

Appendix A: Local Board advocacy

Taken from [Local Board resolutions at their business meetings held 1-10 May 2018](#)

Key advocacy project or one local initiative (OLI)

Albert-Eden	<p>Continue to implement the Chamberlain Park Masterplan</p> <ul style="list-style-type: none"> • Advocate for funding to reconfigure the existing golf course and create a flat 'sport park platform' for the development of two sports fields. • The first stage of the master plan; construction of a neighbourhood park, stream restoration and walking/cycling paths has secured funding and is progressing.
Devonport-Takapuna	<p>Securing the budget to address congestion issues on Lake Road</p>
Franklin	<p>Karaka Sports Park</p> <ul style="list-style-type: none"> • Franklin Local Board is seeking funding of up to \$30 million for developing the Karaka Sports Park as a multi-sport and community hub, including upgrades to the playing fields, replacing buildings, and new cycling and walking routes. • The Karaka Sports Park Trust is confident that with a clear council commitment in place, it can attract a significant amount of external funding. Feedback on the local priorities in the 10-year budget was strongly supportive of this proposal, with 66% of submitters supporting and a further 14% partially supporting.
Great Barrier	<p>Upgrade the service centre and local board office at Claris with an alternative energy system with electric vehicle chargers.</p>
Henderson-Massey	<p>A pool in the north west.</p> <ul style="list-style-type: none"> • Continue advocating for prioritising construction of a pool for the north west area, including the purchase of land to prepare for the pool and future sports fields and local community facilities.
Hibiscus and Bays	<p>Implementation of the Orewa Beach Esplanade Enhancement Project (OBEEP)</p> <ul style="list-style-type: none"> • The local board is seeking capital funding of \$18m to be allocated to two phases of coastal protection work. Orewa beach, reserve areas and walkways are at significant threat of being lost to sea erosion forces. The first phase is for the construction of 640m of hybrid seawall at northern end in the period FY 2020 – 2022. The second phase is to undertake further protection work over a 670m section at the southern end of the beach over FY 2022 – 2026.

Howick	<p>Bring forward development of multi-use community facility and library, and the aquatic centre at Flat Bush.</p> <ul style="list-style-type: none"> • The board is advocating to the Governing Body to bring forward development of the multi-use community facility and library (\$20 million, completion by 2022), and the aquatic centre at Flat Bush (\$27 million, completion 2023). Feedback from recent consultation on the multi-use facility has told us that the development of such a facility is crucial. The community have told us it would provide a focal point as a place they can come together. • Bringing forward development plans for the aquatic centre also allows future planning for Barry Curtis Park to evolve once the location of the aquatic centre has been decided.
Kaipātiki	<p>Birkenhead War Memorial Park Redevelopment</p> <ul style="list-style-type: none"> • The grandstand is at the end of its life, and other facilities at the park, such as the swimming pool, are also starting to show their age. • Replacing these facilities provides the opportunity to think about how the park could be redeveloped to make the most of the space available, but also to meet the needs of our community for the next 50 years. We are currently developing a masterplan to guide the future development of the park. • Delivering the masterplan requires significant investment and will be completed over a number of years. Funding this is beyond the resources currently available to the local board and so we need the Governing Body to allocate funding in the 10-year Budget. • The first priority is the replacement of the grandstand with a shared facility to accommodate multiple community and sporting users. The estimated cost is \$7 million. The replacement of the swimming pool will be an additional cost of approximately \$6 million and is required further towards the end of the 10-year Budget. A further \$2 million is required for renewing ancillary infrastructure such as walking tracks and car parking.
Māngere-Ōtāhuhu	<p>Māngere East Precinct: A priority focus and initiatives to enhance this centre as a thriving, liveable community</p> <ul style="list-style-type: none"> • The Māngere East area requires coordinated investment for planning and implementation. The local community facilities are rundown, old or not fit for use. A community facility needs assessment was completed in 2015 and next steps need to be progressed. For this, coordinated planning and investment is vital to shape a high-quality built area for a liveable community. The local board requests the Governing Body commit to capital funding through the next review of the Long-term Plan (LTP) for delivery of the Community Facilities Network Plan. Further to coordinate work through Panuku Development Auckland and Auckland Transport to focus on Māngere East area to develop this centre as a liveable community.
Manurewa	<p>War Memorial Park</p> <ul style="list-style-type: none"> • Create Manurewa War Memorial Park as a multi-purpose shared space with improved utilisation of its playing fields and provision of greater access to community facilities.

	<ul style="list-style-type: none"> • Manurewa War Memorial Park is a well-loved and utilised park but it needs an upgrade. The community gave us strong feedback that it supports a focus on developing this park as a multi-purpose shared space with improved utilisation of its playing fields and greater access to the park's community facilities. • There are several components to the project including conducting a needs assessment, generation of a park masterplan, sand carpeting the playing area, adding more playing field lighting and building a multi-purpose community facility. The indicative cost of this upgrade would be around \$12 million.
Maungakiekie-Tāmaki	A transit-oriented development at Onehunga that combines rail and bus stops, and provides for future public transport connections, as part of the Onehunga Transform project.
Ōrākei	<p>Gowing Drive Linkage to Glen Innes to Tamaki Drive Shared Path</p> <ul style="list-style-type: none"> • A walking and cycling linkage from Gowing Drive in Meadowbank, joining to the Glen Innes to Tamaki Drive Shared Path and across to Kohimarama. The linkage would connect the communities of Meadowbank/St Johns and Kohimarama/Mission Bay to each other, as well as decrease the number of vehicles on St Johns and Kohimarama roads. This would also provide many students a more direct and safe option to travel to school.
Ōtara-Papatoetoe	<p>Discontinue paying interest on borrowing for Colin Dale Park</p> <ul style="list-style-type: none"> • Review the ongoing liability of \$280k pa for debt servicing because it is an unfair burden on the board (16% LDI), reducing place making opportunities and community programme funding. The whole of Auckland will benefit.
Papakura	<p>Development of a Park & Ride at the Papakura train station</p> <ul style="list-style-type: none"> • As a board, we would like to offer alternative transport routes to free up our local roads from congestion. Hence our advocacy to the Governing Body to fund a shortfall, to build a multi-storey park-and-ride facility at the Papakura train station. This project is widely supported by the community and will encourage more people to use public transport.
Puketāpapa	The board is seeking that, once Auckland Council owns the Liston retirement village in its entirety, it retains seniors' housing on the site and also allows for the entrance to Monte Cecilia Park to be expanded.
Rodney	Request a local indoor courts facility on Huapai Domain; noting that this is the Rodney Local Board's key advocacy project.
Upper Harbour	A Sub-regional Multi-use Multi-sport Indoor Facility within the Upper Harbour area.
Waiheke	<p>Matiatia Strategic Plan</p> <ul style="list-style-type: none"> • The board is progressing a strategic plan for council owned land at Matiatia and requests that any future

	<p>development is guided by this plan and appropriate funding is allocated within the Long-term Plan 2018-2028 (LTP) for both transport and non-transport infrastructure related priorities.</p> <ul style="list-style-type: none"> The board requests that as part of this plan, the Governing Body review the status of the Panuku Development Auckland managed land at Matiatia on the basis that a significant financial return on investment (at purchase) is clearly unrealistic and this status has been delaying an outcome to the multitude of issues that exist at Matiatia.
Waitākere Ranges	<p>Advocating for the Glen Eden Urban Design Framework and Implementation Plan to be fully funded in the 10-year Budget.</p> <ul style="list-style-type: none"> Key advocacy project of the local board. Has been over a decade since any investment has been made in the public realm elements of the Glen Eden town centre. Glen Eden is the largest centre in the Waitākere Ranges local board area.
Waitematā	<p>Ponsonby Park at 254 Ponsonby Road</p> <ul style="list-style-type: none"> Secure funding, resource and support to deliver the community’s agreed vision and chosen design for Ponsonby Park 254 Ponsonby Road. <p>Stage 1 – To deliver a civic and green space, repurpose the existing canopy structure for markets and events and develop public toilet facilities.</p> <p>Stage 2 - to repurpose the existing building and improve the adjoining streetscape. Potential funding options for stage 2 include the local boards Auckland Transport capex fund and other alternative funding sources.</p>
Whau	<p>Whau pool and recreation centre</p> <ul style="list-style-type: none"> Advocate for a new pool and recreation centre in the Whau to be funded in the first 5 years of the Council 10 year budget to enable: <ul style="list-style-type: none"> a) the securing of the location before suitably sized sites become unavailable b) exploration of public/private partnerships with major urban developers in the Whau.

Other local board advocacy initiatives

Albert-Eden	<p>Aquatic facilities in Mt Albert</p> <ul style="list-style-type: none"> • Advocate for the continuing provision of aquatic facilities in the Mt Albert area to replace the Mt Albert Aquatic Centre, which is due for replacement in four to seven years.
	<p>Indoor sport facilities in Epsom</p> <ul style="list-style-type: none"> • Advocate for a replacement indoor multi-sport facility at Gillies Avenue, Epsom.
Devonport-Takapuna	-
Franklin	<p>Funding growth</p> <ul style="list-style-type: none"> • 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. • To help plan for growth, the board is refreshing its 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. • 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. 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. • 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>Coastal erosion</p> <ul style="list-style-type: none"> • 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. Regional funding would ensure that erosion issues are dealt with in a consistent and timely way across the region. • The preparation of Coastal Compartment Management Plans should be expedited, to commence implementation of the regional Coastal Management Framework.

	<p>Fit for purpose and safe roads</p> <ul style="list-style-type: none"> • 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. The impact that projected future growth will have with regards to the increased usage of rural roads also needs to be considered. • 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>Local paths and trails</p> <ul style="list-style-type: none"> • Many local boards have now developed plans for a network of walking and cycling paths in their area. 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. • 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. • The development of the 'Paths' Brand can be the umbrella brand for all local paths and needs to be accessible for Local Boards to incorporate into marketing & communication plans. <p>Asset optimization</p> <ul style="list-style-type: none"> • The scope of the optimisation programme should include non-service' assets and there should be meaningful oversight of the process for declaring assets 'non-service'. • There should be a clearer definition of 'strategic assets' to enable local boards to effectively discharge their allocated decision-making on asset disposals and acquisitions. • If there is a sound business case to tag a sale to a development, regardless if 'service' or not, there should be scope to undertake initiatives that meet a demand.
Great Barrier	<p>Retain the Capital Grants fund which provides assistance to community groups to maintain and enhance their community facilities without the need for council facilities to be developed.</p>
	<p>Retain the current Local Improvements Projects funding which is essential for delivery of Aotea Great Barrier Local Board Plan outcomes and initiatives to future-proof our infrastructure and increase economic viability through the visitor industry.</p>
	<p>Request for staffing resource to support planning for Climate Change Mitigation such as managed retreat for coastal roads, infrastructure and the potential use of paper road network.</p>

	Request for Auckland Council to provide departmental support, in accordance with Auckland Plan outcome 6: Opportunity and prosperity, for technology projects that support local economic development and central government advocacy.
Henderson-Massey	Develop the “Western Initiative”. Advocating to support resourcing and development of the proposal from the Southern Initiative: <ul style="list-style-type: none"> • To establish a place-based initiative and team in west Auckland to stimulate and enable community and social innovation in response to the number of social and economic challenges west Auckland faces. • Noting the strong alignment between the local board plan and ongoing advocacy by the Henderson-Massey local board members and ward councillors for a joined up project to respond to the need of their community.
	Revitalising Henderson metropolitan centre <ul style="list-style-type: none"> • Advocating to build on investment in Henderson, particularly as significant change will occur after the delivery of the Unlock Henderson project along with proposed transport projects are completed and more people are attracted to live in Henderson.
	Funding for Te Whau pathway project. <ul style="list-style-type: none"> • Advocate for funding for the Te Whau pathway to be allocated in the Auckland Transport capital programme as part of the adopted Regional Land Transport Programme and for council continue to support and resource the project.
	Northwest dedicated rapid transit corridor to service rapidly growing population. <ul style="list-style-type: none"> • Advocate for construction to start immediately on the proposed northwest dedicated rapid transit corridor including light rail through to Kumeu and further staged through to Helensville.
Hibiscus and Bays	Deliver Penlink earlier <ul style="list-style-type: none"> • Auckland Transport (AT) has completed the route designation and has all the necessary resource consents to progress the Penlink project. Penlink is a 7km long road to link the Whangaparaoa Peninsula to State Highway 1 at Redvale. The four-lane toll road, which includes facilities for cyclists and pedestrians, will result in 12-18 minutes fast journey for drivers who use the road. Penlink will provide transport options for an area which currently only has one in and out. Penlink will unlock the economic advantages of the wider area; this is a vital project. Penlink has been included in the Auckland Transport Alignment Project (ATAP). The local board is seeking that Penlink is delivered in the first half of the decade.
	Realignment of the East Coast Road/Lonely Track/Glenvar Roads intersection <ul style="list-style-type: none"> • On East Coast Road the Glenvar/Lonely Track Intersection requires realignment to improve safety immediately following the construction of Glenvar Ridge Road.

	<p>To prioritise the investigation of equitable operational funding for community houses, youth and arts centres</p> <ul style="list-style-type: none"> To confirm base level funding across Auckland for operation support for community houses, youth and art centres as well as recognition of the contribution that community-owned assets make across the council's network of community facilities (e.g. Hibiscus Coast Youth Centre and Hibiscus Coast Community House)
Howick	<p>Development of a consistent regional funding approach in response to managing coastal erosion and beach replenishment</p> <ul style="list-style-type: none"> Ensure the ongoing development of a coordinated approach to the management of coastal erosion. Feedback on the LTP shows that there is a majority support for continuing the coastal management programme for the area and advocating for a regional funding approach to ensure consistency of measures and management of coastal erosion.
Kaipātiki	<p>Northcote Development</p> <ul style="list-style-type: none"> The Kaipātiki Local Board has long supported and advocated for the strategic values of Northcote to deliver both housing intensification and commercial development. To support this rapid growth, the Kaipātiki Local Board advocates for the provision of a quality public realm, and community facilities investment in Northcote. Specifically, the Kaipātiki Local Board advocates for improved urban amenity, maximum public open space, a destination playground, cycling links, public art, inclusion of cultural and heritage aspects, sustainability (eg roof gardens, rain gardens), retention of mature trees, a new community building, and retention of the Northcote Library building, designed by architect David Mitchell. This will support and complement both Panuku Development Auckland Limited and Homes, Land and Community's planned investments to make Northcote an exemplar for urban renewal. <p>Kauri die-back prevention in Kaipātiki</p> <ul style="list-style-type: none"> Protection of green spaces is a key focus for our community. Kauri dieback is of immediate concern due to the significant numbers of Kauri trees in our local reserves, and in light of the recent discovery of a Kauri tree showing signs of the disease. The Kaipātiki Local Board area has a high proportion of bush areas containing kauri trees that currently receive minimal protection from dieback. For example, more than 75 bush entrances will require in-ground cleaning stations, and significant investment in track upgrades will be required to protect our Kauri. The Kaipātiki Local Board advocates that the Kaipātiki Local Board area be included as a regionally important area of focused investment. <p>Pest Free Kaipātiki</p> <ul style="list-style-type: none"> Continued support for the implementation of the Pest Free Kaipātiki strategy (2016) by resourcing the components which are council responsibilities and refining council and council controlled organisation delivery models to enable the successful delivery of this community-led initiative.

	<p>Adequately resourced community facilities</p> <ul style="list-style-type: none"> • Ensure our community and arts facilities are ‘resourced for success’ by providing sufficient operational funding grants and support for capital works where required to provide an equitable level of base funding to that provided elsewhere in the region.
<p>Māngere-Ōtāhuhu</p>	<p>Heavy rail link as the preferred regional option, and light rail for central city (CBD) to airport under the Rapid Rail model as the preferred local option.</p> <ul style="list-style-type: none"> • The airport to CBD rapid transit project has long-term strategic importance for Auckland's future commuter and freight. The current selection for light rail between central Auckland and Māngere fails to consider major growth implications for areas in the south, north and west. Auckland's strategic long-term transport security for both commuter and industrial heavy freight will not be served by the current plans for industry. • The board would like that the Rapid Rail to support heavy and light rail link to the airport option is reconsidered and requests Governing body and Auckland Transport investigate into the heavy rail option.
	<p>Waste management and our environment</p> <ul style="list-style-type: none"> • The city's waste-minimisation plan implementation requires that communities are prepared, equipped and supported to reach waste reduction targets. There is a need to get communities ready for change and finding opportunities in the way waste will be managed. • Proactive support at this stage of the roll-out of changes in how council manages waste is important. This needs to be for multiple actions - communication, engagement, encouraging social enterprise and community-led initiatives. • Ongoing work to develop local community recycling centres and waste reduction is a priority in the southern area. The board requests continued action for the regional scoping exercise to investigate the siting of various regional resource recovery centres and support for local community recycling centres.
	<p>Boarding houses and high quality neighbourhoods</p> <ul style="list-style-type: none"> • The Māngere-Ōtāhuhu local board area has seen gradual proliferation of boarding houses and council's investigation has confirmed very poor standards and breaches of the building code on these sites. • The board recognises the pressure on land, need for affordable housing and a range of provision for all. However the concern is that this is at the cost of deteriorating neighbourhoods and poor living standards in the area. • There is a need for balanced, planned growth that is monitoring for the environmental impacts - traffic, noise- as there is also an “intensification by stealth” taking place. Currently, council has limited means to assess or address the impacts of the proliferation of boarding houses. The board continues to advocate for better monitoring of boarding houses. Data from regular monitoring can better improve boarding house conditions for the tenants. Council must ensure that building code standards and a decent standard of living

are maintained.

Development of an Māngere- Ōtāhuhu Tourism Trail

- Leverage key opportunities with major stakeholders like Auckland International Airport Limited (AIAL) and utilise the unique natural and cultural characteristics of Māngere-Ōtāhuhu to achieve economic outcomes. The airport is New Zealand's gateway to the world.
- Their longer-term plans to be a major hub connecting Asia and South America over the next 30 years, second runway offer opportunities for partnerships and attracting tourism. Council's investment in the Otāhuhu-Middlemore Spatial Priority Area, Greenways and Local Paths can be leveraged for economic and community outcomes by aligning efforts with stakeholders. The board sees potential to achieve local as well as citywide aspirations of more jobs via new industry growth, support for Māori tourism and heritage tourism initiatives - such as "Ōtāhuhu Portage Crossing" project - narrowest part of the North Island.
- The board request Auckland Tourism, Events and Economic Development (ATEED) to prioritise a programme in the local board area to establish and grow Auckland's cultural and heritage tourism industry.

Fund the Ōtāhuhu Portage route project

- Allocating long-term funding for the Portage route project is a priority. The site is of national significance in terms of history and culture with huge potential to make the area accessible and connected for local and international visitors.
- The project is part of work stream of the Otāhuhu-Middlemore Spatial Priority Area, however no funding has been prioritised for this project. The board advocates that this project is funded in the next LTP budget, including exploring funds from council departments that are involved in this spatial priority area's work streams.

Alcohol harm minimisation initiatives: Supporting Community voice and empowerment

- Reducing harm from alcohol in the local communities is of high priority for Māngere-Ōtāhuhu Local Board. The Sale and Supply of Alcohol Act (the Act) came into effect in late 2013. The Local Alcohol Policy, a key instrument for addressing the negative impacts of alcohol on our communities, is yet to be finalised. The board will continue to support local communities to have their say through the hearings processes afforded them by the recent legislation.
- There are challenges for the community in responding to issues surrounding reducing harm from alcohol. Inaccessible language used by the District License Committee (DLC), inconsistency in decisions across the region and limited integration to address signage inconsistencies between by-laws, district plans and those resulting through DLC decisions are key examples. The board will continue to voice their concerns to ensure that these issues are identified and addressed as it is critical to assess the overall success of the act in

	<p>achieving its intent.</p> <ul style="list-style-type: none"> The board seeks a framework to monitor the success of the Act in practice and consideration of legislative change.
Manurewa	<p>Illegal dumping</p> <p>The Manurewa Local Board area has experienced a significant increase in illegal dumping and this has been evidenced with data from the Waste Solutions team. The board is therefore advocating for the following:</p> <ol style="list-style-type: none"> 1) That south Auckland be a priority for a community recycling centre. 2) A variation to the inorganic collection. Residents and businesses are calling for the return of the traditional inorganic collection. 3) Support for a change to the Crimes Act 1961 to target commercial and entrepreneurial illegal dumpers. 4) Application of the Lean Model of continuous improvement to create efficiencies and identify savings within existing budgets. 5) Support for the development of a rubbish reporting GPS app that interacts with Auckland Council's CRM reporting tool. This app will allow anyone to take a photo of illegal dumping and will log it using GPS co-ordinates. 6) An increase in community engagement and participation in waste management by providing high quality, accessible and relative waste management education. <p>In order to improve and reduce illegal dumping the board supports retaining a weekly cycle for 'pay as you throw' pick-ups</p>
Maungakiekie-Tāmaki	Support for the Ruapotaka marae relocation and rebuild.
	Increased investment in the Maungakiekie-Tāmaki Local Board asset-based services budget allocation to allow for better upkeep of our local assets and for increasing the service levels and quality of programmes and other services offered at our local community facilities.
	Support for addressing coastal erosion in the local area prioritizing the addressing of erosion occurring at Wai-o-taki Nature Reserve.

Ōrākei	Colin Maiden Park <ul style="list-style-type: none"> Implementing the masterplan by retaining its previously funded, growth-related projects.
	Tāmaki Drive improvements <ul style="list-style-type: none"> Improvements to Tāmaki Drive including mitigating flooding risks.
	Meadowbank Community Centre redevelopment <ul style="list-style-type: none"> The budget for the Meadowbank Community Centre redevelopment needs to remain in 2020/2021 (and not pushed out again).
	Merton Reserve BMX <ul style="list-style-type: none"> For Governing Body to find land for the BMX club to move to.
	Community Space <ul style="list-style-type: none"> Provision of a community space in Remuera.
Ōtara-Papatoetoe	<p>Fit for purpose sports fields and community facilities that serve our local people</p> <p>Seek opportunities to upgrade our local sports (sand-carpet, artificial or hybrid) fields and lights, in particular Papatoetoe Recreational Reserve, Rongomai Reserve and Ngati Otara Park.</p> <p>Also the development, renewals and/or refurbishment of:</p> <ul style="list-style-type: none"> Ngati Otara Multi Sport Complex Papatoetoe Town Hall and Chambers East Tāmaki Community Centre Te Puke o Tara Sports Park new changing room/toilet block, Roof renewals- , Tui room, Fresh Gallery Otara Library and Tupu Library Hayman Park – new playground (Stage 2), Acquire and redevelop Sutton Crescent land for public open space and Kolmar use, Manukau Sports Bowl – redevelop in accordance with new master plan Cooper Park (Cooper Crescent) Museum and Art facility (new facility)
	<p>Reduce alcohol harm</p> <ul style="list-style-type: none"> Advocate for the local alcohol policy to be made operative as soon as possible Advocate to make Otara-Papatoetoe a ‘Dry Area’ around local schools and dairies Support community groups build their capacity to participate in DLC hearings Advocate to reduce the barriers community participation in DLC hearings, including DLC hearing

	<p>procedures</p> <ul style="list-style-type: none"> • DLC membership should reflect the diversity and values of community it serves. • Continue to advocate to strengthen the Sale and Supply of Alcohol Bill
	<p>Reducing gambling outlets</p> <ul style="list-style-type: none"> • Continued support of the 'sinking lid policy and building capacity of community groups that support gambling addiction initiatives
	<p>Target 2025 to be Smokefree</p> <ul style="list-style-type: none"> • Continue to implement Smokefree conditions on all events and grants from the board. Support community groups and programmes that encourage a Smokefree environment.
	<p>Manage the impact of street prostitution</p> <ul style="list-style-type: none"> • On-going advocacy. No funding required at this stage, as this policy needs to be reviewed after the Local Bill was rejected. On-going advocacy to social service to support vulnerable people.
	<p>Improve water quality of the harbours and waterways</p> <ul style="list-style-type: none"> • Prioritise remediation of the Ōtara Lake, and streams flowing into the lakes. Improve water quality of the Puhinui Stream, Tamaki Estuary and the Manukau Harbour through the Water Quality targeted rate.
	<p>Improve regional Waste Management</p> <ul style="list-style-type: none"> • Higher waste disposal levy, a concentration on commercial waste streams construction and demolition waste, organic waste and plastic waste which contribute 80% of Auckland waste. More resources put towards illegal dumping. Advocate for product stewardship as well as elimination of single use plastics. Progress Resource Recovery Centre in the south and explore alternative methods of rubbish disposal-clean burning
	<p>Support the inclusion of social, affordable and well insulated housing in the local area</p> <ul style="list-style-type: none"> • Work with potential developers, council, central government and Mana Whenua with a focus on achieving a better urban design, as well as providing affordable, well insulated housing within the development mix. Advocate for solutions to homelessness including overnight shelters and emergency housing.
	<p>Improve development, employment and training opportunities for young people and encourage entrepreneurship</p> <ul style="list-style-type: none"> • Seek/ leverage opportunities for youth especially those classified as NEET. TSI and other council departments to work together to look for innovative funding opportunities within council as well as externally. Work closely with other education providers in the area (MIT, AUT, and PTE's). Support Youth Connections. Encourage youth leadership development opportunities through groups like TOPS (The Otago- Papatoetoe Squad)

	<p>Safer roads and connectivity within our local area</p> <p>Prioritise route protection, design and construction of:</p> <ul style="list-style-type: none"> • Light rail from Auckland Airport to Puhinui Station through State Highway 20b to Manukau and then through to Botany before considering any other corridors. • Redevelopment of Puhinui Station • Development of the Southern Spur rail line Intersection upgrade – Ormiston Rd/Preston Rd/East Tamaki Rd Realignment – Portage Road/ Gray Ave/ Station Road Realignment – St. George/Kolmar Rd/Wallace Rd. • Continued implementation of Greenways plan (better cycling and walking tracks) • Ensuring our local transport network is accessible and safe for people of all communities especially disabled and school students in high risk area (Papatoetoe North) <p>Promote Transform Manukau and other potential unlock locations</p> <ul style="list-style-type: none"> • Promote the Transform Manukau project to create an exciting and vibrant lifestyle and business. Continue to advocate for Te Papa Manukau in Hayman Park. Funds generated within the transform area should stay within the local board area in which in resides. Consideration for Otara Town Centre to become an Unlock location.
<p>Papakura</p>	<p>Regional fund for erosion control</p> <ul style="list-style-type: none"> • With its 3,702 kilometres metre long coastline, Auckland has waterways in all directions. Despite the beauty of that, due to its geography Auckland is also prone to erosion. With climate change happening and more severe weather events and sea level rise to be expected, erosion control becomes increasingly important. The Papakura Local Board is of the view that a regional fund to address this issue is required and should be set aside within the Long Term Plan to deal with this matter.
	<p>Resource recovery centre for the South</p> <ul style="list-style-type: none"> • To protect our environment for future generations, we must reduce our waste and recycle. The Papakura Local Board is supportive of the establishment of a network of community resource recovery centres that will make it easy, affordable and convenient for people to reuse and recycle unwanted goods. The board would like to see one established and providing services in the South.
	<p>Investing equally in water quality improvement initiatives</p> <ul style="list-style-type: none"> • The Papakura Local Board, as a member board of the Manukau Harbour Forum, is of the view that all harbours in the Auckland region need to be recognised equally in terms of addressing water quality issues which should be reflected in the distribution of funding.

	<p>Increase of the Local Board Transport Capital Fund</p> <ul style="list-style-type: none"> • The board supports the proposed increase in the Local Board Transport Capital fund of \$10 million as it enables local boards to undertake local placemaking initiatives.
	<p>Acknowledgement of the Papakura town centre's metropolitan status and the Integrated Area Plan (Manurewa/Takanini/Papakura) area</p> <ul style="list-style-type: none"> • Papakura is identified in the Unitary Plan as a future metropolitan centre which means that it will overtime develop into a larger commercial and retail centre to support residential growth in the surrounding area. • The board is keen for this transition to happen and to support that, has established the Papakura Commercial Project Group. The board has been advocating for Papakura to become an 'unlock' area and for the Papakura town centre to feature in Panuku Development Auckland's work programme. • Work has also been undertaken with regards to the development of an Integrated Area Plan. Looking at the various centre alongside the Great South Road and how they can complement each other rather than compete. A plan has been developed and resources now need to be put into implementing the recommendations out of the plan.
	<p>Infrastructure to be in place before development happens</p> <ul style="list-style-type: none"> • Papakura faces significant levels of growth due to a number of large new developments in and around the local board area, which will continue to put an increased pressure on our current infrastructure. • Without a coordinated approach between all the infrastructure providers, Council Controlled Organisations, Central Government and developers, there is a risk that this development will occur in an ad hoc manner.
	<p>Alleviation of traffic congestion through improving east-west links through grade separation</p> <ul style="list-style-type: none"> • Several major transport works are being planned (Mill Road) with some projects already underway like the Takanini interchange upgrade. However, the pace at which the population is growing is faster than the delivery of those key infrastructure networks. • The local community, in the various community consultation processes the board and the wider organisation have undertaken recently, identifies traffic congestion as one of the major concerns. • Two major projects have therefore been identified by the Papakura Local Board to address this matter: <ul style="list-style-type: none"> ○ The development of a multi-story (future proofed) park and ride at the Papakura train station and; ○ The grade separation of the Takanini east-west routes
	<p>Bruce Pulman Park to be acknowledged as a regional facility</p> <ul style="list-style-type: none"> • Keeping active is important for long-term health. Many Papakura residents are involved in sports and Bruce Pulman Park is one of the great facilities in the local board area. • The Park, run by a trust, does not only host regional, national and international teams and events, but also

	<p>provides for a valuable green open space which will help and accommodate the surrounding area to further develop of the coming years.</p> <ul style="list-style-type: none"> • The Papakura Local Board would like this facility to be recognised appropriately for the many roles and functions it plays in Papakura.
	<p>Further improve and upgrade the Massey Park outdoor pool</p> <ul style="list-style-type: none"> • Many of the Papakura sports facilities already host regional and national events which helps to boost the local economy and provides an opportunity to showcase local talent. • The Massey Park pool has received recent investment to improve the interior and upgrade the indoor swimming pool. The Papakura Local Board is planning further investment to extend the hours of use by installing solar panels to heat the pool. • The Board would like to see the outdoor pool also being upgraded to an eight lane facility so it meets the standards for national and international events to take place.
	<p>Continue with the development of the community hub and library at Takanini</p> <ul style="list-style-type: none"> • Planning is well underway for a new community hub and library at Takanini. The Papakura Local Board wants to ensure that this new community facility is easily accessible, safe and suited to a variety of purposes.
	<p>The development of the Southern Structure Plan in such a manner that ensures the centres along the Great South Road are being developed in a holistic manner</p> <ul style="list-style-type: none"> • The Papakura Local Board is supportive of development of the Southern Structure Plan. However, the plan will need to take into account the impact of any proposed centres on the already established centres along the Great South Road (Papakura and Takanini) to ensure the vitality of these economical centres is being safeguarded.
Puketāpapa	-
Rodney	<p>Request that the Governing Body prioritise the allocation of growth funding towards the construction of Greenways paths in the Rodney Local Board area which is an area of high population growth.</p> <p>Request equitable funding for local facilities region wide, such as operational funding for arts centres and community facilities to bring them in line with similar facilities in other local board areas.</p> <p>Request that more funding and resource be made available for compliance monitoring and enforcement, particularly in rural areas.</p>

	Request additional funding for drainage districts in Rodney to address historic underfunding and lack of maintenance in these areas.
	Advocate for a review of the Auckland Unitary Plan controls for clean and managed fills to determine the effectiveness (or otherwise) of these in managing the adverse effects on the transport network.
Upper Harbour	-
Waiheke	<p>Quality roading and infrastructure that supports Waiheke’s character and water management needs</p> <ul style="list-style-type: none"> • The board requests appropriate funding to deliver quality roading, footpaths and a cycling network to a standard consistent with the rest of Auckland (taking into account Waiheke character). This includes effective water management using water sensitive design techniques. <p>Catchment management planning</p> <ul style="list-style-type: none"> • Funding for the development and implementation of Watershed / Catchment managements plans and progressive upgrade of stormwater infrastructure is essential. This includes flooding and stormwater management, ensuring there is adequate water supply within the aquifer, monitoring of the drainage network and appropriate maintenance and infrastructure development using low impact design. <p>Visitor Impact</p> <ul style="list-style-type: none"> • The board seeks funding for increased services, infrastructure maintenance and improvement projects which address the impact of tourism while also providing local benefit. • This could include implementing a visitor levy or advocating to the Governing Body for visitor growth funding. <p>Community Swimming Pool</p> <ul style="list-style-type: none"> • The board requests provision for funding of a Community Swimming Pool within the Long-term Plan 2018-2028 (LTP) as this is a local priority and an identified gap within the Community Facilities Network Plan. <p>Marine protected areas</p> <ul style="list-style-type: none"> • The board supports the creation of a network of marine reserves and other protected areas linking the islands in its area of jurisdiction.

	<p>Devolution of decision-making to Local Boards</p> <ul style="list-style-type: none"> The board seeks active support from the Governing Body, Auckland Transport and Panuku for the agreed Waiheke Pilot to provide an increased level of decision-making and greater flexibility on matters such as transport and placeshaping projects; particularly for decisions within the roading corridor and with regards to local acquisition and divestment of Panuku property in the local area, such as at Matiatia and Ostend. The pilot will also provide an opportunity for local policy and planning issues to be advanced and for increased local operations leadership.
	<p>Greenways</p> <ul style="list-style-type: none"> The board wish to secure a regional capital fund to further develop a world class destination greenway network on Waiheke.
	<p>Ecological Restoration and environmental programmes</p> <ul style="list-style-type: none"> Waiheke has many unique natural environments which have been neglected over time. Local budgets will not sufficiently enable the continuation of staged ecological restoration and weed management programmes. There needs to be an integrated approach to these programmes across the council, community groups and private landowners.
	<p>(Animal) Pest Free Waiheke</p> <ul style="list-style-type: none"> 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.
	<p>Plant pest management</p> <ul style="list-style-type: none"> Invasive weeds are a major threat to Waiheke and other island'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>Pest Plant management in road corridors</p> <ul style="list-style-type: none"> 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 Council needs to set an example of good management practice using a 'minimum herbicide' approach and working with volunteers and adjoining landowners.
	<p>Senior and community housing</p> <ul style="list-style-type: none"> The number of Waiheke residents aged 65-plus has increased by 53.7 per cent since 2006 and there is a

	<p>lack of residential care and respite 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>Rangihoua / Onetangi Sports Park</p> <ul style="list-style-type: none"> The Local Board is determined to see a Reserve Management Plan developed for Rangihoua / Onetangi Sports Park with urgency which will be either developed as a part of a new Island wide open space omnibus plan, or have its own, or as a part of the Regional Parks omnibus management plan. Irrespective, regional funding will be required to enable regional and local outcomes for conservation, sport and recreation.
	<p>Artworks complex upgrade</p> <ul style="list-style-type: none"> The Artworks complex provides a valuable arts and culture facility for the community and for visitors to the island. The Artworks Needs Assessment report identified a number of areas requiring attention including building condition issues. Governing Body support is required to progress future upgrades of the complex. The board also request the Governing Body address the inequity of legacy funding for art galleries, and develop a policy framework for determining the funding of asset based services which include community art galleries as a priority.
	<p>Sustainable safe transport options including development of cycleways</p> <ul style="list-style-type: none"> 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.
	<p>Wharf tax</p> <ul style="list-style-type: none"> Wharf tax collected from Waiheke ferry services should be transparently allocated to Waiheke facilities
	<p>Waste management</p> <ul style="list-style-type: none"> That as part of the Waiheke Local Board pilot project, delegations be provided to the board to give effect to The Tikapa-Moana Hauraki Gulf Islands Draft Waste Plan (WMMP) to ensure on-island control of the full waste stream with community participation, including the development of on-island Community Resource Recovery Park within the next tier of funding, a Zero Waste Waiheke strategy and a visitor impact strategy. Commercial waste management including construction and road-building waste is now recognised as a region-wide challenge and is also a focus for us on Waiheke Island.
	<p>Acquisition of more park land to extend the regional network and to provide additional camping facilities for visitors to Waiheke Island.</p>

	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.
	Development of catchment management plans for all catchments on Waiheke, with Little Oneroa, Tawaipereira and Blackpool being the first priorities.
	Septic tanks retrofit scheme – expansion to the rest of the island.
	Ensure that both Matiatia and Kennedy Point are preserved as transport terminals hubs.
	Prioritise safe walking and cycling to schools and supporting the Travelwise programme for Waiheke's schools.
	Development of cycleways on Waiheke and support for the New Zealand Cycle Trail.
	Waiheke accessible transport plan is developed and implemented.
	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.
	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.
	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.
	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.
	Auckland Transport to support ferries from both wharves being incorporated into the Public Transport Operation Model (PTOM) system.
	Ensure any regional cycle training programmes/initiatives are to be included on Waiheke.
	Auckland Transport to support a Rakino and inner island ferry from Matiatia.
	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.

	Install more scooter / motorbike parking, including charging stations for electric bikes at Matiatia and tyre inflation facilities.
	Install a covered bike shelter and more parking for bikes at Matiatia.
	Advocate for marine sewerage pump out facilities at Matiatia, Kennedy Point and Half Moon Bay.
	Investigate contouring at the Owhanake carpark to ensure maximum capacity is achieved.
	Ensure the board receives prior notification of roading 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.
	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.
	Ensure continued accessibility and connectivity from lower Queen Street and Quay Street to the Central Area Wharves, including during major events, with a primary emphasis on seamless connectivity for ferry users to Hospitals and the airport.
	Work with local businesses and community groups to encourage visitors in the shoulder and low seasons.
	Review heritage protection and use of the Harbourmasters house.
	Ensure that council owned properties are utilised as effectively as possible by the community.
Waitākere Ranges	Continuing advocacy to seek a return to historic levels of funding to be made available for heritage area programmes under the local board’s decision-making control. <ul style="list-style-type: none"> Seeking a return to of previous levels of funding to deliver a specific programme of activities to respond to the Waitakere Ranges Heritage Act. This was reduced by over \$100,000 in 2017 from previous 6 years of programme support
	Funding to deliver aspects of Waitākere Ranges ‘greenways’ plan’ <ul style="list-style-type: none"> Deliver on an identified a network of local walking and cycling connections to reduce reliance on individual car journeys. Is an opportunity to develop more recreational focussed linkages to help to relieve pressures due to track closures in the Waitakere Ranges.
	Funding to progress the now closed Te Henga Quarry to become either a regional or local park <ul style="list-style-type: none"> The Te Henga Quarry closed for commercial operations in 2014, a rudimentary level of remediation has

	<p>been undertaken by the commercial operators. A community and financial commitment was undertaken by the Waitakere City Council to develop the site into a space for community use. Financial returns were taken by Waitakere City Council and Auckland Council. However, since closing and receiving the asset back from Panuku Development Auckland council staff, have not been resourced to develop a plan for future use, and no allocation appears in the 10 year Budget for the delivery of any elements contained in such a plan.</p>
<p>Waitematā</p>	<p>Affordable Housing Ensure Auckland Council actively builds or enables others to provide affordable housing through appropriate mechanisms and tools.</p> <ul style="list-style-type: none"> • Auckland Council should be actively building or enabling others to be providing affordable and fully accessible housing meeting universal design criteria on its own land, including building more intensified affordable housing on its existing and new pensioner housing complexes. Council should also prioritise, support and partner affordable housing to be provided by iwi and by community housing associations and providers through advice, bonds, guaranteeing loans, and resource and building consents.
	<p>Housing solution for homeless people Deliver short and medium-term housing solutions to address homelessness</p> <ul style="list-style-type: none"> • The Governing Body to partner with the Waitematā Local Board to enhance provision of city centre public facilities such as toilets, showers and lockers • The Governing Body to financially support the development of Mission HomeGround • The Governing Body to increase funding to support Housing First Auckland
	<p>Work towards eliminating agrichemical use Secure a budget to eliminate agrichemical spray and embrace the commitment to minimise agrichemical use.</p> <ul style="list-style-type: none"> • The Governing Body needs to allocate funds to conduct extensive non-chemical weed control and to increase the overall maintenance budget for parks, open spaces and the road corridor to enable the elimination of agrichemicals.
	<p>Reduce wastewater flows into waterways and the Waitematā Harbour To increase funding for water quality improvements to accelerate the delivery of cleaner harbours, beaches and streams and support the delivery of localised solutions for all four catchments (Meola Reef, Grey Lynn, City Centre and Parnell/ Newmarket)</p> <ul style="list-style-type: none"> • Our harbours, beaches and streams are being polluted by overflows from ageing sewerage and stormwater systems that can't cope with heavy rainfall and from contaminants washed into natural waterways. • We support accelerating the water quality programme over 10 years to deliver the required infrastructure to provide a major and early reduction in the volume and frequency of wastewater overflows and contaminants

	<p>entering waterways and the Waitematā Harbour.</p>
	<p>Ensure Auckland’s regional arts and cultural institutions and programmes are financially sustainable To secure appropriate funding to ensure the financial sustainability of projects, facilities, venues and events including the delivery of the free entertainment programme currently delivered by Regional Facilities Auckland</p> <ul style="list-style-type: none"> • Auckland is fortunate to host a range of significant art and cultural institutions and collections which provide rich cultural opportunities. We support ensuring that these institutions and regional programme of events are strengthened and made financially sustainable. • Auckland Art Gallery is a major cultural centre for Auckland for visual art, both historic and contemporary. We support increasing funding to the Art Gallery by \$20m over the next ten years as part of the 2018-2028 Long-term Plan.
	<p>Open and Closed Cemetery Maintenance Budget</p> <ul style="list-style-type: none"> • Secure a regional maintenance budget to maintain a base service level for open and closed cemeteries. There is currently no budget for specialist conservator services to deal with the repair and maintenance and specialist graffiti removal on monuments.
	<p>Parnell Station</p> <ul style="list-style-type: none"> • Parnell Station opened in early 2017 to limited services. The Board wants to ensure Parnell Train Station is operational to full services and accessible to all users at the earliest opportunity. This station has the potential to be the fourth busiest station on the network and will be an essential connection for the University of Auckland, Parnell Town Centre, the Domain, Stanley Street and Beach Rd.
	<p>Parnell Train Station Pedestrian and Cycling Connections</p> <ul style="list-style-type: none"> • Provide accessible pedestrian and cycling connections to Parnell Station. Open the Greenways route from the Strand through the old Parnell tunnel and create an accessible pedestrian connection from Parnell Station to the Domain, the Strand and Parnell Town Centre.
	<p>Auckland Domain Capital Improvements Budget</p> <ul style="list-style-type: none"> • Secure adequate capital funds to progress the Auckland Domain Master Plan.
	<p>Central Community Recycling Centre Drop Off sites</p> <ul style="list-style-type: none"> • Secure the acquisition of a second drop-off facility and the completion of a main processing site which, together with the site being developed on Great North Road, will comprise a regional waste management network that will service the needs of Waitematā, Albert-Eden and Puketāpapa local boards. This is part of council’s adopted Waste Management and Minimisation Plan forward work programme and the resource recovery network which underpins part of this work.

	<p>Pt Erin Pool Redevelopment Initiative</p> <ul style="list-style-type: none"> • Prioritise Pt Erin Pool for redevelopment according to the recommendations endorsed by the Waitematā Local Board in 2013 in relation to two potential development concepts.
	<p>Auckland is a Child and Youth Friendly City</p> <ul style="list-style-type: none"> • Continue to put children and young people first and Auckland to become a child and youth friendly city that is fit for all. The Board advocates for a city where the voices, needs, priorities and rights of children are an integral part of public policies, programmes and decisions. A child and youth friendly city can help build social and economic conditions for strong families and connected communities and help achieve a city that is fit for all.
	<p>Auckland Cycle Network</p> <ul style="list-style-type: none"> • Completion of the Auckland Cycle Network. The completion of the Auckland cycling network will provide improved cycle infrastructure through safe, connected, dedicated cycle ways. The Auckland Plan includes a target of completing the Auckland Cycle Network by 2030.
	<p>City of Peace</p> <ul style="list-style-type: none"> • To support the development of a regional policy that prohibits the marketing and sales of weapons of war in council facilities including facilities managed by Council Controlled Organisations.
	<p>Ponsonby Road Arts Precinct</p> <ul style="list-style-type: none"> • Support the creation of an arts precinct at 1-3 Ponsonby Road through transferring 3 Ponsonby Road from a commercial lease to a community arts facility, subject to the outcome of a business case.
	<p>Local Area Plans</p> <ul style="list-style-type: none"> • Budget to be allocated to the development of local area plans.
	<p>Carlile House</p> <ul style="list-style-type: none"> • Ensure the restoration and protection of Carlile House and consider acquisition if necessary.
	<p>Built Heritage Acquisition Fund</p> <ul style="list-style-type: none"> • Support an effective built heritage acquisition fund to help save at risk buildings or other built features that have heritage merit from destruction by neglect, by purchase, short term hold or sale
	<p>Broadway and Station Square Access</p> <ul style="list-style-type: none"> • Improve access between Broadway and Station Square in Newmarket and link to the Newmarket Laneways Plan.

	<p>Restoration and protection of the St James Theatre</p> <ul style="list-style-type: none"> • Council provides support to the Auckland Notable Properties Trust in the restoration and protection of St James Theatre.
	<p>Auckland Council Living Wage</p> <ul style="list-style-type: none"> • Ensure that there is budget provision of a 'living wage' for council employees and progressively for contractor employees.
	<p>CCO Low Carbon Targets</p> <ul style="list-style-type: none"> • Advocate to the Governing Body for CCOs to include low carbon targets in their Statements of Intent.
	<p>Single Use Plastic</p> <ul style="list-style-type: none"> • Support mechanisms to reduce single use plastic and eliminate single use plastic bags.
	<p>Full Council ownership of Ports of Auckland</p> <ul style="list-style-type: none"> • Ensure Ports of Auckland Ltd remains in full council ownership.
	<p>Investment Policy</p> <ul style="list-style-type: none"> • Follow a policy of social and environmentally responsible investment.
	<p>Light Rail</p> <ul style="list-style-type: none"> • Develop light rail within the isthmus.
	<p>Victoria Quarter</p> <ul style="list-style-type: none"> • Take action to progress the City Centre Master Plan objectives for the Victoria Quarter area including Nelson Street to deliver a quality urban neighbourhood that enhances the area's historic character and where the safety of pedestrians is prioritised.
	<p>Safer Streets</p> <ul style="list-style-type: none"> • Auckland Transport to adopt a target of zero serious injuries or deaths on our roads as part of a comprehensive safe systems approach to road safety including safe road design, enforcement, safer speeds and driver education.
	<p>Residential Slow Speed Zone</p> <ul style="list-style-type: none"> • Support the default speed being reduced to 40 km per hour in residential areas.
	<p>City Centre 30km per hour Zone</p> <ul style="list-style-type: none"> • Auckland Transport to implement the city centre 30km per hour speed zone (as described in the City Centre

	Masterplan).
	<p>Maximise Renewal and Maintenance Opportunities</p> <ul style="list-style-type: none"> • Consider how every renewal and maintenance project can be leveraged to improve the road design for all users including layouts that include bus lanes, greenways, and cycle lanes, remove cycle pinch points and add better pedestrian crossings and street trees.
	<p>Improved Safety and Amenity for Pedestrians</p> <ul style="list-style-type: none"> • Auckland Transport to improve intersections with substantial foot traffic for pedestrians and developing solutions to improve safety and amenity for pedestrians. This includes: all intersections with left-slip lanes and no pedestrian facility; intersections with long pedestrian crossing delays undertaking route optimisation for pedestrians in the city centre including automatic pedestrian phases on one-way streets.
	<p>Change Give Way Rule</p> <ul style="list-style-type: none"> • Auckland Transport to advocate for a change of the give way rule requiring motorists to give way to pedestrians crossing parallel to the priority (main) road at intersections.
	<p>Residential Parking Schemes</p> <ul style="list-style-type: none"> • Auckland Transport to continue implementing residential parking schemes to manage commuter parking in central Auckland suburbs following consultation with residents.
	<p>Consultation on the Footpath Renewal Plan</p> <ul style="list-style-type: none"> • Auckland Transport to develop the 2018/2019 foot path renewal programme in consultation with the Waitemātā Local Board.
	<p>Greenways Prioritised Routes</p> <ul style="list-style-type: none"> • Auckland Transport to work with Auckland Council to deliver the Waitemātā Local Board Greenways prioritised routes.
	<p>Other Waitemātā Local Board Plan priorities - Council Controlled Organisations (CCOs) to support other Waitemātā Local Board Plan priorities including:</p> <ul style="list-style-type: none"> • support the introduction of low impact storm water solutions in the local board area; • support delivery of green walls, roofs and community gardens on CCO assets such as car parking buildings; • implementation of the Waitemātā Local board's Low Carbon Action Plan. • Implementation of Auckland's City Fringe Economic Development Action Plan • Increase in street trees

	<p>Street trees and greenery</p> <ul style="list-style-type: none"> • Auckland Transport to provide opportunities for greenery in every streetscape improvement and renewal and Auckland Council to meet the consequential operational expenditure for maintenance. <p>Implementation of the Smoke Free Policy</p> <ul style="list-style-type: none"> • Auckland Transport continue to implement the Auckland Council smoke free policy in relation to all transport areas, including train stations, train platforms, bus stations, bus shelters and ferry terminals in the Waitemata Local Board area. <p>Additional Auckland Harbour Crossing</p> <ul style="list-style-type: none"> • Auckland Transport to design the Additional Harbour Crossing incorporating dedicated rapid public transport connections.
Whau	<p>Review of local board Locally Driven Initiative budget levels</p> <ul style="list-style-type: none"> • Advocate for a review of local board funding levels as soon as possible to enable the Board to : <ul style="list-style-type: none"> a. increase support community partners who are facing increased costs b. respond to regional strategies and frameworks e.g. Urban Ngahere/Forest c. deliver better on new Board roles and duties e.g. local economic development. <p>Funding for Te Whau pathway project</p> <ul style="list-style-type: none"> • Advocate for funding for Te Whau pathway to be included in the Auckland Transport capital programme as part of the adopted Regional Land Transport Programme and for council continue to support and resource the project.