

## Franklin Local Board

# OPEN MINUTES

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Minutes of a meeting of the Franklin Local Board held in the Stevenson Room, Level One Franklin the Centre, 12 Massey Ave, Pukekohe on Tuesday, 4 May 2021 at 9.30am.

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### PRESENT

<b>Chairperson</b>	Andrew Baker	
<b>Deputy Chairperson</b>	Angela Fulljames	
<b>Members</b>	Malcolm Bell	
	Alan Cole	
	Sharlene Druyven	(until 10.18am)
	Lance Gedge	
	Amanda Kinzett	
	Matthew Murphy	
	Logan Soole	

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## 1 Welcome

The Chair opened the meeting and welcomed everyone present.

## 2 Apologies

There were no apologies.

## 3 Declaration of Interest

There were no declarations of interest.

## 4 Confirmation of Minutes

That the Franklin Local Board:

- a) confirm the ordinary minutes of its meeting, held on Tuesday, 27 April 2021 as true and correct.

Secretarial note: this item will be resolved at the 25 May 2021 business meeting.

## 5 Leave of Absence

There were no leaves of absence.

## 6 Acknowledgements

Resolution number FR/2021/53

MOVED by Member A Cole, seconded by Chairperson A Baker:

That the Franklin Local Board:

- a) acknowledge that Doug Gellert has been made a life member of Federated Farmers, which is a significant achievement.

**CARRIED**

## 7 Petitions

There were no petitions.

## 8 Deputations

There were no deputations.

## 9 Public Forum

There was no public forum.

## 10 Extraordinary Business

### 10.1 Decision-making responsibilities policy

A report and attachment were tabled at the meeting and are available on the Auckland Council website, as a minutes attachment.

Resolution number FR/2021/54

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

**That the Franklin Local Board:**

- a) consider an extraordinary item regarding the report Decision-making responsibilities policy at Item 14 of this agenda:
  - i) the reason the matter was not on the agenda is that the agenda had been created and published before receipt of the materials
  - ii) the reason why the discussion of this matter cannot be delayed until a subsequent meeting is that the Governing Body will be adopting this policy in June as part of the long-term plan. Local board feedback is requested in early May in order to provide time to collate and present this to the Governing Body for consideration.

**CARRIED**

#### Attachments

- A 4 May 2021 Franklin Local Board - Decision-making responsibilities policy review report
- B 4 May 2021 Franklin Local Board - Decision-making responsibilities policy review attachment

### 11 Auckland Transport - Regional Land Transport Programme 2021

Resolution number FR/2021/55

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

**That the Franklin Local Board:**

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme as per Attachment A to this report.
- c) request that the Franklin Local Board Plan 2020 advocacy priorities, as informed by earlier public consultation, are received and considered by Auckland Transport and Auckland Council when finalizing the Regional Land Transport Programme 2021, specifically:

Advocacy Outcome	Advocacy outcome deliverable
Improved Transport services and connections to and from South East Auckland	Pine Harbour needs to be developed to accommodate increased ferry services, integrated public transport connections and 'park and ride' facilities to service both urban and rural communities.
	Auckland Council and Auckland Transport need to support a regular bus service between transport nodes at Papakura Train Station, Pine Harbour and Botany. This will enable these rapidly developing communities to make environmentally responsible transport choices (respond to climate change issues), access neighbouring community facilities (delaying the need to build new and addressing inequity of council services)

	and to access and generate employment and visitation opportunities.
Local interests in the development and delivery of major transport infrastructure projects	Public transport nodes and dedicated park and ride facilities at Drury, Runciman and Paerata must be designed to service both the urban and surrounding rural communities they will service.
	Major infrastructure projects e.g. the Mill Road project should be delivered so that local interests and improvements can be leveraged for and deliver enhanced well-being for local communities e.g. positive environmental and community outcomes.
Fit for purpose roads	Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery of future service needs so that new roads and paths are fit for purpose, and support transport choices.
	Advocate for local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored.
	Advocate for increased funding renewal, rehabilitation and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland's sealed roads and bridges in any given year (currently below 9 per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million; and that routes and roads of strategic importance to the people of Auckland, including Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road be prioritised.

- d) provide feedback on the Regional Land Transport Programme as per the question “Have we accurately identified the issues and challenges facing Auckland?” requested within Attachment A to this report as follows:

**Climate change**

- i) support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth
- ii) note that large parts of the Franklin Local Board area, including those experiencing growth, do not have sustainable travel options and are therefore reliant on private vehicle travel.
- iii) request that provision is made within the RLTP to provide public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany; and enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment

approach, noting that a bus service is costed at \$790,000 per annum or \$7.9m over 10 years.

- iv) request an increased focus on the ferry network and associated infrastructure to enable coastal communities to engage in off-road transport options including;
- increasing frequency of services
  - weekend sailings, and
  - improved public transport connections to ferry terminal including connection between the 8,000 residents of Beachlands to the Pine Harbour ferry.

#### Impacts of climate change on the transport system

- v) support investment in network resilience and adaptability (including in slip remediate and coastal resilience projects) in the context of climate change noting the vulnerability of key coastal connections and routes including Maraetai Coast Road and Clevedon-Kawakawa Bay Road
- vi) support investment in planning to address climate change & environmental hazards e.g. flooding. Note that this planning should include identification of alternatives to existing vulnerable roads e.g. coastal roads.

#### Travel Choices

- vii) support investment in programmes that improve the public transport customer experience, making it simpler and easier to use
- viii) do not support the continued emphasis on the City Centre as the primary employment destination. The approach to investment should be more future-facing e.g. consider significant employment development in areas such as Manukau, Auckland Airport, East Tamaki and Drury, and support localised transport options on balance with destination travel
- ix) support the proposal to effectively serve a wider range of key destinations beyond the City Centre
- x) support continuous improvements to the resilience and reliability of the rail network through the catch-up renewal programmes
- xi) support the replacement of ageing ferries required to deliver existing ferry services, and encourage investigation into an improved mechanism for ferry service delivery
- xii) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to public transport nodes.

#### Active Transport

- xiii) do not support the continued disproportionate investment in the Urban (city centric) Cycleway Programme to progress development of the cycle network
- xiv) request that delivery of cycleways and pedestrian paths are considered in areas not necessarily associated with the Cycling Investment Programme e.g. as articulated in locally developed paths and trails plans
- xv) request that Auckland Transport actively support the development of active transport connections and active transport to and between Franklin growth

centres as envisaged in the Pukekohe Paths Plan and the Clevedon Trails Plan

- xvi) request that Auckland Transport support active transport in rural areas by amending path design standards and delivery processes that will enable community-delivered, fit for purpose and affordable pathway development
- xvii) request that Auckland Transport prioritise delivery of footpaths and curb and channelling in legacy deficient areas that are developing such as Beachlands Orere Point and Glenbrook, where the development (expansion) process will not enable delivery to existing neighbourhoods.

#### Safety

- xviii) support initiatives that enable increased safety of people on bikes across the wider transport system, and note that this should include safety of bikes on the rural road network
- xix) support continued delivery of important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and Central Governments proposal to lower the speed limits outside schools
- xx) request safety initiatives and speed controls for rural schools that are experiencing increased traffic growth
- xxi) support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, including safety improvements to rural roads and to roads within the villages and settlements within the Franklin Local Board area
- xxii) note that support for speed limit changes is conditional upon the application of robust assessment, including consideration of local knowledge and local feedback, as opposed to a desk-top blanket approach.

#### Access and connectivity

- xxiii) support further development of Auckland's transport network to enable improvements to freight productivity, to provide better access to employment hubs (including those outside of the city centre) and to enable access to social opportunities
- xxiv) request that AT take a balanced holistic approach to town planning in greenfield development areas. The approach should enable locals and visitors to easily access motorways, arterials and existing public transport nodes and active transport networks
- xxv) request that the following projects, some of which were included in the previous RLTP, are referenced within the RLTP 2021 as critical network developments that address both greenfields population growth and freight distribution needs:
  - Pukekohe inner link (also known as the Pukekohe outer ring road)
  - Pukekohe expressway
  - Paerata Connection ( the connection from Paerata Heights to the expressway)
  - Hingaia bridge capacity improvements (four-laning or replacement)
  - signalization of the Oakland Road and Hingaia Road intersection (with the continuation of fourlaning of Hingaia Road)
  - Blackbridge Road and Karaka Rd intersection improvements (a roundabout).

### Managing transport assets

- xxvi) note that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog
  - xxvii) request increased investment in road renewal, rehabilitation and maintenance enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road
  - xxviii) request that resealing of roads needs to be delivered earlier than proposed to mitigate the risk associated with ongoing sweating of assets.
- e) provide feedback on the Regional Land Transport Programme as per the question “Have we allocated available funding to the highest priorities?” requested within Attachment A to this report as follows;

### Travel choices

- i) support investment in rapid transit - fast, frequent, high capacity bus and train services separated from general traffic
- ii) support additional and more frequent rail services
- iii) support new train stations at Drury, Runciman and Paerata, including dedicated park and ride facilities that are designed to service both the urban and surrounding rural communities.
- iv) support accessibility improvements at bus, train and ferry facilities, including public transport linkages for Beachlands, Pine Harbour and Clarks Beach
- v) support new and extended park and ride facilities including additional park-and-ride capacity to manage car park demand at the Papakura train station, along with the Papakura Local Board.

### Walking and cycling

- vi) support new cycleways and shared paths and improved road environments to make cycling safer, however note that investment should be expanded to include off-road connector pathways e.g. the Pukekohe Paths Plan
- vii) support improved design for retrofitting cycleways to avoid reduction in vehicle lanes and on-street parking eg use of grass berm areas
- viii) support investment in new or improved footpaths, however request that priority be given to delivering footpaths in areas where boards are prepared to provide partner funding and where footpaths will not otherwise be delivered through development e.g. Beachlands and Glenbrook Beach.
- ix) note that fit-for purpose design standards will enable the delivery of fit for purpose, lower cost paths i.e. in rural areas.
- x) while strongly support electrifying the rail line to Pukekohe, request investigation for the use of construction service roads, provided for the electrification project, as walking and cycle paths in the future.

### Climate change and the environment

- xi) support increasing the number of electric/hydrogen buses
- xii) support starting decarbonisation of the ferry fleet
- xiii) support funding to enable the uptake of electric cars, however note that the rural context should be actively considered in this planning.

### Safety

- xiv) support safety engineering improvements, like red light cameras and safety barriers
- xv) support the purchase of land at Mill Road, Bombay (the Bombay service centre intersection, BP entrance) to enable third-party funded construction of a roundabout as a significant safety improvement, noting that as this location is on a key horticulture heavy transport route, this also delivers access and connectivity deliverables.
- xvi) support investment in programmes that ensure speed limits are safe and appropriate, however emphasise the importance of gaining and responding to local insights prior to and after delivery of changes
- xvii) support improving safety near schools including a consistent approach to speed management, and consideration for rural environments
- xviii) support continued investment in road safety education.

### Access and connectivity

- xix) support investment in increased capacity of our roads for people and freight to improve productivity, prioritising rehabilitation of routes and roads that service Auckland's development and food supply including: Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road
- xx) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to support food and construction supply routes.

### Auckland's growth

- xxi) support investment in new roads to support housing development
- xxii) support unsealed road and signage improvements
- xxiii) support providing transport infrastructure for new housing developments and growth areas, noting that Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery so that new roads and paths are fit for purpose for current and future use i.e. are wide enough to for car parking that is necessary in greenfield areas (in the short term) and to accommodate bus services in the longer term.

### Managing transport assets

- xxiv) support investment of appropriate budget to adequately maintain footpaths, local roads, state highways and the rail network.

### Other

- xxv) request the local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored
  - xxvi) support investment in customer experience and technology improvements including AT HOP card functionality and real-time travel information for customers and suggest that availability of in-carriage WiFi (on trains and ferries) is progressed.
- f) provide examples of omissions from the Regional Land Transport Programme as per the question "Have we excluded any projects or activities from the proposed

transport programme that should be included?" requested within Attachment A to this report as follows:

- i) Pukekohe inner link (also known as the Pukekohe outer ring road)
- ii) Pukekohe expressway.
- iii) Paerata Connection ( the connection from Paerata Heights to the expressway)
- iv) Hingaia bridge capacity improvements (four-laning or replacement)
- v) signalization of the Oakland Road and Hingaia Road intersection, and four-laning of Hingaia Road
- vi) Blackbridge Road and Karaka Rd intersection improvements (a roundabout) as part of the previously proposed Waka Kotahi State Highway 22 comprehensive safety improvements package
- vii) purchase of land to enable third-party construction of a roundabout as a significant safety improvement at Mill Road, Bombay (the Bombay service centre intersection, BP entrance).

**CARRIED**

## 12 Auckland Unlimited Quarterly Report Q2 2021

Resolution number FR/2021/56

MOVED by Deputy Chairperson A Fulljames, seconded by Member A Kinzett:

**That the Franklin Local Board:**

- a) note the Auckland Unlimited Quarterly Report for Quarter 2, 2021, ending December 2020.
- b) acknowledge that 2020 was a difficult time due to Covid-19 lockdowns disrupting many events and economic activity programmes.
- c) note that the Auckland Unlimited delivered component of the Franklin Local Board work programme had not commenced in Q2 and questions if inaction was COVID-19 related. The board requests that Auckland Unlimited expedite action and adopt the board's approach to community led project management where feasible.

**CARRIED**

## 13 Franklin Local Board consultation feedback and input into the 10-year Budget 2021-2031

Lucy Stallworthy, Engagement Advisor, was in attendance to speak to this report.

Resolution number FR/2021/57

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

**That the Franklin Local Board:**

- a) receive consultation feedback on the proposed Franklin Local Board priorities and activities for 2021/2022 and key advocacy initiatives for 2021-2031.
- b) receive consultation feedback on regional topics in the 10-year Budget 2021-2031 from people and organisations based in the Franklin local board area.
- c) approve its advocacy initiatives for inclusion (as an appendix) to its 2021/2022 Local Board Agreement as follows:

- i) reinstatement of local board transport funding to pre- COVID 19 levels to enable completion of locally significant projects such as the Pukekohe Train Station on-road parking capacity improvements
  - ii) an approach to road renewal, rehabilitation and maintenance that enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road
  - iii) AT is actively enabled and encouraged to provide public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany and enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment approach, noting that a bus service is costed at \$790,000 per annum or \$7.9m over 10 years
  - iv) development of the Karaka Sports Park and community hub needs to be included in the 10-year plan, accepting that council investment may need to be partial and staged to commence after 2024, so that our community partners can leverage third party funding that will off-set public investment.
- d) provide input on regional topics and issues to inform adoption of Te Tahua Pūtea Tau 2021-2031 - 10-year Budget 2021-2031 (Long-term Plan 2021-2031) to the Governing Body of Auckland Council as follows:

**Key issue 1: Proposed investment package – public consultation question 1**

- i) Support the proposal for a \$31 billion package of spending and investment over the next 10 years that will enable continued delivery of key services and strong investment and renewed assets, supported by:
  - \$90 million of ongoing savings
  - \$70 million asset recycling target for the next 3 years
  - Increased council borrowing in the short term – up to 290 per cent debt-to-revenue in first 3 years then 270 per cent thereafter
  - a one-off 5 per cent increase in average general rates, 3.5 per cent thereafter.
- ii) note that Franklin Local Board support for the proposed investment package, including rates increases, recognises that this approach will enable local community services to be maintained, which is critical as the Franklin Local Board area experiences unprecedented growth.

**Key issue 2: Responding to climate change - public consultation question 2**

- iii) support \$150 million of additional investment to accelerate our climate change actions, noting majority support from Franklin Local Board area submitters
- iv) suggest that climate change actions include a greater emphasis on actions that incentivise and accelerate personal choices and behaviour change , such as those which have worked and are working so well in Norway - thus recognising the significant role which Central Government has to play here and urging the Governing Body to strongly engage with them on this
- v) strongly emphasise, along with Howick Local Board, the need for planning for coastal change and enhancing our ability to respond to the changing nature of environmental hazards
- vi) support the development of the zero-waste resource recovery network as a regional project, and seek assurances that existing zero-waste facilities

(such as Waiuku Zero Waste), that are currently funded by local boards are included within this programme

- vii) note that additional zero-waste facilities are needed in the south and that positioning of these facilities should consider future demand and accessibility to Auckland's more isolated communities. Note that isolation is a form of deprivation in terms of access to Council services.

**Key issue 3: Responding to housing and growth**

- viii) note that the 10-year budget proposes a more focused approach to providing infrastructure, working within the \$31 billion proposed 10-year investment programme, and identifies focus areas including:
- areas agreed with the government as part of the Auckland Housing Programme, including Mt Roskill, Māngere, Tāmaki, Oranga and Northcote
  - where significant government investment has been made, such as Drury in Auckland's south, and areas in Auckland's north-west
  - where investment in significant projects, such as the City Rail Link, is being made
- ix) support focussing infrastructure investment into areas where significant government investment has been made, including Drury and surrounds (Karaka, Paerata, Pukekohe, Kingseat and Clarks Beach)
- x) note that some flexibility may be needed in term of investment allocation as there may be a flow on effect from the COVID-19 Recovery Fast Track legislation that could see an escalation of the development programme
- xi) development of the Karaka Sports Park and community hub will service the wider Drury and nearby development area and should to be included in the 10-year plan so that this project can progress, noting that Council investment may need to be partial and staged to commence after 2024
- xii) note that council does need to consider how to support local boards to respond to the cumulative effect of housing intensification through small infill housing projects and including ad hoc Kainga Ora projects, where single family dwellings are replaced by higher density housing with no corresponding infrastructure of social infrastructure investment e.g. by relaxing the existing approach to renewals so that they are fit for purpose rather than merely 'like for like'.

**Key issue 4: Community investment – public consultation question 4**

- xiii) Support a focused investment approach to community investment that will
- work within the \$31 billion proposed 10-year investment programme
  - enable a reduction of building and asset maintenance related expenditure
  - involves consolidation of community facilities and services,
  - increase leasing, partnerships or shared facility arrangements
  - increase focus on providing multi-use facilities and online services in the future.
  - divest aging community assets that aren't fit for purpose and reinvest in services and facilities that better meet the needs of our communities, noting that 55% of consultation submitters within the Franklin Local Board area supported this approach with some comments as below:

- A) the Governing Body recognise that the new community investment approach will require significant change to Council's approach to the delivery of community services and asset management, including:
- support for optimisation (the process of local board identifying in-service assets suitable for sale and identifying suitable local re-investment options),
  - procurement processes and service agreements that support locally provided (lower cost) goods and services i.e. process designed to enable small transactions not just multi-million-dollar projects
  - a project and programme delivery approach that enables community participation and delivery.
- B) the Franklin Local Board is concerned that a shift toward online services in the future must consider how to continue to provide services to Auckland's isolated communities to ensure equity of service. This may require investment in mobile and internet infrastructure in isolated areas i.e. a refresh and delivery of the 2015 rural connectivity programme.
- xiv) note that the community investment approach will have capacity implications i.e. the organization will need to bolster support for some programmes of works and will need to accept that this may mean increasing staff or contractor numbers.

**Key issue 5: Protecting and enhancing the environment (Water quality) – public consultation question 3**

- xv) support the extension of the Water Quality Targeted Rate from 2028 to 2031, providing an additional \$150 million
- xvi) support an increase the Water Quality Targeted Rate in line with the projected average increase in general rates 5 per cent in 2021/2022 and 3.5 per cent each year thereafter, providing an additional \$106 million
- xvii) note that the water quality targeted rate delivers tangible local outcomes that are highly valued by communities in the Franklin Local Board area and that align well with Franklin Local Board Plan 2020 outcomes
- xviii) note that projected allocation of spend (80 per cent on urban water treatments to 20 per cent rural watershed improvements) makes sense initially as large projects such as the central inceptor are delivered, however request that the budget be amended to increase the proportion of spend on rural projects from 2027 by a minimum 10 per cent. The Franklin Local Board is home to significant areas of forest (the Hūnua Ranges), two coastlines and watersheds that feed two harbours and is an area of natural significance in terms of food production. Ongoing investment in water quality in the Franklin Local Board area is of regional and national importance.

**Key issue 5: Protecting and enhancing the environment (Natural Environment) – public consultation question 5**

- xix) support the extension of the Natural Environment Target Rate from 2028 to 2031, providing an additional \$107 million noting that:
- this proposal was supported by 59% of submitters from within the Franklin Local Board area and
  - the Natural Environment Targeted Rate enables a number of local environment priorities within the Franklin Local Board Plan 2020

- xx) note the intention for 9 per cent of the Natural Environment Targeted Rate is reserved to enable community group action. The board considers that this percentage should be increased to 20 per cent from 2024.

**Rating policy – public consultation question 5**

- xxi) support proposed extension to the Urban Rating Area noting that 49 per cent of submitters within the Franklin Local board were in support of this change (with 36 per cent not in support)
- xxii) do not support the proposal to charge farm and lifestyle properties in the Urban Rating Areas residential rates noting that 53 per cent of Franklin Local Board area submitters do not support this proposal (with only 36 per cent in support)
- xxiii) the Franklin Local Board notes that availability of services and infrastructure (e.g. power, water etc) is not necessarily an indicator of accessibility i.e. connection to services such as water, power and internet may still be cost prohibitive.
- xxiv) changes to rating approach need to consider shifts in land supply approach and a blanket increased does not recognise the complexities of this process
- xxv) support extending the duration of the City Centre Targeted Rate noting that 49 per cent of submitters within the Franklin Local Board were in support of this proposal (with 37 per cent against)
- xxvi) support introducing the Rodney Drainage Targeted Rate noting that 46% of Franklin Local Board area submitters were in support and 18% who did not
- xxvii) support introducing the Electricity Network Resilience Targeted Rate as a concept for improving service delivery however note that this is currently restricted to Vector service delivery and that a significant proportion of the Franklin Local Board area is service by Counties Power
- xxviii) support the reinstatement of the Accommodation Provider Targeted Rate from 1 January 2022 reducing the APTR revenue to around \$7.2 million in 2021/2022 and lower spending to around \$21.8 million in 2021/2022 noting the significant ongoing pressure being experienced by Auckland's accommodation providers
- xxix) support the proposal for an opt-in Clevedon water connection targeted rate, noting that this one mechanism to encourage Clevedon locals to connect to reticulated water supply and the waste-water network will ultimately leverage water quality improvements through local growth
- xxx) support the proposal for the Waitakere rural sewerage targeted rate and note that this approach may be suitable for other rural local board areas.

**General feedback on proposals**

- xxxii) support ongoing investment in Māori Outcomes (\$150 million investment over the next 10 years), however request greater engagement with local boards in the identification of projects that might support local outcomes in partnership with mana whenua e.g. environmental projects and local economic development projects
- xxxiii) support removing library late return fines
- xxxiiii) support proposed minor changes to policies including:
- Council-Controlled Organisations Accountability Policy

- Auckland Airport Shareholding Policy
- Local Board Funding Policy
- Revenue and Financing Policy

**Transport Advocacy in the context of 10 year budget proposals**

xxxiv) Transport is a key issue for communities in the Franklin Local Board area, particularly in the context of Council environmental, climate change and community investment aspirations. Franklin Local Board request that local board advocacy priorities are considered by the Governing Body in the finalisation of the 10 year budget and associated programme. These priorities include:

- A) provision of public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany to enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment approach, noting that a bus service costs \$790,000 per annum or 7.9m over 10 years.
- B) reinstatement of local board transport funding to pre- COVID 19 levels to enable completion of locally significant projects including the Pukekohe Train Station on-road parking capacity improvements
- C) an approach to road renewal, rehabilitation and maintenance that enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road.

**CARRIED**

**14 Consideration of Extraordinary Items**

**Adjournment of Meeting**

Resolution number FR/2021/58

MOVED by Member A Cole, seconded by Deputy Chairperson A Fulljames:

**That the Franklin Local Board:**

- a) agree to adjourn the meeting until 4 May 2021 at 10.20am.

**CARRIED**

The meeting adjourned at 10.10 am and reconvened at 10.22.

*Member S Druyven left the meeting at 10.18am.*

**14.1 Decision-making responsibilities policy**

Resolution number FR/2021/59

MOVED by Chairperson A Baker, seconded by Member M Bell:

**That the Franklin Local Board:**

- a) defer the decision today and provide feedback by way of Urgent Decision.**
- b) note the board's disappointment at the manner in which this has been provided to local boards at such short notice.**

**CARRIED**

10.24am

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD  
AT A MEETING OF THE FRANKLIN LOCAL BOARD  
HELD ON

**DATE:**.....

**CHAIRPERSON:**.....