
Draft Regional Land Transport Plan 2018

That the Great Barrier Local Board:

- Support the Regional Land Transport Plan's overall vision for an Auckland that is: Accessible; Well connected; Safe and Sustainable.
- Strongly support the additional funding for road seal.
- Seek assurance that the carriageway renewals investment policy will not adversely affect Great Barrier's road corridor maintenance due to the proposed funding being based upon access and volume in traffic.
- Agree with the statement that Minimizing transport impacts on the environment is critical and strongly support ensuring maintenance and operational practices minimise impacts on the environment, including the minimisation of agri-chemical use and the remediation of culverts for fish passage.
- Strongly support the immediate facilitation for increased uptake of electric vehicles. Auckland council should be leading the way and showcasing best practice for the nation.
- Advocate for a Climate Change Mitigation fund to assist in addressing coastal erosion and extreme weather events. On Great Barrier would like to see the fund assist in the strategic planning for managed retreat for coastal roads and future-proofing for coastal infrastructure.
- Strongly support environmental sustainability research and trial for new practices and technology such as alternative vegetation control, remediation of culverts for fish passage, dust suppression on unsealed roads and electric vehicle infrastructure. This would include adequate resourcing to enable staff to investigate the new technologies and methodologies.
- Advocate for the Environment Sustainability Infrastructure programme to be embedded as a measure across the full transport work programme and not a separate fund.
- Seek assurance that all environment sustainability infrastructure will align with Seachange Tai Timu Tai Pari.

- Support the inclusion of water sensitive design as part of infrastructure development and the board would like to hear further detail about this initiative.
- Support funding for any Department of Conservation roading projects on Great Barrier Island.
- Strong support for the New Footpaths Regional Programme.
- Strongly support investment into the Ferry Strategy as the island is dependent on its wharves for passenger and freight service.
- Seek assurance that the Ferry Strategy will align with Seachange Tai Timu Tai Pari's blue highway concept.
- Advocate for Great Barrier Island's ferry service to be brought within the public contract.
- Seek assurance that Great Barrier's Auckland terminals can continue to be central. The island is dependent on both the airfields and the wharves for transportation:
 - Great Barrier has Auckland Council's only airfields. We ask that Auckland Transport assist in any advocacy required in keeping the airlines operating out of Mangere airport.
 - Sealink operates the only passenger and freight ferry service to Great Barrier. We request that Auckland Transport assist in any advocacy required in keeping the service operating from the downtown port.
- Advocate for Auckland Transport maintenance contracts to be delivered at a local level and to ensure due diligence, best practice and transparency is attained through any procurement for a fair and equitable process.
- As the island has Dark Sky Sanctuary Accreditation we are asking Auckland Transport to be mindful of street lighting design on the mainland and gulf islands to minimize impact of light pollution in the hope that new lighting designs will be introduced. We can provide further information in due course.

Draft Regional Fuel Tax 2018

Great Barrier Local Board supports Auckland Council's proposal to exclude the island from the Regional Fuel Tax due to the following reasons:

- Aotea Great Barrier is a remote island with approximately 900 residents, 90kms from Auckland, accessible only by plane and boat and has no public transport. The residents, business and visitors on the island rely solely on private transportation.
- Great Barrier is off the grid and does not have reticulated power and water. Many houses use diesel and petrol generators as both the sole energy source and back up to alternate systems.
- Great Barrier has a number of houses that are only accessible by boat, with no other means of transport.
- Fuel prices are already highest in New Zealand at \$3.14 per litre and the island is the lowest socio-economic sector in Auckland region.

Development Contributions Policy

Great Barrier Local Board provides the following feedback to the Development Contributions Policy:

- Our island relies on a robust resident population as well as tourism – the proposed Development Contributions are prohibitive, out of scale for the island, and will inhibit our growth.
- Great Barrier has no reticulated power, nor water. We have no stormwater system and no public transport. Our community lives entirely off the grid.
- The island also has no council owned community halls, community centres or aquatic centres. All community meeting and sports facilities/parks are privately owned with the exception of the golf course which is council owned and leased by a local group.
- We are a unique place with a unique situation and few of the fee charges within the Development Contributions Policy relate to Great Barrier.

- Building on island has extra demands not associated with urban developments such as Geotech reports for waste; off the grid power systems; lizard reports; travel costs for planners (flights, parking, and time). It is a high cost for building with little infrastructure provided.
- Affordable housing is difficult to find on the island and rental accommodation is near impossible. The consenting process, build and development contributions are making new builds prohibitive.
- We have a number of properties in multiple ownership e.g.: Windy Hill; Wairahi; Arohanui; Little Goat; Waterfall Bay which seem unfairly affected with development contributions especially due to the fact most multi-dwelling properties on Great Barrier put in all their own roads, driveways and infrastructure (WWS and power).
- We note Rural Islands has been introduced as a new category for the new policy and advocate for a review for the Great Barrier Development Contribution charges.