Kaipātiki Local Board Workshop Programme

Date of Workshop: Wednesday 4 September 2024
Time: 10.00am
Venue: Boardroom, 90 Bentley Ave, Glenfield

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00am – 12.00pm	Customer and Community Services – Parks and Community Facilities • Leiden Reserve playground renewal	**Keren Alleyne** Team Leader Portfolio Delivery, Parks and Community Facilities **Sarah Jones** Manager Area Operations, Parks and Community Facilities	• Setting direction	• Define board position and feedback
12.00 – 12.45pm	Lunch			
12.45 – 2.00pm	Auckland Transport • Onewa Road – Corridor Optimisation	**Marilyn Nicholls** Elected Member Relationship Partner, Auckland Transport **Chris Martin** Road Network Optimisation Manager, Auckland Transport **Stephen Hewett** Senior Technical Director, Beca **Kuan-Wen Sang** Senior Associate Transport Advisory, Beca **Doris Wong** Senior Transportation Engineer, Auckland Transport	• Setting direction	• Define board position and feedback

		Kendra Wilson Senior Transportation Engineer, Auckland Transport		
2.00 – 2.15pm	Break			
2.15 – 3.15pm	Environmental Services • Kaipātiki Project	**Janet Cole** Kaihautū / Chief Executive, Kaipātiki Project **Joanne Kyriazopoulos** Funding and Impact Lead, Kaipātiki Project **Yasmin Hall** Relationship Advisor, Resilience and Infrastructure **Mary Stewart** Senior Conservation Advisor, Environmental Services	• Setting direction	• Define board position and feedback
3.15 – 4.15pm	Matariki 2024 – Kaipātiki Community Facilities Trust	**Jill Nerheny** Manager, Kaipātiki Community Facilities Trust **Cushla Kararaina Parekowhai** Kaipātiki Community Facilities Trust **Cicilia Dwe** Community Broker, Community Wellbeing **Gustavo Ferreira** Advisor, Community Wellbeing	• Keeping informed	• Receive update

Next workshop: Wednesday 11 September 2024

11-Sep-24	9.15am	9.50am	Members only time
	10.00am	12.10pm	Customer and Community Services - Connected Communities - Matariki 2025
	12.10pm	1.00pm	Lunch
	1.00pm	2.00pm	Play Plan Workshop and FY25 Project Allocation

Role of Workshop:

(a) Workshops do not have decision-making authority.
(b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
(c) Workshops are open to the public however, decisions will be made at a formal, public local board business meeting.
(d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
(e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Leiden Reserve – Playground Renewal

Kaipātiki Local Board – 4 September 2024

Keren Alleyne – Senior Project Manager, Parks and Community Services

Purpose

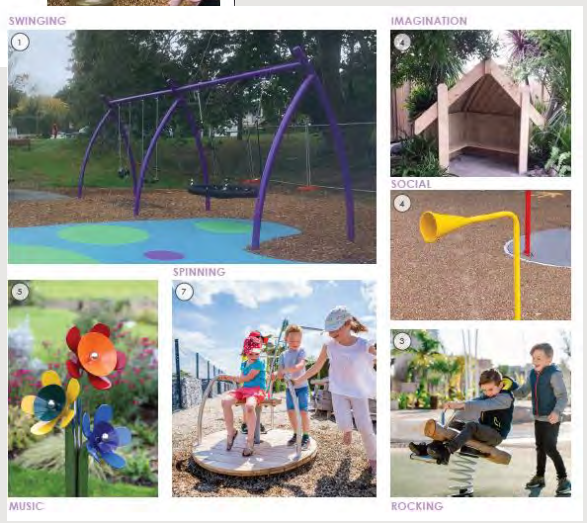
To present the outcomes of the public engagement on the Leiden Reserve concept plans and to obtain feedback from the local board.

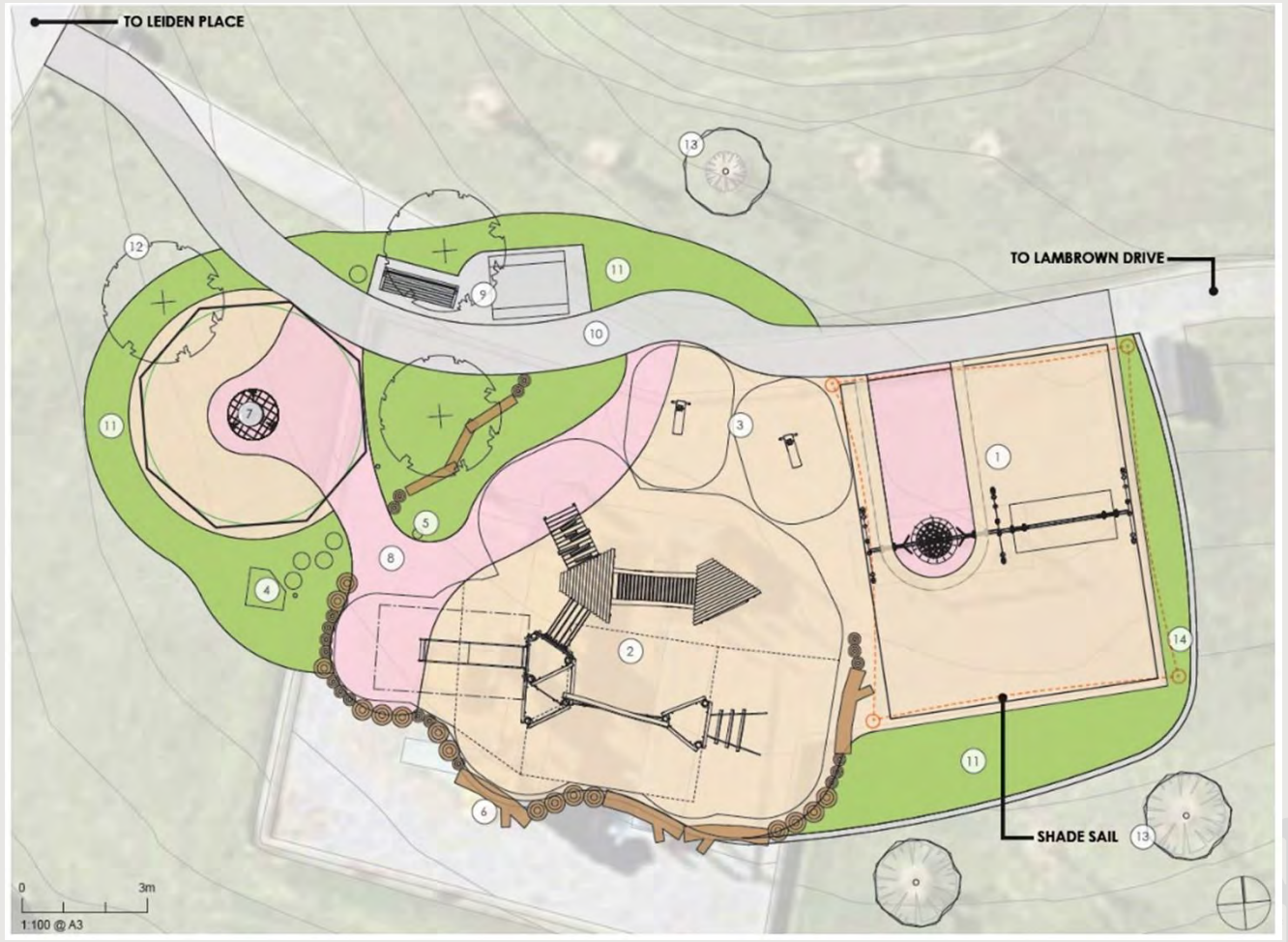
Leiden Reserve – proposed playground concept designs

- The local board has allocated $225,000 ABS Renewals funding towards the renewal of the existing playground and was approved by the local board as part of the 2023/2024 Customer and Community Services Work Programme.
- Two concept designs have been developed to replace the outdated playground equipment at Leiden Reserve, based on previous public consultation.
- The local board requested staff to seek community feedback on the playground concepts.
- An AK HYS questionnaire was live from 18 June – 8 July 2024. We received 167 visitors and 25 survey responses.

Leiden Reserve Concept Design – Option 1

- Presented to the local board via a memo and workshop 1 May 2024.



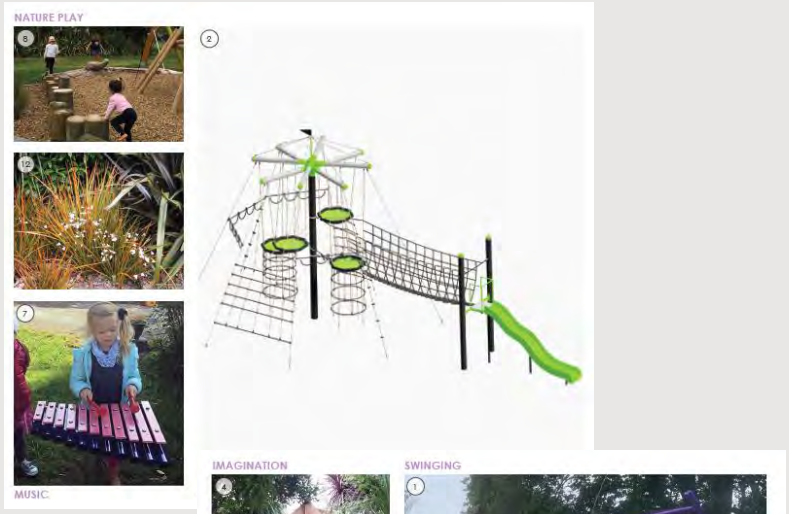


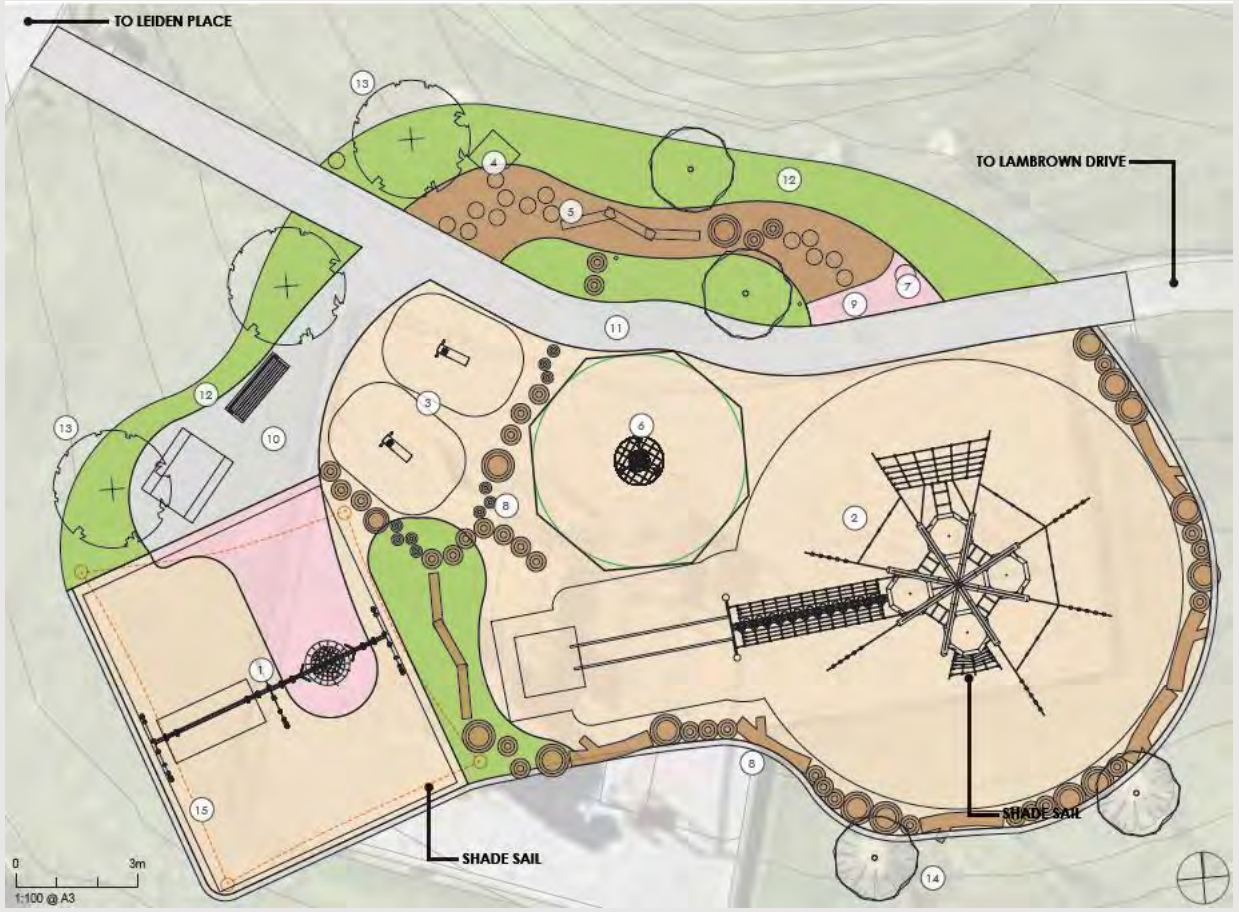
Project cost estimate – Option 1

Item	Cost
Physical works (including contingency)	$189,000
Professional services (site investigations, design, project management)	$41,000
Total	**$230,000**
Budget	$225,000

Leiden Reserve Concept Design – Option 2

- Presented to the local board via a memo and workshop 1 May 2024.





Project cost estimate – Option 2

Item	Cost
Physical works (including contingency)	$192,000
Professional services (site investigations, design, project management)	$41,000
Total	**$233,000**
Budget	$225,000

Leiden Reserve – Community consultation update

AK HAVE YOUR SAY

18 June – 8 July 2024

AK HYS Results

Common sentiments:

- Concept design 2 was the most popular.
- The playground should cater to a diverse range of ages.

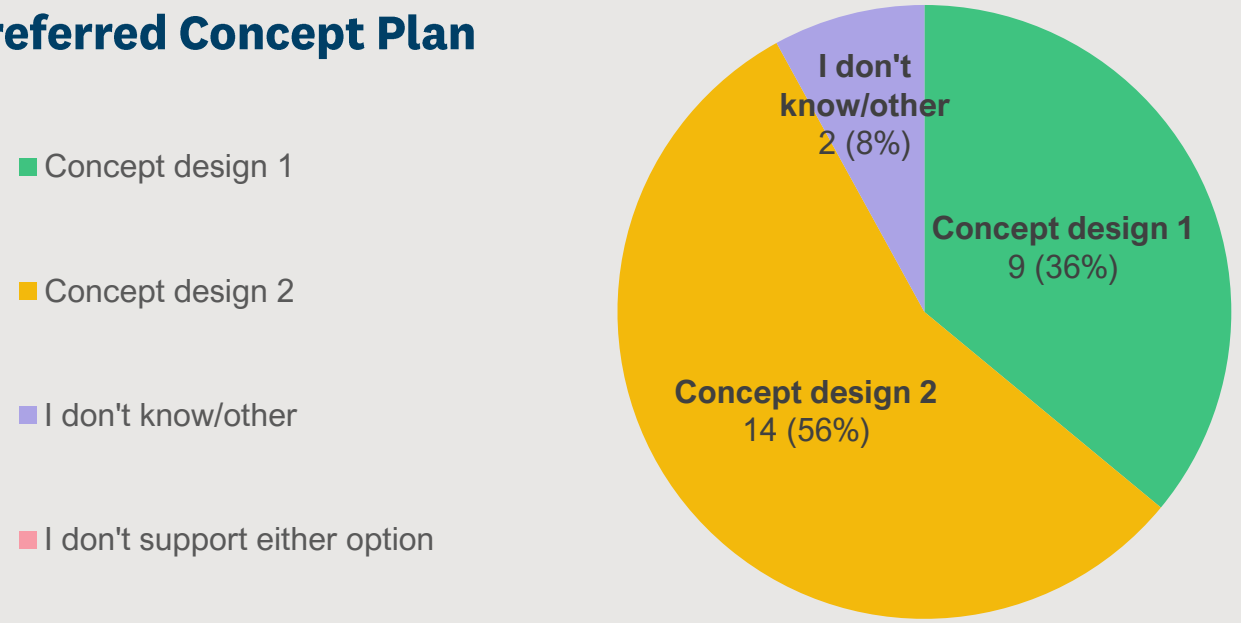
Comments for Option 1 include:

- A more solid structure which creates more distinct sections/areas rather than fewer larger areas.
- Both designs are great but I prefer the more natural look of option 1
- More accessible for smaller children.

Comments for Option 2 include

- Option 2 appeals to a wider age group allowing more children to enjoy the space.
- More options for older children to enjoy and play outdoors
- Better use of space available. Caters to a greater range of children.

Preferred Concept Plan

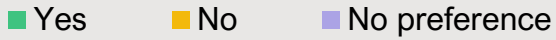


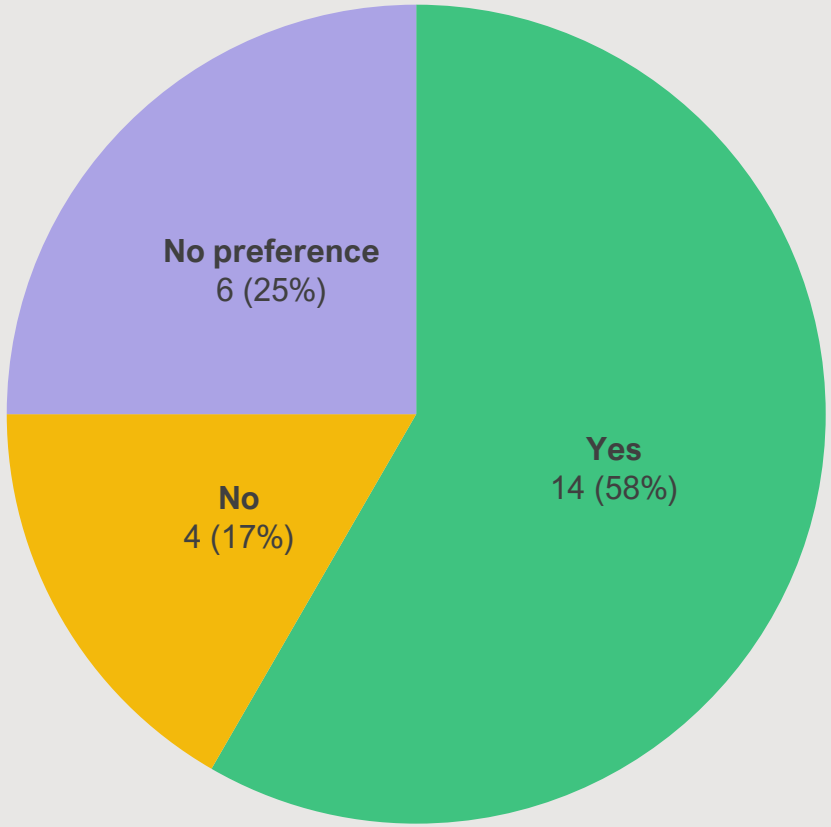
AK HYS Results

The current playground design options include a slide that may not be suitable for toddlers. To include a toddler slide in the budget, we would need to remove other equipment. Would you prefer a timber springer and talking tubes or a toddler slide?

AK HYS Results

Currently, there is budget for one shade sail over the swings. Would you like to see more shade sails installed over the playground?





Comments include:

- Don’t need shade over swings. Might be better to have them over bench or table.
- There are no large trees currently around the play area and since it’s on top of a hill, it gets pretty hot during the summer.
- I don't want views blocked from my house please. Thankyou.
- [Because of the heat…] my kids couldn’t enjoy playing there as much as they want although our place is quite near to the playground.

AK HYS Results

Q8: Is there anything else you would like us to consider for the play space?

- Seating for adults
- Fencing
- Using locally constructed timber
- A wheel play path around the playground
- More swings
- Planting/improved drainage
- Public toilet
- Adult workout equipment
- Basketball court
- Hamster wheel
- Seesaw

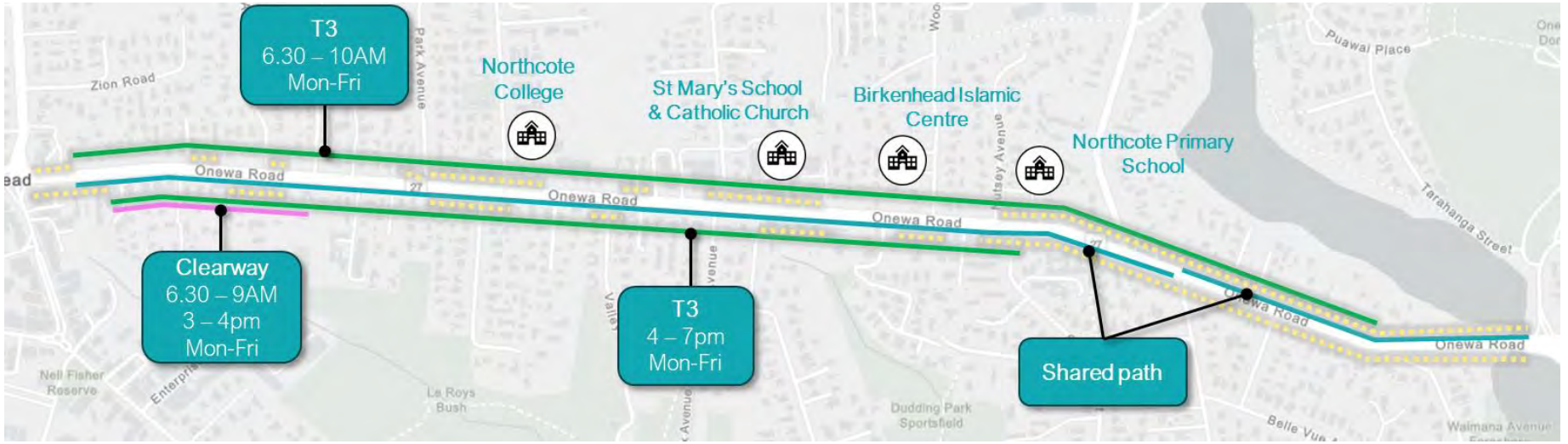
Next steps

Update design	Local board approval of concept design at a business meeting	Detailed Design	Tender and Physical works
September 2024	November 2024	December / February 2025	July - November 2025

Onewa Road - Corridor Optimisation

Onewa Road Usage

- **Important corridor for ALL** (buses, pedestrians, cyclists, freight and general traffic).
- Has one of the highest number of buses in Auckland, ~40 buses during the AM peak hour!
- Carries over **3,000** people in the morning peak hour towards SH1, **75%** to the CBD with **over 50%** on buses.
- Eastbound T3 lane carries around 75% of the 3,000 people in the morning peak



Summary of Work Done

Data Review

Reviewed relevant data including speed, travel time, bus, crash and productivity for all periods including weekends.

Site Visit

Site visit undertaken to confirm and identify issues highlighted by data review.

Issues Identified

Corridor issues identified related to operations and safety by time of day.

Potential Options

Potential options for issues were assessed against various criteria.

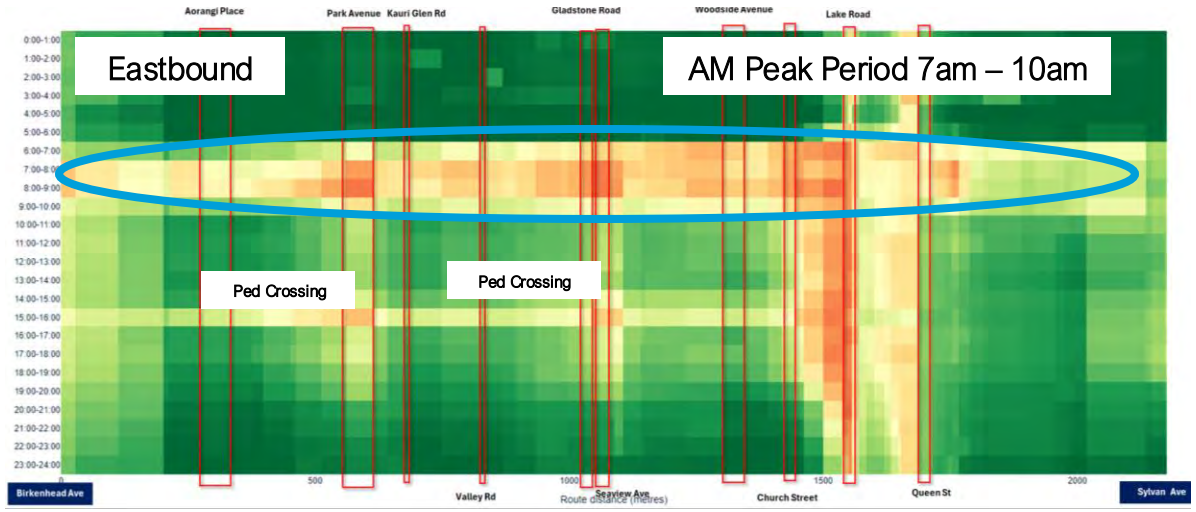
Key Issues

- Eastbound congestion impacting the full corridor during the AM peak period
- Operations and safety issues during school peak period especially outside schools
- Midblock pedestrian crossing can cause delays
- Lack of use of kerb side lane when eastbound T3 lane is not in use
- Weaving and lane changing of east and westbound vehicles when T3 lane is not operating

No issues during weekend or outside peak periods identified

Congestion in the AM

- Vehicles are travelling at an average of 18km/hr towards SH1.Buses at 23km/hr.
- Through capacity constrained by the Lake Road intersection.
- Mid block crossing around the college cause delays
- T3 lane being blocked by merging vehicles east of Birkenhead Ave.



Operations During School Peak

- Mid block pedestrian crossings causing delays
- Students crossing through live traffic between Northcote College eastern gate and southern bus stop when school finishes
- Vehicles weaving in and out due to parked vehicles on Onewa Road.
- Parked vehicles on Nutsey Ave (by Northcote Primary) causes delays on to Onewa Road.
- Parking on Onewa Road restrict sight distance for right turning traffic from Nutley Ave and Woodside Ave.

High number of students crossing forcing vehicles to stop

Queue on Nutsey Ave extends on to Onewa Road

Corridor Options

Clearway Extension
Clearway extended to Church Street (3pm – 4pm) to help with school peak period.

Recommended

Dynamic Signage
Provides opportunity to change the timing for T3 lanes
Help promote the use of kerb side lanes when T3 lane is not operating.

Recommended for trial

Dynamic Signage Example

Bus Booster
Bus booster at major intersections to improve bus performance

Recommended

Dynamic Lanes
High cost and limited benefit due to constraint at SH1 interchange.

Not recommended

Bus Lane
Buses operate near acceptable LOS.
High number of buses and dwell unlikely to increase speed.
Speed for general traffic will decrease and queuing will significantly impact Highbury Bypass and Birkenhead Ave.

Not recommended

T2 Lane
Will impact bus performance and reduce overall productivity , delay more people.

Not recommended

Other Recommendations

• Upgrades to Birkenhead Ave/Onewa Road intersection	*Design development underway*
• Active mode facilities upgrade	*To be further investigated*
• Removal of westbound Bus Stop opposite college	*To be further investigated*
• Parking on Nutsey Ave	*To be further investigated*
• Mid block ped crossing upgrades	*Investigation underway*

Questions?

Appendix - Onewa Road - Corridor Optimisation Investigation Findings

make
everyday
better.

Content

1. Project background and objectives

2. Problems/Issues
   - What does the data say?
   - Site observations

3. Potential Options
   - Options assessment process
   - Options for discussion

1 Project Background and Objectives

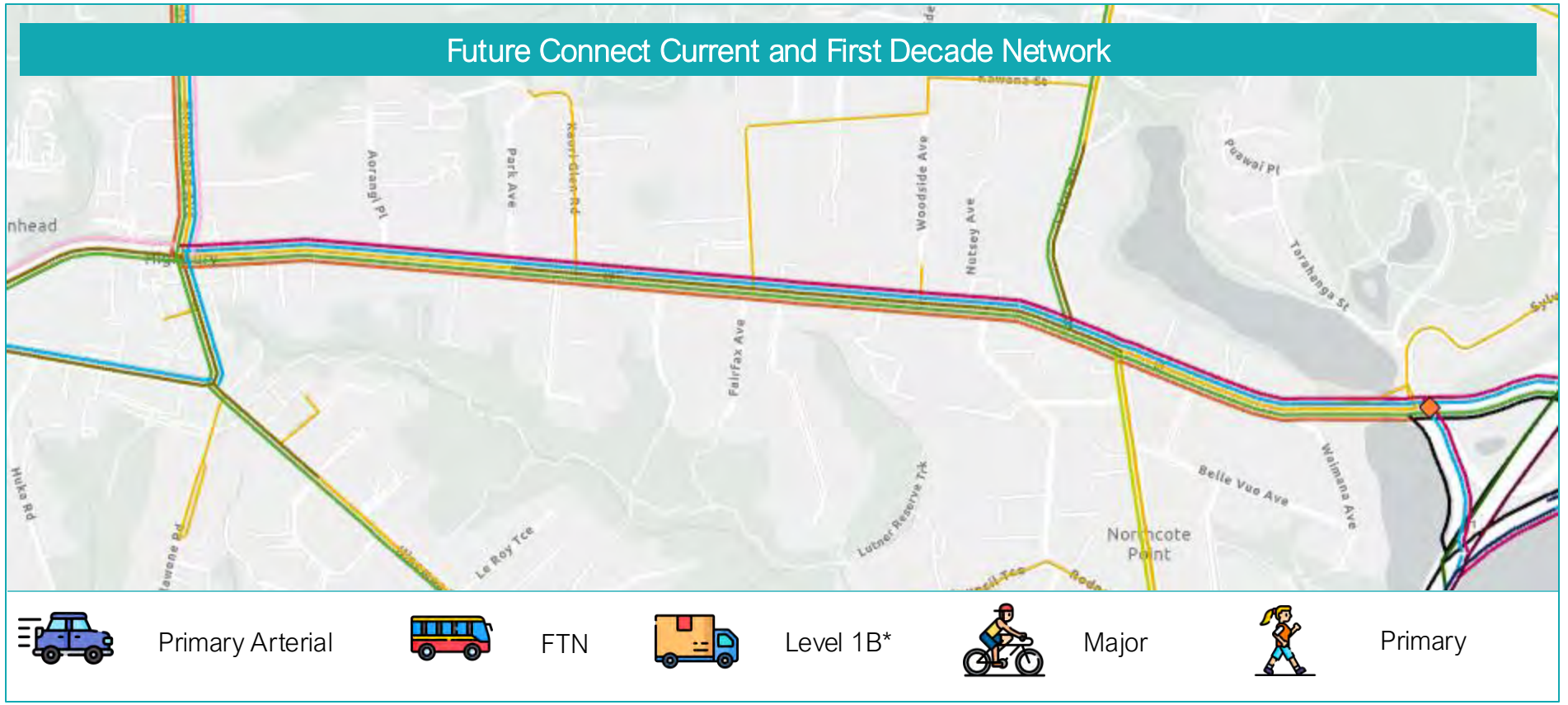
Project Objective

"Improve corridor productivity for Onewa Road"

- Identify opportunities to improve all modes of transport along the corridor.
- Recommend various options to be considered.
- Understand the potential impacts of these options.

Future Connect Network

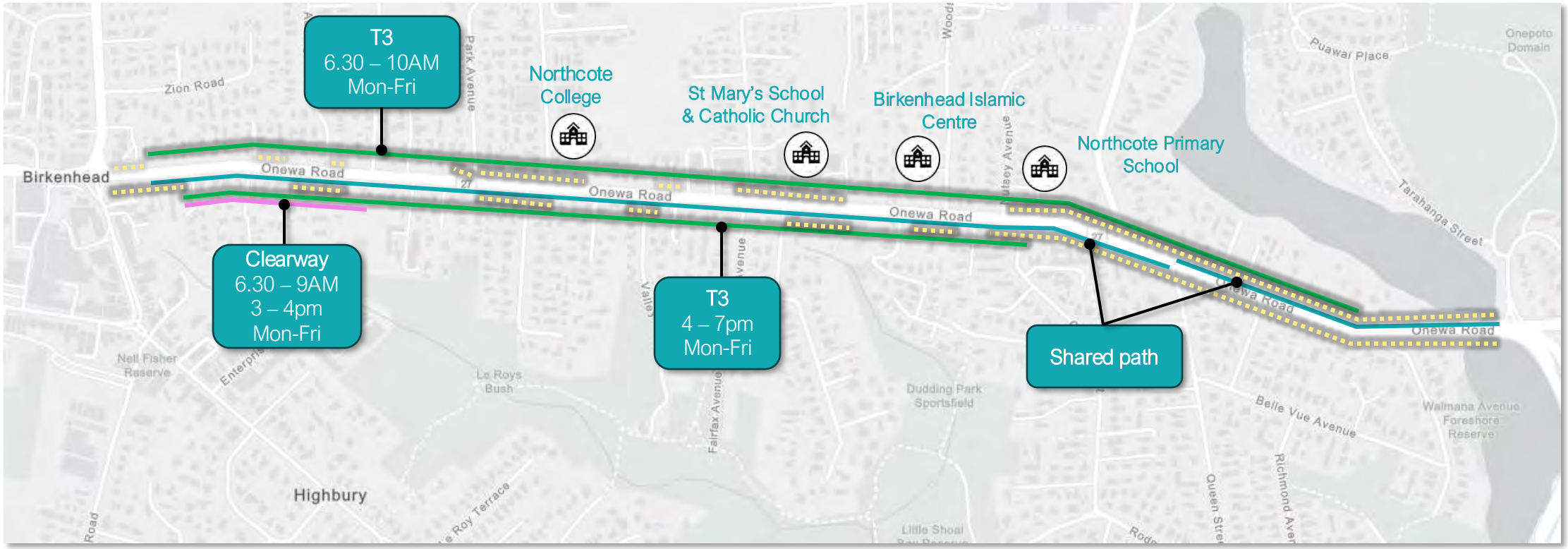
Onewa Road is a key strategic multi-modal corridor



Bus Network

- 7 bus routes operating through Onewa Road
- Up to 40 buses in the peak hour in the peak direction
- Up to 17 buses in each direction during the inter-peak

Existing Corridor



NSATT T3 Lane Shared path Clearway

Beca

2

Problems/ Issues:
What does the data Say?

List of Data Analysed

- **TomTom** – Speed and heat maps
- **AT Hop data** – Bus speed and patronage
- **Crash Analysis System** – Crash data
- SCATS – ped crossing timings and no. of calls
- **Corridor productivity information** – provided corridor average occupancy, speed , traffic volume and bus patronage
- Data was analysed for all periods where available

What does the data say?

Peak	Car		Bus	
	EB	WB	EB	WB
AM				
IP				
School Peak				
PM				
Weekend				

Operates well

Significant Delays

Localised delays

- Tidal congestion during weekdays
- Delays at main signalized intersections (Lake Rd, Queen St)
- School peak is apparent and mid –block pedestrian crossings presents a point of delay.
- Buses/ T3 lane generally operates well during the peak periods.
- Operates well outside of the peak periods.
- No weekend issues.
- Corridor carries over 3,000 people in the AM of which over 50% is on buses*
- 6 pedestrian crashes generally around the schools. Crossing/turning type crashes at the intersection of Woodside Ave and Nutsey Ave.

*Data does not fully capture vehicles using T3 vehicles using the T3 lane

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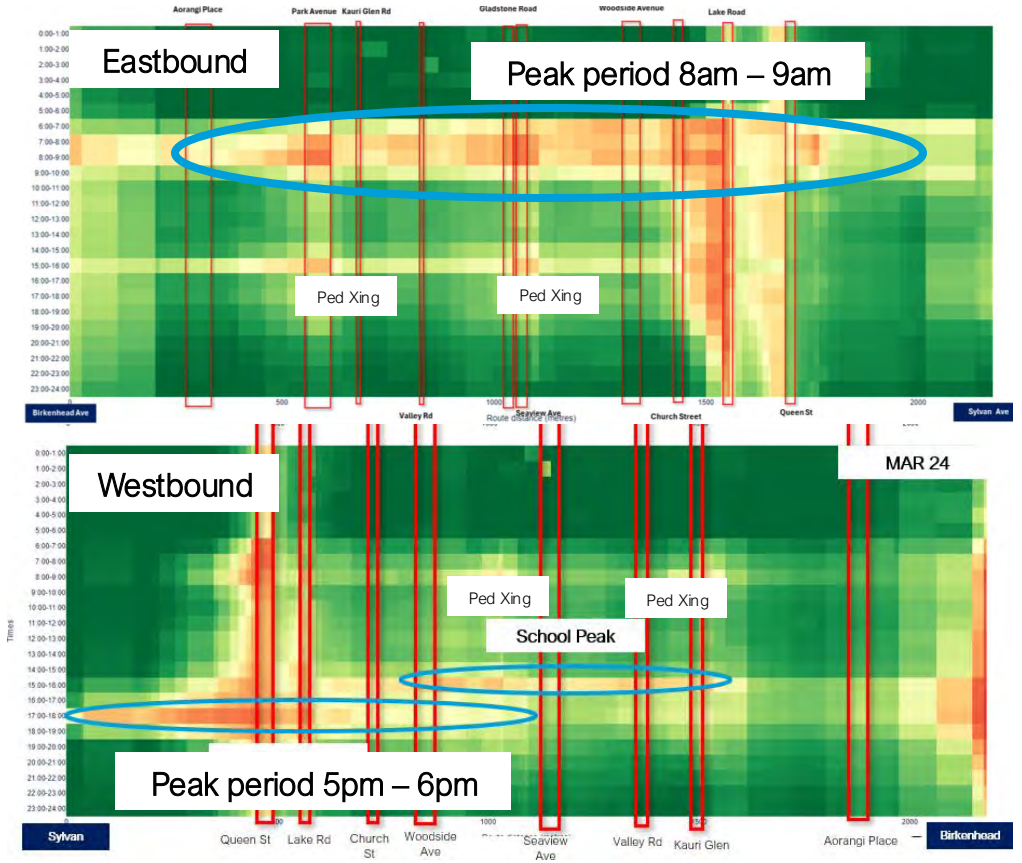
Level of Service / Speed

- Tidal congestion
  - AM :
    - EB - Car 18km/hr, **Bus 24km/hr (delay due to dwell times & high number of buses)**
    - WB - Car 31km/hr, Bus 34km/hr
  - PM :
    - EB - Car 34km/hr, Bus 37km/hr
    - WB - Car 26 km/hr, Bus 32km/hr
- Delays at main signalized intersections (Lake Rd, Queen St)
- School peak is apparent and mid –block pedestrian crossings presents a point of delay.
- Buses/ T3 lane operates well during the peak periods.
- Operates well outside of the peak periods.
- No weekend issues.



*Ped Xing = Pedestrian Crossings

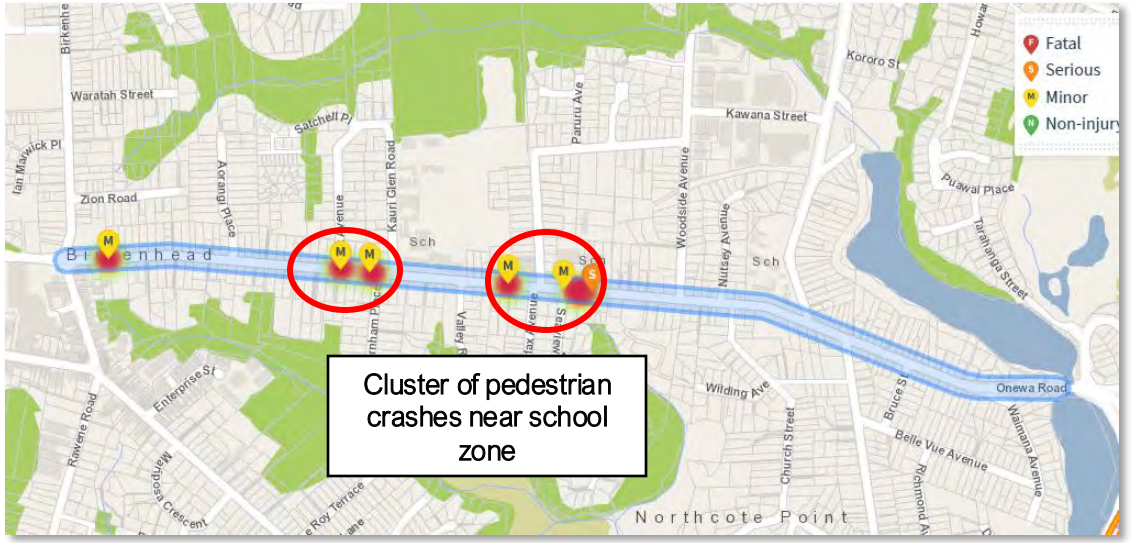
Existing corridor productivity

- Public Transport is the main mode in the AM peak direction:
  - 1,600 people on buses (53%)
  - 1,440 people in private vehicles (47%)
- Eastbound T3 lane carries around 75% of the 3,000 people in the morning peak.

- In the PM peak direction, public transport still make up 36% of the people travelling on Onewa Road:
  - 800 people on buses (36%)
  - 1,400 people in private vehicles (64%)

High level crash review

- 140 total crashes, 8 serious and 40 minor injury type crashes.
- Majority of the crashes (43%) were rear end type crashes.
- Crossing/turning type crashes - A large concentration of crossing and turning crashes located at the intersection of Woodside Ave(3M) and Nutsey Ave (1S, 1M).
- 6 pedestrian crashes – 5 minor, 1 serious injury crash. Generally concentrated between Park Ave and Kauri Glen, and between Northcote College and St Mary's School.



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Problems/ Issues:
Site Observation

General Observations

- By 7.20am the queuing on Onewa Road had extended back to Birkenhead Road causing weave congestion prior to the T3 Lane starting.
- Minimal bus bunching was observed.
- During the PM peak, the corridor was observed to operate fairly well once past Lake Road as traffic slowly dispersed off Onewa Road and onto the side roads.
- Congestion observed during the school afternoon peak outside the schools. Significant queueing observed at ped xings.
- Few vehicles park on Onewa Road.

Issues Overview

Key Corridor Issue:

- Tidal congestion - more congestion during AM peak
- Vehicle do not use kerb side lane to under pass right turning vehicle causing delays and safety issues
- Eastbound vehicle do not use kerb side lane when T3 lane is not operating whereas in the westbound direction they do
- Main delays at major intersections
- Midblock pedestrian crossings highly used causing delays

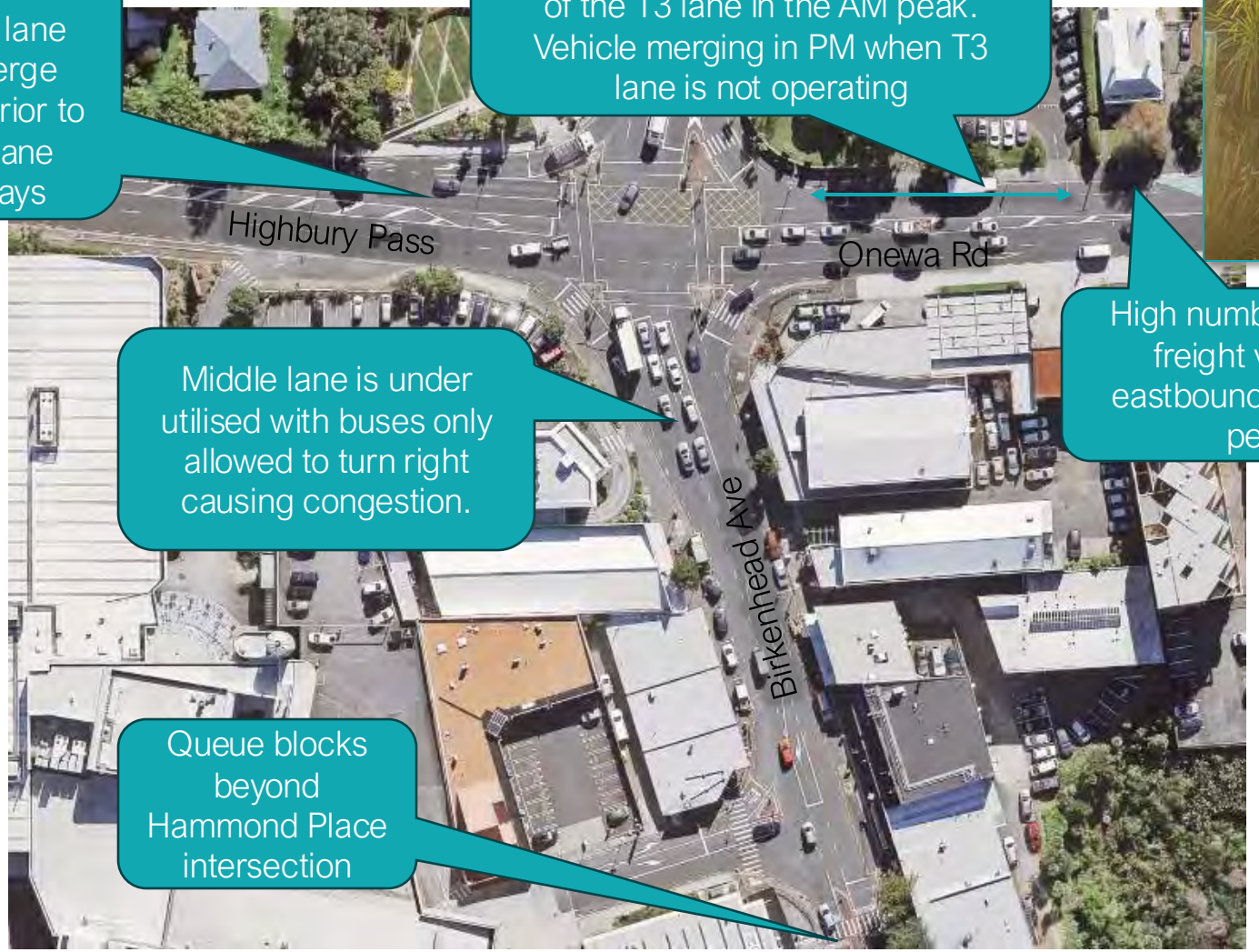
Localised Issues:

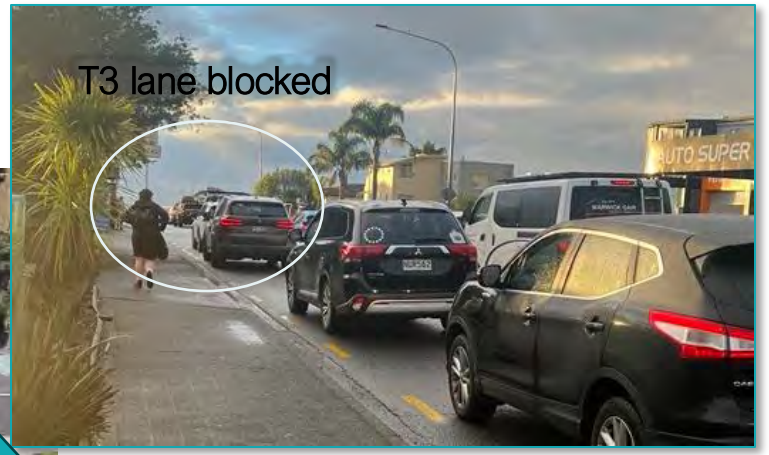
- Operations of Birkenhead Ave/ Highbury Pass/ Onewa Rd intersection
- Operations outside of the schools during school peak
- Operations of Northcote Primary School pick up
- Lack of / inadequate facility for cyclists

Birkenhead Ave/ Onewa Rd Intersection

Non T3 vehicles using middle lane having to merge downstream prior to start of T3 Lane causing delays

Merge of 80m (60m when bus stops) with vehicles merging blocking the use of the T3 lane in the AM peak. Vehicle merging in PM when T3 lane is not operating





High number of large freight vehicles eastbound in the AM peak

Middle lane is under utilised with buses only allowed to turn right causing congestion.

Queue blocks beyond Hammond Place intersection

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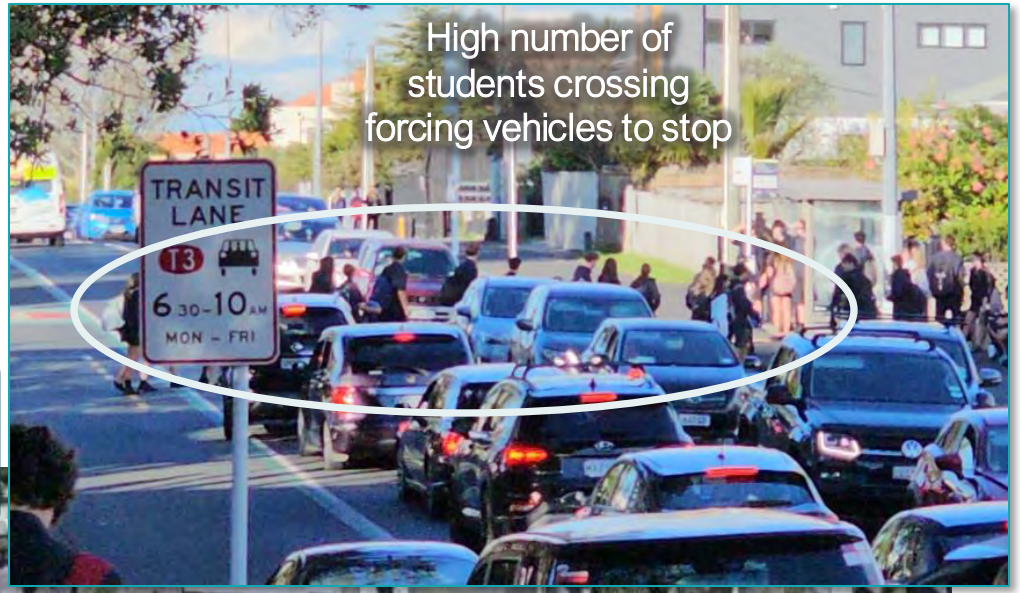
Nutsey Ave – Primary Schools

Queue on Nutsey Ave extends on to Onewa Road

Outside College



High number of students crossing forcing vehicles to stop

Use of FLIR camera technology detection prevents false calls and allow early termination.

High number of students crossing through live traffic after school.

Northcote College

St Mary's School

Outdated and damaged ped xing detection system

~250m

~230m

Seaview Ave

Bus Stops

Signalised crossing

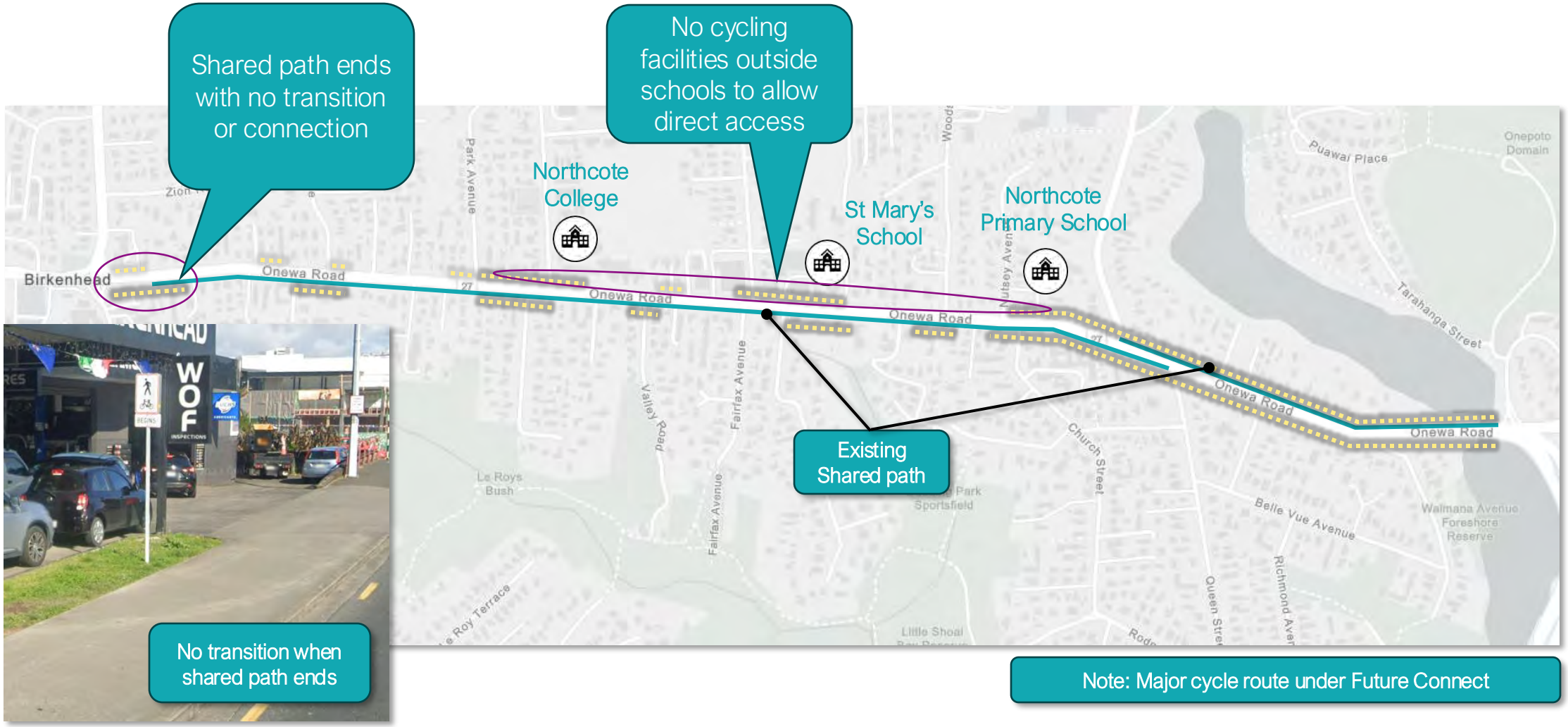
Between 3pm and 4pm , vehicles were weaving in and out due to parked vehicles (pick-up / drop-off)

High use of kerb lane between 3 – 4pm before the T3 lane restriction starts

P15 parking causing weaving in and out of traffic

Beca

Provision for cyclists



3 Potential Options

Issues, Options and Opportunities

Issues	Options
Corridor	
Tidal congestion	• Dynamic lane
Delays at major intersections	o Bus booster o Queue detection at Lake Road/Queen St int
Weaving of traffic	o Opt 1 -Extension of clearway to Park Avenue o Opt 2 - Extension of clearway to Church Street o Opt 3 - Replace T3 lane with clearway

Lack of provision for cyclists	o Transition at end of shared path
	o Shared path along corridor:
	  o Opt 1 – Outside schools
	  o Opt 2 – Along the northern extent of the corridor

Localised	

Highbury/ Birkenhead intersection	• Extension of merge on Onewa Rd
	• Allow right turns on Birkenhead Ave sth approach
	• Highbury Bypass Approach:
	  • Opt 1 – T3 Pocket
	  • Opt 2 – Dynamic T3 lane

Outside schools	• Upgrade detection system • Optimise signalized pedestrian phasing • Bus stop consolidation
Parking by Seaview Ave	• Remove parking and relocate onto Seaview Ave
Nutsey Ave	• Opt 1 - Replace clearway with NSAAT • Opt 2 - Enhance enforcement

Opportunities

- Replace T3 lane with **bus lanes** given the high number of buses.
- Replace T3 lane to allow freight during the peak hours due to the high number of freight vehicles observed.
- **Freight lane** during the interpeak as it is a major freight route.
- Dynamic signage to encourage kerbside lane use during off peak periods.

Beca

Option Assessment Process

Corridor Productivity

- Does not improve productivity
- Limited improvement of productivity
- Moderately improves peak period productivity
- Moderately improves productivity
- Significantly improves peak period productivity
- Significantly improves productivity

Alignment with ANOP

- Low likelihood of supporting the Auckland Network Operating Plan (ANOP) and Future Connect
- Moderate likelihood of supporting the Auckland Network Operating Plan (ANOP) and Future Connect
- High likelihood of supporting the intent of the Auckland Network Operating Plan (ANOP) and Future Connect

Any other trade-offs

- Community / sense of place
- Third Party Negotiations

Scale/Cost of Intervention

- Small ($0-500K)
- Medium ($500K-1m)
- High ($1-2m)
- Very High (>$2m)

Potential Implementation Timeframe

- Short term (1-2yrs)
- Medium term (3-5yrs)
- Long term (>5yrs)

Parking impacts

- Very high
- High
- Medium
- Low
- No impact

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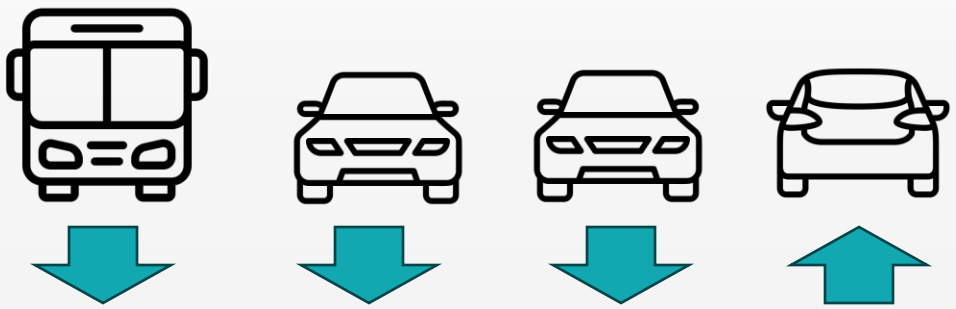
Potential Options:
Corridor Options

Option – Dynamic lanes

Issue: Corridor experience tidal congestion

PEAK PERIOD LANE CONFIGURATION



Two general traffic lanes and one T3 lane in the peak direction during peak period.

- 7-10am in the morning peak period in the eastbound direction
- 4-7pm in the afternoon peak period in the westbound direction

Initial High Level Option Assessment

Corridor Productivity – Limited improvements
Constrained by capacity at either end especially SH1 on ramp

ANOP Alignment – Low likelihood of support
Not expected to greatly improve travel time

Scale/cost – Very High
Cost is expected to be >$2m

Parking Impacts – No impact
No different to existing situation

Potential Implementation timeframe – 3 to 5 years
Could be implemented quite quickly

Any other trade-offs
Safety considerations

Not Recommended – high cost/ limited benefits

Beca

Option – Clearway Extension

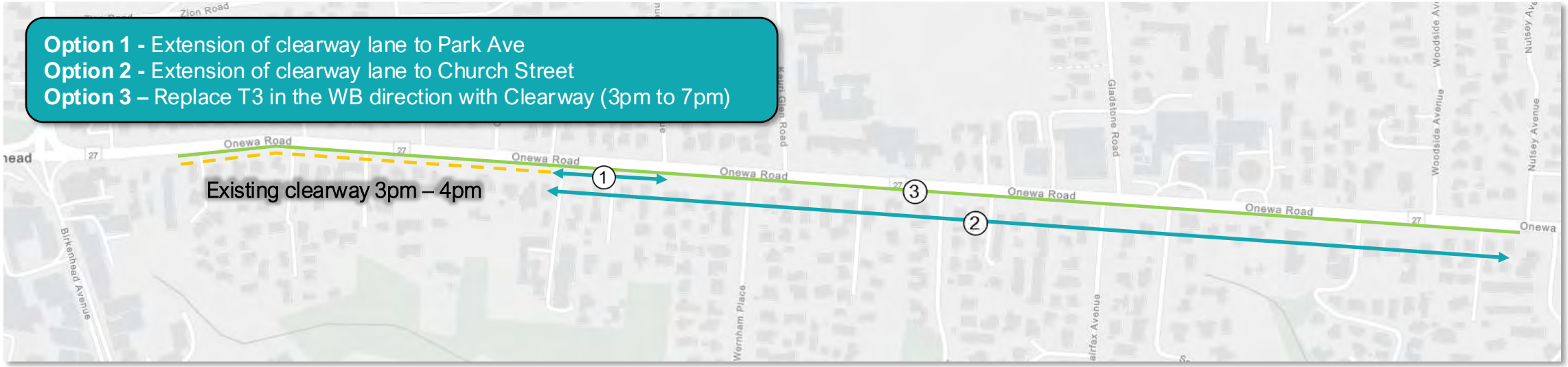
Issue: Weaving and under passing of traffic outside of the peak periods especially in the westbound direction

Peak	EB	WB
AM	No – T3 lane operates well currently and high number and dwell time of buses.	No – no issues observed or shown from data.
IP	No – no issues observed or shown from data.	No – no issues observed or shown from data.
School Peak	No – delays were associated with the ped xings.	Yes – vehicles weaving in and out of traffic observed and delays at ped xings.
PM	No – no issues observed or shown from data.	Maybe – T3 lane operates well currently. Capacity is constrained by Lake Rd intersection. Opportunity to minimise delays at ped xings.
Weekend	No – operates well in the weekend.	No – operates well in the weekend.

- A clearway in the EB direction will cause delays for buses, reduce productivity and increased lane changes.
- Clearway extension would improve operations in the WB direction especially during the school peak.
- Options include the whole corridor or specific sections.

Option – Clearway Extension WB

Issue: Weaving of traffic outside of the peak periods especially in the westbound direction



Initial High Level Option Assessment

Corridor Productivity – Moderately improves productivity
Improvements anticipated during the PM peak period

ANOP Alignment – Moderately likelihood of support
Expected to improve westbound speed/travel time

Scale/cost – Small
Minimal cost

Parking Impacts – Medium impact
Will remove parking along the corridor for an extra hour

Potential Implementation timeframe –1 to 2 years
Could be implemented quite quickly

Any other trade-offs
May get push back from the community with the removal of parking

Option 2 Recommended

Other Corridor Options

Convert T3 lane to bus lane in both directions:

- There is up to 40 buses in the peak hour, qualifies for a bus lane under the draft protocols.
- However, buses currently operate on the cusp of LOS C (meets ANOP) and the high number of buses and dwell time will unlikely increase the speed significantly.
- General traffic lane operate at LOS E and will only decrease with additional traffic.

Not recommended

Bus Booster

- Bus booster at major intersections to improve bus performance

Recommended

Convert T3 lane to T2 lane in both directions:

- With bus performance on the cusp of LOS C, any additional traffic will only decrease the speed and lead to decreased overall productivity.

Not recommended

Dynamic Signage

- Kerbside lanes were observed to be underutilized during the off peak periods. Although as a whole, the corridor still operates fairly well.
- Digital signage could help promote its use.
- Trial will be required.

Recommended for trial

Dynamic Signage Example

Freight lanes:

- Freight lanes during the IP and/or allow freight in kerbside lane during AM peak due to a high number of HCV observed.
- Things to consider:
  - There are schools on the corridor
  - Operates fairly well in the IP

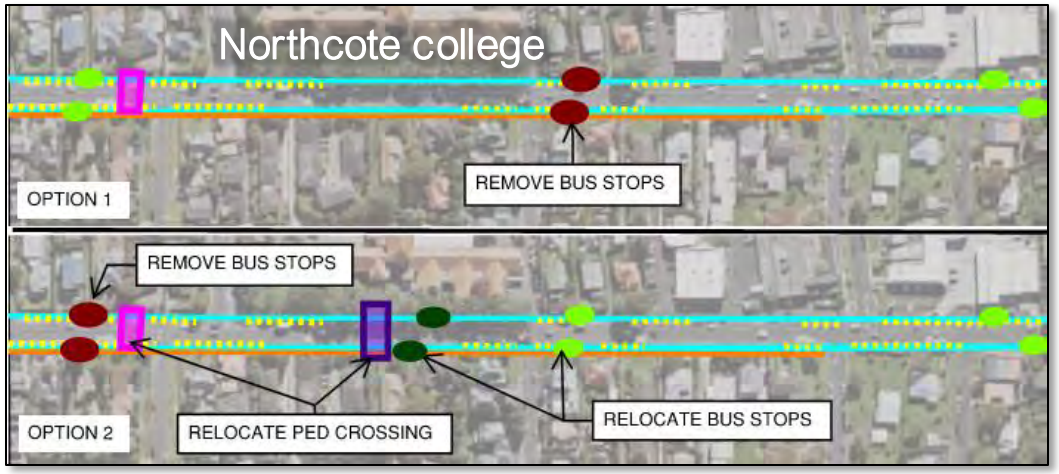
For further discussions

3

Potential Options:
Localised Options

Option - Bus Stop Consolidation

Issue: Pedestrians crossing across live traffic outside school



Option 1 – Remove bus stop opposite Northcote college

Option 2 – Relocate bus stop and signalized ped crossing

Initial High Level Option Assessment

Corridor Productivity – Limited improvements
Some improvement to bus travel time anticipated

ANOP Alignment – Low likelihood of support
Not expected to greatly improve travel time

Scale/cost – Small to Medium
Option 1 is expected to have minimal cost. Option 2 is expected to cost a bit more

Parking Impacts – No impact
There is opportunity to reinstate parking with Option 1

Potential Implementation timeframe –1 to 2 years
Could be implemented quite quickly

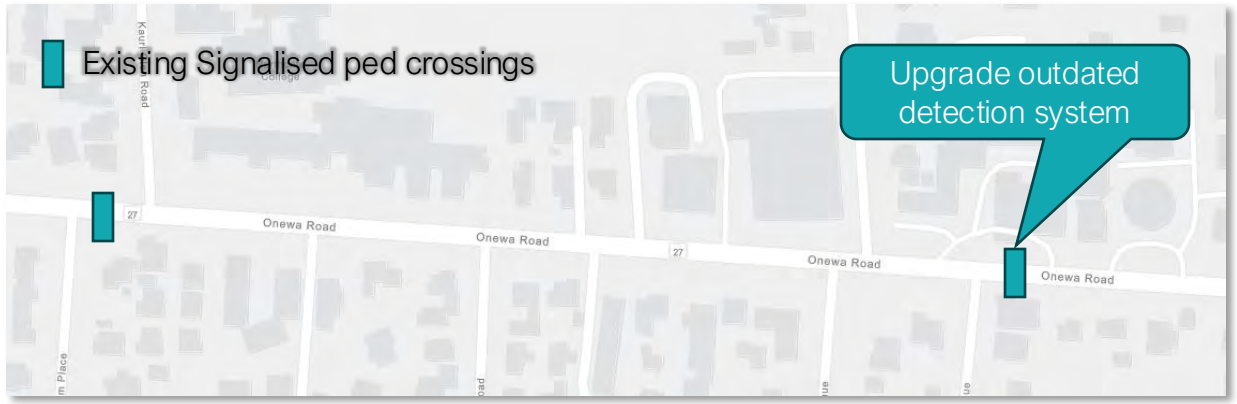
Any other trade-offs
May get push back from the community i.e. the school

Other - Improves pedestrian safety

Option 1 Recommended – Cost effective and improves pedestrian safety

Option – Ped Xing Improvements

Issue: Ped Xing causes delays and congestion on the corridor



- **During school peaks kerbside and on – crossing detection turned off.**
- **Investigate optimising pedestrian crossing phasing and detection.**
- **Upgrade St Mary's school crossing to latest detection system**

Initial High Level Option Assessment

Corridor Productivity – Moderate improvements
Some improvement to travel time for buses and general traffic

ANOP Alignment – Moderate likelihood of support
Some improvement anticipated

Scale/cost – Small
Upgrade to detection system anticipated to be less than $500k

Parking Impacts – No impact
No changes to parking

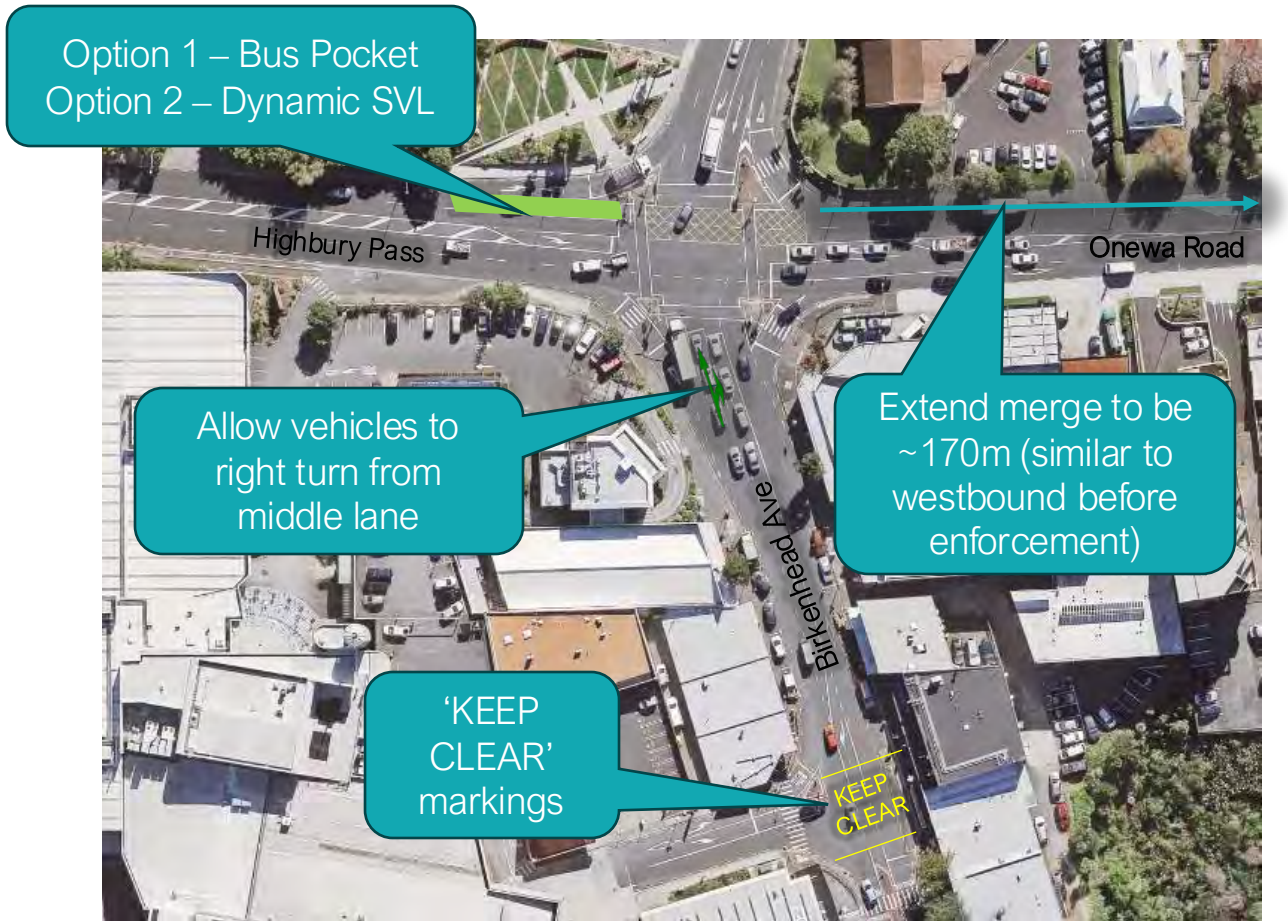
Potential Implementation timeframe –1 to 2 years
Could be implemented quite quickly

Any other trade-offs
None

Recommended to be included in the TBIC programme / (Already a project to investigate?)

Option – Birkenhead/Highbury Bypass Intersection

Issue: Operations of intersection and T3 lane merge causing delays



Initial High Level Option Assessment

Corridor Productivity – Moderately improve productivity during peak periods
Improved throughput at intersection and reduced delays

ANOP Alignment – Moderate likelihood of support
Some benefits are expected

Scale/cost – Small to Medium
Cost will be minimal if dynamic special lane pocket not considered

Parking Impacts – Low impact
Roughly 100m of parking may be impacted though very few people were observed to park

Potential Implementation timeframe –1 to 2 years
Could be implemented quite quickly

Any other trade-offs
May get push back for removal of parking

All Recommended - Bus pocket or Dynamic SVL to be investigated further on Highbury Pass

Option – Nutsey Ave

Issue: Parking on Nutsey Ave causes delays on Onewa Road

Initial High Level Option Assessment

Corridor Productivity – Moderately improve productivity
Decreased delays on Onewa Road

ANOP Alignment – Moderate likelihood of support
Some benefits are expected

Scale/cost – Small
Cost will be minimal

Parking Impacts – Low impact
Parking on Nutsey Ave impacted

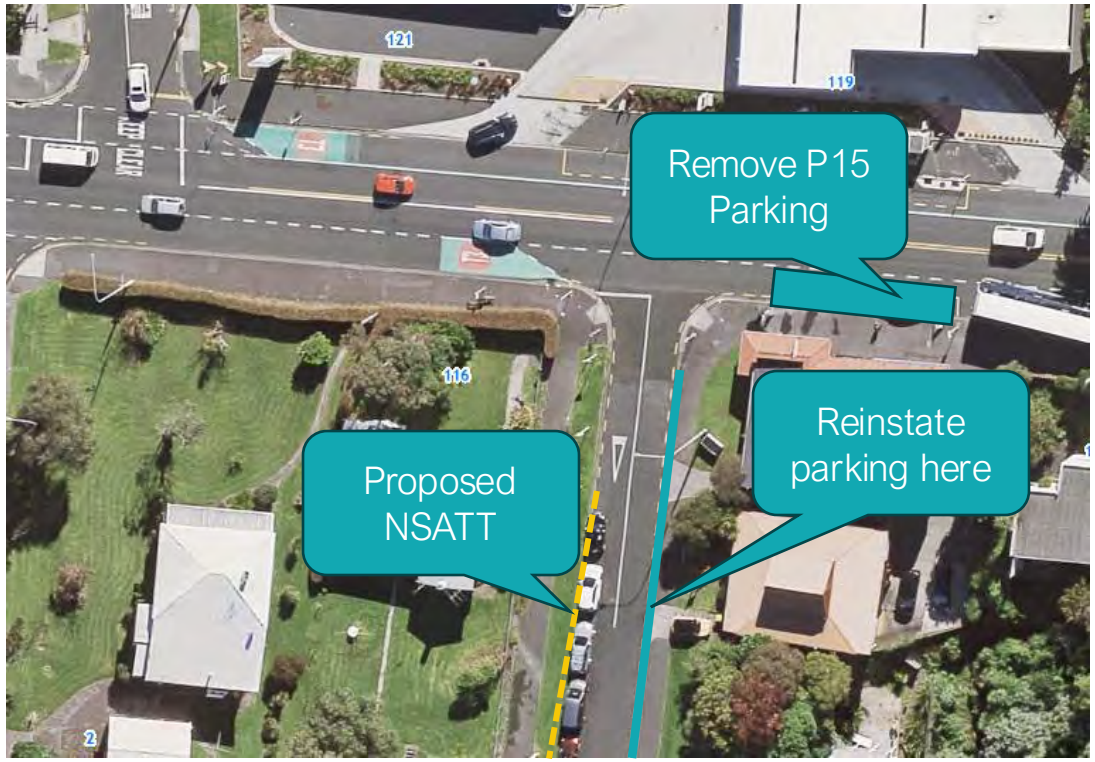
Potential Implementation timeframe – 1 to 2 years
Could be implemented quite quickly

Any other trade-offs
May get push back for removal of parking

Option 1 Recommended – manual enforcement may not be effective

Option – Seaview Ave

Issue: Parking outside 108 Onewa Road causing delay



Initial High Level Option Assessment

Corridor Productivity – Moderately improve productivity
Decreased delays on Onewa Road

ANOP Alignment – Moderate likelihood of support
Some benefits are expected

Scale/cost – Small
Cost will be minimal

Parking Impacts – Low impact
Removal of P15 parks

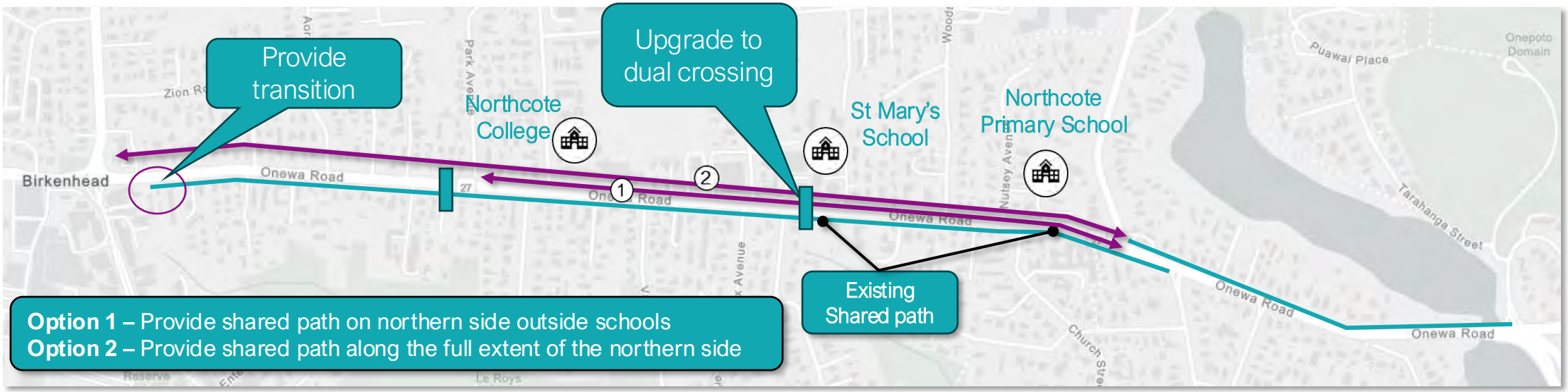
Potential Implementation timeframe – 1 to 2 years
Could be implemented quite quickly

Any other trade-offs
May get push back for removal of parking

Recommended – further consultation to be undertaken with residents and businesses

Option – Cycle Provision

Issue: Lack of cycle provision / limited accessibility to schools



Initial High Level Option Assessment

Corridor Productivity – Limited improvement
Will encourage active mode use

ANOP Alignment – Moderately likelihood of support
Corridor is a major cycle route

Scale/cost – Small
Expected cost to be within $500k

Parking Impacts – No impact
No impact on parking expected

Potential Implementation timeframe –1 to 2 years
Could be implemented quite quickly

Any other trade-offs
It is noted that shared paths are not approved facilities under the TDM

Option 2 Recommended – provides continuity across the corridor

Kaipātiki Project

share in nature's revival

Kaipātiki Local Board
Auckland Council

2023/24 Final report to Kaipātiki Local Board

August 2024

YTD Stats

Activity/Data	FY 23	FY 24
*Number of volunteer hours (nursery/garden/hub)	4,303	6,106
*Number of volunteer visits (nursery/garden/hub)	1,531	1,912
Number of native plants growing	40,045	45,206
Number of experiential learning workshops/courses	33	80
Number of experiential learning participants	383	2,005
Number of Eskdale Reserve Network volunteer hours	3,661	2,783
Volume of weed plants removed (ERN)	10,330 KG	7,370 KG
Number of pest animal traps being monitored (ERN)	97	97
Number of EcoFest North events/activities	114 (43 in KLB area)	152 (48 in KLB area)

*Kaipātiki Project nursery and gardens only

Kaipātiki Project
share in nature's revival

Education for Sustainability

- Huge growth by employing part-time EFS coordinator (fixed term)
- Learning activities with 13 schools, 1795 learners
- Learning programmes developed and implemented
- First 'Speaker Series' held, 5 sessions, 71 participants

March/April 2024 ecofest.org.nz

*Final numbers still to be confirmed

9 New Templates Created

7 New Processes Created

5 New Resources Created

Replicable Model

$50,000

Regional Funding Secured

11k+

Event Attendees

350+ Events

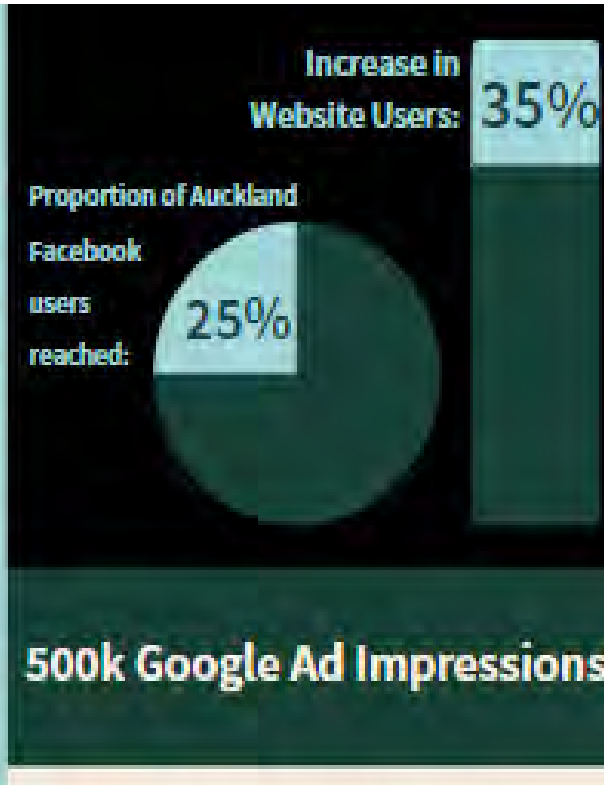
48

in Kaipātiki

179 Free Events

85 Educational Workshops

174 Public Transport Access



500k Google Ad Impressions

18% 33% 10% 66%

Accessible Events

Community Native Plant Nursery

Increasing biodiversity – ecosystems that support more life

- 80+ species grown for biodiversity
- 45,206 native plants growing
- One new staff member
- 4,000+ volunteer hours
- Co-delivery of Te Aka Kōtuia
- Providing advisory support to restoration groups on planting for biodiversity
- Hosting international interns enhancing their environmental studies

Te Taiao - Our natural environment is protected and restored for future generations to enjoy

Kaipātiki Project
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Teaching Garden

- Focus this year has been to help our soil recover from the extreme wet of last season, and to build up our seed bank that was lost to the wet.
- Set up a bokashi drop off at Birkdale to enable our Community Compost Hub members to easily drop off in all weathers.
- Started a share table on a Thursday morning, inviting volunteers, visitors and staff to bring any surplus produce from home and add to our garden harvest.
- 1,300 Volunteer hours

Te Whai Wāhitanga me te Oranga - Our people are involved in the community, connected to one another, and supported to be active, creative, resilient and healthy.

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Eskdale Reserve Network Regeneration

- 11 sites under community management
- 885 native plants planted
- 2,783 volunteer hours
- Taonga species monitoring – Kakāhi & Titiwai – indicators of ecosystem health

- Eskdale Regeneration work also supported by Corporate Donations and other funders

Te Taiao - Our natural environment is protected and restored for future generations to enjoy

Kaipātiki Project
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Capacity & Capability Building (JC)

Two focus areas:

- Organisation development
- Staff training and development

Highlights

1. Sustainable Neighbourhoods
   - Sustainable Living strategy refined focus to balance ACAP and KLB priorities with local ways of working
   - Immediate focus: Food resilience, Zero waste, Active transport
   - Longer term focus: Low energy use
2. Board and Lead Team away day
   - Strategy refresh
   - Financial goals to support strategic goals

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Contributing to Māori outcomes

1. Te Ara Awataha

- Kaipātiki Project updated two Mana whenua rep forums with partners Kāinga Ora, Ēke Panuku, Healthy Waters and Waste Solutions. Very positive response with specific recognition of:
  - collaborative work of stakeholders
  - level of environmental engagement with schools and community;
  - Mana whenua aspiration now to see the Stream monitoring to increase to three testing sites.

2. Matariki ki Te Whenua Roa o Kahu North Shore 2023 collective effort by local community organisations. Kaipātiki Project contributed to collaborative planning for the 11 days and hosted two events:
  - 15 July 2023: Matariki Planting Day at Eskdale Reserve
  - 13 July 2023: Matariki Lantern Making at the EcoHub & shared kai

3. Matariki 2024, Kaipātiki Project supported KCFT planning and provided Puriri trees and guide for planting.

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Value Added

Kaipātiki Project generated additional value directly benefitting Kaipātiki, leveraged from our EcoHub based in the heart of the community, proudly supported by the KLB annual funding:

- Additional $474,000+ grants, contracts & sponsorship generated directly invested in KLB area
- Attracted $390,979 value - 14,064 volunteer hrs @ living wage
- Local employment and suppliers - 18 staff

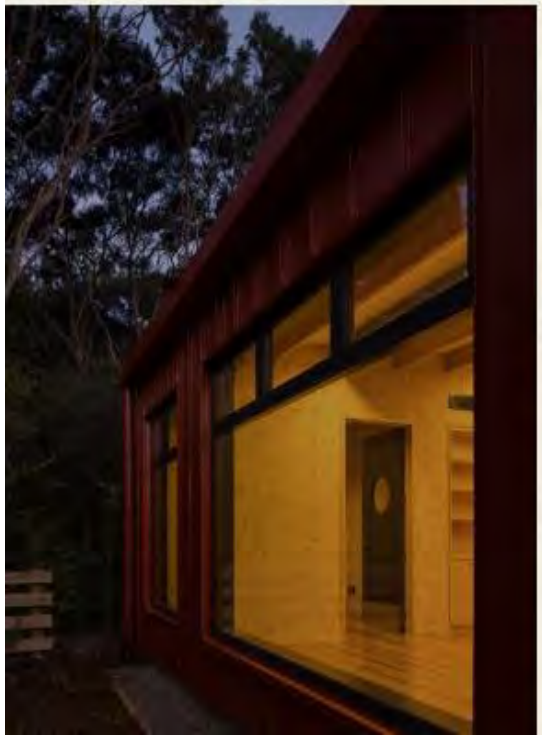
Kaipātiki Project
share in nature's revival

Key highlights

Climate Action & Sustainable Living new project delivery:

- **Different Dinners**
- **Travel Lightly**
- **Food Scraps roll-out**
- **CCAN** (Community Climate Action Network)

Kaipātiki Project EcoHub, designed by Athfield Architects: **Winner in the Public Architecture category.**



We welcome new interns & help shape their future

"Working at Kaipātiki Project has changed my life. Before coming here I had no clue what I wanted to do with my life and Kaipātiki Project gave me an answer to that worry. I was always excited coming into work which I never thought was possible. I now know that the whole saying of "find a job you love never work a day in your life" is real, because I experienced it here. Thank you"

David Sweets, an Intern during winter 2024

Kaipātiki Project
share in nature's revival


Kaipātiki
Project
EcoHu
THANK YOU
Kaipātiki
Local Board
Auckland Council
for your support 2023/24
Look what we are achieving together!
Credit: David St George

Kaipātiki Local Board
Auckland Council

Delivery of a wide variety of opportunities within the Matariki Celebrations Fund 2024

Matariki Funding $25,000

Matariki ki Te Whenua Roa o Kahu will create relationships with local iwi, marae, kura, kohanga reo, community centres, Māori whanau and the wider communities to build prosperous and holistic collaboration our neighbourhood.

Te Kamaka Marae

Glenfield Community Centre

Bayview Community Centre

Birkdale Beach Haven Community Project

Highbury Community House

Northart

Onepoto Playcentre

Birkenhead Playcentre

Kainga Ora Team

The Lake House Tutor

Kaipātiki Local Board
Auckland Council

MATARIKI 2024

MATARIKI KI KAIPĀTIKI @ TE KAMAKA

OPENING CEREMONY MONDAY 24 JUNE 2024

5:30am to 8:00am Te Kamaka Marae
103 College Road, Northcote - Formal Ceremony
Matariki ki Kaipātiki @ Te Kamaka
(Hosted by Te Kamaka Marae Committee)

MATARIKI KI KAIPĀTIKI WORKSHOPS @ TE KAMAKA

Tuesday 25 June 2024 - 10:00am to 2:00pm
Lantern Making, Pūrakau and Story Telling & Weaving
(Hosted by Te Kamaka Marae Committee/Weavers)

MATARIKI KI KAIPĀTIKI WORKSHOPS @ TE KAMAKA

Wednesday 3rd July 2024 - 10:00am to 2:00pm
Lantern Making, Pūrakau and Story Telling & Planting
(Hosted by Te Kamaka Marae Committee)

CLOSING CEREMONY SATURDAY 6 JULY 2024

3:00pm Welcome Ceremony to all to Te Kamaka Marae
3:30pm Proceed to Hāto Petera Gym Hall for concert and entertainment for closing ceremony
Entertainment, Performances from Local Groups | Vendors Available
5:30pm Karakia end
(Hosted by Te Kamaka Marae Commitee/Transformation Academy)

Contact Mereana Hona for more information
022 462 4318 | tekamaka23@gmail.com

KAIPĀTIKI Community Facilities Trust

TE KAMAKA MARAE

Kaipātiki Local Board
Auckland Council

Glenfield Community Centre Community
The local Te Kohanga Reo's Moth Masks and Disco..

Kaipātiki Local Board
Auckland Council

Ngā Mata Ariki o Tāwhirimātea Celebration ki Birkdale Beach Haven

Workshops and Kaitahi Evening

SATURDAY 22ND JUNE

4PM – 7PM

BIRKDALE COMMUNITY HOUSE & GROUNDS

*Performances *Fried Bread Workshop *Kids Activities
*Korero about Matariki *Rongoa Workshop *Kaitahi

Tukua kia tū takitahi ngā whetū o te rangi
Let each star in the sky shine in its own light

Birkdale Beach Haven Community Project Inc

Kaipātiki Local Board
Auckland Council

Hiwa-i-te-rangi • Waipuna-ā-rangi • Ururangi • Matariki • Tupuārangi • Tupuānuku

Pōhutukawa • Waitā • Waitī •

Matariki Stars Discovery Trail

A UV light treasure hunt through the Northcote Town Centre and beyond

Free, for all ages, best viewed at night
Monday 24th June - Monday 8th July

Explore Northcote and discover the nine hidden Matariki Stars to be in to win great prizes!

Pick up an entry form and UV torch from the Northcote Library.

More info at: bit.ly/3Xuf9hp or scan the QR code

Kāinga Ora Homes and Communities

Northcote Development

Kaipātiki Local Board Auckland Council

The Open Fort

Whanau Art Workshop

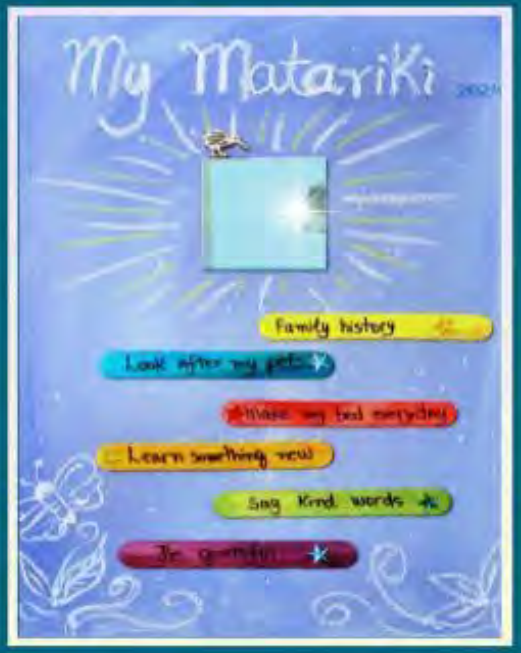
Matariki

Reflections for the New Year

TWO WORKSHOPS AGES 5+
GREAT FOR ALL THE FAMILY!

SUNDAY 23RD JUNE, 2024
11-12.30PM OR 1.30-3PM
110 HINEMOA ST, BIRKENHEAD

ALL MATERIALS SUPPLIED



Kaipātiki Local Board
Auckland Council

Highbury House

MATARIKI 2024

WALKING SMITHS BUSH

EXPLORE A PREHISTORIC PURIRI FOREST

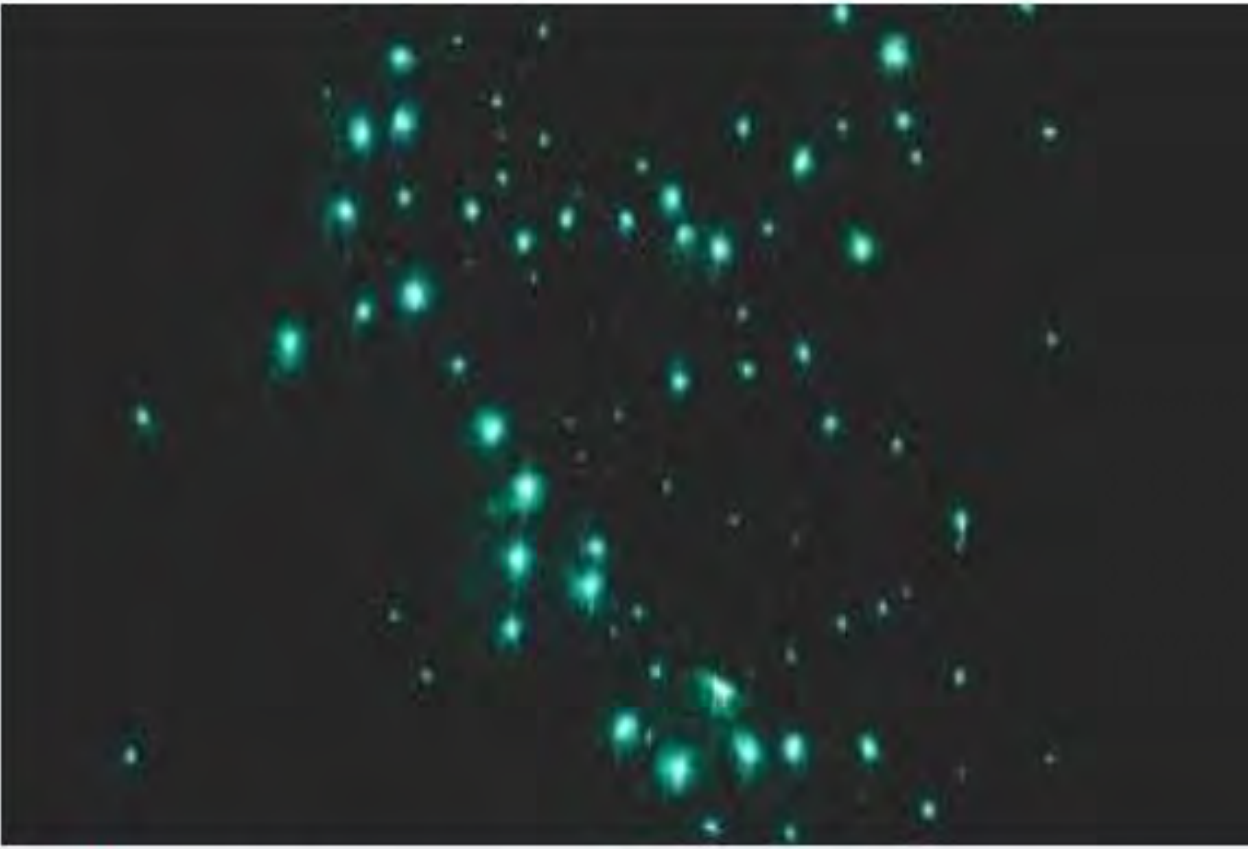
Be introduced to a living treasure right here in Kaipātiki

Join our local plant and environmental expert for a guided tour into the past. Embrace the majesty of rare and archaic puriri. Explore their giant primeval roots growing in rich, volcanic earth. Be inspired by the mystery of our ancient puriri and feel the peace under their canopy.

Wednesday 17 July 2024, 11:00am
Sunday 28 July 2024, 1:00pm
Sunday 11 August 2024, 11:00am
Wednesday 14 August 2024, 11:00am

Meet at the main entrance next to the Takapuna Cricket Clubrooms, off Northcote Road in the Onewa Domain.

Bayview Community Center



FRI, JUL 5

Fully Booked Tour of the Lynn Reserve Glow Worms

Lynn Reserve

125 people interested

☆ Interested

Kaipātiki Local Board

Auckland Council

TE IWA O

Matariki

NORTHART

Kaipātiki Local Board
Auckland Council

Northart
July 12 ·

Bringing in over 150 Puriri Trees for the NORTHART Winter Member's Exhibition 🌳

In alignment with the Matariki festivities in the Kaipātiki area, participants are encouraged to reference the pūriri tree and pūriri moth (also known as the ghost moth), symbols representing connections to personal histories and relationships with the past.

Our partners at the Kaipatiki Community Facilities Trust are organising local activities for Matariki 2024, focusing on active reflection a... See more

MATARIKI 2024

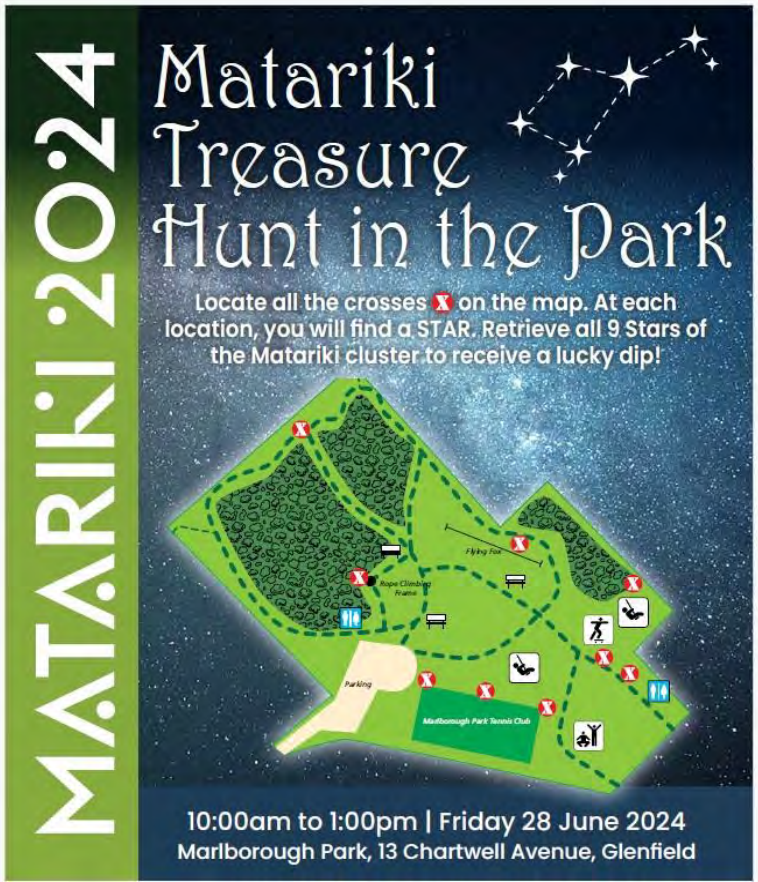
YOUNG PURIRI IN KAIPĀTIKI SCHOOLS

Planting of seedling puriri in local Kaipātiki primary school grounds is a KCFT joint initiative that honours not only the arrival of Matariki and the start of a new year, but also looks toward the sustainable health of our environment and the future growth of learning.

Kaipātiki Local Board
Auckland Council

Alongside those Matariki events/activities, there were several other Matariki Celebration events in our community….

College, Primary and Intermediate Schools Early Learning Centre's



26/03/2024	Matariki Network food	76.43	
		76.43	
Equipment - Play, Paint, Stora			
22/05/2024	Purchase; Onepoto Playcentre	240.00	
		240.00	
Hireage - Venue/Equipment			
15/05/2024	Purchase; Highbury House	1,304.35	
		1,304.35	
Matariki Events			
07/06/2024	Matariki Puriri Project	65.37	
10/06/2024	Matariki Puriri Project	16.50	
11/06/2024	Purchase; Bayview Community Centre	1,054.00	
12/06/2024	Purchase; Kaipatiki Project	1,100.00	
20/06/2024	Purchase; Birkdale Beach Haven Community Project Inc	2,600.00	
20/06/2024	Purchase; Te Kamaka Marae Socieety	7,300.00	
26/06/2024	Matariki Playdate	20.38	
27/06/2024	Koha for Matariki 2024 Tutor	600.00	
27/06/2024	Events- Matariki	54.05	
27/06/2024	Purchase; Birkenhead Playcentre	217.39	
30/06/2024	Purchase; Advent Marketing	498.00	
30/06/2024	Purchase; NorthArt - The Northart Society Inc	2,032.00	
01/07/2024	Purchase; Natanhira Pona (Lantern Workshops)	3,010.00	
16/07/2024	Purchase; Glenfield Community Centre	476.00	
31/07/2024	Purchase; Advent Marketing	100.00	
		19,143.69	
		20,764.47	**25,000.00**
			4,235.53

Ta mahere ā rohe o Kaipātiki 2023

Kaipātiki Local Board Plan 2023