Date: Thursday 30 April 2020
Time: 10.00am
Meeting Room: These meetings will be held remotely and can be viewed on the Auckland Council website
Venue:

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**Emergency Committee**

**OPEN MINUTE ITEM ATTACHMENTS**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>COVID-19 briefing and Auckland Emergency Management status update</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Council Submission on Draft Government Policy Statement on Land Transport 2021 and Draft National Rail Plan</td>
<td></td>
</tr>
</tbody>
</table>

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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.
COVID-19 Controller Update
Emergency Committee | Thursday 30 April 2020

__IN CONFIDENCE__

**Status**

<table>
<thead>
<tr>
<th>AEM Activation Status</th>
<th>Red</th>
</tr>
</thead>
<tbody>
<tr>
<td>Declaration Status</td>
<td>State of National Emergency (extended to 06/05/2020)</td>
</tr>
<tr>
<td>COVID-19 Alert Status</td>
<td>Level 3: Restrict</td>
</tr>
</tbody>
</table>

**Introduction**

- The nationwide State of National Emergency has been extended by a further seven days, to next Wednesday 6 May. And, as you will all be well aware, we have moved to Alert Level 3 (Restrict) and we will stay in Alert Level 3 for two weeks, before Cabinet reviews how we’re tracking and makes further decisions on 11 May.
- Kate and I continue to work side by side as Group Controller and Deputy Group Controller.
- An Operational Leadership Group has been established to coordinate the resumption of Auckland Council activities, the response to Covid-19, and preparations for recovery. The Group comprises the Group Controller (Kate), the Group Recovery Manager (Phil Wilson), Deputy Group Controller (me), the Group Welfare Manager (Greg Morgan) and Auckland Council’s Crisis Management Team lead (Ian Maxwell).
- Today’s item is supported by myself as Deputy Group Controller, Tania Winslade as the lead Te Pou Whakarae, and Phil Wilson as Group Recovery Manager.

**Emergency Coordination Centre Status**

- Our Emergency Coordination Centre at Bledisloe House remains active with a team of people from across Auckland Emergency Management and the council, working together with representatives from other response agencies in the region. Those that do not need to work in the office, join us remotely from home.
- As the number of essential staff increase, workplace management has been established to maintain social distancing and maintain separation of teams to ensure operational continuity.
- Operating in tandem, but separated from the ECC, is our Regional Isolation and Quarantine Coordination Cell which is a multi-agency response to managing the needs of returning travellers.

**Caring for Communities**

- Our response through the 0800 number continues to be predominantly focussed on the non-health related welfare needs of Aucklanders and people isolating in our region.
- Our welfare food parcel initiative, which has now been running for four weeks has taken around 29,500 phone calls via the Auckland Council contact centre; which has resulted in more than 15,600 requests for assistance.
- As of Wednesday the 29th, we had dispatched 20,100 packages, supporting over 11,000 households. Of those packages, around 16,000 were food and 4,000 were essential boxes. The food packages comprise 2 boxes of non-perishable food available in Standard, Vegetarian, and Gluten Free. The number provided is of packages, not boxes. The essentials boxes are custom picked for the caller’s needs and usually comprise a single box.
Attachment A

Item 8

Welfare Request calls the AEM 0800 number, by Local Board boundary to midnight 29 April 2020

<table>
<thead>
<tr>
<th>Local Board</th>
<th>Number of requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albert - Eden</td>
<td>623</td>
</tr>
<tr>
<td>Maungakiekie - Tamaki</td>
<td>1228</td>
</tr>
<tr>
<td>Hibiscus and Bays</td>
<td>186</td>
</tr>
<tr>
<td>Otara - Papatoetoe</td>
<td>2054</td>
</tr>
<tr>
<td>Franklin</td>
<td>311</td>
</tr>
<tr>
<td>Rodney</td>
<td>193</td>
</tr>
<tr>
<td>Mangere - Otahuhu</td>
<td>2414</td>
</tr>
<tr>
<td>Papakura</td>
<td>1033</td>
</tr>
<tr>
<td>Orakei</td>
<td>210</td>
</tr>
<tr>
<td>Manurewa</td>
<td>2164</td>
</tr>
<tr>
<td>Waitakere</td>
<td>580</td>
</tr>
<tr>
<td>Kaiapitiki</td>
<td>430</td>
</tr>
<tr>
<td>Whau</td>
<td>894</td>
</tr>
<tr>
<td>Devonport - Takapuna</td>
<td>103</td>
</tr>
<tr>
<td>Great Barrier</td>
<td>3</td>
</tr>
<tr>
<td>Waitakere Ranges</td>
<td>361</td>
</tr>
<tr>
<td>Puketapapa</td>
<td>578</td>
</tr>
<tr>
<td>Waiheke</td>
<td>56</td>
</tr>
<tr>
<td>Upper Harbour</td>
<td>114</td>
</tr>
<tr>
<td>Henderson - Massey</td>
<td>1470</td>
</tr>
<tr>
<td>Howick</td>
<td>566</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15571</strong></td>
</tr>
</tbody>
</table>

- There was a backlog of deliveries caused by the public holidays, estimated to be around 3,000. Our team on the ground estimates this will be cleared by the end of this week – 1,700 were dispatched on Wednesday, 29 April.
- Many Aucklanders are still facing challenging circumstances, and our teams continue to coordinate support and connect callers to other services where possible, including other agencies for ongoing food assistance or providing guidance on how they might seek financial support from MSD.
- We still have had only a small number of complaints which our teams continue to manage in a respectful manner.
- We acknowledge that there is also significant community support being provided to Aucklanders by community organisations, supported through CDEM and other agencies.

Repatriation, Isolation and Quarantine Coordination

- As I mentioned last week, this workstream is working alongside our ECC, and includes representatives from a number of partner agencies including the Ministry of Health, NZ Defence Force and Police, airport agencies and government departments and is focussed on implementing the government’s mandatory 14-day isolation conditions.
- There are currently 2,855 people in managed isolation and 125 in quarantine in hotels in our region – this number changes daily as people reach their 14 day ‘anniversaries’ and can return home, and as new flights arrive home.
Nine navigators from Family Works Northern and the Anglican Trust for Women and Children (ATWC), managed by Oranga Tamariki, support the welfare needs of guests in managed isolation and quarantine hotels by connecting them with essential information or support services. The primary referral pathway is via onsite nurses who undertake daily wellbeing checks with guests. Navigators have received a total of 204 referrals for welfare support for guests in quarantine and managed isolation hotels.

With 9 of the 12 managed isolation hotels in the city centre, you may have noticed or heard about groups of guests taking gentle exercise in nearby parks and open spaces. Guests in managed isolation do not have any symptoms of COVID-19 but must follow all the same physical distancing rules as others under Alert Level 3. Walks are supervised by our Aviation Security partners and we know these short breaks outdoors are really important for our guests’ wellbeing.

**Te Pou Whakarae**

- As you have heard before, we have stood up a Māori specific function under our ECC structure to work with Māori communities.
- Te Pou Whakarae continues with its outreach programme to marae, iwi, and Mataawaka (Mah-tah-wukka) organisations.
- Support provided includes:
  - Thirteen staff from the council’s Māori staff network making outreach calls to 1,500 vulnerable Māori seniors (an increase from the 700 reported previously) on behalf of MSD. A total of 650 calls have already been made, with 400 in the last week. Staff have advised that Kaumatua and Kuia are reporting good health and support networks. Of the 400 calls a low number of referrals for welfare (kai) have been requested.
  - Continuing to contact iwi, maatawaka (mah-tah-wukka) and marae to check-in and to identify welfare needs.
  - As of yesterday, 1,239 food parcels and hygiene packs had been delivered to whanau on behalf of Te Mahurehure Marae, Papakura Marae and Manukau Urban Māori Authority, and cleaning and sanitisation packs had been delivered to 13 marae providing essential community services.
  - Tailored Signage has been delivered to 28 Urupā across Tāmaki Makaurau.

**General coordination**

- Auckland Transport Operations Centre (ATOC), has developed traffic management plans to manage traffic near high risk sites like interchanges, schools, Community Based Assessment Centres (CBACs), hospitals and drive through takeaways for the move to Alert Level 3. Emergency speed limits have been put in place (30km/hr) in high risk sites. Queen St is restricted to buses.
- We are maintaining a watching brief on Watercare’s water supply status, and remain ready to stand up a further emergency response if needed should any other needs arise.

**Final word**

- Once again I would like to end by acknowledging all the AEM, council staff and partner agencies that have been working on this response. This operation has been running daily since mid-March and Auckland Emergency Management really appreciates the support we’ve had from the council family and other agencies.
DISTRIBUTION OF WELFARE REQUESTS AS AT 11:59PM 27/04

HELENSVILLE

AUSTRALIAN CENTRAL

WAIHEKE ISLAND

OTARA

MANGERE

MANUKAU

PUPUKOKOHE

WAIKOU

RELATIVE CLUSTERING

FEWER

MORE

Emergency Committee
30 April 2020

Outline

1. What is the GPS
2. GPS direction
3. Funding Allocations
4. Recommendations
What is the GPS

- Outlines Government’s **transport expenditure priorities** and identifies ways to achieve them.
- Guides the Transport Agency and local authority investment in land transport by signalling the **level** and **type** of investment expected in transport infrastructure and services.

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GPS direction

- GPS 2021 builds on and consolidates the priorities of GPS 2018.
- The **strategic priorities** for GPS 2021 are:
  - Safety
  - Better Travel Options
  - Improving Freight Connections
  - Climate Change
To achieve these priorities, GPS 2021 allocates funding to focus investment on:

- implementing the Road to Zero interventions through a specific Road to Zero activity class,
- implementing freight and some inter-regional rail network investments defined in the draft New Zealand Rail Plan through a specific rail network activity class
- implementing metropolitan rail network investment defined in the draft National Rail Plan and approved under the previous transition rail activity class through the public transport infrastructure activity class
- public transport in cities and expanding the public transport system to support new housing and interregional commuting through a specific public transport services activity class

To achieve these priorities, GPS 2021 allocates funding to focus investment on:

- shaping land use, urban form and street design in a way that reduces car dependency, making walking, cycling and micro-mobility safe and attractive travel choices
- implementing mode shift plans to shape urban form, make shared and active modes more attractive, and influence travel demand and transport choices.
- improving mode choice for moving freight by coastal shipping through a specific coastal shipping activity class
- a transition to a low carbon transport system through reducing transport demand and inter-connected infrastructure encouraging walking, cycling and the use of public transport, and the use of rail and coastal shipping for moving freight.
Dedicated funding for delivering Government commitments

- The activity classes include sufficient funding to cover the Central Government share for Government’s commitments:
  - Auckland Transport Alignment Project (ATAP) - $16.3 billion
  - Lets Get Wellington Moving (LGWM) - $3.8 billion
  - Road to Zero - $10 billion
  - New Zealand Rail Plan - $1.2 billion

- Confirmation that the Crown Funding of $6.8 billion to progress new infrastructure projects - the NZ Upgrade Programme – is **NOT** included in the activity classes.
- Brings overall transport investment to around $54 billion over the next ten years.

Recommendations (1)

Our submission

- **supports** the GPS 2021’s strategic direction but **requests** greater clarity around how the **Climate Change** priority is to be reflected in transport system investment and how the **Better Travel Options** priority is to be delivered
- **supports** the increased funding allocation for road safety through the new activity class
- **supports** the dedicated funding from the National Land Transport Fund for rail network maintenance and renewal as part of the integration of rail network planning into the land transport system
Recommendations (2)

Our submission:
- supports the Government’s confirmation that it will fund the Auckland Transport Alignment Project (ATAP)
- supports the mode neutral approach to transport planning and investment decisions
- supports the suggested approach to better integrate land use and transport outcomes but requests greater clarity around how Auckland’s quality compact growth strategy will be enabled.
- suggests minor word changes for clarification and completeness purposes

- Feedback has been received from Whau Local Board and Albert-Eden Local Board, both supporting the general direction and the four strategic priorities.

Questions?
1. Headlines

- The draft Plan sets a vision and longer-term outlook for planning and funding for rail
- There are multiple references to ATAP for Auckland
- Metropolitan passenger service enhancement is one of two investment priorities alongside freight
- Good emphasis on key issues such as resilience and climate change
- References are made to enabling legislation: The Land Transport (Rail) Amendment Bill that we submitted on in February
- The draft Plan is consistent with the LTMA reform: it applies to heavy rail and excludes light rail.
3. Relationship to draft GPS (1)

- The draft GPS refers multiple times to the draft National Rail Plan and the role of rail delivering on strategic priorities for the land transport system.
- The draft GPS specifies that the Rail Network Investment Programme (RNIP) will be part-funded through the National Land Transport Fund (NLTF) and by the Crown. The focus of funding via the NLTF will be maintenance of the network and bring it up to a state-of-good-repair (new rail network activity class).
- Funding for Auckland’s critical projects including the third main line between Wiri and Quay Park, and electrification between Papakura and Puketaha, are confirmed as outside the NLTF and captured in the NZ Upgrade Package (NZUP).
3. Relationship to draft GPS (2)

- Projects approved under the previous transitional rail activity class will now be funded through the public transport infrastructure activity class.
- Metropolitan passenger service operations funding will come through the public transport services activity class and "this includes a contribution to network infrastructure maintenance and renewal as part of service charges Auckland Transport... pay to KiwiRail".

4. Recommendations (1)

- Our submission:
  - Supports the longer-term outlook for rail planning and investment in New Zealand including the intent for funding for rail activities from the National Land Transport Fund.
  - Supports establishment of metropolitan passenger service planning and investment as a strategic priority alongside freight service.
  - Supports references to ATAP as the guiding document for investment in Auckland’s transport system, including rail.
4. Recommendations (2)

- Our submission:
  - Recommends that the National Rail Plan is updated reflecting Council's February 2020 submission on the Land Transport (Rail) Legislation Bill, particularly:
    - Full integration of rail with other land transport is preferred strongly over partial integration
    - The integrity of the Auckland Network Access Agreement needs to be preserved
    - The Rail Network Investment Programme should have a ten-year duration (not just a ten-year outlook)
  - Suggests minor wording changes for clarification and completeness purposes.