### Te Kāhui Ngārahu / Emergency Committee

**OPEN MINUTE ITEM ATTACHMENTS**

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<td></td>
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</tbody>
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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.
11 Council Submission on Draft Government Policy Statement on Land
Transport 2021 and Draft National Rail Plan
   A. 7 May 2020, Emergency Committee: Item 11 - Council Submission on
Draft Government Policy Statement on Land Transport 2021 and Draft
National Rail Plan, Draft Submission

12 Submission on the Local Government (Rating of Whenua Māori)
Amendment Bill
   A. 7 May 2020, Emergency Committee: Item 12 - Submission on the Local
Government (Rating of Whenua Māori) Amendment Bill, Local Board
feedback
2020 Drought
Implementing Auckland Water Restrictions
Briefing from Watercare
Raveen Jaduram - Chief Executive
Mark Bourne - Head of Servicing & Consents
May 2020
Lover Huia – April 2020
Mangataviti – April 2020
The Auckland Drought – Waitakere Rainfall
Cumulative annual rainfall (mm)
The Auckland Drought – Hunua Rainfall

Cumulative annual rainfall (mm)

Normal year

1993/94 drought

2018/19

2019/20 drought

Mangatawhiri – April 2020
The Auckland Drought

- Auckland is in a severe drought - record low rainfall January and February 2020
- Coincided with record breaking demand - 560 MLD (430 MLD over L4 lock down, 460 MLD today)
- Unprecedented demand from rain tank users
- Auckland water storage currently 46% full (normal average 76%)
- Wet winter required to replenish dams for next summer
- Forecast is for less than to average rainfall over winter
Watercare Response to Drought

Tool box approach - range of interventions

Supply Side Management

*Interventions to help increase water supply*

- Maximised abstractions from the Waikato River and Onehunga Aquifer
- Continuing to expand the Waikato Water Treatment Plant
- Progressing approval for new seasonal water takes from Waikato River
- Bringing back into service Hays Creek Dam in Papakura and Pukekohe bore
- Reduce environmental compensation flows from Cosseys, Wairoa and Waitakere dams
Watercare Response to Drought

Tool box approach - range of interventions

Demand Side Management

*Interventions to help reduce water demand*

- ‘Water is Precious’ campaign commenced 10 February 2020 – voluntary savings both indoors and outdoors
- Good public awareness of the drought and requirement for water savings – helped reduce demand
- Voluntary water savings messages ongoing, even if it rains
- Water savings and restrictions – Following the Metropolitan Drought Management Plan – Feb 2020
- Proactive work with industry and large customers to achieve voluntary water efficiency gains – Auckland Council a large water user

www.waterforlife.org.nz
Metropolitan Drought Management Plan and Water Use Restrictions

- The Plan provides approach to drought management including options for water savings and restrictions
- Water saving messages continue to focus on both indoor and outdoor water use
- Voluntary savings also sought through Watercare’s high water use industries and key customers – Auckland Council a large customer
- Water use restrictions are within Auckland Council jurisdiction under the Water Supply and Wastewater Network Bylaw (2015)
- Water use restrictions focused on outdoor water use for households and businesses - compliance action can be observed and if necessary enforced
- Staged restrictions may become increasingly stringent if required to save water
## Water Use Restrictions

### Stage 1 Water Use Restrictions

<table>
<thead>
<tr>
<th>Residential water use</th>
<th>Commercial and non-residential water use</th>
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</thead>
<tbody>
<tr>
<td>You cannot:</td>
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<td>• Use an outdoor hose or water blaster</td>
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<td>• Operate a car wash unless it uses recycled water.</td>
</tr>
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<td>• Water sports fields.</td>
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<td>• Water plants or paddocks unless you have an irrigation system fitted with soil moisture or rain sensors.</td>
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</tbody>
</table>

### Stage 2 Water Use Restrictions

<table>
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</table>

### Stage 3 Water Use Restrictions

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<td>• Water plants or paddocks.</td>
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</table>

*Stage 3 water restrictions which may include rotating compulsory cuts to commercial water use will be discussed further with Auckland Council before any move to Stage 3 was agreed.*

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Outdoor water use restrictions for which Council has jurisdiction will work alongside other voluntary water saving messages. Watercare will also continue to work with the high water use commercial sectors to encourage savings.
Water Use Restrictions

When would water use restrictions be implemented?

- Different stages implemented according to the trigger levels in the Metropolitan Drought Management Plan – Feb 2020
- Proposal for Stage 1 restrictions from 16 May 2020 - depending on storage levels and rainfall
- Following a reasonable period of public notification

What area do the restrictions cover?

- Pukekohe, Patumahoe, Clarks Beach, Glenbrook Beach, and all other metropolitan areas from Waiwera to Drury and Huia Village which are serviced by the Metropolitan network
- Areas such as Warkworth with a deep aquifer water take are exempt
- Messaging will be region wide to avoid confusion – everyone is expected to show restraint with water use

When are restrictions likely to be withdrawn?

- Depends on rainfall and dam storage according to trigger levels in The Plan
Water Use Restrictions

How Enforced?

- Watercare delegation sought for Bylaw compliance and enforcement which would be consistent with Council Policy — focus on education first.
- Working proactively with Auckland Councils Compliance and Enforcement Team, especially if enforcement is required.

Residential vs Commercial customers

- Drought affects all water users
- Focus is on residential outdoor water use
- Businesses using water for health, safety, emergency or biosecurity reasons can continue operation at Stage 1 but will need to plan and prepare for more stringent restrictions

Wairoa Dam – April 2020
CMT - Covid-19 Update
6 May 2020
Rodger Murphy
Agenda

1. Dashboard
2. People
3. Workstream Updates
4. Level 3 and 2 Impact and Actions
CMT Dashboard 6 May 2020

People & Safety
Average score of daily pulse check in AT

- W/e 9/4: 3.50
- W/e 17/4: 3.50
- W/e 24/4: 3.47
- W/e 1/5: 3.45

Public Transport
Hop patronage (vs same week 2019)

- W/e 17/4: -93%
- W/e 24/4: -90%
- W/e 1/5: -89% of people who are travelling on PT during lockdown believe AT is effectively managing the risks (data as at 20 April)

Logistics
People access to buildings

- Non-authorised personnel
  - W/e 17/4: 129
  - W/e 24/4: 118
  - W/e 1/5: 346
- Authorised personnel
  - W/e 17/4: 42
  - W/e 24/4: 42
  - W/e 1/5: 42

Number of organisations with travel cards (cumulative)

- W/e 17/4: 9
- W/e 24/4: 9
- W/e 1/5: 9

Customers
% of Aucklanders who believe AT are effectively managing risks

- W/e 17/4: 59%
- W/e 24/4: 63%
- W/e 1/5: 61%

Total calls to contact centre (vs same week 2019)

Average wait time (s)

- W/e 17/4: 42
- W/e 24/4: 72
- W/e 1/5: 22

Supplier Support
Spend identified for review before 30 June (S$m)

- W/e 17/4: 21.04
- W/e 24/4: 21.8
- W/e 1/5: 21.8

% of total remaining value to be analysed

- W/e 17/4: 2.2
- W/e 24/4: 1.8
- W/e 1/5: 1.2

Total value to analyse $946.7m
People

- AT currently has a total of 7 people who are in self-isolation due to confirmed or potential contact with Covid-19.

- We have 1 recovered case of Covid-19.

- Return to work planning is finalised for a transition to the Alert Level 2 status when announced. Work is underway to communicate changes once announced to all our people.

- Continued proactive support from the safety team to allow the enablement of construction delivery.

- Positive response to short term people initiative which was focused on temporary remuneration reductions for those employees who >$100k.
## Workstream Updates

<table>
<thead>
<tr>
<th>Road network operations</th>
<th>Logistics</th>
<th>Public transport</th>
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</thead>
<tbody>
<tr>
<td>• Parking Officer deployment going well with positive feedback from the public about the role they are taking</td>
<td>• Support increase in staff using facilities at Level 3 - i.e. Transport Officers</td>
<td>• Weekday patronage on PT is around 37,000 daily trips under Alert Level 3. This is over twice the number of trips that we saw under Alert Level 4, and around 10% of our normal patronage.</td>
</tr>
<tr>
<td>• Transport Officer incident again with a member of the public spitting in the direction of an officer at Papakura Train station. Officer to remain on duty as no contact made. Police investigating.</td>
<td>• Individual EGM planning as to staff movements and access to VHA at Level 2</td>
<td>• Continuing a normal weekday timetable for bus operations. While we have an anticipated full service deployment, physical distancing measures necessitate that only 22% of the capacity can be utilised.</td>
</tr>
<tr>
<td>• Social distancing network installations monitored. Adverse weather conditions showed a lower use in some locations. A number of complaints from some elected members and business groups addressed with changes made to the layouts.</td>
<td>• We are looking at a variety of solutions to tackle our new obligations including Contact Tracing and Physical Distancing including:</td>
<td>• All school bus services are operating, other than where a school has stated that services are not required. School patronage is very low and indication from schools is that 5-10% of students are at school.</td>
</tr>
<tr>
<td>• Queuing at ‘fast food’ outlet caused issues at Panmure transport hub. Queuing and ‘no social distancing’ around other fast food outlets observed. Police attended.</td>
<td>• Updated visitor registration and contact tracing for building access</td>
<td>• Trains continue on a Sunday timetable with further early morning trains over and above the Sunday timetable. The first departures will be timed to depart at the same time as our normal Monday timetable and then provide a 20 minute frequency thereafter on all lines. This is an increase of 19 daily train services in comparison to the level 4 timetable.</td>
</tr>
<tr>
<td>• Extensive planning for the move to Alert Level 2 underway. Details to be finalised by 9 May.</td>
<td>• Signage around physical distancing and general Covid19 protocols</td>
<td>• ERAA legislation due to take effect from Wednesday 6 May to change timetables to include driver breaks every two hours. ERAA industry steering group to inform the industry on extending transition time for compliance.</td>
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<tr>
<td></td>
<td>• Desk signage - alternative desks in use and not sitting opposite someone</td>
<td>• Preparing to change physical distancing on PT vehicles under Alert Level 2 so that we increase capacity to meet estimated 50% demand. Reducing distancing to 1 metre on-board requires contact tracing through increased HOP registration and updated vehicle decals.</td>
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<tr>
<td></td>
<td>• Signage for 4 people in lift at any one time only</td>
<td>• Continuing to take guidance from MoH and MoT about expectations for PPE on PT. Current guidance is still that masks are not recommended, so are not required on board. Looking into options to offer PPE through vending machines.</td>
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<td></td>
<td>• Meeting room chairs to be aligned to maintain social distancing</td>
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</tbody>
</table>
## Workstream Updates

<table>
<thead>
<tr>
<th>Construction delivery</th>
<th>Supplier support</th>
<th>Customers</th>
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</thead>
<tbody>
<tr>
<td>• Health and Safety Plans are in place for all sites which re-opened under Level 3 on Tuesday 28th April. The plans are site specific and in line with guidelines from Worksafe and CHASNZ.</td>
<td>• Additional gatekeeping (hold/proceed) for key stages of procurement of capital and maintenance projects (RFP launch or contract award) via newly established Capital &amp; Maintenance Steering Committee (meet twice a week)</td>
<td>Customer Sentiment update, research responses collected before move to Level 3;</td>
</tr>
<tr>
<td>• All sites were successful in the remobilising safely with no significant issues to report. Productivity will increase as teams get used to the new working environment.</td>
<td>• Regular generic and targeted communications to suppliers</td>
<td>• Concern around the health impacts of the virus continue to fall. We are seeing an increasing number of people claiming they would accept the risk of the virus and go back to work tomorrow if they were allowed (38% up +5% week on week). However, the majority (59%) remain nervous about leaving their homes (down -5% week on week).</td>
</tr>
<tr>
<td>• A monitoring and audit register has been developed across the projects which we are using to track client-side audits and site visits.</td>
<td>• Supporting the business on cost reduction (including Prof Services)</td>
<td>• 61% of Aucklanders feel that Public Transport providers are taking effective measures to limit the spread of Covid-19. This figure is considerably higher amongst people who have been travelling on the network over Lockdown (84%). However 55% of customers are concerned that Auckland Transport may not be able to maintain social distancing as we move into Alert Level 2.</td>
</tr>
<tr>
<td>• The Advanced Entitlement Payments continue to be processed with 16 received from 14 suppliers totalling approximately $5.1m. 62% have been processed at 1st May 2020.</td>
<td>• Supply chain risk assessment and mitigation where required</td>
<td>• Preparation for Level 2 announcement – printing of stickers, footpath decals, posters advising about 1m physical distancing. Other customer communications such as electronic direct mail will support this.</td>
</tr>
<tr>
<td>• A consistent approach to variations and delay costs during Level 4 and Level 3 is progressing alongside NZTA, Auckland Council and other CCOs. Work on delay costs is being worked on through the projects in parallel with a target to resolve a number of these within the current financial year. This covers delay costs for Level 4 and Level 3.</td>
<td>• Continued engagement with other procuring agencies (AC, NZTA, MBIE) and industry (e.g. InfraCom, CCNZ, ACE, etc) to ensure aligned approach to supply markets</td>
<td>• Customer communication messaging to install confidence in the use and safety of using public transport, including reduce occupancy, spread peak and create seating availability</td>
</tr>
<tr>
<td>• Project continuity plans are being developed for the transition to Level 2.</td>
<td>• Invoked Emergency procurement process</td>
<td>• Tactical urbanism around schools and walking/cycleways</td>
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<td></td>
<td>• Delivered updated “virtual” approval guidance to ensure DFA approvals and key sourcing / contract decisions can continue to be made</td>
<td>• There was a notable jump in use of digital tools – Web and AT Mobile for journey planning as a result of L3 announcement. AT Mobile is sitting at a level of 47,599 in last seven days. On AT.GOV.NZ there was a spike over Anzac weekend in journey planning, but overall activity still sits at 30-40% of pre-covid-19 levels.</td>
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<td></td>
<td>• Ongoing support for tactical sourcing</td>
<td>• $303,000 refunded to Monthly Hop Concession holders.</td>
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# Workstream Updates

<table>
<thead>
<tr>
<th>Communications</th>
<th>Risk</th>
<th>Project Management</th>
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<tbody>
<tr>
<td>• All external comms align with Ministry of Health and Government messaging (e.g. public health and social distancing).</td>
<td>• Updated Risk information with controls in situ</td>
<td>• Alert Level Planning completed by all workstreams and collated in one document, focusing on activities in each alert level, and preparational activities to ramp up or ramp down to adjacent alert levels.</td>
</tr>
<tr>
<td>• Under Level 3 and as we move to Level 2 these messages continue, with an increased emphasis on safety on the network (e.g. more vehicles). Construction activity, and job retention/creation also amongst key messaging.</td>
<td>• Followed up with Risk Managers for updates about risks, level of exposure and controls</td>
<td>• Continuing to deliver a weekly update for Directors, including a detailed overview per workstream, an dashboard to display the most important metrics and an executive overview of activities in alert level 3 and preparations for alert level 2.</td>
</tr>
<tr>
<td>• Regular and timely media updates, releases, and briefings (favourability in relation to COVID-19 issues is close to 90%).</td>
<td>• Reported on Risks to CMT</td>
<td>• Continuing to ensure that the CMT Teams site is fully furnished with all documents and artefacts developed to date.</td>
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<tr>
<td>• Developing comms for “What transport at Level 2 looks like” in preparation of Govt announcement later this week.</td>
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<td>• Working with Auckland Council on key messaging to encourage behaviour change ahead of move to Level 2 (e.g. travel demand management and working with key businesses on travel planning for staff).</td>
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<td>• A focus on staff well-being and communication of workforce plans under Level 2.</td>
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<td>• A large number of localised consultations paused during Levels 3 and 4 are likely to restart under Level 2.</td>
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# Summary – impact assessment level 3 and level 2

<table>
<thead>
<tr>
<th>People and safety</th>
<th>Impact of alert level 3</th>
<th>Impact of alert level 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Majority of workforce is working from home</td>
<td>Transition of workforce to office based locations</td>
<td>Resumption of key programmes of work across AT</td>
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<tr>
<td>Mental &amp; physical fatigue affects resourcing levels and productivity</td>
<td>Strategic resource &amp; talent planning to support recovery and rebound</td>
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<td>Increased deployment of front-line across transport network and CSCs</td>
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<tr>
<td>Logistics</td>
<td>Greater access to buildings for non-critical people</td>
<td>Buildings will receive 25-50% of normal occupancy numbers</td>
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<td>Increased cleaning requirements</td>
<td></td>
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<td>Monitoring network stresses and application stability</td>
<td></td>
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<tr>
<td>Road Network Operations</td>
<td>Construction sites are back online, some schools and offices are open</td>
<td>High network activity with returning commuter patterns</td>
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<td>Increased pedestrian and cycling movement</td>
<td></td>
<td>Further increase in pedestrian and cycling movement</td>
</tr>
<tr>
<td>Freight can move as necessary (essential and some non-essential goods)</td>
<td>All distribution centres with safe operating procedures are back online</td>
<td></td>
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<tr>
<td>Public Transport</td>
<td>Seat capacity is 22.5%; demand estimate is 10%, PT is free</td>
<td>Seat capacity is 22.5%; demand estimate is 50%</td>
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<tr>
<td>Mon-Fri timetable for buses with rear door entry and 2m distancing</td>
<td>Standard timetables with rear door entry and 1m distancing</td>
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<tr>
<td>Increased cleaning of facilities and vehicles</td>
<td>Hand sanitiser stations at key facilities</td>
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<tr>
<td>Supplier Support</td>
<td>No planning on non-funded projects; funded work continues</td>
<td>Longer-term category planning resumes</td>
</tr>
<tr>
<td>Supply chain risks due to restricted imports</td>
<td>Go-to-market tenders undertaken for funded projects</td>
<td>Work on reviewing optimal resourcing levels and focus</td>
</tr>
<tr>
<td>Emergency procurement process in place</td>
<td></td>
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<tr>
<td>Customers</td>
<td>Decals in place on footpaths, cycleways, buses, trains and ferries</td>
<td>Updated decals to 1m distancing</td>
</tr>
<tr>
<td>Main service centres open 8am-8pm</td>
<td>More main service centres open 7am-7pm</td>
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<td>Service centres on rotational weekday rosters</td>
<td></td>
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<tr>
<td>Communities &amp; Communication</td>
<td>Consistency of messaging with Council family, MOH and NZTA is key</td>
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<tr>
<td>Focus on “what transport looks like in level 3”</td>
<td></td>
<td>Focus on “what transport looks like in level 2”</td>
</tr>
<tr>
<td>Construction Delivery</td>
<td>Project sites are open but with lower productivity</td>
<td>Sites largely operating at full capacity with additional H&amp;S measures</td>
</tr>
<tr>
<td>Potential programme delay resulting in increased cost</td>
<td>Some programme delays &amp; potential to accelerate where appropriate</td>
<td>Dynamic traffic management to support acceleration opportunities</td>
</tr>
<tr>
<td>Quieter traffic could lead to TTM opportunities</td>
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<tr>
<td>Risk and Business Continuity</td>
<td>High impact on revenue, patronage, ability to continue funding, scrutiny, h&amp;s risks and contractors’ ability to deliver services</td>
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</tr>
<tr>
<td>Some impact on staff wellbeing, customer confidence and contractor resilience</td>
<td>Some impact on patronage, staff satisfaction and customer confidence</td>
<td>No continued impact on contractors’ ability to deliver services</td>
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</tbody>
</table>
### Summary – actions in alert level 3

<table>
<thead>
<tr>
<th>Activities in alert level 3</th>
<th>Preparations for alert level 2</th>
</tr>
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<tbody>
<tr>
<td><strong>People and safety</strong></td>
<td></td>
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<tr>
<td>Monitor Covid-19 related cases in the AT workforce</td>
<td>Determine rotational system for AT employees to come into the office</td>
</tr>
<tr>
<td>Offer welfare support to AT employees</td>
<td>Reset office configurations to support physical distancing</td>
</tr>
<tr>
<td>Enable virtual learning and remote working</td>
<td>Perform risk assessment and provide guidance to business units</td>
</tr>
<tr>
<td><strong>Logistics</strong></td>
<td></td>
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<tr>
<td>Monitor building access; use for contact tracing if required</td>
<td>Prepare fixed desk allocations and prepare building for re-opening</td>
</tr>
<tr>
<td>Support response solutions of business units/ work streams</td>
<td>Support people requirements for other work streams</td>
</tr>
<tr>
<td>Support enablement of working from home; provide equipment</td>
<td>Identify risk where work processes cannot be supported remotely</td>
</tr>
<tr>
<td><strong>Road Network Operations</strong></td>
<td></td>
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<tr>
<td>Monitor retail areas where services are reopening</td>
<td>Plan for phase 2 of Physical Distancing Action Plan</td>
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<tr>
<td>Implement phase 1 of Physical Distancing Action Plan</td>
<td>Develop messages encouraging flexi-working and peak spreading</td>
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<tr>
<td>Establish “war room” to accelerate CAR approval</td>
<td>Prepare to phase in parking charges and SVL enforcement</td>
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<td>Implement temporary traffic management controls to support freight</td>
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<td><strong>Public Transport</strong></td>
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<tr>
<td>Implement NZTA and MoH guidelines on PPE requirements</td>
<td>Agree fare principles with NZTA and implement what is agreed</td>
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<tr>
<td>Continue HOP tag on/off for contact tracing purposes</td>
<td>Understand operator capability to deploy a full timetable</td>
</tr>
<tr>
<td>Train crew distancing protocols</td>
<td>Change decals from 2m to 1m</td>
</tr>
<tr>
<td><strong>Supplier Support</strong></td>
<td></td>
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<tr>
<td>Cost savings project in progress</td>
<td>Repurpose urban routes to support school services</td>
</tr>
<tr>
<td>Review of professional services spend</td>
<td>Cost savings project in progress</td>
</tr>
<tr>
<td><strong>Customers</strong></td>
<td></td>
</tr>
<tr>
<td>Maintain 100% remote agents</td>
<td>Prepare for reactivation of paid PT/HOP, including cash handling</td>
</tr>
<tr>
<td>Extend 2m distancing signage to footpaths, cycleways and schools</td>
<td>Review CSC opening hours</td>
</tr>
<tr>
<td>Encourage the usage of active modes of transport</td>
<td>Prepare changes to “full occupancy” calculations in AT Mobile etc.</td>
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<tr>
<td><strong>Communities &amp; Communication</strong></td>
<td></td>
</tr>
<tr>
<td>Coordinate messaging with Council family, MoH and NZTA</td>
<td>Prepare messaging to move from 2m to 1m distancing</td>
</tr>
<tr>
<td>Coordinate messaging around organisational changes</td>
<td>Prepare messaging on Return to Work plan</td>
</tr>
<tr>
<td>Provide strategic key messaging around behaviour change</td>
<td>Promote importance and benefits of behaviour change for Auckland</td>
</tr>
<tr>
<td><strong>Construction Delivery</strong></td>
<td></td>
</tr>
<tr>
<td>Implement level 3 H&amp;S and project continuity plans for all sites</td>
<td>Implement level 2 H&amp;S and project continuity plans for all sites</td>
</tr>
<tr>
<td>Progress contractor payment entitlements</td>
<td>Close out contractor payment entitlements</td>
</tr>
<tr>
<td>Accelerate approval for eligible sites</td>
<td>Identify and quantify acceleration opportunities</td>
</tr>
<tr>
<td><strong>Risk and Business Continuity</strong></td>
<td></td>
</tr>
<tr>
<td>Optimise proactive financial management and cost savings</td>
<td>Prepare staff to return to work; prepare buildings for level 2 occupation</td>
</tr>
<tr>
<td>Support MoH guidelines and government approach</td>
<td>Continue to support MoH guidelines</td>
</tr>
<tr>
<td>Enable collaborative partnering across ecosystem</td>
<td>Continue collaborative partnering</td>
</tr>
</tbody>
</table>
Emergency Committee – Covid 19 Breifing

Recovery Update

- Civil Defence Emergency Management Act 2002
- Establishes certain requirements, roles and responsibilities.
- Transitioning through response into recovery – formal response plan needed.
- NEMA guidance expected next week
- Likely to set out some or most of the following
  - balance of national vs regional/local responsibility
  - what is required
  - by who
  - how it needs to work
  - aspects of funding responsibility
  - expectations around measurement, monitoring, reporting
**Recovery Planning**

- There are possible differences between what we are required to do (i.e. any core CDEM/NEMA required role) versus **what our communities need** us to do and **what you as regional leaders seek that we do**.

**Overarching coordination/planning (incl any NEMA required aspect)**

- **Agency Effort**
- **Community Effort**
  - with/by/for
- **Council Effort**
- **cco**
- **cco**
- **cco**

---

**Recovery Plan cntd**

- Framework done - as a minimum, our plan must contemplate:
  - Local and regional leadership
  - Planning
  - Communication
  - Coordination
  - Collaboration in both design and delivery
  - Treaty partnership
  - Measurement, monitoring, reporting
- **We cant wait to establish key action areas and communicate these -- community needs assurance that we are onto it.**
- Core team now formed
- Stakeholder mapping starting
Current concerns

- Waiting for national direction
- Urgency versus collaborative planning and effort
- Being sufficiently agile – and not waiting for an immaculate plan.
- Coordination – making sure our plans and actions align to best effect
- Consistent national policy response vs local/contextual needs
- Longer term responsibility for welfare matters
- Unemployment responsiveness and leadership
- Business recovery support
- Funding
Request to make Plan Change 17 fully operative

Emergency Committee meeting
7 May 2020

Plan Change 17

- Plan Change 17 is a council-initiated plan change developed to address errors and anomalies within the Auckland Unitary Plan (Operative in Part) GIS viewer.

- The scope of the plan change limited the amendments to address technical issues only and did not result in any substantive changes to the policy direction of the plan.
Limited notification of Plan Change 17

- The owners and occupiers of all properties which were subject to a proposed mapping change in Plan Change 17 were consulted prior to the plan change being notified.
- The council was able to identify all of the persons directly affected by Plan Change 17 and served limited notification on these persons on 29 November 2018.
- 19 submissions and two further submissions were received.

Mana whenua engagement

- A draft copy of Plan Change 17 was provided to 19 interested mana whenua entities on 14 August 2018. A response was received from Ngāti Whātua Ĭrākau who were supportive of the proposed plan change. A Hui was held with the planning representative from Ngāti Whātua Ĭrākau to go over the key points in the plan change.
- One proposed amendment in Plan Change 17 took immediate legal effect from the date of notification. This amendment was to the Sites of Significance to Mana Whenua Overlay (037 Win Stonefields North) at 151 Win Station Road, Manurewa, 11 Pukaki Drive, Manurewa, and 220 Win Station Road, Manukau Central.
- Auckland Council wrote to the property owners and to the relevant mana whenua on 10 October 2018 to outline the proposed amendment specific to the Sites of Significance to Mana Whenua Overlay - 037 Win North Stonefields (SSMW 037).
Local Board consultation

- In October 2017, a memo was sent to advise all local boards about the proposed plan change and invited local board members to advise Plans and Places staff of any technical issues that they had identified.
- In August 2018, local boards were provided with a draft copy of Plan Change 17.
- All local boards were also advised of the limited notification of Plan Change 17 on 29 November 2018.

Plan Change 17 hearing

- Plan Change 17 was heard and considered by independent hearing commissioners on 9 May 2019.
- A decision was issued by the chairperson on behalf of the council on 27 June 2019 to accept the plan change with one modification to the mapping of the Vehicle Access Restriction Control – General at 71 and 75 Hingaia Road, Hingaia.
- The council decision confirms a number of mapping changes to the AUP GIS viewer.
 Appeals to Plan Change 17

- Two appeals were lodged in the Environment Court for Plan Change 17, in relation to the proposed amendment to the mapping of I211 – Viaduct Harbour Precinct at 32 Market Place.
- One appeal was lodged by Viaduct Harbour Holdings Limited and the other appeal was lodged by Tofini Auckland Limited.
- Two section 274 notices were also lodged in the Environment Court.
- As the two appeals have been withdrawn the plan change can now be approved and made operative.

 Recommendations

That the Emergency Committee:

a) approve Plan Change 17 to the Auckland Unitary Plan (Operative in Part), under clause 17(2) of Schedule 1 of the Resource Management Act 1991

b) request staff to complete the necessary statutory processes to publicly notify the date on which the plan change becomes operative as soon as possible, in accordance with the requirements in clause 20(2) of Schedule 1 of the Resource Management Act 1991.
Emergency Committee
7 May 2020
Item 10: Innovating Streets Fund
Appendices

1. Draft List of AT projects for submission in round 1 of the innovating streets pilot fund

2. Expression of interest form and assessment criteria

3. Condensed timeline and high-level round 2 funding process (AC/AT)
Appendix 1:

Draft list of AT projects for submission in round 1 of the innovating streets pilot fund

1. City centre - Cook St, city centre, walking and cycling improvements
   The proposal aims to ease high traffic speeds on Cook Street by reducing the number of traffic lanes and adding cycle paths. There has been a significant increase in the number of residential developments in this area and these changes will provide much safer options for people walking or travelling by bicycle. These are interim changes which are expected to address foreseeable pedestrian and cyclist demand until the City Centre Masterplan is implemented as part of Auckland Council’s 20-year vision.

2. City centre - Queen St Access for Everyone pilot
   Council's Planning Committee requested pilot be in place by March 2021 to test elements of new Access for Everyone concept, which includes restricting unnecessary traffic from Queen St, supporting reliable bus travel and giving greater space and amenity to pedestrians, cyclists and micro-mobility users.

3. Ponsonby - Collingwood Street
   The new Franklin Rd roundabout encourages eastbound drivers to cut-through Collingwood Street in the AM peak hours rather than stay on the arterial road network. The project will reduce traffic speeds to 30km/h, reduce through traffic volume (especially in the AM peak hours), create an environment that supports the local road function and work collaboratively with the community on the solution.

4. Owhairaka - Safe School Streets Pilot - Owhairaka District School
   This pilot aims to improve the safety perceptions outside the school and measure the changes in active modes. The process we are using enables us to fully understand the issues from the perspective of the school community by following a co-design process with them, including running a demonstration event to “test” potential solutions, before moving ahead with interim design measures using tactical urbanism to further ensure that the proposed design work for the community, address the issues and identifies any changes before permanent solutions are installed. The pop-up event also provides a very strong platform for community engagement particularly with both the school community and residents to fully understand what you are trying to resolve and the ability for them to provide feedback.

5. Sunnyhills - Safe School Streets Pilot - Sunnyhills Primary School
   (Project description as above)

6. School Streets road closure and rapid active mode shift programme
   We will be trialling a combined infrastructure/engagement/support model to rapidly shift children to active modes. This will take the form of the following activity at five Auckland schools:
   
   - Closures of school streets during drop-off and pick-up time every weekday for up to a month.
   - Strategy to develop community social infrastructure to run active mode programmes – Bike Trains and Walking School Buses.
   - Competitive engagement by children over the month. Walking School Buses and Bike Trains will use an app to record use by children.
   - An 8am-8pm school street closure at each of the schools at the end of the month. This creates a ‘canvas’ for schools and communities to run their own school/play street events.
7. Waiuku - Rubber roundabout trial - Queen Street/Victoria Avenue/Court Street Intersection

The project will include the installation of a central rubber roundabout, temporary pram ramps, associated road markings and signage, plus the covering of unused tactile pavers to eliminate confusion. The design speed for the rubber roundabout being 30km/h.

The low-cost rubber roundabout is expected to improve safety by providing more clarity around priority, reducing operating speeds through the intersection significantly and by providing improved and safer infrastructure for pedestrians. It will also provide network efficiency benefits that would be gained from a much more expensive permanent roundabout.

8. New Lynn - McCrae Way Shared Zone

McCrae Way is included in Tranche Two of AT’s Speed Bylaw review, for speed limit reduction to 10km/h. Design changes would be necessary to complement that. The current speed limit of 50km/h is inconsistent with AT’s design guides and standards, as well as other shared zones in the CBD which will shift to 10km/h limits in July 2020. We propose tactical interventions for a 12 month period, to promote lower speeds and discourage extraneous vehicular movement.

9. Ranui Town Centre

We propose tactical interventions for a six–nine month period, to promote lower speeds through Ranui Town Centre in advance of the permanent measures to be implemented in the remainder of Swanson Road as part of the Swanson Road Safety upgrade project.

10. Matakana Valley Road Tactical Urbanism Upgrade

We propose tactical interventions for a 12 month period, to promote lower speeds through Matakana Village. This would be in advance of the permanent measures that we would investigate here as part of our Minor Improvement Works programme, and the speed limit reduction immediately north of this section as part of Tranche Two of AT’s Speed Bylaw Review.

11. Otara Town Centre Pedestrian Improvements

Project will be comprised of an assortment of low-cost interventions, including road markings and signs and also other features such as planter boxes to separate pedestrians from live traffic. New seating for people to sit and relax will provide additional benefit. Making these roads pedestrian friendly will enhance the walking environment for all groups of pedestrians, including tertiary students, town centre visitors, community facility users and public transport passengers. Reallocating space to pedestrians, managing appropriate vehicle speeds and discouraging the road function for through traffic using tactical urbanism measures will be of high benefit compared to the cost involved.

12. Wynyard Quarter - Project WAVE

Partnership project between Bike Auckland, AT, AC, Panuku, and the Local Board looking at improving the street network in the Wynyard and Viaduct area. The project has three layers:

- pop up changes that we can implement for Americas Cup events (e.g. prioritised signals for peds and bikes, Bike Valet to prevent bikes in the busiest areas, geofencing of scooters etc.)
- pilot or interim changes to test treatments for more permanent work, and
- permanent - making sure the two items above contribute towards an eventual permanent plan that will cater to things like Skypath etc.
Panuku Development Auckland led projects

13. Temporary Oratia and Ratanui Link- Pop up Walking, Cycling and Bus Priority
14. Onehunga Mall- Crossings, Shared Spaces and intersection treatments
15. Huron and Northcroft streetscape improvements
Appendix 2:
Expression of Interest form and assessment criteria

1. Key information

<table>
<thead>
<tr>
<th>Project name</th>
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<tbody>
<tr>
<td>Submitted by</td>
<td></td>
</tr>
<tr>
<td>Department / Local Board / CCO</td>
<td>Contact person</td>
</tr>
<tr>
<td>Geographic area</td>
<td></td>
</tr>
<tr>
<td>Local Board(s)</td>
<td>Suburb</td>
</tr>
<tr>
<td>Approximate pilot cost</td>
<td></td>
</tr>
<tr>
<td>How will the 10% local funding share be met?</td>
<td></td>
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<tr>
<td>What is the delivery and evaluation timeframe? (must be delivered before June 2021)</td>
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</tbody>
</table>

Confidence of meeting local funding share

- [ ] High
- [ ] Medium
- [ ] Low

2. Pilot proposal summary

- What is the proposed intervention?
- What is the immediate need being addressed?
- How does it align with existing projects, plans or programmes (e.g. Local Board plan)?
- How does it provide a “pathway to permanence”?
- How will the impacts of the intervention be tested and measured?
- What previous work has been done in relation to the existing project or programme?
3. Assessment criteria

Mandatory requirement

*To be filled out by assessment team*

- ☐ Strong likelihood of covering local funding share (10%)

**Project ranking**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Ranking</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic fit</strong></td>
<td></td>
<td></td>
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<tr>
<td>- with Council, AT and Innovating Streets objectives</td>
<td></td>
<td></td>
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<tr>
<td>Improves transport choices and liveability of a place</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Helps mitigate a clear safety issue (related to Deaths and Serious Injuries at a specific location)*</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Is effective at:</td>
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</tr>
<tr>
<td>• Reducing vehicle speed (to 30km/hr or less) and/or</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>• Creating more space for people on our streets and/or</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>• Making walking and cycling more attractive</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Uses temporary pilots, pop-ups or treatments as a pathway to permanent change in the future</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Contributes to more equitable access to opportunities and essential services, particularly in areas with low levels of travel choice*</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Supports mode shift to low-carbon modes*</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Supports Māori outcomes, i.e.:</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>
Adopts a design or project approach founded on Māori principles
Helps advance Māori wellbeing, e.g. active Māori participation, improved access to marae, kura, kohanga, papakāinga, employment*

Tests key elements or is designed to generate community support for the ‘parent’ project*

AC projects only
- It is part of an existing planned and budgeted project *

AT projects only
- Importance of the project in the current AT work programme*

### Ability to deliver

Likelihood of project delivery by June 2021

Demonstrates co-design approach involving key stakeholders and community, incl.:
- Support by the relevant Local Board(s) and stakeholders*
- Support by local community/stakeholders (e.g. business association)*

Displays clear process, including milestones, cost, monitoring and evaluation, and identification of risks and mitigation

### Value for money

Amount requested is reasonable

Demonstrates opportunity to improve efficiency, or de-risk, future permanent upgrades

* Council/AT criteria
Appendix 3:
Condensed timeline and high-level round 2 funding process (AC/AT)
Outline

1. Innovating Streets for People Fund
   • Key procedural elements
   • Key outcomes sought

2. Round one submission
   • Projects and process

3. Round two submission
   • Proposed process and engagement
   • Proposed assessment criteria
NZTA Innovating Streets for People Fund (ISPF)

**Tactical Urbanism**
- Round one – applications close May 8
- Round two – applications close July 3

**Covid-19 Emergency responses**
- No set timeframe for cost recovery applications

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NZTA – outcomes sought and key process elements

Candidate projects should:
- Help deliver more people friendly streets that
  - improve safety
  - encourage people to spend more time in them
  - encourage walking and cycling
- Provide innovative ways of improving streets for people
- Build tactical urbanism capacity in councils – encourage co-design approaches across disciplines and with the community
- Be temporary – but potentially with a pathway to permanence
- Test key aspects of more permanent solutions
- Delivered by June 2021
- Seek maximum funding of $1m
- Provide at least 10% funding from local sources (NZTA to provide up to 90% funding for successful projects)

Note that only road controlling authorities and approved organisations are eligible to apply.
Innovating Streets Round One

Key themes

- Tactical urbanism projects
- "Ready to go" projects that support active mode and safety outcomes
- Temporary initiatives generally supporting a bigger project/programme
- Implementation generally in 6-12 months,
- Engagement with local boards and community co-design as a key element
- Will be developed with Auckland Council staff, including design office staff

Innovating Streets Round One

Schools projects

- Safe School Streets Pilot - Owainuku District School and Summey Hills Primary School
  This pilot aims to improve safety perceptions outside the school and measure the changes in active modes. Implementation will follow a co-design process with school community.
- School Streets road closure and rapid active mode shift programme
  Trail a combined infrastructure/engagement/support model to rapidly shift children to active modes.
Innovating Streets Round One

Safety Projects

- Collingwood Street
  Reduce traffic speeds to 30km/h, reduce through traffic volume especially in the AM peak hour.

- Rubber Roundabout trial - Queen Street/Victoria Avenue/Court Street Intersection
  Intersection safety initiative with central rubber roundabout, temporary zebra crossings, associated road markings and signage, and 30km/h design speed.

- McCarr Way Shared Zone
  McCarr Way is included in Tranche Two of Auckland’s Speed Bylaw reducing speed limit reduction to 30km/h. Year-long tactical interventions to promote lower speeds and discourage unnecessary vehicle movement.

- Renai Town Centre
  Tactical interventions for a five-month period to promote lower speeds through Renai Town Centre in advance of the permanent measures to be implemented in the remainder of Stanley Road.

- Metakana Valley Road Tactical Urbanism Upgrade
  Tactical interventions for a 12 month period, to promote lower speeds through Metakana Village in advance of permanent measures.

- One Way Town Centre Pedestrian Improvements
  A range of low-cost interventions, including road markings, signs, planter boxes to separate pedestrians from the traffic. New seating will provide additional benefit.

City Centre Projects

- Cook St, city centre, walking and cycling improvements
  Aims to ease high traffic speeds on Cook Street by reducing the number of traffic lanes and adding cycle paths.

- Queen St Access for Everyone pilot
  Test elements of new Access for Everyone concept, which includes restricting unnecessary traffic from Queen St, supporting reliable bus travel and giving greater space and amenity to pedestrians, cyclists and mobility users.

- Project WAVE (Wynyard Quarter)
  Looking at improving the street network in the Wynyard and Viaduct area. The project has three layers, pop-up changes that we can implement for America's Cup events, pilot or interim changes to test treatments for more permanent work, and making sure that the two items above contribute towards an eventual permanent plan.
### Condensed timeline and high level round 2 funding process (AC/AT)

<table>
<thead>
<tr>
<th>6 - 8 May</th>
<th>11 - 14 May</th>
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</thead>
<tbody>
<tr>
<td>6 May: Email sent to LBs outlining fund and approach</td>
<td>11 May: Memo sent to LBs detailing EN requirements and requesting localized strategic direction to be provided by 14 May</td>
</tr>
<tr>
<td>7 - 22 May</td>
<td>25 - 29 May</td>
</tr>
<tr>
<td>AT request and collect proposals</td>
<td>LBs consider proposals and provide feedback</td>
</tr>
<tr>
<td>Committee approves AC/AT approach and criteria</td>
<td>Proposal assessment of proposals</td>
</tr>
<tr>
<td>AT request and collect proposals</td>
<td>Approval report to committee</td>
</tr>
<tr>
<td>AT board on 3 June</td>
<td>AT approved proposals developed into applications</td>
</tr>
<tr>
<td>8 June – 3 July</td>
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<tr>
<td>Finalized stakeholder engagement on approved proposals</td>
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</tbody>
</table>

### Round 2 applications submitted to NZTA (applications close 3 July)

- **24/06/20 (1 day):** Internal review on applications and feedback
- **22/06/20 – 26/06/20 (5 days):** Approved funding proposal notifications and applications prepared
- **08/06/20 – 19/06/20 (10 days):** Round 2 report (AT/AC proposals) presented to Emergency Committee
- **03/06/20 (1 day):** Round 2 report (AT proposals) presented to AT Board
- **02/06/20 (1 day):** Project team assessment of funding proposals (AC/AT) for committee approval
- **25/05/20 – 29/05/20 (5 days):** AT/AC funding proposals submitted to EBS for feedback
- **11/05/20 – 14/05/20 (3 days):** AC/AT Depts start development of departmental funding proposals (11/05/20).
  - Depts receive LB localized strategic direction and LB funding proposals for input (15/05/20).
  - Depts complete and submit all EOs (22/06/20)
- **14/05/20 – 21/05/20 (7 days):** EBS produce localized strategic direction and 1 funding proposal
- **Any final changes made to AT/AC process documents completed, and request made for proposals**
  - **08/05/20 (1 day):** Round 1 projects and round 2 process report presented to Emergency Committee
  - **02/06/20 – 07/06/20 (10 days):** AC/AT funding proposal and application process developed
Round two – proposed process – key features

- Engagement with Local boards
  - Memo going out next week
  - Provide strategic direction in local areas
  - Opportunity to propose projects
  - Provide feedback on all projects in their area as an input into prioritisation process

- External stakeholder engagement
  - AT co-ordinating in the first instance
  - Local boards key
  - Help shape projects as application is developed and during planning/implementation

- Governing Body and AT Board approve projects in early June

- Approved projects worked up in time for early July submission to NZTA

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Round two – proposed criteria for AC/AT prioritisation

- Staff anticipate a large number of project proposals through the EDI process
- Local funding availability a “gateway” requirement
- Covers all of the NZTA criteria
- Additional AT and AC criteria
  - Māori outcomes
  - Site specific safety improvements
  - Transport equity
  - Mode shift to low carbon modes
  - Community support for parent project
Questions and Comments
Auckland Council Submission:

Date: 11 May 2020

He mihi ki te kaahui tupuna,
te tauranga mo tātou te muka tāngata,
ki ngā mana āhua, kia tau te mauri.

He kura tangihia, he mai mai aroha,
ratou kua whetūrangitia ki a ratou
tātou te hunga meta-rerehua ki a tātou

E ngā mana, e ngā reo, e ngā karangatanga maha,
tēna rā koutou katoa.

---

Introduction

1. This is Auckland Council’s submission in response to the draft Government Policy Statement on Land Transport 2021/22-2031/32 (GPS 2021) and draft National Rail Plan (NRP). Due to the inter-related nature of the GPS 20212 and the NRP, Auckland Council is making one submission across both matters.

2. This submission has been approved by the Emergency Committee of Auckland Council.

3. In accordance with Auckland Council’s unique governance model our local boards have also provided their submissions. These are attached in Attachment A.

4. The address for service is Auckland Council, Private Bag 92300, Victoria Street West, Auckland 1142.

Tāmaki Makaurau Context

5. Auckland Council is a unitary authority and is the largest council in New Zealand in terms of population and it is also the most diverse. Approximately one quarter of New Zealand’s Māori population live in Auckland. The Auckland region covers a wide range of land uses from dense urban to rural productive and conservation islands.

6. The Auckland Plan 2050 identifies that to achieve the Auckland we want, we must address the three most important challenges of high population growth, ensuring prosperity is shared amongst all Aucklanders, and arresting and reversing environmental degradation.

7. The rate and speed of Auckland’s population growth puts pressure on our communities, our environment, our housing, transport and infrastructure networks. It also means increasing demand for space, infrastructure and services necessary to support this level of growth.
8. To unlock the benefits of this growth, Auckland needs a transport system that provides safe, reliable and sustainable access. A transport system that:
   - Easily connects people, goods and services to where they need to go
   - Provides high quality and affordable travel choices for Māori and other vulnerable communities including people of all ages and abilities
   - Seeks to eliminate its harm to people and the environment, particularly CO2 emissions on climate change
   - Supports and shapes Auckland’s growth
   - Create a prosperous, vibrant and inclusive city.

Submission Overview

9. Auckland Council welcomes the opportunity to submit on the proposed draft Government Policy Statement on Land Transport 2021/22-2031/32 (GPS 2021) and draft National Rail Plan (NRP). Due to the inter-related nature of the GPS 2012 and the NRP Auckland Council is making one submission across both matters.

10. The Council supports the overall intention, but not all the content, of the proposed GPS 2021 and NRP. The key issues for Auckland Council are listed below and each is expanded further in the following sections of this submission.

GPS 2021

- Support for the GPS’s strategic direction but request 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 and what this means for Māori outcomes and equity.
- Support for the increased funding allocation for road safety through the new activity class
- Support for the dedicated funding for rail network maintenance and renewal through the new rail network activity class, and investment in metropolitan rail through the public transport infrastructure activity class
- Supports the Government’s confirmation that it will fund the Auckland Transport Alignment Project and that it will be the guiding document for investment in Auckland’s transport system
- Support for the mode neutral approach to transport planning and investment decisions
- Support for better integrated land use and transport outcomes but requests greater clarity around how Auckland’s quality compact growth strategy will be enabled
- Suggest minor wording changes for clarification and completeness purposes.

NRP

- Support for 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
- Support for the establishment of metropolitan passenger service planning and investment as a strategic priority alongside freight
- Support for references to ATAP as the guiding document for investment in Auckland’s transport system, including rail
- **Recommends** that the NRP 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)
- **Suggest** minor wording changes for clarification and completeness purposes.

**GPS 2021**

**Strategic directions and priorities**

11. Auckland Council supports the GPS 2021’s strategic direction. The investment priorities are generally well aligned with council’s priorities identified in the Auckland Plan 2050 and support investment in projects aligned to the indicative package of ATAP. The investment priorities are well aligned with those priorities already approved through Auckland Council’s strategies and plans on safety (Vision Zero for Tamaki Makaurau) and climate change (the draft Auckland Climate Action Framework).

12. Greater clarity is, however, required around how the Climate Change priority and the Better Travel Options priority are to be effectively delivered through transport system investment and its integration with land use planning and what this means for Māori outcomes and equity.

**Climate Change**

13. While the inclusion of climate change as a strategic priority is critical and welcomed, there is insufficient detail as to how this will be given effect. While the GPS states that “reducing greenhouse gas emissions will be achieved through action across all priorities, programmes and activity classes” it does not explain how this will occur. In the absence of a dedicated pool of funding, more clarity and direction are required as to how emissions reduction will drive investment decisions across activity classes.

14. GPS 2021 needs to identify that investment through the National Land Transport Fund (NLTF) will not in itself create a transport system that is consistent with the objectives of the Zero Carbon Act (ZCA). It needs to be supported by other policies and additional investment from other sources.

15. In this respect it would be helpful if GPS 2021 provided more direction to local government on the kinds of initiatives and investments that will support the necessary step change to a lower carbon transport sector such as:

- investment in decarbonisation, walking and cycling, public transport
- travel demand management
- reducing trip distances
- improving network resilience
- encouraging sustainable/low carbon construction
- requiring arterial roads projects to feature dedicated infrastructure for walking, cycling, and transit priority where appropriate
16. Greater emphasis/guidance needs to be given on how climate change can be delivered through integrating land use and transport planning and delivery.

17. It is acknowledged in the co-benefits section (para 69) that “higher density, mixed use and transit orientated development, where people live in closer proximity to where they work, learn and play will help achieve emissions reductions by making public and active transport more feasible.” This sentiment needs to be included in the section on how to deliver on the climate change outcome (p23). It is suggested that a statement similar to that outlined in the Safety Priority section be added i.e. “Shape land use, urban form and street design in a way that reduces car dependency, makes walking, cycling and micro-mobility safe and attractive travel choices, and reduces emissions from transport”.

18. Roads and streets exert an immense influence upon Aucklanders’ lifestyle and travel behaviour. How we use and design our roads and streets directly influences place identity, accessibility, public health, social equity, inclusivity and local and regional economies, amongst other factors. Council, including our Local Boards, has an expectation that Auckland’s roads and streets need to deliver a wider range of benefits across the four well-being systems (social, cultural, economic and environment) than has historically been provided for.

19. Recognition also needs to be given to how environmental measures will assist in effectively delivering on the climate change priority, the role natural systems (e.g. vegetation, waterways and marine receiving environments) can play to achieve this priority by requiring:
   - transport projects to incorporate green infrastructure where possible
   - transport projects to consider options to protect and restore natural systems that can help to increase resilience to climate change

20. Auckland Council supports the references in the National Rail Plan to the transport emissions mitigation benefits possible through increased investment in rail. The climate change strategic priority commentary in the GPS, however, could be amended to better emphasise the important role rail can play in reducing transport sector emissions.

21. References to climate change could be strengthened within the strategic framework of the document by:
   - depicting climate change in the outcomes framework diagram as it is applicable across all the outcomes (per paragraph 50)
   - amending the primary outcome statement (paragraph 69) to give stronger direction on the need for investment decisions to “give effect to” (not just “take account of”) the Interim Climate Change Commission (ICCC) emission reduction target (to support the rapid transition to a low carbon transport system and contribute to a resilient transport sector that reduces harmful emissions)
   - making emissions reduction a principle for investing (paragraph 88-104)
   - making emissions reduction a ministerial expectation (sect 3.7) potentially by broadening the focus of the existing ministerial expectation on transport resilience to include climate change mitigation (paragraph 152)
   - including emissions reduction as an indicator for the freight strategic priority (paragraph 68).

*Better Travel Options*
22. Auckland Council supports the delivery focus on integrating land use, transport planning to deliver on this priority area, however there is insufficient detail regarding how Auckland’s quality compact growth strategy will be enabled.

23. Stronger integration between transport and land use decisions is required so that housing, business and employment growth occurs in areas with better travel options. Council supports prioritising investment in areas that supports intensification in the existing urban area, growth in new urban areas and improves connections between these newly developing areas and the rest of Auckland.

24. Under the better travel options priority paragraph 142 talks about implementing the Auckland mode shift plan. Most of the initiatives within it are unfunded and the GPS 2021 is silent on specific arrangements to address this.

25. Paragraph 143 also states that Waka Kotahi will partner with local government to shape urban form so that it better enables mode shift. Auckland Council supports this aspiration. Further clarification is sought, however, that this means Waka Kotahi will prioritise investments that support compact urban forms, as that is the most effective means of promoting mode shift.

Road Safety

26. Auckland Council supports the priority given to developing a transport system that advances New Zealand’s vision that no one is killed or seriously injured while travelling.

27. The establishment of a new road safety activity class is particularly welcome. This should enable more funding to be allocated to interventions that will reduce deaths and serious injuries in accordance with the targets set out in the Road to Zero strategy, particularly in terms of improving safety for vulnerable road users such as pedestrians and cyclists.

28. As recognised in GPS 2021, there is an urgent need to improve road safety outcomes and reverse the increase in deaths and serious injuries that has occurred in recent years. The potential for investment in rail to improve safety outcomes across the transport system is articulated in the National Rail Plan and should also be strongly emphasised under the Safety Strategic Priority in the GPS.

Rail Network Funding

29. Auckland Council supports the dedicated funding for rail network maintenance and renewal - the commitment to a more sustainable funding source for rail through the creation of a rail network activity class and its flexibility to enable delivery of ATAP.

30. Auckland Council also supports the focus on implementing metropolitan rail network investment (defined in the draft National Rail Plan and approved under the previous transitional rail activity class) through the public transport infrastructure activity class (noting that items under the former transitional rail activity class such as electrification of the line between Papakura and Pukekohe, third main line and southern line stations are captured in the New Zealand Upgrade Package (NZUP) announcement).

ATAP funding commitment

31. Auckland Council supports the Government’s confirmation that it will fund the ATAP, at agreed funding levels, and that it will be the guiding document for investment in Auckland’s transport system. For the avoidance of doubt, it would be useful for GPS 2021 to clarify how much of the $16.3b of central government funding committed to ATAP has already been spent and, therefore, how much is available for investment over the remaining years of the ATAP programme to 2027/28.
32. Auckland Council also welcomes the confirmation that investment in Auckland’s transport system resulting from the New Zealand Upgrade Package is additional to the $16.3b committed to ATAP.

**Mode neutral approach**

33. Auckland Council supports the mode neutral approach to transport planning and investment decisions. An important element of the Auckland Plan’s approach to transport is ensuring that planning and funding systems support using the “right tool for the job”, rather than privileging any mode.

34. To this end Auckland Council supports the way in which the activity classes have been structured in GPS 2021 and the greater flexibility this provides for to direct funding to the best transport solutions through:
   
   - the broader range of funding bands for each activity class
   - requiring that Waka Kotahi’s business case and project prioritisation processes allow consideration of projects that may require investment across activity classes, enabling GPS investments to be funded from more than one activity class.

35. Auckland Council also supports the integration of rail and coastal shipping into the NLTF and the establishment of a longer-term planning and funding outlook for rail through the National Rail Plan. Both initiatives will help achieve a mode neutral approach to transport planning and investment.

**Integrated land use and transport outcomes**

36. Auckland Council supports the better integrated land use and transport outcomes, however there is insufficient detail regarding how Auckland’s quality compact growth strategy will be enabled.

**Minor Wording Changes**

37. In addition to these high-level points, we have identified several minor changes that we would like to see in the final version of the GPS 2021. These changes are outlined below:

<table>
<thead>
<tr>
<th>Section/Paragraph</th>
<th>Suggested Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding for Transport P27 paras 86 and 87</td>
<td>Include in the list of proposed principles that will underpin alternative funding arrangements an additional principle, that the proposals for such arrangements should demonstrate that the wider benefits that a project would otherwise deliver should not be dissipated as a result of them being funded in a non-traditional way (such a principle might, for example, provide a safeguard against public private partnerships or other alternative funding arrangements that might seek to avoid delivering walking and cycling enhancements as part of a tolled road because they do not generate a financial rate of return on investment).</td>
</tr>
<tr>
<td>Item 11</td>
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<tr>
<td>Paras 34 and 36</td>
<td>Include statement that the RNIP needs to be consistent with RLTP.</td>
</tr>
<tr>
<td>Paras 39 to 41, Paras 103 and 104</td>
<td>Include statement that investment in growth-enabling infrastructure needs to reflect spatial planning conducted by regions.</td>
</tr>
<tr>
<td>Page 19</td>
<td>Add improved population health to what will be delivered by 2031 (better travel options). Amend bullet point six that refers to “total mobility” with a term/explanation that is more understandable to the lay reader.</td>
</tr>
<tr>
<td>Page 20</td>
<td>Amend the co-benefits so that they are consistent. The initial list includes ‘inclusive access’ while para 66 leaves this out but adds ‘environmental sustainability’.</td>
</tr>
<tr>
<td>Page 22</td>
<td>Add ‘economic prosperity’ as a co-benefit. Addressing climate change requires investment in sustainable infrastructure, improved access, network resilience etc, all of which provides an economic stimulus and creates jobs.</td>
</tr>
<tr>
<td>Para 69</td>
<td>Amend the Primary outcome statement replacing the words “taking account of” with “giving effect to” the ICCC emission reduction target.</td>
</tr>
<tr>
<td>Para 70</td>
<td>Amend to acknowledge local government/regional leadership in terms of climate action.</td>
</tr>
<tr>
<td>Para 113</td>
<td>Add climate change as one of the focuses of investment (this is a glaring omission as all the strategic priorities except climate change are acknowledged).</td>
</tr>
<tr>
<td>Table 3</td>
<td>Table 3 shows that public transport, walking and cycling have quite extreme budget ranges. The GPS needs to emphasise that projects funded under other activity classes may also include elements for public transport, walking and cycling modes (in practice, they all should).</td>
</tr>
<tr>
<td>Section 3.7, Page 39, para 143 (bullet point seven)</td>
<td>The statement of ministerial expectations includes reference to “quality urban environments”. What this means needs to be clarified. A principle pertinent to this to this outcome needs to be included.</td>
</tr>
</tbody>
</table>
| Various | Add to the paragraph on “Inclusive access” the words “and enable whānau, hapū, iwi and hapori Māori (Māori community) to move around safely” (p16).  
Add to the “Primary Outcome statement the words “and provide equity of access for Māori” (p18) |

### National Rail Plan

#### Longer-term rail planning and investment

38. Auckland Council strongly supports the approach of the National Rail Plan, and intent for a longer-term outlook for planning and funding for rail in New Zealand including the confirmation that investments in rail will occur through the NLTF (supported by some ongoing Crown appropriations and track-user charges).

39. The integration of rail with the remainder of the land transport system, by including it in the GPS and making funding available via the NLTF, is a critical step towards a mode neutral approach to investment in transport in New Zealand.

40. Auckland Council also supports the emphasis on the potential for rail to contribute to a range of strategic priorities, including better travel options and improving freight. The climate change and safety credentials of targeted rail investment are articulated in the draft NRP and these should be added to the GPS.

41. Increasing the funding duration of the Rail Network Investment Programme (RNIP) from three to ten years, would enhance the focus of reform in the rail sector on the longer-term.

#### Metropolitan passenger service planning and investment

42. Auckland Council supports the establishment of metropolitan passenger service planning and investment as a strategic priority alongside freight.

#### ATAP guiding investment

43. Auckland Council supports references to ATAP as the guiding document for investment in Auckland’s transport system, including rail.

#### Updating NRP to reflect Auckland Council’s submission to the Land Transport (Rail) Legislation Bill

44. The proposed changes to the Land Transport Management Act (LTMA) are referred to several times in the draft Plan. This is pursuant to the Land Transport (Rail) Legislation Bill that Auckland Council and Auckland Transport submitted on. While Auckland Council supports the intent of the reform it recommends that the NRP is updated to reflect its February 2020 submission pertaining to 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 RNIP should have a ten-year duration (not just a ten-year outlook).

**Minor Wording Changes**

45. In addition to these high-level points, we have identified several minor changes that we would like to see in the final version of the NRP for clarification and completeness purposes. These changes are outlined below:

<table>
<thead>
<tr>
<th>Section/Paragraph</th>
<th>Suggested Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Context</td>
<td>Include in this section’s commentary on the role of rail in reducing emissions the qualification that this is relative to reliance on road-based transport when significant freight loads are involved and rail’s facility to move significant, consolidated loads applies (i.e. along strategic corridors).</td>
</tr>
<tr>
<td>Page 10</td>
<td>Amend the text that refers to Auckland Transport and Greater Wellington Regional Council being responsible for planning and funding metropolitan rail services in these regions, to acknowledge that this is undertaken with the support of funding from the National Land Transport Fund.</td>
</tr>
<tr>
<td>Page 12</td>
<td>Add under “Environmental Sustainability” an outcome regarding the ability for investment in rail to add to the resilience of New Zealand’s trunk transport network, in view of climate change and changing risks/hazards.</td>
</tr>
<tr>
<td>Page 13</td>
<td>Add under “Inclusive Access” an objective acknowledging passenger rail’s role in supporting and shaping urban growth.</td>
</tr>
<tr>
<td>Page 13</td>
<td>Add under “Resilience and Security”, an outcome regarding assessment of and investment in assets to be adaptable in the face of future shocks and stressors, including those arising from climate change.</td>
</tr>
<tr>
<td>Page 15</td>
<td>Add under “Why Change is Needed” a paragraph noting that in future, avoiding conflict between passenger (including interregional passenger) and freight operations will become increasingly important, necessitating investment in additional main lines, which has been flagged already in ATAP as a future priority. Add under the section on the “History of Rail in NZ” a paragraph that acknowledges/recognises the relationship Maori have with the industry in relation to existing agreements and arrangements with Maori in relation to a Treaty partnership approach, Treaty principles and Waitangi tribunal claims such as Wai 264, the Report on Auckland Railway lands and the Report on South...</td>
</tr>
<tr>
<td>Page</td>
<td>Notes</td>
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<tr>
<td>16</td>
<td>Investment priorities that are referred to and included in Section Two of the Plan are focused on the next ten years; however, longer-term considerations are included as well. This section should note that while the next ten years is important for the purposes of developing the RNIP, longer-term considerations are also critical.</td>
</tr>
<tr>
<td>22</td>
<td>The same applies to first paragraph on page 22.</td>
</tr>
<tr>
<td>21</td>
<td>Clarify under Integrated and Long-term Planning (second bullet point) that mode-neutrality means outcomes-based assessment of investment. Add a fourth bullet &quot;Provide greater certainty for aligned investment in other land transport (e.g. stations and bus routes), and urban development outcomes.&quot;</td>
</tr>
<tr>
<td>23</td>
<td>Add ATAP and its associations to other plans and strategies to the New Planning and Funding System for Rail diagram.</td>
</tr>
<tr>
<td>32</td>
<td>Amend text under Rail Can Provide Modern Transit Systems in our Largest Cities, as follows &quot;The metropolitan rail services in Auckland and Greater Wellington provide vital support for their significant commercial, government and professional services industries facilitate access to housing and jobs for many Aucklanders and Wellingtonians, and support spatial planning (e.g. delivery of the Unitary Plan and Auckland Plan outcomes).&quot;</td>
</tr>
<tr>
<td>various</td>
<td>The references to investment priorities in Auckland, including electrification between Papakura and Pukekohe, and third main line between Wiri and Quay Park, need to be updated in view of the New Zealand Upgrade Package announcement (e.g. on page 38)</td>
</tr>
<tr>
<td>various</td>
<td>The commencement of a comprehensive port study by the Ministry of Transport and Treasury should be acknowledged in relevant text rather than the UNISC Working Group (e.g. on page 38).</td>
</tr>
</tbody>
</table>
Attachment A – Local Board Submissions
Submission on the Local Government (Rating of Whenua Māori) Amendment Bill: Local Board Feedback Received

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

1. The below feedback on the draft submission on the Local Government (Rating of Whenua Māori) Amendment Bill has been received from the Māngere-Ōtāhuhu and Waitemata local boards. Any further feedback received from local boards will be appended to the submission.

Māngere-Ōtāhuhu Local Board Feedback

The Mangere-Otahuhu local board is committed to strengthening its partnerships with local Mana WHENHA and agree with the Bill’s overarching goal to support owners to engage, use, develop and live on their land. In particular, the local board supports the Bill’s amendments to address accumulated arrears on Māori freehold land.

Waitemata Local Board Feedback

That the Waitemata Local Board:

a) note the Waitemata Local Board Plan 2017 includes commitments to the objectives of ensuring that all members of the community have access to shelter and warmth and to identify and protect places with heritage and distinctive character, both of which objectives would be advanced by this Bill.

b) note that the Waitemata Local Board is currently considering a draft Local Board Plan for the following three years which includes as its first outcome: That Māori are empowered and their identity and culture is visible, and that one of its objectives is: increased participation of iwi and non-affiliated Māori in decision-making.

c) note that the Waitemata Local Board area contains 9 Māori freehold land properties that were recognised from the 19th century and currently pay $166,000 in rates, none of which are in arrears. There is also one customary Māori land property- Watchman Island, and a property that was part of Ngāti Whātua’s Treaty of Waitangi settlement. The board recognises there are circumstances where it is appropriate to treat Māori land differently from general land.

d) note that the Board Chair and Deputy Chair have spoken with a number of local iwi leaders, from Ngati Paoa, Ngati Tamaoho, Te Akitai Waiohua and Ngāti Whātua Ki Kaipara, who have expressed their support for the Bill and for this submission.

e) strongly support the proposed Auckland Council submission on the Local Government (Rating of Whenua Māori) Amendment Bill.

f) record its understanding and appreciation that the Bill aligns closely with Auckland Council rating policies and that enactment of the Bill would have little effect on the rates charged on land owned by Māori that is located within the Auckland Council region.

g) support the Bill in part for reasons of seeking nationwide certainty and consistency in the treatment of Māori-owned land for rating purposes.
Submission on the Local Government (Rating of Whenua Māori) Amendment Bill: Local Board Feedback Received

h) support the Bill in large part because it will provide financial relief and fairness to many Maori who are resident in Auckland but are currently being asked to pay inappropriate and excessive rates on land, particularly land located in the rohe of their iwi, that is located in the districts of other local authorities that have not developed and implemented rating policies that are as appropriate as Auckland Council has.

i) support Auckland Council’s submission to support the Bill’s provision to expand the categories of non-rateable Maori Land to include marae, urupa, meeting houses and land subject to a Nga Whenua Rahui covenant, because such land is clearly being used for general public and community benefit rather than private benefit.

j) support Auckland Council’s submission, and the Bill, to empower local authorities to write off such arrears as they think are appropriate. This will give Councils the same power as companies not to be required to carry unrecoverable debts on their balance sheet. It will also take the worry off Maori owners who find it impossible to make payments because the land is unproductive and / or subject to disputes between large numbers of communal owners.

k) support Auckland Council’s submission, and the Bill, to treat rating units of Maori freehold land that is used as a single economic or accommodation unit to be treated as a single unit for rating purposes. This would reduce the number of fixed annual charges applying to the land, that often increase the rating burden by multiple times. This provision is permitted and regularly used by Pakeha farmers and it is only fair to provide this relief to Maori land.

l) support the Council’s submission, and the Bill, to enable Maori freehold land to be apportioned on request into separate rating areas so that separate occupiers of the land can be rated only for that portion of the land that they use. We urge that Maori be resourced to identify these areas where appropriate. The other benefit of this change would be to enable portions of the land used for public purposes such as nature conservation or for marae to be relieved of the rate burden.

m) support the Council’s submission to change the law to enable occupiers of Maori freehold land to access the rates rebate scheme by establishing them as ratepayers for their separate rating areas.

n) support the Council’s submission that land that has been returned as cultural redress under Tiriti settlements be non-rateable.

o) support Auckland Council’s submission, and the Bill, that Maori land that was inappropriately converted to general title under the Maori Affairs Amendment Act 1967 receive the level of protection and criteria for rateability as other Maori Land.

p) support Auckland Council’s submission to add to the Bill a provision that residents of Maori, such as papakainga, and public (rather than being described as “social”) housing that have a licence to occupy tenancy be legally able to access the rates rebate scheme. Auckland Council already provides such relief to such residents of retirement villages and it should be extended to such long-term Maori residents by law.

q) request that these resolutions are circulated to all local boards for their information.

r) agree to delegate authority to the Waitematā Local Board chair to approve any minor amendments and corrections to its feedback on the Local Government (Rating of Whenua Māori) Amendment Bill.