria typically require that road names reflect one of the following local themes, with the use of Māori names being actively encouraged:
   - a historical, cultural, or ancestral linkage to an area;
   - a particular landscape, environmental or biodiversity theme or feature; or
   - an existing (or introduced) thematic identity in the area.

11. The Applicant’s proposed names and meanings are set out in the table below.

<table>
<thead>
<tr>
<th>Proposed name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apakura Lane</td>
<td>‘To lament, to sing of grief’ for that which Ngāi Tai have lost and is to remember the battle of Pakuranga, the love story of our ancestress Hinemairangi and her forbidden love causing the war Pakuranga Rāhihi. Suggested by Ngāi Tai ki Tāmaki.</td>
</tr>
<tr>
<td>(Applicant’s preference)</td>
<td></td>
</tr>
<tr>
<td>Pūrākau Lane</td>
<td>Ancient legendary tales of the past. Suggested by Ngāi Tai ki Tāmaki.</td>
</tr>
<tr>
<td>(first alternative)</td>
<td></td>
</tr>
<tr>
<td>Te Wai Taha Lane</td>
<td>(noun) means side water (Edgewater). In reference to the location of the development.</td>
</tr>
<tr>
<td>(second alternative)</td>
<td></td>
</tr>
</tbody>
</table>

12. All the name options listed in this report are acceptable for use, having been assessed by the Auckland Council Subdivision team to ensure that they meet Auckland Council’s Road Naming Guidelines and the National Addressing Standards for road naming. All technical standards are met, and the names are not duplicated anywhere else in the region, therefore it is up to the local board to decide upon the suitability of the names within the local context.

13. Land Information New Zealand (LINZ) has confirmed that all of the proposed names are acceptable for use and not duplicated elsewhere in the region.

14. ‘Lane’ is an acceptable road type for the new private road, suiting the form and layout of the road, as per the Auckland Council Road Naming Guidelines.

15. Mana whenua were consulted in line with agreed processes and requirements. The ‘Māori Impact Statement’ section of this report details this further.

Tauākī whakaaweawe āhuarangi
Climate impact statement

16. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

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

17. The decision sought for this report has no identified impacts on other parts of the council group. The views of council controlled organisations were not required for the preparation of the report’s advice.
Howick Local Board
20 July 2020

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

18. The decision sought for this report does not trigger any significant policy and is not considered to have any immediate local impact beyond those outlined in this report.

Tauākī whakaaweawe Māori
Māori impact statement

19. The naming of roads is linked to the Auckland Plan Outcome “A Māori identity that is Auckland’s point of difference in the world”. The use of Māori names for roads, buildings and other public places is an opportunity to publicly demonstrate Māori identity. To aid local board decision making, the ‘Auckland Council Road Naming Guidelines’ includes:

- the objective of recognising ancestral linkages to areas of land by engagement with mana whenua and the allocation of road names as appropriate, as well as the principle that Māori road names are actively encouraged, and;
- an agreed process to enable mana whenua to provide timely feedback on all proposed road names in a manner they consider appropriate (through council’s central facilitator).

20. The road names proposed in this report have been provided to all mana whenua for consideration through council’s central facilitator. Where feedback has been received, this has been indicated.

21. Ngāi Tai ki Tāmaki, who are mana whenua of Pakuranga, suggested two names which have been included in the applicant’s proposal.

22. Despite being contacted, no other iwi provided responses or comments, or suggested any other road name options.

Ngā ritenga ā-pūtea
Financial implications

23. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

24. There are no significant risks to council as road naming is a routine part of the subdivision development process, with consultation being a key part of the process.

Ngā koringa ā-muri
Next steps

25. Approved road names are notified to Land Information New Zealand which records them on its New Zealand wide land information database which includes street addresses issued by local councils.

Ngā tāpirihanga
Attachments

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Item 16

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Elizabeth Salter - Subdivision Technical Officer</th>
</tr>
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<tbody>
<tr>
<td>Authorisers</td>
<td>David Snowdon - Team Leader Subdivision</td>
</tr>
<tr>
<td></td>
<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
</tr>
</tbody>
</table>
Site Plan for 122 & 114 Edgewater Drive, Pakuranga

ROAD TO BE NAMED

Howick Local Board
20 July 2020
Location plan showing main roads surrounding 114 & 122 Edgewater Drive, Pakuranga
Aerial plan for 114 & 122 Edgewater Drive, Pakuranga
Adoption of the Howick Local Board Agreement 2020/2021
File No.: CP2020/09364

Te take mō te pūrongo
Purpose of the report
1. To adopt a Local Board Agreement 2020/2021 and a local fees and charges schedule for 2020/2021.

Whakarāpopototanga matua
Executive summary
2. Each financial year, Auckland Council must have a local board agreement between the Governing Body and the local board, for each local board area.
3. From 20 February to 21 March 2020, the council consulted on the Annual Budget 2020/2021 (annual plan) including local board priorities (consultation part 1). Local boards considered this feedback between 4 to 8 May 2020.
4. From 29 May to 19 June 2020, the council carried out further consultation (part 2) on regional topics for the Emergency Budget 2020/2021 (the new name for this year’s annual plan) due to considerable pressure on the council’s financial position caused by the COVID-19 pandemic.
5. Local boards are now considering local content for the Emergency Budget 2020/2021, which includes a local board agreement and a local fees and charges schedule for 2020/2021.
6. Normally the local board agreement would include a message from the chair, local board advocacy and other content. This year due to time constraints caused by COVID-19, the content of the Emergency Budget document, including the Local Board Agreements, is being reduced to only the parts that are a statutory requirement. This includes key projects, levels of service and performance measures, and Financial Impact Statement (FIS).
7. On 30 July 2020, the Governing Body will meet to adopt Auckland Council’s Emergency Budget 2020/2021, including 21 local board agreements.

Ngā tūtohunga
Recommendation/s
That the Howick Local Board:

a) adopt a Local Board Agreement 2020/2021, tabled at the meeting, (Attachment A).
b) adopt a local fees and charges schedule for 2020/2021, tabled at the meeting, (Attachment B).
c) delegate authority to the Chairperson to make any final minor changes to the Local Board Agreement 2020/2021.
d) note:
   i) that Local Board Agreement 2020/2021 local activity budgets will be updated to reflect final budget decisions made by the Governing Body on 16 July 2020.
   ii) that the resolutions of this meeting will be reported back to the Governing Body when it meets to adopt the Annual Budget 2020/2021 on 30 July 2020.
Horopaki

Context
8. Each financial year, Auckland Council must have a local board agreement between the Governing Body and the local board, for each local board area, outlining local priorities, budgets and intended levels of service. They are informed by the local board plans, which are strategic documents that are developed every three years to set a direction for local boards, by reflecting the priorities and preferences of the communities within the local board area. Local board plans can also provide a basis for local board feedback on regional content in the annual plan (Emergency Budget 2020/2021).
9. Local board chairs have had the opportunity to attend Finance and Performance Committee workshops on key topics and provide local board views on the Emergency Budget 2020/2021 to the Finance and Performance Committee.
10. From 20 February to 21 March 2020, the council consulted with the public on the Annual Budget 2020/2021 (consultation part 1). Locally held drop-in events were held in the Howick Local Board area to engage with the community and seek feedback on both regional and local proposals. Feedback was received through written and spoken channels.
11. A report analysing the feedback on local board priorities, as well as feedback from those living in the local board area related to the regional topics from consultation part 1, was included on the 12 May 2020 business meeting agenda.
12. Local boards considered this feedback, and their input on regional topics was reported to the Emergency Committee on 21 May 2020.
13. From 29 May to 19 June 2020, the council carried out further consultation on regional topics for the Emergency Budget 2020/2021 (consultation part 2) due to considerable pressure on the council’s financial position caused by the COVID-19 pandemic.
14. A report analysing the feedback on the regional topics from consultation part 2 (Emergency Budget) was included on the 9 July 2020 business meeting agenda.
15. Local boards considered this feedback, and then the local board chairs held discussions with the Finance and Performance Committee on 14 July 2020 on regional proposals in the Emergency Budget. The local board input was also reported to the Finance and Performance Committee on 16 July 2020.

Tātaritanga me ngā tohutohu
Analysis and advice
16. Both staff and the local board have reviewed the feedback received on the Emergency Budget 2020/2021 from both consultations and local boards have received reports analysing the feedback. It is now recommended that local boards adopt a Local Board Agreement 2020/2021 (Attachment A), and a local fees and charges schedule for 2020/2021 (Attachment B).

Tauākī whakaaweawe āhuarangi
Climate impact statement
17. The decisions recommended in this report are procedural in nature and will not have any climate impacts themselves.
18. Some of the proposed projects in the Local Board Agreement may have climate impacts. The climate impacts of any projects Auckland Council chooses to progress with will be assessed as part of the relevant reporting requirements.
19. Some of the proposed projects in the Local Board Agreement will be specifically designed to mitigate climate impact, build resilience to climate impacts, and restore the natural environment.
Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views
20. Local boards worked with council departments to develop their local board work programmes for 2020/2021 that will be adopted at August business meetings. The local board work programmes help inform the local board agreements.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views
21. This report seeks local board adoption of its content for the Emergency Budget 2020/2021 and other associated material, including the Local Board Agreement 2020/2021.

Tauākī whakaaweawe Māori
Māori impact statement
22. Many local board decisions are of importance to and impact on Māori. Local board agreements and the annual plan (Emergency Budget 2020/2021) are important tools that enable and can demonstrate the council’s responsiveness to Māori.

23. Local board plans, which were developed in 2017 through engagement with the community including Māori, form the basis of local priorities. There is a need to continue to build relationships between local boards and iwi, and where relevant the wider Māori community.

24. Ongoing conversations will assist local boards and Māori to understand each other’s priorities and issues. This in turn can influence and encourage Māori participation in the council’s decision-making processes.

Ngā ritenga ā-pūtea
Financial implications
25. The local board agreement includes the allocation of locally driven initiatives (LDI) funding and asset-based services (ABS) funding to projects and services for the 2020/2021 financial year.

26. LDI funding is discretionary funding allocated to local boards based on the Local Board Funding Policy, which local boards can spend on priorities for their communities. Local boards can also utilise LDI funding to increase local levels of service if they wish to do so.

27. Funding for asset-based services (ABS) is allocated by the Governing Body to local boards based on current levels of service to run and maintain local assets and services including parks, pools and recreation facilities, community facilities, and libraries.

28. Local boards have the decision-making and oversight responsibility in respect of local fees and charges within parameters set by the Governing Body. A local fees and charges schedule for Active Recreation, Community Venues for Hire (including Library rooms for hire) for 2020/2021 is adopted alongside the Local Board Agreement. The fees and charges have been formulated based on region-wide baseline service levels and revenue targets. Where fees and charges are amended by a local board that results in lower revenue for the council, the shortfall will need to be made up by either allocating LDI funds or reducing expenditure on other services to balance overall budgets.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
29. Decisions on the local content of the Emergency Budget 2020/2021, including the Local Board Agreement 2020/2021 and a local fees and charges schedule for 2020/2021, are required by 24 July 2020 to ensure the Governing Body can adopt the Emergency Budget 2020/2021 at its 30 July 2020 meeting.
Ngā koringa ā-muri

Next steps

30. The resolutions of this meeting will be reported to the Governing Body on 30 July 2020 when it meets to adopt the Annual Budget 2020/2021, including 21 local board agreements.

31. Minor changes may need to be made to the attachments before the Emergency Budget 2020/2021 is adopted, such as correction of any errors identified and minor wording changes. Staff therefore recommend that the local board delegates authority to the Chair to make minor final changes if necessary.

32. Local board agreements set the priorities and budget envelopes for each financial year. Work programmes then detail the activities that will be delivered within those budget envelopes. Work programmes will be agreed between local boards and operational departments at business meetings in August 2020.

Ngā tāpirihanga

Attachments

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<td>Local Board Agreement 2020/2021 (Under Separate Cover)</td>
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<td>B</td>
<td>Local fees and charges schedule 2020/2021 (Under Separate Cover)</td>
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Ngā kaihaina

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<thead>
<tr>
<th>Author</th>
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<tbody>
<tr>
<td>Beth Corlett - Advisor Plans &amp; Programmes</td>
<td>Louise Mason - GM Local Board Services</td>
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<tr>
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<td>Carol McKenzie-Rex - Relationship Manager for Franklin and Howick Local Boards</td>
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