
Papakura Local Board

OPEN MINUTES

Minutes of a meeting of the Papakura Local Board held in the Local Board Chambers, 35 Coles Crescent, Papakura, Auckland on Monday, 1 July 2024 at 4:00pm.

TE HUNGA KUA TAE MAI | PRESENT

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

1 Nau mai | Welcome

Member Felicity Auva'a led the meeting in prayer.

2 Ngā Tamōtanga | Apologies

There were no apologies.

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

There were no declarations of interest.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

Resolution number PPK/2024/91

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

That the Papakura Local Board:

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

CARRIED

5 He Tamōtanga Motuhake | Leave of Absence

There were no requests for leaves of absence.

6 Te Mihi | Acknowledgements

There were no acknowledgements.

7 Ngā Petihana | Petitions

There were no petitions.

8 Ngā Tono Whakaaturanga | Deputations

There were no deputations.

9 Te Matapaki Tūmatanui | Public Forum

There was no public forum.

10 Ngā Pakihi Autaia | Extraordinary Business

There was no extraordinary business.

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

Resolution number PPK/2024/92

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

That the Papakura Local Board:

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

CARRIED

12 Approval of connection to main public water/wastewater reticulation system at Ōpaheke Sports Field

Resolution number PPK/2024/93

MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:

That the Papakura Local Board:

- a) **whakaae / approve option 3 for a new water and wastewater reticulation system along Opaheke Road to connect the Opaheke Sports Park to the main public water/wastewater reticulation system and installing a second groundwater bore to provide more irrigation water supply**
- b) **whakaae / approve the budget requirements for option 3 for a new groundwater bore and water and wastewater reticulation system at Opaheke Sports Park in the table below, including the additional budget requirement of \$637,000 (local board capex in FY2026) which is not discussed in the report:**

ID	Activity Name	Budget Source	Revised Total Estimated Project Cost	Fiscal Year and Budget Sources
46191	Opāheke Park – detailed design and construct freshwater and wastewater system (\$2,627,000) including infrastructure growth charges (\$210,000) and the installation of an additional groundwater bore, pump system and resource consent (\$427,000) (Risk Adjusted Programme (RAP) Project)	ABS: Capex – Growth, Encumbrance release (Bellfield Road SHA), Local board capex	\$3,054,000	2025 - \$100,000 – growth 2025 - \$0 - encumbrance 2026 - \$600,000 – growth 2026 - \$200,000 – encumbrance 2026 - \$637,000 - local board capex 2027 - \$0 – growth 2027 - \$1,500,000 – encumbrance 2027 - \$17,000 – local board capex

CARRIED

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

Resolution number PPK/2024/94

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

That the Papakura Local Board:

- a) provide the following feedback on the Draft Regional Land Transport Plan 2024-2034:

Mandatory to receive funding in all circumstances

- i) The Papakura Local Board supports the following areas proposed to receive mandatory funding in all circumstances:
- renewals and maintenance of local roads, rail and state highway networks to ensure they remain fit for purpose into the future
 - 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
 - completing projects that we are already committed to and are in progress, for example: the Eastern Busway and City Rail Link.

Priorities for public transport investment - (pages 29 -36)

- ii) The board supports the following priorities for public transport investment:
- renewals and committed projects (Non-discretionary projects).
Finishing what has been started:
 - City Rail Link
 - EMU rolling stock, stabling and depots
 - level crossing removals
 - new signalling systems and power sources
 - Eastern busway to Botany (stages two and three)
 - a new rapid transit connection from Panmure to Botany
 - the Reeves Road flyover
 - a new bus interchange at Pakuranga and an interim interchange at Botany – providing a solution for up to a decade
 - renewing and maintaining the rail network
 - prioritising several projects that will improve the reliability, reduce customer disruption, more efficient maintenance practices:

- single line running switches, that allow sections of track to be kept open while works are underway
 - plant and equipment that will increase maintenance productivity, although this is scalable
 - maintenance depots and access tracks to allow faster mobilisation, which is also scalable.
- iii) The local board has concerns relating to the costs to purchase nine new low carbon ferries (along with associated electric charging infrastructure), relating to battery weight compromising passenger capacity, battery lifespan and disposal at end of life, versus the costs to purchase low emission diesel ferries.

Discretionary public transport improvements projects in priority order (pages 31 – 33)

- iv) **Bus and transit lanes programme (dynamic lanes) and Bus access and optimisation programme**

The board requests Auckland Transport explore a bus and T2 lane along both sides of the Great South Road, between Selwyn Oaks and the Takanini interchange as well as progressing off-road separated cycleways along Great South Road.

- v) **KiwiRail rail reliability and maintenance projects**

The board supports projects that will enhance reliability of the rail network.

- vi) **Avondale to Southdown route protection**

The Papakura Local Board supports any addition that future proofs the rail network. The Papakura Local Board has supported the Avondale route protection in the past.

- vii) **4-tracking Westfield to Pukekohe**

The Papakura Local Board supports and looks forward to the provision of express train services.

Any pinch points along the rail network require adjustments to the tracks as well as adjustments to the cycling, pedestrian and vehicle overbridges.

- viii) **Takaanini Level Crossing Removal Stage 1**

It is noted that the final Mayoral proposal signals the allocation of approximately \$600 million for level crossing removal in Takanini.

It is noted under the Kiwirail capital programme (RLTP page 83) there is no funding for grade separation to build the required significant infrastructure. Certainty is required for the community regarding safety and congestion, noting Papakura's 25.5 percent growth since the 2018 Census. (Refer 2023 Census data).

The Takanini level crossings are currently pressure points in the roading network, from Manukau to Papakura, with significant congestion which will be exacerbated when the City Rail Link begins fully operating with faster frequency of trains.

It is essential the Takanini level crossing removal projects are funded and progressed. 25.5 percent higher than forecast'

ix) **Airport to Botany**

Papakura residents would benefit from connections to the airport and East Tāmaki employment areas, therefore the local board supports this project.

x) **Small-scale enhancements to the reliability and capacity of the rail network**

The local board supports projects that will make the rail network more reliable and increase capacity.

xi) **Decarbonisation of the ferry fleet and increase the capacity of the ferry system**

The board does not believe it is efficient to have a battery operated ferry fleet. The board is concerned about the weight of the batteries on the vessels limiting passenger capacity and is also concerned about the disposal of batteries at end of life.

xii) **Enhancing the bus network with a range of interchange, station, access and signage improvements**

The board believes the interchange facilities at both Papakura and Takaanini stations need safety upgrades (ie: active and line of sight surveillance) to improve the actual and perception of safety.

The Papakura and Takaanini train stations need to be more streamlined and better integrated interchange facilities, Takaanini in particular. There has been a 25.5 percent growth in population in Papakura since the 2018 Census.

Public Transport Services (page 37)

xiii) **Greater self-reliance for public transport funding and operating costs**

The Papakura Local Board welcomes the Mayor's Long-term Plan proposal to cap weekly public transport fares to a maximum of \$50 per week.

The board believes that to encourage a behaviour change, public transport must be more attractive in terms of cost, safety and convenience than any alternative.

The board is conscious that many Papakura residents work outside of the public transport high frequency network operating hours and

zones. The board would be concerned about any added costs to already stretched household budgets.

The board believes any increase in fares will be counter-productive to growing public transport patronage.

Balance of large and small projects within the proposed Public Transport infrastructure programme

- xix) The board believes a separated off road pedestrian / cycle pathway should also be included as part of the Mill Road project to provide a safe alternative for different modes of travel. Currently residents are walking on the road shoulder.
- xx) The board believes it is critical that the entire Mill Road corridor be formally designated as soon as practicable to protect the corridor, particularly, the section through Papakura to:
 - limit development in the preferred corridor
 - keep the project affordable, ie: not having to buy new houses built in the corridor
 - provide certainty to residents, the wider public and community.
- xxi) The board supports funding for public transport infrastructure and services, as reliable and accessible public transport is crucial in easing congestion, mitigating the effects of climate change and providing more transport options for all.
- xxii) The board supports tolling as a method to support construction and maintenance of all new roads, including both Roads of National Significance and Regional Roads of Significance provided there is a free alternative route available.
- xxiii) The board supports safety initiatives and mitigations for pedestrians and cyclists as active and multi-modal options should be safe, accessible and encouraged. The Papakura Local Board is a strong advocate for off road separated cycleways and shared pathways.
- xxiv) The Papakura Local Board supports joint transport planning including the Auckland Transport Alignment Project (ATAP) as there needs to be greater communication and planning between central and local government.
- xxv) Papakura and the surrounding areas are experiencing large population growth. Constituent feedback through the Long-term Plan process was to *'spend more to alleviate congestion through encouraging public transport use, efficient public transport offerings and a robust roading network'*.

Priorities for State Highway Improvements investment (Page 41 table)

- xxvi) The Papakura Local Board believes it is essential that the entire route of the Mill Road corridor is designated. Currently the route from Alfriston Road through Papakura to Drury is **NOT** designated.

Priorities for Local Road Improvements investment (pages 42 - 44)

- xxvii) Papakura has seen a population growth of 25.5 percent since the 2018 Census.
- xxviii) The frequency of the maintenance and renewal programmes for roads impacted by high use and heavy vehicles (particularly quarry trucks) needs to be improved with the necessary funding and resourcing to ensure quality and longevity of the road surface.
- xxix) Improve the substructure of local roads to accommodate large numbers of heavily laden vehicles using the Papakura road network to access the southern motorway.
- xxx) A targeted programme of upgrading roads that were rural and are no longer fit for purpose in an urban environment is required, eg (but not limited to):
- Hingaia Road Stage 2
 - Future planning for the Hingaia Road Bridge, in terms of capacity and future proofing for climate resilience. (Franklin Local Board advocacy)
 - Walters Road – drainage and shared pathways
 - Airfield Road – drainage and shared pathways
 - Manuroa Road – removal of gobi blocks, recontour the road, and reseal with kerb and channel
 - Takanini School Road – safety measures outside Sikh Temple
 - Hunua Road – safety measures outside Papakura Marae.
- xxxi) The local board request investigation and delivery of a signalised intersection at Great South Road and Park Estate Road to accommodate the significant increase of volume of traffic emanating from the Park Green / Karaka developments.
- xxxii) The local board requests that Auckland Transport work with Auckland Council and the developers to construct the feeder road connections to Park Green development with mitigations in place to ensure that traffic volumes and behaviour are appropriately managed for:
- Hinau Road to Park Estate Road
 - Ngakoro Road to Park Estate Road.
- xxxiii) Request that Auckland Transport use alternative methods to the utilisation of temporary roads to limit the impact of significant development on local communities, eg: access to the Park Green

development via Bayvista Drive and Ngakoro Road through to Park Estate Road.

Walking and cycling Improvements (pages 45 - 46)

- xxxiv) The board supports the principle of connecting existing cycleways and the provision of alternative mode options in new growth areas.
- xxxiv) Connecting the new developments to transport nodes, retail centres, facilities and existing cycling infrastructure should be supported, such as:
- Walters Road – Creating an off-road shared pathway and removing the on road tim tams on the southern side of Walters Road between Kauri Flat School and Grove Road.
 - Safety improvements for connecting the southern path cycleway to the Papakura town centre.

Do you agree that more funding should be allocated to public transport infrastructure?

- xxxv) The board agrees that to better deliver on regional priorities, more funding needs to be allocated to Public Transport Infrastructure projects, particularly in the first three years.

Should it come at the expense of State Highway investment?

- xxxvi) The board is concerned that to fund public transport infrastructure projects at the expense of the State Highway investment appears to be in conflict with the central government's GPS Land Transport direction to fund Roads of National Significance.

General

- xxxvii) The Papakura Local Board supports an increase in the Local Board Capital Transport Fund to pre-Covid levels.
- xxxviii) Request Auckland Transport engage with local boards further as to the funding formula and how the Local Board Capital Transport Fund funding is allocated to increase Papakura's share to reflect the actual population growth across Auckland, noting that growth since the 2018 census in Papakura is 25.5 percent and in Franklin 12.5 percent, which is higher than previously forecast.
- xxxix) New population statistics should be considered, in particular in terms of footpaths budget, walking and cycling investment, and public transport services, and planning.

CARRIED

14 Te Whakaaro ki ngā Take Pūtea e Autaia ana | Consideration of Extraordinary Items

There was no consideration of extraordinary items.

4:17 pm

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 PAPAURA LOCAL BOARD
HELD ON

DATE:.....

CHAIRPERSON:.....