

12 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 chairperson put the motions in parts.

Resolution number WHK/2018/1

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- a) receive the 10-year Budget 2018-2028 and draft Auckland Plan 2050 consultation feedback report.
- b) approve its advocacy initiatives, including its key advocacy project, for inclusion (as an appendix) to its 2018/2019 Local Board Agreement.

CARRIED

Resolution number WHK/2018/2

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- a) recommend that the Governing Body acknowledge the allocation of \$1 million (debt funded at the rate of \$100,000 per annum from LDI operating expenditure budget) towards development of a community swimming pool, noting this was approved by the Governing Body in FY16 and the project is progressing.

CARRIED

Resolution number WHK/2018/3

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- d) recommend to the Governing Body that \$155,000 of 2017/2018 Locally Driven Initiative (LDI) operating expenditure be deferred to 2018/2019.

CARRIED

Resolution number WHK/2018/4

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- e) note that the redacted public submissions from Waiheke residents or organisations are now available through the Auckland Council website at the following link:

https://aklcwm-my.sharepoint.com/:f/g/personal/localboards_aklcwm_onmicrosoft_com/E56Jq02XcSdHh2axihj1wG8B5lpjIFb-esAUNjPNEt8-uw?e=2Yn39U

CARRIED

Resolution number WHK/2018/5

MOVED by Chairperson C Handley, seconded by Member S Brown:

That the Waiheke Local Board:

- f) **provide the following feedback on the 10-year Budget 2018-2028:**
- i. **Governance: The board notes strong community support to increase local board authority for local decision-making, and that this aligns with the principles of the Waiheke Local Board pilot project.**
 - ii. **Matiatia: The board notes strong community support for this priority; particularly improved parking, public transport, cycling and pedestrian access and more functional facilities.**

CARRIED

Resolution number WHK/2018/6

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- f) **iii. Water quality targeted rate: the board supports the proposed water quality targeted rate and note that improvement of stormwater infrastructure is required on Waiheke due to flooding and slips and the impact on the receiving environment in particular the Hauraki Gulf Marine Park.**
- iv. Natural environment targeted rate: The board supports Option B – a targeted rate of an average rate of \$47 per year per residential ratepayer, however request that funding be more evenly spread to deliver more outcomes within the pest management plan and the greater Hauraki Gulf Marine Park.**

CARRIED

Resolution number WHK/2018/7

MOVED by Member J Meeuwsen, seconded by Chairperson C Handley:

That the Waiheke Local Board:

- f) **v. General rates increase of 2.5 percent: The board requests there be a focus within the organisation to further reduce the council costs.**

CARRIED

Resolution number WHK/2018/8

MOVED by Member S Brown, seconded by Chairperson C Handley:

That the Waiheke Local Board:

- f) **vi. Accommodation Provider Targeted Rate: The board supports the introduction of the proposed tiered rate.**

CARRIED

Resolution number WHK/2018/9

MOVED by Member J Meeuwsen, seconded by Member S Brown:

That the Waiheke Local Board:

- f) vii. **Land owner approvals: The board support the introduction of a new charging regime for council-owned land owner approval applications for commercial and private applicants with an exclusion for community groups and community organisations.**

CARRIED

Resolution number WHK/2018/10

MOVED by Chairperson C Handley, seconded by Member S Brown:

That the Waiheke Local Board:

- f) viii. **Community Art Gallery funding: The board request the Governing Body address the inequity of legacy funding for art galleries, and develop a policy framework for determining the funding of Asset based services which include community art galleries.**

CARRIED

Resolution number WHK/2018/11

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- g) **provide feedback on the draft Auckland Plan 2050 through Chairperson C Handley, following a further workshop on the subject.**

CARRIED

Resolution number WHK/2018/12

MOVED by Chairperson C Handley, seconded by Member S Brown:

That the Waiheke Local Board:

- h) **noting the overwhelming support for the following from the Waiheke community, provide the following feedback on the draft Waste Management and Minimisation Plan 2018:**
- i. **that as part of the Waiheke Local Board Pilot Project, delegations be approved by the Governing Body to the Waiheke Local Board to give effect to The Tikapa-Moana Hauraki Gulf Islands Draft Waste Plan within the Waiheke local board area**
 - ii. **that Auckland Council promote locally based service providers across all the waste streams that ensures on-island control of the full waste stream with community participation within the Waiheke local board area.**
 - iii. **that Auckland Council promote, develop and provide an on-**

island Community Resource Recovery Park on Waiheke and inclusion of that to be within the next tier of funding.

- iv. that Auckland Council promote, develop and implement a Zero Waste Waiheke strategy in accordance with the waste hierarchy.**
- v. that Auckland Council promote, develop and implement a comprehensive strategy to deal with visitor generated waste in the Waiheke local board area.**

.CARRIED

The Waiheke Local Board provide the following feedback on the draft Auckland Plan 2050:

Outcome area 1: Belonging and participation

- a) Supports the focus areas for the “Belonging and participation” outcome, noting community feedback was generally supportive with 42 per cent support and 43 per cent partially support.
- b) Supports the concept of resilient, thriving communities and recommends emphasis on enabling and supporting locally-led and delivered solutions to improve sense of belonging.
- c) Recommends more emphasis on fostering belonging, improving living standards, and reducing disparities in opportunities that can apply to small, remoter rural and island communities.

Outcome area 2: Maori Identity and Wellbeing

- d) Supports the focus areas for the “Maori Identify and Wellbeing” outcome, with feedback from the community at 48 per cent support and 37 per cent partial support.

Outcome area 3: Homes and Places

- e) Supports the focus areas for the outcome “Homes and Places” outcome, with feedback from the community showing 31 per cent support and 46 per cent partial support.
- f) Notes community concern around the lack of affordable homes, availability of rental property and security of tenure, and the built quality of rental homes.

Outcome area 4: Transport and Access

1. Supports the focus areas for the “Transport and Access” outcome, noting feedback from the community shows 47 per cent support and 38 per cent partial support.

Outcome area 5: Environment and Cultural Heritage

- g) Supports the focus areas for the “Environment and Cultural Heritage” outcome, with feedback from the community showing 45 per cent support and 43 per cent partial support.
- h) Recommend inclusion of a clear and strong statement about how Sea Change Tai Timu Tai Pari will be actioned.
- i) Recommend the reinstatement of the built environment within Outcome 5 so that the draft Plan reads: “Environment, Cultural and Historic Heritage.” Wherever the words “cultural heritage” are used, they could be expanded to “cultural and historic heritage.”
- j) Additionally, we ask for the 2012 chapter (14 pages) on historic heritage be reinstated in the Auckland Plan. To quote from that chapter: “*Auckland expects that our unique historic heritage will continue to improve our quality of life – by reinforcing our sense of place and identity – and provide a legacy for future generations.*”

Outcome area 6: Opportunity and Prosperity

- k) Supports the focus areas for the “Opportunity and Prosperity” outcome, with feedback from the community showing 43 per cent support and 41 per cent partial support.

Development Strategy

- l) Notes feedback on the outcome “Shaping our Growth” was mixed with 25 per cent of community feedback not in support.

General

- m) Request that the Auckland Plan 2050 include a new focus area Enhancing Our Quality of Life or similar which would include:
 - i) Specific reference to each of the four wellbeings: social, economic, environmental and cultural, and objectives which integrate the four wellbeings.
 - ii) A greater focus on arts and culture with the core value of Auaha (creativity, innovation) having a greater emphasis throughout the draft plan.
 - iii) A greater focus on sport and recreation and recognition of the key role this plays in the draft plan’s outcomes.
- n) Requests the following additions to the Auckland Plan 2050:
 - i) Clear short-term and long-term targets to measure the success of the plan including:
 - i) Progress towards zero net carbon emissions
 - ii) Transport targets covering access to jobs, traffic congestion, mode share (use of public transport, walking and cycling), household transport costs and deaths and serious injuries
 - iii) Swimmable beaches and waterways
 - iv) Rates of home building.
 - ii. A bolder approach towards protecting our significant natural landscapes and increasing our urban forest cover.

**Waiheke Local Board
Feedback on the Contributions Policy**

That the Waiheke Local Board

- a) note the Rural Islands has been introduced as a new category for the new policy and advocate for a review for the Waiheke Development Contribution charges.

Draft Regional Land Transport Plan 2018 - 2028

Waiheke Local Board feedback to Auckland Transport on the Draft Regional Land Transport Plan 2018 - 2028

The Waiheke Local Board welcomes the opportunity to give feedback on the Draft Regional Land Transport Plan 2018 – 2028. The board’s response will be categorised by the key challenges facing transport in the Auckland region over the next 10 years used in the document.

VISION

The Waiheke Local Board support the vision that:

“Auckland can be a city where there is growth without increased congestion, where it is easy to access employment and services, where it is safe to drive walk and cycle, where there are genuine travel choices and where the negative impacts of the transport system on people and the environment are minimised”.

Waiheke Island’s own vision is expressed in the community-developed and board-endorsed document “Essentially Waiheke”. “Essentially Waiheke” advocates strongly for the protection of the semi-rural character of the island and for greater community decision-making over transport planning and works on Waiheke.

The Essentially Waiheke 2016 Refresh can be viewed using the following link:
<https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/waiheke-local-board/Pages/waiheke-plans-agreements-reports.aspx>

The Waiheke Local Board’s response to the RLTP is therefore informed and underpinned by:

1. ‘Essentially Waiheke’,
2. the Local Board’s concerns to meet both residential and ratepayer needs in terms of transport infrastructure and those of the overwhelming visitor/tourist numbers (current est. 1.4 million per annum), and
3. the governance pilot, which aims to build the board’s decision-making role, with respect to local matters, in close collaboration with Auckland Transport.

GROWTH

There has been significant growth in the resident population resulting in added pressure on the transport network. There has been a 12 per cent increase since the 2013 census to a current population of 9500. Visitor numbers have increased at a greater rate with 50 per cent growth over the last three years. There were an estimated at 1.4 million visitors in the 2016/17 summer season and a resident summer population of over 30,000. There is strong growth projected over the next ten years. Given the huge impact of high visitor numbers on the fragile semi-rural island infrastructure, population-based funding formulae are not directly relevant. Increased traffic volumes and larger tour vehicles on roads designed for low volumes have significantly increased people safety issues island-wide. Most roads have no footpaths or cycle ways.

The Waiheke Local Board:

- **recommend that transport planning on Waiheke takes account current population and visitor numbers as well as growth predictions over the next ten years of both resident and visitor numbers.**

CONGESTION

Because of growth in commuter and visitor numbers (and other factors) Matiatia wharf and transport hub is now so severely congested it is no longer fit for purpose. The majority of the wharf tax collected in the Hauraki Gulf originates from the Waiheke ferry services, yet is not spent transparently on Waiheke infrastructure.

The Waiheke Local Board:

- **support and commend the investment now earmarked for redevelopment of the park and ride facilities in the draft Regional Land Transport Plan Funded Capital Programme**
- **propose that the Wharf Tax of \$1.02 each return ferry trip be used to transparently fund Auckland Transport's wharf/transport-related infrastructure on Waiheke.**

ACCESSIBILITY

At present there is greater emphasis on infrastructure provision for visitors to Waiheke than for residents commuting to Auckland. The board wishes to see this imbalance corrected.

The Waiheke Local Board:

- **support a fully integrated transport hub at Britomart with integrated connections between ferries, public buses and trains**
- **welcome the planned new investment in the public bus service for Waiheke and support the introduction of electric buses on Waiheke**
- **support improved direct transport links from Downtown Ferry terminal and Britomart to the airport for the very high volumes of domestic and international travellers and locals (Draft Regional Land Transport Plan p. 34, 39)**
- **support the planned new investment in the Future Ferry Strategy and the redevelopment of the downtown ferry terminal with the emphasis on the Waiheke Local Board's involvement in ensuring its residents' needs are understood and met (Draft Regional Land Transport Plan p. 35)**
- **support the \$35 million indicated in the Auckland Transport Capital Programme (unfunded) for the redevelopment of Matiatia and Kennedy Point ferry terminals for additional berths and passenger amenities. The board recommends that funds be allocated over the next five years**
- **strongly recommend that the Britomart/Downtown redevelopment needs to urgently address access issues from the downtown ferry terminal direct to Auckland Hospital and Greenlane Outpatients Unit for Waiheke's most infirm and frail residents**
- **assert that there needs to be greater emphasis in the Regional Land Transport Plan on providing equality of access for people with disabilities**
- **assert that there needs to be lower ferry fares for Waiheke residents to prevent population attrition and therefore more competition on the Waiheke ferry routes.**
- **The board support coverage of Waiheke ferry services by the Public Transport Operating Model.**

SAFETY

Due to the increasing congestion and traffic speeds on Waiheke, there needs to greater investment on Waiheke on continuous cycle ways and footpaths to improve safety and to encourage opportunities for active transport.

The Waiheke Local Board:

- **support the walking and cycling initiatives including for Waiheke (Draft Regional Land Transport Plan p. 36, 37)**
- **seek inclusion in the new footpaths regional programme (Draft Regional Land Transport Plan p. 38) and recommend that funding for board-specified projects be allocated over the next two years**
- **seek inclusion of cycling and walking modes in road redesigns for Waiheke and recommend that funding for board-specified projects be allocated over the next two years**
- **seek inclusion of Waiheke in the Urban Cycleways Programme (Draft Regional Land Transport Plan p. 37) and recommend that funding for board-specified projects be allocated over the next two years**
- **advocate for Waiheke as a safe speed environment with reduced speed limits on local roads shared with mobility, walkers, cyclists and prams and support Waiheke's inclusion in Safer Communities and Speed Management Programmes' funding (Draft Regional Land Transport Plan p. 64)**
- **state that long-term planning is required to deal with unstable land features in or near the road corridor (risk management that mitigates repeating the very high unplanned costs for Auckland Transport in the 2017/2018 year)**
- **require a commitment from Auckland Transport for higher quality roads in Waiheke's character without the frequency of potholes, surface repairs and road failures (consistent with the Regional Land Transport Plan asset management objectives p. 48).**

ENVIRONMENT

With Waiheke as one of the treasured island of the Gulf and protected by the Hauraki Gulf Marine Park Act it is critical to the health of the Gulf that roading infrastructure enhances and protects the receiving environment and does not contribute to further degradation. The maintenance of the road corridor itself provides an enormous opportunity to retain the rural character of the island, protect native flora and fauna and to encourage safe speeds.

The Waiheke Local Board:

- **applaud water sensitive design initiatives (Draft Regional Land Transport Plan p. 43, 64) to slow water velocity, filter impurities, protect wetlands, waterways and the marine environment and recommend that they be utilised on all Waiheke roading projects when specified by the Auckland Council Healthy Waters Department**
- **support the introduction of electric buses and infrastructure for e-cycles and electric vehicles to reduce greenhouse gas emissions and wish to be included in these initiatives (Draft Regional Land Transport Plan p. 10, 27, 64)**

- **highlight the need for protection of coastal roads by provision of sea-walls and long-term road strengthening in preparation for predicted coastal inundation**
- **highlight the need to deal with the issue of beaches as legal roads and the safety issues for beach users as well as negative environmental degradation**

FREIGHT

Increasing freight volumes are moving through Kennedy Point wharf and congestion at both terminals is exacerbated by freight movements.

The Waiheke Local Board:

- **support the need for improved infrastructure at Kennedy Point including parking provision**
- **recommend that future-proofing at Matiatia and Kennedy Point requires freight movement planning and rationalisation across the two sites**

LOCAL DECISION-MAKING

Through the feedback received from Essentially Waiheke and from local feedback on the Long Term Plan, Waiheke residents have repeatedly expressed the desire for greater control over the island transport infrastructure and the need for protection of the semi-rural character of the island. In March last year Auckland Transport presented its proposed Roads and Streets Framework to local boards which aims to:

“Integrate the road and street network with the existing natural and built environment and promote community ownership of the Place”
(Roads and Streets Framework p.13).

The Waiheke Local Board:

- **strongly support Auckland Transport’s new Roads and Streets Framework, recommend that the model be rolled out immediately on Waiheke and that a Waiheke Design Guide be included in the Transport Design Manual in a similar manner to the inclusion of the Waitakere Design Guide**
- **strongly recommend that Auckland Transport gives effect to the Waiheke Local Board Pilot Project that promotes increased planning and place-making input and empowered decision-making by the local board**
- **recommend that Auckland Transport commits to a ten-year plan of improvements to roads, footpaths and cycle ways to improve the safety of all road corridor users and to cater for the projected growth in resident and visitor numbers.**

FEEDBACK ON THE REGIONAL FUEL TAX

Responding to the Long Term Plan, the proposed Regional Fuel Tax has been endorsed by respondents, including by the majority of Waiheke Islanders who completed the consultation survey. Some who completed the consultation also sought to have Waiheke Island exempt.

The Waiheke Local Board:

- **express its concern about the impact on island residents of the increased cost of fuel and on its low-wage high cost economy**
- **recognise that that funds from the proposed Regional Fuel Tax are initially designated for projects including the redevelopment of Matiatia's Park and Ride facility.**

Thank you.