Date: Wednesday 17 June 2020  
Time: 5.00pm  
Meeting Room: Waiheke Local Board Office  
Venue: 10 Belgium Street  
Ostend  
Waiheke

Waiheke Transport Forum  
OPEN MINUTE ITEM ATTACHMENTS

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

Creating healthy, efficient and sustainable communities where people choose to walk

We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. Increased inclusive mobility
2. Well designed and managed spaces and places for people
3. Improved integration of networks
4. Supportive land-use and spatial planning
5. Reduced road danger
6. Less crime and fear of crime
7. More supportive authorities
8. A culture of walking

Signed

Name

Position

Date

www.walk21.com
International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old person wants to give up. Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquiliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.
Vision

To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:

- recognised the value of walking;
- made a commitment to healthy, efficient and sustainable communities; and
- worked together to overcome the physical, social and institutional barriers which often limit people’s choice to walk.

Principles and Actions

This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.
3. Improved integration of networks

Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

ACTIONS

• Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
• Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
• Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive land-use and spatial planning

Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.

ACTIONS

• Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
• Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
• Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks
1. **Increased inclusive mobility**

People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

**ACTIONS**

- Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings

- Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive

2. **Well designed and managed spaces and places for people**

Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.

**ACTIONS**

- Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children

- Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion

- Ensure seating and toilets are provided in quantities and locations that meet the needs of all users

- Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter

- Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot

- Value, develop and maintain high quality and fully accessible urban green spaces and waterways

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International Charter for Walking  
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[www.walk21.com](http://www.walk21.com)
7. More supportive authorities

Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.

ACTIONS

- Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provide the necessary ongoing resources to implement the adopted action plan
- Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- Measure the success of programmes by surveying and comparing data collected before, during and after implementation

8. A culture of walking

Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.

ACTIONS

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives

International Charter for Walking - www.walk21.com
5. Reduced road danger

Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities.

ACTIONS

- Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements.
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws.
- Reduce vehicle speeds in residential districts, shopping streets and around schools.
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians.
- Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience.

6. Less crime and fear of crime

Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.

ACTIONS

- Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime.
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines).
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk.

International Charter for Walking - 7 - www.walk21.com
CYCLE ACTION WAIHEKE VISION AND PRIORITIES

Mission Statement

To make cycling on Waiheke a safe and fun experience, thereby increasing the number of people on the motu cycling both recreationally and as a primary transport option.

We firmly believe that transport infrastructure needs to take into account the hierarchy of vulnerability. Pedestrians need to come first, then cyclists, then cars, then larger vehicles. Traffic planning needs to happen with the safety and protection of the most vulnerable in mind first. Our tamariki are our first priority.

We work to make our roads a safer place for all road users.

How this will be achieved

- By working with Local Board, Auckland Transport and other advocacy/interest groups/local businesses to increase the cycling infrastructure on the Island.
- By registering as stakeholder for any developments/working groups that impact upon or might increase cycling options.
- By raising the visibility of cycling on the motu through public events and advocacy.
- By drawing upon existing models of best practice, both in Aotearoa and overseas.

Current list of our priorities for cycling infrastructure on Waiheke

- Making walking and cycling to schools on Waiheke safe for tamariki and their whanau.
- Making cycling on our arterial route safer with designated demarcations for cycling on both sides of the road.

Main Road Projects in order of our priority:

1. Surfside both sides Lannan to shops
2. Surfside shops both sides to DB Road
3. Causeway, from Donald Bruce road roundabout to Wharf/Belgium Street corner
4. Muriatia to Oneroa Library
5. Belgium Street (Wharf road to Seaview Road)
6. Ostend Road (Seaview Road to Erua Road) past Placemakers
7. Erua Road corner to O'Brien Road
8. Oneroa Village - from Library to Goodwin Ave
9. Onetangi Road - extend cycle path down to beach, on both sides of road.
10. Donald Bruce Road - complete cycle route from roundabout to wharf.
Bus Service 501

We thank A.T for listening to us and retaining our Jellicoe Pde. / Wellington Rd service, albeit minus a bus service, meeting the last two sailings at night.

Our residents waited patiently for route 501 from Kennedy Point to Matiatia and vice versa, which started operating on May 31. So only now can we comment on it.

We have some major concerns.

1. We have lost our longstanding request service for the loop, for the last two sailings from the city. The 501 route finishes with the last bus leaving Matiatia at 9:30 pm.

2. This means we have no way of getting home safely in the dark if we take a ferry after 8:45 pm from the city.

3. Many of our senior residents do have a life in the city after 8:45 pm and use the 10:15 pm or 11:45 pm ferries after attending functions, theatre visits, family outings etc. We need to get these people home safely, providing a bus service that can service our loop on request.

We have a solution.

4. Can A.T. please reinstate the request loop using the original Onetangi bus route 50A for the last two sailings from the city? This service was available to us for over twenty years and we can’t understand why it has been taken away from us. We need it for our safety.

5. There is plenty of time at the Onetangi end, (at present 25 mins) for the turnaround for the second to last service, and the last bus has no turn around. In fact the ferry and bus timetable has not changed. We just want it returned.

Finally now that the Kennedy Point service has started, can we hold another meeting with all the bus users of 501 to hear how the service works for them?

We see a lot of empty buses passing our house, so perhaps it is time to hear why the patronage is still so low.
Attachment A

Item 7.1

From: John Tupper
To: Mark Ingls
Subject: The Waiheke Transport Forum 17 June 2020
Date: Monday, 8 June 2020 6:36:22 PM

On behalf of Robyn Clerk, John Tupper, Judy Johannessen, Simon Taylor and Jo Larkin, residents of Jellicoe Pde and Wellington Rd, we are requesting the re-establishment of the "request stop" of the aforementioned streets which has been deleted from the new timetable.

We are among those who presented the petition to Auckland Transport regarding the keeping of the Jellicoe Loop and its "request stop" facility and who were delighted that our concerns had been listened to and the service retained.

However, this is no longer the case and we are once again faced with the precarious and unacceptable situation at night of having to walk home from Alison Rd along unlit roads, dangerous footpaths without barriers and in some stretches of the route having no pavements at all.

The effect of not being able to go to the city at night has been curtailed as there is no transport available for those who live in Jellicoe Pde and Wellington Rd who wish to stay late in Auckland.

It would seem that the re-establishment of this facility would not add an undue amount of time to those travelling on the Onetangi bound bus in the evening but would ensure a safe journey home in the dark for this catchment area. As an aside there are many elderly folk who rely on the buses for transport and are now faced with no ability to travel at night.

We therefore respectfully ask that the above request be considered favourably by the decision makers and our "request stop" be reinstated.
Hi Norm,

Please see my initial responses below. When I get further clarity on the issues I will add these responses and circulate to forum members ready for your member report on the agenda next week. Please see below. Robin may be able to comment further.

Cheers

Mark

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From: Norm Robins <normrobins88@gmail.com>
Sent: Thursday, 4 June 2020 8:15 PM
To: Mark Inglis <mark.inglis@aucklandcouncil.govt.nz>
Cc: Tony King Turner <tonykingturner@gmail.com>
Subject: Transport Forum

Hi Mark

I have some items I would like to be on the agenda for the Transport Forum meeting on 17 June please:-

1. **Ostend Road bus service.** I understand AT is intending to revert to its previous position of not having a bus service on Ostend Road, with buses only using Belgium Street in Ostend, and that the Local Board has opposed this arrangement. Furthermore that AT has undertaken to provide patronage data during its provisional 'Ostend Loop' arrangement to justify its position. Residents (and myself as submitted previously) view having the S08 service using Ostend (without the impractical loop routing which was trialled) as being the simple efficient solution which maintains a half hourly service for Ostend Road. The crux of the matter seems to be AT's insistence that all buses should use Belgium Street, primarily so that passengers can transfer between services. Can AT provide any data that supports that possible transfer between services as being of more value than accessibility to a service for Ostend Road area residents (which is required to satisfy the Regional PT Plan's goals for accessibility to PT)? It is noted that a S08 service with stops adjacent to the RSA on Ostend Road would still provide convenient access to the retail and commercial destinations, and other bus services, on Belgium Street.

As you know the board did not approve AT's resolution and Robin is working with AT to get better data to enable a more informed decision to be made. It appears that visitors were better represented in the survey than residents and that data from individual bus stops is available. It is likely that Robin can share the data with the forum when it is available.

2. **Cycling Projects.** What is the state of progress on construction of a cycle lane, and preferably also a footpath on the seaward side of The Causeway. Has this been a casualty of budget cuts post-Covid? Also can feasibility studies be commenced for other cycling infrastructure projects? I feel there is a need to pin down what the preferred options are for some projects including undertaking consultation as appropriate. Without this being done it is not possible to meaningfully include them in the 10 year Transport Plan and ensuing Annual Plan processes. Of particular interest are the Surfside shops area (for which Tony King-Turner has drafted an option) and which will require consultation on parking amongst other things, the Belgium Street-Wharf Road route (for which Tony has also prepared an option), and the northern end of Onetangi Strait where there are property access complications and potential retaining wall issues. We need to establish the design of these facilities so that they can be progressed promptly and reliably when funding does become available.

1
The cycle-lane for the seaward side of the Causeway is approved from the Community Safety Fund but not scheduled for delivery until 2021. The board has not been told that this is a covid casualty. I have also tried to tie down the other cycling/walking projects and have them all marked up on the attached map.

3. 10 Year Transport Plan and Annual Plan. Please can we have an update on the status of these plans under the emergency budget options currently being consulted on by Auckland Council. The transport projects in the 10 Year Transport Plan are funded by a number of different programmes which are approved every three years in the Regional Land Transport Plan. As Cath mentioned last night, the board will be advocating strongly for Waiheke for the next 3 years tranche. No details have been given from AT yet as to the impact of covid on these funds. But Waiheke got nothing in the last cycling programme so could reasonably expect some consideration this time round.

Thanks and regards,
Norm

Sent from Mail for Windows 10
Memorandum of Understanding between
THE WAIHEKE LOCAL BOARD and AUCKLAND TRANSPORT

Background

1. This is a Memorandum of Understanding (MoU) between the Waiheke Local Board (the board) and Auckland Transport (AT).

2. It has been developed in the context of the 2017 Auckland Council governance review which resulted from recognition that the Auckland shared governance model is facing a range of issues that need to be addressed. Waiheke was recognized in the review as facing a set of unique challenges which might benefit from being treated differently. This resulted in the decision to undertake a three year trial to test the impacts and value of devolving more decision-making to the board.

3. In the spirit of the governance review and the devolution of more powers to the board, this MoU seeks to extend the boundaries of the working relationship between AT and the board. AT participated in the governance review and has been a supporter of this trial. Since the start of the trial the board and AT have been working to develop their relationship, progress projects and address a range of issues.

4. Recent surveys to provide a baseline of Waiheke community attitudes to Auckland Council and AT have shown that their reputation can be enhanced. AT and the board see this MoU as one tool to support change in the way transport matters are deliberated and in turn to help achieve positive recognition of AT’s work for the Waiheke community.

Purpose

5. We have formally adopted this MoU as a public document which:
   - Formalises our working relationship
   - Sets out what we wish to achieve and how we will work together
   - Is the foundation for an enduring relationship and recognises that this is a journey
   - Commits us to working together to achieve agreed goals

6. We wish to have a positive working relationship and to understand each other’s needs and constraints. We aim to deliver on the Waiheke community’s aspirations and values for its transport network. Some of the challenges we face are:
   - A transport network, infrastructure and budgets intended for a small island population which doesn’t take into account the significant visitor impacts and pressures Waiheke faces
   - An approach to transport planning, investment and delivery based on the Auckland-wide network approach. This doesn’t necessarily recognise that Waiheke is different, that its community and landscape requires outcomes that fit the island’s character and uses principles to deliver work that recognises these differences.
Outcome sought

7. We agree to use this MoU to assist us to work together to achieve transport outcomes that as far as possible meet our and the Waiheke community’s needs.

Roles

8. We acknowledge that we have separate and specific duties, obligations and requirements under the Local Government (Auckland Council) Act 2010, as well as other relevant legislation, policy and financial instruments.

9. The local board is an elected body with decision-making over non-regulatory local matters and it is accountable to the Waiheke community. It has a local governance role and that complements AT’s local operational and managerial roles, and its regional role. The intention will be for neither party to impinge on the other’s role(s).

10. The board’s priorities are set down in the Waiheke Local Board Plan which includes an advocacy role in relation to transport. Its role is informed by Essentially Waiheke, the island’s strategic framework developed with the Waiheke community and adopted by the board. Essentially Waiheke contains clear aspirations for a transport network that fits the island’s character and needs.

11. AT is responsible for transport matters on Waiheke as a regional council-controlled organisation and road controlling authority. Its Statement of Intent says AT will work closely with elected members and local boards to improve relationships and engagement, to give better effect to the role of key stakeholders in local place-making and to progress local board transport initiatives. Its Engagement Plan recognises the integral role of local boards, the need to keep them well informed and involved in all relevant projects, and to interact in good faith.

12. This MoU doesn’t change our responsibilities and recognising that these might be in conflict at times, it outlines an approach to addressing these conflicts.

13. We both have existing relationships outside of council that we value and need and the MoU provides additional support for us to assist each other with these relationships where mutually agreed.

Ways of Working

14. Waiheke has a particular character and its community has a particular vision for its transport network. We recognise that there are benefits in taking a Waiheke specific approach to transport matters and unless otherwise constrained as noted above, we support transport matters on Waiheke being managed in a way that best meets that community’s needs.

15. While the board doesn’t have decision-making over transport matters on Waiheke (with the exception of allocating its Transport Capital Fund budget), it understands the Waiheke community’s needs and aspirations. AT recognises this and agrees to use its best endeavours to deliver on these provided they fit within its remit, have policy backing and can be funded.

16. We therefore commit to:

- Being innovative and proactive in our relationship in recognition that this is key to progressing this MoU
• Working together to address issues, advance projects and develop plans for Waiheke while accepting that we have different responsibilities which might make this challenging at times
• Treating each other with respect and using respectful language
• Releasing joint communications where this makes sense
• Sharing all information unless there is a legitimate reason to maintain confidentiality and not distributing confidential materials to third parties
• Working to develop trust
• Working in good faith to achieve outcomes
• Taking a no surprises approach to our relationship and keeping each other informed
• Being open and honest in our interactions
• Being responsive, timely and flexible
• Giving priority to overcoming issues and challenges

**Implementation**

*Updated April 2020*

17. AT agrees to work with the board to progress the following:

- **Supporting**: Creating a local the new Transport Operations Manager position to work interact with the board and deliver on agreed transport outcomes decisions
- Investigating areas where AT functions might be delegated to the board eg street trading, certain landowner approvals
- Maintaining an up to date issues register accessible to both parties
- **Ensuring the new Development of a Waiheke 10-year Transport Plan priorities are included in the work programme for Waiheke and considered in the 2021 draft Regional Land Transport Plan review**
- **Commencing work on Development of Waiheke transport design guidelines by Mid 2020 which reflects the island’s character**
- Developing and maintaining a rolling three year work programme
- Sharing annual infrastructure planning and maintenance documents
- Having accurate and regularly reported transport data
- Meeting and workshop regularly and at least monthly
- AT including formal reports focusing on Waiheke transport matters on the board’s business meeting agenda at least three monthly
- Jointly reporting to AT’s Executive Leadership Team and Auckland Council’s Joint Governance Working Party as appropriate
- Improving integration with council units with connecting roles eg Healthy Waters
- Advancing public transport on, to and from Waiheke in accordance with the provisions of the Regional Public Transport Plan

18. AT agrees to support the board in the following areas:

- Providing an active representative on the Waiheke Transport Forum and supporting the forum with timely accurate information as required.
- Advancing the Waiheke community’s aspiration to be carbon neutral
- Electrifying the public transport network and infrastructure
- Lowering speeds on the island’s roads
- Developing active transport infrastructure eg walking and cycling
- Delivery of Matiatia precinct transport solutions
- Improving the resilience of transport infrastructure to respond to more extreme weather events and the increase in traffic volumes
• Delivering on the transport outcomes outlined in Essentially Waiheke and the Waiheke Pathways Plan
• Ensuring stormwater projects use principles of water sensitive design
• Look for opportunities for pedestrian safety (e.g. crossings)
• Installing public art

Dispute Resolution

19. The parties agree to address issues that can't otherwise be resolved using the following process:

• The regular AT workshop agendas will include an issues item where either party can raise matters where efforts to resolve these have been unsuccessful
• The parties will discuss and agree next steps, roles and a timeline to resolve these issues
• Where an issue remains unresolved despite best efforts it will be escalated within either AT or Auckland Council to the appropriate management level
• If this escalation fails to resolve the issue it will be formally escalated to the board chair and the AT CEO

Review

20. This MoU will be actively reviewed within six months of the start of each board term and otherwise as agreed between the parties. Staff will work with the board to identify any areas where the MoU might be changed for consideration by the board and AT.

21. This MoU can only be extinguished with the agreement of both parties.

Signed by:

______________________________  ________________________________
Cath Handley                  Shane Ellison
Chair, Waiheke Local Board    Chief Executive, Auckland Transport

23 May 2019