

Hibiscus and Bays Local Board Workshop Record

Workshop record of the Hibiscus and Bays Local Board held on Thursday 10 March 2022, commencing at 9:30am.

PRESENT

Chairperson: Gary Brown
Members: Victoria Short
 Andy Dunn
 Janet Fitzgerald
 Julia Parfitt
 Alexis Poppelbaum
 Gary Holmes (left the meeting at 11.00am)

Apologies: Leanne Willis

Also in attendance: Lesley Jenkins (Local Area Manager), Matthew Kerr (Senior Local Board Advisor), Saskia Coley (Local Board Advisor), Louise Healy (Democracy Advisor)

Workshop Item	Governance role	Summary of Discussions
<u>Chairperson's welcome and apologies</u>		The chairperson opened the workshop.
<u>Special Vehicle Lane on East Coast Road</u>	Keeping informed	Auckland Transport staff were in attendance to update the local board on the Special Vehicle Lane on East Coast Road.
<u>Activities in the Road Corridor Bylaw</u>	Keeping informed	Mr Shane Ingley was in attendance to inform and update the local board following the bylaw consultation.
<u>Parking Strategy Refresh</u>	Input into regional decision-making	Ms Claire Covacich was in attendance to seek the local board's feedback ahead of the public consultation on the proposed refresh of parts of the Auckland Transport Parking Strategy 2015.
<u>Building resilience in Hibiscus and Bays</u>	Setting direction, priorities and budgets	Ms Marilyn Kelly was in attendance to seek the local board's input and to discuss the outcomes for building resilient communities across Hibiscus and Bays.
<u>Event Partnership Funding</u>	Keeping informed	Ms Lisa Kent was in attendance to provide an overview of the proposed criteria and funding

		guidelines for the Event Partnership Fund.
<u>Economic Grant Criteria proposal</u>	Local initiatives and specific decisions	Ms Lesley Jenkins was in attendance to seek the local board's feedback on the proposed Local Economic and Business Grant.
<u>Review Grants Programme for 2021/2022</u>	Local initiatives and specific decisions	Ms Ann Kuruvillea was in attendance to provide an overview of the grants awarded in 2021/22 and review the grants programme for 2022/23.

The workshop concluded at 1.35pm.

Memorandum

To: Hibiscus and Bays Local Board
From: John Strawbridge, Group Manager, Parking Services and Compliance
Date:
Subject:

Executive Summary

Over the coming months, a number of transit lanes in and around the North Shore will be moving towards being remotely monitored.

Cameras to allow remote monitoring will be placed in the following locations:

- Forrest Hill Road
- Sunnybrae Road
- Lake Road (Northcote)
- East Coast Road
- Albany Highway

Some civil works are required and, prior to the works starting, we will inform surrounding residents and businesses.

Once the technology goes live, AT will issue warning letters for 2 weeks. Following a break of a week, drivers using the lanes incorrectly, during the lanes' hours of operation, will receive a \$150 fine. Incorrect use of the lanes includes:

- single occupancy vehicles using the lanes during its hours of operation
- using the lanes for more than 50 metres before turning, during the lane's hours of operation.

Outside the hours of operation, the lanes are available for use by all traffic, including single occupancy cars. Many of these lanes operate 24 hours a day, seven days a week.

Background

AT's role is to provide a safe and efficient transport network that keeps people and freight moving. The demand for transport in Auckland keeps growing but the capacity of our roads is constrained by the roadway space available.

One of the ways we manage this growth in demand is by providing ways for the same road space to carry more people. Often, we receive complaints about specific stretches of road from road users and bus operators. These complaints, combined with our own investigations, tell us that traffic flow would be improved by converting an existing lane to a lane dedicated to buses (bus lanes) and/or cars travelling with two or more people in them (transit lanes).

The main benefit of bus and transit lanes are that they allow mass transit vehicles (like buses) to transport more people (than single occupancy cars) safely and efficiently to work, schools, sports events, etc. They do this by separating buses and cars with two or more people in them from other traffic, which encourages the use of public transport and car-pooling.

Remote monitoring technology

AT regularly monitors bus and transit lanes to ensure compliance which keeps our city moving. We do this manually with AT staff setting up a camera to monitor lane use at various sites. Auckland Transport has numerous bus lanes under CCTV management and the technology is well proven from an evidentiary perspective with has a solid record of the Courts finding in favour of AT.





Remote monitoring of bus and transit lanes allows AT to provide a more consistent way to enforce the rules without the need for our staff to stand at the side of the road for long periods of time, in sometimes adverse weather conditions and at the risk of being abused by upset members of the public.

Ultimately, all Auckland's bus and transit lanes will be monitored remotely. However, due to budgetary constraints, it is not possible to install cameras across all our bus and transit lanes at this time. We choose where to monitor remotely through the following criteria:

- we manually monitor a lane to ascertain what compliance looks like, should the lane have generally sound compliance levels through driver behaviour, we will rotate a manual enforcement regime through to best support the lane.
- should the lane have very poor compliance and high frequency, we will nominate for CCTV management.
- CCTV captures the entire enforcement period and drives compliance. Consistency over time equals compliance.

As always with remote monitoring technology, a warranted officer must view the footage before an infringement fee can be issued. Only footage showing an infringement is sent to a warranted officer. The system is programmed to delete all other footage immediately. Footage showing an infringement is held, as per the Public Records Act, for seven years. This footage is only provided to the persons receiving the infringement, or to the Courts in the case of the infringement being contested.

What work is involved

In many cases no civil works are required and cameras can be placed on the existing poles, or extension arms are all that is required to allow the cameras to be located on existing poles.

In some locations, however, the project will include civil works to position in new poles to carry the CCTV cameras or to replace existing poles as they do not allow for the CCTV cameras to be placed on them. Civil works will be completed, wherever possible, prior to 10.30pm.

Where civil works are required, our contractor, CSLi, will undertake a letter drop to surrounding residences and will drop into surrounding businesses.

Communicating to the community

Warning letters are an important part of how we communicate to people who are using bus and transit lanes incorrectly. Our warning letters provide advice on the correct use of the lanes and are issued for, usually, two weeks after the technology goes live. There is a break of one week between warning letters being sent and infringements starting to be issued. This allows for warning letters to be received.

We will also contact businesses in the area to advise them that remote monitoring of the lanes is starting.

Finally, we will be providing information on the project to the AA. It is a focus of our wider bus and transit lane communications and engagement plan to engage more with the AA to incrementally improve their view of the work that we do to keep Auckland moving. Part of this is about engaging more often and proactively. We can expect that their perception of enforcement projects will remain challenging.

Conclusions

AT is moving towards more remote monitoring of bus and transit lanes through the Auckland region. A number of lanes in the central city will be having the technology added to allow for the lanes to be remotely monitored over the coming weeks and months.

Where civil works are required, our contractor will advise surrounding businesses and residents. The noisy works will be completed prior to 10.30pm, where this is possible.



AT Activities in the Road Corridor Bylaw 2022

Local Board Workshop – March 2022

Let's go there 

Purpose and contents

Purpose

To provide background and invite questions and feedback in regard to the proposed Activities in the Road Corridor Bylaw 2022

Contents

1. AT Bylaws and the need for review
2. Activities in the Road Corridor Bylaw
3. Detail on the provisions + changes
4. Discussion



Our transport system bylaws

AT has a range of bylaws. Some of these are either already expired, or close to expiry

Most bylaws were inherited from before the council amalgamation. In 2015 a combined legacy bylaw was passed to merge further bylaws. We are now in a position, however, where most bylaws require replacement.

Five bylaws were identified as in need of update; as they each relate to specific activities that can occur (with approval) in the road corridor, there is an opportunity to consolidate and update these bylaws together to make AT's bylaws simpler to understand and to manage.

Our bylaws are local regulations over and above the regulations already provided for in the **Local Government Act** and **Land Transport Act**. Bylaw-making authorities such as Auckland Transport are able to regulate issues that are considered important to their functions; for example, the safety and efficiency of the Auckland transport system. This means that bylaws do not need to encompass every possible issue that may occur, but rather selected issues that have been identified as important.

Bylaw	Purpose	Status
Speed Limits	Setting and enforcing speed limits	Up to date – developed in 2019 
Signage	Setting and enforcing acceptable signage in the road corridor standards	Currently being updated 
Traffic	Setting requirements for parking and control of traffic on roads	Current, but requires updating 
Legacy Bylaw Provisions on Construction in the Road Corridor and Other Public Places Bylaw	A combined legacy bylaw approved in 2015 which covers seven bylaws from pre-amalgamation councils	Expires October 2022 
Rodney General Bylaw 1998: Chapter 6 Stock on Road	Regulating the movement and tethering of stock on roads	Expired 
Franklin Livestock on Road Bylaw 2010	Regulating the movement and tethering of stock on roads	Expired 
Public Safety and Nuisance Bylaw 2013	Regulates the display of street names and the identification and numbers of premises.	Expired 
Trading and Events in Public Places Bylaw 2015	Regulates trading and events in public places	Expires March 2022 

Proposed Bylaw

We seek to replace five existing/legacy bylaws with the proposed Activities in the Road Corridor Bylaw 2022

The core components of the bylaw consist of special activities that may from time to time need to occur within the road corridor, including:

- Construction activities in the road corridor, including traffic management plans (TMPs) and the construction of vehicle crossings.
- Moving livestock through the road or containing livestock within the road corridor.
- Trading, events and filming. These activities are similar to those regulated by Auckland Council's *Public Trading, Events and Filming Bylaw 2022*, with special consideration of the potential implications for transport operation and safety where these activities occur fully or partly within the road corridor.

We have also considered emerging needs and trends in transport to ensure the proposed Bylaw continues to regulate activities appropriately in years to come; for example, the need to ensure electric vehicle charging cables do not cause hazard on footpaths.

History and timelines

August – September 2021:

Draft bylaw developed with input from subject matter experts across Auckland Transport and Auckland Council.

October – December 2021:

Information provided to Local Boards, Mana Whenua and Council Advisory Boards about the new bylaw approach.

January – February 2022:

Current consultation period

March – April 2022:

Hearing and deliberations

May 2022:

Projected board approval of the Activities in the Road Corridor Bylaw 2022.



General Provisions

General Provisions

Describes general restrictions on activities in the road such as placement and storage of objects. Also includes Temporary Traffic Management Plan (TMP) requirements.

Key elements 1: Specific restrictions

4. Restrictions on specific items

- (1) In any place that is part of the **Auckland transport system** a person must not, except with the prior written approval of Auckland Transport, -
 - (a) place or collect any bin or other waste container in the **road corridor**, other than in accordance with the Auckland Council Waste Management and Minimisation Bylaw 2019; or
 - (b) place any portable toilet or portable ablutions block; shipping container or storage container; or generator within the **road corridor**.

Explanatory note: subclause 1(a) includes skip bins or similar waste containers regardless of the material the bin is constructed of and includes waste containers made of flexible material.

General Provisions

Key elements 2: Discretionary power for approvals

6. Auckland Transport may grant approvals

- 3) Auckland Transport may refuse to grant any **approval** sought under this Bylaw at its discretion.
- 4) In deciding whether to grant an **approval**, Auckland Transport may have regard to the following, without limitation, -
 - (a) the performance or activities of an applicant in relation to any previous **approval** granted to the applicant, including prior breaches of this Bylaw:
 - (b) whether the application, if approved, would likely support a reduction in greenhouse gas emissions in alignment with national and regional strategies or plans related to climate change:
 - (c) whether an adverse impact on the **Auckland transport system** or the public may occur due to the scale of the application, if approved, or due to the number of approvals granted in the past three months.



Parts 1 to 4: Construction and related activities

Parts 1 to 4: Construction and related activities

Part 2: Street Damage

Part 3: Encroachments

Part 4: Vehicle crossings

The overall approach for these four Parts is to consolidate and update the Legacy bylaw provisions that were inherited by AT:

- Auckland City Council Bylaws: Bylaw No. 6.
- Franklin District Council Public Places Bylaw 2007.
- Manukau City Consolidated Bylaw 2008: Chapter 5.
- North Shore City Council Bylaw 2000: Part 13 Construction and Scaffolding.
- North Shore City Council Bylaw 2000: Part 2 Public Places.
- Papakura District Council Public Places Bylaw 2008.
- Rodney District Council General Bylaw 1998: Chapter 9 (Road Crossings and Numbering of Premises).



Parts 1 to 4: Construction and related activities

Key elements:

- Generally, these sections are not intended to contain new or surprising regulations.
- Where possible, legacy regulations have been simplified, especially where aspects are already covered by the LTA / LGA or AT otherwise doesn't feel something needs to be specifically regulated from a transport perspective.
- Important elements that relate to construction activities are contained in General Provisions above (TMPs and Restricted Items) as these often pertain to other activities as well, for example Events and Filming.

Part 5: Livestock on Roads

Part 5: Livestock on roads

Regulates grazing, tethering and movement of livestock on the road corridor.

Our approach:

- To consolidate and update the Franklin District Council and Rodney District Council legacy bylaws and create a single set of regulations for the entire region.
- To reflect updated standards since the legacy bylaws were written.
- To consider Vision Zero and opportunities to encourage safe speeds.



Part 5: Livestock on Roads

Key elements: Requirements for moving livestock

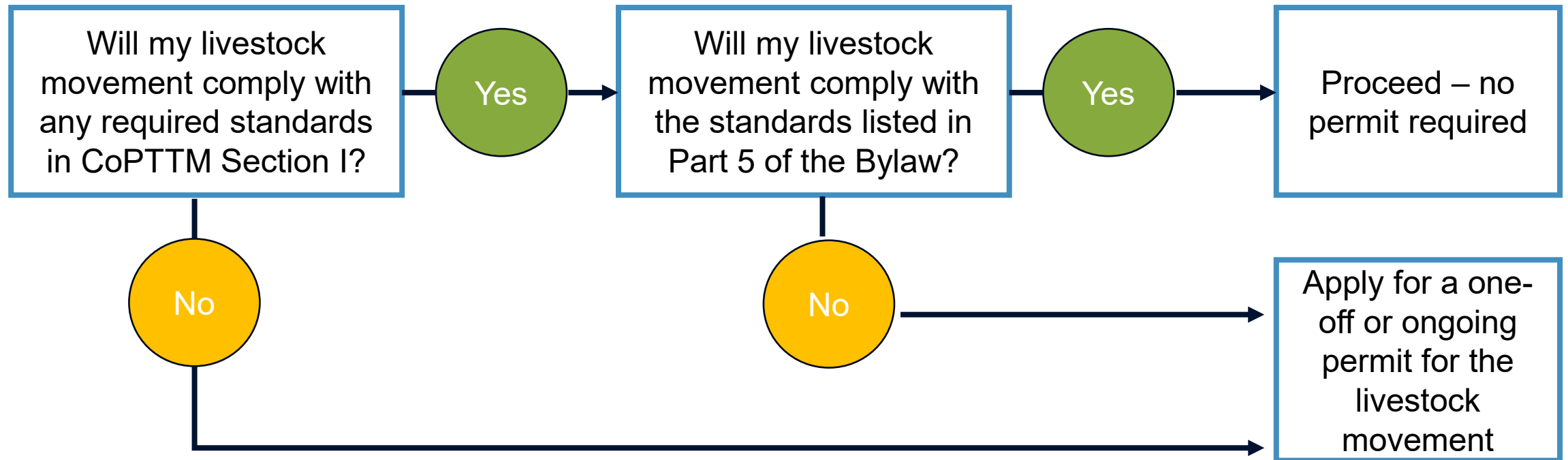
When moving **livestock** on a **road**, **drovers** and **livestock** owners must comply with **CoPTMM [Section 1]** at all times and ensure:

- (a) road cones or livestock warning **signs** are in place where road traffic has adequate time to stop; and
- (b) vehicle operating **speeds** approaching and through the site is managed to 30km/h or lower and that vehicles can pass through livestock safely; and
- (c) livestock are not moved on any road between the time from 30 minutes before sunset to 30 minutes after sunrise or when **visibility** is less than 100 metres; and
- (d) there is to be a minimum of **two drovers** present, located one in front and one at the rear of the mob. At least one drover must be over 16 years of age and competent to move stock; and
- (e) for cattle and sheep, livestock in one mob cannot exceed 600 head of cattle or 3000 head of sheep; and
- (f) livestock are to be kept moving at all times and the time livestock are on the roadway must be minimised; and
- (g) the use of an effective form of **protection** for the road corridor; and
- (h) no damage occurs to the road or private property, or the owner of the livestock takes **responsibility** for repairing any damage caused; and
- (i) excessive livestock excrement is removed from the road after each occasion.



Part 5: Livestock on Roads

When would a permit be required to move stock?



Part 5: Livestock on Roads

About CoPTTM

- Code of Practice for Temporary Traffic Management
- Generally, lays out the standards for traffic management of various types and scale.
- Section I: Stock Under Control (Crossing and Droving) is the only section that we propose needs to be complied with in Part 5 of the Proposed Bylaw (*note: we will update the text to specify Section I*)
- This is an industry standard that does not require people to hold a Traffic Controller qualification in order to be considered compliant.
- A majority of the standards within CoPTTM Section I only apply in certain circumstances, for example roads with certain traffic volumes, or certain flock or herd sizes.



Part 6: Trading, Events and Filming

Let's go there 

Part 6: Trading, Events and Filming

Our approach: To align closely with Auckland Council's Public Trading, Events and Filming Bylaw 2022

Key elements:

- Micro-mobility providers (eg e-scooters hire schemes) are a new type of trading that has emerged in recent years. These are now explicitly encompassed by the bylaw.
- The list of conditions that AT may apply to approvals includes requirements to maintain accessible routes, and limitations on the number of micro-mobility devices that may be used under a particular license.



Thank you

Let's go there 

Draft Auckland Parking Strategy 2022

Claire Covacich

Principal Transport Planner

March 2022

Let's go there 

We are reviewing our approach to parking management

Reflect Council strategy and government policy

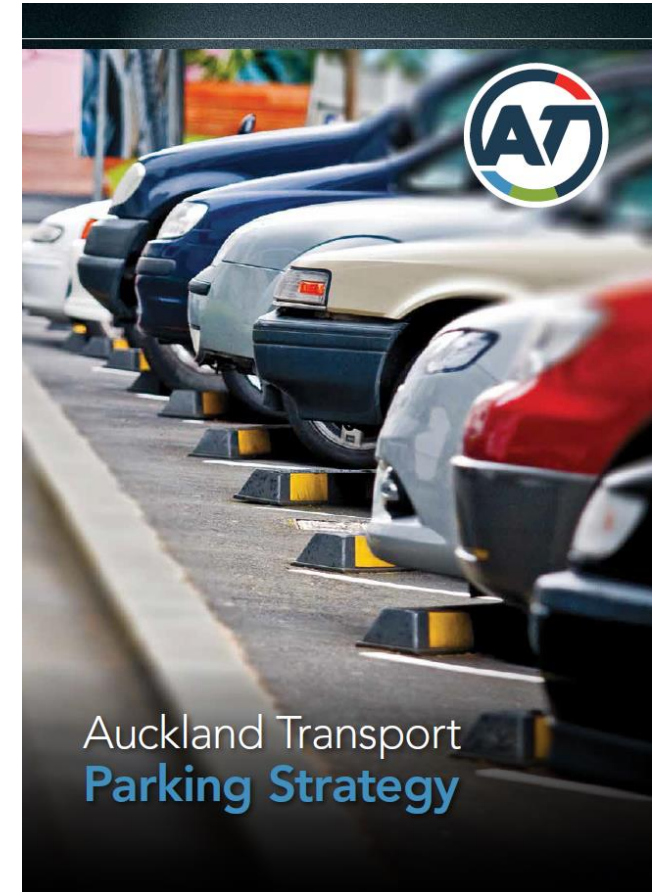
- National Policy Statement on Urban Development
- Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, & the developing Transport Emissions Reduction Plan

Provide a new community mandate

We need to have a conversation with the community about parking again, to reset expectations and set out the need for change

Enable delivery of our programme

Parking Strategy to enable their delivery



We've heard strong and mixed views on parking

There is no 'one size fits all' approach to parking management

Other key themes from local boards were:

- concern about significant or fast change
- strong concern about impacts that reduction in parking and increasing cost would have on the most disadvantaged
- desire to see implementation limited to areas with 'sufficient' public transport
- removing parking doesn't mean people will (or can) mode shift
- strong support for Comprehensive Parking Management Plans - wanting to have a say in any proposed changes
- support for better parking enforcement
- some calls for more parking availability



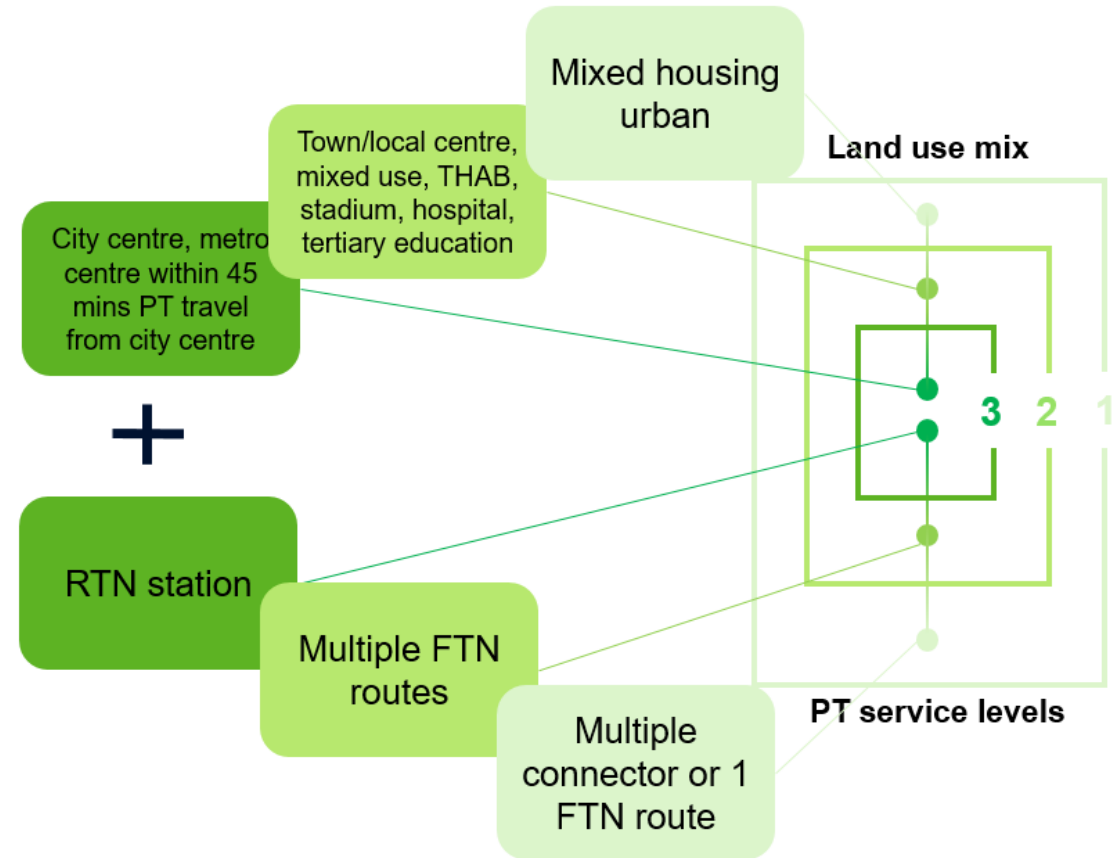
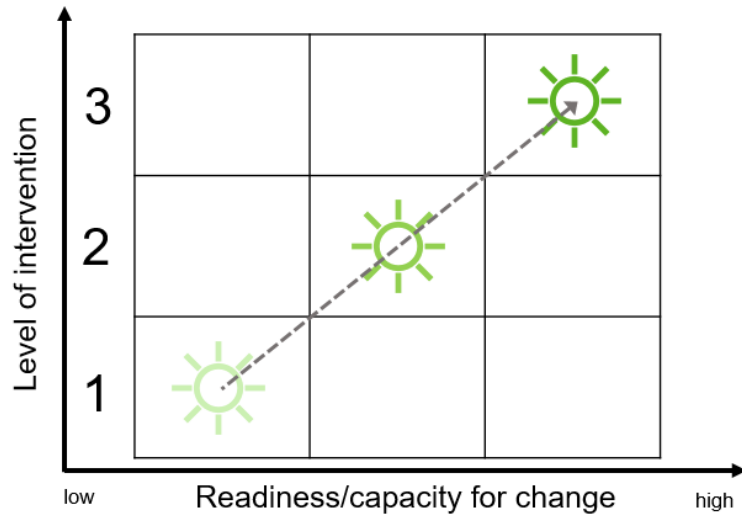
Setting the strategic direction: Principles for parking management

- the role of roads and streets – our valuable public space
- the role of parking within the context of roads and streets
- how we will engage with the community on changes to parking

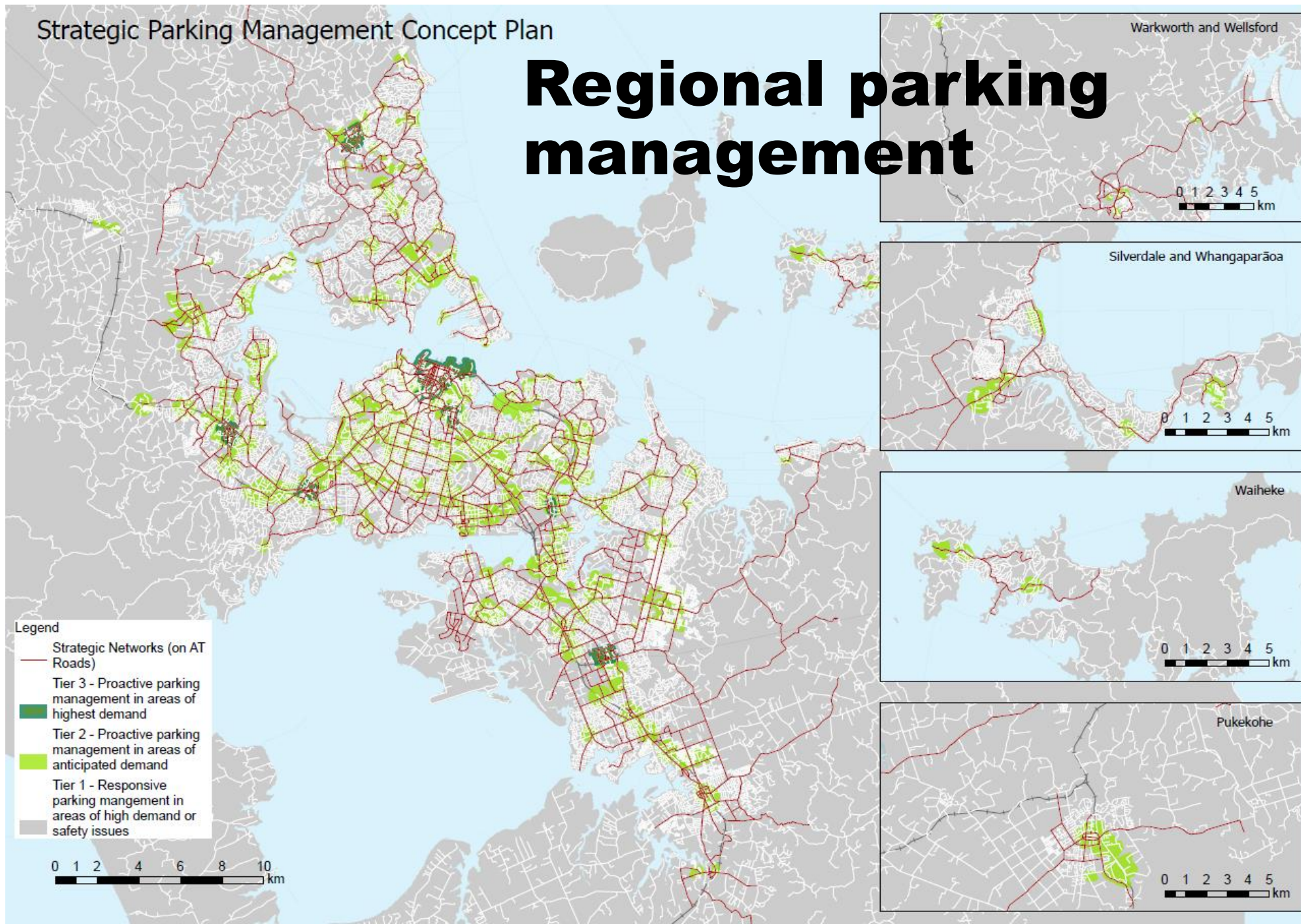


Regional approach to parking management - based on readiness for change

Readiness for change is assessed based on land use and transport in the area



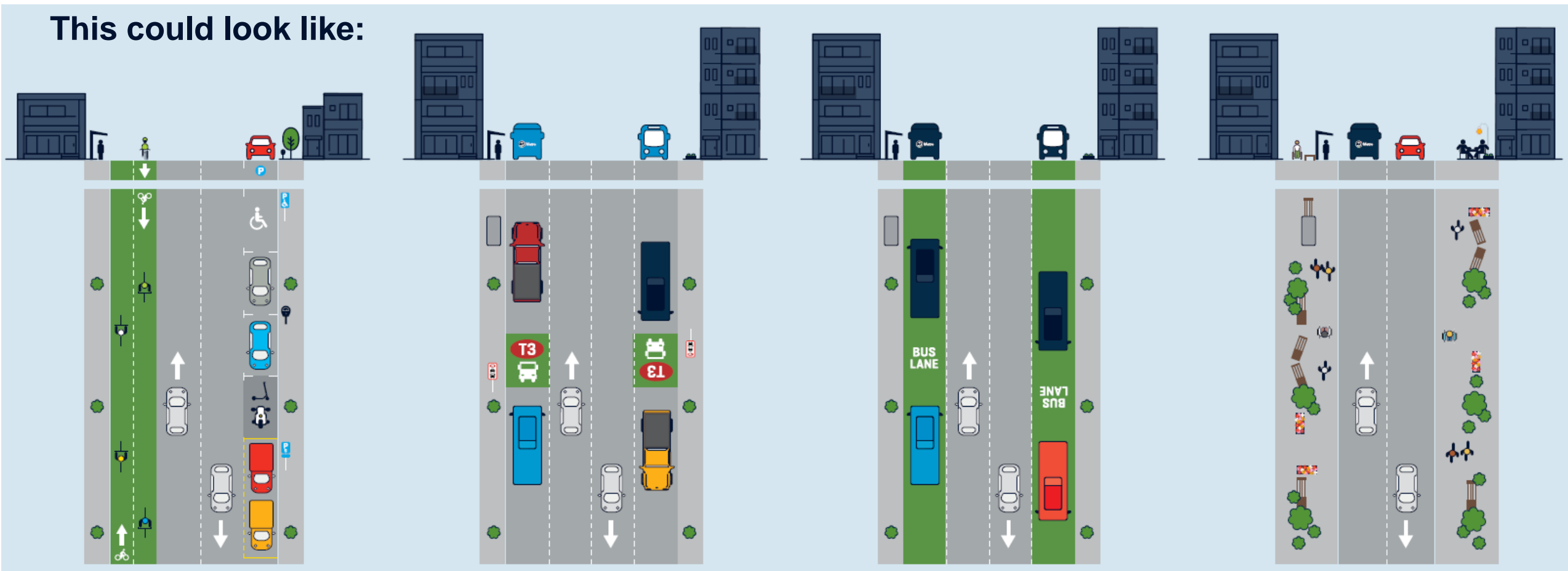
Regional parking management



Delivering a transformed transport system

To deliver at-pace the transport system of the future, we are seeking a mandate to convert parking lanes on the Strategic Transport Network

This could look like:



Communicating the strategic direction

Parking Discussion Document to 'start the conversation'

The Discussion Document was targeted at key stakeholders

- We heard majority **support for the strategic direction**
- Desire to **paint a balanced picture of parking**, reflecting it has both advantages and disadvantages
- The need for a very well developed and sophisticated **ongoing community engagement and communication** campaign, to address the need to 'reposition' parking



Draft Parking Strategy

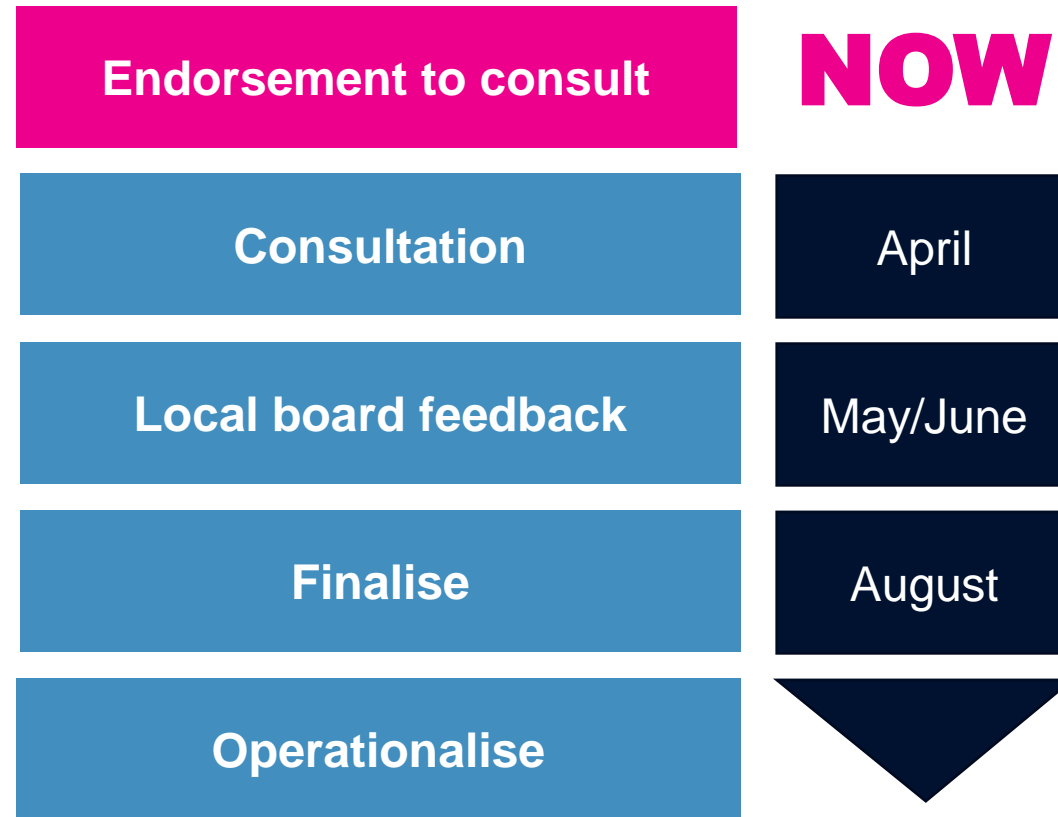
- Primary document
- Outlines the parking story and context
- Strategic direction and objectives
- Objective based policies



Other components of the Parking Strategy



Next steps



We want to hear your views

Go to our website: AT.govt.nz/parkingstrategy

We will report community feedback to you in May,
for you to formalise your feedback in June.

thank you

Memorandum

To: Hibiscus and Bays Local Board
From: Claire Covacich, Principal Transport Planner
Date: 25 February 2022
Subject: Draft Parking Strategy: how the proposal will apply in local areas

We are well into our review of the Parking Strategy

This memo follows on from previous information presented to the Local Board on the Auckland Parking Strategy review. It includes:

- a recap of progress to date and current status
- the principles that are guiding development of parking policies and the regional parking management approach
- how the proposed Parking Strategy could affect parking management within your local board area
- next steps for the project.

Recap of progress to date and current status

- During 2021 we engaged with local boards to understand how parking management could impact local communities. The clearest take-away message, across local boards, was that a 'one-size-fits-all' approach for parking management is not appropriate and that every community has different needs as well as land use and transport characteristics.
- We used this information and to develop a set of principles for parking management, as well as a proposed parking management framework. These have been endorsed by Auckland Council's Planning Committee and the Auckland Transport Board. The principles take local board feedback into account and propose that parking management varies across Auckland depending on the land use development, access needs and public transport service provision in each location.
- This proposed approach (the principles and framework) were presented in the Parking Discussion Document that was released for public feedback during December and January. The principles of parking management that were outlined in the Discussion Document are attached (see Appendix 1) for your information, you can also find the full Discussion Document at:
<https://at.govt.nz/media/1987445/parking-in-auckland-final.pdf>
- Some of the main comments we received on the Discussion Document included:
 - Majority support for the strategic direction.
 - Desire to see the bigger picture - how parking fits and will achieve transport objectives, in particular in relation to climate change action.
 - Desire to paint a balanced picture of parking, reflecting it has both advantages and disadvantages.

- Call for the Strategy to acknowledge the costs of parking.
 - Desire to include safety and mode shift (away from private vehicles) as the highest priority use for kerbside space.
 - The need for a very well developed and sophisticated ongoing community engagement and communication campaign, to address the need to 'reposition' parking.
- Taking this information and some additional internal feedback and advice into account, we have refined the principles and framework for parking management. We have also developed the detailed policies for parking management. These policies enshrine the principles and framework, but also cover topics that weren't specifically covered in the Discussion Document (the key ones are noted below).
 - We have now drafted the Auckland Parking Strategy 2022 as well as some more detailed information on three key focus areas for parking management going forward. These are:
 - **Park and Ride** – setting out the role of park and rides in Auckland and signalling AT's future approach to providing and managing park and ride sites across the region.
 - **Comprehensive Parking Management Plans** – detail on how these local plans will be prepared and the role that the local boards and community will play in their development.
 - **Kerb Zone Management** – a look at the area between the property boundary and the kerb and kerb adjacent lane (inclusive) and how it will be used more dynamically given the increasing demand on that space.
 - We are currently seeking governance approval (through the AT Board and the Planning Committee) to consult on the Draft Parking Strategy 2022 and anticipate we will carry out public consultation in April. The draft parking strategy and consultation material will be sent to local boards at the outset of the consultation.

Key proposals of the Draft Parking Strategy 2022

Readiness for change

Different parts of the region have different land use characteristics, as well as differing levels of public transport, walking and cycling access.

Essentially, 'readiness for change' is an assessment of the land use and transport characteristics of an area. The more diverse and intensive land use and the better active travel and public transport access, the more 'ready for change' an area is.

Areas with denser land use and good access to public transport, like the city centre and Newmarket, will have a higher readiness for change and are therefore suitable for a more proactive approach to parking management that actively encourages travel to be undertaken by modes other than private motor vehicles.

Tiers of parking management

Using the 'readiness for change' assessment, areas have been categorised into the following tiers:

- **Tier 3** is an area that has excellent public transport services and may also have good to excellent active transport options. The area is within a city or metro centre zone, meaning there are a lot of amenities in a compact area. Due to this, car parking in the area will be more heavily managed and may be reduced as there is less reliance on private vehicles. In these areas the focus will be to encourage most trips to be made by modes other than private motor vehicles.
- **Tier 2** is an area that has good public transport connections and may also have good active transport options. These areas include different land uses, including town centre, mixed use, terrace housing and apartment buildings zoning, stadia, hospital, and tertiary education providers. While any parking provision will be managed to manage and discourage use of private vehicles, parking is provided on-street where it is not disrupting other, more prioritised use of road space. The main focus in these areas will be encouraging peak trips to be completed by modes other than private motor vehicles.
- **Tier 1** is an area that is not yet well-served by public transport. Land use is mostly residential and is generally low density. In these areas, on-street car parking is generally unrestricted, enabling people to use and park their private vehicle. However, parking management will be considered when issues arise, such as implementing time restricted or priced parking in areas of high parking demand.
- Because we will be making a large number of changes to parking in Tier 3 and Tier 2 locations, we need to plan these in a holistic and integrated way which takes onboard the local board and community aspirations for the area. To do this we will develop Comprehensive Parking Management Plans, which are explained later in this memo.

Strategic Transport Network

The Strategic Transport Network consists of the main transport routes that connect people, goods and services throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.

The Strategic Transport Network needs to be safe and efficient (as well as providing local access and permeability) and it is important that AT delivers improvements to the Strategic Transport Network in a timely and cost-effective manner. Utilising kerbside space currently allocated to parking can save time and ratepayer money by avoiding property purchases and shortening construction timelines. While car parking removal may inconvenience vehicle users and impact on some businesses' customer parking, this impact is likely to be outweighed by the benefits of improved transport network performance. We propose that parking-related consultation on these projects be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking removal.

Memorandum

At this stage about one fifth of the roads on the Strategic Transport Network are proposed for improvements over the next 10 years.

This approach will help AT deliver the direction set by Local and Central Government, which includes:

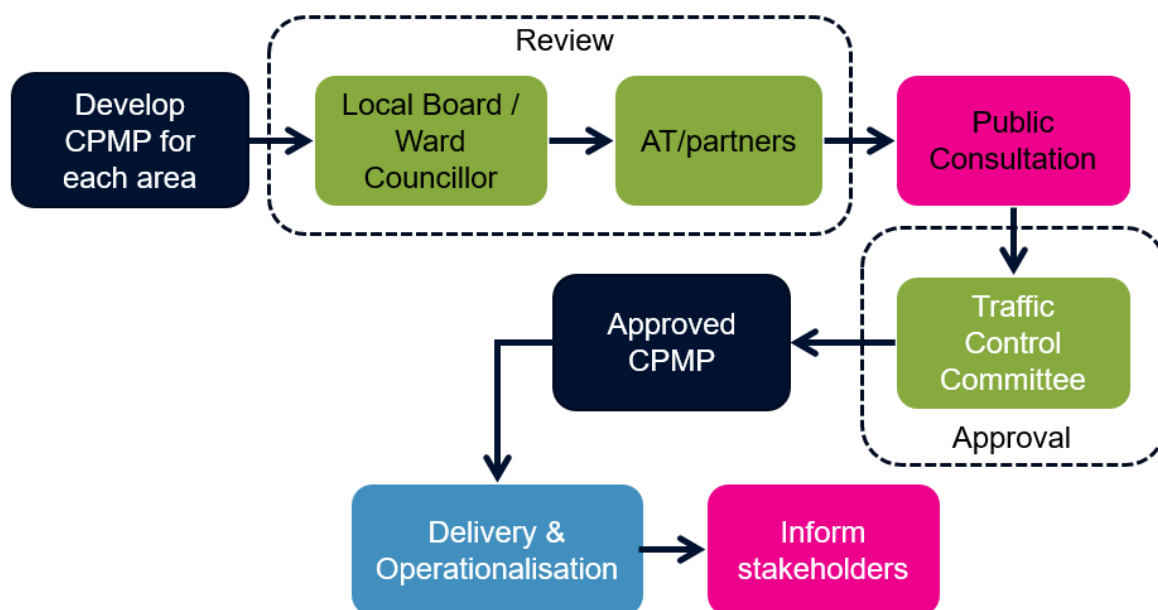
- facilitating a shift to public transport, walking, cycling and other active modes
- carefully managing the limited public resource of road space
- managing growth in vehicle emissions, and
- improving the safety of the transport system.

Comprehensive Parking Management Plans

Comprehensive Parking Management Plans (CPMPs) are detailed parking plans developed in specific locations. They provide a thorough assessment of the parking environment in areas subject to existing or expected parking demand pressures. As a location-specific plan, a CPMP examines the existing situation, identifies issues and opportunities, and develops recommended changes to publicly owned parking and kerb zone space allocation. CPMPs will be AT's main tool for planning parking management and changes.

CPMPs will typically be developed by AT and in some cases by partnering organisations, in conjunction with the local board and the local community. They will be guided by the Parking Strategy and other agreed transport policies.

The process to develop a CPMP is summarised in the figure below:



What this means in your local board area

The parking management concepts proposed in the draft parking strategy have different implications for different parts of Auckland. The maps in Appendix 2 show the Strategic Transport Network and how the different parking management tiers will be applied, both for the wider Auckland region and in your local board area over the next decade. Currently, AT

Memorandum

parking management in the Hibiscus and Bays Local Board area includes time-restricted parking, with no paid parking.

At the outset of the public consultation in April, the draft parking strategy and consultation material will be sent to local boards. This information is to help you understand implications of the Parking Strategy in your constituency, be primed for any conversations with the community and to enable local boards to provide any further feedback on the draft parking strategy.

Next steps from here

Last week, all local boards received a memo outlining the approach we are taking to engagement. As explained in that memo, the table below sets out our anticipated forward timeline.

Date	Engagement activity
March 2022	Local board workshops to look at: <ul style="list-style-type: none">• The strategic approach agreed by the Planning Committee in November 2021.• Themes from public feedback on the Discussion Document.• What parking management is likely to mean in each LB area (e.g. centres for parking management, maintaining the strategic road network, large projects that may require parking removal)
March 2022	Consultation documents endorsed by the Planning Committee and Auckland Transport Board in late March.
April 2022	Local boards will be sent the Draft Parking Strategy 2022 suite of documents as public consultation commences.
May 2022	AT will consider the feedback received from the public and provide a localised feedback summary report to each local board. All local boards will receive a business meeting report and local board feedback template that can be used to provide feedback at their June business meetings.
June 2022	Local boards consider and endorse their submissions at their June business meeting.
July 2022	AT will workshop the Parking Strategy with the Planning Committee, including providing the feedback received during consultation and any from local boards.
August 2022	The final Parking Strategy will be presented to Planning Committee for endorsement.
Late 2022	After the Parking Strategy has been endorsed by the Planning Committee it will be taken to the AT Board for approval and final release. AT will write a memo to all local boards confirming the introduction of the new Parking Strategy and outline next steps for implementation.

Attachments

Attachment 1: Principles of parking management as outlined in the Draft Auckland Parking Strategy 2022

Attachment 2: Maps of proposed parking management (1) Auckland region (2) your local board area

Memorandum

Attachment 1:

Principles

Principles guiding the role of the road corridor, and the role of parking within the road corridor

I. The road network is a valuable public asset that needs to be managed to benefit all Aucklanders. Acknowledging this, parking will be supplied and managed in a way that helps deliver:

- the Government Policy Statement on land transport 2021
- the Auckland Plan 2050
- Auckland Transport's strategic objectives for transport
- other agreed strategic planning documents, policies, and tools (Future Connect, The Roads and Streets Framework etc).

II. To align with government and council direction we need to ensure that the way we manage parking:

- encourages travel by sustainable and efficient transport modes such as PT and CAM
- prioritises trips by modes other than private motor vehicles
- enables kerbside space to be utilised for more beneficial activities.

III. Kerbside space will typically be allocated in the following priority order:

1. To ensure and improve the safety of people using the transport system
2. To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
3. To support the movement of people (e.g. allocate space for PT, CAM, walking, freight, and general traffic in accordance with the Strategic Transport Network)
4. Public space improvements, such as public spaces for seating, plantings and trees, and outdoor dining areas
5. Mobility parking
6. Specialty parking such as loading zones, car share parking, CAM parking, motorbike parking and electric vehicle parking
7. General vehicle parking
8. General vehicle parking to accommodate overflow parking from developments that occurred after September 2013.

Priorities 3 and 4 can be switched to reflect the local characteristics, for example movement of people is more important on the Strategic Transport Network but enhancing the local environment could be more important in locations such as town centres.

- IV. Vehicle parking is the lowest priority use of kerbside space on the Strategic Transport Network and will automatically be removed to provide space for projects that increase the movement of people and goods, except under exceptional circumstances.
- V. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII below.

Principles guiding how the approach to parking management should be applied to different locations across Auckland

- VI. Auckland is a large and diverse region, with varying levels of access to PT and differing land use patterns. To recognise this, the parking implementation approach will be dependent on and tailored to the transport and land use characteristics, and community needs of each location.
- VII. In areas with the highest readiness for change (i.e. good access to PT and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by modes other than the car. A broad approach to the management of AT controlled parking is proposed.
- VIII. For areas with moderate readiness for change, we will focus on encouraging a shift to sustainable modes for commuting while still supporting short-stay parking.
- IX. In areas with lower access to PT and less dense land use activities, we would manage parking responsibly (i.e. respond to issues as they arise).
- X. The parking management approach for an area will be updated as the PT and active modes networks improve, and land uses change (e.g. land use intensifies in an area).

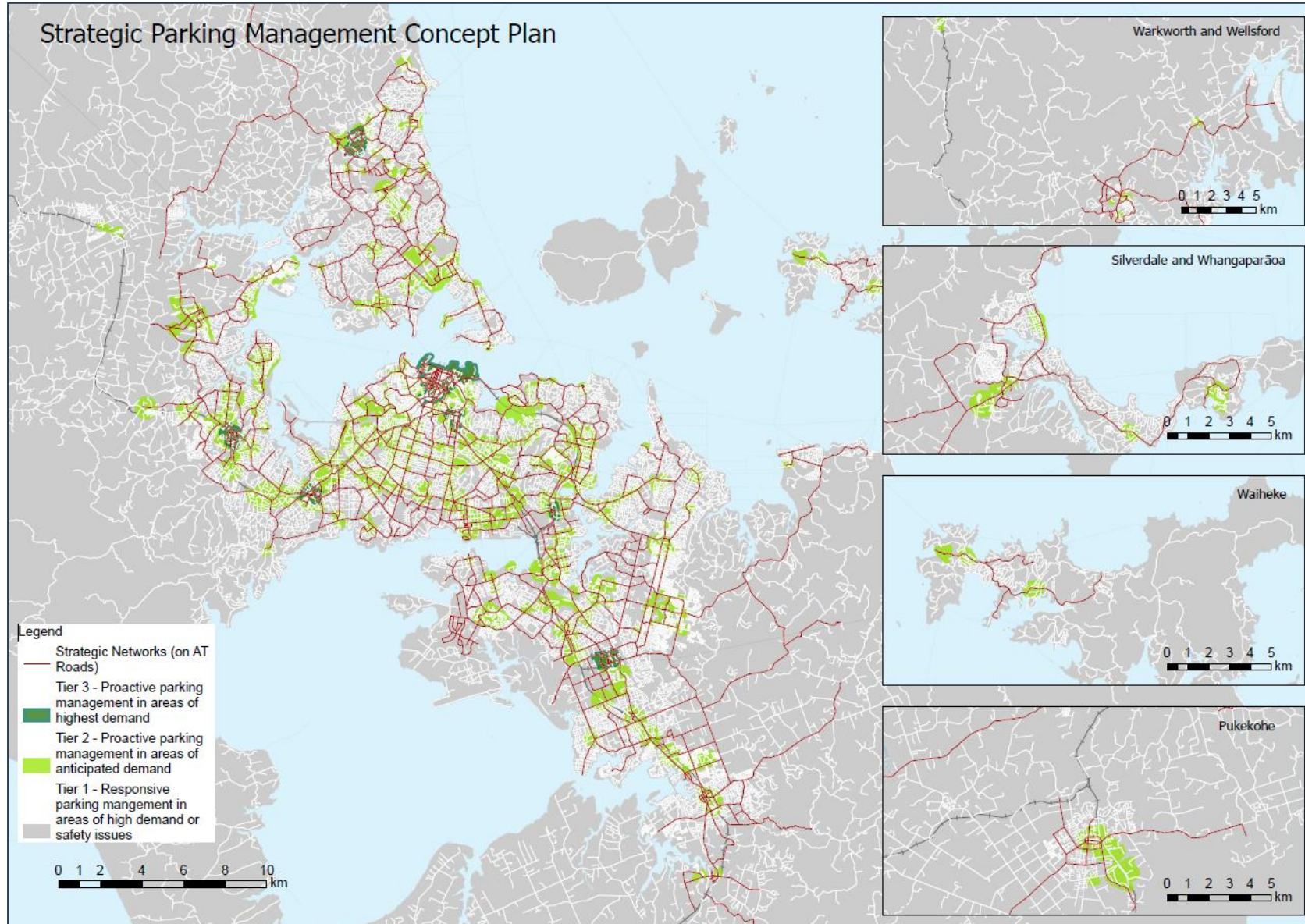
Principles guiding how we will work with communities to implement the approach to parking management

- XI. In areas where significant changes to parking management and supply are likely to occur we would work with the community and local boards to develop parking management plans.
- XII. Our community's receptiveness to change is diverse. We will work with communities as we develop and implement projects that impact on the management and supply of parking.
- XIII. Projects on the Strategic Transport Network will be treated differently however. We are aware that parking removal for new projects on the Strategic Transport Network, under Principle IV, may inconvenience vehicle users and impact some businesses that may have customers using parking. However, we consider that generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole – except possibly in exceptional circumstances. Parking-related consultation on these projects will therefore be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking removal.

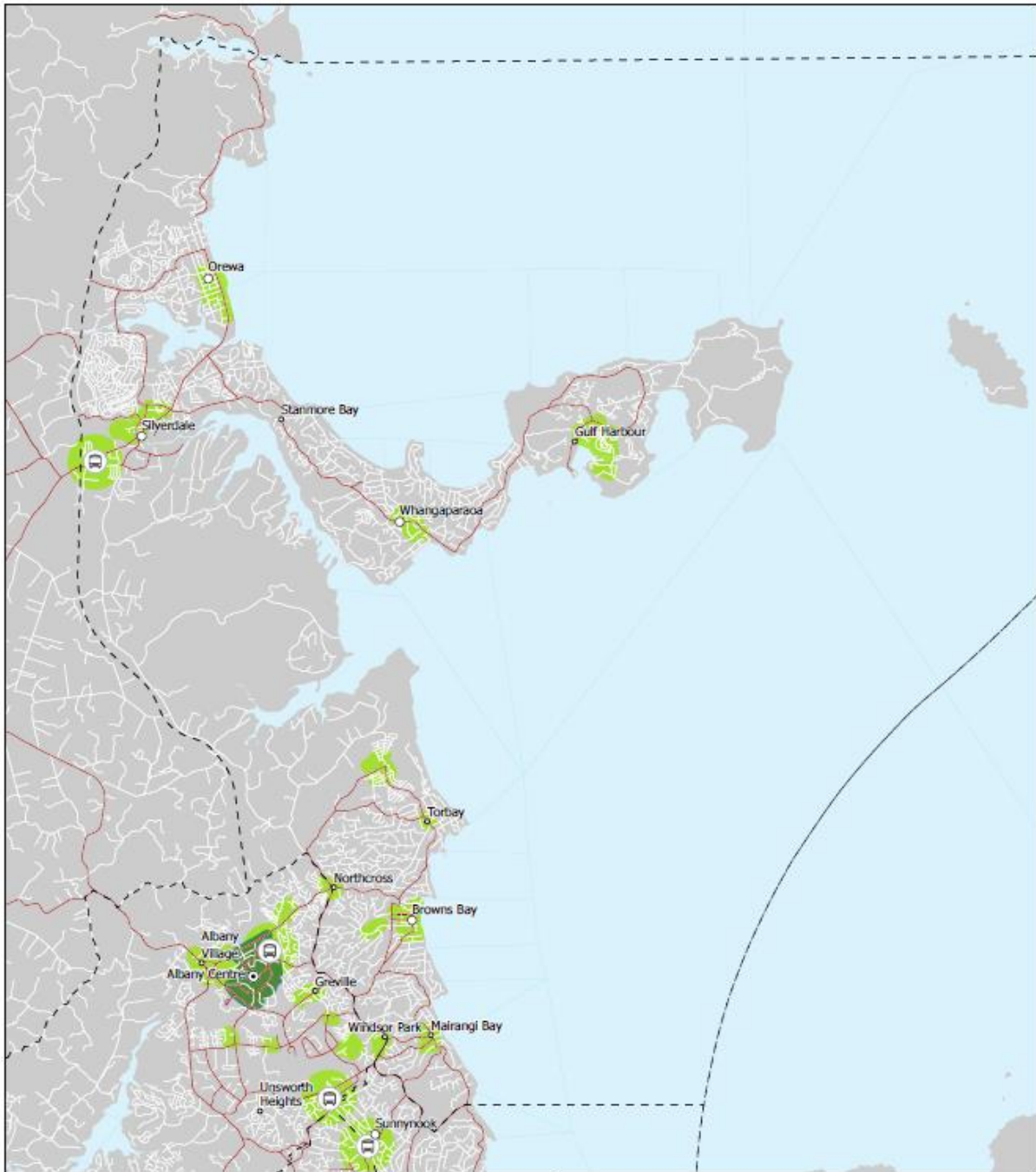
Principle XIII will help alleviate the frustration of Aucklanders being asked for their views on elements of proposals where there is little room for change. This is not about removing public feedback/consultation opportunities. Rather it's a more honest and upfront way to manage expectations through this process.

Memorandum

Attachment 2: Proposed parking management (1) Auckland Region (2) your local board area



Memorandum



**Proposed Parking Management:
Hibiscus and Bays Local Board
Area
DRAFT PARKING STRATEGY**

0 0.9 1.9 2.8 3.8 Km
Scale: 1:80,000



Date: 11/02/2022

Legend	
City Centre	Tier 3 - Proactive parking management in areas of highest demand
City Fringe Centre	Tier 2 - Proactive parking management in areas of anticipated demand
Metropolitan Centre	Tier 1 - Responsive parking management in areas of high demand or safety issues
Town Centre	Strategic Networks (on AT Roads)
Local Centre	Local Board Boundary
Satellite	Rapid Transit Network
	Bus Station
	Train

Disclaimers:
This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Transport. Land Parcel Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Transport gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Only includes streets that AT controls. Roads managed by Waka Kotahi and Auckland Airport are not included. Tiers of parking management are indicative and subject to review and refinement. Council-owned public parking that is regulated by AT is subject to the adjacent (higher order) parking management tier. Map is based on land use zoning (currently under review). Parking management will vary depending on actual land use and transport network development. Strategic transport network subject to parking removal if projects to deliver modal priorities are identified in future.



Building Resilient Communities



LOOKING AT THE
OUTCOMES

MARILYN KELLY
STRATEGIC BROKER



The CoCo model



- The CoCo model started approximately 30 years ago
- The CoCo (Community Coordinator) was a role designed to deliver community outcomes for Council.
- An organisation is formed around the role so it can be funded
- It is limited by the capacity of the CoCo and often leads to CoCo's being over worked or getting caught up in their fixed delivery due to capacity
- The model has created dependency on a single person to deliver across multiple communities
- Communities are connecting with single person/organisation and not each other
- The world has changed and we have learnt a lot since this model was developed

Some of the lessons



THE PEOPLE

Families lives have changed over the past 30 years with more people and less connection.



THINGS CHANGE

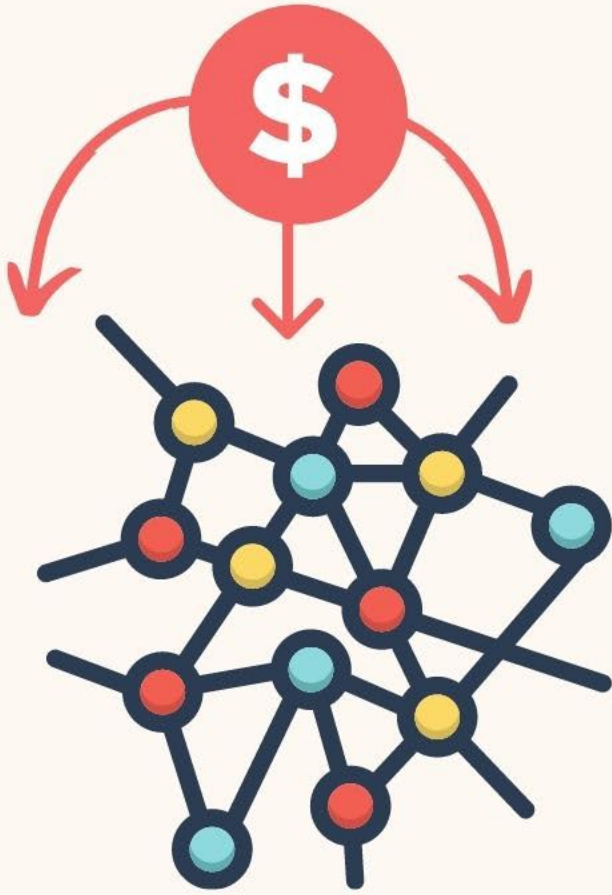
COVID has amplified inequalities and taken away our ability to operate like normal - and increased the need for connection



RESOURCES

If there is more need, but not more money, we need to change how we do things to ensure we are using what we have wisely.

The Collective model



- Funding based on outcome rather than organisation
- Changes according to the needs of the changing community
- to build capacity across a wider range of the community
- to build connections and collaborations between the community increasing the reach of the support
- Supporting sustainability and succession planning

Strategic drivers

1. AUCKLAND PLAN
2. **LOCAL BOARD PLAN**
3. THRIVING COMMUNITIES
4. I AM AUCKLAND
5. EMPOWERED COMMUNITIES APPROACH
6. WE ALSO HAVE THE '**BUILDING RESILIENT WHĀNAU AND CONNECTED COMMUNITIES**' DOCUMENT THAT WE PUT TOGETHER TO RESPOND TO COVID IN 2020
7. THE PRINCIPALS OF COMMUNITY-LED DEVELOPMENT

● ● ● A connected community

Our people are involved and have a strong sense of pride in the look and feel of their local areas. We acknowledge our Māori identity and the diversity of our communities. Fostering resilience and community participation are important ways to enhance quality of life for our people.



LDI \$71k

Building resilient and
connected communities
across Hibiscus Coast



LDI \$71k

Building resilient and
connected communities
across East Coast Bays

Current description – **as approved in the 2020/21 work programme**

Funding is primary to work with local communities to build stronger connections at a street, neighbourhood and village level including:

- 1) Establishing, maintaining and facilitating a strategic and purposeful community network to support the outcomes identified
- 2) Prioritise activities and activations that build relationships between people of different ages, cultures and backgrounds
- 3) Develop community leadership by enhancing and supporting community organising skills
- 4) Support the development of community-led resiliency plans
- 5) Support the delivery of household and community self-reliance and sustainability through upskilling, sharing and connectivity
- 6) Support Maori-Led solutions that build whanau wellbeing and strengthen resilience
- 7) Support local centres to be the vibrant heart of the community through activating and promoting local spaces
- 8) Encourage community economic development initiatives that will increase household financial security

What it looks like in Hibiscus Coast



WELLBEING NETWORK

Well attended, strategic purpose and a lot of collaborations and links have come from this space across the Whangaparaoa Peninsula



INCLUSION FOR DISABILITY

A lot of focus has been put on building relationships and finding ways to support families and organisations - namely the sensory Christmas as one example



MĀORI AND PACIFIC CONNECTION

Helping build the capacity of the Māori and Pacific community, using the multi-cultural festival as a celebration.

THE ORGANISATION ALSO HAS OTHER PROJECTS OUTSIDE OF THIS - EG THE HUB



What East
Coast Bays
Currently
Looks Like

EVENTS & COMMUNITY CENTRE

The main delivery of Heart of the Bays is events - which creates participation and people enjoy and the community centre which is working well to grow and support the user of the building.

THESE ARE FUNDED SEPERATELY

ADMIN SUPPORT - NOT CAPACITY BUILDING

the CoCo provides a lot of admin support, but struggles to build capacity - instead builds dependency.

The governance of HOTB are still trying to gather information around what they do.

BAYS IN ACTION - NETWORK

A collaborative network that delivers activations and building relationships and capacity mainly focused in Browns Bay but not limited to

MAIRANGI BAY

Support the development of a network following on from the town centre engagement - to connect Mairangi Bay and support community-led initiatives

LONG BAY

Support the development of a network to build capacity and community-led initiatives in the developing community



What East Coast Bays could look like

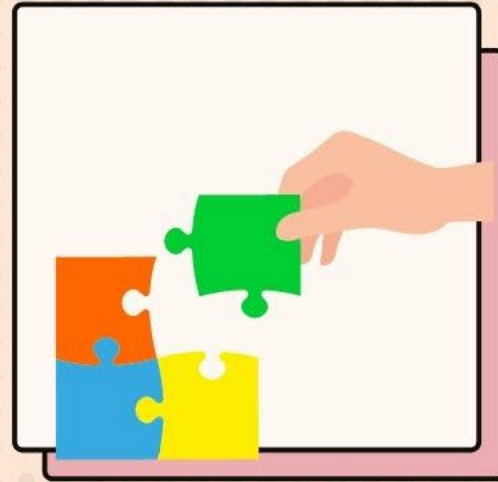


The process



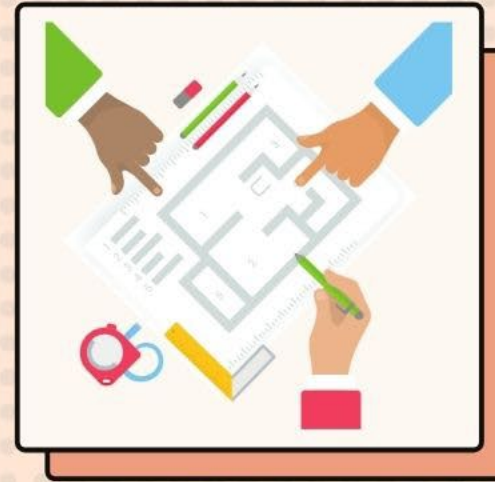
LOCAL BOARD

approve the outcomes



STRATEGIC BROKER

Finds Community delivery partners



STRATEGIC BROKER

Shares the plan with the Local Board



COMMUNITY

Delivery on outcomes - reports to local board

The KPI's

- It is important to align the KPI's to the actual plan, therefore could change depending on who is funded for what
- Removing the unnecessary reporting
- Making sure the reporting aligns with what we are funding
- Using KPI's to help tell the story - and build relationships

Thank
You

Now is the time to talk
about outcomes....



Event Partnership Funding Hibiscus and Bays Local Board - 2022/2023

Presented by

Lisa Kent – Team Leader Event Facilitation

Ali Keiller – Senior Event Facilitator

March 2022



Event Partnership Overview

1. The Event Partnership Fund is intended to be a three year term to align with the new elected term with a review at the end of each term.
2. The intended purpose is to support events that align well with the local board plan outcomes, or where the board support the outcomes of the event.
3. The funding is specifically targeted to support the growth and sustainability of community events in your local board area. With the goal being that the event will have grown to become sustainable and can operate without the need of the Event Partnership Fund by the end of the third year.
4. This model and having a criteria provides:
 - Greater transparency across the event applicants received as part of the application process. We are able to see event expenses, revenues and other funding sources. It also confirms the delivering organisation.
 - The event assurance of multi-year funding for planning and development opportunities.
 - Effective use of staff administrative time only requiring the full process to be undertaken once every three years.



Current Event Partnerships

1. The Hibiscus & Bays Local Board currently funds 13 events through the non-contestable Event Partnership Fund (line 214) with a budget of \$145,800. The funding allocations range from \$4,000 to \$22,500 for each event
2. The Hibiscus & Bays Local Board's Event Partnership Fund has had eight recipients in the fund for at least the last four financial years (including 2021/2022). Over this period, the costs to deliver an event have increase. This indicates that the current funding levels potentially no longer match the event requirements and this is an appropriate time to review the partnerships.
3. Currently the funding criteria for inclusion or intent is not set. This has allowed events to stay with in the Event Partnership Fund until the organiser opts out. It also means that the event organiser expects the same amount of funding, or an increase, every year.
4. The lack of structure and criteria around the Event Partnership Fund has limited staff's ability to recommend the removal of events that don't align to the local board's outcomes, plan or grants programme or add events into the work programme line.



Current recipients

Organisation	Event	2021/ 2022	2020/ 2021	2019/ 2020	2018/ 2019
ECBCP Events	East Coast Bays Community Project	\$20,500	\$20,500	\$20,500	\$17,000
Mairangi Bay Wine & Food Festival	Mairangi Bay Business Association	\$10,000	\$10,000	\$10,000	\$10,000
Orewa Christmas Parade	Destination Orewa Beach	\$10,000	\$10,000	\$10,000	\$10,000
Orewa Signature Events	Destination Orewa Beach	\$22,500	\$20,000	\$20,000	\$17,000
Rodders Beach Festival	Hibiscus Coast Rodders Club	\$13,800	\$13,800	\$13,800	\$10,000
Sir Peter Blake Regatta	Torbay Sailing Club	\$5,000	\$5,000	\$5,000	\$5,000
Mairangi Christmas Parade	Mairangi Bay Business Association	\$5,000	\$5,000	\$5,000	\$5,000
Browns Bay Christmas Parade	Browns Bay Business Association	\$10,000	\$10,000	\$10,000	\$10,000
Torbay Santa Day	Torbay Business Association	\$4,000	\$4,000	\$4,000	NA
Okura Forest Festival	Friends of Okura Bush	\$10,000	\$10,000	NA	NA
Hibiscus and Bays Art Awards	No recipient	\$5,000	First time in the event partnership		
Hibiscus Bays Community Movie Events – Bays	Browns Bay Business Association	\$15,000			
Hibiscus Bays Community Movie Event – Coast	Event Designers	\$15,000			



Our Recommendation

1. Staff's recommendation for the 2022/2023 Work Programme is that the Event Partnership Fund continue with the goal of a new round opening in line with the 2023 / 2024 work programme.
2. Our original plan was for the 2022/2023 work programme to reflect an approved budget allocation and start the updated process. However due to the current COVID situation we felt it was not appropriate to surprise the current event partners after the past two years of disruptions they have had to their event schedules.
3. Staff are creating a new set of guidelines to help guide the local board in their decision making. Once completed, staff recommend adopting the new set of criteria to guide which events are included in this fund.
4. This new criteria and updated process will:
 - Provide an opportunity to ensure that the fund is aligned to the local board's plan and outcomes.
 - It will provide assistance to relatively new event organisers to become self sustaining.
 - It will provide clear connections between what the local board wants to achieve and what is funded.
 - Provides a clear exit path for those groups that are struggling to maintain an event and are reliant on local board funding



The Event Partnership Process

Managed by the Event Facilitation team with support from the Grants team

Work Programme Development

- FY 2023/2024
- Criteria and funding style is set by the local board.
- First year, the work programme will not stipulate the partnership events.
- Staff will open and manage a contestable round.



Contestable Round

- Any event organisers in the local board area will be able to apply to be included in the fund.
- Current recipients will be allowed to re-apply, allowing them an opportunity to update the board on their events and adjust their request for support for the next three year term.



Local Board Decision

- Staff will assess the applications received against the criteria.
- The applications will be workshopped and a report submitted to the relevant business meeting.
- A resolution will be passed and this will establish the event partnership funding and pre determine the following two years.



Next Steps

**Do you
support
updating the
Event
Partnership?**

**Staff will
complete the
criteria and
funding
guidelines**

**Later
workshop**



Memorandum

To: Hibiscus and Bays Local Board

Subject: Hibiscus and Bays Local Board – Local Economic and Business Grant Guidelines Discussion and future programme

From: Lesley Jenkins – Local Area Manager

Contact information: lesley.jenkins@aucklandcouncil.govt.nz

Purpose

Local Economic and Business Grant draft guidelines have been developed to respond to the initiative in the Local Board Plan 2020 to provide a dedicated fund to support local economic development. The intention, as first proposed, was to assist the business associations, and ultimately local business, to support and grow local economic prosperity.

Summary

1. The Hibiscus and Bays Local Board commissioned Dale Carnegie in March 2021, to undertake a strategic needs analysis with the business associations across the local board area. Some of the business associations in the local board area are also Business Improvement Districts (BIDs) and while BIDs receive a targeted rate from the businesses in their associated BID area, there is a perceived funding gap to support local economic development.
2. The Dale Carnegie assessment highlighted that the BIDs/business associations were responding effectively to their customer needs in response to their agreed strategic direction(s) however, there was an opportunity for “dedicated” grant funding separate from their operational funding.
3. Additionally, responding to the impact of the pandemic and numerous lockdowns has highlighted even more, the importance of local economic development. The question is can dedicated grant funding deliver on programmes and projects that support and grow local businesses. The aim of a dedicated grant programme, is to contribute directly to a local area’s economic prosperity.

Context

4. The Hibiscus and Bays Local Board Plan 2020 sets out an outcome for “A Strong Local Economy – thriving town centres that attract visitors and business investment and provide opportunities for people to live, work and play locally.”
5. A Strong Local Economy is seeking to create more business choices for residents; more local jobs and employment opportunities; increased business prosperity; reduced pressure to commute; and viable and sustainable local business, products, and services. One mechanism to progress these aspirations is to provide a dedicated fund for business associations/BIDs to provide programmes and projects that can deliver on identified economic development priorities.
6. There are several marketing and event programmes that business associations/BIDs currently seek or obtain local board funding for, and this is not proposed to be the purpose or focus of this fund. These grants are seeking to shift the emphasis to building a strong local economy, which supports businesses to have longer-term resilience and a focus on some clear economic development priorities.

Discussion

7. If agreed, the Local Economic and Business Grants are proposed to align with the following priorities:
 - local place-shaping, that adds value by making improvements to town centres to celebrate local businesses and the town centre environment
 - Opportunities for increased local employment and local recruitment, and business supporting business
 - Providing skills and training that supports staff recruitment, upskilling and retention
 - Focuses on local business resilience and developing plans that move towards economic prosperity.
8. It has been raised by local board members that the focus of future grants is not to support local marketing campaigns like “buy-local” or promotions that are trying to attract customers to the area.” The grants should seek to support direct training and development programmes, and other ways to support businesses. An example of this could be online retail training aimed at businesses to close more sales and provide continuous learning opportunities.
9. Other feedback received from local board members requested that there needed to be a clear context around how a grant would work in practice. That will require the local board confirming the priorities that they are seeking, and also being clear on any accountability reporting that they will require.
10. It is proposed that initially, grants are only available to business associations/BIDs through a dedicated non-contestable process. That is, it will only be available to a specified group of organisations. If successful, in future financial years it could be extended to individual businesses or groups of businesses in a more contestable process. One clear criteria, would be the need to show the potential for upscaling or leveraging other funding or resources and partnerships or collaboration.
11. There is an expectation that there will be a contribution from business associations/BIDs, which may include financial support, time, or volunteer hours. It will be important for all applicants to be able clearly present well-articulated projects or programmes, and what success will look like. Any application for funding should also be able to show collaboration or partnerships that underpin the proposal, and the economic benefit to the local business community needs to be clearly outlined.

Next steps

12. If the local board is supportive of creating a dedicated grant for local economic development and would like to focus attention on the business associations/BIDs the guidelines will be finalised and confirmed by the local board, at a future business meeting. The annual work programme will also require an allocation to be made for the specific grant fund.
13. The report will include the amount allocated to the fund in any financial year, the minimum or maximum values of any grants, how many grant rounds the local board would like to put in place in any financial year, any limitations on the number of applications from a business association or BID in any financial year and any accountability reporting requirements to advise the local board what was achieved and were the agreed targets achieved or not.

Attachments

Hibiscus and Bays Local Board Local Economic and Business Grant – Draft Guidelines

Hibiscus and Bays Local Board Local Economic and Business Grant

About the Hibiscus and Bays Local Board Local Economic and Business Grant

The Local Economic Development and Business Grant funding is intended to assist Business Improvement Districts (BIDs) and Business Associations with funding for planning and developing programmes and projects to support and grow local businesses, who contribute to the area's local economic prosperity.

Businesses are key in providing the “local” in local economic development.

Growing business is not just about doing more, it is about being smarter, future-proofing business, and supporting change to meet the current and future needs.

The Local Economic and Business Grant could assist with:

- Providing essential skills training for businesses and their staff to increase their business capability
- Undertaking a needs analysis to identify issues and opportunities, actions, or initiatives, for business or business sectors
- Developing resilience and recovery plans focused on individual businesses, strategic business clusters or sectors
- Supporting programmes for business-to-business support using local service providers
- Exploring strategic alliances and collaboration opportunities with other local business areas
- Opportunities for increased local employment, local recruitment and local business supporting local business.

The grant is only open to BIDs and Business Associations in the Hibiscus and Bays Local Board area.

Applications must demonstrate alignment with the Hibiscus and Bays Local Board Grant Outcomes and funding priorities.

Priorities for Hibiscus and Bays Local Board Local Economic and Business Grant Programme and desired outcomes

The local Economic and Business Grant Funding programme will support activities that meet the Hibiscus and Bays Local Board Plan 2020.

Specifically, they need to focus on the outcome of “Having a strong local economy that supports thriving town centres that attract visitors and business investment and provide opportunities for people to live, work and play locally”.

A strong local economy means that there are:

- More business choices for residents
- More local jobs and employment opportunities
- Increased business prosperity
- Reduced pressure to commute
- Viable and sustainable local business, products, and services.

Funding Priorities

We welcome grant applications for projects and programmes that align to the following priorities:

- Local place-shaping, that adds value by making improvements to town centres to celebrate local businesses and the town centre environment
- Opportunities for increased local employment and local recruitment and business supporting business
- Providing skills and training that support staff recruitment, upskilling and retention
- Focuses on local business resilience and developing plans that move towards economic prosperity.

Priority for eligibility

We will prioritise applications for the Hibiscus and Bays Local Board Local Economic and Business Grant that:

- Can be upscaled, by leveraging from other funding or resources
- Include a significant contribution from the business association applicant (financial, time, volunteers etc.)
- Includes partnerships and collaboration for example, between businesses, the community and business associations.
- Application must clearly outline and state the economic benefit to the local business community.



Hibiscus and Bays Grants Programme 2022/2023

- Ann Kuruvilla: Grants Advisor
- Pierre Fourie: Grants and Incentives Manager

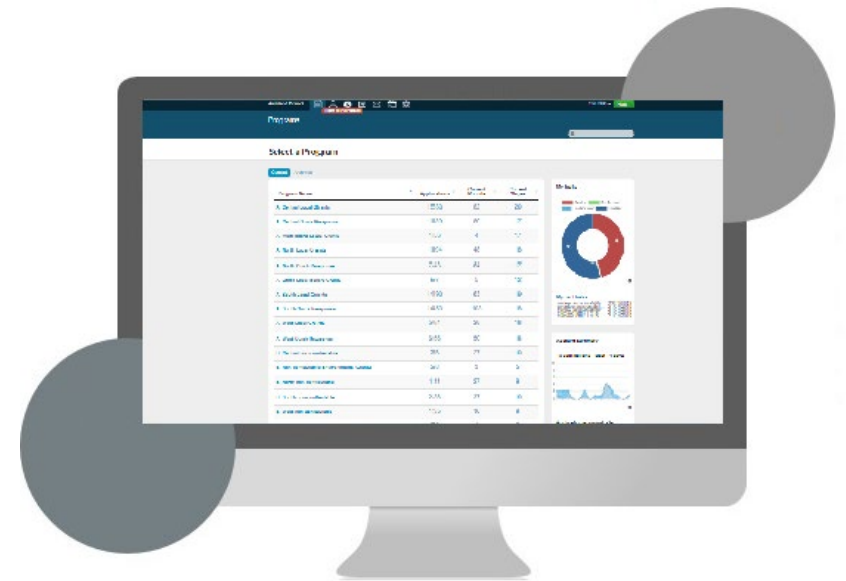
Purpose

2021 Local Grant Programme Summary
&
Review of Local Grant Programme 2022/2023

2021 Local Grant Programme Summary

Hibiscus and Bays Local Grant Programme in FY2020/2021:

- Two Local Grant rounds, incl. two MB rounds and one Facilities Grant round (quick response rounds having been removed since 2020/2021)
- 64 applicant groups, including 7 new applicants received support through the Hibiscus and Bays Local Grant programme, receiving total support of \$347,438
- 88 community projects were supported
- 10 less applications due to the removal of quick response rounds and impact of Covid19(project postponements)

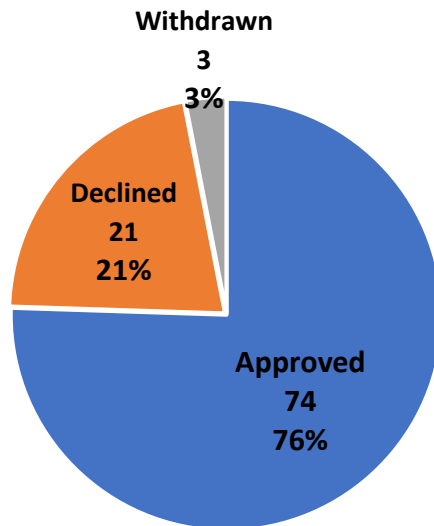


2019-2021 Volume and approval rate

Excludes multiboard applications

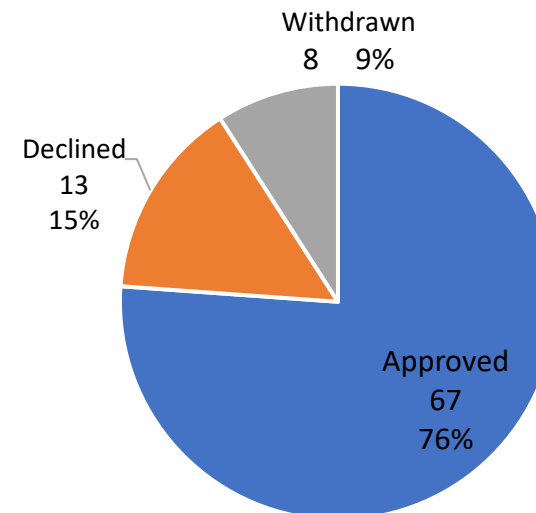
2019/2020 = 98

Number of Applications by Status



2020/2021 = 88

Number of Applications by Status



Allocations breakdown 2020/2021

(does not include Facilities Grants)



Top 10 Hibiscus and Bays LB Grants Applications

(in allocation amount and excluding Facilities Grants)

Application ID	Organisation	Project	Allocated
LG2106-140	HBC Youth Centre	Hibiscus Coast Youth Centre – “Youth Re-Connecting Youth”	\$15,000.00
LG2106-109	Mairangi Bay Business Association	Community Events and Promotions in Mairangi Bay	\$10,000.00
LG2106-114	Torbay Business Association	Throught their eyes, market themes,buy local, support local	\$10,000.00
LG2106-118	The Mums Clique Charitable Trust	Upgrade space for Newly established Motherhood Centre	\$10,000.00
LG2106-120	Estuary Arts Charitable Trust	Arts education digital learning	\$10,000.00
LG2106-139	Business Whangaparaoa	Business and Economic Growth and Support by Business Whangaparaoa	\$10,000.00
LG2106-142	The Browns Bay Business Association Inc.	Summer Fun Weekend	\$10,000.00
LG2106-145	The Auckland King Tides Initiative	Auckland King Tides Water Level (Tidal) Gauge Community Workshop Delivery	\$10,000.00
LG2106-152	Hibiscus Coast Association Football Club	FK/FF Goals 4-9year olds / Junior Goals 4-17 year olds	\$10,000.00
LG2106-219	North Shore Group Riding for the Disabled Incorporated	Training and Recognition Programme 2021	\$10,000.00

Mairangi Bay Business Association

– Community Events and Promotions in Mairangi Bay

- \$10,000 towards costs associated with the Christmas Carols, Moments of Mairangi Bay, Mid Winter Swim events and the Buy Local campaign.
- Outcome identified in application completely met.
- Number of people reached: 2,000
- Applicant's comments after completion of project:

“Holding small and varied events to encourage all members of our community - individually, and as community groups, to be part of a community spirit. .”



16 The boys enjoying an ice cream by Brad Cree



47 Coastal Mairangi Bay 1 by Leighann Wilson



68 Kowhai Beach Path by Raya Stantcheva

Browns Bay Business Association— Summer Fun Weekend

- \$10,000 towards the Summer Fun Weekend
- Outcome identified in the application completely met.
- Number of people reached: 8,000
- Applicant's comments after completion of project:

“The event brought thousands of visitors and local community folk into the town to enjoy family time on the beachfront having many different experiences: outdoor movies, building sandcastles, riding ponies, live bands on stage, bouncy castles, outdoor dining, and more. The beach reserve became a destination for fun.”



Important Advice for Applicants – any changes?

The Hibiscus and Bays Local Board are seeking applications in the FY2022/2023, which show a clear commitment to one or more of the following objectives in support of the recovery from COVID-19:

- Strengthens business resilience and economic benefits
- Produces local benefits, caters for local participation and increased visitors to the area
- Show collaboration, the pooling of resources and benefits to multiple community groups and audiences
- Encourages and fosters increased resilience, connectedness and wellbeing in our communities and environment.

Outcomes and objectives

from
Local Board Plan 2020

A connected community

- Hibiscus and Bays communities are supported, connected and vibrant
- We have a strong relationship with Māori and embrace our Māori identity, heritage, and culture
- Our libraries, art centres, community services, and privately owned facilities are supported

A strong local economy

- Our town centres are welcoming, clean, sustainable and easily accessible with plans for the future
- Our businesses and business centres feel supported and empowered

A protected and enhanced environment

- Continue to align and support community and volunteer groups, schools, and iwi to enhance and protect our **natural environment**
- Support the development and implementation of ecological and environmental restoration plans
- Support communities to live more sustainably, and prepare for the impacts of climate change
- Our waterways and beaches are clean and safe for people and wildlife

Open spaces to enjoy

- Proactively identify the needs of our communities and plan for sustainable growth
- Protect, maintain, and improve access and amenities for activities on our coastlines, parks and reserves
- Provide a range of play and active recreation opportunities for all ages and abilities in our parks, reserves, and coastal environment

Transport choices

- Improve walking and cycling routes

Other important factors – any changes?

The Hibiscus and Bays Local Board will also take into account whether the applicant:

- has considered other sources of funding for their event/project/activity
- is making a contribution to the event/project/activity (financial, volunteer time etc.)
- has identified collaboration and working with other groups to deliver an event/project/activity and is seeking funding collaboratively
- is utilising and supporting volunteer groups through the delivery of an event/project/activity
- will get the community involved early on, by working collaboratively and creating opportunities to meet new people and share experiences

Exclusions – any changes?

- Applicants who have had one successful grant application within the current financial year, unless there are mitigating circumstances
- Ongoing administrative costs
- Churches and Educational Institutions, except where these groups can demonstrate the wider community benefit
- Activities that do not relate to one or more of the local board plan initiatives
- Activities or projects where the funding responsibility lies with another organisation or central government
- Prizes for sports and other events (except trophies)
- Commercial business enterprises and educational institutions in accordance with the Council's Community Grants Policy (Scope and Eligibility, Page 20)
- Applications to fund projects, programmes or facilities run by Auckland Council or its employees
- Auckland Council CCO's or organisations who receive funding from the Auckland Regional Amenities Fund
- Applications for activities, events or projects outside of the local board area* (With the exception of multi-local board applications where a benefit to the local board area can be shown)

Exclusions

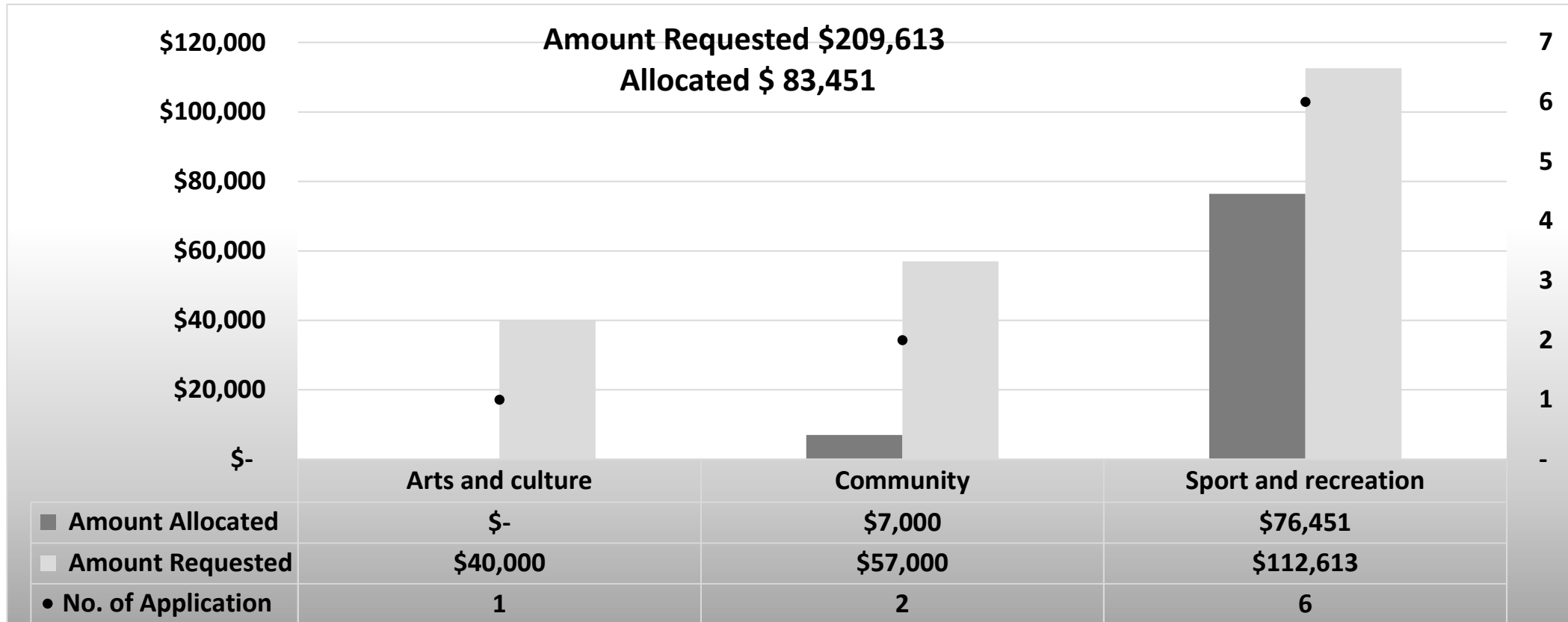
- Commitment to ongoing funding or financial support
- Applications to subsidise rentals, reduce debt, or payment of rates unless it is a transitional grant
- Applications for the purchase or subsidy of alcohol or costs associated with staging after – match functions
- Grants for the sole purpose of an individual
- Family reunions, debt servicing and or Legal expenses.
- Activities whose purpose serves to promote religious, political or contentious messages
- Medical expenses
- The Hibiscus and Bays Local Board will not consider grants for financial assistance except the high value Transitional Rate grants recipients 2021/2022

Facilities Grant – any changes?

The Facilities Grant provides funding to assist with the costs of planning or developing a facility with the Hibiscus and Bays Local Board area. This can include:

- needs assessments
- feasibility studies
- investigation and design
- small building works

Allocation's breakdown 2020/2021



Grant round dates 2021/2022

2021/2022 Grant rounds	Opens	Closes	Decision made	Projects to occur after
Local Grant Round One	30 May 2022	8 July 2022	15 September 2022	1 December 2022
Local Grant Round Two	13 February 2023	17 March 2023	18 May 2023	1 June 2023
Multi-board Round One	30 May 2022	8 July 2022	15 September 2022	1 December 2022
Multi-board Round Two	13 February 2022	17 March 2023	18 May 2023	1 June 2023

Grant round dates 2021/2022

2021/2022 Grant rounds	Opens	Closes	Decision made	Projects to occur after
Facilities Grant Round	13 February 2023	24 th March 2023	18 May 2023	1 June 2023
Economic Development Fund Round				

Review and snapshot of 2021/2022 Rates Grants

Contestable Rates Grants

1

Transitional Rates budget was allocated to local boards **from Legacy Rates** grants and have been continuing since amalgamation.

- A transition mechanism was put in place as part of LTP 2018-28 for **three years**.

2

From **1 July 2021**, this budget falls under the complete **discretion of the local board**.

3

The Hibiscus and Bays Local Board decided to use this budget for a additional **one year of support**.

Transitional rates

- 11 continued for a year.
- \$54,880 requested and \$50,961 allocated so far.
- Individual grants range from \$16,287.60 to \$1,468.80.

- Minimal information requested compared to community grants.
- Recommend stopping transitional rates as it requires a separate process and the applicants are not required to provide the levels of accountability and information usually found in a non-contestable process.

Transitional rates Groups Supported

Orewa Masonic Lodge

The Girl Guides Association NZ Incorporated

Silverdale United Rugby Football & Sports Club Inc

Rothesay Bay Ratepayers & Residents Assoc. Inc.

Browns Bay Bowling Club Incorporated

Torbay Community Association Incorporated

Freeling Holt Trust Inc

Nippon Judo Club Incorporated

Murrays Bay Sailing Club Incorporated

Murrays Bay Sailing Club Incorporated

Whangaparaoa Golf Club Incorporated

Applicants

Torbay Community Association Incorporated

- **\$5,029.22**
- Owns and maintains Torbay Community Hall, 35 Watea Rd, Torbay Auckland
- Community Hall is used for various programmes like theatre productions, exercise activities like Zumba and much more.
- 100% participation from the LB area.

The Girl Guides Association NZ Incorporated

- **\$1,829.95**
- Owns and maintains **Beach Haven Hall**
- Used by various groups including local Tongan Church
- **50-60 reach** noting 100% from LB area

Silverdale United Rugby Football & Sports Club Inc

- **\$2065.58**
- Owns and maintains 6 Hibiscus Coast Highway, Silverdale
- Used by community groups Silverdale Squash Club , Silverdale Touch and Northgate Church
- **1000+ reach** noting 100% from the LB area

Rothesay Bay Ratepayers & Residents Assoc. Inc.

- **\$4043.72**
- Owns and maintains Rothesay Bay Hall, 32 Browns Bay Rd Rothesay Bay Auckland
- The hall is available for one-off and regular hire and seats up to 60 people. There are activities offered like (pilates, senior yoga, Kumon Maths, Instep Dance, Kelly Mini Sports)
- 100% community benefit

Browns Bay Bowling Club Incorporated

- **\$16,287.60**
- Owns and maintains 784 Beach Road, Auckland.
- Used for Bowls, Clubs, Community functions, Function room Hire, BBQ, room hire, day out, barefoot bowls, sport, lawn bowls.
- **1000 reach** noting 100% from LB area

Rates Grants 2022/2023

Available Budget - \$55,528

Options:

- *Continue with the rates grants for 2022/2023 OR*
- *Repurpose the funding (fully or partially)*

Proudly supported by

**Hibiscus and Bays
Local Board**

Auckland Council



FUTURE
WHANGAPARĀOA TRUST



Thank you!