

**Date:** Tuesday 15 May 2018  
**Time:** 4.00pm  
**Meeting Room:** Council Chamber  
**Venue:** Henderson Civic Centre  
6 Henderson Valley Road  
Henderson

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## Henderson-Massey Local Board

# OPEN MINUTE ITEM ATTACHMENTS

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Steve McDonald 9.1

**Seniors Advisory Panel: Advice to the joint Finance and Performance and Planning Committees 21 March 2018**

1. This report uses the WHO Age Friendly domains to summarise the Panel's feedback on the Auckland Plan and 10 year plan. The Panel believes the Age Friendly domains provide a holistic assessment framework.
2. The Seniors Panel held its community engagement forum *Focus on the future* on Friday 16 March. The forum was attended by over 90 seniors from across the region representing over 50 organisations. Invites targeted a wide range of ethnicities and seniors who are not always included in engagement processes. Speakers included HW the Mayor, the Minister for Seniors, kaumatua, the Office for Seniors and futurist thinkers.

The following areas were identified as the top 5 priorities by participants:

- 1 Housing
- 2 Respect and social inclusion
- 3 Transport
- 4<sup>th</sup> = Outdoor space and building; and Social participation.

Housing and transport are predominant concerns, however social isolation and investment in services, facilities, and solutions which enable fairness and equity, social participation and inclusion are of very high importance. In other words the focus should be as much on people as on infrastructure. The Panel has incorporated the priorities from the Forum in this feedback.

**3. Specific feedback on themes**

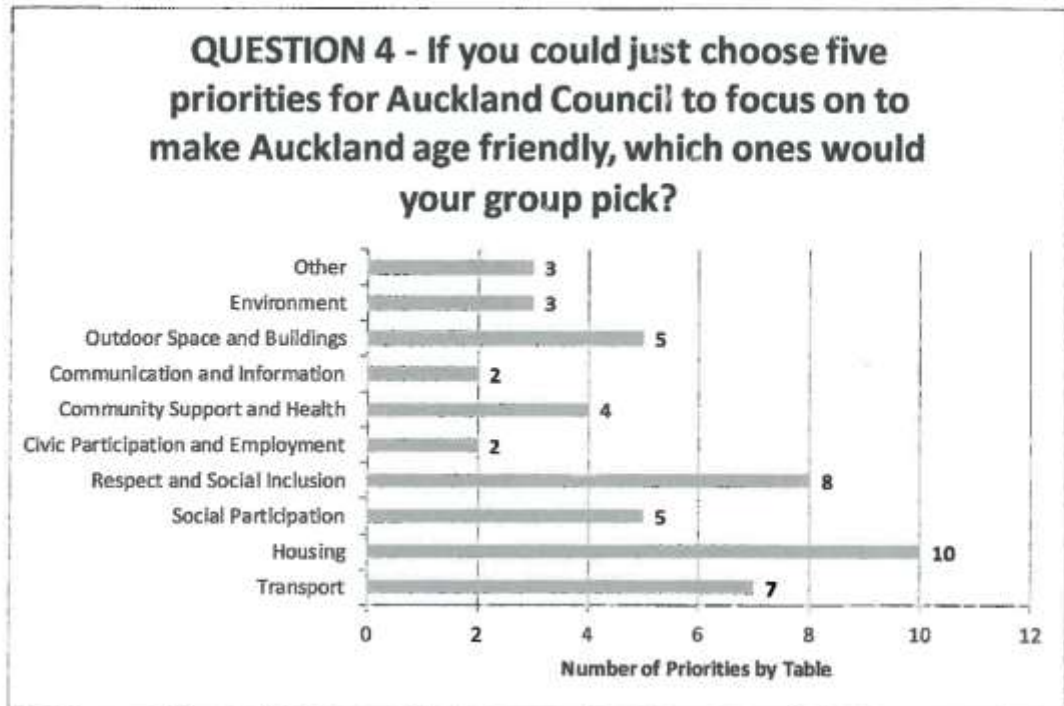
| Panel Priorities and comments  | Response to AP/10YB  |
|--|--|
| <b>Transportation (= Transport and access)</b>   |  |
| <ul style="list-style-type: none"> <li>• Fuel tax supported in order to invest in public transport</li> <li>• Transport infrastructure to include real accessibility for people, including: sufficient mobility parks at park and ride points; adequate and suitable seating in waiting areas; toilets at stations and on trains; adequate shelter at train stations and bus stops; adequate bicycle parks</li> <li>• More creative future-focussed transport solutions given the speed of change in electric and self-drive solutions likely to occur prior to 2030. Could include flexible local shuttles Uber style</li> <li>• Older people more likely to use public transport when they feel safe – removal of train supervisors therefore a concern</li> </ul> | <p>Investment in transport is welcomed<br/>Investment seems to be in hard rather than people focussed infrastructure</p> <p>Transport solutions not sufficiently future focussed or creative</p> |
| <b>Housing (= Homes and buildings)</b>   |  |
| <ul style="list-style-type: none"> <li>• Support introduction of intergenerational and mixed housing solutions as these address many other social needs. There are many excellent overseas examples and some in Auckland already.</li> <li>• Support exploring different ownership models</li> <li>• Adapting existing family homes to become intergenerational, accessible and able to house more people should be encouraged, however regulatory barriers make this very hard</li> <li>• Enforce and incentivise developers to apply the Universal Design Manual</li> </ul>  | <p>Emphasis in Auckland Plan is supported, however suggest different emphasis and more innovative responses required</p>   |

|   |  |
|---|--|
| <p><b>Civic participation and engagement (= Opportunity and prosperity)</b></p>   |  |
| <ul style="list-style-type: none"> <li>• Prescriptive engagement approach used by Council limits creative responses.</li> <li>• More creative culture-specific engagement activities should be encouraged</li> <li>• Concern that seniors are not visible in the Auckland Plan or 10 year budget -- creates a sense that seniors are not valued</li> </ul>  |  |
| <p><b>Other</b></p>   |  |
| <ul style="list-style-type: none"> <li>• Rates rebates will be increasingly crucial. These should be publicised more and easier to access, including that there is no shame involved</li> <li>• Suggest that Central government (Office for Seniors) should be asked to review Rates rebate eligibility criteria, especially noting that superannuation does not increase proportionately to rates</li> </ul> | <p>Support rates increases, however concern re equity and ability to pay</p> |

**4. Conclusion**

The Seniors Advisory Panel believes that Auckland Council should become an Age Friendly City, on the basis that age friendly is inclusive and beneficial for everyone.

Janet Clews  
Chairman, Seniors Advisory Panel  
21 March 2018



*QUESTION 4 - If you could just choose five priorities for Auckland Council to focus on to make Auckland age friendly, which ones would your group pick?*

### **Housing**

- Housing appropriate for old people, mixed housing, including home ownership
- Need to ensure that cross generational collaboration and living is facilitated e.g. social housing and community housing.
- Integrated and flexible housing options to meet the changing needs of older people
- Senior housing models - planning rules & land classification to allow for different types of housing
- Include social housing and security of tenure
- Long term tenure, intergenerational housing options, culturally appropriate
- Council pensioner housing be made more family friendly by changing rules e.g. family member to stay over)
- For future quality social and whanau based housing
- Housing for seniors

### **Respect and Social Inclusion**

- Celebrating diversity
- Everyone treated fairly and with respect
- Proactive engagement - The members at the table want more proactive engagement from Council and government organisations. Actively seeking the input of all seniors in decision making. They want the reinstatement of engagement forums for seniors.
- Formally adopt ' the age friendly city' framework and process.
- Take (cultural) diversity into account in council facilities and housing provision
- Rates rebates - DIA rates rebate amount is not going up but Auckland Council rates keep rising
- Respect and social inclusion - appropriate aged consultation and representation
- Rating relief



### **Transport**

- Creative transportation solutions
- Improve access and public transport. A holistic approach to the journey - ensuring that all members of society can travel safely and efficiently.
- Use of minibuses in residential areas, specific pick-up options for seniors
- Public transport
- Transport - safe footpaths, wider links around city, council encouraged shuttles to shopping villages, more off peak and across town
- Bus stops with good shelters and adequate transport at all major venues
- transport - mini buses vs large ones

### **Outdoor Space and Buildings**

- security and safety (physical environment)
- There was some serious concern about maintaining and improving green spaces and basic amenities in our community. We need to ensure that they are located in accessible places and they are being put in places where development is taking place.
- Outdoor space which encourages interaction
- Outdoor space - keep all existing free green spaces and add to them seats (higher) and shade
- Higher seats and accessibly toilets in parks

### **Community Support and Health**

- providing alternative resources such as water tanks, solar panels, compostable toilets
- Reciprocity programmes - we need to ensure that service is given across generations e.g. like the Chinese programme (Meals on wheels).
- More appropriate service provision for all age groups (e.g. public transport)
- Support for carers - social inclusion, awareness of what is available, after hospital support

### Other

- Connected approach to funding - make better use of strategic partnerships to ensure that we are using assets as best as possible. Some groups have assets like vehicles that could be used by the community but it needs to be facilitated by Council.
- More autonomy for local boards - appropriate funding (local people making local decisions on local issues)
- Real accountability and commitment to long term goals (no u-turns)

### Environment

- natural environment - taking care of it
- Get rid of plastic and litter
- clean environment including water, air, waste disposal

### Civic Participation and Employment

- Organic processes for broader participation
- Take diversity into account (e.g. different cultures)

### Communication and Information

- Community hubs as meeting places
- Addressing issues of loneliness and isolation - increased connectivity (bottom-up driven, top-down support)

### Social Participation

- connectivity - connecting seniors communities, individual seniors with each other, connecting seniors with younger people
- Council services, facilities and events to take seniors into account
- Social participation - venues and activities affordable, older people should be encouraged to become their own voice
- More funding for Marae to facilitate learning and well-being across all cultures
- Support for community organisations and facilities for elders



## Local Government (Community Well-being) Amendment Bill – Henderson-Massey Local Board Feedback May 2018

In summary the Henderson-Massey Local Board supports:

1. restoring the purpose of local government to be to promote the social, economic, environmental, and cultural well-being of communities, taking a sustainable development approach
2. restoring territorial authorities' power to collect development contributions for any public amenities needed
3. broadening the definition of community infrastructure and amending the definition of terms related to the wellbeing aspects of the Local Government Act 2002
4. making a minor technical modification to the development contributions power to allow territorial authorities to collect development contributions for project financed through financial advances from the New Zealand Transport Authority.
5. reiterating to central government the position adopted by Council in 2015 supporting the need for legislative change to allow Auckland to determine the number of members on the Governing Body

### Explanation

The Henderson-Massey Local Board strongly supports all aspects currently included in the Bill. This includes those related to restoring the power of general competence and the four well-beings as the purpose of local government; as well as the provisions to restore the scope of development contributions to help fund community infrastructure and transport infrastructure provided by public bodies such as the New Zealand Transport Authority.

In principle the purpose of local government ought to be a strategic one to advance the interests of the area that the particular Council has responsibility for rather than the limited roles and activities now set out in the Local Government Act. The previous Purpose covering the four well-beings worked well and reduced the opportunities for undesirable litigation.

**The Henderson-Massey Local Board supports the restoration of the four well-beings.**

The provision of community infrastructure including community centres and halls, recreation centres, swimming pools and sporting facilities are equally as vital to a decent quality of life and a coherent community for greenfield suburbs, towns and brownfield intensification as roads water and wastewater reticulation are. **Therefore, the clauses related to development contribution are also strongly supported in principle by the Henderson-Massey Local Board.**

**The local board continues to support including a legislative change to this Bill to provide the ability to review the total number of Governing Body members,** as all other councils can do. As the Local Government Act allows a maximum of 24 Councillors for any other Council it is

entirely inappropriate to limit Auckland Council to 20. This eliminates the flexibility for which there is a compelling case at present for Auckland.

One of the reasons for seeking this change arose from allowing the genuine option of establishing a Māori ward, in that if a Māori ward was established, there could then only be 19 general members. Reducing to 19 members would be hugely disruptive of existing ward boundaries whereas retaining 20 general members would mean little disruption. **The Governing Body should have the ability to increase the number of members if it so wished, so that a member elected through a Māori ward was an additional member.**

Secondly the removal of the cap will provide flexibility in boundary drawing. This is required due to the uneven population growth in Auckland. The Waitemata and Gulf Ward in particular is significantly over the 10% proportionality rule, and the Rodney Ward is significantly under it. If the total number of Councillors continue to be limited to 20 this will generate a flow on effect to the boundaries of many existing wards. Redrawing the wards of Governing Body Councillors will have a flow-on effect.

The third matter is related to the alignment of ward boundaries and local board boundaries. Due to the cap in the number of Governing Body members the only option to ensure the ward complies with the 10 per cent rule is to change the boundary, and this currently needs to flow on into the boundaries for at least six councillors. The consequence of re-drawing the ward boundaries would lead to the undesirable situation of ward and local board boundaries becoming unaligned. The legislation does not provide a process for addressing boundaries becoming unaligned due to the required general review of representation arrangements.

The removal of the limit to Auckland Council Governing Body members should be made as soon as possible so that better options for the current representation review can be considered.