

Waiheke Local Board Advocacy areas				
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Key initiatives	Department/CCO response	Status	Comment	Advocating to
1 Previous advocacy areas				
2 Support for a governance review which has good outcomes for Waiheke, including devolution of decision-making to Local Boards. The board has concerns around the translating of current decision making responsibilities into action and / or the lack of understanding of the board's role in local place-shaping activities and local strategic visioning. More meaningful engagement by Council Controlled Organisations is also a priority, along with a need to recognise the board's role in local planning and development. Particularly for decisions within the roading corridor and with regards to local acquisition and divestment of Panuku property in the local area, for example at Matiatia and Ostend. The board are also advocating for local revenue collected to be used in the respective local board area (including wharf tax and property rationalisation).	Local boards get their powers from three sources: the Local Government (Auckland Council) Act 2009 (LGACA), allocation of non-regulatory decision-making from the governing body and delegations from either the governing body or Auckland Transport (AT). Amongst the non-regulatory decision-making responsibilities local boards have are those of local place-shaping and local strategic visioning. Section 15 (1, ca) of the LGACA gives Auckland Council's Governing Body the decision-making responsibility in relation to its council-controlled organisations. Section 45 (b) of the LGACA gives Auckland Transport the responsibility for managing and controlling Auckland's transport system. In undertaking their roles, Panuku Development Auckland and AT can have an effect on local place-shaping and local strategic visioning. As the governance relationship with CCOs sits with the governing body and not local boards, it is important that there are good relationships between local boards and CCOs in order to achieve good local outcomes.	Underway	<i>Under consideration via Governance Review</i>	Governing Body
3 Greenways The board wish to secure a regional capital fund to further develop a world class destination greenway network on Waiheke.	Local Boards will be consulted on an Auckland Greenways Plan prior to the end of the financial year. This plan will include criteria to inform the allocation of available budget to specific greenways projects on a rolling three year investment programme	Underway	<i>Included within LDI work programme.</i>	Governing Body
4 Ecological Restoration and environmental programmes Waiheke has many unique natural environments which have been neglected over time. Local budgets will not enable the continuation of staged ecological restoration and weed management programmes. There needs to be an integrated approach to these programmes across the Council, Auckland Transport, community groups and private landowners.	Regional spend on ecological restoration and environmental programmes is carefully prioritised (based on ecological status, threat, capacity of community etc). This is delivered where possible with community groups and relevant partners such as Auckland Transport. Any additional pest free project for Waiheke would require additional funding either through regional or local board spend.	Underway	<i>Included within LDI work programme. Community group delivered. Board may consider advocacy for regional funding</i>	Governing Body
5 (Animal) Pest Free Waiheke Development of a tailored animal pest management programme involving the community could result in the island becoming free of animal pests by 2023 (with stouts the priority) and see Kiwi released within that time.	Regional spend on ecological restoration and environmental programmes is carefully prioritised (based on ecological status, threat, capacity of community etc). Current regional budgets allow for an on-island biosecurity advisor who coordinates and manages work programmes to control both plant and animal pest control in line with the prioritised species for management in the Regional Pest Management Plan and ecosystems prioritisation. Any additional pest projects for Waiheke would require additional funding either through regional or local board spend.	Underway	<i>Community group delivered. Board may consider advocacy for regional funding</i>	Governing Body

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<p>6 Plant pest management</p> <p>Invasive weeds are a major threat to Waiheke's ecosystems. There needs to be greater support for community/council programmes and partnerships which aim to eradicate moth plant, rhamnus and pampas grass from the island, and control pest plants on land buffering Whakanewha Regional Park and other ecologically significant sites such as Te Matuku and Motukaha.</p> <p>Road corridors are major pathways for weeds and failure to manage this issue creates a disincentive for adjoining landowners to manage pest plants on their properties. Auckland Transport should be encouraged and funded to set an example of good management practice using a 'minimum herbicide' approach and working with volunteers and adjoining landowners.</p>	<p>Regional spend on ecological restoration and environmental programmes is carefully prioritised (based on ecological status, threat, capacity of community etc). Current regional budgets allow for an on-island biosecurity advisor who coordinates and manages work programmes to control both plant and animal pest control in line with the prioritised species for management in the Regional Pest Management Plan and ecosystems prioritisation. Any additional weed projects for Waiheke would require additional funding either through regional or local board spend.</p>	<p>Underway</p>	<p>Community group delivered.</p> <p>Board may consider advocacy for regional funding</p>	<p>Governing Body</p>
<p>7 Pensioner and community housing</p> <p>The number of Waiheke residents aged 65-plus has increased by 53.7 per cent since 2006 and there is a lack of residential care facilities to meet the needs of this aging population. There is also a lack of community housing options The board are investigating utilising non-service Council property at Belgium Street and Waitai Road (managed by Panuku) for this purpose.</p>		<p>Underway</p>	<p>Business case for Council property at Belgium Street and Waitai Road complete.</p> <p>Report due to April board meeting</p>	<p>Governing Body, Panuku</p>
<p>8 Rangihoua / Onetangi Sports Park</p> <p>The board is seeking regional funding to complete the reserve management plan for Rangihoua / Onetangi Sports Park and potential acquisition to enable regional and local outcomes for conservation, sport and recreation.</p>	<p>Reserve management plans are a local board responsibility so completion of this reserve management plan could be funded by the local board's LDI. If staff resource is required, this would be agreed as part of the annual work programme. There is no regional budget for this purpose.</p> <p>Budget is available in the 2015 LTP to acquire land for open space to meet the needs of growth. Decision making for open space acquisition is undertaken in accordance with Councils Parks and Open Space Acquisition Policy and Interim Level of Provision Guidelines.</p>	<p>Not underway</p>	<p>Mediation underway</p>	<p>Governing Body</p>
<p>9 Artworks complex upgrade</p> <p>The board is seeking progress of an Artworks masterplan including an upgrade of the complex.</p>	<p>This is not a priority action in the Community Facilities Network Plan and there is currently no capital funding for an upgrade of the Artworks complex in the LTP.</p> <p>To focus resources, actions with capital funding in the first five years of the LTP 2015-2025 along with network priority actions in spatial priority areas and actions with opportunities for optimisation are being progressed first.</p> <p>To complete highest priority actions in time for consideration in the next long term plan council staff are progressing these ahead of other work.</p>	<p>Not underway</p>	<p>Board may consider advocacy for regional funding and / or LDI funding for needs analysis</p>	<p>Governing Body</p>
<p>10 Work with local businesses and community groups to encourage visitors in the shoulder and low seasons.</p>	<p>Regional and local tourism organisations have identified the need to encourage visitors to Waiheke Island to plan their visits outside peak periods. ATEED works with the Waiheke Island Tourism Forum to identify and plan low season activity.</p>	<p>Underway</p>		<p>ATEED</p>

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11 Review heritage protection and use of the Harbourmasters house.	In relation to heritage protection, the heritage team in the CPO have over 400 buildings across the region that require heritage assessment. It is our advice that a review of the Harbourmasters' building be considered at the time that the islands are included into the Unitary Plan. This will not be in the 16/17 financial year. The Board can provide funding for a consultant to undertake a review - this would cost approximately \$10,000. The heritage team will still need to actively manage that work and given the workload it is still our advice that this work be done in conjunction with the wider land use review of the Unitary Plan. In relation to the use of the building, Panuku will continue to manage the commercial leases and will meet with the Local Board should they wish to discuss it.	Not underway	Board may wish to consider as part of Matiatia project	Governing Body, Panuku
12 Ensure that council owned properties are utilised as effectively as possible by the community.	Noted	Underway		Governing Body, Panuku
13 Wharf tax collected from Waiheke ferry services should be allocated to Waiheke facilities	Wharf taxes are set at such a level as to allow full cost recovery from users, of the cost of operating and maintaining assets. In the case of Waiheke, this is governed by the overall Hauraki Gulf Island agreement; and is thus part of the wider network of wharf facilities which AT manages and maintains.	Underway	Board may wish to advocate for more wharf network funding for Matiatia projects (identified in Matiatia Masterplan project)	Auckland Transport , Governing Body
14 Improved waste management and more island-based sustainable solutions including community social enterprise models and recycling facilities.	This is part of council's adopted Waste Management and Minimisation Plan forward work programme. The waste solutions unit is working on the development of a Hauraki Gulf Islands Waste Plan, which will look at sustainable on-island solutions. This was workshopped with the local board in February 2016. In addition council's Waste Minimisation and the Innovation Fund has supported local projects diverting and recycling materials on island.	Underway	To be considered as part of the HGI Waste Management and Minimisation Plan currently underway	Governing Body
15 Septic tanks retrofit scheme	The board supports the adoption the pilot retrofit scheme for septic tanks in both Little Oneroa and the Waitakere Ranges – and wishes to expand this to the rest of the island.	Underway		Governing Body
16 Support local contractors for council projects on the island to improve the community's capacity, and assist with the health, resilience and sustainability of the local economy.	Council procurement must conform to the procurement policy which is underpinned by the principle 'Work Together'. This means all procurement decisions will consider what is the most appropriate procurement option for the circumstances and be able to select from a range of delivery processes to facilitate the best outcome for council and the community. The local board chairs are engaged regularly on council's procurement strategy and policy, which sets out how procurement will be used both locally and regionally. We are also in the process of developing a Framework that will deliver multiple outcomes via procurement including local economic outcomes, sustainability, diversity, Maori outcomes etc. A lot of this will be delivered via social enterprises.	Underway	Local procurement opportunities have increased under empowered communities model. Maintenance contracts are due to be finalised shortly	Governing Body
17 Development of catchment management plans for all catchments on Waiheke, with Little Oneroa and Tawaipareira being the priority.	The stormwater unit will continue to help the board in their advocacy role with technical advice and the preparation of planning material like the Hauraki Gulf Inner Island Consolidated Receiving Environment Catchment Management Plan for example. A project to improve the health of Little Oneroa Catchment is currently being delivered.	Underway	Development of catchment plans by Healthy Waters team is underway	Governing Body
18 Stormwater improvements, including the progressive upgrade of essential stormwater infrastructure, increased service levels and adequate water testing, and a stronger emphasis on low impact design.	There is limited built stormwater infrastructure in the Waiheke LB area, and the stormwater infrastructure is managed by AT. The Stormwater Unit has no planned works in the Waiheke LB area. However, low impact design is fully aligned with the objective of the Stormwater Unit to become a water sensitive community and the Stormwater Unit will continue to help the board in their advocacy role for it with technical advice and the preparation of planning material like the 'Hauraki Gulf Inner Island CRE Catchment Management Plan'.	Underway	HGI Rooding Strategy included with AT Engagement Plan. Healthy Waters team are working with AT to design water sensitive roading for Code of Practice and Network discharge consent	Governing Body

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19	Sustainable safe transport options including development of cycleways Safe active transport options such as pedestrian, cycling and bridle path networks are a priority as many Waiheke roads are steep, narrow and not well suited to walking and cycling. Investment will provide low impact tourism options, support an active lifestyle and provide safe options for our community and school children.	In the current Regional Land Transport Plan (RLTP) there is no funding prioritised for Waiheke for new infrastructure. However, when maintenance work is carried out, AT engineers do consider safe transport options for any rehabilitation work. However many of Waiheke roads cannot be widened to allow for formal footpaths and cycling facilities, as well as motor vehicles, so other less formal measures are considered whenever possible.	Underway	Greenways Plan and 10 year Transport plan will identify advocacy projects	Auckland Transport
20	Ensure that both Matiatia and Kennedy Point are preserved as transport terminals hubs.	AT administer and maintain these facilities and see these continuing as transport hubs.	Underway	Board may wish to consider as part of Matiatia project	Auckland Transport
21	Prioritise safe walking and cycling to schools and supporting the Travelwise programme for Waiheke's schools.	AT fully supports the Travelwise programme and where schools allow AT to work with them, ensure they have appropriate programmes in place.	Underway	Updates included within AT report	Auckland Transport
22	Development of cycleways on Waiheke and support for the New Zealand Cycle Trail.	AT suggest that the LB work on a Greenways Plan and have sent them the ACN for their area. AT can support the Local Board with developing routes to enable local journeys but there is no funding for the NZ Cycle Trail.	Underway	Greenways Plan and 10 year Transport plan will identify advocacy projects	Auckland Transport
23	Waiheke accessible transport plan is developed and implemented.	AT is available to work with the board to develop a plan, however as noted previously there is no funding available to Waiheke for new infrastructure. When maintenance work is carried out, AT engineers do consider safe transport options for any rehabilitation work. However many of Waiheke roads cannot be widened to allow for formal footpaths and cycling facilities as well as vehicles, so other less formal measures are considered whenever possible.	Underway	Greenways Plan and 10 year Transport plan will identify advocacy projects	Auckland Transport
24	Consult, review and advocate to Auckland Transport for implementation of changes to ensure The Esplanade is a useable space which meets community and tourist aspirations.	AT monitors the use of this piece of infrastructure annually and supports it as an important access road for all users.	Not underway	Update required	Auckland Transport
25	Optimise bus routes, including more bus routes and more frequent bus services, as per the high frequency networks on the isthmus, with Park and Ride facilities at Onetangi, Rocky Bay, and Ostend and Surfdale, and a bus shuttle from Matiatia to Oneroa via Owhanake carpark.	A review of the Waiheke bus network is to be carried out during 2017.	Underway	Due to occur 2017	Auckland Transport
26	Advocate to Auckland Transport to support modern and more environmentally-friendly and accessible buses and bus stops, including kneeling buses and capacity to carry bikes, wheelchairs, pushchairs and luggage.	AT is working with the Waiheke Bus Company to renew buses as they get to end of their life. New bus specifications require more environmentally friendly buses.	Underway	Update required	Auckland Transport
27	Implement an integrated ticketing system for Waiheke ferry and bus services, a subsidy or equity on routes, and to maintain off-island bus travel for Fullers monthly pass holders at no additional cost.	The AT HOP Card is available for use on both ferries and buses but as Fuller's Waiheke service is not part of PTOM (Public Transport Operating Model), their discount structure for ferry travel does not apply.	Not underway		Auckland Transport
28	Auckland Transport to support Fullers being incorporated into the Public Transport Operation Model (PTOM) system.	AT would like this to happen, but it requires a change from central government, Fullers applied for and was granted dispensation.	Not underway		Auckland Transport
29	Ensure any regional cycle training programmes/initiatives are to be included on Waiheke.	Auckland Transport does offer support to cycling initiatives on Waiheke Island, generally through events/initiatives run by Bike Waiheke.	Underway		Auckland Transport
30	Auckland Transport to support a Rakino and inner island ferry from Matiatia.	There are no plans to alter the current arrangements for servicing Rakino Island to a Matiatia based service.	Not underway		Auckland Transport
31	Ensure the board are provided with all roading projects and footpath design plans and projects, containing sufficient detail and with enough time to provide for meaningful consultation to prioritise the safety of our active transport users and the protection of our waterways.	AT works with the Waiheke Local Board to ensure this but reiterates that maintenance funding does not allow for the creation of new assets and in most cases simply replaces like with like.	Underway	HGI Roding Strategy included with AT Engagement Plan. Health Waters team are working with AT to design water sensitive roading for Code of Practice and Network discharge consent.	Auckland Transport

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32	Ensure the old Matiatia wharf is not used for carparking and storage	A variety of commercial operators currently use the old Matiatia Wharf and there are no plans to change this situation.	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
33	Install more scooter / motorbike parking, including charging stations for electric bikes at Matiatia and tyre inflation facilities.	AT is happy to work with the board on this, however as noted previously, there is no funding available to Waiheke for new infrastructure. This can be considered as part of the Local Board Transport Capital Fund.	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
34	Install a covered bike shelter and more parking for bikes.	This can be considered as part of the Local Board Transport Capital Fund	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
35	Advocate for marine sewerage pump out facilities at Matiatia, Kennedy Point and Half Moon Bay.	Sewage pump-out facilities are currently available at the Downtown Ferry Terminal and AT is investigating how best to provide these facilities at Half Moon Bay. However, there are no plans to provide these facilities at either Matiatia or Kennedy Point.	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
36	Investigate contouring at the Owhanake carpark to ensure maximum capacity is achieved.	AT happy to work with the board on this, however as noted previously, there is no funding available to Waiheke for new infrastructure.	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
37	Ensure the board receives prior notification of roading and stormwater projects on Waiheke, detailing the proposed works, the rationale for these works, the timeframe and consideration of such issues as "low impact" solutions rather than kerb and channelling.	AT works with the Waiheke Local Board to ensure this but reiterates that maintenance funding does not allow for the creation of new assets and in most cases simply replaces like with like. AT does work to minimise the use of Kerb and Channel but it is not always possible to avoid using it.	Underway	HGI Roading Strategy included with AT Engagement Plan. Health Waters team are working with AT to design water sensitive roading for Code of Practice and Network discharge consent.	Auckland Transport
38	Improved ferry passenger facilities, in terms of comfort, safety and flow, to meet demands of visitors, commuters and occasional users including those with accessibility issues. This includes enclosed gangways on the Matiatia wharf.	This may be a future project however is not in the RLTP	Not underway	Board may wish to consider as part of Matiatia project	Auckland Transport
39	Ensure continued accessibility and connectivity from lower Queen Street and Quay Street to the Central Area Wharves, including during major events.	Council and the CCOs are aware of the need to balance the substantial economic benefit from events with the regular users of places used for major events. For example, ATEED develops detailed plans for each major event it delivers, and these include comprehensive traffic and access management plans to minimise impact on businesses in affected areas, and issues such as accessibility. ATEED works with other agencies, including Auckland Transport, Waterfront Auckland, Ports of Auckland, NZTA and New Zealand Police on issues such as access, road closure plans, and pedestrian safety etc. There is a protocol around public notification within reasonable timeframes, and ATEED tries to work with affected parties at all times. This includes direct liaison with affected local boards.	Underway		Auckland Transport