Minutes of a meeting of the Hibiscus and Bays Local Board held in the Council Chamber, Orewa Service Centre, 50 Centreway Road, Orewa on Wednesday, 12 December 2018 at 4:30pm.

PRESENT

Chairperson
Julia Parfitt, JP

Deputy Chairperson
Janet Fitzgerald, JP

Members
Chris Bettany
David Cooper
Gary Holmes
Caitlin Watson
Vicki Watson
Mike Williamson

ALSO PRESENT

Councillors
Wayne Walker From 6.00pm Item 8
John Watson From 5.47pm Item 24
1 Welcome
The Chairperson opened the meeting and welcomed those in attendance.

2 Apologies
There were no apologies

3 Declaration of Interest
There were no declarations of interest.

4 Confirmation of Minutes
Resolution number HB/2018/210
MOVED by Chairperson J Parfitt, seconded by Deputy Chairperson J Fitzgerald:
That the Hibiscus and Bays Local Board:
a) confirm the ordinary minutes of its meeting, held on Wednesday, 21 November 2018, including the confidential section, as a true and correct record.
CARRIED

5 Leave of Absence
There were no leaves of absence.

6 Acknowledgements
There were no acknowledgements.

7 Petitions
There were no petitions.

8 Deputations
There were no deputations.
Note: From this point forward, agenda items were taken in the following order:

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<td>11</td>
<td>Auckland Transport Update to Hibiscus and Bays Local Board December 2018</td>
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<td>12</td>
<td>Proposed Regional Public Transport Plan</td>
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<td>13</td>
<td>Land Owner Application for Mairangi Bay Surf Life Saving Club Incorporated – Storage in Montrose Terrace Reserve</td>
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<td>Adoption of the Whangaparaoa Centre Plan</td>
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<td>Hibiscus and Bays Local Board Facility Grant 2018/2019</td>
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<td>Annual Budget 2019/2020 Consultation</td>
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<td>Panuku Development Auckland Local Board Six-monthly Update 1 May – 31 October 2018</td>
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<td>Governance Forward Work Calendar</td>
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<td>Record of Workshop Meetings</td>
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<td>Ward Councillors Update</td>
</tr>
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<td>9</td>
<td>Public Forum</td>
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**10 Extraordinary Business**

There was no extraordinary business.

**11 Auckland Transport Update to Hibiscus and Bays Local Board December 2018**

Ellen Barrett – Elected Member Relationship Manager was in attendance for this item.

Resolution number HB/2018/211

MOVED by Chairperson J Parfitt, seconded by Deputy Chairperson J Fitzgerald:

*That the Hibiscus and Bays Local Board:*

a) receive the Auckland Transport December 2018 update report.

CARRIED

**12 Proposed Regional Public Transport Plan**

Ellen Barrett – Elected Member Relationship Manager was in attendance for this item.

Resolution number HB/2018/212

MOVED by Chairperson J Parfitt, seconded by Member D Cooper:

*That the Hibiscus and Bays Local Board:*

a) support the overarching purpose, objectives and outcomes outlined in the Regional Public Transport Plan, as it will guide changes to Auckland’s public transport system over the next ten-years

b) acknowledge that the Regional Public Transport Plan is not a full transport plan for Auckland, nor does it allocate budget to specific projects or programmes
c) acknowledge that the Regional Public Transport Plan outlines the:
   i) changes that will be made to each specific public transport service, and
   ii) policies and actions that will be used by Auckland Transport to implement public transport planning, design, implementation and operation

d) acknowledge the bulk of major infrastructure outlined in this Regional Public Transport Plan will be delivered and operational post 2024

e) support the key strategic driver for Auckland’s transport system being guided by population growth and development in existing urban areas and greenfield growth areas

f) support the position that to increase the capacity of the transport network and provide customers with a more reliable journey, more road space must be allocated to public transport, actives modes (e.g. cycling and walking) and alternative vehicle share modes (such as car share, bike share)

g) express concern that the overall increase in ferry patronage between the 2015-2018 period is significantly less than other modes of public transport (nine percent for ferries compared to 17 percent for all modes);

h) acknowledge that the improvement to increase the capacity over the Auckland Harbour Bridge and the Northern Busway has delayed the need for an additional harbour crossing and significant costs involved, freeing up funding for other transport projects

i) acknowledge the key challenges in ‘Table 8 – Challenges and responses’ and supports the respective responses to address them, in particular:
   i) increasing the contribution of the public transport system to travel in Auckland overall
   ii) enabling safe, convenient customer access to public transport (first and last leg)
   iii) unreliable customer travel times and
   iv) achieving value for money for customers

j) support the following objectives to deliver public transport, as they have strategic links to the priorities in the Hibiscus and Bays Local Board Plan, and are matters frequently raised by the community

<table>
<thead>
<tr>
<th>Category</th>
<th>Objective</th>
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<tbody>
<tr>
<td>Network design</td>
<td>• A simple, all-day hierarchy of Public Transport services with consistent levels of service.</td>
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<td></td>
<td>• Viable, integrated inter-regional Public Transport services where demand is identified.</td>
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<td></td>
<td>• Service changes are well planned and communicated</td>
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<td></td>
<td>• Parking policies that are supportive of Public Transport outcomes</td>
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<tr>
<td>Network infrastructure</td>
<td>• Infrastructure supports effective public transport service operation.</td>
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<tr>
<td></td>
<td>• Accessible, customer-focused facilities appropriate to the public transport route and immediate locality.</td>
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<tr>
<td>Network operation and service quality</td>
<td>High-quality, safe walking and cycling connections to public transport.</td>
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<td>-------------------------------------------------------------------</td>
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<td></td>
<td>Well managed park and ride facilities at appropriate sites.</td>
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<td></td>
<td>Support more intensive development or redevelopment in the vicinity of major Public Transport facilities</td>
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<td></td>
<td>A balanced approach to providing enough capacity regarding the costs of meeting demand.</td>
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<td>Attractive, specialised services for special events that help meet the needs of the event and minimise impacts on other parts of the transport system</td>
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<td></td>
<td>Dependable levels of service supported by accurate timetables which meet planned level of service and respect customers’ time.</td>
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<tr>
<td></td>
<td>Public transport services are safe, reliable, punctual and customer-focused.</td>
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<td></td>
<td>Safe, comfortable and accessible vehicles, vessels and trains.</td>
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<td>Excellent operator performance that builds customer confidence in the Public Transport system.</td>
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<tr>
<td>Customer interface</td>
<td>Clear, simple wayfinding, signage and information.</td>
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<td>A reputable, cohesive brand for Auckland Transport throughout the region.</td>
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<td>Informative marketing material is effective in increasing patronage and achieving other Public Transport outcomes.</td>
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<td></td>
<td>Customers are well informed and can effectively plan their journeys.</td>
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<td></td>
<td>A range of responsive customer feedback channels / customer feedback continually enhances Public Transport customer experience</td>
</tr>
<tr>
<td>Fares and ticketing</td>
<td>Customers receive a consistent and reliable ticketing and payment experience across all Public Transport modes.</td>
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<tr>
<td></td>
<td>A zone-based integrated fare structure to regulate fares across bus, train, and future light rail operators, with better integration of ferry services.</td>
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<tr>
<td></td>
<td>Provide fare concessions for target groups to assist the transport disadvantaged, and to mitigate congestion at main attractors (e.g. schools, tertiary institutes)</td>
</tr>
<tr>
<td>Transport disadvantaged</td>
<td>A public transport network that is accessible and safe, particularly for vulnerable users</td>
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<td></td>
<td>Ensure that transport services and facilities account for socioeconomic characteristics and low income</td>
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<td></td>
<td>Support the efficient provision of ferry services and infrastructure to serve the Hauraki Gulf Islands</td>
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<tr>
<td>Procurement and exempt services</td>
<td>A framework for the procurement of Light Rail services</td>
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<td></td>
<td>Any changes to Public Transport contracts are well signalled and enable operation of viable services</td>
</tr>
<tr>
<td>Funding and value for money</td>
<td>Encourage the development of new funding mechanisms for public transport</td>
</tr>
</tbody>
</table>
Monitoring and evaluation

- An adaptive Plan that takes account of changing circumstances
- Ensure appropriate public consultation on future variations

k) provide the following feedback on the focus areas:

<table>
<thead>
<tr>
<th>Focus area</th>
<th>Project</th>
<th>Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expanding and enhancing rapid and frequent networks</td>
<td>Integrated Corridor Priority Programme</td>
<td>- Supports the Integrated Corridor Priority Programme’s Northern Busway (Busway to Albany Station, Rosedale Station) and Albany park and ride extension priority projects.</td>
</tr>
</tbody>
</table>
| Increasing services on the Rapid Transport Network and Frequent Transport Network: goal of 10-minute frequencies |                                                                                  | - Supports the aspiration to increase frequencies from a service every 15 minutes to a service every 10 minutes across these two networks  
- Suggests that the regional fuel tax could be used to fund the operational funding shortfall  
- Supports the aspirational 2027/2028 Rapid Transport Network and Frequent Transport Network as detailed in Figure 14 |
| Improving customer access to public transport | Wayfinding                        | - Support all measures to assist customers in finding their appropriate service and, upon alighting, to find their ultimate destination or next trip                                                                                                                                                                                            |
| Walking and cycling                     |                                                                                  | - Note that over 50% of Aucklanders live within a 15-minute bike ride of the Rapid Transit Network, and therefore support the notion that there is significant opportunity for cycling to play a more substantial role in the network  
- Recommends measures to address real and perceived road and personal safety (being and feeling safe), as it is central to the attractiveness of the walking and cycling environment  
- Support the aspiration over the next ten years is to improve the safety, security and convenience of access around Rapid Transit Network stations as part of the funded walking and cycling programme. |
| Park and ride facilities                 |                                                                                  | - Support the view that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel  
- Support that in more built up areas, feeder bus services tend to be more cost efficient  
- Note that park and rides across Auckland are at or approaching capacity, and in some circumstances this is leading to unsafe and unacceptable parking practices in adjacent streets |

**Minutes**
I) provide the following feedback on the policies that apply to public transport services in the Auckland region, and the actions that Auckland Transport propose to take to implement those policies:

<table>
<thead>
<tr>
<th>Policy</th>
<th>Objectives</th>
<th>Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network design</td>
<td>A simple, all-day hierarchy of public transport services with consistent levels of service</td>
<td>• Support all policy provisions</td>
</tr>
</tbody>
</table>
| Network infrastructure        | Accessible, customer-focused facilities appropriate to the public transport route and immediate locality | • Support easy-to-understand information and wayfinding, and shelter, while maximising their attractiveness as network access points from a customer perspective  
                                |                                                                              | • Support the use of Crime Prevention Through Environmental Design (CPTED) criteria and Universal Design criteria; and  
<pre><code>                            |                                                                              | • Support the development of high quality, well-designed neighbourhood interchanges, to facilitate seamless bus transfer for customers, helping with cross-town travel |
</code></pre>
<table>
<thead>
<tr>
<th>Network operation and service quality</th>
<th>Dependable levels of service, supported by accurate timetables which meet planned level of service and respect customers’ time</th>
<th>• Support timetables which are designed as a connected network so that scheduled timetables adhere to level of service frequencies, wait times at any intermediate timing points on scheduled services are minimised and services run to realistic, achievable timetables that are reliable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport services are safe, reliable, punctual and customer-focused</td>
<td>• Support all policy provisions (3.5A, 3.5B, 3.5C and 3.5D)</td>
<td></td>
</tr>
<tr>
<td>Customer interface</td>
<td>Clear, simple wayfinding signage and information</td>
<td>• Support all policy provisions (4.1A and 4.1B)</td>
</tr>
<tr>
<td>Fares and ticketing</td>
<td>A zone-based integrated fare structure to regulate fares across bus, train, and future light rail operators, with better integration of ferry services</td>
<td>• Support the proposal to maintain a geographic zone-based fare structure consisting of fare zones; and • Support the proposal to ensure ferry fares are appropriately integrated into the zone-based fare structure to take advantage of the single journey concept</td>
</tr>
<tr>
<td>A range of fare products to meet the needs of different customer groups</td>
<td>• Support the policy provisions to: o provide an AT HOP bus/train monthly or weekly pass, or cap, and three types of monthly AT HOP ferry passes (inner, mid and outer harbour) to improve cost effectiveness of more frequent PT use, particularly over longer-distances o provide an AT HOP day pass/cap which includes unlimited travel on bus, train and some ferry services to provide an option for visitors or infrequent users</td>
<td></td>
</tr>
<tr>
<td>Provide fare concessions for target groups to assist the transport disadvantaged, and to mitigate congestion at main attractors</td>
<td>• Support the continuation to offer the SuperGold card evening peak free travel, and free travel for AT Seniors Cardholders as long as Auckland Council continues to fully fund them (given these schemes are ineligible for national funding)</td>
<td></td>
</tr>
<tr>
<td>Transport disadvantaged</td>
<td>A public transport network that is accessible and safe, particularly for vulnerable users</td>
<td>• Support measures to identify target groups and areas where service planning can help the transport-disadvantaged, particularly vulnerable users such as children, senior citizens and people with disabilities; and • Support measures to ensure that accessible information is widely available by using appropriate formats and media, including audio and visual.</td>
</tr>
</tbody>
</table>
Funding and value for money

<table>
<thead>
<tr>
<th>Direct available funding to high priority activities</th>
<th>Support policy provisions 8.3A, 8.3B and 8.4A</th>
</tr>
</thead>
</table>

m) express concern that the new network does not factor in the extra time taken to changes buses that is impacting on Public Transport users and needs to be improved. Frequency is only one factor, the overall trip duration must also be improved.

n) support wayfinding initiatives to help customers make their first and last leg connections and request that this includes walking and cycling connections to Public Transport services.

o) support the following main priorities arising from the Ferry strategy:

i) Improve timetable integration with broader Auckland Transport Metro network for reliable connections and develop local on-demand and enhanced bus feeder access to ferry terminals at Hobsonville, West Harbour, Gulf Harbour, Pine Harbour, Half Moon Bay, Birkenhead, Beach Haven, Northcote Point, Waiheke (Matiatia)

ii) Improve walking and cycling access, cycle storage, drop-off spaces

iii) Progress Downtown Ferry Terminal development and capacity improvement whilst ensuring that local commuters from Gulf Harbour are not disadvantaged.

iv) Seek to improve fare integration and cost parity with the rest of the Public Transport network.

p) request consideration of different ownership models of ferry infrastructure to allow more effective tendering e.g. the current rail infrastructure.

q) support growing the ferry network with off-peak and weekend services, particularly to and from Gulf Harbour ensuring that connecting buses compliment all services.

r) support enhancing the customer experience for all parts of the door-to-door journey, with a renewed focus on the first leg and last leg parts of the journey.

s) express concern that Map 1 illustrates rapid and frequent services – but does not acknowledge the whole Auckland region.

t) support the widening of East Coast Road at the Silverdale end and inclusion of walking and cycling connections into the Silverdale industrial area.

u) support an improved walking/cycling environment and connections through to Millwater, Milldale and Curley Avenue.

v) support the introduction of Public Transport to connect and service the industrial area of Silverdale as currently there is no public transport through the area, which compromises large vehicle access due to roads being used for workers carparking.

w) request a workshop with Auckland Transport to discuss the scope and parameters of the Auckland Future Ferry Strategy.

CARRIED
Land owner application for Mairangi Bay Surf Life Saving Club Incorporated - storage in Montrose Terrace Reserve

Raewyn Sendles, Senior Land Use Advisor, was in attendance for this item.

It was noted that due to a technical problem, the red line indicating the area to remain clear for the Mairangi Bay food and wine festival seemed to have disappeared from the image on the attachment.

Resolution number HB/2018/213

MOVED by Chairperson J Parfitt, seconded by Member D Cooper:

That the Hibiscus and Bays Local Board:

a) approve the land owner application from Mairangi Bay Surf Life Saving Club Incorporated for the storage of rescue boats and equipment in eight containers as indicated in Option A in the presentation to the Hibiscus and Bays Local Board business meeting dated 21 November 2018 for a period of eighteen months, at 19 Montrose Terrace Reserve legally described as Lot 155 DP 13311, as detailed in Attachment A to the agenda report to make way for Watercare Services Limited to re-develop the site at 10 Sidmouth Street, Mairangi Bay, including construction of a new wastewater pump station

b) request that Auckland Council’s arborist takes photos of the trees and vegetation in the area adjacent to the placement of containers prior to any changes or placement taking place. These are to be kept on file for future comparison

c) approve the following conditions to be included in the land owner approval:
   i) prior to placement of containers or structures within the root zone of Auckland Council trees, a minimum depth of 150mm of aged tree mulch shall be installed
   ii) where vehicle movements are required within the root zone of Auckland Council trees, appropriate ground protection must be temporarily installed – the ground protection device must be appropriate to the size and weight of the vehicle
   iii) no pruning or damage is to occur to any Auckland Council trees
   iv) should it become apparent that any trees are becoming adversely affected by the placement of structures or activities within their root zone, then the activities must cease and Auckland Council’s arborist will review and outline what action is required
   v) health and safety conditions
   vi) no equipment to be left out of the containers on the reserve outside surf lifesaving club operational hours
   vii) the applicant must keep the permit areas clean, tidy and free of rubbish at all times
   viii) the applicant is responsible for all graffiti removal
   ix) compliance with all regulatory documents
   x) reinstatement of Montrose Terrace Reserve land, the grass reinstated and the remainder of the reserve to at least its original condition following vacation of the permit area.

CARRIED
14 **Adoption of the Whangaparāoa Centre Plan**

Resolution number HB/2018/214

MOVED by Deputy Chairperson J Fitzgerald, seconded by Member V Watson:

That the Hibiscus and Bays Local Board:

a) adopt the Whangaparāoa Centre Plan

b) delegate approval of any minor edits and changes to the final Whangaparāoa Centre Plan to the local board chairperson before publication

c) request that the Plans and Places Department investigate the incorporation of the guidelines within or as an associated document to the Auckland Design Manual and advise the Resource Consent Department that the Whangaparāoa Centre Plan is available for use when assessing relevant resource consents within the Whangaparāoa town centre area

d) request that the Plans and Places Department facilitates key moves identified in the Whangaparāoa Centre Plan for inclusion in the Long-term Plan 2021-2031

e) request that the Plans and Places Department include implementation and monitoring of the Whangaparāoa Centre Plan as part of their six-monthly update on spatial plans within the local board area.

CARRIED

15 **Orewa Citizens Advice Bureau – extensive internal refurbishment.**

Resolution number HB/2018/215

MOVED by Deputy Chairperson J Fitzgerald, seconded by Member G Holmes:

That the Hibiscus and Bays Local Board:

a) approve the concept design dated 12 November 2018 for the renewal of the Citizens Advice Bureau Orewa office and request staff to progress to detailed design, consenting and construction and temporary relocation of the Citizens Advice Bureau Orewa for the duration of the refurbishment work.

CARRIED

16 **Hibiscus and Bays Local Board Facility Grant 2018/2019**

Resolution number HB/2018/216

MOVED by Member G Holmes, seconded by Deputy Chairperson J Fitzgerald:

That the Hibiscus and Bays Local Board:

a) approve a new contestable grant round of $150,000, to support the development of local facilities, including the scope and criteria, with an opening date of 29 January 2019, a closing date of 8 March 2019 and a decision date of 15 May 2019.

CARRIED
17 **Annual Budget 2019/2020 consultation**

Resolution number HB/2018/217

MOVED by Chairperson J Parfitt, seconded by Member C Bettany:

**That the Hibiscus and Bays Local Board:**

a) **agree, subject to approval by the Governing Body, to hold the following Have Your Say events in the local board area during the Annual Budget 2019/2020 consultation period:**

   i) East Coast Bays Subdivision, Sunday, 3 March 2019, 1.30pm – 4.30pm in conjunction with Kite Day to be held at Ridgeline Park, 21 Te Oneroa Way, Long Bay

   ii) Hibiscus Coast Subdivision, Saturday, 23 February 2019, 10.00am- 2.00pm, in conjunction with the Estuary Arts and Hibiscus Coast Youth Centre – Open Day

b) **delegate to the following elected members and staff the power and responsibility to hear from the public through “spoken (or New Zealand sign language) interaction” in relation to the local board agreement at the council's public engagement events during the consultation period for the Annual Budget 2019/2020**

   i) local board members and chairperson

   ii) General Manager Local Board Services, Local Board Relationship Manager, Local Board Senior Advisor, Local Board Advisor, Local Board Engagement Advisor

   iii) any additional staff approved by the General Manager Local Board Services or the Chief Financial Officer

c) **adopt Attachment A: local content for consultation and Attachment B: local supporting information of the agenda report, for consultation**

d) **delegate authority to the local board chairperson to approve any final changes required following review by the council’s legal team of the consultation content of the Annual Budget 2019/2020 prior to publication, including online consultation content.**

CARRIED

18 **Panuku Development Auckland Local Board six-monthly update 1 May - 31 October 2018**

Resolution number HB/2018/218

MOVED by Chairperson J Parfitt, seconded by Deputy Chairperson J Fitzgerald:

**That the Hibiscus and Bays Local Board:**

a) **receive the Panuku Development Auckland Local Board update for 1 May to 31 October 2018.**

CARRIED
20 Governance Forward Work Calendar
Resolution number HB/2018/219
MOVED by Chairperson J Parfitt, seconded by Deputy Chairperson J Fitzgerald:
That the Hibiscus and Bays Local Board:
a) receive the Governance Forward Work Calendar.
CARRIED

21 Record of Workshop Meetings
Resolution number HB/2018/220
MOVED by Member D Cooper, seconded by Chairperson J Parfitt:
That the Hibiscus and Bays Local Board:
a) endorse the record of the workshop meetings held on 15 and 29 November 2018.
CARRIED

22 Consideration of Extraordinary Items
There was no consideration of extraordinary items.

Adjournment 5.35pm – 6.20pm.

_Councillor J Watson entered the meeting at 6.20pm._

_Councillor W Walker entered the meeting at 6.25pm._

19 Ward Councillors Update
Councillors John Watson and Wayne Walker were in attendance for this item.
Resolution number HB/2018/221
MOVED by Chairperson J Parfitt, seconded by Member G Holmes:
That the Hibiscus and Bays Local Board:
a) thank Councillors Walker and Watson for their update.
CARRIED
9 Public Forum

9.1 Silverdale matters

Mrs Lorraine Sampson was in attendance to discuss her concerns regarding Silverdale Village signage.

A copy of the presentation has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number HB/2018/222

MOVED by Chairperson J Parfitt, seconded by Member C Watson:

The Hibiscus and Bays Local Board:

a) thank Mrs Sampson for her presentation.

CARRIED

Attachments

A 12 December 2018 - Hibiscus and Bays Local Board, Item 9.1 - Silverdale Matters - presentation

6.50 pm The Chairperson 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 HIBISCUS AND BAYS LOCAL BOARD HELD ON

DATE:..............................................................................................

CHAIRPERSON:..............................................................................