

I hereby give notice that an ordinary meeting of the Papakura Local Board will be held on:

Date: Monday, 1 July 2024
Time: 4:00pm
Meeting Room: Local Board Chambers
Venue: 35 Coles Crescent
Papakura
Auckland

Papakura Local Board

OPEN AGENDA

MEMBERSHIP

Chairperson	Brent Catchpole
Deputy Chairperson	Jan Robinson
Members	Felicity Auva'a
	George Hawkins
	Kelvin Hieatt
	Andrew Webster

(Quorum 3 members)

Sital Prasad
Democracy Advisor

27 June 2024

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1 Nau mai | Welcome

A board member will lead the meeting in prayer.

2 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Papakura Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Wednesday, 26 June 2024, as true and correct.

5 He Tamōtanga Motuhake | Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Te Mihi | Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

7 Ngā Petihana | Petitions

At the close of the agenda no requests to present petitions had been received.

8 Ngā Tono Whakaaturanga | Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Papakura Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

At the close of the agenda no requests for deputations had been received.

9 Te Matapaki Tūmatanui | Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of three minutes per speaker is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

Approval of the 2024/2025 Papakura Local Board Plans and Places Work Programme

File No.: CP2024/08045

Item 11

Te take mō te pūrongo Purpose of the report

1. To approve the 2024/2025 Papakura Local Board Plans and Places work programme and its associated budget in Attachment A.

Whakarāpopototanga matua Executive summary

2. This report presents the board's Plans and Places work programme and associated budgets for approval for delivery within the 2024/2025 financial year.
3. The work programme responds to the following outcomes and objectives that the local board identified in the Papakura Local Board Plan 2024:
 - Papakura's history and heritage is celebrated.
4. The work programme has been developed through a series of workshops between November 2023 and June 2024, where the local board provided feedback to staff on programme and activity prioritisation.
5. The board indicated its support for the following projects, with budgets as listed below:
 - Implementing Te Rautaki Whakamarama moo ngaa Waahi Tuku Iho Heritage Interpretation Strategy Papakura- \$18,000 (budget carried forward from 2023/2024)
 - History of Kirks Bush - \$8,000
 - Papakura heritage digital solution scope - \$20,000.
6. The proposed work programme has a total value of \$46,000, which can be funded from within the board's draft locally driven initiatives (LDI) budget for the 2024/2025 financial year. \$18,000 of this amount will be carried forward from 2023/2024 locally driven initiatives (LDI) budget.
7. Updates on the delivery of this work programme will be provided through the board's quarterly performance reports.

Ngā tūtohunga Recommendation/s

That the Papakura Local Board:

- a) Whakaae/approve the Plans and Places work programme 2024/2025 in Attachment A.

Horopaki Context

8. Each year, the local board decides which activities to allocate its annual budget toward, through a series of workshops. The local board feedback in these workshops have informed the work programme.

9. The work programme responds to the outcomes and objectives that the local board identified in the Papakura Local Board Plan 2023. The specific outcome that is reflected in the work programme is:
 - Papakura's history and heritage is celebrated
10. The following adopted strategies and plans also guided the development of the work programme:
 - Te Rautaki Whakamaarama moo ngaa Waahi Tuku Iho | Papakura Heritage Interpretation Strategy.

Tātaritanga me ngā tohutohu

Analysis and advice

11. The proposed activities for delivery as part of the board's Plans and Places work programme 2024/2025 are detailed below. See Attachment A for further detail.

Implementing Te Rautaki Whakamarama moo ngaa Waahi Tuku Iho Heritage Interpretation Strategy Papakura- \$18,000 (carried forward)

12. Delivery of a heritage map with Te Kete Rukuruku sites and heritage sites.

History of Kirks Bush - \$8,000

13. Recording oral histories with the Friends of Kirks Bush.

Papakura heritage digital solution scope - \$20,000

14. Scope a digital solution to hold heritage information for Papakura.

Tauākī whakaaweawe āhuarangi

Climate impact statement

15. The proposed work programme does not significantly impact on greenhouse gas emissions or contribute towards adapting to the impacts of climate change.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

16. The work programme was developed through a collaborative approach by operational council departments, with each department represented in the integrated team that presented the draft work programme to the local board at a series of workshops.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

17. The proposed Plans and Places work programme has been considered by the local board in a series of workshops from October 2023 to May 2024. The views expressed by local board members during the workshops have informed the recommended work programme.
18. The activities in the proposed work programme align with the Papakura Local Board Plan 2023 outcomes.

Tauākī whakaaweawe Māori

Māori impact statement

19. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader obligations to Māori.
20. The work programme includes activities that aim to deliver outcomes for and with Māori, in alignment with the strategic priority areas outlined in Kia ora Tāmaki Makaurau (Auckland

Council's Māori Outcome Framework). Progress on how the activities are achieving these outcomes will be reported to the local board on a quarterly basis.

21. Table 1 outlines the activities in the 2024/2025 work programme that contribute towards the delivery of specific Māori outcomes.

Table 1: Māori impact assessment of proposed activities

Activity name	Mana outcome	Māori outcome description
Implementing Te Rautaki Whakamarama moo ngaa Waahi Tuku Iho Heritage Interpretation Strategy Papakura	Kia Ora te Ahurea Māori Identity and Culture	The project manager will engage with interested mana whenua to ensure the project promotes Māori culture and identity within the environment, and values mātauranga Māori.
Papakura heritage digital solution scope	Kia Ora te Ahurea Māori Identity and Culture	The project manager will engage with interested Mana Whenua to ensure the project promotes Māori culture and identity within the environment, and values mātauranga Māori.
History of Kirks Bush	Kia Ora te Ahurea Māori Identity and Culture	The project manager will engage with interested mana whenua to ensure the project promotes Māori culture and identity within the environment, and values mātauranga Māori.

22. Where aspects of the proposed work programme are anticipated to have a significant impact on activity of importance to Māori then appropriate engagement will be undertaken.

Ngā ritenga ā-pūtea Financial implications

23. The proposed Plans and Places work programme budget for 2024/2025 is \$46,000 of the boards locally driven initiatives (LDI) operational budget. This project can be accommodated within the board's total draft budget for 2024/2025.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

24. Where a work programme activity cannot be completed on time or to budget, due to unforeseen circumstances, this will be signalled to the local board at the earliest opportunity.

Ngā koringa ā-muri Next steps

25. Delivery of the activity in the approved work programme will commence on 1 July 2024 and continue until 30 June 2025. Activity progress will be reported to the local board on a quarterly basis.
26. Where the work programme identifies further decisions and milestones for each activity, these will be brought to the local board when appropriate.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Papakura Local Board P&P work programme 2024-2025	11

Ngā kaihaina Signatories

Author	Anna Boyer - Senior Specialist: Community Heritage
Authorisers	John Duguid - General Manager - Plans and Places Manoj Ragupathy - Local Area Manager

Plans and Places Work Programme 2024/2025 - Papakura Local Board

ID	Activity Name	Activity Description	Activity Benefits	Further Decision Points for LB	LB Plan Outcome	LB Plan Objective	Lead Dept/Unit or CCO	Delivery Year(s)	Budget Source	2024/2025
3456	Implementing Te Rautaki Whakamarama moo ngaa Waahi Tuku Iho Heritage Interpretation Strategy Papakura	Work with mana whenua to develop a heritage project that supports heritage storytelling in the Papakura Local Board rohe (area).	Raise awareness of Papakura's heritage. Encourage people to notice the heritage around them Tell stories of some of the important places in Papakura	This project was put on hold in the 2022/2023 Work Programme. We are now seeking to deliver the project over the 2023/2024 and 2024/2025.	2023PPK1 - Our people	2023PPK1.2 - Papakura's history and heritage are highlighted and celebrated	CPO: Plans and Places	2024/2025	LDI: Opex	25,000
4394	History of Kirks Bush	Record the more recent history of Kirks Bush and the Friends of Kirks Bush through oral history recordings	Understand and preserve the history of Kirks Bush and the vounteers that have been involved in the preservation.		2023PPK1 - Our people	2023PPK1.2 - Papakura's history and heritage are highlighted and celebrated	CPO: Plans and Places	2024/2025	LDI: Opex	8,000
4418	Papakura heritage digital solution scope	Scope a digital heritage interpretation solution for Papakura which includes Mana Whenua stories.	Raise awareness of Papakura's heritage. Encourage people to notice the heritage around them Tell stories of some of the important places in Papakura	This is a initiative from the Papakura Heritage Interpretation Strategy.	2023PPK1 - Our people	2023PPK1.2 - Papakura's history and heritage are highlighted and celebrated	CPO: Plans and Places	2024/2025	LDI: Opex	20,000

Plans and Places Work Programme 2024/2025 - Papakura Local Board

ID	Activity Name	Activity Description	Activity Benefits	Further Decision Points for LB	LB Plan Outcome	LB Plan Objective	Lead Dept/Unit or CCO	Delivery Year(s)	Budget Source	2024/2025
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Approval of connection to main public water/wastewater reticulation system at Ōpaheke Sports Park

File No.: CP2024/08376

Item 12

Te take mō te pūrongo Purpose of the report

1. To seek approval from the Papakura Local Board of the connection to the main public water/wastewater reticulation system at Ōpaheke Sports Park located at 165 Ōpaheke Road, Drury.

Whakarāpopototanga matua Executive summary

2. As part of the Papakura Local Board 2023/2024 Customer and Community Services Work Programme, the local board approved an assessment to ascertain if connecting the Ōpaheke Sports Park to the water and wastewater reticulation system would be required to supplement the long-term development and activation of the park.
3. The local board allocated \$50,000 of the encumbrance release funds from the Bellfield Road Development.
4. The project will contribute to the Papakura Local Board Plan outcome, “Improved use of the facilities and sports fields.”

Ngā tūtohunga Recommendation/s

That the Papakura Local Board:

- a) approve Option 3 for a new water and wastewater reticulation system along Opaheke Road to connect the Opaheke Sports Field to the main public water/wastewater reticulation system and installing a second groundwater bore to provide more irrigation water supply.

Horopaki Context

5. The subject site is a recreation reserve at 165 Opaheke Road, Drury. The legal description is Lot 1 DP65192 PT ALLOT 17 Parish of Opaheke, PT ALLOT 52 Parish of Opaheke, as presented in Figure 1.
6. The reserve encompasses a passive park and the sports fields. This report relates only to works for the sports fields.
7. The sports fields are accessed directly from Ōpaheke Road, via a gravelled driveway connected to a sealed carpark.
8. Adjacent and to the east of the car park is a changing room facility that includes:
 - eight storage lockers
 - two open area changing rooms with a single wash basin in each
 - one male and one female toilet
 - eight showers

- one externally accessed unisex public toilet and change area.
9. There are eight sports fields in the central, eastern, and southern sections in the sports park area of the reserve. Of the existing sports fields, six are natural turf sports fields (field no. 3-8) and two are sand carpet sports fields (field no. 1 & 2), shown in Figure 2.
10. Water services in the park include potable and wastewater via tank, and irrigation via bore water from the underlying aquifer.

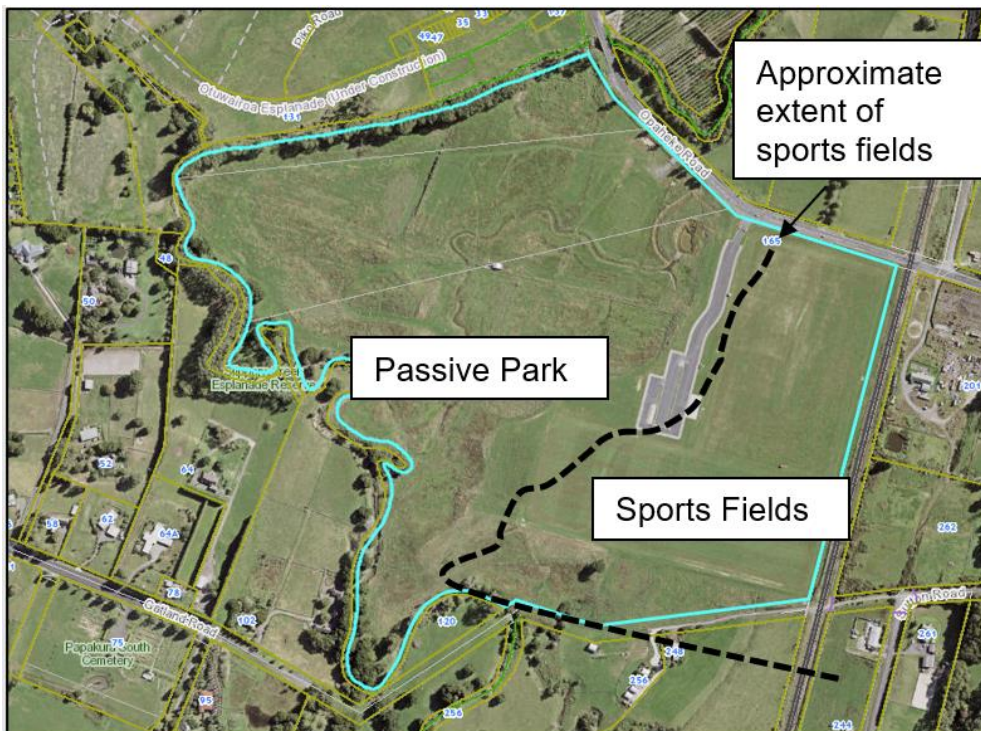


Figure 1: Opaheke Sports Fields boundary



Figure 2: Existing Sports Fields at Opaheke Sports Fields (Fields 1 and 2: Sand carpet; Fields 3 to 8: Natural soil)

Background

11. The local board approved the investigation and design for the water and wastewater connection to the public system at Ōpaheke Sports Park as part of its 2023/2024 Customer and Community Services work programme (resolution PPK/2022/199).
12. Fraser Thomas Limited were engaged to investigate upgrade options for the current water and wastewater system at Ōpaheke Sports Park, to enable increased use of the sports park. Fraser Thomas' analyses and findings are reported in the Water and Wastewater Upgrade Options Assessment report (Reference 33325 Version 4, dated 7/6/2024).

Tātaritanga me ngā tohutohu Analysis and advice

13. The Fraser Thomas report presents four options for the local board to consider. These are presented in Figure 3.

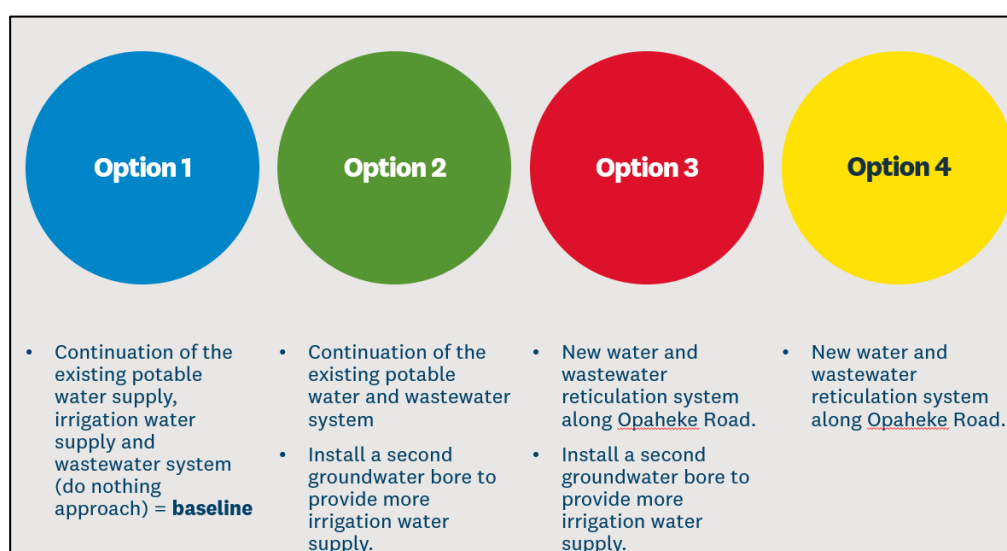


Figure 3: Summary of options presented by Fraser Thomas

14. All 4 options were presented to the Papakura Local Board during Workshop 9 on 15 May 2024.
15. Option 1 was not discussed as it is the baseline option.
16. Option 2 was presented as the minimum cost option on the basis that:
 - The existing potable water and wastewater system continues (using tankers)
 - A new bore would supplement the existing bore and together would provide adequate irrigation water to allow for a staged upgrading of the remaining 6 sports fields from natural soil to sand carpet
 - Tanker truck water would be required to supplement bore water for irrigation during drought years
 - No Infrastructure Growth Charges would be triggered (avoiding an additional cost estimated to be \$105,000 per field, plus ongoing usage charges).
17. Option 3 was presented as the intermediate cost option on the basis that:
 - The potable water and wastewater are connected to the public reticulation system which would trigger Infrastructure Growth Charges and ongoing usage charges

- A new bore would supplement the existing bore and together the bore water take would provide adequate irrigation water for a staged upgrading of the remaining 6 sports fields from natural soil to sand carpet
 - During drought years, there will be a reliance on public reticulated water to supplement the requirements for irrigation.
18. Option 4 was presented as the maximum cost option on the basis that:
- While most of the irrigation requirements are achieved through the bore water take, Option 4 relies on town supply to supplement irrigation shortfall during drought years
 - Connection to the town supply triggers Infrastructure Growth Charges for all 8 sports fields.
19. Of the 4 options presented, Parks & Community Facilities initially recommended that the local board proceed with Option 2. The recommendation is based on:
- Subject matter expert feedback on the current and potential future use of the fields
 - Fraser Thomas analysis indicating that current potable water and wastewater system is adequate for the projected use of the park
 - Fraser Thomas analysis indicating that the cost of connecting to the public reticulation system is significantly higher than using tank and bore water supplies for water to service the sports fields.
20. The local board indicated unanimous preference of Option 3.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

21. The council's climate goals as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan are:
- to reduce greenhouse gas emissions to reach net zero emissions by 2050 and
 - to prepare the region for the adverse impacts of climate change.
22. It is anticipated that there will be an increase in carbon emissions from construction, including contractor emissions. Staff will seek to minimise carbon and contractor emissions as far as possible when delivering the project.
23. Opportunities to recycle water use for irrigation will be explored during detailed design phase.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera **Council group impacts and views**

24. Council staff from within Parks and Community Facilities (i.e. Sports and Open Spaces SME's, operations and maintenance) have been consulted and expressed support to prioritise the upgrades of the sports fields.
25. Staff confirm that prioritizing the upgrade of the sports fields to provide game and training fields will increase sports field provision within the area.
26. Staff further support the long-term connection of the water supply to the public reticulation system to improve confidence in reliable water supply and reduce reliance on tank water.
27. Collaboration with staff will be ongoing to ensure that the development of the park is appropriately integrated into the operational maintenance and asset management systems once completed.

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

28. The project aligns with the following Papakura Local Board Plan 2023 outcomes and objectives:

Table 1: Papakura Local Board Plan 2023 outcomes and objectives

Outcome	Objective	Project alignment
Outcome 1: Improved use of the facilities and sports fields.	Papakura's open spaces and recreation facilities are fit for purpose and well used.	The connection of the park to the main public water and wastewater reticulation system will allow for increased use of the park without relying on a tank system. Increased community confidence in the supply of water and wastewater to the site.

Tauākī whakaaweawe Māori Māori impact statement

29. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi and its statutory obligations and relationship commitments to Māori. These commitments are articulated in the council's key strategic planning documents, the Auckland Plan, the Long-term Plan 2012-2022, the Unitary Plan, Whiria Te Muka Tangata Māori Responsiveness Framework and Local Board Plans.
30. No mana whenua engagement has been required thus far in the assessments. However, mana whenua engagement will likely be undertaken for the resource consent application.

Ngā ritenga ā-pūtea Financial implications

31. At the time of writing this report, a total budget of \$2,417,000 was proposed and is pending approval from the local board and Governing Body for this project under Project ID 46191 Opāheke Park - undertake detailed design and construct freshwater and wastewater system, proposed risk adjusted project (RAP). The approval of the growth funds is scheduled for 25 July 2024.
32. The proposed funding allocation in the Parks and Community Facilities capital work programme for 2025-2027 is shown in Table 2 below.
33. Please note that the budget shortfall of \$637,000 will need to be addressed during the development of the 2025/2026 financial year capital works programme. The proposed 2024/2025 to 2026/2027 capital works programme outlines the delivery of the connections over three years, as follows:

Table 2: Project funding

Budget source	FY24/25	FY25/26	FY26/27	Total (\$)
LDI Capex, Growth (Regional), Bellfield Encumbrance Fund	\$100,000	\$800,000	\$1,517,000	2,417,000
Total				\$2,417,000

Table 3: Proposed funding allocation

Financial Year	Growth	Bellfield Encumbrance	Locally Driven Initiative (LDI): Capex	Total
2024/2025	100,000.00	0	0	100,000.00
2025/2026	600,000.00	200,000.00	0	800,000.00
2026/2027	0	1,500,000.00	17,000.00	1,517,000.00
Total				2,417,000.00

Table 4: Project cost estimate

Cost estimate	Total (\$)
Groundwater bore pump system and resource consent application	\$427,000
Construction of water and wastewater reticulation system	\$2,417,000
Infrastructure Growth Charges for water connection of changing rooms	\$210,000
Total	\$3,054,000
Notes:	
1. Cost estimates include 25% contingency	

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

34. Risks and mitigation measures are outlined in Table 5.

Table 5: Risks and mitigations

Risks identified	Mitigation
Consenting	
Resource consent	<p>While we already have a resource consent for the existing bore, we need to apply for a change to the conditions to allow for additional water allocation for a second bore. There are two main risks:</p> <ol style="list-style-type: none"> 1. The Water Allocation team have already indicated that the aquifer is heavily allocated already. 2. The application may trigger a need for mana whenua engagement which may impact timelines.
Health & Safety	
Public are exposed to unsafe conditions during the construction phase	<p>The construction area will be fenced off to avoid the public entering the work site and traffic safety measures will be put in place for the safe use of the car park.</p> <p>Signage will be installed at park entrances and accessways to direct park visitors safely around the work site.</p>

	Resource consent conditions will be adhered to regarding managing permitted noise and dust levels.
Risks identified	Mitigation
Pedestrian safety within the car park area	Raised speed tables, traffic safety measures and paths will be incorporated into the detailed design to reduce any potential conflict between pedestrians and vehicles in and around the car park area.
Budget	
Insufficient funding	High level cost estimates undertaken by Fraser Thomas during their feasibility assessment indicates that current budget is adequate (this includes a 25% contingency). Options for reducing the scope of the project through efficient construction methodology and careful assessment of equipment will be included within the tender phase. This provides flexibility, and the ability to ensure the budget is not exceeded.
Timeframe	
Delay to construction due to funding availability	Funding has been included within the Community Facilities Work Programme for financial years 2025 to 2027.
Construction	
Poor weather during construction may delay delivery	Construction will be timed for the spring/summer of 2025 when the weather is more favourable.
Disruption to the use of the carpark	Temporary car park facilities will be incorporated into the design of the works.
Reputational	
Project deferred or cancelled	There is reputational risk to the council if the project is deferred or cancelled. Consultation with park user groups and the community has raised an expectation that the project will be delivered.

Ngā koringa ā-muri Next steps

35. Table 6 below summarises the anticipated next steps and estimated delivery timeframes for the project. The estimated timeframes assume successful and timely completion of each identified project step.

Table 6: Project phasing and timelines

Project phase	Planned completion timeframe
Resource consent application Apply for a change to the existing resource consent conditions to allow for a second bore and increase water take allowance	September 2024
Detailed design Detailed design will be progressed in 2024-2025.	February 2025
Construction of second bore To be progressed concurrently with the detailed design once the resource consent condition change has been approved	January 2025
Preparation of tender documentation Tender documents will be prepared.	March 2025
Procure physical works contractor/build partner The work will be tendered and awarded in alignment with procurement guidelines	April 2025
Physical works Accurate commencement and duration of the physical works is not known at this time and will be confirmed at a later stage. It is envisaged to be between the timeframe specified.	September 2025 to December 2025

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Ana Anufe - Project Manager Operations
Authorisers	Eli Nathan - Head of Area Operations Manoj Ragupathy - Local Area Manager

Views on the Draft Auckland Regional Land Transport Plan 2024-2034

File No.: CP2024/08694

Item 13

Te take mō te pūrongo Purpose of the report

1. To provide views on the Draft Auckland Regional Land Transport Plan 2024-2034.

Whakarāpopototanga matua Executive summary

2. Auckland Transport (AT) is leading engagement on the Draft Regional Land Transport Plan 2024-2034 (RLTP) and is seeking local board views.
3. Public engagement on the draft RLTP finished on 17 June 2024. AT has provided local boards with summaries of public feedback to aid local boards in developing their views.
4. This report formalises the local board's views. It is recommended that local boards use the template in Attachment A to provide their views.

Ngā tūtohunga Recommendation/s

That the Papakura Local Board:

- a) provide views on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

Horopaki Context

What is the Regional Land Transport Plan

5. The draft Regional Land Transport Plan (RLTP) is the Auckland region's bid for national funding for transport in Auckland. It is a 10-year investment proposal.
6. Auckland Transport (AT) produces the RLTP on behalf of the Regional Transport Committee (RTC) which is comprised of members of the AT Board and includes representatives from New Zealand Transport Agency (NZTA) and KiwiRail.
7. The draft RLTP includes projects proposed in the national State Highway Investment Proposal and KiwiRail's Rail Network Investment Programme. It also includes projects from the Department of Conservation.
8. After local boards provide their feedback, the process to finalise and adopt the RLTP has the following steps.
 - a) It is considered and endorsed by the RTC and by Auckland Council's Transport and Infrastructure Committee (TIC).
 - b) The final RLTP is submitted to the NZTA's board for consideration no later than 1 August 2024.
 - c) The NZTA Board considers every region's submitted RLTP and produces the National Land Transport Plan by 1st October 2024. This sets out the activities and projects provisionally expected to receive funding from the National Land Transport Fund (subject to confirmation of business cases).

9. Auckland Council's financial contribution to the draft RLTP is set through the Long-term Plan.

Local board views

10. The statutory role of local boards within the development of the RLTP is to state the expectations of their communities. Local boards do not decide whether transport projects or programmes are included in the draft RLTP, but perform an important role by providing a community perspective about the proposed programme.
11. Local boards are encouraged to present their feedback directly to the RTC during hearings on 26 and 27 June 2024. Local board feedback is considered by the RTC, which is the legislated decision-making body for transport matters in Auckland.
12. Local board views will also inform the Transport and Infrastructure Committee when it deliberates at its 4 July 2024 meeting.

Information about public engagement

13. Public engagement was conducted from 17 May 2024 – 17 June 2024. The engagement met the requirements for a special consultative procedure as outlined in the Local Government Act 2002.
14. AT's engagement included:
- mailing notification of engagement to 550,000 households across Auckland
 - running radio, print and social media notification of engagement
 - providing opportunities to engage electronically through the AT website
 - conducting more than 20 community drop-in sessions at which communities could engage with officers from AT, NZTA and Kiwi Rail
 - providing hard copies of the draft RLTP and paper submission forms at libraries and Auckland Council service centres
 - meeting with Auckland Council's advisory panels
 - constituting an RTC hearings panel and hearing submissions from the public.

Tātaritanga me ngā tohutohu Analysis and advice

A summary of the draft RLTP

15. The draft RLTP responds to the challenges of the region's growing population as well as Auckland Council and government transport policy. Specifically, that the transport network is:
- a) **Fast and connected.** Improvements that make public transport faster, more accessible, and more reliable
 - b) **Resilient.** Investments that ensure our network is ready for challenges and less vulnerable to storms, flooding and other emergencies
 - c) **Productive.** Projects that support regional growth and productivity like technology to better manage traffic flow and make journeys quicker and more reliable at peak times
 - d) **Safe.** Investments that support a network that gets everyone home safely
 - e) **Sustainable.** Investments that help Auckland reduce its transport emissions.

16. The draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. However, the costs of this programme are a lot more than Auckland is likely to receive. Therefore, AT is leading engagement on behalf of the RTC on which projects are the highest regional priorities for funding. The draft RLTP proposes that the following items are effectively mandatory and should receive funding in all circumstances:
 - a) renewal and maintenance of local roads, rail and state highway networks, to ensure these remain fit for purpose into the future and that whole-of-life costs and disruptions are minimised
 - b) existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network
 - c) completing projects already committed to or in progress (for example, Eastern Busway and City Rail Link).
17. This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options that AT concentrates on are:
 - a) smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low-emissions options
 - b) larger rapid transit projects that will provide new high-speed public transport links across Auckland but will cost more and take longer to deliver
 - c) smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways and encourage more sustainable travel from key growth areas
 - d) major state highway projects that will improve resilience, reliability and travel times on the motorway network and enhance our links to other regions
 - e) cycling projects that will increase the size of the cycling network
 - f) investment in safety infrastructure to reduce deaths and serious injuries on our transport network.
18. The draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads, address growth challenges and expand the cycling network. It concludes that delivering all of the State Highway improvements, while still important, is a lower priority for available funding.
19. The draft RLTP also includes a proposal for the Local Board Transport Capital Fund of \$62.8 million across all local boards over three years. For comparison, the fund was \$7 million for the 2023/2024 financial year, but in the draft RLTP this increases to \$19.8 million for 2024/25, \$21.3 million for 2025/26 and \$21.7 million for 2026/27. Local boards are recommended to provide their views on the proposed increase to the fund in their feedback.

Providing local board views

20. RLTP's are developed every three years. This is an opportunity for local board elected members to influence longer-term transport planning in Auckland.
21. AT recommends local boards use all the information gathered from their local board plan, the Long-term Plan and RLTP processes to help inform their feedback.
22. Additionally, all local boards are supported by an AT Elected Member Relationship Partner (EMRP) who has provided opportunities for workshops or discussions with subject matter experts about the draft RLTP. The workshops were also an opportunity to support local boards to prioritise their feedback.
23. The Papakura local board workshopped the draft RLTP on 5 June 2024.

24. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.

Tauākī whakaaweawe āhuarangi Climate impact statement

25. AT engages closely with Auckland Council when developing strategy. The actions and measures that support the outcomes sought by the Auckland Plan 2050 and the council's directions on climate change through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan all inform the priorities. The draft RLTP is informed by these discussions and AT reviews the potential climate impacts of all projects to minimise carbon emissions.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

26. The draft RLTP is developed with input from Auckland Council, the Mayor's Office, officials from Auckland Council and the Transport and Infrastructure Committee.
27. One of the most important council inputs is the budget expectations set for AT during development of the Long-term Plan. This process confirms Auckland Council's funding offer to AT that is made based on agreed assumptions about levels of service.

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

28. Local board plans inform development of the council's Long-term Plan which identifies levels of transport funding that AT should expect from Auckland Council. Local board plans are reviewed by AT and provide information that informs transport planning. Essentially, the draft RLTP is the result of a long engagement with local boards and the community.
29. The RLTP team engaged with local boards directly in October and November 2023. The team discussed current priorities and plans for engagement.
30. During the same period, local boards received their annual AT Forward Works Programme briefing that provided an update about AT's current and planned work programme. In March 2024, local boards provided feedback about their priorities, which was shared within AT.
31. The draft RLTP was endorsed by the Transport and Infrastructure Committee and approved by the RTC for consultation. This was then circulated publicly on 17 May 2024, initiating a month-long period of public engagement.
32. Local boards were able to request information about the draft RLTP either by asking their AT Elected Member Relationship Partner or contacting the project team directly. Elected Member Relationship Partners organised workshops with local boards to discuss providing feedback.
33. The Papakura local board workshopped the draft RLTP on 5 June 2024. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.
34. Additionally, local boards are provided with summaries of feedback from public consultation in their area.

Tauākī whakaaweawe Māori Māori impact statement

35. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
36. Auckland iwi were engaged during the development of the draft RLTP and were individually informed of the public engagement.

37. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

Ngā ritenga ā-pūtea Financial implications

38. There are no direct financial implications for local boards in receiving this report.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

39. Broadly, the key risk associated with this RLTP is increased public expectations for delivery of projects that may not receive National Land Transport Plan funding. This will be mitigated by highlighting key parts of the programme that are expected to be subject to higher risk, based on Government Policy Statement on Land Transport 2024 activity class allocations. There is also a risk that NZTA does not fund elements of AT's programme contained in the RLTP.
40. The most significant direct risk to local board budgets is a reduction in the currently proposed Local Board Transport Capital Funding. Local boards can mitigate this risk by clearly advocating their position on this fund.

Ngā koringa ā-muri Next steps

41. The RTC will review the feedback from all local boards and consider it during its deliberations about the RLTP.
42. Local board formal views will be provided to the Transport and Infrastructure Committee when it resolves on the RLTP at its 4 July 2024 meeting.
43. The draft RLTP will be considered by the RTC and confirmed by 1 August 2024, after which the document becomes a confirmed programme for transport work in Auckland.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Template for local board views on the Draft Regional Land Transport Plan 2024-2034	27
B	RLTP workshop presentation material with local advice	31

Ngā kaihaina Signatories

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Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

The Draft RLTP 2024-2034 is available [here](#).

Challenges

Have we correctly identified the most important challenges facing Auckland?
Page 11 of the draft RLTP.

If you said “no,” what’s [the single biggest challenge](#) we’re missing?

Priorities

Are we [missing anything](#) from the draft RLTP priorities?
Page 94 of the draft RLTP.

If you said “yes,” what [one priority](#) would you add to the RLTP priorities?

Which priority is most important to you?

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

Which priority is least important to you?

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

Projects

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

Public transport improvements	More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
Walking & cycling improvements	New and upgraded footpaths, more cycleways and shared paths
Safety improvements	Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
Local road improvements	Intersection upgrades, new technology to improve traffic flow and travel times
State highway improvements	Planning and building the roads of national significance, improving the motorway network

Are there any projects that are not in the draft plan that you feel should be included?

If you selected **yes**, what project do you think is missing from the draft RLTP?

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

Additional comments

If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below

