

# CHAIRPERSON'S REPORT

Maungakiekie-Tāmaki Local Board

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## Introductory remarks

This is my first proper report as the Chairperson of Maungakiekie-Tāmaki Local Board. This has been a busy month and I wish to acknowledge the hard work of my deputy Debbie Burrows and the rest of my team. Debbie will remain as the deputy chairperson until October when it changes to Bernie Diver.

The vacant seat on the board will be filled at the end of May following results of the Tāmaki subdivision by-elections. We are looking forward to welcoming a new member to our team and I wish all candidates vying for this seat the very best in the final week of their campaigns.

## 1. Highlights and Achievements

This report covers the period of mid-April to mid-May.

**1.1 Long term plan 2018-2028:** This month we grappled with a large volume of feedback from our community and the region on the consultations undertaken in March. For our local board alone we received over 800 pieces of feedback, which is the most we have ever gotten on any consultation since the start of the Auckland supercity. It is wonderful to see our community engaging and we want to continue to grow this number. Thank you to each and everyone who took the time to share your views with us. We have reflected on our communities views on the many of the topics we consulted on. Interestingly, many views are consistent with that of other Aucklanders across the region. For key regional issues, including rates, transport plans and big budget decisions, the decision is made by Governing Body but we are working closely with the Governing Body, including our Ward Councillor Josephine Bartley, to advocate the views and preferences of our community so that they are considered in those decisions.

## **1.2 Feedback on the Regional Land Transport Plan and Regional Fuel Tax**

The deputy Chair and I were tasked with developing the local board feedback on these plans. The feedback we have submitted on behalf of the board is attached to my report for information. (Attachment A)

**1.3 Feedback on Development contributions policy** – a draft is being developed and will be signed off by myself and Debbie soon.

**1.4 Local work programme 2018/2019:** The feedback collected during the March consultations will inform further discussions on our plans for 2018/19 and how we allocated discretionary budgets. This discussion will continue in May until June. The feedback shows a majority support for our proposed projects and have given us some constructive feedback to reflect on as we put the final touches on this. I'd like to thank the community for your support.

## **2. Challenges and Issues**

**2.1 Open Space Network Plan Engagement with the community.** I have been concerned that the engagement we are planning may not meet the Tāmaki community expectations on engagement as per the Tāmaki Inclusive Engagement Strategy (TIES) that the community developed. We are working through this before the consultation is undertaken. I've had a few constituents ask me about this. I thank the community for your patience while we sort out a plan that will ensure we get the right views from residents especially those that may be affected by some of the changes we are considering.

**2.2 Panmure Unlock.** As this new development takes hold we had a presentation from PCAG about how unhappy they were with the current process. I have stated, that we will make Community Engagement a priority of this board while I am Chair so we will work closely with Panuku and the community on issues affecting us.

**2.3 Ian Shaw Park.** Another deputation by a group of users from this park highlighted the need for investment in this park which has seen growth from users, inadequate car parking and improvements to enhance safety are things that will be addressed as short-term measures.

**2.4 Riverside Community Centre.** A new group of residents going by the name of PANAMASIANS presented in the last workshop meeting, support for our community

groups is one of our priorities so it was good to see a concerned group coming out to present their ideas and future vision for the center.

**2.5 Otahuhu League.** Another club sitting on a shared asset on Maungakiekie-Tamaki Authority and Council controlled land. Working with the club to get best outcomes for the players and members.

**2.6 Manukau Cruising club.** Meet onsite with the club and Debbie, Bernie and Don. The Club has gone through some changes in governance and progressing with improvements to the buildings. We will continue to work with the club to get the best outcome for the club and the community.

### 3. Looking Ahead

In the next month we have two business meetings planned (early June and our standard monthly meeting at the end of June). We have added an extra meeting because we need to make some key decisions early in June on our local board agreement which will be included in the Long term plan to be adopted at the end of that month.

My other focus areas in the next month will be:

1. Working with the board and officers to finish designing and approving our work programmes for 18/19 and adopt our local board agreement
2. Assist our new member (to be elected end of May) to settle into his or her role on the local board.
3. Stay on top of decisions on the LTP that are being taken at the Governing Body level and ensure that we feed into decisions that impact on local services, assets or may affect our local community.

### 4. Meetings Schedule Report

#### **25 April 2018 Wednesday**

9:00 AM - 11:00 AM ANZAC Day Services - Onehunga

#### **26 April 2018 Thursday**

4:30 PM - 6:30 PM Men's Caucus -- EWR

#### **30 April 2018 Monday**

2:00 PM - 4:00 PM RLTP consultation material briefing -Room 7, level 14, 135 Albert Street

### **1 May 2018 Tuesday**

9:00 AM - 10:00 AM Meeting with staff re: service level targets, Chairs office

10:00 AM - 4:30 PM MTLB Workshop Day -- Maungakiekie-Tamaki Local Board office, 7-13 Pilkington Road, Panmure

7:30 PM - 9:00 PM MEETING: Onehunga Fencible & Historical Society committee meeting -- Blockhouse on Jellicoe Park cnr of Quadrant Road and Grey St, Onehunga

### **2 May 2018 Thursday**

All Day Community meetings -- GI

2:30 PM - 3:30 PM Meeting with Panuku Development Auckland: Tamaki conversation

### **3 May 2018 Friday**

10:00 AM - 11:00 AM Monthly meeting with Chair and Deputy Chair/Catherine Gilhooly (HNZ)/John Tubberty (HLC) and Brendon Hosken (HLC) -- Maungakiekie-Tāmaki Local Board, 7-13 Pilkington Road, Panmure

### **7 May 2018 Monday**

12:00 PM - 1:00 PM MTLB Finance meeting

1:00 PM - 2:00 PM Meeting with Advisors + Agenda Run Thru

3:40 PM - 3:55 PM Regional Land Transport Plan Informal Hearing Maungakiekie-Tamaki Local Board -- 135 Albert Street,

### **8 May 2018 Tuesday**

10:00 AM - 4:30 PM MTLB Workshop Day – MTLB office

4:00 PM - 6:00 PM Additional Business Meeting -- Maungakiekie-Tamaki Local Board office, 7-13 Pilkington Road, Panmure

### **9 May 2018 Wednesday**

2:00 PM - 3:00 PM Meeting with Chair Chris Makoare and Karem Colmenares to run thru the MTLB Citizenship Ceremony -- Maungakiekie-Tamaki Local Board, 713 Pilkington Road, Panmure

5:15 PM - 6:15 PM Meeting GI Business Association -- GI Business Association, 44 Mayfair Place, Glen Innes

### **10 May 2018 Thursday**

11:15 AM - 12:15 PM **To be rescheduled:** Meeting with Chris Makoare and Shaun Tempest (YMCA Pools) -- Maungakiekie-Tamaki Local Board, 7-13 Pilkington Road, Panmure

1:30 PM - 4:30 PM Planning Committee Auckland Plan workshop, Auckland Town Hall

4:30 PM - 6:30 PM Mens Caucus -- EWR

7:00 PM - 8:00 PM Maungakiekie-Tāmaki Local Citizenship Ceremony - Round 2 -- Panmure Community Hall, 7-13 Pilkington Road, Panmure, Auckland

- 10:00 AM - 11:00 AM Meeting with NZMA and TRC: Youth programmes Maungakiekie-Tamaki Local Board, 7-13 Pilkington Road, Panmure
- 11:00 AM - 12:00 PM Meeting with staff on the development of a local lease policy, 7-13 Pilkington Road, Panmure
- 12:00 PM - 1:00 PM RLTP submission drafting – meeting with Babs, Advisor, Chairs office
- 12:15 PM - 1:15 PM Meeting with Debbie Burrows/Bernie Diver/Don Allan/Sharon Dobson re feedback on the Lib/Train Station -- Maungakieie-Tamaki Local Board, 7-13 Pilkington Road, Panmure

### **12 May 2018 Saturday**

- 2:00 PM - 4:00 PM Governing Body - Upcoming RLTP/RFT/DC consultation drop in sessions
- 7:30 AM - 8:00 AM Chris: prepare agenda items for GB & LBM meeting on Friday. Email to pay
- 8:00 AM - 8:30 AM Chris: Chair's report for MTLB Business meeting due today to Tracey Freeman
- 10:30 AM - 3:00 PM Local Board Chairs' Forum, Auckland Town Hall Council Chambers
- 11:00 AM - 12:00 PM Local Board Chairs - chairs-only session, Auckland Town Hall Council Chambers
- 2:30 PM - 3:30 PM Chairs from LB clusters with Dean Kimpton

### **15 May 2018 Tuesday**

- 9:30 AM - 10:00 AM Te Oro Charter & Business Review -- Maungakiekie-Tamaki Local Board office, 7-13 Pilkington Road, Panmure
- 10:00 AM - 4:30 PM MTLB Workshop Day -- Maungakiekie-Tamaki Local Board office
- 4:45 PM - 5:45 PM Catch up with RM and Senior Advisor -- Maungakiekie-Tamaki Local Board

## Attachment A:

### Maungakiekie-Tāmaki Local Board feedback on the draft Auckland Regional Land Transport Plan 2018-2028, submitted by Chairperson Chris Makoare

The Maungakiekie-Tāmaki Local Board (The Board) appreciates the opportunity to provide feedback to the Regional Transport Committee on the draft Auckland Regional Land Transport Plan 2018-2028 (RLTP).

The Board supports the general direction of the draft RLTP, particularly the fact that, in prioritising activities for inclusion in the proposed funded programme, highest priority has been given to improvements that deliver of the key strategic priorities of the draft GPS 2018 – access and safety.

However, the Board wishes to make the following comments on the details:

- The Board advocates strongly for a transport hub at Onehunga to co-locate the bus and train stations, and that allows for the inclusion of future public transport connections such as light rail. This project is the Local Board's number one transport priority and the Board's "One Local Initiative" in terms of advocating to Governing Body. We would like to see Panuku lead this project, working alongside Auckland Transport to ensure the timely delivery of a transport orientated development with a strong place-making focus. We encourage the Governing Body to prioritise this project to ensure Panuku's mandate to Transform Onehunga can be achieved, whilst at the same time maximising development opportunities of the existing bus station and surrounding assets.
- The Board notes the KiwiRail Capital Programme in the RPLT (p. 73) and strongly supports the inclusion in the "Funded Programme" of the 69 million upgrade of the Onehunga Rail Line to accommodate higher frequency service. The Onehunga Rail Line is currently not operating at capacity due to the infrequent rail service and inefficient park-and-ride. Many potential rail users are choosing to begin their train journey from neighbouring stations, such as Penrose, as a result.

If for any reason the upgrades to the heavy rail line between Onehunga and Penrose were unable to be completed to allow for greater frequency of service, the Board advocates that a light rail route between Onehunga and Penrose is established to provide the frequency of service required to meet our growing community needs.

- The Board supports the \$1.8 billion in funding for light rail (p. 71) and ask that the city to airport route taken through Onehunga responds to the needs of the local community. Due to previous infrastructure development that has "been done TO Onehunga", namely SH16 and overhead powerlines, Onehunga is both physically and visually disconnected from the foreshore and Manukau Harbour. We strongly oppose the light rail further severing Onehunga from its natural surroundings and ask that full consideration is made to minimise the negative impact of the light rail route. It is for this reason that we ask that the route from Dominion Road shoulders SH16 and does not come through Onehunga Bay Reserve. We also strongly support connecting Onehunga with Māngere Bridge via light rail.

One option could be that it goes from along SH16 to the new Onehunga Wharf development where two routes could be provided for – one to connect the wharf to the transport hub on or near Onehunga Mall, the other to cross the Māngere 'new' Bridge (currently the old pedestrian bridge). The other option could be coming off SH16 at Princes Street where it goes to the planned transport hub before continuing to the Onehunga Wharf and then over the Māngere Bridge. Keeping the tracks along the motorway side of Onehunga Bay Reserve avoids severing the community from Onehunga Reserve and continue to allow full public access. It is a priority for the Board that the light rail services the new wharf development to allow for a mixed-use sympathetic development that incorporates residential, hospitality and retail. The existing roading infrastructure would not support development of any kind in this area and with uncertainty of the 'revised' East West Link this area needs public transport to allow for future growth and full use of the local amenities.

As noted above, if for any reason the upgrades to the heavy rail line between Onehunga and Penrose were unable to be completed to allow for greater frequency of service, the Board advocates that a light rail route between Onehunga and Penrose is established.

- The Board advocates for a mitigation package to address the adverse impacts on the local community of the \$800 million revised East West Link (p. 71). It is crucial that this mitigation package includes funding for the \$119 million of local road improvements in Onehunga which are intended support NZTA's East West Link project, but which are currently in Auckland Transport's Capital Programme in the "unfunded category" (p. 70). Funding could come from the \$391 million Local Residential Growth Fund intended for areas with residential growth, including special housing areas (pgs. 44, 63). While Onehunga is not a special housing area, it is an area of high residential growth, with an expected population increase of 25% over 10 years.
- The Board expresses concern that the Ellerslie Panmure Highway bus priority improvements are currently unfunded in the RLTP (p. 67). These improvements would help address current safety issues and would provide much needed improvements in journey time and reliability to and from East Auckland. Furthermore, these improvements would support Panmure as a transport hub.
- The Board strongly urges Auckland Transport to use \$9 million of the \$121 million "Public transport Safety, Security and Amenity and other capital improvements" fund to upgrade the Glen Innes rail station – a project which is currently listed in the "unfunded category" of AT's Capital Programme (p. 68). We have been told repeatedly by constituents that the current underpass access to the train station is a safety concern. This upgrade, which would involve building an overbridge, is an opportunity to address their concerns and increase patronage. Furthermore, the upgrade provides an opportunity to link the bus station and train station with cycleway/walkways. The overbridge provides an opportunity to connect the shared path from the central city to Glen Innes with the planned Pt England to Panmure greenway, via a greenway that goes from Glen Innes to Pt England. This would enable off-road cycling and walking from Panmure all the way into the central city.
- The Board supports the proposed \$197 million funding for the Urban Road Safety Programme (p. 64) and urges AT to use a portion of this to address the Royal Oak roundabout (as we have discussed with AT previously). The Royal Oak roundabout is currently ranked 9<sup>th</sup> on Auckland's Top 100 list of high-risk intersections. We also urge AT to address safety issues at the Great South Road/Portage Road intersection and the Jellicoe Road/Pleasant View Road intersections, as the two intersections also feature on the Top 100 list of high-risk intersections.
- Our community supports investment in infrastructure that supports and incentivises the use of public transport, particularly park-and-ride facilities and bike parking stands. Therefore, the Board notes the \$51 million for the Park and Ride Programme (p. 65) and asked that a portion of these funds be used to extend the facilities that our communities are using as park-and-rides at Glen Innes, Onehunga and Panmure, prioritised in that order. All our park-and-ride facilities are oversubscribed and commuters who miss out at the park-and-ride facilities are parking all day in nearby areas causing issues for those who need parking for shorter durations. The Board also notes that \$180 million has been set aside for Network Performance (p. 65), which includes first-and-final leg trials and implementation and ask that Onehunga is chosen as one of the trial areas. If funding were provided for such a trial, then we would rescind our request for park-and-ride funding for Onehunga.
- The Board support the proposed \$15 million in funding for the Sylvia Park Bus Improvements Project (p. 65) which will deliver a new bus station and route at Sylvia Park which will allow buses to avoid the more congested Mt Wellington Highway intersections.
- Our community has told us in our Local Board Plan engagement that they value safe and secure walking and cycling connections. Further, LTP feedback shows Maungakiekie-Tamaki residents still value walking and cycling as it complements public transport and works to reduce congestion. As such, we support the \$153 million Urban Cycleways Programme (p. 65) and the \$338 million Walking and Cycling Programme (p. 65), and request that greenways be built and connected-up to ensure that people can cycle or walk from Panmure into the central city on paths which are separated from vehicles.

Furthermore, the Board support the \$5 million in funding from Auckland Transport to complete the Orakei shared path (p64) and the \$3 million in NZTA's investment programme for the investigation of potential southern cycle link connecting Newmarket to Ellerslie/Penrose (p. 72).

We recognise that walking and cycling contribute indirectly to non-transport related outcomes desired by our community, particularly health and wellbeing as well as reducing carbon emissions and traffic congestion.

- Our community have told us that a cleaner environment is essential to their quality of life, so we urge AT to prioritise installation of catch pit pollutant traps at roadsides in the Maungakiekie-Tamaki area. Pollutant traps in our area could improve the poor water quality of both the Tāmaki Estuary and Manukau Harbours, as well as Omaru Creek and Miami Streams which are among the most polluted waterways in Auckland.
- The Board supports the proposed the \$41 million earmarked to fund local road upgrades, improvements to Glen Innes town centre and enhanced linkages to public transport delivered in conjunction with the Tamaki Regeneration Project (p 63).
- The Board requests that a portion of the \$195 million Safer Communities and Speed Management funding (p 64) be used to address the unsafe self-explaining roads in Glen Innes. Unfortunately, the design of the roads introduced new safety hazards which now must be addressed as a matter of priority.

Finally, the Board requests that in due course, public feedback from Maungakiekie-Tamaki residents on the RLTP be shared