

## Attachment D – Advocacy

The following is the most recently approved list of advocacy for the Franklin local board, adopted in December 2016 as part of the annual plan process.

Initiative	Description	Advocating to
Funding growth	<p>Franklin should receive sufficient growth funding to ensure that projects and initiatives supporting growth can be implemented. Franklin communities are experiencing rapid growth. It is important that growth in Franklin is well-planned and funding is provided for the necessary infrastructure. There is currently a perception that the benefits of development contributions are not directly seen in areas they are collected.</p> <p>To help plan for growth, the board has developed a Sport and Active Recreation Facilities Plan which will help inform decisions on the future provision of sporting facilities in Franklin. This will guide where growth funding is required.</p> <p>The Auckland Transport Alignment Project (ATAP) sets out priorities for road infrastructure over the next 30 years. Projects relating to Franklin include in 2018-2028, rail electrification to Pukekohe and addressing the bottleneck on the motorway from Papakura to Drury. In 2028-2038, a new strategic road to Pukekohe is included.</p> <p>To fund future transport infrastructure, user-pays funding methods are supported. They are more equitable for rural residents and businesses, ensuring that the burden of funding the transport programme falls more with frequent users of major roads.</p> <p>The retention of the regional transport levy is supported. A review of the levy would be timely, and should include the consideration of central government match funding. The levy is more equitable than a regional fuel tax, which places an unfair burden on members of rural communities who are infrequent users.</p> <p>The introduction of tolls for major road users in the Auckland region is also supported. Tolling encourages car-pooling, fuel saving and travelling at off peak times which helps ease congestion.</p> <p>As an area of high growth (particularly in greenfield areas), it is important that Franklin receives sufficient growth funding to ensure the projects and initiatives supporting growth can be implemented. A regional planning programme is required to enable growth to be well-planned across Franklin, particularly for Beachlands, Waiuku and Drury.</p>	<p>Governing Body</p> <p>Auckland Transport</p>

Initiative	Description	Advocating to
Coastal erosion	<p>A regional approach should be taken to funding the management of coastal erosion, as part of the implementation of the regional Coastal Management Strategic Plan. Franklin Local Board does not have the ability to address the erosion issues on our large coastlines to the west and east effectively. Management of coastal erosion should be dealt with on a regional basis, rather than individually by local boards. This would provide a consistent regional approach and cost savings.</p> <p>Implementation of the regional Coastal Management Strategic Plan with associated regional funding should be a priority to ensure erosion issues are dealt with in a consistent and timely way across the region.</p>	Governing Body
Fit for purpose and safe roads	<p>Rural roads should be fit for purpose and safe, including consideration of projected growth. Increased levels of traffic caused by growth require some rural roads to deal with higher volumes of traffic than originally intended. Routes used by heavy industry, particularly quarry trucks, need to be improved and made safer for all users.</p> <p>Implementation of recommendations in the Self Explaining Rural Roads (SERR) project across Franklin should be given priority by Auckland Transport to ensure safety issues are addressed and roads are safe for all forms of transport.</p> <p>The impact that projected future growth will have with regards to the increased usage of rural roads also needs to be considered.</p>	Auckland Transport
Local paths and trails	<p>Local paths and trails should be viewed as part of a regional and national network and not only for local benefit. Many local boards have now developed plans for a network of walking and cycling paths in their area.</p> <p>More investment is required to implement the paths across the region. Paths are not solely for the use of those living in a particular local board area; they are a regional network and need to be considered as such.</p> <p>Regional partnerships with external organisations, such as the Walking Access Commission, local businesses and service clubs would help facilitate the development of the paths network. It would also help to ensure that links to national initiatives, such as the Te Araroa Walkway, are made.</p>	Governing Body