



Submission of Civic Trust Auckland

Draft Local Board Plans - all

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We wish to speak in support of our submission at a public hearing.

Introduction

(1) Civic Trust Auckland (CTA) is a non-profit public interest group, incorporated in 1968, with activities and interests throughout the greater Auckland region.

The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning, for the city and region.

(2) CTA has submitted on the 2011 Annual Plan, "Auckland Unleashed" and the City Centre Masterplan.

(3) CTA supports the draft local board (LB) plans regarding the following areas related to the aims of the Trust:

- protecting and enhancing the built and natural environment
- improved public transport: bus, rail and ferry services
- better provision for walking and cycling
- involving the community in decision making and supporting them as volunteers.

(4) Where we have quoted from the draft plans we are in support of these statements. Such quotes are in italics.

BUILT AND NATURAL ENVIRONMENT

(5) “*It’s all about the environment - if you get the environment right, other things will start improving too ... By caring for our environment we are also caring for our people. In this way we build a stronger, healthier society.*” This statement in the **Maungakiekie-Tamaki** draft LB plan reflects the strong desire expressed in all the Auckland draft LB plans for communities look after their environment, both built and natural.

(6) Every area has its special heritage, valued and celebrated by the local community.

(7) Some of the draft plans state that heritage is important not only for the benefit of people who live and work in the area but to attract tourists from other parts of Auckland and further afield. CTA shares this view and in our submission on the Auckland Plan we quoted Power of Place, English Heritage (2000) to this end, “The historic environment ... gives places a unique competitive advantage. It generates jobs. It attracts people to live in an area, businesses to invest and tourists to visit.”

(8) CTA supports LBs working with Mana Whenua to manage and protect sites of cultural significance, as articulated in a number of the draft plans.

(9) LBs have the best understanding of their local heritage and therefore have an important role in its identification, protection and enhancement. We strongly support the intention expressed by a number of LBs to identify and assess their area's heritage items and places, including **Albert-Eden, Franklin, Hibiscus and Bays, Puketapapa** and **Manurewa**.

(10) The **Albert-Eden** draft plan says, “*Knowing what we have is the first step and it is important to keep a record of the things we value. An inventory of built heritage features will achieve this.*” **Franklin** says, “*We need to protect, document and celebrate [our built and natural heritage] and where appropriate, promote community appreciation, understanding and use of them [and] to ensure that important sites are recognized and protected from harm.*”

(11) Such inventories of current and reliable information are a vital part of the plans and policies being developed by Council. They should be produced for every LB and should include:

- the history of the area
- significant heritage places and areas: built heritage, archaeology, Māori heritage,
- volcanic cones and other significant landscape features
- existing planning protections (including conservation plans)
- improvements to planning controls.

(12) CTA sees it as an urgent matter for items and areas across Auckland deemed by either the community or LBs to have heritage value (if they are not already scheduled) to be identified, assessed, and, where merited, protected, ultimately in the upcoming unitary plan.

(13) We are pleased that some LBs have included in their draft plans specific ways in which they want to work to preserve and enhance their built and natural heritage, particularly their intention of consulting with stakeholders. Examples are:

(14) **Maungakiekie-Tamaki:**

- “Work with the Onehunga Business Association to agree and adopt a heritage/character overlay for the Onehunga town centre.
- Establish an awards scheme for groups leading innovative environmental, community, heritage or cultural projects
- Improve interpretation of cultural, heritage and environmental sites to provide information about our reserves, town centres and walkways.”

(15) **Orakei:**

“We will consult our local communities to understand and agree on the key elements and unique qualities of our villages and town centres. Then we will advocate for new planning rules to give effect to these values in the proposed new Unitary Plan (the combined new district and regional plan for Auckland). The St Heliers community in particular, has sent a clear message that it wants to retain its village character and prevent further heritage destruction. ... We will also consult stakeholders to determine interest in the development of other centre plans.” ...

We will work with local communities to agree an appropriate balance between heritage and property rights. Where built or natural heritage features are compulsorily protected, we will advocate for property owners to be compensated. This could be either financially – one example is the establishment of a heritage fund, by rates reduction, or by a relaxation of development controls.

(16) **Waitematā** is determined to “ensure that future development enhances the local character and heritage of the area” and to “make respecting and valuing heritage part of our everyday lives” and has explored specific ways to do this:

- develop a heritage plan for the city centre and central suburbs in which heritage is assessed, valued and protected
- complete the identification of city centre commercial buildings with significant heritage qualities and special character including mid-twentieth century commercial buildings
- develop a range of incentives and controls to protect buildings and mitigate potential economic effects for property owners
- proactively identify and support the preservation of important heritage buildings such as Carlile House, Hulme Court, the Yates Building, Mercury Theatre and St James Theatre
- promote greater heritage protection in planning documents, including the Auckland Plan and Unitary Plan
- be involved in and supportive of the Urban Design Advisory Panel and Heritage Advisory Panel.”

(17) CTA looks forward to the implementation of the heritage advisory panel and encourages all LBs to engage with it, in terms of lobbying, seeking advice and heeding advice.

(18) Retention of heritage buildings should be incentivised with adaptive reuse always considered and innovative development encouraged.

(19) There should be the development of a set of equitable incentives that recognise the costs and benefits associated with ownership and guardianship of the city’s heritage resources.

(20) The **Waitakere Ranges** LB wants its community and board to work together to develop local area plans, setting out long-term goals relating to the area's future uses, character and environment. This area already has completed local area plans for Oratia, Waiatarua and Henderson Valley/Opanuku and the board wants to focus on implementing the actions agreed in these plans.

(21) CTA supports each centre having a design, heritage and character assessment as part of local planning, with strong community input, to determine what should be allowed.

(22) CTA sees it as particularly important that LBs should advocate for improved outcomes for heritage in Council planning documents for the region's collective heritage, such as through the spatial plan and the unitary plan.

(23) CTA supports the creation and maintaining of a regional cultural heritage database to provide information to landowners, resource consent applicants and other interest groups.

(24) RMA section 6(f) elevated "the protection of historic heritage from inappropriate subdivision, use, and development" to a matter of national importance that Council *must* recognise and provide for.

(25) CTA considers it essential that identification of heritage amenity should be in a manner consistent within Auckland, and, furthermore, across New Zealand, in accordance with the intent of RMA s.6(f).

(26) Potential property buyers and/or developers need to be made aware of such heritage assessments, whether complete or pending, prior to the point of purchase or resource consent application. The heritage value of surrounds and views needs to be considered as well.

(27) CTA has long held the view that all resource consents within the Auckland region be publicly notified to affected parties. CTA further advocates that for the purposes of notification, the determination of parties "affected" by an activity should include *all* those whose enjoyment of amenity is affected by the effect of that activity, not just the occupant or immediately adjacent neighbour. In the case of heritage amenity for example, this is a collective asset, and its loss is a cumulative effect that affects the broader public.

(28) LBs should be provided with information about *all* resource consent applications and their views (including whether an application be publicly notified or not) should form part of the officer's report on such applications. This is in the interests of democratic decision making on behalf of the communities that the LBs serve. LBs can and should be a conduit for the local community to provide knowledge on such matters. Public input needs to be sought, responded to and celebrated. The public can provide valuable knowledge, perspectives and solutions, resulting in fuller information being available to those who make the decisions, resulting in better decision making.

(29) The documentary record for a consent application should be made public following the granting of consent.

(30) Signs should be placed on buildings and other sites when there are works proposed inviting the people affected (those who live or work in or visit the area) to make their comments on the proposals.

(31) It is important for all LBs to identify and engage with the groups and individuals in their community who have already adopted a stewardship role and to recognise their efforts, listen to their knowledge and respond to funding requests.

(32) Some LBs are aware of current and potential ways of celebrating heritage. CTA is pleased to see that some LBs have identified specific activities they wish to undertake in order for the community to become aware of and celebrate their heritage and to help build local identity, such as the bungalow and villa festival proposed by Albert Eden LB.

(33) Other LBs have current or future restoration projects, e.g. **Otara-Papatoetoe**, “*We want to work with other local boards to make the most of our stunning harbour and get people out enjoying this wonderful place through development of walkways and involvement in clean-up and restoration events*”.

(34) CTA considers that the concern expressed by the **Upper Harbour** LB, “*that our residents who own heritage buildings are kept engaged and updated by council about their rights, responsibilities, and council’s intentions*” should lead to action across the city in this regard.

(35) LBs should advocate for Council to seek the required powers to prevent demolition by neglect of heritage of great significance, e.g. the St James Theatre, as identified by Waitematā and relevant in other areas with a fragile heritage resource.

(36) The inclusion within Council’s computer system of information about individual sites should be accessible by the public via Council’s website as this would solicit further valuable information from the public as well as assisting consenting processes by providing as much relevant information as is available to make appropriate decisions.

(37) Due process needs to be followed as regards consents and all relevant information, including a heritage assessment, needs to be current and reliable, to be provided by an applicant and put before all affected parties and thereafter adequately recognized and provided for by Council.

(38) It is CTA’s opinion that there needs to be a shift in attitude by Council and developers alike from “growth or heritage” to growth that incorporates sympathetically and adaptively reused heritage.

(39) Development guidelines and an Urban Design Panel review with heritage architects involved should be a means of ensuring high quality developments.

(40) Major buildings and developments should be vetted by the Urban Design Panel, as well as the Heritage Advisory Panel, where appropriate.

(41) A city architect responsible for overseeing new projects would assist in achieving high quality development.

(42) Developments in general should be design led, not developer led. Minimum standards for sustainable and aesthetic design should be considered by Council in conjunction with independent experts.

(43) High quality and sustainable building standards should apply to all buildings. Buildings need to have a positive effect on the streetscape.

(44) We particularly endorse the **Waiheke** LB's statement that, "*It is desirable that the design and quality of buildings complement the beauty of nature.*" and the following statements in the Waitemata draft LB plan, "*New developments shall be well-planned and designed, reflecting and enhancing local identity and engendering a sense of pride in the built environment ... We will encourage creative and sustainable designs that provide environmental and public benefits and which become valued heritage in the future.*"

(45) CTA would like to see all LBs to investigate incentives for enhancing low quality designs in order to remedy the existing urban design blight, and to encourage any design solutions that might assist in this.

(46) There should be standards for all new buildings which are for entertainment use to have superior exterior sound-proofing and double doors at the entrance.

(47) All development, from street furniture and road markings to symbolic public buildings should be the subject of considered design aesthetics.

(48) CTA supports the **Kapiti** and **Maungakiekie-Tamaki** LB's desire for more art in public places. Ideally the artists would be local people.

(49) Quality local shops should be supported and proposed new ones should take into account whether there is already adequate provision in the area.

(50) Streets should be shared more and not be the exclusive domain of cars 24/7 but also viewed as public spaces available for recreation and public events.

(51) In the interests of improving people's experience of public spaces, CTA advocates for the replacing of all Council leaf blowers with brooms and the gradual replacing of noisy buses with quieter vehicles. Noise is a major issue as regards quality of life, particularly in the centre city. The problem of noise is not addressed in any of the LB plans.

(52) Quality housing is a desire expressed in a number of the plans. Maungakiekie-Tamaki says, "*New housing developments built to accommodate this growth need to be of high quality design and respond to local community needs, be environmentally sensitive and integrated with transport improvements, and create opportunities for low-income families to own their own home.*"

(53) CTA is of the view that it should be possible for the standards for housing to be reviewed by the people who are affected by them i.e. those who will inhabit them, and neighbours and those who work and visit the area.

(54) New housing should be built only where good public transport is established and close to the facilities that the inhabitants will want to access.

(55) New housing should preferably occur in brownfield areas.

(56) Council and developers should work together to provide good quality affordable housing. Minimum standards for sustainable and aesthetic design should be considered by Council in conjunction with independent experts.

(57) A plaque should be hung in a public place in newly-constructed buildings listing the key parties involved in the project, namely: developer, Council officer and key professionals, e.g. project manager, engineer, architect.

(58) Housing should provide sufficient warmth, space, privacy and protection from noise.

(59) Buyers in the residential housing market can form co-operatives that give them full control over planning, design and construction.

(60) CTA supports the greening of all buildings, both commercial and residential. New businesses and buildings should all be clean and energy efficient and Council should put regulations in place to ensure this. Solar energy generation could be made a requirement for all new buildings.

(61) Apartments are the housing of choice for a growing number of people and many of them work well for the inhabitants and are aesthetically pleasing and not intrusive in the landscape. Others do not meet the standards required and should be viewed as bad mistakes that we can all learn from.

(62) New apartments can be good adaptations of already existing buildings. New apartments should contain communal areas for the purposes of people interacting, such as a common deck space or a meeting room, and should, where possible, incorporate roof gardens, solar power and a place to hang washing that is open to the wind, protected from the rain and not visible from the street.

(63) The current regulations which provide for minimum parking should be changed to allow parking to be shared with other buildings so that less land is used for parking and private vehicle use is minimised. Council should consider parking dispensations in relation to heritage amenity.

(64) CTA supports a compact urban form, as advocated by the **Upper Harbour** LB, with retention of the current MUL and better redevelopment of existing areas. We agree that urban sprawl must be contained. Sprawling development requires people to travel long distances, and requires investment infrastructure such as roads, waste, water and electricity.

(65) We support more tree planting throughout the city. As stated in the **Papakura** draft plan, trees “*make streetscapes more attractive, softening what might otherwise be a harsh urban environment*”. However, care should be taken that trees will not compromise views of heritage or character buildings or of the harbour or other valued views.

(66) Significant parts of the landscape need protecting both in themselves and the views to them, particularly the volcanic cones and the harbour. This is expressed in the plans of the LBs, many of which have volcanic cones in their areas. **Devonport-Takapuna**, for example, wants to create a “volcanic walkway” to “profile this natural heritage and ensure the assets are protected for future generations”. **Puketapapa** signals a “wish to work with Mana Whenua, the governing body of the Auckland Council, and our local community to develop volcanic cone management plans”.

(67) A visual tool could be developed for recognising viewshafts. Although currently provided for in the District Plan (Auckland City), such planning provisions have been ineffective. The importance of viewshafts is, in CTA’s view, insufficiently recognised and undervalued.

(68) We support the many LBs which are concerned about water quality, including **Hibiscus and Bays**, **Papakura**, **Waitakere Ranges**, **Waitematā** and **Whau**.

(69) **Devonport-Takapuna** says they “will be strong advocates for the protection and enhancement of biodiversity in our area and support cross city initiatives that promote it”. Several of the draft plans mention biodiversity but it seems to us that there needs to be more emphasis on this aspect of our environment, especially as regards coastal areas.

(70) Many of the draft plans address the issue of public open space, their desire for more of it and better management of it, and their intention to advocate for more provision. CTA supports this, in particular, specific aspirations such as the following. **Orakei** states that it wants to take part in reviewing open space acquisition strategies. **Otara-Papatoetoe** wants to minimise the number of buildings on reserves, improve neighbourhood parks and install artificial sports surfaces in high-use areas. **Puketapapa** wants to provide signage and upgrade playgrounds, sportfields and carparking. **Mangere-Otahuhu** intends to carry out a programme to map the development, maintenance and improvements to playgrounds and neighbourhood parks to ensure that all reserves and playgrounds are accessible, safe and well-maintained.

(71) Future regional parks need to be identified so that this land can be protected.

A professional ranger service should be developed to work with long-term volunteers and heritage NGOs on heritage care of parks.

(72) Open spaces need protection from encroachment from developers and Council alike, and planning rules need to be put in place to prevent parkland from being further built on, particularly in built-up areas.

(73) Park management plans need revising to ensure that they are protected from commercial activities that prevent local people from using them.

(74) CTA advocates for smoke free parks and public open spaces. The issue of smoking is not addressed in any of the plans, although a healthy community is a stated aspiration for many of them. CTA would like to see a number of public open spaces in each LB area designated as smokefree, voluntarily smokefree in the first instance.

(75) A number of the draft plans specifically talk about sustainability and their enthusiasm for the eco city concept. **Albert-Eden** states, “We want to lead Auckland in

providing ways of being sustainable. To us, this means encouraging our people to help protect and manage our streams and beaches, allowing our people to live in safe and warm homes, planting trees and getting people into growing their own food, minimising waste and promoting solar power.”

(76) Vying for the leading position on sustainability is **Great Barrier**, which wants to ‘*position the island as a leader in new, sustainable and renewable technologies, while also showcasing best environmental practices.... With the right support, we could showcase this to the rest of New Zealand.*”

(77) LBs could support the sharing of household equipment such as lawnmowers and ladders amongst households in the same neighbourhood. Community facilities such as scout dens and church buildings could also be made more use of in this way, reducing the building stock and footprint needed per community.

(78) LBs could promote car sharing and car pooling within their local areas.

(79) CTA considers that the development of a resource recovery centre proposed by the **Waitematā** LB is an excellent idea. There have already been small versions of these, such as stores which collect computer parts for reuse by artists, and the Early Childhood Resource Centre in Mt Wellington that the former Council used to support. There should be city-wide depots for resource recovery and they should be in places accessible by public transport. Schools could have a part to play, both in terms of disseminating information and being an initial collecting ground for resources, and they could perhaps consider this as means of raising funds, in the way that schools used to collect newspapers before Council set up kerbside paper collections.

(80) CTA suggests that LBs consider using the creative sector in their areas to produce works to convey some of the messages they would like to convey to their communities, such as the benefits of walking and cycling or ways in which waste can be reduced.

(81) CTA supports the specific sustainable practices and the philosophies behind them as outlined by the following LBs:

Henderson-Massey:

“From subsidies for home insulation to development contribution discounts for on site water recycling we believe incentives can drive change to environmental behaviour. We will advocate with the governing body to introduce a range of incentives to encourage environmental initiatives.”

(82) “**Kapati ki** aspires to be the first local board to have zero green organic waste within our community.”

(83) Maungakiekie-Tamaki:

Being environmentally friendly provides an opportunity to change our thinking, and understand how improving the environment can help tackle other issues in our area, such as poverty, unemployment and low quality housing. Part of this change is education and getting people thinking differently about their physical, social, economic and cultural environment. If people are going to understand how important it is to look after the environment, they need to relate their environment to their everyday activities and behaviours, and the emotions they have about the future of the environment and

their family. If our communities link their behaviour to the environment, it might influence their decisions about using public transport, recycling or littering.”

(84) *“Waste management is a key issue. Much of Waiheke’s waste is transported to the mainland to be disposed of in landfill. Our community has a strong desire to reduce waste and we will promote island-based solutions, with a focus on reducing, recycling, re-using and renewable resources. We support targets that reduce waste to landfill and the goal of zero waste. We embrace the concept of the Auckland Council eco-city and will work to ensure that environmental protection, economic development and prosperity co-exist.”*

(85) Waitakere Ranges:

“We have a vision of being an area where communities and individuals can live and work in a sustainable way. This is the essence of the eco city approach, which means working together for better social, cultural, economic and environmental outcomes for future generations. We will encourage urban design, sustainable business practices and new development to reflect the eco city approach – to get the best possible economic, cultural, social, cultural and environmental outcomes ...

Encouraging local residents to reduce their impact on the environment is an important priority for our community. We will support programmes and projects to reduce water and energy use and encourage the use of renewable energy. Events like Eco Day and facilities like the Sustainable Living Centre are both run by the Ecomatters Environment Trust to give people ideas around how to make sustainable choices. Sustainable living can also have social benefits for example by reducing household bills or encouraging communities to work together on a particular programme or project.”

(86) Maungakiekie-Tamaki:

“Improve recycling collections and mixed receptacles for rubbish in public places, and advocate for incentives for recycling... Our communities want local employers to provide more opportunities to the local labour market. We will form relationships with business associations and industry networks to ensure the benefits of employing local people are promoted. Our community wants to work nearer to where they live – with better public transport, walking or cycling options to get to and from work.”

(87) Waitematā:

“We will contribute to making Auckland an eco city, with cleaner water and air, and reduced waste. We advocate for a sustainable city with connected transport options including public transport that is easy to access and increased cycleways and walkways. We will encourage creative and sustainable designs that provide environmental and public benefits and which become valued heritage in the future. This includes encouraging green roofs and green walls, which improve air quality, reduce runoff into our storm water system and provide temperature moderation to buildings.

We support the eco city approach providing for local economies, social enterprise and innovation. We will provide funding and opportunities for communities to develop their own initiatives and work together. We will particularly support initiatives that show innovation, economic sustainability and make positive impacts on communities and natural environments.

We support initiatives that develop a green urban environment, including innovative options such as green roofs, green walls and fruit trees in parks.

We support the mayor’s ambitious target to cut carbon emissions to 40 per cent below 1990 levels by 2030. We will develop and support programmes and policy that reduce

emissions and benefit our planet. We also want to work with our communities to develop resilience to meet these global challenges. We will develop a localised plan for reducing emissions that will focus on reducing energy use, sustainable transport options, waste reduction, local food production and more effective and cooperative use of resources and land. We will consider ways in which we can integrate emissions reductions across all the priority areas in our local board plan.

We will support programmes to reduce the use of plastic bags in our community and provide drinking fountains in our parks to reduce waste from drink bottles.”

(88) Whau:

“Our Board’s vision is also for a liveable city, an eco city. One where people and economies can flourish, in a healthy environment. A city whose communities are resilient to the challenges we face and which looks to the future.”

(89) CTA supports community / teaching gardens, mentioned in the plans of **Waitematā, Maungakiekie-Tamaki, Otara-Papatoetoe, Waitakere Ranges** and **Whau**. They could be a feature of *all* LB areas and are seen by some as a response to the challenges of climate change and rising food costs. Benefits are listed in these draft plans as being:

- opportunities to grow and eat fresh fruit and vegetables
- a great way for our communities to get to know each other and work together
- making areas more attractive;
- older people sharing gardening knowledge with younger people
- learning about waste management and carbon minimisation by composting
- promoting cooking and healthy eating
- creating opportunities for people to connect with their local environment.

(90) **Orakei** could consider a community garden at Ngahue Reserve, which it mentions in its plan as currently unused.

(91) We suggest that small local projects involving the community could be to beautify / make use of small areas including on land which is awaiting development, for planting, particularly of food plants (such as fruit trees as advocated for by Waitemata) or for art installations or labyrinths (there are labyrinths in Devonport and Grey Lynn).

(92) **Hibiscus and Bays** stresses the importance of legacy documents. There are legacy documents that have significance for all the LBs. One of them is The Auckland City Council Cycling and Walking Framework (2007) which replaced the 1998 Cycle and Walking Strategy. It is a framework for planning, improving and enhance pedestrian and cycling initiatives and facilities throughout Auckland over ten years.

(93) For the **Waitakere Ranges** there is the Waitakere Ranges Heritage Area Act 2008, referred to in this board’s draft plan.

(94) Other LBs have plans and acts that are relevant to their areas, such as conservation plans for their parkland and volcanic cones and for their heritage buildings. These need to inform future planning.

PUBLIC TRANSPORT

(95) There is the desire expressed throughout the draft plans to have less reliance on the private motor vehicle. This is strongly supported by CTA. We encourage the LBs to continue to promote the benefits (both personal and global) of leaving the car at home.

(96) **Rodney** sums it up in this way, “*Alternative forms of travel to the private car are encouraged, whether through effective use of rail, cycling, walking, or public transport. These alternatives are environmentally-friendly, good for tourism and provide recreational and social benefits.*”

(97) **Otara-Papatoetoe** states, “*The challenge will be to transform Manukau city centre’s current image as a car dominated, vast parking landscape – with roads that serve vehicles rather than pedestrians – into a place characterised by pedestrian-friendly streets, thriving local business, and with good connections to public facilities and open spaces.*”

(98) Traffic congestion and safety for road users and pedestrians are common issues throughout Auckland, as articulated in the plans. One way that LBs see as addressing congestion is to get more cars off the road, i.e. to get people to use public transport, bicycles or to walk. CTA is in favour of the promotion of these alternative modes of transport.

(99) A number of the LB plans view good public transport as being a key to improving the economy, expressed in the **Kapatihi** LB draft plan as follows:

“We must also focus on the wellbeing of our people by improving the local economy and increasing employment opportunities. To do this, we first need to address the problems we face getting around, especially at peak travel times. We need better and faster public transport, with better bus and ferry services.” The **Mangere-Otahuhu** draft plan echoes this: *“Transport connections between communities are necessary to drive the economy”*.

(100) CTA supports the LBs which have worked on some specific improvements they would like to see as regards public transport, such as the following:

(101) Henderson- Massey:

“We will work with Auckland Transport to identify opportunities for park-and-ride along major public transport routes and investigate potential sites at The Concourse and Railside Avenue.”

(102) Mangere-Otahuhu:

“The local board seeks review of public bus routes within the local area to make them better serve local needs, provision of high-quality shelters for public transport patrons, roading improvements to improve traffic flows and safety, and the upgrade of Otahuhu train station to provide the local community with a secure and viable public transport alternative.”

(103) **Maungakiekie-Tamaki** wants young people to be encouraged to use public transport to instil a culture of public transport use. CTA would like parents to support, where practicable, enabling their children to get to school by bus, train or ferry.

(104) Puketapapa:

"We need to improve the poor eastwest public transport links across our area by investigating and advocating for options such as small feeder buses. We also want to see travel plans developed for the facilities in our community that attract large concentrations of people such as Keith Hay Park and the Mt Roskill school campus."

(105) We support **Puketapapa** as regards the Avondale Southdown rail link, which has a designated rail corridor and was proposed more than 60 years ago.

(106) **Waiheke:**

"We want to encourage bus patronage and will advocate for buses to accommodate pushchairs, trundlers, cycles and luggage. We will work to ensure that people can get on and off at bus stops easily and safely."

(107) **Waitakere Ranges:**

"There are no public transport options to some of our coastal communities. In areas where there are bus services, they are often infrequent and often unreliable and do not always connect with trains. We will advocate to Auckland Transport to improve bus services in our area."

(108) We support the desire of the boards of: **Devonport-Takapuna, Franklin, Henderson-Massey, Hibiscus and Bays, Howick, Kapatiki, Maungakiekie-Tamaki, Orakei, Upper Harbour, Waiheke** and **Waitematā** for an expanded ferry transport as a part of the public transport network. Such a network throughout Auckland should be integrated with rail and bus services as well as smaller vessels such as water taxis (as mentioned by **Henderson-Massey** and **Orakei**). Water transport does not require extensive infrastructure and has other benefits for the environment. Auckland is a harbour city and we should make much more use of this asset.

(109) CTA would like to see all public transport included in the Auckland Transport integrated ticketing scheme, as expressed by the **Waiheke** LB for the Waiheke public transport ferry and bus services.

(110) We support smaller buses as part of the bus fleet, such as small feeder buses as mentioned in the **Puketapapa** LB draft plan. Smaller buses could be gradually brought in to replace larger buses and to provide a more frequent service, especially at off-peak times.

(111) There is a need for more routes and higher frequencies for all public transport, including more trains on the tracks we have already.

(112) Train and bus routes should complement each other, not duplicate each other.

(113) We support all of the following: light rail, a rapid transport network, and hybrid electric buses.

(114) CTA supports the electrification of the rail network and the inner city rail loop.

(115) CTA supports a new rail station below Selwyn College on the eastern line, and investigating the need for arterial feeder bus services, as advocated by the **Orakei** LB.

(116) A 24-hour public transport service (with 24-hour information available) would contribute greatly to providing the public with more transport choices.

(117) CTA has advocated for one region-wide free public transport day per month as a means to promote public transport. An alternative to region-wide could be LB areas having a different free public transport day per month for both people travelling from their area and to their area. This might assist people visiting from other parts of Auckland as tourists.

(118) We note that public transport doesn't work for some people with disabilities. Someone who can't walk far needs to first get to the bus / train stop. If their usual means of mobility is a mobility scooter, this doesn't fit on the bus / train. If they are to park it near the bus / train stop then there needs to be secure parking for it e.g. undercover in a monitored / patrolled carpark.

(119) We support the reintroduction of trams, particularly following the historic routes, such as the **Devonport-Takapuna** LB's proposed investigation of introducing a modern tram system along historic tram routes connecting Takapuna, Devonport, Bayswater and Milford.

(120) Trams to connect with neighbouring parts of the city centre would both address the issue of what is steep terrain for pedestrians in some places and provide an attractive transport option. This would not only serve the interests of Aucklanders but also of tourists.

(121) A public transport option we present for the LBs consideration is "Sky Waka" - an overhead transport system bringing people to the city centre from the south, west and north. Running up the middle of and above the motorway, it takes no new land. Passing over motorway traffic jams, the public transport user is privileged with quick journeys and unparalleled views across a canopy of green to the city's volcanic cones. Spaghetti Junction is the interchange, where 35ha of city centre real estate would help to fund this proposal. (A whole city block was created in this way in Boston atop existing roading.) Further funding would come from the park and ride malls to be built by existing motorway nodes. Arriving at Spaghetti Junction, travellers cross the plaza to K' Rd, where they may get on the tram making the K' Rd - Queen Street - Victoria St - College Hill - Ponsonby Rd loop.

(122) CTA supports **Franklin** in advocating for the re-establishment of train services between Waikato and Auckland. (CTA supported these services in our submissions on the Waikato District Council 2010/11 Draft Annual Plan, Roading / projects (Transportation) section and Section 4.6 (Transportation) of the Hamilton City Council 2010/11 Draft Annual Plan.)

(123) With regards to a third harbour crossing, CTA prefers a bridge, but only if it is a beautiful design. A new bridge should be built to the west of the existing harbour bridge. It would provide for vehicular traffic (and other transport as provided for). It should be designed by somebody of truly "world class" ability who could produce a truly iconic bridge, i.e. Santiago Calatrava (one of the world's finest architects/engineers: www.calatrava.com).

WALKING AND CYCLING

(124) CTA is pleased to see so much emphasis on walking and cycling as alternative transport modes and as part of healthy active living.

(125) The **Whau** draft plan sums up the attraction of these modes of transport:

“Walking is a major recreational activity enjoyed by people of all ages and cultures with proven health and community benefits. Cycling is an increasingly popular recreation activity or commuting choice. . . . Cycling provides health benefits to individuals, reduces fuel consumption, pollution, traffic congestion and delays the need to build new roads. Good-quality footpaths and cycleways in a clean environment support active healthy lives and provide people with alternatives to using motor vehicles.”

(126) CTA sees Cycle Action Auckland and Walk Auckland as valuable sources of knowledge for the LBs to consult.

(127) Aucklanders need to be encouraged to rediscover their ability to walk medium to long distances and the benefits that this has not only individually but collectively.

(128) Aside from the general support by the LBs for walking and cycling, we are pleased to see specific goals such as the following:

(129) **Albert -Eden:**

“Slowing speeding traffic on “rat runs” and providing safe links across busy roads for our kids will allow us to reclaim roads for pedestrians as well as cars.”

(130) **Franklin:**

“We will work on other safety measures including establishing speed limits near rural schools and creating cycleways on popular routes.”

(131) **Henderson-Massey:**

“We will encourage people to walk or cycle in our area by providing high quality walk and cycleways. This will involve maintaining and expanding the Project Twin Streams walking and cycling routes, completing the Ranui/Swanson feeder route to the North Western motorway cycle track and exploring the feasibility of further feeder routes to main cycle tracks . . . The cycle track along the North Western Motorway provided by the NZ Transport Agency . . . is a cycling arterial route used by many commuter and recreational cyclists each day. More feeder routes are needed to utilise this asset more fully. This is an area we will explore with Auckland Transport...”

How you can contribute:

- *Support your local school’s efforts to get children to walk to school*
- *Observe the speed limits around schools*
- *Work close to home if possible*
- *Walk or cycle where you can.”*

(132) **Hibiscus and Bays:**

“Our vision is to develop extended connected green walkways and cycleways between the East Coast Bays and Hibiscus Coast (for example from Long Bay to Stillwater). We will work towards developing a key part of this walkway, from Okura to Stillwater which is known as the Crimson Walkway.”

(133) Manurewa:

"To make cycling easier and safe, we need to map existing cycleways which are linked, and create dedicated cycleways with barriers or distance between cyclists and vehicles."

(134) We note that the Maxx cycling maps show the cycleways and the best routes for cyclists throughout most of Auckland. We suggest that they be promoted more widely, e.g. every library, transport centre and LB office should have them readily available.

(135) Puketapapa:

"We will work towards creating the 'Puketapapa greenways' network that will stretch out across Puketapapa linking our parks, reserves and green spaces through green and ecological corridors. This long-term project will give people the opportunity to walk or cycle across our community, experiencing our natural environment and parks as they travel across the area."

(136) Papakura:

"There is a need to extend the current walkway and cycleway network. We will begin with a study to find the best locations for these."

(137) Waiheke:

"For pedestrian safety we will support at least three categories of pedestrian access such as curb and channel, boardwalk and 'green pathways' (roadside verge which requires regular mowing and vegetation cut back to cater for pedestrian use)."

(138) We consider that more people will cycle when they can get on their bicycle outside their front door and get off their bicycle at their destination, at any time of day or night. This necessitates more joining up of existing cyclable routes. More dedicated cycle paths will encourage people to cycle who currently feel that on-road cycling is not safe enough.

(139) Along with the **Waitematā** LB, we consider the walkway-cycleway on the harbour bridge to be a key link in the transport network.

(140) CTA supports the **Orakei** LB in exploring a "time trial" cycle track around the Ellerslie Racecourse as a safe place for cyclists to ride fast as an alternative to Tamaki Drive.

(141) CTA supports the development of a cycleway / walkway along the designated eastern transport corridor, as proposed by the **Orakei** LB, as well as its proposed extension of the Orakei Basin boardwalk.

(142) Waitematā:

*"We support innovative approaches to reduce traffic congestion and enable walking and cycling. This includes public bike-hire schemes, car sharing and developing travel plans for businesses.**

Simple actions we want undertaken are increasing bike parking in our local shopping areas and the installation of advance stop boxes (where bikes can safely stop at intersections) with feeder lanes. Cycling in the area must be made safer.

We want cycleways and walkways designed with eight and eighty year olds in mind, to make them safe, accessible and enjoyable for everyone. We want dedicated connected

cycleways and quality road design that rebalances the priority of road users to all modes of travel (including cyclists, pedestrians, skaters and mobility scooter users). We support simple and effective ways to make cycling safer and easier. For example, we would like to see a designation of two-way cycling on existing one-way streets. We will also work for better connection between existing routes, including extending the northwestern cycleway into the city centre. We support a walkway and cycleway over the Auckland Harbour Bridge.

We support the expansion of shared spaces (such as Darby Street) for vehicles, cyclists and pedestrians in the city centre. We would also like to see trial closures of streets for walking and cycling, such as making Queen Street a car-free pedestrian boulevard on Sundays. Improving pedestrian and cycling safety is a priority, with slower traffic on residential streets, upgraded footpaths and pedestrian oriented street design. We will strive to increase the number of low speed zones around our area, and improve street design, such as making Hobson and Nelson streets two-way. We will work alongside schools to provide a safe environment for children to walk and cycle to school. We would like to see an audit of intersections in our area to make them safer, and easier to negotiate by pedestrians.”

(143) CTA supports LB initiatives focussed on walking, such as the “Beating the Bounds” event held by **Waitematā** LB on 9 April this year.

(144) CTA would like to see the LBs encourage workplaces to provide showers (where practicable) and also to consider the provision of public showers within their area, for use by those who cycle or jog to work.

(145) The **Orakei** LB is advocating for a T2 or T3 vehicle lane being established along Remuera Road (T2 being for vehicles with two or more occupants, buses, cycles and motorcycles). We would suggest that in this regard, there be some consultation of cyclists (e.g. via Cycle Action Auckland) for their views about such a lane being a safe route for cyclists.

(146) CTA supports bus lanes in principle as a means of encouraging less use of private vehicles and more use of buses. However, bus lanes as they are now would seem to work best for cyclists when there are no buses in them and vice versa.

(147) Where safe cycle routes are not yet provided, CTA advocates for permitting cyclists to cycle on footpaths in designated areas where there is space for this and where the pedestrian count is low. Sharing the footpath between pedestrians and cyclists currently works in many parts of the city (examples being Devonport, Greenlane and Glen Innes).

(148) We consider that safety is the first issue that should be addressed, in terms of protection of pedestrians and cyclists from motorised traffic. Ideally motorised traffic would be gradually removed from and/or minimised in city and town centres where there is a high concentration of pedestrians. Trials of closed roads at low usage times such as in the weekend could be carried out.

(149) Pedestrian crossings which allow motorised traffic to turn while pedestrians are crossing should be changed to barn dance style crossings where all traffic comes to a halt while pedestrians cross.

(150) Traffic signalling should be more responsive to pedestrians so that when a pedestrian pushes the button to cross the road the traffic controls respond promptly to stop the traffic to allow the pedestrian to cross.

(151) Lowering the speed limit to 30kph for the approaches main streets such as already exists for Queen Street in the city centre could be extended to other parts of the city where there is a high density of pedestrians. The 40km limits around schools should be extended to other schools and areas where there is more use by children.

(152) CTA advocates for cyclists being permitted to cycle through intersections while pedestrians are crossing if they keep to a speed that does not exceed that of the average pedestrian. This would have the advantages of: speeding up the journey for cyclists, avoiding pedestrians being disturbed by cyclists proceeding at speed through intersections (as currently occurs) and enabling cyclists to be separated from motorised traffic for a greater part of their journey.

(153) CTA supports Cycle Action Auckland's proposal that Council appoint a "cycling champion".

(154) Some pedestrian lights should have longer phases to allow more time for crossing. The ones with the countdown of numbers do allow enough time.

(155) Footpaths need to be made physically safe to walk on, both in terms of a non-slip surface and regular monitoring and maintenance to deal with damage such as potholes.

(156) Care needs to be taken that road works do not block the footpath for pedestrians nor make access difficult for cyclists.

(157) CTA supports a cycle hire service to encourage more people to try cycling. We quote from a recent article in the NZ Herald (6 August 2011), entitled "Bike-rental schemes 'save lives' in cities, quoting the British Medical Journal:

"Bicycle-rental schemes save lives by increasing physical activity levels among city dwellers and should be expanded across Britain's cities, according to research in the British Medical Journal. ... short regular cycle rides by users have reduced the number of annual death - despite the increased risk from accidents and exposure to air pollution.

The increase in cycling also reduced greenhouse gases as fewer people travelled by car.

Low-price urban bike-rental schemes are increasingly popular in countries such as France, China and Canada. The trend has largely been motivated by a desire to reduce traffic congestion.

The Spanish study [Barcelona] ... found that 12 deaths were avoided every year as a result of the benefits of increased physical activity, which decreases the risk of obesity, stroke and heart disease.

... The main motivations are speed, exercise and saving money ...

It adds support to a 2009 Lancet analysis which found the potential for public- health benefits if more people walked and cycled to get around cities instead of driving."

(158) Parking for bicycles should be under cover to protect them from rain.

(159) Some parts of walkways should be for pedestrians only.

(160) LBs are in an ideal position to promote car sharing and car pooling amongst people in their area.

COMMUNITY INVOLVEMENT AND SUPPORT

(161) Many of the plans articulate the desire and necessity to consult with their local communities and to be receptive to their views, expressed in the **Devonport-Takapuna** draft LB plan as follows: “*As with all change within our villages, our communities must be at the heart of shaping their future direction. By including our community on the journey we believe that we can accommodate change and make the important improvements that each community deserves.*” We note that the Mayor has asserted that the voices of communities will be heard and included in decision making as well as action taking, so that Aucklanders feel a sense of belonging to their neighbourhoods and take pride in their region.

(162) Cohesive, resilient communities includes respecting communities’ desires to retain their local identities and directions.

(163) Due to the fact that there are different language speakers in all LBs, CTA sees the need for a special effort to be made to include speakers of other languages in LB communications and in the life of the community in general.

(164) LB’s need to be able to communicate effectively with the youth of today - tomorrow’s voters - in order to seek their views, which means investing in the technology and knowledge needed for this.

(165) CTA would like to see all LB areas have a community notice board that is accessible for use by members of the community. These could either be in libraries or shopping centres and could be administered by the LB or the CAB or some other group that serves the community.

(166) We note that not everyone in Auckland city has online access and that even if they do, not everyone subscribes to Facebook.

(167) A key role for LBs is to assist in building local capacity, alongside community spirit and capability.

(168) In its draft LB plan of **Henderson-Massey** we particularly liked the sections “*How you can contribute*” as a means of involving the community.

(169) Communities need to be at the table early in the life of any initiative in a way that is equitable with the voices from other sectors. This is critical to the development of trusted relationships.

(170) CTA supports the Auckland Community Development Charter, signed up to by the Mayor, as an effective framework for progress that harnesses the power, skills and goodwill of all our communities and sectors. Having LBs formally adopt the Charter

would ensure decision making is underpinned by effective community development principles and guidelines.

(171) Many of the draft LB plans acknowledge and celebrate the role of volunteers in their community and their need for support, particularly in relation to environmental protection and enhancement, such as the following:

(172) **Kapatihi:** “Community volunteers work tirelessly to enhance and protect our parks and bush networks ... There are a number of programmes operating in Howick in which local schools participate including Enviroschools, Wai Care and Trees for Survival.”

(173) **Puketapapa:** “An active team of volunteers gives hundreds of hours every year to plant trees, clean up litter, and trap pests along the foreshore.”

Waiheke:

“We recognise the important role volunteer groups play in fostering the character of our Islands and we will support and encourage the creative endeavours of local people.”

(174) **Rodney:** “... environmental programmes such as the Mahurangi Action Plan, riparian planting, Natural Heritage Fund, Ten Point Action Plan for Whangateau Harbour, the Trees for Babies initiative and Bush Management Assistance.

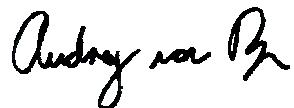
(175) **Waitakere Ranges:** “The Sustainable Neighbourhoods Programme is an example of a successful project which supports groups of residents to care for the local environment. Another example is Project Twin Streams which aims to restore and reclaim the city's streams as the heart of their neighbourhoods and improve the management of stormwater.”

(176) We agree with Volunteering Auckland that an effective volunteer culture be supported and encouraged by developing a Volunteer Charter within all Council structures and CCOs, including the LBs, as a guide for the private and public sector to ensure paid work is protected, volunteers are not exploited and volunteer tasks are meaningful.

(177) Every LB shares at least one border with another LB and therefore has the opportunity, and, sometimes, the necessity to work together with another community. LBs can learn from each other, not only from the neighbouring LBs but from those elsewhere in the city, and can assist each other in the sharing of resources, expertise and manpower.

Date of submission: 8 August 2011

Signature:



Secretary, Civic Trust Auckland