

## Hibiscus and Bays Local Board

# OPEN MINUTES

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Minutes of a meeting of the Hibiscus and Bays Local Board held in the 2 Glen Road, Browns Bay on Tuesday 2 July 2024 at 10:00am.

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### TE HUNGA KUA TAE MAI | PRESENT

<b>Chairperson</b>	Gary Brown
<b>Deputy Chairperson</b>	Alexis Poppelbaum, JP ( <i>via MS Teams</i> )
<b>Members</b>	Jake Law
	Sam Mills ( <i>via MS Teams</i> )
	Julia Parfitt, JP
	Victoria Short
	Gregg Walden
	Leanne Willis ( <i>via MS Teams</i> )

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## 1 Nau mai | Welcome

The chairperson opened the meeting and welcomed those in attendance.

Member Member V Short led the karakia timatanga.

## 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 HB/2024/82

MOVED by Deputy Chairperson G Brown, seconded by Member J Parfitt:

**That the Hibiscus and Bays Local Board:**

- a) **whakaū / confirm the ordinary minutes of its meeting, held on Tuesday 25 June 2024, as a true and correct record.**

**CARRIED**

## 5 He Tamōtanga Motuhake | Leave of Absence

There were no 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 Views on the Draft Auckland Regional Land Transport Plan 2024-2034**

Resolution number HB/2024/83

MOVED by Chairperson A Poppelbaum, seconded by Deputy Chairperson G Brown:

**That the Hibiscus and Bays Local Board:**

- a) **whakarite / provide the following views on the Draft Auckland Regional Land Transport Plan (RLTP) 2024-2034:**
- i) **support the direction of the draft Regional Land Transport Plan 2024-2034**
  - ii) **note the 1,185 submissions received from the Hibiscus and Bays Local Board area, which was one of the highest by local board area.**
  - iii) **consider that where relevant, project prioritisation better reflects government transport project priorities, in order for the draft RLTP to be a more successful ‘bid document’ for the National Land Transport Fund (e.g., we know that Glenvar and East Coast Roads Improvement Project is a desired project to be delivered, but its current activity rank and overall rank is too low to meet those expectations of delivery).**
  - iv) **many of the 1,185 submissions from the Hibiscus and Bays Local Board area used the draft RLTP to reconfirm and emphasise the importance of the retainment, and the reinstatement, of regular sailings of the Gulf Harbour Ferry, which is a key advocacy point in the Hibiscus and Bays Local Board Plan 2023.**

**Glenvar and East Coast Roads Improvement Project**

- v) **this ‘network optimisation’ project is in the draft RLTP capital programme for delivery between 2025/26-2027/28.**
- vi) **request that this project, which has been drastically reduced in scale in this draft RLTP, be referred to as stage one, with stage two in the next draft RLTP and is prioritised higher for delivery given the significant scope change.**
- vii) **request that this project be brought forward one year to start 2024/25 and is prioritised higher than its activity rank of 22 within ‘Table 6: Local Road Improvements’ for the following reasons:**
  - A) **this project is of priority to the government, noting that the Minister of Transport announced in the House and in the Government Policy Statement on Land Transport 2024 that “the remaining Regional Fuel Tax revenue will be used to fund the Eastern Busway, Local Road Improvements (e.g., Glenvar Road and Lake Road) and Electric Trains and Stabling”.**
  - B) **this project is fully supported by the Hibiscus and Bays Local Board, Local Member of Parliament, and the community who provided a 2,000 strong petition to Auckland Transport in 2018.**
  - C) **the Regional Public Transport Plan 2023-2031 refers to East Coast and Glenvar Roads intersection being signalised by 2027.**
  - D) **this project meets the following draft RLTP investment priorities:**

- 1) **‘Complete - finish what we have started before starting new large-scale investments’.** This is a mature project with near complete detailed design. It attracted Regional Fuel Tax and Developer Contributions. It has featured strongly as a priority in previous RLTP’s but has suffered continual delivery delays due to funding constraints resulting from the impacts of COVID-19. There appears to be other ‘local road improvement’ projects ranked higher than Glenvar/East Coast Roads which have not yet had detailed design completed and therefore aren’t as ‘ready’ as this project.
- 2) **‘Speed of deliver – smaller scale’.** The project scope has been reduced drastically to only include the realignment of the Glenvar and East Coast Roads intersection. The full, original, consulted on project is still required as stage two in a the next draft RLTP, however stage one of the intersection realignment should take place from 2024/25 with urgency.
- 3) **‘Expenditure efficiency’.** This project has a high Benefit-Cost Ratio.
- 4) **‘Improved safety and timing/urgency’.** The necessity to realign this intersection is necessary for safety reasons and to improve congestion. The New Zealand Transport Agency Waka Kotahi Crash Analysis System data shows the high level and range of crashes (deaths, serious and minor) at and immediately surrounding this intersection area.
- 5) **‘Network resilience and economic productivity’.** The closure of Glenvar Road recently due to Auckland Anniversary storm slips showed how vulnerable the transport connections out of Long Bay, Torbay and Waiake are, and with the higher density of the Long Bay subdivision than what was originally planned for and expected.

#### **Vaughans and Okura River Roads Improvement Project**

- viii) **this is project is a category three project listed unprioritised and without funding in ‘other projects considered by RLTP for NLTF funding’.**
- ix) **request that this project be brought into the capital programme as a category two project, with funding within the first three years, for the following reasons:**
  - A) **this project was designed and consulted on in 2015 and was awaiting RLTP funding before it disappeared from work programmes and was forgotten about.**
  - B) **Auckland Transport, in the mid-2010’s, had provided reassurance to Vaughans Road residents that a throughfare to the Long Bay development would not be made until Vaughans Road was upgraded.**
  - C) **Templeton’s, the Long Bay developer, has completed their consent requirements by building a roundabout to connect Te Oneroa Way, Long Bay with Vaughans Road, Okura.**
  - D) **in August 2023, Auckland Transport severed the connection at the newly built roundabout because they could not allow for through traffic given the poor state of Vaughans Road and the significant safety issues that exist.**

- E) consider that this matter now presents a substantial reputational issue for Auckland Transport.
- x) this project meets the following draft RLTP investment priorities:
  - A) 'Complete – finish what we have started before starting new large-scale investments'. The upgrade of this road was a live Auckland Transport project in 2015 to align with the requirements of the Long Bay Structure Plan (one of the four required routes in and out of the subdivision) and related Environment Court 2008 ruling. It cannot remain closed for any long period of time but requires a road upgrade to open for increased traffic volume.
  - B) 'Improved safety and timing/urgency'. Vaughans and Okura River Roads are semi-rural roads that are not up to urban road standards. They are in poor condition, riddled with potholes, no lighting or footpaths. Vaughans Road is not wide enough for two cars.

**Whangaparāoa Bus Station**

- xi) this 'rapid transit access' project is in the draft RLTP capital programme for delivery between 2024/25-2028/29.
- xii) request that the overall ranking for this project, within 'Capital Programme: Public Transport Infrastructure Improvements' is higher than its activity rank of 39.
- xiii) request that indicated delivery of this project is expedited to align closer to the opening date (December 2026) of O Mahurangi Penlink.
- xiv) this project meets the following draft RLTP investment priorities:
  - A) 'Timing and urgency'. Without a bus interchange there is nowhere for buses to turn around in the suburb of Stanmore Bay.
  - B) 'Faster, more reliable public transport'. Without a bus station, O Mahurangi Penlink will not fulfil its potential to reduce emissions and dependency on private vehicle travel from one of the longest commutes in Auckland. Having the Northern Express starting from the middle of the Whangaparāoa Peninsula provides public transport options to one of the top five most vulnerable road corridors in North Auckland.
  - C) 'Speed of delivery'. NZTA Waka Kotahi have committed to preparing the site free of charge while they have equipment on site for O Mahurangi Penlink if they can see a funding commitment for the project as a whole is made.

**CARRIED**

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

There was no consideration of extraordinary items.

10.14 am

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 HIBISCUS AND BAYS  
LOCAL BOARD HELD ON

**DATE:**.....

**CHAIRPERSON:**.....