

# Ōrākei Local Board

## OPEN MINUTES

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Minutes of an extraordinary meeting of the Ōrākei Local Board held in the St Chads Church and Community Centre, 38 St Johns Road, Meadowbank on Thursday, 10 May 2018 at 05:04pm.

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### PRESENT

<b>Chairman</b>	Colin Davis, JP
<b>Deputy Chairman</b>	Kit Parkinson
<b>Members</b>	Troy Churton Carmel Claridge Toni Millar, QSM, JP Ros Rundle David Wong

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**1 Welcome**

The Chairman opened the meeting and welcome those present.

**2 Apologies**

There were no apologies.

**3 Declaration of Interest**

There were no declarations of interest.

**4 Leave of Absence**

There were no requests for leave of absence.

**5 Acknowledgements**

There were no acknowledgements.

**6 Petitions**

There were no petitions.

**7 Deputations**

There were no deputations.

**8 Public Forum**

There was no public forum.

**9 Extraordinary Business**

There was no extraordinary business.

**10 Notices of Motion**

There were no notices of motion.

**11 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

The Board's feedback on the draft Waste Management and Minimisation Plan was tabled. A copy of the tabled documents immediately follow at the end of these minutes.

MOVED by Chairman C Davis, seconded by Member C Claridge:

That the Ōrākei Local Board:

- a) receives the consultation feedback report on the Ōrākei Local Board priorities for 2018/2019 as set out in attachment A to this report.
- b) receives consultation feedback on regional proposals in the 10-year Budget 2018-2028 and draft Auckland Plan 2050 from people and organisations based in the Ōrākei Local Board area set out in Attachment A to this report.

- c) notes that the following redacted written feedback will be made available through the Auckland Council website in May 2018:
- written feedback on the Ōrākei Local Board priorities
  - written feedback on regional proposals in the 10-year Budget 2018-2028 and draft Auckland Plan 2050 from people or organisations based in the Ōrākei Local Board area.
- d) receives consultation feedback report on the draft Waste Management and Minimisation Plan 2018 from people and organisations based in the Ōrākei Local Board area set out in Attachment B to this report.
- e) recommends to the Governing Body that \$427,000 of 2017/2018 Locally Driven Initiative (LDI) operating expenses to be deferred to 2018/2019 as set out in Attachment C.
- f) provides the following feedback based on the feedback the Board has received as part of the consultation process on the 10-year Budget 2018-2028 as follows:
- i) that if the Governing Body resolves to set a regional fuel tax at 10 cents per litre (plus GST), the Ōrākei Local Board requests that the regional fuel tax be used to raise more funding for transport projects and services.
  - ii) supports the proposal of setting a flat rate for water quality to speed up the delivery of cleaner harbours, beaches and streams.
  - iii) supports the setting of a flat rate for the natural environment of \$47 per year for each residential rateable unit and that consideration be given to a higher targeted rate for business.
  - iv) supports the investigation of a polluter pays targeted rate to specifically benefit the environment.
  - v) supports the proposal of an average general rates increase of 2.5 per cent for the first two years and then 3.5 per cent for years three to 10 as supported by the majority of submissions from the Ōrākei Local Board area.
  - vi) supports the proposal that online accommodation providers who let out their whole property (not just a room) for 28 days or more per year should pay business rates and the Accommodation Provider Targeted Rate.
  - vii) supports an opt in/opt out option for a targeted rate to fund food waste collection.
  - viii) supports retaining Auckland Council Investment Limited.
  - ix) supports the overall intent and scope of the Council Controlled Organisations Accountability Policy subject to the following amendments and considerations:
    1. supports a clear statement of the obligation on Council Controlled Organisations to consult with local boards in the Accountability Policy and ensure that in any decision making or inputs by local boards it is clearly defined and sufficient time is given for genuine engagement with local boards.
    2. supports Council Controlled Organisations developing examples and clear methodologies that exhibit and deliver “best practice” in working with local boards and provide clear accountability in practice.
    3. seeks clear statements in the Policy in section 1.1.3 to require that Council Controlled Organisations must give effect to and be cognisant of local board plans and where relevant area plans to ensure that key local board priorities and projects are supported and integrated.

4. endorses section 1.1.7 Understanding and Giving Effect to Auckland's Shared Governance and the recognition and acknowledgement of the legislated status of local boards as an integral part of the shared governance of Auckland Council.
- g) provides feedback on the draft Auckland Plan 2050 based on the consultation feedback from residents and businesses of the Ōrākei Local Board area that the Board has received as follows:
    - i) supports Outcome area 1: Belonging and participation and requests the inclusion of clear and specific mention of art and culture, seniors, community safety, sport and recreation.
    - ii) supports Outcome area 2: Māori identity and wellbeing along with cultural wellbeing of all Aucklanders.
    - iii) supports Outcome area 3: Homes and places and requests inclusion of clear and specific mention of the importance of maintaining built heritage in Auckland
    - iv) supports Outcome area 4: Transport and access namely moving easily around Auckland.
    - v) supports Outcome area 5: Environment and cultural heritage namely protecting and enhancing our environment.
    - vi) supports Outcome area 6: Opportunity and prosperity namely equipping people for future jobs.
    - vii) supports the approach to shaping our growth as proposed by the Development Strategy.
  - h) formally endorses the Board's submission on the draft Waste Management and Minimisation Plan 2018 as tabled which was presented to the Governing Body committee on 3 May 2018.
  - i) provides the following further feedback on the draft Waste Management and Minimisation Plan 2018 as follows:
    - i) supports the most important waste outcomes as reducing waste to landfill and carbon emissions, and reducing environmental and marine pollution.
    - ii) supports the approach to expand the waste minimisation efforts to include the 80 per cent of waste that comes from businesses and commercial activities.
    - iii) supports the approach to work with businesses to try new approaches to reduce construction and demolition waste, plastics, and organic waste (food, green and other types of organic waste) going to landfill, with the inclusion of specific plastics such as straws and plastic bags being targeted.
    - iv) supports the Council's approach to maintain the existing five community recycling centres and to establish seven more by 2024.
    - v) supports the approach to encourage central government to introduce product stewardship schemes and in particular to reduce plastic and packaging at source.
    - vi) supports an opt in/opt out option for a targeted rate to fund food waste collection.
    - vii) supports the approach taken in Tikapa-Moana Hauraki Gulf Islands Draft Waste Plan *towards waste management and minimisation for the communities of Waiheke, Aotea Great Barrier, Rakino and Kawau Islands.*
    - viii) supports reverting to the former inorganic collection.

- j) approves its advocacy initiatives, including its key advocacy project, for inclusion to its 2018/2019 Local Board Agreement as an appendix as follows:

Advocacy initiatives		
Initiative	Description	Advocating to
Gowing Drive Linkage to Glen Innes to Tamaki Drive Shared Path	A walking and cycling linkage from Gowing Drive in Meadowbank 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.	Governing Body and Auckland Transport
Colin Maiden Park	Implementing the masterplan by retaining its previously funded, growth-related projects.	Governing Body
Tāmaki Drive improvements	Improvements to Tāmaki Drive including mitigating flooding risks.	Governing Body and Auckland Transport
Meadowbank Community Centre redevelopment	The budget for the Meadowbank Community Centre redevelopment needs to remain in 2020/2021 (and not pushed out again).	Governing Body
Merton Reserve BMX	For Governing Body to find land for the BMX club to move to.	Governing Body
Community Space	Provision of a community space in Remuera.	Governing Body

MOVED by Member T Churton, seconded by Member D Wong:

Member T Churton moved an amendment by way of an addition to the advocacy initiatives as follows:

Hobson Bay shared path	Hobson Bay shared path along south-side of railway from Ōrākei Point to Point Resolution, Judges Bay.	Governing Body and Auckland Transport
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A division was called for, voting on which was as follows:

**For**

Member T Churton  
Member R Rundle  
Member D Wong

**Against**

Member C Claridge  
Chairman C Davis  
Member T Millar  
Deputy Chairman K Parkinson

The motion was declared LOST by 3 votes to 4.

The Chairman put the substantive motion.

Resolution number OR/2018/74

**That the Ōrākei Local Board:**

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- b) receives consultation feedback on regional proposals in the 10-year Budget 2018-2028 and draft Auckland Plan 2050 from people and organisations based in the Ōrākei Local Board area set out in Attachment A to this report.
- c) notes that the following redacted written feedback will be made available through the Auckland Council website in May 2018:
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- d) receives consultation feedback report on the draft Waste Management and Minimisation Plan 2018 from people and organisations based in the Ōrākei Local Board area set out in Attachment B to this report.
- e) recommends to the Governing Body that \$427,000 of 2017/2018 Locally Driven Initiative (LDI) operating expenses to be deferred to 2018/2019 as set out in Attachment C.
- f) provides the following feedback based on the feedback the Board has received as part of the consultation process on the 10-year Budget 2018-2028 as follows:
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- inclusion of specific plastics such as straws and plastic bags being targeted.
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Community Space	Provision of a community space in Remuera.	Governing Body

**CARRIED**

## 12 Feedback on Rates Remission and Postponement Policy

Resolution number OR/2018/75

MOVED by Chairman C Davis, seconded by Deputy Chairman K Parkinson:

**That the Ōrākei Local Board endorses the:**

- a) **proposal to:**
  - i) **transfer current budget for legacy remissions schemes for natural heritage and community and sports organisations to the operating group with relevant expertise**
  - ii) **grant the current recipients the same support guaranteed for three years**
  - iii) **develop an integrated approach to supporting outcomes for natural heritage, and community and sporting activities across the region.**
- b) **Rates Remission and Postponement Policy in Attachment B to this report, which includes the following amendments to the existing policy:**
  - i) **introduction of a remission scheme for the Accommodation Provider Targeted Rate.**
  - ii) **amendments to the remission for residents of licence to occupy retirement villages and Papakāinga housing to remove references to retirement villages and the Interim Transport Levy**
  - iii) **amendments to simplify the remission for rates penalties.**

**CARRIED**

## 13 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

The Board's feedback on the draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax Proposal and draft Contributions Policy were tabled. A copy of the tabled documents immediately follow at the end of these minutes.

Resolution number OR/2018/76

MOVED by Chairman C Davis, seconded by Member T Millar:

**That the Ōrākei Local Board formally endorses its tabled feedback on:**

- a) **the draft 2018-2028 Regional Land Transport Plan, noting that the Board presented this feedback at the Regional Transport Plan Committee, Local Boards Hearing on Monday 7 May 2018**
- b) **the draft Regional Fuel Tax Proposal**
- c) **the draft Contributions Policy.**

**CARRIED**

## 14 Consideration of Extraordinary Items

There was no extraordinary items.

5.44 pm

The Chairman thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD  
AT A MEETING OF THE ŌRĀKEI LOCAL BOARD  
HELD ON

**DATE:**.....

**CHAIRMAN:**.....

Item 11:

**Presentation by the Ōrākei Local Board**  
**on the draft Waste Management and Minimisation Plan**

3 May 2018

Introduction

We are making an effort to respond, despite limited time to read submissions and prepare for today. We have relied on the summary provided to us by the Local Board Services Team and the Waste Management and Minimisation Plan agenda item.

- The Board (and therefore the GB) does not have a clear response from our electorate from the feedback. I believe we have had around 85 submissions from a population of 85,000+ i.e. possibly less than 0.1%
- What is clear from the feedback to us, including what we heard at the Have Your Say events, is that there is support for the principles behind the Waste Management and Minimisation Plan.

Household Food Scraps Collection

- There is widespread concern about the practical and compulsory nature of some of the proposals, such as the introduction of the small scrap food waste bin.
- Residents commented about using the sink disposal units, which these days are in most modern and renovated homes and assist the movement of wastewater through the system. In addition many households have composting systems and worm farms. Households should be able to opt out of the food bin collection system and not be required to pay for something they will not use.
- There is again the practicality of storing the bins, particularly if the system is compulsory and the household does not use the bins and the frequency of disposal of the bin's smelly contents. Storage is an issue and some residents were concerned about them attracting vermin.

Inorganic Waste Collection

- The present and proposed method of collecting inorganic material should be abandoned. It is noted that people still put out unwanted furniture on berms, rather than calling for its official removal or taking the item to a disposal centre. Most people I talk with favour the previous inorganic collection. Sure it may cause an issue of a week or so, but in itself this was recycling. Those wanting the Council to return to the former system, suggested it should occur annually or even every six months.

Recycling and Education about Managing Waste

- There is continuing uncertainty about what should be recycled and inadequate information. The complexity of having to sort out the different grades of plastic as to which can or cannot be recycled for example, leads to households not bothering.
- Some residents believed the Council is not doing enough to educate residents about aspects of recycling and should be doing more in terms of “think before you throw” type campaigns. Respondents believed that a lot more could be done to encourage (incentivise?) residents to restrict and manage waste.

Local Recycling and/or Composting Centres

- Submitters supported the idea of having more local recycling centres; some suggested that it should be free to take materials there
- Submitters also supported the encouragement of home compost systems, but a local composting depot was also suggested for people to either take food and garden waste to, or their own compost if it started to build. Increasingly, properties do not have room for traditional composting systems, and gardens are too small to take all the compost that households generate.

#### Bin Collection Frequency and Charging

- The proposed frequency of collecting the red bin needs to be reviewed taking into account babies' soiled nappies, incontinence pads etc.
- Some residents have requested a return to weekly collections for recycling and consideration of options for large households
- Bins should be supported rather than paper/plastic bags which are targets of animals and when ripped their contents are widely spread
- Many submitters were concerned about the user-pays and pay-as-you-throw methods of charging for waste collection. They believed this would just lead to more illegal dumping and to people putting their rubbish in their neighbours' bins (at the expense of the neighbour).

#### Industrial and Building Site Waste

- With the building boom in Auckland there is always a lot of waste material from demolitions and construction sites. The cost of disposing of such material should not be subsidised by the residential and the non-building/demolition sector.
- Ordinary residents are penalised due to decreasing landfill space – a positive is to highlight and reward those who recycle/minimise their building waste.
- Businesses should be encouraged to reduce and recycle demolition materials by using the best practice examples, such as how waste from sites associated with CRL has been dealt with.

#### Retail/Business Waste

- There is also a need to stop waste at source. A simple example is when buying a shirt with all its packaging. Mail order products often have excessive packaging. There is unnecessary plastic on food products etc
- Much of this goes to the landfill, but it should be either restricted at source or returned to the supplier for disposal
- Other plastic ends up in the environment and there is increasing rubbish in our harbours and waterways
- Some submitters believed that waste collection and landfill charges for businesses, retail outlets and industries should be much higher.

#### Working with Central Government

- The Council could do more to lobby Central Government regarding levies or polluter pays penalties.

Item 13:

## Ōrākei Local Board feedback on the Regional Land Transport Plan 2018-2028

Ōrākei Local Board believes environment and an efficient and safe transport system are key ingredients to a healthy and resilient Auckland. We also recognise that in addressing the five challenges there will be conflicts which need to be resolved.

Broadly speaking the RLTP supports what is in the Ōrākei Local Board Plan 2017-2020, particularly our outcome - People can move around our area easily and safely, an extract from our plan is attached. We hope that the RLTP remains flexible to cope with the changes that will occur in the next decade whilst delivering value for money for Aucklanders.

We recognise that the RLTP is based on the premise that the Regional Fuel Tax for Auckland will be approved. Even if the RFT is not approved, there are projects in Appendix 1a which must go ahead regardless, for example the Ōrākei shared path. Ōrākei shared path must be provided for to achieve the full potential of the Glen Innes to Tāmaki Drive Shared Path and to ensure economies of scale make it affordable.

### Board specific projects in the RLTP -

**Ōrākei shared path (P64)** - We are pleased to see the inclusion of the 'Ōrākei shared path', also known as the Gowing Drive linkage. This project has been widely supported through our Local Board Plan consultation last year, and has been very well received from our communities as our One Local Initiative advocacy consultation through the Long-term Plan 2018-2028.

We request the use of the term 'Gowing Drive linkage' instead of 'Ōrākei shared path' as we have concern that the public will be confused due to the change of name. 'Ōrākei shared path' can also be easily confused with the GI to Tāmaki Drive shared path.

The project is key to providing a viable linkage for students accessing local schools, and commuters to the Glen Innes to Tāmaki Drive shared path. It connects several neighbouring suburbs that are cut off from each other by the rail line. The project easily sits under all of your five pillars and assists in opening up the GI to Tāmaki Drive shared path to another large catchment. It is particularly important to ensure our local students use safe routes to get to school. However, we do question the \$5million figure, and believe additional funding should be set aside for the linkage. To ensure value for money is met through procurement and construction, the project should be aligned for delivery at the same time as the construction of the GI to Tāmaki shared path.

We have also shown our commitment to this project by committing up to \$2million of funding to its development.

**Tāmaki Drive (P64)** - We are also pleased to see the inclusion of a Tāmaki Drive resilience investigation but would like to see more than just plans, action is needed. The flooding mitigation issues for this important road must be a priority.

We support projects that protect Tāmaki Drive and assist in reducing congestion. Focus on bus reliability should be extended along Tāmaki Drive and into Ōrākei Local Board area to ease congestion.

We would hope that the Seismic Strengthening Programme will include seawalls in the Ōrākei Local Board area, and that any work done will be aligned with other construction works to ease disruption.

**Patteson Avenue (P70)** – There is insufficient details, however, we support improvements to the bus network onto Tāmaki Drive as long pedestrian safety, recent improvements and businesses are not affected negatively.

**Morrin to Merton Road connection (P70)** – We support safety improvements and improving network capacity in this area but request full engagement with the local board and community before works occur.

### **Wider projects –**

**Funding of projects** – There should be clear mention that the proposed Regional Fuel Tax is key to delivering the content, in particular local projects, of the RLTP. We support the Local Board Projects listed in Appendix 1a being funded even if the RFT is not progressed. These projects should be based on the merits of community need, endorsement and satisfying region wide initiatives of enhancing transport alternatives and safe routes accessibility for our constituents.

**Accessibility through improved network** – We support the extension of the public transport network to all our suburbs. Parts of our area have historically had a limited availability of frequent public transport and would benefit greatly from an improved public transport network.

**Improved technologies** – We support the use of new technologies to reduce congestion and would like the use of dynamic lanes to be investigated on appropriate arterial roads for peak times. Improved traffic light sequencing should be identified at all controlled intersections, and consideration given to shorter sequences at off-peak times such as 1-5am at identified intersections.

**Congestion pricing (P41)** – we support an investigation into the feasibility of introducing congestion pricing and strongly support it being prioritised.

**Whole of Bus Route Priority Phase 1 (P34)** – We support the proposed programme and request that Auckland Transport work with local businesses and residents to ensure as little disruption as possible to the business areas.

**Vision Zero (P31)** – We support the Vision Zero approach and would value working with Auckland Transport and the community on making this a reality.

**Ferries (P35)** – We support the completion of the Future Ferry Strategy for Auckland, and would encourage investigation of the viability of water-based transport for the eastern bay suburbs such as water-taxis. This includes using existing infrastructure such as the Ōrākei wharf to get to the premium tourist attraction – Kelly Tarlton's.

**Walking and Cycling** – We would like Auckland Transport to take into account the local path and greenway plans that local boards have and are developing. They are an important contributor to providing safe recreational and commuter connections for Aucklanders.

**LED street lighting (P43)** – We support the rollout of LED street lighting to reduce energy use, but would like the priority to be towards lights needing an upgrade to ensure we are being prudent with rate-payer money. Auckland Transport should be working with Vector to under-ground lines where possible.

**Environmental maintenance** – We strongly support improved environmental outcomes, particularly proactive projects such as the reduction of carbon emissions. Although this is a reactive measure, we would like to see the use of tetrapods used on all roads that neighbour a

water way or are heavily used. We have concern that Auckland Transport's maintenance within the natural environment is not up to standard. The removal of noxious and other weeds is falling behind on Auckland Transport land and property and must be rectified.

**Appendix table 1a.** – We support the projects listed and they should remain unchanged.

### **Freight (P18) –**

With freight in Auckland expected to grow substantially in the next 30 years, we have concern on the detrimental effect heavy vehicles have on the residential roads in the Ōrākei Local Board area. We request that appropriate funding for renewals to local roads and environmental alleviations are budgeted for the Ōrākei Local Board area, in particular Kepa Road, Kupe Street, Ngapipi Road, Ōrākei Road and St Johns Road, as well as our local waterways of Hobson Bay, Ōrākei Basin and the Hauraki Gulf. These roads and areas have a large number of schools, the safety of students must always be taken into account.

We note that upgrading the rail network to provide greater capacity for freight is a focus; however, we see this as a priority for Auckland. It will ease congestion, improve the environment and make roads safer. This includes prioritising a third rail line. Rail networks need to be developed in the emerging greenfield sites.

We also note that there is a full restriction on freight trucks turning left out of Mechanic Bay, Ports of Auckland, onto Tāmaki Drive. This should be re-stated as it is not appropriate for heavy vehicles to be using residential routes to access the motorway network.

The Ōrākei Local Board would like to investigate a bylaw to stop heavy vehicles using residential streets, and would value Auckland Transport working with us to achieve safe roads for our residents. Should this not be able to be achieved, we would like an investigation on heavy vehicles not using roads, including motorways, at peak time to ease commuter congestion. This could be achieved by providing areas for stopovers for the drivers.

### **Placemaking (P39) –**

We are pleased to see the acknowledgement of local boards as the lead in placemaking. We welcome Auckland Transport in working closely with local boards and using their knowledge of the local area when engaging on local projects.

We support the proposed increase to the Transport Capital Fund for Local Boards. However, we have reservations that the necessary operational expenditure, resource and strategic advice will not be forthcoming, or available to make use of the additional funds.

We see early engagement with communities and businesses as being key to the successful delivery of transport projects. Working with local boards will also assist in this. Improvements must be made by Auckland Transport on their communications of projects and plans, including the consultation on the RLTP.

We would value Auckland Transport working with local boards and business associations in the infancy of a project so that its economic viability if in commercial areas can be fully met.

Along with the increase in freight, we see the residential up-zoning along our arterial routes having an adverse effect on congestion. The increase of growth in urban areas must be considered when improving access and making the most of our existing network.

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**What is the plan missing, and how will they be addressed? –**

Clarity on how projects will be funded.

There is no mention of Local Board Plans and how Auckland Transport has aligned to these outcomes. We would expect to see this under ‘Strategic Content’.

Wilson's Beach to Shore Road cycle-path and that network be continued to Tāmaki Drive as mentioned in the Ōrākei Local Board's Hobson Bay Plan.

Investigate a railway station at Pourewa Valley to provide better access to public transport and ease congestion.

A shared path through Colin Maiden Park to provide better access to local communities and users of the park.

## Ōrākei Local Board feedback on the Regional Fuel Tax for Auckland –

The Ōrākei Local Board supports the Regional Fuel Tax for Auckland.

Project	Very important	Moderately important	Less important
Project 1: Bus Priority Improvements	1	2	3
Project 2: City Centre Bus infrastructure	2	4	
Project 3: Improving Airport access	4	2	
Project 4: AMETI Eastern Busway	4	1	1
Project 5: Park and Rides	4		2
Project 6: Electric trains and stabling	2	3	1
Project 7: Downtown Ferry Redevelopment	2		4
Project 8: Road Safety		3	3
Project 9: Active Transport	4	2	
Project 10: Penlink	3	3	
Project 11: Mill Road corridor	6		
Project 12: Road Corridor improvements	4	2	
Project 13: Network Capacity and Performance Improvements	2	3	1
Project 14: Growth related transport infrastructure	6		

The Ōrākei Local Board supports the six key objectives of the programme.

The Board has concerns on the long-term negative effects from the RFT and believes further consideration and necessary addressing should be investigated on –

- Increased fuel prices leading to more costly travel for private and commercial vehicles.

The Ōrākei Local Board supports the use of congestion pricing over a fuel tax as believes it is more equitable to Aucklanders and would like the investigation of congestions pricing prioritised.

The Board prioritises safety for all transport decisions, but sees education as also being a key initiative in improving the safety record on our roads.

The Ōrākei Local Board supports Project 9, and believes that if the RFT is not approved, the Ōrākei shared path should be supported and funded by Governing Body.

We request the use of the term ‘Gowing Drive linkage’ instead of ‘Ōrākei shared path’ as we have concern that the public will be confused due to the change of name. ‘Ōrākei shared path’ can also be easily confused with the GI to Tāmaki Drive shared path.

The Board requests the inclusion of Tāmaki Drive improvements to be prioritised in Project 12. Tāmaki Drive is a key arterial road to the Eastern Bay’s and must be protected for the long-term.

## Ōrākei Local Board feedback on the Draft Contributions Policy 2018

The Ōrākei Local Board support the proposed increase in the average urban development contributions to \$27,000 to enable the investment in community infrastructure and parks that support housing development.

The Ōrākei Local Board supports the four additional funding areas for transport, which allocates the cost of transport infrastructure to the priority areas in Kumeu/Whenuapai/Redhills, Dairy Flat/Wainui/Silverdale, Greater Tāmaki and Albany.

The Ōrākei Local Board supports the additional funding area for reserves and community in Greater Tāmaki, noting that it will be required so that neighbouring areas are not adversely affected.

The Ōrākei Local Board supports amending the development types of 'student accommodation' and 'aged care rooms' to better reflect the demand they place on infrastructure.

The Ōrākei Local Board supports the changes to the definitions of the following development types:

- Small ancillary dwelling units
- Retirement villages
- Accommodation units for short term rental

The Ōrākei Local Board supports the status quo for payment timing for residential developments.