

Date: Tuesday, 21 April 2015
Time: 6.00 pm
Meeting Room: Waitematā Local Board Office
Venue: 35 Graham Street
Auckland

Waitematā Local Board

OPEN MINUTE ITEM ATTACHMENTS

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11	Local Board Advocacy and Feedback on Long-term Plan 2015 – 2025 Proposals	
	A. Waitemata Local Board Advocacy	3

Waitemata Local Board advocacy positions for input into LTP 2015 - 25

Attachment 1

Local priorities

Advocacy request	Activity area	Why is it a priority?	Funding implications or options
Small Local Capital Improvement Fund	Governance and Support	This budget will enable local boards to act quickly and proactively when small local projects are identified	\$10m in total across the Local Boards (approximately 400-500K per non gulf local board) Not yet known
Secure the future protection of the historic linkage between Parnell Village and the Domain (Domain Forrest pathway via the Waipapa Valley and Ngahere Steps) and the Greenways Route alongside Waipapa Stream	Auckland Development	<p>The construction of a new Parnell Rail Station received significant support in the LTP consultation.</p> <p>The land surrounding the Parnell Station, currently owned by Kiwira is now on the market. This places the historic access from Parnell Village to the Domain via the underpass at risk. A current deed of grant secures this access however once the land is sold and is no longer designated as rail corridor this deed of grant becomes void. There is an urgent need to secure the access route as well as protect the Waitemata Local Board priority Greenways route (G2). The Greenways route will enable pedestrian and cycle linkages from the City Centre and Parnell to Newmarket Park via the decommissioned but seismically sound rail railway tunnel built in 1873.</p> <p>The continued accessibility of this area will also be critical to the continuation of the very successful community volunteer and Auckland Council programme to daylight and re-vegetate the iconic Waipapa Stream which received a lot of support in the LTP consultation.</p>	Not yet known
Auckland Domain Sports Fields	Parks, Community and Lifestyle	There is significant pressure on winter sportsfields across Auckland, however one of the greatest shortfalls is around the city centre. The Auckland Domain sportsfields are heavily used from people across the Auckland region but are constrained due to Auckland's temperamental weather. The potential for increased use is high with the additional residential development in the area	\$3,190,000 from the LSP Growth Funding Project
Greenways Regional Fund for implementing the Greenways Plan	Parks, Community and Lifestyle	<p>Greenways provide safe, high amenity walking and cycling connections. Improved ecological and stormwater outcomes, including expanded habitats, movement corridors and food sources for native fauna. They also provide the ability to increase recreational opportunities and open space facilities.</p> <p>Greenways and cycling and walking infrastructure received strong support in the 10-year budget consultation</p>	Regional budget
Development of 254 Ponsoby Road into a civic/open space	Parks, Community and Lifestyle	<p>The former Auckland City Council purchased 254 Ponsoby Road in 2006 to create a mixed use development and a civic space in the Ponsoby Town centre for future communities. The creation of an open space in Ponsoby was also supported in the Ponsoby Road Plan. Consultation was undertaken with the community throughout October/November on three options. An overwhelming majority of respondents supported the creation of a large open space (option 3).</p> <p>In April 2015 the Board resolved to advocate to the Governing Body to seek a capex budget to develop the site consistent with option 3. The Board also agreed to build on the consultation feedback to work in partnership with the community to develop a solution within the available resources for 254 Ponsoby Road.</p> <p>The amendment to the Council's Revenue and Financing Policy now allows for sales proceeds resulting from optimisation of service property assets to be reinvested into eligible local projects.</p>	\$2.3m indicative
Symonds Street Cemetery	Parks, Community and Lifestyle	<p>The 10 year programme aims to achieve improved protection and maintenance of graves, enhancement of vegetation of the park, better recreation potential, improved public safety and path networks and a reduction in vandalism.</p> <p>Due to the elimination of the budget there is no funding available to:</p> <ul style="list-style-type: none"> - conserve the monuments (\$100k is required per year) - implement the pathways plan to provide a connection to the Grafton Gully Cycleway (\$90k required) - complete the wayfinding and interpretation signage (\$230k) 	\$620,000 capex

Western Park Environmental Project	Parks, Community and Lifestyle	<p>The park is the historic site of the Tunamau Stream. A design principle for the Western Park Development Plan is to maintain and enhance the natural environment including the Tunamau Stream. The restoration of Tunamau through stream rehabilitation is also an aspiration of the Te Aranga Māori Design Principles.</p> <p>A succession of small earth bunds installed along Western Park's main gully will provide biodiversity improvements and a level of stormwater attenuation. As well as delaying the passage of stormwater and promoting soakage, the wetland elements installed behind each of the bunds will help improve the quality of stormwater prior to it entering Waitemata Harbour.</p> <p>Auckland Council's Stormwater Unit are also investigating options to mitigate the flooding risk immediately downstream of Western Park (Freemans Bay complex). Stormwater detention via an earth bund/dry dam and wetland in the park is one of the options being explored.</p>	
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CCO Priorities

Advocacy request	CCO	Why is it a priority?	Funding implications or options
Prioritise delivery of projects which move Auckland towards multi-modal transport choices	AT - Policy and planning	<p>This aligns to the transformational shift of moving to outstanding public transport within one network and radically improving the quality of urban living.</p> <p>There was strong community support for focusing on multi-modal transport choices including public transport, cycling, CRL and light rail</p> <p>25% of households in the Waitemata Local Board area do not have a car compared to the Auckland average of 8% (in the city centre this rises to 51%). In Waitemata area 51% travelled to work by means other than a car/truck/van compared with the Auckland average of 17%</p>	Prioritise in the Regional Land Transport Plan
Complete the Auckland Cycle Network (70% by 2022) with safe, connected, dedicated cycleways	AT - Cycleways and walkways	<p>There was clear community feedback towards supporting the completion of the Auckland Cycle Network.</p> <p>There was significant support to focus transport spend towards cycling. Cycling was deemed to be a higher priority than roading projects</p> <p>Respondents identified the need for separated cycleways on K Road, Symonds Street, Ponsorby Road and Khyber Pass Road.</p>	Prioritise in the Regional Land Transport Plan
Prioritise road safety for all users including lower vehicle speed zones in the city centre, residential areas and school zones	AT - Safety	<p>There was clear community support towards the provision of safe walking and cycleways and the slowing of traffic in residential areas. Waitemata Local Board has been nominated and is now registered, with UNICEF as the first 'child friendly local board' in Auckland. The Board is committed to actively promoting safety for children and ensuring children have a range of transport options.</p> <p>The reprioritisation of road space for walking and cycling has been shown to improve the efficiency and safety of the road for all users.</p>	Prioritise in the Regional Land Transport Plan
Delivery the new residential parking zone schemes in central suburbs to manage commuter parking as soon as possible	AT - Roads	<p>The Board supports more effective parking management to provide residents with access to parking in inner-city suburbs and to prioritise short term visitor parking in town centres that support local businesses and encourage shoppers.</p> <p>The introduction of residential parking zones in central suburbs will reduce conflicts between commuters and local businesses and residents and encourage a shift toward public transport and improve the safety and amenity of residential streets</p>	Prioritise in the Regional Land Transport Plan
Finalise and deliver the New Network across the region to provide integrated, frequent, reliable, affordable and accessible public transport	AT - Public transport	<p>This project aligns with the transformational shift "Public Transport - move to outstanding public transport within one network" and also "Living Standards - Substantially raise living standards for all Aucklanders and focus on these most in need" through providing affordable transport options for all.</p>	Prioritise in the Regional Land Transport Plan
To progress the delivery of the Auckland Harbour pathway project (Skypath)	AT - Cycleways and walkways	<p>There is significant support for transport spend to focus on cycling infrastructure</p>	Prioritise in the Regional Land Transport Plan

Recognise the challenge of climate change and the need for a transport programme that transforms the way we travel to reduce emissions	AT - Policy and planning	Transport is the biggest source of emissions for Auckland, with 39% of our cities emissions being from transport alone. A key action area of the Waitemata Local Board Low Carbon Action Plan is to transition transport to low carbon options. This priority area also aligns to the transformational shift of "Environment - strongly committing to environmental action and green growth"	Prioritise in the Regional Land Transport Plan
Ensure every renewal and maintenance project is leveraged as an opportunity to improve the road design for all users	AT - Roads	This will ensure cost efficiencies are realised.	Prioritise in the Regional Land Transport Plan
Development of light rail	AT - Public transport	Light rail is a means of connecting the transport network alongside the development of the City Rail Link and helps to achieve the transformational shift of moving to outstanding public transport.	Prioritise in the Regional Land Transport Plan
Ensure the road environment is constructed in a way that allows for safe and easy movement for people and provides for the "place" function of streets	AT - Policy and planning	Many respondents felt that it was important to have well designed streets that enabled pedestrian connections to promote easy movement for people	Prioritise in the Regional Land Transport Plan

Regional Proposals - top four consultation topics

Investing in Auckland

51% agreed with the proposed overall average general rates increase of 3.5%. Of those who did not agree a significant proportion (74%) supported a lower than 3.5% increase.

The Waitemata Local Board advocates for the Council to continually identify appropriate savings, which do not impact on service levels in an endeavour to reduce the final rates increase.

Fixing Transport

Summary of the community feedback

63% of the 840 responses supported the Auckland Plan transport network. There were mixed views towards the funding options between motorway user charge or an annual fuel tax and increase in overall average annual rates.

Waitemata Local Board's Position

Prioritise investment towards public transport and active transport modes to support the delivery of the strategic direction of the Auckland Plan through an enhanced version of the Basic Transport Programme.

Maximise the opportunities available from Government to support the delivery of a more enhanced Basic Transport Programme

Support Auckland Transport to advocate to Government to fund public transport investment to the same level as state highways

Support the introduction of a regional fuel tax if a funding gap remains

Your rates

53% supported maintaining UAGC at current rate of \$385. 63% of people did not support a gradual reduction in business property rates.

The Waitemata Local Board supports the suspension of the equalisation of the business differential for three years so that the burden of rates' increases can be shared equally between residential and business rate payers.

Support maintaining UAGC at current rate of \$385

Housing and Development

53% of the 823 responses supported Council taking a more active role in the development of Auckland through replacing two existing Council Controlled Organisations with a new development agency.

The Waitemata Local Board supports the development of a new CCO as the preferred option

Regional Proposals - other proposals with local impact

Proposal	Feedback	Funding implications or options
1 Oppose reduction of local library hours	72% of submitters opposed the reduction of library opening hours in Waitemata. Libraries are deemed as the backbone of literacy and education in the community and are a deliverable amenity to many payers. It was considered by the community that the benefits to the community of an accessible library outweighs any cost savings gained by reducing the hours. Waitemata Local Board supports maintaining the current level of regionally funded hours at Waitemata libraries that meet community demand	\$18,494 per year for Community Libraries. \$209,723 for the Central Library
2 City Centre Residential Targeted Rate	Of the total 1,412 submissions received, 68 commented on the governing body proposal to introduce a city centre residential targeted rate. 63% of respondents did not support a residential city centre targeted rate. Many considered that improvements in the city centre are enjoyed by the wider Auckland and not just by Waitemata residents. If the Governing Body confirms the introduction of a city centre residential targeted rate it is important that the money raised is focussed towards improvements that will have a <u>direct</u> benefit to the residential population of the city centre	\$50 + GST - a total of \$800,000 per year