Waiheke Local Board

OPEN MINUTE ITEM ATTACHMENTS

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

This is not an issue involving activists and lunatics as stated by Doug Mackay recently. This is not a personal conflict between neighbours. This is a failing on Council to provide for and protect our public amenity on a precious public esplanade reserve. Please do not turn it into anything other than that.

This is an issue that has been going on since 2012 when this controversial development started long before the current owners bought there.

It is about mitigating the effects of building a house right on the reserve boundary, where the owners and guests use the reserve as their own and the rest of the public are left feeling that it is private land.

There are signs and a seat there but these are not adequate as we have noted when talking to people who walk to Wharetana Bay and are not comfortable using the reserve.

To counter this and make the reserve more user friendly to the public we would wish that the planting plan could go ahead being already okayed by Ngati Paoa Iwi Trust and Heritage New Zealand Pouhere Taonga. A lot of effort has been put into collaborating around that and it makes no sense that the option has been withdrawn. Will be better for surrounding properties and the community using the reserve. If there are specific issues with the planting plans, these should be resolved so as we can all move on, but failing that the fence must be revisited.

In the event that the collaboration around a planting plan fails, the default should be a fence. Ref example “X”, wooden post and rail fence. No ground disturbance necessary and we understand no resource consent required that was passed at a previous board meeting, to make plain the boundary between public and private in front of the house and also up the top of the driveway by the grave to stop vehicles parking there. Council CE Doug Mckay sanctioned the use of this fence (find a pic of his fence).
To keep as he describes, the activists and lunatics out of the reserve. Rather this is the community you all now represent, standing up to ensure that the integrity of our district plan is upheld and public amenity on public reserves preserved. This fence too is very effective and also didn’t require any kind of ground penetration, was able to be established without a RC.

More signage is also needed to explain the history of the bay and a map to show the well, the grave, the woolshed and sites of Maori occupation and the reserve boundary.

We have lots of historical photos of the bay to use provided by Graeme Obrien a direct descendant of the De Witts the original European owners.

Please just give our community a fair go, we are all happy to play our part to help with either planting/ landscaping or fencing. We want the reserve to be able to be used and enjoyed by the public. Please administer a fair outcome and in the absence of the best compromise outcome (planting plan), give us a fence.
From: "Communications (AT)" <Communications@at.govt.nz>  
Subject: Changes to public transport services - Auckland Transport  
Date: 18 September 2020 at 11:00:10 AM NZST  
To: "Communications (AT)" <Communications@at.govt.nz>

Auckland Transport Media Release  
18 September 2020

Changes to public transport services

Auckland Transport (AT) is regretfully changing some public transport services across Auckland in response to Auckland Council's emergency budget and customer demand.

The reworked budget requires a $10m cost reduction in public transport operating expenditure compared to the pre-COVID budget.

Mark Lambert, AT's Executive General Manager of Integrated Networks, says by making changes to existing services and unfortunately deferring some improvements, AT will achieve the necessary savings and support Council's budget reductions.

This will mean being able to make much-needed improvements to areas where there is increased customer demand for services, without the need for additional public funding.

Mr Lambert says AT looked at services which have been in place for some time but where patronage was low - in some cases as few as three customers per day.

In other areas, such as the rural north and south, patronage is low on some bus routes - but communities have limited other public transport options so these have been kept.

Across the network, less than 0.5 per cent of passengers will be affected by the changes, with the vast majority having good alternatives. This is not taking into account the people who will benefit from service improvements.

"AT is seeking to deliver a public transport system that meets the needs of our customers, within the constraints of the emergency budget," Mr Lambert says.

"We acknowledge that some customers will unfortunately be inconvenienced by the required changes, but we are focusing on removing or reducing services where good alternatives exist for those affected."

Changes include the removal of some peak time bus services where they duplicate other all-day services, and poorly patronised routes or sections of routes where there are alternative options for customers.

Planned expenditure on additional train service capacity will unfortunately be deferred, while customer demand is reduced due to COVID-19.

Ferry service resources will be reallocated from the Stanley Bay service, which will cease on Christmas Eve, to the Hobsonville Point service from late January 2021. This will allow much-needed investment in the ferry service network, while recognising that Stanley Bay has low patronage and Hobsonville demand is growing significantly, often leaving customers behind.

AT understands this will be disappointing for Stanley Bay ferry users, but recognises that alternative options exist. With limited availability of vessels and budget constraints, it allows AT to meet growing demand at
Hobsonville Point. This will increase overall use of the ferry network, without increasing Council and central government public subsidy expenditure.

Two new additional services each morning and afternoon will be added to the Hobsonville ferry.

Other planned improvements will continue, with increased frequency on some bus routes and changes to existing bus routes to serve new housing developments. A Sunday bus service is also being added for the first time in the Laingholm community.

The first changes come into effect in December 2020, with the peak-only 728 and 729 bus services ceasing operation, and the Stanley Bay ferry service ending on Christmas Eve.

Most changes will come into effect in late January 2021.

For a full summary of the changes, visit: AT.govt.nz/metrochanges

-ENDS-

For more information, please contact:

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Auckland Transport
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PUBLIC FORUM – WAIHEKE LOCAL BOARD – 24 JUNE 2020

DEAR LOCAL BOARD – IT IS REALLY SIMPLE:
GIVE US BACK OUR BUS – RESTORE THE 50A SERVICE DOWN OSTEND AND WHARF ROADS

• NO-ONE IS DISADVANTAGED BY GIVING US BACK OUR BUS

• EVERYONE ON THE ISLAND WILL HAVE A FREQUENT 30 MINUTE BUS SERVICE and THE NEW 15 MINUTE SERVICE BETWEEN MATIATIA AND ONETANGI WILL CONTINUE UNINTERRUPTED

• EVERYONE ON THE ISLAND WILL BE ABLE TO GET TO ANYWHERE ELSE ON THE ISLAND WITH ONLY ONE BUS CHANGE

• EVERYONE ON THE ISLAND WILL BE ABLE TO GET TO AND FROM THE FERRY FROM EARLY MORNING TO LATE NIGHT.

• EVERYONE ON THE ISLAND WILL HAVE FAIR AND EQUAL TREATMENT AND HAVE THEIR HUMAN RIGHTS UPHELD - and therefore

• NO-ONE WILL BE DISCRIMINATED AGAINST BY BEING TREATED LESS FAVOURABLY THAN ANYONE ELSE ON THE ISLAND.

GIVING US BACK OUR 50A BUS IS:

• SIMPLE, PRAGMATIC AND VIABLE

• IT REQUIRES NO CHANGES TO TIMETABLES AND NO ADDITIONAL COST FOR AUCKLAND TRANSPORT (in fact savings on the current service)

• IT COULD BE IMPLEMENTED TOMORROW.

• IT DOES NOT REQUIRE AUCKLAND TRANSPORT TO SPEND ANY MORE MONEY ON SURVEYS, DATA COLLECTION OR CONSULTATION.

WE DETAILED ALL THIS AND OUR SIMPLE SOLUTION OF RESTORING THE 50A SERVICE TO OSTEND AND WHARF ROAD IN OUR DECEMBER 2019 "COMMUNITY REPORT AND RESPONSE".

THIS WAS PRESENTED TO THE AUCKLAND TRANSPORT BOARD TOGETHER WITH OUR 2,000 SIGNATURE PETITION OF SUPPORT ON DECEMBER 3rd 2019.

COPIES OF THE REPORT AND PETITION WERE PRESENTED TO THE WAIHEKE LOCAL BOARD THE FOLLOWING DAY ON DECEMBER 4th 2019 WITH THE BOARD RECOMMENDING REVERTING TO THE ORIGINAL SUMMER TIMETABLE AND SERVICE.

THE "COMMUNITY REPORT AND RESPONSE" CAN BE REFERRED TO FOR BACK-UP DETAILS AND FURTHER SUGGESTIONS FOR ONGOING IMPROVEMENTS TO THE WAIHEKE ISLAND BUS NETWORK.

Hana and Matthew Blackmore
24 June 2020