**Date:** Thursday 21 February 2019  
**Time:** 3.00pm  
**Meeting Room:** St Chads Church and Community Centre  
**Venue:** 38 St Johns Road  
Meadowbank

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**Ōrākei Local Board**  
**OPEN MINUTE ITEM ATTACHMENTS**

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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Item 8.1

We need your help: resource consent costs changing room & club room development
Funding required to engage consultants
to develop plans for Resource Consent Submission

Project Manager/Development Manager

Architect

Planner

Landscape Architect

Survey/Civil Engineer

Structural Engineer

Traffic Engineer

Geotechnical Engineer
Part of the FABRIC of our COMMUNITY

- Born in 1934
- Today: 2,650 Lilywhites
- Deliver to community needs
- Recreational & physical exercise
- Connectedness: the ‘village bazaar’
- Cater for all ages, abilities,
- Strong family focus

With female members by 3:1
Playing numbers - GROWTH

- Started with 30 members and now we are 2600 members and its still growing.

- Soccer is growing nationally and locally as children move from other sports to soccer.
Our growth is CONSTRAINED

Our numbers are growing
football - a growth code
population intensification
engage with lower income
communities
greater focus on healthy
activity

Changing facilities grossly inadequate
for 10 teams, with mix of male and
female players and referees

We have members changing on the
sideline!!!
To meet our growth

Our needs are greater than changing rooms & showers

We need more and improved

Admin space

Meeting and seminar rooms for coaching seminars, refs and community use.

Storage...fit for purpose storage rather than the current containers.

Move the boats to front of the building to improve H&S
Current Council Masterplan (05.11.2012):

Amongst the **identified weaknesses and additional considerations**

- Improvements to existing toilets/changing rooms/male & female
- Improved clubrooms suitable for a variety of community use

**Consulting with our Community:**

- Consulting with local residents & interested parties – Dec 5th 2018, Feb 12th 2019, Mar 12th 2019
Madill’s Farm - Current Council Masterplan

(05.11.2012): Rev d

We aim to meet the following Master Plan recommendations:

- Relocate Kohimarama Yacht Club to northern end of clubrooms to improve access

- Extend and upgrade clubrooms and changing/toilet facilities

- Establish a pedestrian area at the front of the clubrooms with terrace extension, feature paving and spectator seating
Stage 1:
5th December 2018 - Present Ideas to the community
0th December 2018 - Engage Consultants
1st February 2019 – Request Funding support
1st April – Receive Resource Consent Funding
1st July – Lodge Resource Consent Application

Stage 2:
1st April 2020 – Secure funding pledges

Stage 3:
1st November 2019 - 1st March 2020 – Building Consent

Stage 4:
1st June 2020 - April 2022 – Construction
Proposed Architectural Solution

Site Plan

Floor Plan

Attachment A

Item 8.1
Attachment A

Item 8.1
Building our Community
Orakei Local Board Update
February 2019

The Akarana Marine Sports Charitable Trust
Stage One Construction contract with Fletcher Construction within budget but eight months behind schedule.

- Fletcher Construction are working through security and waterproofing issues which we are expecting to be finished in March which will give us completion of Stage One in March.

SIGNIFICANT PROGRESS HAS BEEN MADE...

Auckland’s new community sports & events centre
Next Steps: Stage Two

- Finalising design and contracts to complete café and operational fit-out ground level.
- Process starts immediately on handover from Fletcher Construction in March.
- MPM Project Managers will continue to manage the project.
- Targeting finalising ground floor in July.
Design refinements are being completed to maximise potential of the space and location. This includes providing an office for Auckland Council as per our Lease Agreement.

Building consent for project runs through to 2 April 2020. MPM Projects will continue to manage the project Stage 2 and engage with all contractors, suppliers and stakeholders.
Licences

• Temporary Licence was provided 13 June 2017.

• Under Clause 2(n) of the Licence, we are seeking extension or a new licence to be granted.

• This is required to:
  
  • complete building to Code of Compliance Certificate (which is completion of Stage 2)

  • continue operations of the water sports including academy through to high performance training
License for Areas in Green are Sought

Area A: Fletcher Construction
Area B: Hardstand
9m wide

Area C: Container Storage
Area D: Portable disabled toilet
Area E: Academy / School Activity
Licenced Areas

- **Area A Licence** granted until the Code of Compliance Certificate obtained for the whole building.
- **Area B Licence** size expanded to overcome severe limitations on current user activity through to at least Easter 2020.
- **Area C Licence** to be extended until at least Easter 2020.
- **Area D Licence** is not required and can be released.
- **Area E** requested for Licence to cater for current and ongoing active user requirements to run Academy and school activities until at least Easter 2020.

We are looking for resolution to support temporary licence extensions or a new licence to be granted and work with Council Officers to achieve this.
Leased Areas

Item 9.2
Leased Areas

To formalise, rationalise and simplify operational leases on the site.

- **Area 7** - to add to existing leased areas
- **Area 10** - license to occupy to ensure surfaces are of appropriate quality for active use and coordinate activity
- **Area 20** - leased area extended to the front of ASC
- **Area 21** - to add to existing leased areas
- **Area 25** currently the Auckland Sailing Club (ASC) building. This facility is heavily used for Academy, school and the existing user requirements (Waterwise, Waka groups, etc.). The Trust is looking to upgrade this for the future but requires a lease to do so.

We are looking for resolution to support this in principal and work with the Officers to achieve this.
01 February, 2019

Phil Goff, Mayor of Auckland
All Auckland City Councillors
All Auckland City Local Board Members

What would you do with an extra 100-200 million dollars a year in Auckland Council budget at no extra cost to ratepayers or taxpayers?
What difference would it make to your constituents if commuting costs were more than halved for anyone travelling 2 zones or more?
What difference would it make in the next election if the above were introduced within the next 6 months?

AUCKLAND TRANSPORT FARE INCREASE - Iniquitous, unnecessary, damaging.
Once again Auckland Transport have proven their incompetence by raising fares, the normal kneejerk reaction to rising costs and lower revenue.

There is a way whereby revenue can be increased and both subsidies and fares decreased. It is called SUPERMAXX and has been available to Auckland Transport (originally ARTA) since 2007. In the past 11 years around $1 billion dollars in excess subsidies and a further $1 billion in excess fares have been taken from the pockets of Aucklanders, many of whom are struggling financially. In addition to the excess costs Aucklanders have to endure a far less than optimal public transport service. Auckland Transport’s ‘New Network’ provides some improvement but can by no means be called optimal. It does not allow easy travel around the city for those who are not commuting into and out of central Auckland.

Moving to unlimited travel passes actually increases revenue dramatically while reducing costs to commuters!

The following table provides a comparison between Auckland Transport new fares from 10th February, 2019 and Supermaxx fares.

<table>
<thead>
<tr>
<th>Fare comparisons</th>
<th>Auckland Transport</th>
<th>Supermaxx unlimited travel passes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>cash per trip</td>
<td>1 week Hop 10 trips (5 days)</td>
</tr>
<tr>
<td>Zone 1</td>
<td>$3.50</td>
<td>$1.95</td>
</tr>
<tr>
<td>Zone 2</td>
<td>$5.50</td>
<td>$3.45</td>
</tr>
<tr>
<td>Zone 3</td>
<td>$7.50</td>
<td>$4.90</td>
</tr>
<tr>
<td>Zone 4</td>
<td>$9.00</td>
<td>$6.30</td>
</tr>
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<td>Zone 5</td>
<td>$10.50</td>
<td>$7.60</td>
</tr>
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<td>Zone 6</td>
<td>$8.90</td>
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<tr>
<td>Zone 7</td>
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<td>$10.00</td>
</tr>
<tr>
<td>Zone 8</td>
<td>$11.10</td>
<td>$11.10</td>
</tr>
<tr>
<td>Zone 9</td>
<td>$12.20</td>
<td>$12.22</td>
</tr>
</tbody>
</table>

*Based on AT unlimited travel pass valid for 1 calendar month. Some variations between AT and Supermaxx boundaries apply.
Lower Supermaxx fares exclude Hibiscus Coast and Franklin. A Supercity wide 30 day pass of $75 is possible.

Total cost of operations $521,910,000
Total revenue $521,910,000 Cost recovery FARES $150,160,000 NZTA $192,818,000 Ratepayers $148,906,000
Cost recovery (fares) bus and train $162,255,000

The following table provides one example of how revenue is increased by using Supermaxx unlimited travel passes if 25% of adult HOP card holders move to monthly travel passes. Enabled HOP cards as at 19 February 2018 were 1,299,000 including 1,006,052 adults.

<table>
<thead>
<tr>
<th>Category</th>
<th>HOP Card Holders</th>
<th>x</th>
<th>Revenue Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible</td>
<td>1,229</td>
<td>x</td>
<td>$35 x 12 months</td>
</tr>
<tr>
<td>Adult</td>
<td>251,513</td>
<td>x</td>
<td>$70 x 11 months</td>
</tr>
<tr>
<td>Adult Supercity</td>
<td>2,000</td>
<td>x</td>
<td>$90 x 11 months</td>
</tr>
<tr>
<td>Child</td>
<td>82,994</td>
<td>x</td>
<td>$15 x 9 months</td>
</tr>
<tr>
<td>Secondary Student</td>
<td>18,727</td>
<td>x</td>
<td>$35 x 9 months</td>
</tr>
<tr>
<td>Tertiary student</td>
<td>48,933</td>
<td>x</td>
<td>$35 x 9 months</td>
</tr>
<tr>
<td>Supergold</td>
<td>131,041</td>
<td>x</td>
<td>$15 x 12 months</td>
</tr>
</tbody>
</table>

(not available 7am – 9am weekdays)

Total projected annual revenue in monthly passes 267,210,580
Projected revenue from 7 day, 1 day, 2 hour passes as per brochure 55,000,000
SUPERMAXX total projected revenue 322,210,580
AT projected revenue for buses and tram 162,255,000

Difference SUBSIDY SAVINGS PER ANNUM $159,955,880 3.1 million dollars per week

With a highly functioning integrated SUPERMAXX network, extensive express bus network, and 10 minute frequency on primary routes it is reasonable to assume patronage and revenue will increase dramatically on the above. Costs increase more slowly than revenue.

SUPERCITY PASS. It is possible to have one zone from Wellsford to Waiuku with the basic 30 day pass at $75, 7 days x $25
1 day $8, and 2 hour $2, Subsidy savings would be reduced slightly but passenger benefits increased dramatically.

Auckland Transport Consultancy
Telephone: 0800 309986 Mobile: 021 174 9588
Email: steve@ucklandtransportconsultancy.co.nz
Postal: P.O. Box 6145, Auckland, New Zealand 1141
Web: www.ucklandtransportconsultancy.co.nz

Attachment A
A few failures of the 'New Network' which are replicated across Auckland

**Dominion Road Buses 25L and 25B**
1. Most of these buses deviate from Dominion Road along Mt Eden Rd, Esplanade Rd, and View Rd which adds 5-10 minutes to the journey for thousands of people travelling further along Dominion Road. They also have to negotiate the same little roundabout on the corner of Esplanade and View Roads which is difficult for the drivers, uncomfortable for the passengers, and bad for the bus suspension. Supermaxx buses instead go from Queen St through Ian McLennan Drive, inbound via Symonds Street saving 20 minutes per journey.

2. Two routes duplicate each other from the city to Denham Ave and often buses travel in convoy from there to the city. Supermaxx has 1 route and needs 5 less buses to operate a more efficient service at a saving of around $1 million per annum.

3. These buses end in Lynfield or Blockhouse Bay which does not assist easy access around the city. The Supermaxx route ends at New Lynn Transport centre with easy access to the north and west for Dominion Rd residents and workers.

**Manukau Road Buses 309 and 30**
1. These routes duplicate each other to Empire Road and often buses travel in convoy. Supermaxx has 1 primary route which means less buses are needed to operate a better service.

2. Auckland Transport Route 30 buses end at Onehunga, 309 at Mangere Town Centre. Supermaxx follows route 30 to Onehunga but continues to Mangere Bridge, Mangere Town centre, and ends at the airport with immediate connections to Pulman Rail and Manukau Transport centre.

**Airport services.**
Skybus have been given a monopoly from the city and the thousands of people working at the airport 24/7 and passengers and their friends have no option in the main but to use their cars and pay Auckland Airport excessive parking fees. This also creates extra pollution and congestion. Supermaxx has 1 Busway, 3 Express, and four Primary routes plus Local services servicing the airport 24/7. Auckland Airport realise Supermaxx will be for the benefit of the people but not their excessive parking earnings and do not support Supermaxx.

The Supermaxx Express Bus network between transport hubs, along with Primary and Secondary routes plus Local services and Minimaxx servicing the hubs all enable commuters to move around the city much faster, easier, and more economically than Auckland Transport.

Supermaxx provides interconnected, frequent, and comprehensive services from Wellsford to Waukau at vastly reduced costs to both ratepayers and commuters as Auckland Transport.

**Resilience**
The cancellation of all train services through a signal fault 25 January highlights the lack of resilience in AT’s network. SUPERMAXX has an alternative primary bus route from Papakura to Britomart on Great South Road, City to New Lynn on New North Road, and Onehunga to the city via Parnell, and Glen Innes. Primary routes have services every 10 minutes 7am – 7pm and 5 minutes at peak times, every 20 minutes 6am-7am and 7pm – midnight, and hourly from 1am – 6am

**Carbon emissions**
A properly designed and functioning network will remove at least 50,000 tons of carbon from the atmosphere each year by providing more capacity with less buses. This figure does not take into account the reduced carbon emissions through less cars on the road.

**Central Rail Link**
Good to see more realism that the total cost will exceed $4 billion. I suspect it will be closer to $5 billion. How is this to be funded?

**Central City congestion and pollution**
There are still too many routes coming into the central city which creates excessive congestion and pollution. AT has approximately 130 routes – Supermaxx 46, Albert St should not become a busway. A perfect terminal for western and southern routes and long-distance buses can be built as part of the Aotea station above the car park behind Bledisloe building. It has easy access to the motorways and Albert St and Victoria Streets pedestrian developments. It needs to be designed and built now, paid for by building apartments or offices above.

**Port issues. Please protect our harbour.**
Trying to put all the ferries down the western side of Queen's Wharf is totally unwise causing congestion and delays to ferry services, and removing an important public space from the people of Auckland. We absolutely do not need a mooring dolphin at the end of Queen's Wharf. The “Ovation of the Seas” is 3 metres longer than “Queen Mary 2” which has successfully used Jellicoe wharf in the past. Big passenger ships can use Jellicoe in the future for the few days required each summer until Marsden Wharf is removed and Captain Cook Wharf extended as the cruise terminal. This has been the plan for many years. Queen’s Wharf must be kept and developed as public space. Quay Street should be undergrounded from Albert to Commerce Streets as part of the seawall repairs to create a pedestrian plaza from Customs Street to the northern end of Queen’s Wharf.

A car carrying train can be slotted into the rail network between the port and Westfield every 10 minutes between 10am and 3pm and 5pm and 6am in the Supermaxx commuter train schedule with a capacity of moving 1,800 – 2,000 cars per day. Car carrying ships average 800 – 1,000 cars.

Every week that goes by without Supermaxx being introduced costs Aucklanders another $2.3 million in excess subsidies and a similar amount in excessive fares. You have the opportunity to change this.

Please treat these issues seriously. Aucklanders deserve far better than we are getting at the moment.

I will be delighted to discuss Supermaxx with you and show how introducing Supermaxx will benefit your Ward and Local Board area.

Stephen Greenfield
Auckland Transport Consultancy
BERM PARKING IN KuPe ST ORĀKEI

A CASE STUDY OF PERSEVERENCE AND DUE PROCESS
GOOD NEWS!
WHAT'S THE REAL ISSUE?

- Lack of legislative teeth.
- Collective community action is needed for Minister of Transport to enact additional legislation to allow AT to directly enforce berm parking without signage.
Attachment A

Item 9.4

TWO YEAR SAGA OF REPORTING & DUE PROCESS VERSUS HARRASSMENT TO GET POSITIVE COMMUNITY OUTCOMES
Attachment A

Item 9.4

TAKeways – SAFETY PREVails

NEVER EVER
GIVE UP!