

Date: Thursday 10 May 2018
Time: 05:30pm
Meeting Room: Howick Local Board Meeting Room
Venue: Pakuranga Library Complex
7 Aylesbury Street
Pakuranga

Howick Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Howick Local Board Key Advocacy Issues 2018/19

Initiative	Description	Advocating to
Bring forward development of multi-use community facility and library, and the aquatic centre at Flat Bush.	<p>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.</p> <p>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.</p>	Governing Body
Development of a consistent regional funding approach in response to managing coastal erosion and beach replenishment	<p>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.</p>	Governing Body

Attachment C – Howick Local Board

2017/2018 Locally Driven Initiative (LDI) operating projects to be deferred to 2018/2019

The following projects meet the criteria for deferral under the Local Board Funding Policy:

Project	Budget
Facility partnership fund	\$600,000
Howick Pride of Place (Tamaki River Festival)	\$25,000
Green assets	\$39,000
Build capacity: Youth participation in council decision making and youth-led initiatives	\$30,000
Community Safety Initiatives	\$11,000
TOTAL	\$705,000

https://aklclwm-my.sharepoint.com/:f/g/personal/localboards_aklclwm_onmicrosoft_com/EkUOVbQMOfJPtX9qBjMJl30Bt3wWuxn7NIGqT1gZmzV3FA?e=yeVIZJ



Notes on the RLTP - Howick Local Board

HLB appreciates the opportunity to comment on the RLTP.

- 1) We acknowledge \$730M for supporting growth, but we raise our concerns that Flat Bush/Ormiston is not on the map in supporting growth areas. Flat Bush being the largest - SHA within the Auckland Region. (We note this is a map from the Auckland Plan)

Despite this there are many projects featured within the RLTP that will support the expected growth in Flat Bush and the development of Ormiston Town Centre.

We note that Mill Road improvements are approved, but would also like to see approved improvements to feeders into Mill Road corridor such as Murphys Road down to Ormiston Road and Chapel Road towards Redoubt Road.

We also note that Chapel Road realignment is not featured and understand that there is geotechnical work being carried out by AT and support AT to include within the RLTP realignment and a new bridge as an issue of safety and also to due to the Flat Bush growth.

- 2) We support the Mangere Otahuhu Local Board position asking for heavy rail to the airport as overseas visitors don't wish to traverse the urban areas of Auckland on their way to catching an international flight any more than Aucklanders do.

However if Light Rail is going to be provided down a corridor from the CBD to the Airport this should be extended across Manukau and through the existing corridor (Flat Bush - Botany - Pakuranga) which has been set aside for many years originally by the former Manukau City Council on Te Irirangi Drive and through to the Panmure Station.

Coming back to the discussion about heavy rail, and myself being very much a part of the AMETI project, (In fact chairing the political steering group) when we approved the upgrades to the Panmure Station. My recollection was that we approved heavy rail for the AMETI corridor in later years in the same way that the North Shore Busway is proposed to change to heavy rail in the future.

- 3) HLB also supports the continuation of the East West Link, identifying the large numbers of people and vehicles (including many freight journeys) from our area into the Onehunga/Mt Smart/Penrose business area. This was identified as part of the original AMETI study, but it is blatantly apparent that most of the Auckland Regions' major road corridors run from North to South with very little or poor East West connections right throughout the Auckland isthmus.
- 4) On a completely different note, we support the idea of an additional third or even fourth line to the main trunk rail line between Auckland CBD and the end of the commuter service in the south. This has been a personal idea of mine for many years with an extra line being able to act as an express line into the city in the morning peak, out in the afternoon peaks and used for freight at other times would make Auckland's rail system much more efficient. I am pleased that my board supports this idea as even though rail does not come to Howick, maybe subject to the above one day, our board see the benefit of such an addition to provide faster express services perhaps only stopping twice along the route as a huge uplift to rail journeys from further afield and perhaps also getting a large number of vehicles off of the motorway.
- 5) In the same light I have suggested, and it is supported by HLB, that a similar system is introduced to our local bus network with express buses running along Pakuranga Road from Howick and Ti Rakau Drive from Botany. This would improve the journey time for public transport users and get more people out of their cars many of which are reluctant to as the buses are currently caught up in the congestion due to having to stop to pick up passengers along the way.
- 6) One other corridor important to Howick is the Ferry corridor on our waterway the Tamaki Estuary. I think we would all say what a wonderful collaborative project the development of the Ferry Pier at Half Moon Bay was; in fact I remember the accolades from NZTA with the chairman stating they would like to collaborate in such a way right across the country. It is good to also see timetable alignments between the new Eastern Bus Network and Ferry sailings, where bus routes now begin and end at this point. HLB notes \$200M allocated for the Ferry Strategy and would be very keen to work together to see any more such improvements at Half Moon Bay. HLB feels our next challenge is to encourage other ways for commuters to make their way to the terminal; the new bus network, walking and cycling, carpooling and Uber and such like systems.
- 7) The Howick Local Board reluctantly accepts the regional fuel tax and the draft Regional Fuel Tax Proposal as it will provide some certainty to the AMETI project which will have direct benefit to the local board area, but seeks assurances that the money generated is used solely for the specified transport related projects, and that such projects are brought forward or completed sooner as a result of the new income stream.
- 8) The Howick Local Board supports the draft Contributions Policy