

Attachment 4

Submissions from Mana Whenua

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14 May 2018

Stephen Town,
Chief Executive, Auckland Council

Tēnā koe e te Rangatira e Stephen

Submission to Auckland Council's Development Contributions Policy review

This submission is made by the Mana Whenua Kaitiaki Forum (the Forum).

The Forum understands that Auckland Council will undertake a further review of Development Contributions (DCs) policy later in 2018 and asks that the issues raised here are investigated in time to inform that later review.

The Forum believes that there is inconsistency between the direction and intent of the Auckland Plan, the Unitary Plan and proposed DCs policy. The Auckland Plan and Unitary Plan promote Māori wellbeing broadly and, specifically, such elements as intergenerational wealth and marae and papakāinga development.

Further, we are aware that the council's Cultural Initiatives Fund (CIF) can be used to offset some DCs. However, we are not aware that the CIF has been sized with regard to the expected pipeline of demand.

In this context we ask that council undertake work with us to:

- Consider how the DCs Policy should appropriately reflect the Auckland Plan and Unitary Plan objectives to support Māori development on Māori land (including collective freehold land and Treaty Settlement Land).
- Undertake assessment work to identify whether Mana Whenua marae and papakāinga are currently subject to higher DCs than are fair having regard to their demand for council provided infrastructure compared to other types of development. This may lead to a specific definition of Māori development being included in the DCs Policy and a reduction in DCs charges for qualifying types of development.
- Estimate the expected demand on the CIF and, if necessary, adjust the fund to enable delivery of the intention of the Auckland Plan.

Ngā mihi



Karen Wilson



Tame Te Rangi

Mana Whenua Kaitiaki Forum Co-Chairs



14 May 2018

Stephen Town,
Chief Executive, Auckland Council

Tēnā koe e te Rangatira e Stephen

Submission on the Auckland Council Regional Fuel Tax proposal

This submission is made by the Mana Whenua Kaitiaki Forum (Forum). The Forum is open to the nineteen Mana Whenua entities with interests in the Auckland Council area and is actively supported by sixteen of those entities, noting that Ngāti Rehua are not participating in this submission. The purpose of the Forum is to support Mana Whenua entities give effect to their responsibilities as Kaitiaki in an efficient and effective manner, with a focus on significant issues and opportunities affecting people in Tāmaki Makaurau.

The Forum supports the establishment of a Regional Fuel Tax subject to low income households being reimbursed the value of the fuel tax they pay. This is because we support the accessibility being sought. However, we believe that low income households are already under too much financial pressure and an efficient mechanism needs to be put in place to reimburse the tax back to them.

The Forum asks to work with the council and the government to help define the level of household income that forms the threshold at which reimbursement should occur. To help inform this work the Forum asks that the council and the government produce analysis of the journey to work and education trip lengths that low income households are making, including specific analysis of Māori households. This could be average trip length for households in a range of areas in the Auckland region. A number of time periods should be used to see any developing trends.

Further, the Forum seeks to identify a mechanism by which it is able to develop with council and the government an integrated view of the region-shaping housing and infrastructure investments that are planned for the next decade, how these will be delivered and how they will achieve agreed Māori Outcomes.

We wish to be heard in support of our submission.

Ngā mihi



Karen Wilson



Tame Te Rangi

Mana Whenua Kaitiaki Forum Co-Chairs

c.c. Hon Phil Twyford, Minister of Transport, New Zealand Government

Ngaati Whanaunga Incorporated Society

P.O. Box 160, Coromandel

Phone 0211067117

<http://www.ngaatiwhanaunga.maori.nz>



The Ngaati Whanaunga emblem depicts Te Whare Tapuu - the house of Ngaati Whanaunga, with Ranginui above and Papatuanuku below.



Draft Regional Land Transport Plan
Regional Fuel Tax Proposal
Development Contributions Policy
Presentation to Governing Body

Ngaati Whanaunga Incorporated Society

14 May 2018 Submission



Ngaati Whanaunga – Our Tribal Boundary

Mai Matakana ki Matakana

“From Matakana (Warkworth) in the North to the tip of Matakana Island (Tauranga harbour) in the south.”

Ahakoia he iti, ka nui te wehi

“Although small, the impact is significant”

Ngaati Whanaunga was a relatively small tribe in terms of population, but were renowned warriors who aligned with affiliated tribes who needed support, and this was reflected by our extensive tribal boundary.



Ngaati Whanaunga – Our Affiliation

Mana Whenua Entities

Ngaati Whanaunga is one of the 19 Mana Whenua Iwi in Taamaki Makaurau - Auckland

Marutuuahu Collective

- Ngaati Whanaunga
- Ngaati Maru
- Ngaati Tamateraa
- Te Patukirikiri



Ngaati Whanaunga kiitahi

“Ngaati Whanaunga of the One Word”

“We are a people who said things once then acted upon what was said.
We were well known for being absolutely decisive in our actions.”

Our Challenge Today

To act responsibly and decisively on behalf of our people



Our Aims

- Early Engagement with Crown and Auckland Council
- Shared Planning and Decision Making
- Shared Outcomes
- Shared Understanding of Issues and Concerns



Mauri Noho – Consider & Prepare

Mauri Oho – Plan & Develop

Mauri Tuu – Implement & Achieve

Mauri Ora – Health & Well-being



Take Home Messages

- Partnership with Mana Whenua Iwi
- Work Together To Make it Happen
- Act Fairly
- Make the Best Use of Every Dollar
- Be Affordable



Regional Land Transport Plan

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

Focus on

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility



Ngaati Whanaunga

Regional Land Transport Plan

Issues

- Safety
- Environment
- Cost

Needs

- A transport system that is free of death and serious injury
- Environment is clean and safe
- Affordable public transport
- Behavioral change is required with regard to the use of public transport

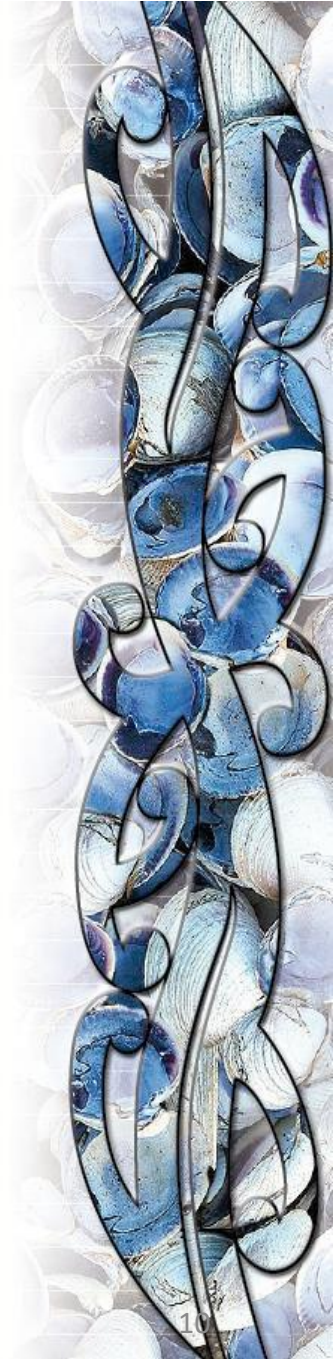


Regional Fuel Tax

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed

To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

Use the Regional Fuel Tax to fund 14 Projects



Ngaati Whanaunga

Regional Fuel Tax

Issues

- Regional Fuel Tax (RFT) will only cover renewing the existing transport network and the projects that are already committed
- Regional Fuel Tax (RFT) is an increased cost of .25c per litre of fuel

Needs

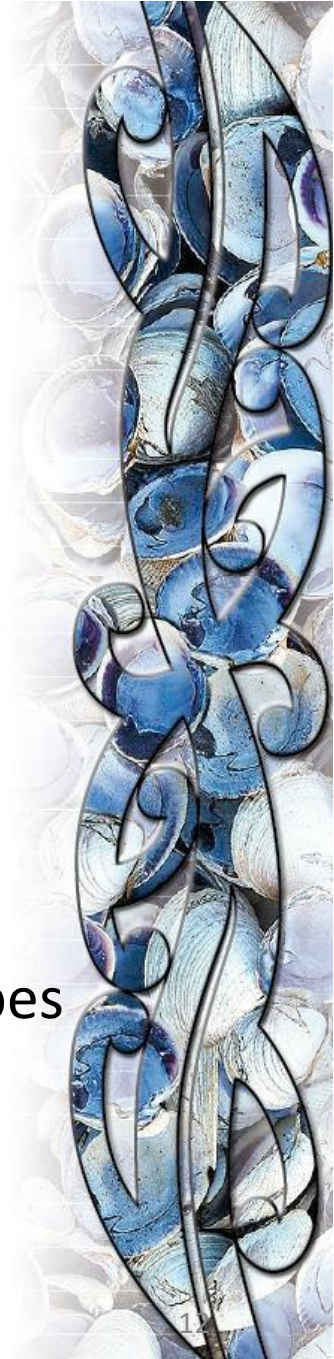
- Low income households are already under too much financial pressure
- Ngaati Whanaunga work with the government and council to define the level of household income that forms the threshold at which reimbursement could occur
- Put in place an efficient mechanism to reimburse the value of the tax for low income households.



Development Contributions Policy

Proposed Change

1. LTP Investment
2. Four Additional Funding Areas
3. Development Types
4. Increased Investment
5. Clarifying Definition Changes
6. Change Payment Timings for Different Development Types



Ngaati Whanaunga

Development Contributions Policy

Issues

- Maaori development on Maaori Land (including collective freehold land and Treaty Settlement Land)
- Marae and Papakaainga
- A specific definition of Maaori development being included in the DCs Policy

Needs

- Council to engage with Ngaati Whanaunga to consider how the DCs Policy should appropriately reflect the Auckland Plan and Unitary Plan objectives to support Maaori development on Maaori land (including collective freehold land and Treaty Settlement Land)
- Undertake assessment work to identify whether Ngaati Whanaunga marae and papakaainga are currently subject to higher DCs
- A reduction in DCs charges for qualifying types of development



Take Home Messages

- Partnership with Mana Whenua Iwi
- Work Together To Make it Happen
- Act Fairly
- Make the Best Use of Every Dollar
- Be Affordable



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Regional Fuel Tax Proposal
Draft Regional Land Transport Plan
Development Contributions Policy
Presentation to Governing Body

Ngāi Tai ki Tāmaki Feedback

15 May 2018

Reception Lounge, Level 2, Auckland Town Hall

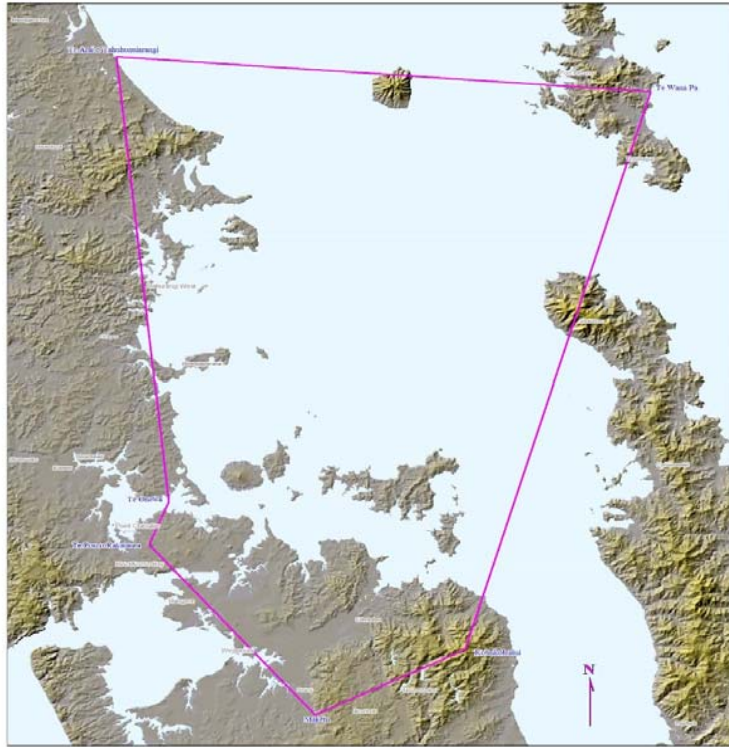
301 – 303 Queen Street, Auckland

Presenters: Zaelene Maxwell-Butler

Support Crew: N/A







Ngai Tai ki Tamaki Historical Domain



(see 14091_1114)



About Us

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Ngāi Tai ki Tāmaki is tangata whenua of the Waikato, Hauraki and Auckland regions including the East and West Coast Harbours (Manukau, Hauraki and Waitemata) and the coastal areas of these regions. Particularly the Hunua Ranges, Tiritiri Matangi, Kawau, Aotea, Te Motutapu a Taiehu, Te Rangitōtō, Te Motu ā Ihenga, Motukorea, Motukaraka, Ponui, Waiheke, Rataroa and Pakatoa, south to Katikati Pā then north to Te Arai & Mangawhai. The current operational Ngāi Tai ki Tāmaki Marae is located at Umupuia, Maraetai, East Auckland.

- Ngāi Tai have a long, unbroken genealogy and occupation of their lands, waters and seas extending from the aboriginal Polynesian settlers, pre-dating the Hawaiiki immigrants. The tohu best describing this is the taonga currently residing in the Auckland Museum, being a fossil human footprint dating from the founding eruption of Rangitoto 600 years ago and discovered on Motutapu island. A place long held sacred to Ngāi Tai for their myriad wāhi tapu and association with the tupua at that place.
- Smaller footprints remind us of the many descendants & mokopuna, who have crossed this region over such a long period of time. Larger footprints remind us of our high-born chiefly lines (ariki) and ancestors. These remind us how important those leaders were and their value as navigators in our history.
- Even our tribal name resounds with our history as a people unencumbered by any normal sense of boundaries. Where our vision was only limited by our imagination. It was the same vision, honed by thousands of years of exploration, facing the challenge of crossing the world's greatest ocean for survival. These descendants of Maui today carry his DNA and values into the new world of Ngāi Tai, true inheritors and worthy recipients of a boundless legacy left by the ancients and their numerous descendants.

Principles and Values

Principles	Description
Kaitiakitanga	To protect the values, the mauri of the whenua, moana & awa, rawa taiao (natural resources), kararehe (animals), manu (birds), ika (fish).
Manaakitanga	To protect & nurture the needs of ngā uri ō Ngāi Tai ki Tāmaki (descendants of Ngāi Tai ki Tāmaki), road users



Key Messages

To support growth and development, while..

- Catering for Ngāi Tai ki Tāmaki
- Ensuring the needs of road users
- Enabling Ngāi Tai to work throughout Tāmaki Makaurau



Regional Fuel Tax

Submission
15 May 2018



Question 1. Regional Fuel Tax

The challenge:

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

Question 1. Regional Fuel Tax

Proposal:


To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

Question 1: Regional Fuel Tax – what is our opinion on the proposal?

Support	Do not support	Other
Yes		



Question 1: Regional Fuel Tax – what is our opinion on the proposal?

Issues	Needs
<ul style="list-style-type: none"> • Low income households 	<ul style="list-style-type: none"> • Affordable transport options
<ul style="list-style-type: none"> • Unable to support marae • - If iwi/whānau cant afford petrol they cant always attend to manaaki manuhiri, pōhiri, tangihanga, 	<ul style="list-style-type: none"> • eg: Iwi Hopcards
<ul style="list-style-type: none"> • Obstacles to employment • Travel to and from; security 	
<ul style="list-style-type: none"> • Public Transport Pricing eg Pine Harbour Ferry to Auckland City \$30.00 per day (return) without Hop Card; \$22.40 per day (return) with Hop Card \$224.00 per fortnight 	
<ul style="list-style-type: none"> • Increases costs for building and development – profit loss 	

Question 2. Regional Fuel Tax Projects

The Challenge:

(As above) - Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

Question 2. Regional Fuel Tax Projects

The Proposal: To use the Regional Fuel Tax to fund 14 Projects including:

Project 1 – Bus priority improvements

Project 2 – City Centre bus infrastructure (facilities)

Project 3 – Improving airport access

Project 4 – AMETI Eastern Busway

Project 5 – Park and rides

Project 6 – Electric trains and stabling (storage facilities)

Project 7 – Downtown ferry development

Project 8 – Road safety

Project 9 – Active transport (walking and cycling)

Project 10 – Penlink

Project 11 – Mill Road Corridor

Project 12 – Road corridor improvement projects

Project 13 – Network capacity and performance improvements

Project 14 – Growth related (transport facilities for new housing developments)

Question 2: Regional Fuel Tax Projects – How important are these projects to you?



General Feedback		
Project	Proposed Project	Importance
1	Bus priority improvements	Very
2	City center bus infrastructure (facilities)	Less
3	Improving airport access	Moderately
4	AMETI Eastern Busway	Very
5	Park and rides	Moderately
6	Electric trains and stabling (storage facilities)	Less
7	Downtown ferry redevelopment	Very
8	Road safety	Very
9	Active transport (walking and cycling)	Less
10	Penlink	Less
11	Mill Road Corridor	Very
12	Road corridor Improvements	Moderately
13	Network capacity and performance improvements	Moderately
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	Very

Regional Land Transport Plan

Submission
15 May 2018



Question 3. Transport Challenges for Auckland

The Challenge:

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

Question 3. Transport Challenges for Auckland

Proposal: To focus on:-

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility

Question 3: Transport Challenges in Auckland – Do you think we have identified the most important challenges facing Auckland?

Transport Challenge	Agree
Safety	Yes
Impact on the environment	Yes
Congestion and Access	Yes
Supporting growth in the region	Yes
Gaps	
Catering for the needs of low income households	



Question 4. Importance of Potential Strategies

Challenge:

To help us understand whether we have the allocation of funding right.

Question 4. Importance of Potential Strategies

Proposal:

Proposed Strategy	Description
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways


Question 4: Importance of Potential Strategies: How important are these potential strategies to you?




Proposed Strategy	Description	Importance
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	Very
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	Very
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	Moderately
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	Dependent on location
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	VERY
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	Moderately
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	Very



Question 4: Importance of Potential Strategies: How important are these potential strategies to you? (cont.)

Proposed Strategy	Strategies	Needs
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	<ul style="list-style-type: none"> • Safety needs to encompass driver licensing, road user education • Licensing/pricing • Registration/WoF
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	

Question 4: Importance of Potential Strategies: How important are these potential strategies to you? (cont.)

Proposed Strategy	Issues	Needs
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	<ul style="list-style-type: none"> • Enhance water quality • Tiaki taiao (nurturing the environment) • Reulating litter management
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	

Question 5: Any other strategies you think should be included?

Additional Areas to allocate funding	Reasons why
Resourcing Ngai Tai ki Tamaki inputs	<ul style="list-style-type: none"> • Ensuring resourcing covers all project requirements eg admin, preparation, delivery and follow-up • Pre-paid Hop cards • Pre-paid carparking
Education	<ul style="list-style-type: none"> • Usage of public transport • Motorway usage • Driver licensing
Safety review	Ensuring driver competency

Opportunities

- Employment
- Upskilling and growing our capabilities, our people
- Use of Te Reo Māori for road naming, signage; pou whakairo
- To be involved at all stages of the project life cycle from planning, decision-making, to implementation







Development Contribution Policy

Submission
15 May 2018



Question 7: Development Contribution Policy



– Do you support proposed changes?

	Proposed Change	Support
1	LTP Investment	
	Increased investment - the average urban DC price will rise to \$27,000 (excl GST).	No
2	Four Additional Funding Areas	
	1. Kumeu/Whenuapai/Redhills	No
	1. Dairy Flat/Wainui/Silverdale	No
	1. Greater Tāmaki	No
	1. Albany	No
3	Development Types	
	Change student accommodation to better reflect the demand they place on infrastructure	No
	Change aged care rooms to better reflect the demand they place on infrastructure	No
	The same as current (ie status quo)	No
4	Clarifying Definition Changes	
	Small ancillary dwelling costs	Yes
	Retirement villages	Yes
	Accommodation units for short term rental	Yes
	Alternatives	Yes
5	Change payment timings for different development types	?
	Non-residential developments (those that create five or more dwelling units)	No
	Other residential developments	No

Question 7: Development Contribution Policy – Do you support proposed changes – specific feedback? (as applicable)

- Support Maori development on Maori Land including Treaty Settlement Land
- Ngāi Tai looks forward to working closely with Auckland Council to find workable solutions





Auckland Council Development Contributions Policy

Our key message

Ngati Manuhiri Settlement Trust and Ngati Rehua – Ngati Wai ki Aotea Trust are the mandated entities for our respective hapu. We are a coastal and seagoing people who have occupied undisturbed our ancestral lands, islands, waters and rohe since the 15th century and are a recognised mana whenua of Tamaaki Makaurau.

Our fundamental goals are for our people to flourish and prosper and we believe growing strong whanau will create and enable resilient hapu. Auckland Councils plans, strategies and policies have a direct impact on the immediate prosperity of our whanau and resilience of our hapu. Any regional policy that impacts upon our people will be met with our immediate rejection and opposition.

We wish to speak in support of our submission.

Key issue: Development contributions policy

We seek that the DCs policy review directly supports Mana Whenua / Maori outcomes inclusive of Mana Whenua / Maori land development, Mana Whenua / Maori housing provisions such as papakainga, Mana Whenua / Maori education outcomes and engagement with Mana whenua / Maori.

There is inconsistency across the Auckland Council Unitary Plan, 10-year plan and proposed DC policy. This is concerning as there is a risk that our outcomes as Mana Whenua could be overlooked or not identified due to the variations across council plans and policies.

The Cultural Initiatives Fund has been available to support new marae development and we want to ensure that this fund is both protected and increased to ensure that Mana Whenua / Maori development outcomes are realised.

We do not support using the CIF to offset the DC policy. The DC policy review needs to have specific and measurable Maori outcomes and should be monitored as to whether the policy has contributed to the overall Mana Whenua / Maori outcomes. Any qualifying charges should be waived or greatly reduced.

NGATI MANUHIRI AND NGATI REHUA SUPPORTS DC REVIEW ENABLES MANA WHENUA OUTCOMES



Auckland Council Regional Fuel Tax

Our key message

Ngati Manuhiri Settlement Trust and Ngati Rehua – Ngati Wai ki Aotea Trust are the mandated entities for our respective hapu. We are a coastal and seagoing people who have occupied undisturbed our ancestral lands, islands, waters and rohe since the 15th century and are a recognised mana whenua of Tamaaki Makaurau.

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We wish to speak in support of our submission.

Key issue: Regional Fuel Tax

We do not support a regional fuel tax.

A regional fuel tax will increase the deprivation for Maori, low income and other vulnerable populations. Statistics show that Maori are over represented in poor education and health, low income households, poor housing, crime and youth unemployment. A regional fuel tax will widen the existing inequalities for Maori and vulnerable families who are already experiencing difficulties and challenges meeting the basic living costs. This tax will enforce a harsh reality for the working poor as the costs to afford fuel is increased but the basic wages are not increased to offset the tax.

There is no reasonable justification for Auckland Council to add a new tax onto Aucklanders and we do not support any action to introduce the regional fuel tax into a city that already has the highest living costs in New Zealand. The cost of living in Auckland far exceeds costs of any other major city in NZ and this fuel tax will add another burden to Maori, low income and vulnerable populations. There are other financial mechanisms that Council can employ that will not have the direct impacts upon our most vulnerable and we are willing to work with council to investigate other means to reduce the financial burden that a regional fuel tax will create.

NGATI MANUHIRI AND NGATI REHUA DO NOT SUPPORT A REGIONAL FUEL TAX.



Auckland Council Development Contributions Policy

Our key message

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There is inconsistency across the Auckland Council Unitary Plan, 10-year plan and proposed DC policy. This is concerning as there is a risk that our outcomes as Mana Whenua could be overlooked or not identified due to the variations across council plans and policies.

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We do not support using the CIF to offset the DC policy. The DC policy review needs to have specific and measurable Maori outcomes and should be monitored as to whether the policy has contributed to the overall Mana Whenua / Maori outcomes. Any qualifying charges should be waived or greatly reduced.

NGATI MANUHIRI AND NGATI REHUA SUPPORTS DC REVIEW ENABLES MANA WHENUA OUTCOMES



Auckland Council Regional Fuel Tax

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NGATI MANUHIRI AND NGATI REHUA DO NOT SUPPORT A REGIONAL FUEL TAX.

NGATI TAMAOHO TRUST
SUBMISSIONS:
Fuel Tax
Regional Land Transport Plan
Contributions Policy

14 Haratua 2018



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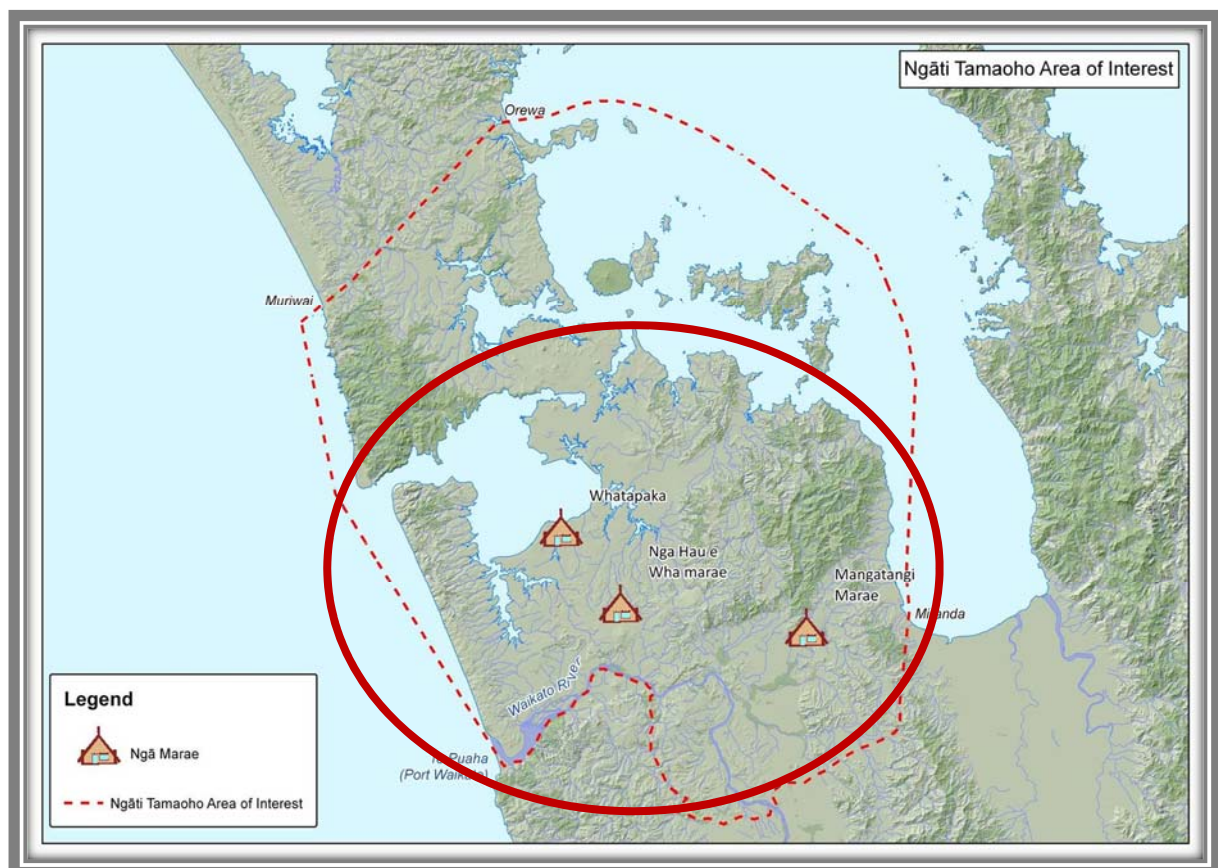
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1 About Ngati Tamaoho

Our main purpose is looking after the interests of our 4,000+ members, most of whom live within the Auckland region, and of all others who live in our rohe.

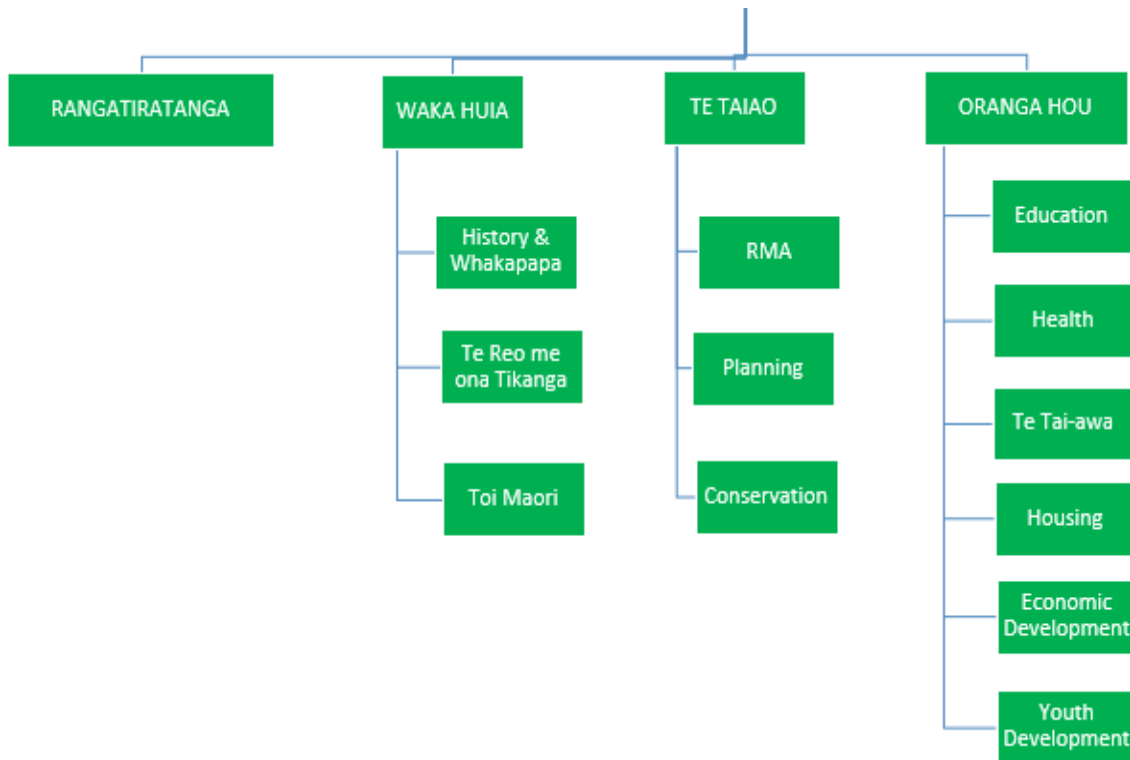
Ngāti Tamaoho is a Tamaki Makaurau hapu, a Tainui-Waikato hapu, and part of the Waiohūa congregation that has occupied Tamaki Makaurau since earliest times. Our traditional area of interest extends from north of the Tamaki Isthmus to south of the Waikato River and the Whangamarino wetlands. It extends from the West Coast to the Hauraki Gulf/Firth of Thames. Our interests are concentrated in the Manukau lowlands, Āwhitu Peninsula, Papakura, Hunua Ranges, Pukekohe and further south.

Figure 1: Ngati Tamaoho Rohe



The dotted line shows our traditional area of interest; the solid line indicates where most of our work occurs now.

Our work currently is grouped into four main areas (see diagram below)¹, with some that is related to Treaty claims negotiations still on-going (our legislation is expected to be completed this year).



Regional Fuel Tax

2 Regional Fuel Tax Generally

2.1 Challenge

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

2.2 Proposal

To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

¹ Rangatiratanga is about our relationships with government, private sector and community groups which recognise authority of mana whenua; Waka Huia is about restoration, protection and enhancement of things of cultural significance; Te Taiao is about restoration, protection and enhancement of the environment; Oranga Hou is about well-being of the people.

2.3 Ngati Tamaoho Feedback

Ngati Tamaoho Opinion of the Proposal: **Partially Support a regional fuel tax**

REPEATING WHAT WE SAID IN OUR SUBMISSION ON THE 10-YEAR BUDGET:

We agree that the transport system needs extraordinary improvements and that Aucklanders need to contribute to the cost of this. We agree with prioritising this issue at present, even if it has negative implications for renewing other assets. We also agree that a long-term approach which includes a range strategies varying over time is appropriate.

We agree with some advantages ascribed to the fuel tax such as ease of administration and possible consequence of reducing use of roads for transport. We are not necessarily opposed to the fuel tax, but we have two major concerns:

- 1) We do not have the expertise to judge the merits of the various possible ways of funding improvements to the transport system; however, we are concerned about the implications of a flat tax in terms of equity. We totally support the commitment to equity in the *Auckland Plan 2050*; so this is a good example of the issue we presented in Main Concerns above (*i.e.*, how to manage conflicts amongst many objectives). We were disappointed to see that the analysis in Appendix A of Section 7 does not include any reference to equity.
 - a. We are not in a position to propose an alternative to the fuel tax, but in order for us to support any flat tax as a significant way of funding a service which is essential to the well-being of all such as transport, we would want to see an analysis of how it is proposed that the inequities be addressed and/or of how this option was evaluated compared to others in relation to equity.
- 2) Partly in relation to the previous point and partly in relation to our concerns about the amount of land allocated to roads, which are relatively inefficient in relation to transport, we do not generally support the strategy of “improving the road network”. It can be counter-productive to address transport problems by upgrading roads; for example, addressing challenges such as congestion on roads, chokepoints and bottlenecks by providing more/better roads is only a temporary solution (because it defers consideration of alternatives to travel by car) and wastes money (that would be better used to address more fundamental transport issues). On the other hand, we think roading projects in response to safety issues would be appropriate.

ADDITIONAL POINTS:

We realise that there hasn't been time for the Council to produce a response to the feedback about the fuel tax in the Budget submissions, but we want to emphasise the importance we attach to considering alternatives which ideally respond to the inequity of a flat tax but at a minimum reduce the impact on low income whanau. As above, we don't have the capability to analyse the implications of, for example,

- reducing the level of the tax (e.g., to 5¢) and then either reducing the projects to be undertaken and/or spreading their implementation over a longer period of time
- prioritising projects of greatest relevance to low income people (e.g., public transport) and in geographic areas of greatest need

Nevertheless, we think this analysis must be completed before finalising decisions which will have such a substantial impact on sectors of the population which are already struggling to meet basic living costs.

3 Regional Fuel Tax Projects

3.1 Challenge

(As above) Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

3.2 Proposal

To use the Regional Fuel Tax to fund 14 Projects as in the table below.

3.3 Ngati Tamaoho Feedback

Our assessment of the specific projects is in the table below.

Project	Proposed Project	Importance	Comment
1	Bus priority improvements	high	need to consider other bus improvements as well such as access to the system from less populated areas
2	City center bus infrastructure (facilities)	medium	need to rationalise the system first; far too many interchanges
3	Improving airport access	none	enough improvements for the foreseeable future
4	AMETI Eastern Busway	n/a ²	
5	Park and rides	very high	amount allocated should be increased; emphasis should be on areas where there is no public access to the hub
6	Electric trains and stabling (storage facilities)	very	needs sustainable power supply
7	Downtown ferry redevelopment	n/a ²	
8	Road safety	very	should add strategy of testing all drivers from overseas
9	Active transport (walking and cycling)	low	good in principle, but not likely to have much impact on higher priority issues such as congestion and likely to increase safety issues

² We are not commenting on priorities that do not relate to specific rohe other than our own

10	Penlink	n/a ²	
11	Mill Road Corridor	very	
12	Road corridor improvements	low - medium	see second point in 2.3 above with regard to increasing capacity and amenity; should only be undertaken where alternative transport improvements not realistic
13	Capacity improvements	low	always will be needed but should spend lower amounts over a longer period to make best use of technology improvements
14	Growth related transport infrastructure	medium	we are hoping growth won't be as much as projected; don't want to encourage it by providing more infrastructure than needed
	Additional Project		
	reduce impact of transport systems on the environment	high	we don't understand why this wasn't included since it is in the <i>RLTP</i> below

Regional Land Transport Plan

4 Transport Challenges in Auckland

4.1 Challenge

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

4.2 Proposal

To focus on:

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility

4.3 Ngati Tamaoho Feedback

We **agree** that the following table reflects the five most important transport challenges facing Auckland, although we don't consider them all to be of equal importance

Transport Challenge	Comment
Safety	
Impact on the environment	should be the highest priority
Congestion	
Supporting growth in the region	only in relation to actual growth, not to encourage it
Decreases in accessibility	

Other Challenges	none; our concerns fit into the five identified
------------------	---

5 Importance of Potential Transport Strategies

5.1 Challenge

To help us understand whether we have the allocation of funding right.

5.2 Proposal

Focus of funding as outlined in table below

5.3 Ngati Tamaoho Feedback

Our assessment of the strategies is in the table below, but please also see feedback on relevant aspects in our submission on the *10-year Budget* and the *Auckland Plan*, plus additional comments on Fuel Tax above.

Proposed Strategy	Description	Importance	Comment
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	very high	transport systems are to enhance quality of human life, not diminish it
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	very high	important for environmental, social and economic reasons; aspects to improve include access (geographically, logistically, physically, financially, etc)
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	low	good in principle, but not likely to have much impact on higher priority issues such as congestion and likely to increase safety issues
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	medium	we are hoping growth won't be as much as projected; don't want to encourage it by providing more infrastructure than needed
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	highest	Humans have responsibility to restore damage done to the environment and to minimise future impact
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	low	always will be needed but should spend lower amounts over a longer period to make best use of technology improvements
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	low-medium	see second point in 2.3 above with regard to increasing capacity and amenity; should only be undertaken

			where alternative transport improvements not realistic
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Development Contribution Policy

6 Proposed Changes to the Development Contribution Policy

6.1 Ngati Tamaoho General Feedback

We would make two general comments.

In terms of social, cultural and economic justice, developments on land in Maori title or received through Treaty settlements should be exempt from paying the DC. The government acknowledges that all of the land in Tamaki in General Title was wrongly taken from mana whenua and very little will ever be returned. This is a small way in which this injustice can be recognised.

We support attempts to make the policy fairer through adjustments to the DC required for specific ‘types’ of development; in fact we think this should be extended, for example, to developments that promote working at or near homes. However, in thinking about this issue we realised that consideration also needs to be given to penalties for change of use within a specified time period (perhaps 30 years), because, for example, students’ accommodation could easily be changed to tourists’.

6.2 Ngati Tamaoho Specific Feedback

Our feedback on the specific proposed changes is in the table below.

	Proposed Change	Support	Comment
1	LTP Investment		
	Increased investment - the average urban DC price will rise to \$27,000	possibly	support only if consultation re priorities and transparency about expenditure is significantly improved
	Alternative 1 - defer or halt proposed capital projects supporting growth	possibly	projects should only respond to growth, not encourage it
	Alternative 2 - increase ratepayer funding of these projects	No	
2	Four Additional Funding Areas		
	1. Kumeu/Whenuapai/Redhills	Yes	
	2. Dairy Flat/Wainui/Silverdale	Yes	
	3. Greater Tamaki	Yes	
	4. Albany	Yes	
3	Development Types		

	Create student accommodation type to better reflect the demand they place on infrastructure	Yes	
	Change aged care rooms to better reflect the demand they place on infrastructure	Yes	
4	Clarifying Definition Changes		
	Small ancillary dwelling costs	Yes	
	Retirement villages	Yes	including kaumatua flats
	Accommodation units for short term rental	Yes	
5	Change payment timings for different development types		
	Those that create five or more dwelling units treated as non-residential developments	Yes	should consider improvements to payment timing for all developments
6	Future Work		
	Defer changes to DC price in relation to transport in greenfield areas	No	This makes development in greenfields even more attractive; a legal mechanism should be attached to approvals from 1 July so that the increase can be collected upon its determination

Regional Fuel Tax Proposal
Draft Regional Land Transport Plan
Development Contributions Policy

Submission

Ngāti Tamaterā Post Settlement Governance
Entity

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1 About Ngāti Tamaterā Post Governance Settlement Entity

The Ngati Tamaterā Post Governance Entity is the mandated representative of the peoples of Ngāti Tamaterā. Ngati Tamaterā is a member of the Mana Whenua Kaitiaki Forum and has interest across Hauraki and Tamaki.

2 About this Submission

Ngāti Tamaterā would like to submit one substantive issue only, the proposal to implement the Regional Fuel Tax.

Regional Fuel Tax

3 Question 1: Regional Fuel Tax

3.1 Challenge

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

3.2 Proposal

To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

3.3 Question

What is our opinion on the proposal?

3.4 Ngāti Tamaterā General Feedback

Ngāti Tamaterā is a member of the Mana Whenua Kaitiaki Forum and supports its submission in that agrees with the two substantive points.

1. That investment in infrastructure is required and that a mechanism to fund the infrastructure is required.
2. That the mechanism for collecting revenue to reinvest should not disproportionately fall on low income families, of which, Māori form a significant part of that group.

Ngāti Tamaterā believes that the current proposals are disproportionately affect low income families because:

- Wealthy households can avoid or minimise the tax by purchasing electric or fuel efficient vehicles
- Low income families on the other hand, generally have older less fuel efficient vehicles
- Need to travel further to get to work, as they are less likely to be able to afford to live where they work.
- Will spend a much larger proportion of their income on the Regional Fuel Tax than higher income households.
- Will be affected more by the flow on effect on the cost of food and other consumables.

It is noted that in The Regulatory impact statement (Central Government), acknowledges this impact but offers no way of minimising the effect on these families.

The Mana Whenua Kaitiaki Forum has submitted conditional support for the Regional Fuel Tax, if the effects of the tax are reimbursed.

We believe that this will be difficult to implement and be ineffective.

We also support the call by the Mana Whenua Kaitiaki Forum to undertake further analysis on this issue.

The Regional Fuel Tax is a blunt instrument with significant implementation issues such as

- Leakage at the geographical borders
- Challenges around the use of diesel fuel, vehicles vs home heating (for example)
- Price spreading by fuel companies
- Generating even more traffic to buy cheaper fuel
- Challenges with large trucks, for example, that can refuel outside of the region.
- The high cost of collection

We believe that there are more effective revenue raising mechanisms and ones that have more precision, however they may be politically, unacceptable, but that is no fault of the low income families and they should not be penalized.

Ngāti Tamaterā believe the revenue raising mechanism should be seriously reviewed and so does not support the Regional Fuel Tax, as we believe there are much fairer mechanisms available to both Central and Local Government.

End

Regional Fuel Tax Proposal
Draft Regional Land Transport Plan
Development Contributions Policy
Presentation to Governing Body

Te Ara Rangatuu o Te Iwi o Ngaati Te Ata Waiohua Inc
Soc Feedback

15 May 2018

Reception Lounge, Level 2, Auckland Town Hall

301 – 303 Queen Street, Auckland

Presenters: Berenize Peita, Josephine Peita



Regional Fuel Tax

Te Ara Rangatuu o Te iwi o Ngaati Te Ata Waiohua

Submission

15 May 2018

Question 1: Regional Fuel Tax – what is our opinion on the proposal?

Support	Do not support	Other

Question 2: Regional Fuel Tax Projects – How important are these projects to you?

General Feedback		
Project	Proposed Project	Importance
1	Bus priority improvements	Very
2	City center bus infrastructure (facilities)	Very
3	Improving airport access	Moderately
4	AMETI Eastern Busway	Very
5	Park and rides	Very
6	Electric trains and stabling (storage facilities)	Moderately
7	Downtown ferry redevelopment	Moderately-Less
8	Road safety	Very
9	Active transport (walking and cycling)	Moderately
10	Penlink	Less
11	Mill Road Corridor	Very
12	Road corridor Improvements	Very
13	Network capacity and performance improvements	Moderate
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	Very

Question 2: Regional Fuel Tax Projects – How important are these projects to you?

Specific Feedback			
Project	Proposed Project	Issues	Needs
1	Bus priority improvements	<ul style="list-style-type: none"> • Traffic congestion solution • Shorter travel times • Frequency 	<ul style="list-style-type: none"> • Cost effective travel • Time efficient less waiting time • Sustainable
2	City center bus infrastructure (facilities)	<ul style="list-style-type: none"> • Access to and from the city • Safety for pedestrians • traffic congestion down town 	<ul style="list-style-type: none"> • cost effective access to and from the city • Time efficient less waiting time • Sustainable Funnelling Economic wealth into the Central Auckland Community
3	Improving airport access	<ul style="list-style-type: none"> • Traffic congestion solution • Shorter travel times to & from city • Frequency 	<ul style="list-style-type: none"> • Safe travel to & from the airport • Time efficient less waiting time • Sustainable - Funnelling Economic wealth⁵ into the South

Specific Feedback

Project	Proposed Project	Issues	Needs
1	Bus priority improvements	<ul style="list-style-type: none"> • Traffic congestion solution • Shorter travel times • Frequency 	<ul style="list-style-type: none"> • Cost effective travel • Time efficient less waiting time • Sustainable
2	City center bus infrastructure (facilities)	<ul style="list-style-type: none"> • Access to and from the city • Safety for pedestrians • traffic congestion down town 	<ul style="list-style-type: none"> • cost effective access to and from the city • Time efficient less waiting time • Sustainable Funnelling Economic wealth into the Central Auckland Community
3	Improving airport access	<ul style="list-style-type: none"> • Traffic congestion solution • Shorter travel times to & from city • Frequency 	<ul style="list-style-type: none"> • Safe travel to & from the airport • Time efficient less waiting time • Sustainable - Funnelling Economic wealth into the South Auckland Community

- 4
- AMETI Eastern Busway
- Traffic congestion solution
- Public transport access 7 frequency
- Shorter travel times East
- cost effective access to and from the city
- Funnelling Economic wealth into the East Auckland Community
- Time efficient
- 5
- Park and rides
- Traffic congestion solution needed in Papakura & Pukekohe
- Enticement to Public Transport use
- Safety on the roads
- Safe roads
- Reliable access to parking
- Reliable access to public transport
- 6
- Electric trains and stabling (storage facilities)
- Sustainable access to Pukekohe, Tuakau, Pokeno, Drury, Paerata
- Cost effective
- Time efficient
- Safe roads
- Reliable access to public transport
- Traffic congestion solution - sustainable

7	Downtown ferry redevelopment	<ul style="list-style-type: none"> Water quality upgrade, oil leaks, emissions reductions Health & Safety maintenance Traffic congestion solution 	<ul style="list-style-type: none"> Traffic congestion solution Reliable access to public transport Access to and from the city
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8	Road safety	<ul style="list-style-type: none"> High Maori Death rates, rural roads High level of permanent Injury Signage improvements 	<ul style="list-style-type: none"> Zero deaths Lowest accident rate Sustainable vehicle
9	Active transport (walking and cycling)	<ul style="list-style-type: none"> Traffic congestion Cheap Healthy 	<ul style="list-style-type: none"> Other user education Sustainable Allocated, signed paths
10	Penlink	<ul style="list-style-type: none"> Traffic congestion High standard roading Access to Whangaparaoa 	<ul style="list-style-type: none"> Sustainable - Funnelling Economic wealth into the North Auckland Community Shorter travel times North Access to Whangaparaoa
11	Mill Road Corridor	<ul style="list-style-type: none"> Traffic congestion High standard roading Access to SH1 Drury South 	<ul style="list-style-type: none"> Sustainable - Funnelling Economic wealth into the South Auckland Community Shorter travel times South Access to Hamilton/Auckland
12	Road corridor Improvements	<ul style="list-style-type: none"> Shorter travel times Safe, multi modal routes Access 	<ul style="list-style-type: none"> Protected routes for future generations Technology capable Sustainable
13	Network capacity and performance improvements	<ul style="list-style-type: none"> Shorter travel times Safe, multi modal routes Access 	<ul style="list-style-type: none"> High volume traffic growth Safety enhancements for all modes of travel Shorter travel times

14	Growth related transport infrastructure (transport services and facilities for new housing developments)	<ul style="list-style-type: none">• Shorter travel times• Safe, multi modal routes• Access	<ul style="list-style-type: none">• Employment• Access to places of employment in the South• Access to community facilities in the South
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Regional Land Transport Plan

Te Ara Rangatuu o te Iwi o Ngaati Te Ata Waiohua

Submission

15 May 2018

Question 3. Transport Challenges for Auckland

The Challenge:

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

Question 3. Transport Challenges for Auckland

Proposal: To focus on:-

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility

Question 3: Transport Challenges in Auckland – Do you think we have identified the most important challenges facing Auckland? **NO**

Transport Challenge	Agree
Safety – Needs to include rural road safety and public safety with regard to the train stations and evening users.	Y/N
Impact on the environment	Y
Congestion	Y
Supporting growth in the region – rural wards have seen unprecedented growth and need support	Y/N
Decreases in accessibility	Y

Question 4. Importance of Potential Strategies

Challenge:

To help us understand whether we have the allocation of funding right.

Question 4. Importance of Potential Strategies

Proposal:

Proposed Strategy	Description
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways

Question 4: Importance of Potential Strategies: How important are these potential strategies to you?

Proposed Strategy	Description	Importance
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	Very
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	Very
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	Very
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	Very
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	Very
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	Moderately
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	Very

Question 4: Importance of Potential Strategies: How important are these potential strategies to you? (cont.)

Proposed Strategy	Description	Issues	Needs
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	Safety is important. Rural road safety is a high priority in our area. Kaihau Rd/ Awhitu Road are high danger areas	Better education for people new to driving on rural roads. Wider shoulders. Better signage for school bus, and children crossing.
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	Much cleaner for the environment	Pukekohe welcomes the electric trains.
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	Get people out of cars and promote walking and cycling for better health.	Need to make electric bikes much more affordable.
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	Rural areas are becoming much more intensified with SHA's.	More support is needed in the rural areas
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	Electric vehicles need to be more affordable. Tetratraps in all city and town centres, industrial areas and	Council need to support Mana Whenua into electric vehicles.

Question 5: Any other strategies you think should be included?

Additional Areas to allocate funding	Reasons why
Support Further train stations in Drury and Paerata	There is a lot of parking available in Drury and it would make it easier to access. There is a new housing development in Paerata and the train station makes sense.

Question 6: Any other comments?

Innovation has to be a part of the thinking. Solar energy can be captured from roads made out of a particular material and used to power street lighting.

The ability to make roads from recycled plastic that is supposed to last 3 x longer and be produced 5x quicker. I am not sure however the need to be applying new technology to old problems is real.

Development Contribution Policy

Te Ara Rangatuu o Te Iwi o Ngaati Te Ata Waiohua

Submission

15 May 2018

Question 7: Development Contribution Policy – Do you support proposed changes?

	Proposed Change	Support
1	LTP Investment	
	Increased investment - the average urban DC price will rise to \$27,000 (excl GST).	No
	Alternative 1 - defer or halt proposed capital projects supporting growth	No
	Alternative 2 - increase ratepayer funding of these projects	Yes/No
2	Four Additional Funding Areas	
	1. Kumeu/Whenuapai/Redhills	Yes/No
	1. Dairy Flat/Wainui/Silverdale	Yes/No
	1. Greater Tamaki	Yes/No
	1. Albany	Yes/No
3	Development Types	
	Change student accommodation to better reflect the demand they place on infrastructure	Yes/No
	Change aged care rooms to better reflect the demand they place on infrastructure	Yes/No
	The same as current (ie status quo)	Yes/No
4	Clarifying Definition Changes	
	Small ancillary dwelling costs	Yes/No
	Retirement villages	Yes/No
	Accommodation units for short term rental	Yes/No
	Alternatives	Yes/No
5	Change payment timings for different development types	
	Non-residential developments (those that create five or more dwelling units)	Yes/No
	Other residential developments	Yes/No

Question 7: Development Contribution Policy – Do you support proposed changes – specific feedback? (as applicable)

Manawhenua should receive a percentage of the Development Contribution Fund in their rohe.

Manawhenua should be exempt from paying a Development Contribution Fund for the following reasons: it is likely that the land that is being developed was confiscated from Ngaati Te Ata.

Ngaati Te Ata did not receive any compensation for the loss of confiscated lands.

This creates an opportunity for Auckland Council to develop a meaningful relationship with Ngaati Te Ata.

DPC

- The rising population of residents moving into our rohe have seen house prices rise beyond the realistic capability of Ngati Te Ata iwi members.
- Homelessness is a dynamic of the iwi that we wish to address.
- With the small pieces of land that we still own, we would like to be able to house our people.
- Imposing a DCF upon us takes home ownership further from our grasp exacerbating the homelessness statistics and increasing associated issues.

14 May 2018

Draft Auckland Regional Land Transport Plan 2018-2028
Auckland Council
via email: rltp@at.govt.nz

Feedback on the Draft Auckland Regional Land Transport Plan 2018-2028
Ngati Whatua Orakei Whai Rawa Limited

1. Ngati Whatua Orakei Whai Rawa Limited (“**Whai Rawa**”) makes the following submission on the draft Auckland Regional Land Transport Plan 2018-2028 (“**RLTP**”).
2. Whai Rawa recognises that the coordinated development and intensification of Auckland to accommodate anticipated population growth requires planned extensions and improvements to core transport infrastructure.
3. Whai Rawa is the property and investment vehicle for Ngati Whatua Orakei, the kaitiaki of significant areas of the Auckland Region. Ngati Whatua Orakei is also a significant landowner and major stakeholder within the Devonport – Takapuna area, with approximately 24.9 ha of land across 6 former Navy landholdings within this area. Those landholdings have been identified as individual sub precincts within the Auckland Unitary Plan (“**AUP**”), being:
 - a. Sub-Precinct A – Marsden Street;
 - b. Sub-Precinct B – Birchfield Road;
 - c. Sub-Precinct C – Plymouth Crescent;
 - d. Sub-Precinct D – Hillary Crescent;
 - e. Sub-Precinct E – Vauxhall Road; and
 - f. Sub-Precinct F – Wakakura Crescent.
4. The precincts are relatively large areas of land, largely in single ownership, and the AUP facilitates and anticipates their redevelopment in a way that significantly increases their population whilst providing high-quality environment for residents. Development of the precincts in accordance with the AUP provisions, together with the intensification of the surrounding land (pursuant to the Mixed Use, Terraced Housing and Apartment Building, Mixed Housing Urban and Mixed Housing Suburban zones that have been applied through the northern parts of Devonport and Belmont) will generate increased usage of the existing transport infrastructure and demand for additional or improved infrastructure in the area.
5. The key item of transport infrastructure on the Devonport Peninsula is Lake Road.
 - a. Lake Road is the only arterial road in and out of the Devonport Peninsula and serves as the main land route for people living and working in the area to reach the rest of the North Shore and Auckland. Lake Road experiences significant congestion during weekday peak commuting periods as well as off-peak times and on weekends. During the evening peak on weekdays, Lake Road is frequently gridlocked between Esmonde Road and Kings Store, with traffic on secondary access roads like Winscombe Avenue commonly backed up the entire length of the road.

- b. Whai Rawa understands that Auckland Transport has estimated that the cost to fund the necessary upgrades to Lake Road could be in the order of \$10 million-\$70 million but there is no indication of the funding allocation towards these works to date.
 - c. In the absence of the upgrade, traffic congestion throughout the Devonport Peninsula is likely to worsen over time, compromising the benefits that can be gained from intensification in this strategically important location, in close physical proximity to Takapuna, Smales Farm, North Shore Hospital, the Northern Busway and the Auckland CBD.
6. Whai Rawa has today lodged a submission on the proposed Auckland Development Contributions Policy 2018 (“**DC Policy**”). That submission does not challenge the basis upon which the DC Policy has been developed or the contributions that will be required of it, including contributions towards transport expenditure. Whai Rawa does consider it essential, however, that the contributions that are collected are applied in a timely fashion to support the developments that are contributing those contributions. In that context, Whai Rawa considers that funds equivalent to the contributions collected from developments in the Devonport – Takapuna Local Board Area should be applied towards the transport infrastructure and services required to accommodate the growth anticipated for the Devonport Peninsula. This is an area in which intensification will generate significant benefits for the community but with regard to which the existing transport infrastructure is currently under pressure and significant investment will be required by the Council and its related entities if the amenity of existing and incoming residents is to be retained.
7. Relief sought:
- a. Whai Rawa asks that in making decisions regarding the expenditure of funds obtained through developer contributions for transport purposes, Auckland Transport should:
 - i. Have regard to the location within the city of the developments from which those contributions are being sourced at any given time.
 - ii. Recognise that the demand for additional transport infrastructure arises when additional development is occupied.
 - iii. Accordingly, seek to apply funds to the upgrading of transport infrastructure and services in areas throughout the city at a rate which ensures that additional infrastructure capacity is available to cater for the additional demand generated by intensification when that demand arises or as soon as is practically possible thereafter.
 - b. In the context of the Devonport – Takapuna area, that would involve applying funds equivalent to the development contributions levied from that area to upgrade Lake Road so as to ensure that the transportation efficiencies inherently generated by the intensification of this strategically located area are realised and are not compromised by the substandard form of Lake Road.

Yours faithfully,

Ngati Whatua Orakei Whai Rawa Limited

David Schwartzfeger – Development Manager

Auckland Council
“Have Your Say”
Via Website

14 May 2018

Regional Fuel Tax and Regional Land Transport Plan Consultation

Ngāti Whātua Ōrākei welcomes the opportunity to submit on the Draft Regional Land Transport Plan and Regional Fuel Tax Proposal.

These initiatives are fundamentally linked – the proposed regional fuel tax (RFT) is intended to fund the package of transport programmes as set out in the draft Regional Land Transport Plan - RLTP (which essentially aims to drive a shift to mass transit, walking and cycling). The assumption is that without the tax, the transport programme does not go ahead¹.

For these reasons, we submit on both kaupapa together. In summary, whilst we can support the intention of the RLTP, we have fundamental objections to the proposed funding mechanism, the RFT. We submit that a more equitable alternative balance of funding needs to be determined.

Draft Regional Land Transport Plan

Ngāti Whātua Ōrākei considers that, taken as a whole, the proposed measures in the draft RLTP constitute a well thought out and progressive proposal. There is no doubt in our thinking that such measures are badly needed in Auckland – it is generally accepted that transportation problems are severe, worsening and that continued growth on the current trajectory is ultimately unsustainable. A fundamental shift in the balance of transport modes is required and the draft RLTP is an appropriate package of proposals.

The only criticism that we would make of the plan itself is that RLTP does not place sufficient emphasis on the role of park and ride facilities in enabling full utilisation of mass-transit solutions (including buses as well as rail). The RFT Draft Proposal Document² notes that c. 85% of park and ride capacity is occupied by 7.30am (working days) and that nearly 100% is taken up by 8:30am. This points to a very significant unmet demand for park and ride.

¹ This was made clear by Auckland Council staff at the Mana Whenua workshop held on 1 May 2018

² <https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/transport-consultation/Documents/draft-proposal-regional-fuel-tax.pdf>

At the same time, the level of investment is minimal (\$24m) in comparison to other components of the RLTP. The intention appears to be reliance instead on bus shuttle and feeder services. We can appreciate the reasoning behind this approach (maximum avoidance of car-use and the inherent difficulties in providing additional land for parking), but nonetheless consider that greater attention should be given to additional capacity. Reliance on two-stage transit (i.e. bus/train) adds a significant time cost and is also a psychological barrier to the uptake of mass transit. This is particularly true for edge of town services. We consider that more effort and investment should be made, up to and including the use of compulsory acquisition powers where necessary for the establishment of sufficient capacity.

Regional Fuel Tax Proposal

Whilst we generally support the draft RLTP (with the provisos above), we do have serious concerns over the proposed funding mechanism.

The problem is that a large part of the RLTP funding comes from the 11.5c/Litre (incl.GST) regional fuel tax, *and this mechanism was designed before the government announcement of national fuel tax rises of a similar scale (3-4c/annum over 3 years)*. Quite remarkably, it seems national tax proposal was entirely unexpected. Council must acknowledge that that it fundamentally changes the whole context for the debate.

Ngāti Whātua Ōrākei submits in the strongest possible terms that Council must reconsider the balance of funding mechanisms for the RLTP.

The RFT funding mechanism is based on the “user pays” philosophy, which is fine if there is an element of choice in travel mode, but for much of Auckland outside the urban core, this is simply not the case. Those living on the margins of the city, often those in lower income groups (often forced to city margins in search of lower housing costs) simply do not have much travel choice at present. This is particularly so for those making peripheral or “orbital” journeys to work (for example, from West Auckland to major employment centres around the Airport, Wiri or the North Shore) - it should not be assumed that all, or indeed most, travel-to-work journeys are to the CBD.

At the same time, the general rates increase, at 2.5%, has been effectively frozen to the retail price index. Council has made a conscious decision to place the cost of transport improvements on road users, whilst shielding the general ratepayer. For the reasons outlined above, this appears to be a very regressive tax mechanism. Effectively, marginalised communities in rural areas and on the urban fringe are being targeted above \$1m householders in the urban core.

A more equitable approach to the introduction of a user-pays funding element would be via introduction of congestion charging. This would target journeys taken on major transport corridors and urban arterial routes where public transport is a generally an existing viable option. Technology to enable congestion charging is proven and deployed in numerous international comparator applications. A congestion charge enables genuine behaviour change – a fuel tax propagates poverty.

Even without the proposed increase in national fuel levies, Ngāti Whātua Ōrākei considers that a more balanced approach to funding is required. The reliance on the RFT was always going to be regressive - coming now as it does in the face of the proposed national fuel tax rise it is entirely unjustifiable. Marginal communities simply cannot be expected to wear a c.25% increase in one of the most significant costs of living.

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I trust Auckland Council and other parties will take due account of these submissions in their decisions on these matters.

Nga mihi



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Regional Fuel Tax Proposal
Draft Regional Land Transport Plan
Development Contributions Policy

Submission

Ngātiwai Trust Board

14 May 2018, 8pm



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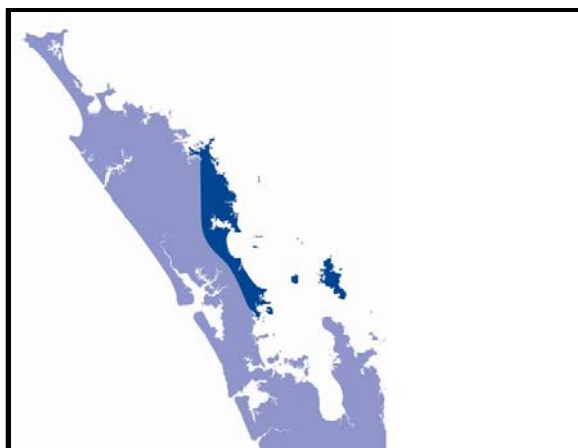
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1 About Ngātiwai Trust Board

Te Iwi o Ngātiwai

Te Iwi o Ngātiwai are the descendants of our eponymous ancestor Manaia, of Manaia II, of our ariki: Te Rangihōkaia, who rests at Hauturu-a-Toi; of Te Rangapū; and Toremātao; and of the sea. Our mana, whakapapa, history, tribal traditions and customs are closely associated with the ocean and the sea. “Ko te mana o Ngātiwai kei roto i te wai”¹.

Our tribal rohe spans from Motukōkako Island off Cape Brett in the southern Bay of Islands, to Aotea (Great Barrier Island) in the Te Moana-nui (Hauraki Gulf). It includes the eastern coast to Mahurangi and all the off-shore islands and its environs such as Tāwhiti Rahi and Āorangi (Poor Knights), Marotiri and Tāranga (Hen and Chicken Islands), Pokohinau, Te Hauturu-a-Toi (Little Barrier), Te Kāwau Tūmaro o Toi (Kawau) and Aotea (Great Barrier).



Te Iwi o Ngātiwai are represented by the Ngātiwai Trust Board that has been operating in its modern form for the past 40 years. It is a Mandated Iwi Organisation (MIO) for Treaty of Waitangi Fishing Settlements and holds a Crown acknowledged mandate for Treaty of Waitangi Land Settlements. The Board also has a blanket claim over its rohe moana under the Marine and Coastal Area Act 2011 that has yet to be determined.

The Board is represented by 14 trustees nominated and elected by their Ngātiwai marae constituency. We have 8000 registered members. We also run a fishing company, own commercial property including a hotel and iconic camp ground and are developing a honey and agricultural business. These things help fund and subsidise, marae grants, educational scholarships, sport sponsorships, a Resource Management Unit, an education unit and one of the only iwi owned private training establishments (PTE). We are also developing social services and programmes for our rangatahi, as well as a rangahau and academic research unit.

We make our submission as follows:

¹ Paramount Chief of Ngātiwai, Mōrorekai Piripi, 1966.

Regional Fuel Tax

2 Question 1: Regional Fuel Tax

2.1 Challenge

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

2.2 Proposal

To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

2.3 Question

Do you support a Regional Fuel Tax?

2.4 Ngātiwai Trust Board's General Feedback

Support	Do not support	Other
		<i>Exemption</i>

Ngātiwai Trust Board supports an exemption of the Regional Fuel Tax for our people that live on Aotea (Great Barrier Island). There are no major infrastructure developments planned there and residents living there are far more reliant on fuel for transport, boating for fishing and food gathering, goods and transportation, and electricity generation.

Ngātiwai realizes that the projects planned are only keeping pace with what is needed in terms of transport infrastructure and therefore understand that a Fuel Tax may be the only way to partially fund these,

3 Question 2: Regional Fuel Tax Projects

3.1 Challenge

(As above) - Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

3.2 Proposal

To use the Regional Fuel Tax to fund 14 Projects including:

Project 1 – Bus priority improvements

Project 2 – City Centre bus infrastructure (facilities)

Project 3 – Improving airport access

Project 4 – AMETI Eastern Busway

Project 5 – Park and rides

Project 6 – Electric trains and stabling (storage facilities)

Project 7 – Downtown ferry development

Project 8 – Road safety

Project 9 – Active transport (walking and cycling)

Project 10 – Penlink

Project 11 – Mill Road Corridor

Project 12 – Road corridor improvement projects

Project 13 – Network capacity and performance improvements

Project 14 – Growth related (transport facilities for new housing developments)

3.3 Question

How important are these projects to you?

Project	Proposed Project	Importance
1	Bus priority improvements	Very
2	City center bus infrastructure (facilities)	Very
3	Improving airport access	Moderately
4	AMETI Eastern Busway	Less
5	Park and rides	Less
6	Electric trains and stabling (storage facilities)	Very
7	Downtown ferry redevelopment	Very
8	Road safety	Very
9	Active transport (walking and cycling)	Very
10	Penlink	Less
11	Mill Road Corridor	Less
12	Road corridor Improvements	Less
13	Network capacity and performance improvements	Less
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	Very

3.3.1 Ngātiwai Trust Board Feedback

All of these proposed projects will benefit Aucklanders, however many will centrally benefit the daily lives of Ngātiwai hau kainga live. Of priority are those that relate to reducing impacts on the environment such as bus and light rail, providing better access to jobs, education and health centers, as well as encouraging active transport options as a priority to promote health and for low income commuters. Access by sea is also a priority for Ngātiwai.

Project	Proposed Project	Issues	Needs
1	Bus priority improvements		<ul style="list-style-type: none"> • <i>Continue improvements</i>
2	City center bus infrastructure (facilities)		<ul style="list-style-type: none"> • <i>Continue improvements</i>
3	Improving airport access		
4	AMETI Eastern Busway		
5	Park and rides		
6	Electric trains and stabling (storage facilities)		<ul style="list-style-type: none"> • <i>Continue investment in light rail.</i>
7	Downtown ferry redevelopment	<ul style="list-style-type: none"> • <i>Focus redevelopment on functional improvements not cosmetic.</i> 	<ul style="list-style-type: none"> • <i>Improve efficiency of terminal</i> • <i>Any developments to mitigate sea pollution</i>
8	Road safety	<ul style="list-style-type: none"> • <i>Competent young drivers has a positive impact on driving infringements and road behavior.</i> 	<ul style="list-style-type: none"> • <i>Continue Māori road safety programmes</i> • <i>Work with iwi to subsidize driver's licenses training and defensive driving courses.</i>
9	Active transport (walking and cycling)	<ul style="list-style-type: none"> • <i>Create more and safer walking and cycle way network.</i> 	<ul style="list-style-type: none"> • <i>Encourage the health benefits of active transport options for whānau.</i> • <i>Promote electric cycles</i>
10	Penlink		
11	Mill Road Corridor		
12	Road corridor Improvements		
13	Network capacity and performance improvements		
14	Growth related transport infrastructure (transport services and facilities for new housing developments)		

Regional Land Transport Plan

4 Question 3: Transport Challenges in Auckland

4.1 Challenge

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

4.2 Proposal

To focus on:

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility

4.3 Question

Do you think we have identified the most important challenges facing Auckland?

4.4 *Ngātiwai Trust Board General Feedback*

Transport Challenge	Agree
Safety	<i>Yes</i>
Impact on the environment	<i>Yes</i>
Congestion	<i>Yes</i>
Supporting growth in the region	<i>Yes</i>
Decreases in accessibility	<i>Yes</i>

4.5 *Ngātiwai Trust Board Specific Feedback*

Additional Challenges that need to be addressed	Why?
<i>Roading improvements on Aotea.</i>	<ul style="list-style-type: none">• <i>Ngātiwai people live there and have had substandard roads</i>

5 Question 4: Importance of Potential Strategies

5.1 Challenge

To help us understand whether we have the allocation of funding right.

5.2 Proposal

Focus of funding

Proposed Strategy	Description
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways

5.3 Question

How important are potential strategies to you?

5.4 Ngātiwai Trust Board General Feedback

Proposed Strategy	Description	Importance
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	<i>Moderately</i>
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	<i>Very</i>
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	<i>Very</i>
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	<i>Moderately</i>
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	<i>Very</i>
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	<i>Moderately</i>
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	<i>Very</i>

5.5 Ngātiwai Trust Board Specific Feedback

Proposed Strategy	Description	Issues	Needs
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas		
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains		
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling		
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas		
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	<ul style="list-style-type: none"> • <i>Reducing pollution from road discharges</i> 	<ul style="list-style-type: none"> • <i>Ngātiwai seek any improvement on protecting stormwater discharges into the harbours and seas.</i>
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout		
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways		

6 Question 5 Any other strategies you think should be included?

Additional Areas to allocate funding	Reasons why
<i>Harbour and beach clean-up</i>	<i>Ngātiwai goal is to restore the mauri of the Hauraki Gulf, its sea life, ecosystems and birdlife, thus it supports any initiative that supports protection from any pollutants through storm water discharges, land runoff and sewerage.</i>

7 Question 6 Any other Comments?

Nil

Development Contribution Policy

8 Question 7: Thoughts on the Development Contribution Policy

8.1 Background

The Development Contributions Policy sets out the capital expenditure to be funded by development contributions (DCs) and how much developers will pay.

Development contributions are paid by developers based on the size and location of their development. The charge is set so that the cost for each development is an equitable share of the local and regional infrastructure required to support the development.

Development Contributions do not determine what infrastructure projects are delivered or where they are delivered. Under the proposed policy Development Contributions are set based on the capital expenditure for growth related projects in the Council's Long Term Plan. Development Contributions provide an alternative funding source to rates that are targeted to the beneficiaries of the council's investment in growth and infrastructure.

The Council has reviewed its Contributions Policy (adopted in 2015), and proposes a number of changes which are included in the draft Contributions Policy 2018, based on the capital expenditure programme in the draft Long-Term Plan (LTP) 2018 – 2028 and proposed Regional Land Transport Plan (RLTP) capital expenditure

The policy provides:

- A record of how infrastructure for growth is funded
- Transparency of what is funded and what has been delivered
- Certainty to stakeholders in how infrastructure will be funded including major transformational infrastructure
- A way for those involved in developments to make payments that reflect expected demand on infrastructure and the expected benefits of that infrastructure

The current development contributions policy was set in 2015 and needs to be updated on 1 July 2018.

8.2 Proposal

The following describes proposed changes to the Development Contributions Policy 2018 and the reasons the alternatives have been considered.

Proposed Changes	Proposal Description	Proposal Reason
<p>Increased capital expenditure spending and resulting in increased development contribution price</p>		
<p>increased investment the average urban DC price will rise to \$27,000 (excl GST).</p>	<p>The draft LTP 2018-2028 provides for additional projects with a growth component \$1.4 billion higher than the LTP 2015-2025. This includes an additional \$322 million investment in community infrastructure and parks</p>	<p>The additional investment in infrastructure will enable the construction of 120,000 dwellings to house an expected 300,000 additional Aucklanders. With Auckland Council's current financial constraints, the ability to debt-fund growth infrastructure is constrained. DC prices need to rise to allow this investment to proceed.</p> <p>Without an increase in prices general ratepayers will continue to subsidize growth or investment will be delayed or halted. This will impact on the ability to maintain service levels in response to growth and to support housing development.</p>
<p>Alternative 1 - defer or halt proposed capital projects supporting growth</p>	<p>The proposed increase in DCs price over the 10 years of the LTP 2018-2028 is forecast to provide an additional \$800 million of revenue. This sum may exceed the loss in revenue because DCs make up varying proportions of the funding of individual projects¹. Without this revenue the council would need to reduce its proposed capital expenditure by</p>	<p>Council does not recommend this option as these investments are vital to maintaining service levels in the face of growth pressures from assets due for renewal to support making land available for new development in both the Greenfields and brownfields</p>

	between \$1 and \$3 billion depending on which projects were prioritized.	
Alternative 2 - increase ratepayer funding of these projects.	To maintain the proposed level of investment without increasing DCs would require an increase in rates funding of between \$50 and \$150 million per annum. This is equivalent to an additional general rate increase of between 3 and 10 per cent per year. Land owners, developers and the owners of new construction are the beneficiaries of the portion of investment in infrastructure that supports growth.	Council does not support this option as it is appropriate that the growth share of funding comes from the beneficiaries via DCs not general ratepayers.
<p>Note - The council's draft Revenue and Financing Policy (consulted on at the same time as the LTP 2018-2028) provides for the use of targeted rates to fund growth infrastructure. However, no proposals have been consulted on as part of the LTP 2018-2028. As rates can only be struck as part of an Annual Plan or LTP this is not a practical option for the 2018/2019 year. The council may consider targeted rates to fund growth infrastructure in the future.</p>		

<p>Four additional funding areas for transport that allocate the cost of transport infrastructure to the priority Growth Areas</p>		<p>Auckland Council rejected the option of keeping these developments within the Council funding area framework as Development Contributions for development in these areas would be below the actual cost. This would result in increased costs for other developers in existing areas</p>
<p>1. Kumeu/Whenuapai/Redhills</p>		
<p>2. Dairy Flat/Wainui/Silverdale</p>		
<p>3. Greater Tamaki</p>		
<p>4. Albany</p>		
<p>Amendment of some development types to better reflect the demand they place on infrastructure</p>	<p>Student Accommodation – Create new student accommodation units category for student accommodation (administered by schools and universities). Student accommodation is closer to their resident’s primary travel destination and these institutions generally provide some open space. This category will have a lower price for transport and open space than residential development</p> <p>Aged care rooms – The Development Contributions will be reduced by removing the requirement to pay for Community Infrastructure. Council considers that the nature of the persons occupying these units makes it unlikely that they would use Community Infrastructure such as playgrounds, toilets or community halls</p> <p>Alternatives – Council considered retaining the status quo but rejected this option as it would mean</p>	<p>The Auckland Council currently separates different developments into distinctive types in order to accurately share the costs of providing growth infrastructure between developers. The council proposes to amend the following development types to better reflect the demand they place on infrastructure</p>

	these developments would pay a share of the contribution costs in excess of the demand they place on infrastructure	
Clarification of definitions for some development types	Small ancillary dwelling units – change the size definition of small ancillary dwelling units to those with a gross floor area less than or equal to 65m2.	This aligns the Contribution Policy with the definition in the Unitary Plan to avoid customer confusion
	Retirement Villages – Amend the definition of a “Retirement Village”	Align with the Unitary Plan to avoid customer confusion
	Accommodation units for short term rental – Amend the definition of Accommodation Units	Clarify that they include properties used for short term rental
	Alternatives – Council considered retaining the current definitions but rejected this	Avoid ongoing confusion for customers dealing with different definitions in council policies and the additional administration costs incurred to resolve these
Adjustment of payment timings	Residential developments are currently required to pay DCs when the building consent is issued. Council proposes two changes:	Council has proposed this change to support residential developers by better aligning the requirement to pay DCs with developers’ cash flows. Reducing the amount of capital investment required prior to construction will make it easier for developers to finance and progress residential projects. Under this option the timing of payment for residential DCs is more closely aligned to the time at which the increased demand for infrastructure occurs
	Developments that create five or more dwelling units will be classified as non-residential developments.	This will allow the DCs assessment to be invoiced at the time of the Code of Compliance Certificate (CCC) is applied for. This will extend the time until Council receives payment by an average of 9-18 months

	All other residential developments will be charged six months after building consent is issued	
	Alternatives – retain the current timing of payment at the time of issuing of building consent. However, this would not support residential developers and would mean that payment would be made in advance of demand for infrastructure being generated	

Future Work

The draft Contributions Policy 2018 only includes additional investment in infrastructure in a few priority development areas. This is based on the Auckland Transport Alignment Project and the RLTP which reflect the government’s medium term priorities for transport investment. The priorities are public transport and safety with limited provision for roading. Timing challenges have meant only preliminary consideration has been given to future transport needs to support Greenfields development. As a result the proposed average Greenfields DC price is \$27,000 (GST excl), which is at the same level as the proposed average urban DC price. However, the investment in infrastructure to support the council’s Future Urban Land Supply Strategy identifies the cost per house in Greenfields as around \$150,000. This includes the cost of the government’s investment in state highway upgrades, NZTA’s contribution to council roading investment and Watercare’s Infrastructure Growth Charge. The proportion of the overall cost that would be recovered from development contributions is approximately \$70,000.

In the medium term it is important that DCs set for Greenfields reflect the longer term overall cost of the required infrastructure. This will ensure that development in Greenfields:

- is not subsidized by general ratepayers
- is priced appropriately in comparison to brownfields intensification
- does not allow early movers to pay lower prices and shift the burden to later developers

- ensures more cost-effective infrastructure procurement. For example, it is likely to be cheaper if a 30-year view is taken from the onset when delivering the infrastructure needed to service the ultimate population of Greenfield areas. Securing land for future roads and parks prior to development, or initially constructing bridges that provide for future road widening, is more cost-effective than retrofitting infrastructure

The council will work with central government to determine longer term investment plans for the roading to support Greenfields development. This will provide a foundation for planning the capital expenditure programme to be funded from development contributions. This work will be completed and proposed changes to the Contributions Policy reported by September.

8.3 Question 7

We need feedback from developers and other interested parties about the changes set out in the Draft Contributions Policy 2018.

Your feedback will help shape the final policy, which will be published in 2018

8.4 Ngātiwai Trust Board General Feedback

	Proposed Change	Support
1	LTP Investment	
	Increased investment - the average urban DC price will rise to \$27,000 (excl GST).	<i>No</i>
	Alternative 1 - defer or halt proposed capital projects supporting growth	
	Alternative 2 - increase ratepayer funding of these projects	
2	Four Additional Funding Areas	
	1. Kumeu/Whenuapai/Redhills	
	2. Dairy Flat/Wainui/Silverdale	
	3. Greater Tamaki	
	4. Albany	
3	Development Types	
	Change student accommodation to better reflect the demand they place on infrastructure	
	Change aged care rooms to better reflect the demand they place on infrastructure	
	The same as current (ie status quo)	
4	Clarifying Definition Changes	
	Small ancillary dwelling costs	
	Retirement villages	
	Accommodation units for short term rental	
	Alternatives	
5	Change payment timings for different development types	
	Non-residential developments (those that create five or more dwelling units)	
	Other residential developments	

8.5 Ngātiwai Trust Board Specific Feedback

	Proposed Change	Issues	Needs
1	LTP Investment		
	Increased investment - the average urban DC price will rise to \$27,000 (excl GST).		
	Alternative 1 - defer or halt proposed capital projects supporting growth		
	Alternative 2 - increase ratepayer funding of these projects		
2	Additional Funding Areas		
	1. Kumeu/Whenuapai/Redhills		
	2. Dairy Flat/Wainui/Silverdale		
	3. Greater Tamaki		
	4. Albany		
3	Development Types		
	Change student accommodation to better reflect the demand they place on infrastructure		
	Change aged care rooms to better reflect the demand they place on infrastructure		
	The same as current (ie status quo)		
4	Clarifying Definition Changes		
	Small ancillary dwelling costs		
	Retirement villages		
	Accommodation units for short term rental		
	Alternatives		
5	Change payment timings for different development types		
	Non-residential developments (those that create five or more dwelling units)		
	Other residential developments		

8.6 Any other comments?

Ngātiwai Trust Board has not commented on each policy detail but if we understand these complex policy changes correctly, it will mean that the developers' contribution increases will/may apply to Māori Freehold Land for those whānau that may wish to provide access to affordable housing (five or more homes) on a papakainga estate. Māori freehold land does not have the same mortgage or security potential as general title.

Whilst there is limited Māori Freehold land in the Auckland Council's territory, there is a lot of Māori Land on Aotea (Great Barrier), and the Pākiri coast. These areas are the homelands of Ngātiwai and its constituent hapū Ngātiwai ki Aotea, Ngāti Rehua and Ngāti Manuhiri. If this is the case, then further investigation needs to be done by Council to test this proposed policy.

Further, Treaty settlements are yet to be concluded for a number of Tāmaki iwi and lands transferred from the Crown are yet to be determined. This land may be suitable for iwi housing but may immediately be de-incentivized due to these policy settings. Again, we would like a further iwi workshop on this policy if iwi, hapū or whānau lands are affected.



Te Mahere Puutea mo te Riua o Taamaki Makaurau 2018 – 2028

RFTP / DRLTP/DCP

MAKAURAU MARAE MAORI TRUST - NGATI TE AHIWARU - WAIOHUA

Kowhai Olsen | Kaitiaki Representative | May 2018

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1 Introduction

Hoea too waka tapu kia tau atu ki te Puketaapapatanga a Hape
Tirotiro kau atu ki ngaa wairere o te Maanukanuka oo Hoturoa
E uu ana ki te awa Ooruarangi
Takatakahi ngoo tapuwae ki te Ihu oo Mataoho
Kia tae ake ra ki te Waharua oo Makaurau
Ka tuu te Tupuna a Taamaki Makaurau Me nga iwi o Te Waiohira, Ngaati Te Ahiwaru
Tena Koutou Katoa

This submission to the Regional Fuel Tax, the Regional Land Transport Plan and the Development Contributions Plan of the Auckland Council is submitted by the Makaurau Marae Maori Trust and on behalf of Waiohira, Ngati Te Ahiwaru. The above pepeha identifies the locality of our turangawaewae (tribal hub) central to our entire mana a rohe (tribal area).

Our tribal register acknowledges an estimated 780 beneficiaries living across the Auckland region. Cultural diversity is an evolutionary message that our mokopuna continue to embrace and they are the future well-being of our Iwi.

We are one of many iwi who work through challenges with our whanau. One of the toughest challenges that continually shakes the foundation of our iwi is Loss of Land, Cultural heritage and natural resources. These are the fundamental components of our whakapapa and turangawaewae.

Our turangawaewae has been heavily compromised for roading and transport development that saw Quarry operations over Mangataketake (Mt Elliot), Waitomokia (Mt Gabriel) and Puketaapapa (Otuataua), for the Auckland International Airport and the Mangere community.

Our Mauri is dormant and our people's well-being vulnerable.

Te Ahiwaru need to see our sacrifices as appreciated, purposeful and cognitive for innovation.



Regional Fuel Tax

2 Question 1: Regional Fuel Tax

2.1 Challenge

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

2.2 Proposal

To enable projects that improve congestion, public transport and road safety, we recommend a Regional Fuel Tax (RFT) of 10 cents per litre plus GST (11.5 cents).

2.3 Question

What is our opinion on the proposal? Te Ahiwaru DO NOT SUPPORT a regional fuel tax increase.

2.4 Te Ahiwaru Feedback

It is not a sustainable option for Auckland's economy to impose an additional tax on fuel. Current fuel prices fluctuate regularly with very little beneficial decrease.

Public transport is currently too unreliable for the public to rely on. Consumers are imposed with inconvenient resolutions such as park n rides, affixed stations at retail hubs and infrequent residential area bus stops. None of which alleviate the need for personal vehicles.

What does an improved resolution to congestion look like anymore. Road works are a frequent inconvenience, with engineered designs being built, evaluated and redesigned almost immediately. There is no quality assurance around low economic contractors underperforming.

Road safety is often compromised by aesthetic landscape design, traffic light phasing changes and over indulging cycleways. Low lying trees mispositioned can have hazardous consequences. On ramp light phasing is not addressing a drivers inability to merge correctly, remove the orange phase of these lights and alternate each lane into a merging STOP/GO phase. Cyclists are not imposed with vehicle licensing or fuel costs, vehicle lane width is reduced by safety kerbs for cyclists and light phasing, experienced cyclists don't use these lanes.

3 Question 2: Regional Fuel Tax Projects

3.1 Challenge

(As above) - Without a Regional Fuel Tax (RFT) the funding available will only cover renewing the existing transport network and the projects that are already committed eg the City Rail Link.

3.2 Proposal

To use the Regional Fuel Tax to fund 14 Projects including:

- Project 1 – Bus priority improvements
- Project 2 – City Centre bus infrastructure (facilities)
- Project 3 – Improving airport access
- Project 4 – AMETI Eastern Busway
- Project 5 – Park and rides
- Project 6 – Electric trains and stabling (storage facilities)
- Project 7 – Downtown ferry development
- Project 8 – Road safety
- Project 9 – Active transport (walking and cycling)
- Project 10 – Penlink
- Project 11 – Mill Road Corridor
- Project 12 – Road corridor improvement projects
- Project 13 – Network capacity and performance improvements
- Project 14 – Growth related (transport facilities for new housing developments)

3.3 Question

How important are these projects to you?

Project	Proposed Project	Importance
1	Bus priority improvements	
2	City center bus infrastructure (facilities)	
3	Improving airport access	
4	AMETI Eastern Busway	
5	Park and rides	
6	Electric trains and stabling (storage facilities)	
7	Downtown ferry redevelopment	
8	Road safety	
9	Active transport (walking and cycling)	
10	Penlink	
11	Mill Road Corridor	
12	Road corridor Improvements	
13	Network capacity and performance improvements	
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	

3.3.1 Te Ahiwaru Specific Feedback

Te Ahiwaru contribute feedback on a regular basis with New Zealand Transport Agency and Auckland Transport.

We are sure new projects, motorways and byways could benefit the regional transport economy, but how is it serving the public? New assets mean new expenses, we must complete the existing projects to quantify their success first.

A large quantity of Transport infrastructure impedes on Te Ahiwaru Cultural values. To name a few major projects with direct impacts are State Highway 20A and East West Link on the Manukau Harbour.

State Highway 20A and the Special Housing Area 62 have accelerated infrastructural and residential development including roading of the immediate vicinity. Ad hoc decisions have caused our papakainga some serious environmental and safety concerns.

Ihumatao Road and Oruarangi Road are now frequented arterial routes. We had safety over our community, because there was no immediate requirement of use for these roads, except when there was an accident on the George Bolt Memorial Drive between Montgomerie and Ihumatao roads. A rerouting diversion was set to thoroughfare Puketaapapa Village, Ihumatao.

Now congestion has influenced a route change for commuters directly through our papakainga. The safety of our children within the papakainga is in jeopardy. Our quality of life and culture has been compromised. Pedestrian crossings do not exist in our papakainga and there was never a need for them.

Earthworks, Bridge piles for Kirkbride affecting our groundwater and puna (spring) tables.

Access in and out of our papakainga at peak times is ridiculous, with traffic standing still on both Ascot Road and Ihumatao Road.

Our papakainga within Ihumatao, Puketaapapa Village is over 850 years continuously occupied. Our needs should be assessed to protect the integrity of our cultural customs and traditions.

Project	Proposed Project	Issues	Needs
1	Bus priority improvements	<ul style="list-style-type: none"> • Personal vehicles are driving to bus stops causing congestion and carbon omissions. • More people could be bussing and leaving personal vehicles at home • Frequent Network routes stick to main arterial routes with little accessibility to residents 	<ul style="list-style-type: none"> • Personal vehicles driving to bus stops cause congestion • Bus stations are misplaced, they should be inside of residential areas, around parks and open spaces.
2	City center bus infrastructure (facilities)	<ul style="list-style-type: none"> • Too much of the transport budget is being exhausted on the city. 	<ul style="list-style-type: none"> • Auckland city is a retail hub with a wealthy economy to sustain it. This does not need regional investing.
3	Improving airport access	<ul style="list-style-type: none"> • SH20A is not an improvement and SH20B is going to make it worse. • Freight and Bus Lanes should be introduced and widening of the SH20B bridge • A train to the airport is not a necessary link for the city. 	<ul style="list-style-type: none"> • Auckland International Airport need to vest more into the development of the Airport precinct transporting needs. The roads are narrow and should offer a bus and truck lane only. Not T2 or T3.
4	AMETI Eastern Busway	<ul style="list-style-type: none"> • This project has gone on for too long. Consult fees are being overindulged. 	<ul style="list-style-type: none"> • Completion

5	Park and rides	<ul style="list-style-type: none"> • Are a waste of valuable open space and contradict two of the DRLTP priorities. Traffic congestion and Environmental Impact • If a person leaves the home in a vehicle they're more likely to stay in that vehicle if their time schedule is compromised. 	<ul style="list-style-type: none"> • A thriving and productive transport system would first benefit from minimizing personal vehicle requirement. • Build bus stations in the middle of some of these new special housing areas.
6	Electric trains and stabling (storage facilities)	<ul style="list-style-type: none"> • No comment 	<ul style="list-style-type: none"> •
7	Downtown ferry redevelopment	<ul style="list-style-type: none"> • Again, a lot of investment in the Auckland CBD. Aesthetically pleasant as is, ferry transport has less commuters than bus or train. 	<ul style="list-style-type: none"> • Upgrade the routine maintenance regime
8	Road safety	<ul style="list-style-type: none"> • People safety is the issue. Substandard road works, Landscape designs, unlicensed drivers or reckless drivers and a change in environment can all contribute to Road safety issues. 	<ul style="list-style-type: none"> • Local knowledge is required for the design of Safer roads. Pre-conceptual designing for comment is wasting resource and not targeting the necessary needs.
9	Active transport (walking and cycling)	<ul style="list-style-type: none"> • Maintain existing routes, do not create new ones unless community safety is at risk. 	<ul style="list-style-type: none"> • Cycleway paths should be decreased, Professional cyclists don't use them.
10	Penlink	<ul style="list-style-type: none"> • Does not sit in our Mana Whenua rohe 	<ul style="list-style-type: none"> • We will support Mana Whenua of this rohe with their address on cultural concerns.

11	Mill Road Corridor	<ul style="list-style-type: none"> As an additional route to the Southern corridor that connects the east to the west. Mill Road corridor adds value to State Highway 1 congestion. 	<ul style="list-style-type: none"> Strong address with high levels of environmental benefits including Stormwater treatment and sediment controls that may inhibit the surrounding rural setting.
12	Road corridor Improvements	<ul style="list-style-type: none"> Southern Corridor improvements need to address the Pahurehure causeway. 	<ul style="list-style-type: none"> Remove the causeway and replace it with a bridge.
13	Network capacity and performance improvements	<ul style="list-style-type: none"> Mana Whenua input is vital. 	<ul style="list-style-type: none"> Consideration of impacts to cultural custom and practice around papakainga is essential
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	<ul style="list-style-type: none"> More networks are not going to solve congestion. 	<ul style="list-style-type: none"> Appropriate the requirement. Build bus stations central to large housing development. Good use of park and reserve spaces.

Regional Land Transport Plan

4 Question 3: Transport Challenges in Auckland

4.1 Challenge

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the next 10 years.

4.2 Proposal

To focus on:

- Safety
- Impact on the environment
- Congestion
- Supporting growth in the region
- Decreases in accessibility

4.3 Question

Do you think we have identified the most important challenges facing Auckland?

4.4 Te Ahiwaru General Feedback

Transport Challenge	Agree
Safety	YES
Impact on the environment	YES
Congestion	YES
Supporting growth in the region	NO
Decreases in accessibility	NO

4.5 Te Ahiwaru Specific Feedback

Additional Challenges that need to be addressed	Why?
<p>Te Ahiwaru hub at Puketaapapa village has no public transport. Our young people compromise high qualification assertion because transport and capability to attend university is a challenge, they move directly into paid employment to help their households. Our papakainga is concerned by speed of drivers in thoroughfare traffic.</p> <p>Community Development Contributions are not directly benefitting our community.</p> <p>We have had 6 new residential builds in the past 3 years.</p>	<p>Te Ahiwaru have sacrificed enough for the betterment of Auckland city. Our concerns need to be recognized.</p>

<p>We still have no bus stop, no pedestrian crossings, an unsatisfactory speed limit, no public transport and an increase in traffic flow that find our cultural customs both disturbing and photo worthy. Our cultural practices are for us, not for the amusement of others.</p>	
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Stephanie May

From: Stephanie May
Sent: Friday, 11 May 2018 12:33 PM
To: 'Edward Ashby'
Cc: Shane Ellison (AT); Cynthia Gillespie (AT); Mary Binney (AT); Tipa Compain (AT); Theresa Stratton; Michael Burns; Felipe Panteli; Andrew Duncan; Rama Ormsby (Rama.Ormsby@aucklandcouncil.govt.nz); 'Jamie Forsman'
Subject: Draft RLTP; RFT Proposal; DC Policy Submission - Te Kawerau Iwi Tribal Authority and Settlement Trust

Edward,

Thank you very much for providing us with your key submission points (below).

We will include this in our formal feedback from Te Kawerau Iwi Tribal Authority and Settlement Trust.

Please feel very welcome to contact the team anytime if there is anything you would like to follow-up.

Much appreciated again,
Steph

Dr Stephanie May | Kaiwhakatere, Whakapāpānga Māori | Senior Māori Engagement Implementation Advisor
Citizen Engagement and Insights
Communication and Engagement
Waea pūkoro 021 192 5145
Auckland Council, Level 13, 135 Albert St, Auckland
Visit our website: www.aucklandcouncil.govt.nz

From: Edward Ashby <Edward.Ashby@tekawerau.iwi.nz>
Sent: Thursday, 10 May 2018 10:43 AM
To: 'Jamie Forsman' <jamie@kaihautu.com>
Cc: Stephanie May <stephanie.may@aucklandcouncil.govt.nz>
Subject: Regional Transport etc

Here are my thoughts high level. Have not seen the presentation.

- Regional Transport
 - Te Kawerau a Maki sought a relationship 1 on 1 with NZTA and AT to work together at a strategic level on (1) spatial planning of regional infrastructure within our rohe (2) how shared decision-making over regional infrastructure can help unlock Treaty Settlement Land and in fact vis versa; (3) how we could develop Maori responsiveness framework for Te Kawerau a Maki.
 - We have ambitions to develop Riverhead forest treaty settlement land. This has been known since 2013 including through Unitary Plan hearings. Infrastructure plays a big role in that ambition yet Riverhead and any Settlement Land is missing from all current Regional Transport plans. This is true of the 'Supporting Growth' initiative for example in the Northwest, which is right next to but ignored Riverhead settlement land. This model is not reflective of a Treaty partnership and needs to be remedied.
- Fuel Tax
 - We submitted on this in the LTP. We believe a congestion charge may be a fairer tax.
- Development Contributions
 - We believe there should be flexibility for there to be targeted DCs into a local community fund where an agreed threshold/benchmark is reached. An example is the Fletcher Development at

Oruarangi Road. The neighbouring papakianga is dilapidated and under-invested in or supported by Council, yet is disproportionately receiving all of the significant adverse effects brought by their soon-to-be affluent neighbours. Why should \$5M or so of DCs from that go into a non-descript Council finance pool, and then used on projects in Takapuna or Remuera? A targeted DC would enable a significant portion of the DC to be re-invested into the receiving community and environment worst affected.

These are my main points. I unfortunately am beyond stretched with time.

Nga mihi,

TE KAWERAU



Edward Ashby

Executive Manager

Te Kawerau Iwi Tribal Authority & Settlement Trust

2/3 Airpark Drive, Airport Oaks, Auckland | PO Box 59-243, Mangere Bridge, Auckland

Email: edward.ashby@tekawerau.iwi.nz | Website: www.tekawerau.iwi.nz

**SUBMISSION ON:
REGIONAL FUEL TAX BILL AND AUCKLAND COUNCIL REGIONAL
FUEL TAX PROPOSAL**

DATE 14 May 2018

TO: Hon Phil Twyford
Minister of Transport, New Zealand Government

EMAIL: phil.twyford@parliament.govt.nz

TO: Phil Goff
Mayor, Auckland Council

EMAIL: phil.goff@aucklandcouncil.govt.nz

FROM: Te Runanga O Ngati Whatua
PO Box 1784
WHANGAREI 0140

Phone (09) 470 0720
Fax No (09) 438 2824

EMAIL: runanga@ngatiwhatua.iwi.nz

14 May 2018

To: Hon Phil Twyford
Minister of Transport, New Zealand Government
Email phil.twyford@parliament.govt.nz

To: Phil Goff
Mayor, Auckland Council
Email: phil.goff@aucklandcouncil.govt.nz

Tēnā ano kōrua me ngā tini āhua o te wā. Me mihi ki te whenua me tangi hoki mō rātou kua okioki. Rātou ki a rātou; tātou kua mahue mai nei ki muri kia tātou. Kāti ake.

SUBMISSION ON THE REGIONAL FUEL TAX BILL AND AUCKLAND COUNCIL REGIONAL FUEL TAX PROPOSAL

Te Rūnanga o Ngāti Whātua [“Te Rūnanga”] welcomes the opportunity to submit on the above.

Te Rūnanga was established as a body corporate by Te Rūnanga o Ngāti Whātua Act 1988 and is a Māori Trust Board under the Māori Trust Boards Act 1955. It is also a Mandated Iwi Organisation [MIO] and Iwi Aquaculture Organisation [IAO] for the purposes of the Māori Fisheries Act 2004.

Te Rohe o Ngāti Whātua is traditionally expressed as Tāmaki ki Maunganui i te Tai Hauāuru and Tāmaki ki Manaia i te Rāwhiti. The northern boundary is expressed as, Manaia titiro ki Whatitiri, Whatitiri titiro ki Tūtamoe, Tūtamoe titiro ki Maunganui. The southern boundary is expressed as, Te awa o Tāmaki.

Te Rohe o Ngāti Whātua [Ngāti Whātua tribal area] extends from the Ōtāhuhu Portage/Tāmaki estuary in the south, northwards along both coasts to Whangarei in the east and Waipoua in the west. The southern neighbours are various hapū of Tainui and the northern neighbours are various hapū of Ngāpuhi.

Te Rūnanga is the sole representative body and authorised voice to deal with issues affecting the whole of Ngāti Whātua. As mana whenua Ngāti Whātua are involved in multiple forums and engaged on a number of matters in Auckland with limited resources. Te Rūnanga is an active member of both the Mana Whenua Kaitiaki Governance Forum as well as the equivalent Kaitiaki Manager’s Forum with Water Care Services Ltd. Put simply, Te Rūnanga o Ngāti Whātua do not have the ability to continually monitor Auckland Council and government shifts and therefore constantly altering points of engagement accordingly. This submission is made for and on behalf of Te Rūnanga to give effect to their responsibilities as Kaitiaki in an efficient and effective manner. A key focus will be on those significant issues as well as opportunities for the people within Tāmaki Makaurau.

Te Rūnanga notes the outcomes sought in the draft Auckland Plan as providing ample opportunity for significant alignment between such aspects as well as those matters of priority for Iwi including Ngāti Whātua. Te Rūnanga is also aware of many of the ways in which Auckland Council has sought to accentuate Māori as Auckland's point of difference in the world.

Te Rūnanga supports the establishment of a Regional Fuel Tax subject to low income households being reimbursed the value of the fuel tax they pay. Such arrangements would ensure that households within such income bands are in a stronger position to achieve the access as well as the mobility sought for the proper functions of their respective households and the well-being within. There is ample evidence, anecdotal or otherwise that will concur with the extreme pressures of such low-income households. It is therefore synonymous that the same degree of innovation as well as creativity being applied to the *hard technology* could also be readily applied to seek relief options for the financial pressures through efficient mechanisms to both collect then to ensure the reimbursement for taxation purposes.

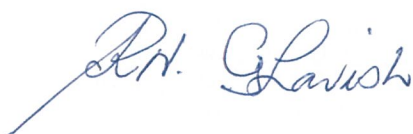
Te Rūnanga seeks to engage with both Auckland Council [AC] and central government to shape the definition of the level of household income for which reimbursement thresholds can be triggered. In order to progress this option one consideration to inform such an effort we ask that both government and AC produce analysis of transport for work-based as well as education, training or personal development purposes. Such trips should take account of trip lengths made, including specific analysis of Māori households. This could be average trip length for households in a range of sectors in the Auckland region. A number of time periods should also be used to record any developing trends across the region.

Given the propensity for housing across the Tāmaki region te Rūnanga seeks to identify, then activate, mechanisms by which influence at both central and local government levels can produce an integrated view of the region-shaping housing and infrastructure investments planned for the next decade. The delivery of such packages along with the social, environmental as well as the economic uplifts must also be included in the metrics against which the achievement of agreed Māori Outcomes will be conducted.

We wish to be heard in support of our submission.

Please feel free to contact Tame Te Rangi directly [tame.terangi@ngatiwhatua.iwi.nz] should you wish to discuss further.

Kāti ki konei,



Dame Rangimarie Naida Glavish DNZM, JP
Chair



Regional Fuel Tax Proposal
Draft Regional Land Transport Plan
Development Contributions Policy

Submission

TE URI O HAU SETTLEMENT TRUST
ENVIRONS HOLDINGS LIMITED

14 May 2018, 8pm

1 About Te Uri o Hau Settlement Trust

Te Uri o Hau is a Northland hapu grouping of Ngati Whatua whose area of interest is in the northern Kaipara region. *Haumoewaarangi is the founding ancestor of the people of Te Uri o Hau.*

Te Uri o Hau Settlement Trust consists of the main parent body and five subsidiaries including Environs Holding Limited, the environmental monitoring, cultural heritage and policy unit. Our Taumata Kaunihera (Council of Elders) oversees all matters relating to tikanga.

The ancestral marae for Te Uri o Hau are Arapaoa, Oruawharo, Otamatea and Waikaretu.

Te Uri o Hau settled its historical grievances with the Crown in 2002. Today, Te Uri o Hau has over 7,000 members.

Te Uri o Hau Settlement Trust's Vision Statement

Te Uri o Hau having self-reliance within the rohe and parity with Aotearoa for next generations.

Te Uri o Hau Trust's Mission Statement

Te Uri o Hau hapu with a strong cultural presence and self-determination through its tikanga, commercial activity, tangata development and environmental leadership within the rohe.

1.1 Environs Holding Limited

Environs Holdings Limited ("EHL") was incorporated on the 7 March 2003 (Co. # 1280070). The registered office of the company is Level 2, 3-5 Hunt Street Whangarei. EHL is the environmental arm authorized by Te Uri o Hau Settlement Trust to advocate, protect, maintain and preserve the kaitiakitanga and rangatiratanga rights and interests.

EHL advises the Trust on conservation and cultural matters, cultural monitoring, resource consenting, environmental submissions, participation in national and regional resource management policies process. Environs Holdings Limited key roles are to give effect to Crown Protocols, Memorandum of Understanding, under take resource consenting for purpose of deriving an income as well as monitoring the environment.

The key environmental domains in which EHL operates within include land, air, water, soil, minerals, indigenous flora and indigenous fauna. Monitoring the state of Te Uri o Hau's environment is fundamental to the overall vision and mission of Te Uri o Hau Settlement Trust ("TUOHST") and EHL works with marae kaitiaki to enable kaitiakitanga over natural and physical resources.

Environs Holding Ltd Goal

To advocate and support kaitiakitanga, throughout the rohe, and, in the management and development of Te Uri o Hau resources.

Figure 1: TE URI O HAU ROHE



Regional Fuel Tax

2 Question 1: Regional Fuel Tax

2.1 Question

How important are these projects to you?

Project	Proposed Project	Importance
1	Bus priority improvements	Less
2	City center bus infrastructure (facilities)	Less
3	Improving airport access	Moderate
4	AMETI Eastern Busway	Less
5	Park and rides	Less
6	Electric trains and stabling (storage facilities)	Moderate
7	Downtown ferry redevelopment	Less
8	Road safety	Very
9	Active transport (walking and cycling)	Less
10	Penlink	Less
11	Mill Road Corridor	Less
12	Road corridor Improvements	Very
13	Network capacity and performance improvements	Very
14	Growth related transport infrastructure (transport services and facilities for new housing developments)	Less

2.1.1 Feedback

The following submission points are recommended:

- We support a regional fuel tax of 10 cents per litre (plus GST) to fund transport projects and services however we are concerned about the impact of the fuel tax on low-income earners and the elderly. In the absence of a rebate we consider that the fuel tax should stop in Albany due to the lack of improvement services in the planning for the wider super city catchment.
- We support the Mana Whenua Kaitiaki Forum submission on the Regional Fuel Tax Bill and Auckland Council Regional Fuel Tax.
- Te Uri o Hau supports transport projects and initiatives that contribute to positive economic, social and environmental outcomes for the mana whenua of the Auckland region especially the people of Orākei and South Kaipara.

2.1.2 Issues & Needs

Project	Proposed Project	Issues	Needs
1	Public transport	There is no public transport between Te Hana & Warkworth/Auckland	Public transport between Te Hana, Wellsford and Warkworth/Auckland
2	Signage for alternative routes off SH1	<ul style="list-style-type: none"> Lack of signage to direct traffic off SH1 to alternative routes 	<ul style="list-style-type: none"> More signage for alternative routes to direct traffic off SH 1.
3	Safety issues	<ul style="list-style-type: none"> Safety issues with the power poles at the Go Gas station at Te Hana (restricting clear vision of SH1 on exit). 	<ul style="list-style-type: none"> Investigation of safety issue and resolution.
4	Public toilets	<ul style="list-style-type: none"> Beautification plan for Te Hana including the play park. 	<ul style="list-style-type: none"> More public toilets in Wellsford on the north end.
5	Park and rides	<ul style="list-style-type: none"> No public transport between Te Hana and Warkworth/Wellsford 	Te Uri o Hau would like to discuss a Park and Ride facility at Te Hana with the possibility of using Te Uri o Hau land.

Regional Land Transport Plan

3 Question 3: Transport Challenges in Auckland

3.1 Question

Do you think we have identified the most important challenges facing Auckland?

3.2 General Feedback

Transport Challenge	Agree
Safety	Yes
Impact on the environment	Yes
Congestion	Yes
Supporting growth in the region	Yes
Decreases in accessibility	Yes

4 Question 4: Importance of Potential Strategies

4.1 Challenge

To help us understand whether we have the allocation of funding right.

4.2 Question

How important are potential strategies to you?

Proposed Strategy	Description	Importance
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	Very
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	Very
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	Less
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas	Less
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing pollution from road discharge into stormwater drains	Very

Proposed Strategy	Description	Importance
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	Moderate
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	Very

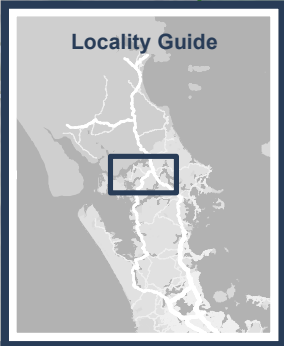
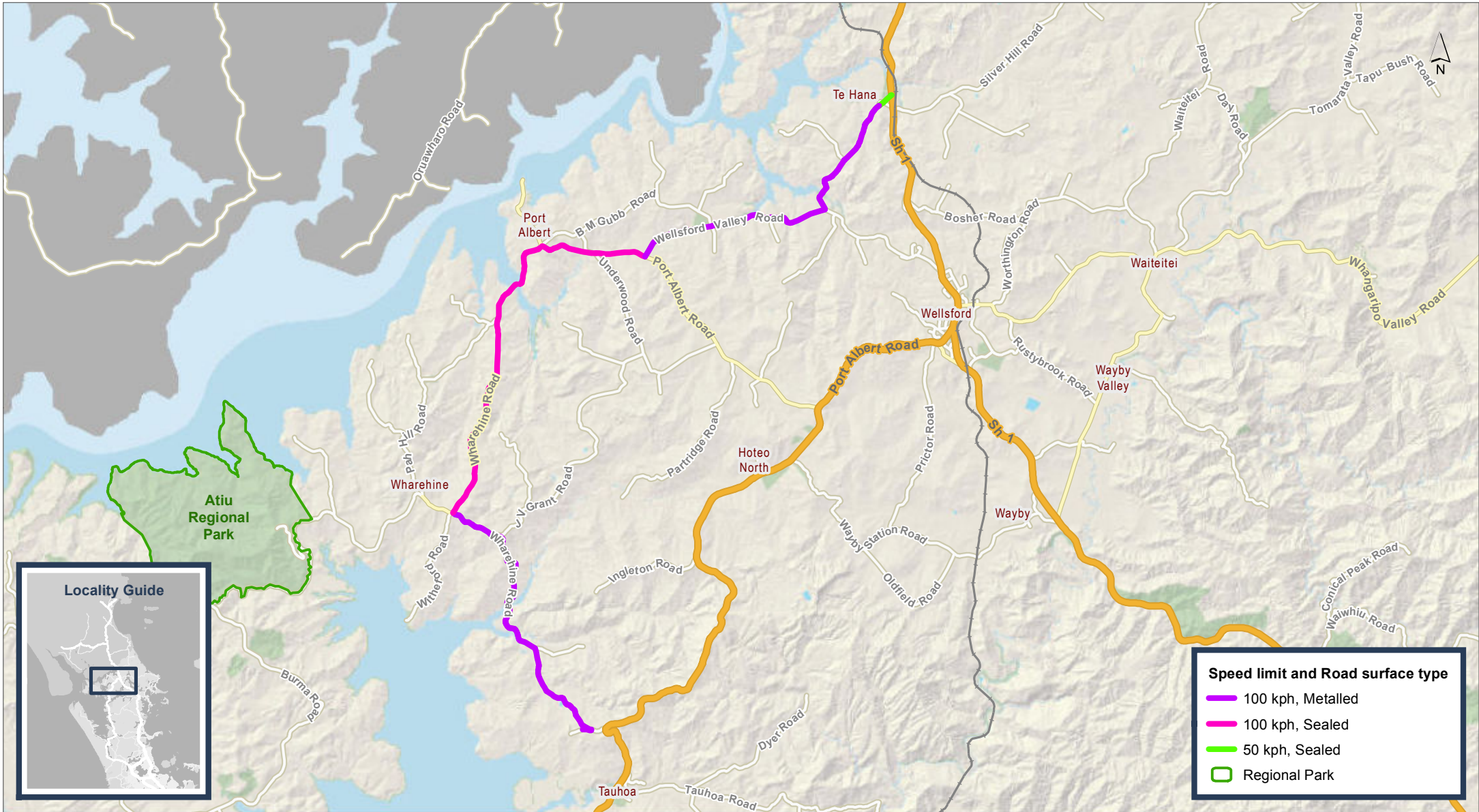
4.3 Specific Feedback

Proposed Strategy	Description	Issues	Needs
Safety	High-risk road upgrades, speed management, monitoring of high-risk areas	Increasing traffic between Auckland and Northland. Traffic issues in Te Uri o Hau rohe compounded by population shift and increased destination marketing to Northland and Te Arai.	<ul style="list-style-type: none"> Address safety issues for built up areas north of Auckland such as Wellsford and Te Hana, including cycling lanes and street lightening
Public transport	Extending the rapid transit network, bus priority lanes, new electric trains	Cancelling of the Warkworth to Wellsford RoNS and expected traffic growth on SH1 and SH16. The lack of public transport for Te Hana and Wellsford to Auckland.	We request the investigation for delivery of the RoNS package associated with the Puhoi to Wellsford Motorway extension be given priority under the RLTP.
Walking and cycling	Cycleways to make cycling safer, new footpaths and widening existing footpaths, promoting walking and cycling	Users have public transport alternatives unlike the people of Wellsford and Te Hana	<ul style="list-style-type: none"> Widening roads for cycling.
Supporting growth areas	Funding for transport infrastructure in high-priority greenfield areas		
Environment	Making street lighting more energy efficient; encouraging use of electric vehicles. Reducing		Support installation of led lights for efficiency, ensure that there are rechargeable stations for electric vehicles

	pollution from road discharge into stormwater drains		throughout the corridor from Auckland to Northland. The creation of wetlands for stormwater runoff for roads adjacent to waterways.
Network optimization	Dynamic traffic lanes, synchronizing traffic signals, optimizing road layout	•	• Roundabouts
Corridor improvements	New local roads, upgrades to existing roads, upgrades to State Highways	<ul style="list-style-type: none"> • Short to medium-term focus on Puhoi to Warkworth and Matakana. Require planning to include Wellsford and Te Hana to avoid critical issues in 10-years time. 	<ul style="list-style-type: none"> • Long term plan to address traffic issues and corridor improvements from Warkworth to Te Hana including Safety

5 Question 5 Specific submissions

- We welcome all opportunities for Mana Whenua to participate in the growth and prosperity of the region and grow our capacity. We look forward to working with Auckland Transport going forward.
- We welcome collaboration between NZTA, Auckland Transport and Council in better managing traffic flows through Wellsford. This may include improved pedestrian crossings, street lighting and signage for alternative routes to State Highway 1 (see maps of alternative routes). We look forward to working with all agencies to deliver outcomes that reduce congestion, improve safety and give rise to economic, social and environmental opportunities for the people of Te Uri o Hau.
- Te Uri o Hau acknowledges the housing needs in central, south and western Auckland. Auckland's housing crisis is causing an overflow of population north, we therefore request that Council and Auckland Transport plan now for Wellsford and Te Hana and not wait until population and transport issues in this area become critical.
- We are concerned that the postponing of the Warkworth to Wellsford RoNS will have a detrimental impact over the next 10 years on job and economic development opportunities for the people of Te Uri o Hau. We request the investigation for delivery of the RoNS package associated with the Puhoi to Wellsford Motorway extension be given priority under the RLTP.
- We acknowledge the benefits of the proposed Warkworth Park and Ride which is expected to be funded by a targeted rate by Rodney Local Board. We seek Council and AT's consideration of a Park and Ride at Te Hana to open-up job and economic development opportunities for the people of Te Uri o Hau. We advise that Te Uri o Hau has land in Te Hana that could support:
 - An on-demand bus service to Warkworth/Auckland from Monday to Friday; and
 - A train service to Auckland from Monday to Sunday.
- Given the lack of public transport between Te Hana and Warkworth Te Uri o Hau are forced to drive to Warkworth for basic services and needs including supermarket shopping. We are concerned about limited public parking in Warkworth and the high incidence of parking fines which impacts those on low incomes and the elderly. We request a public transport service between Te Hana and Warkworth/Auckland from Monday to Friday.



Speed limit and Road surface type

- 100 kph, Metalled
- 100 kph, Sealed
- 50 kph, Sealed
- Regional Park

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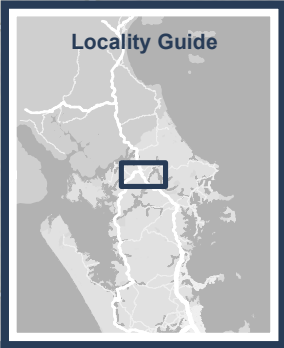
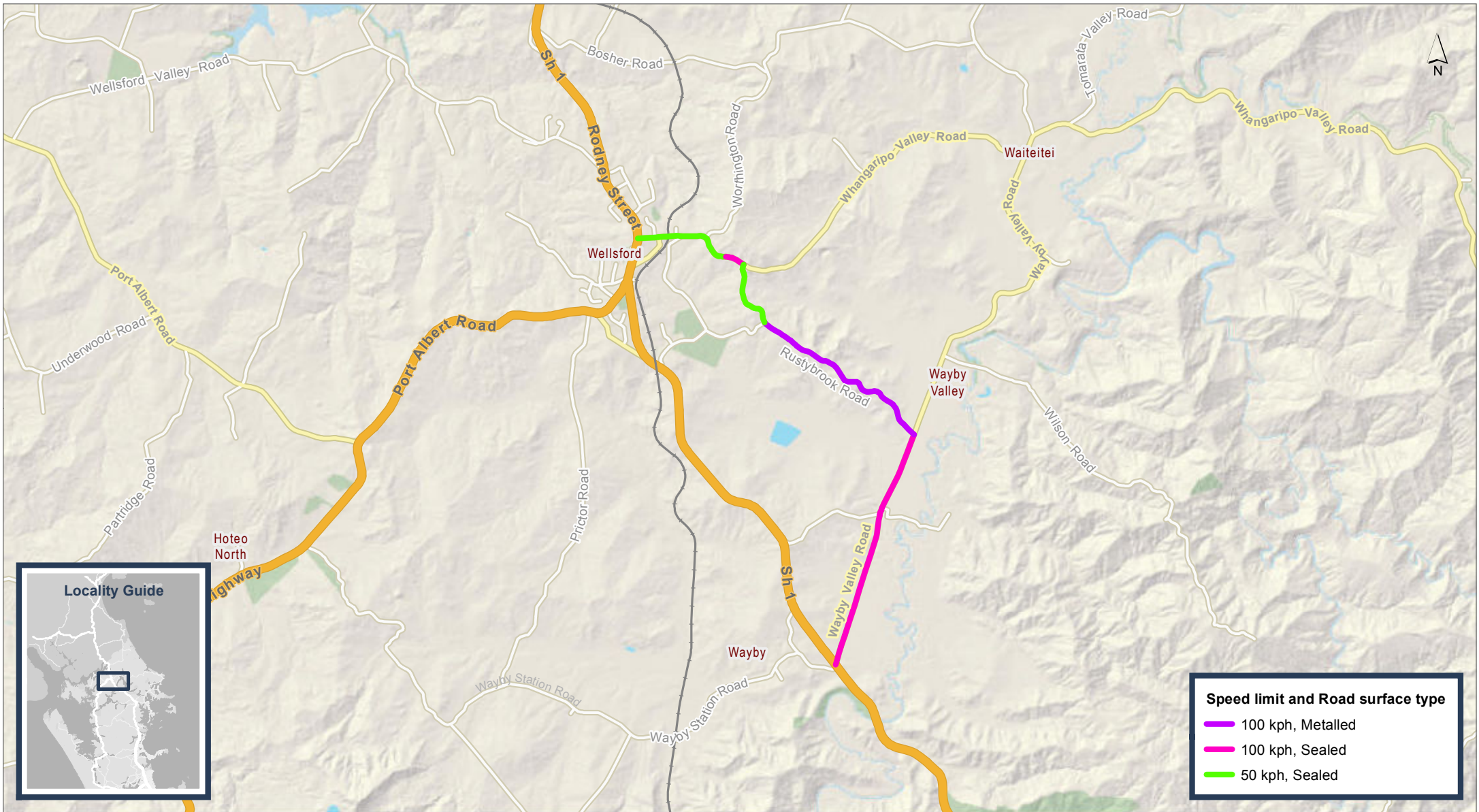
Whakapirau Road, Te Hana via Wellsford Valley

0 1 2
 Kilometers

Scale @ A4
 = 1:100,000

Date Printed:
 14/05/2018





Speed limit and Road surface type

- 100 kph, Metalled
- 100 kph, Sealed
- 50 kph, Sealed

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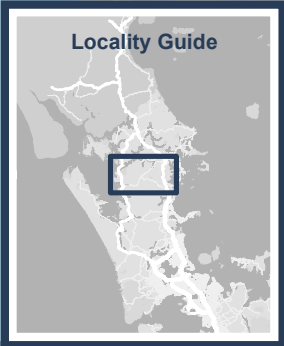
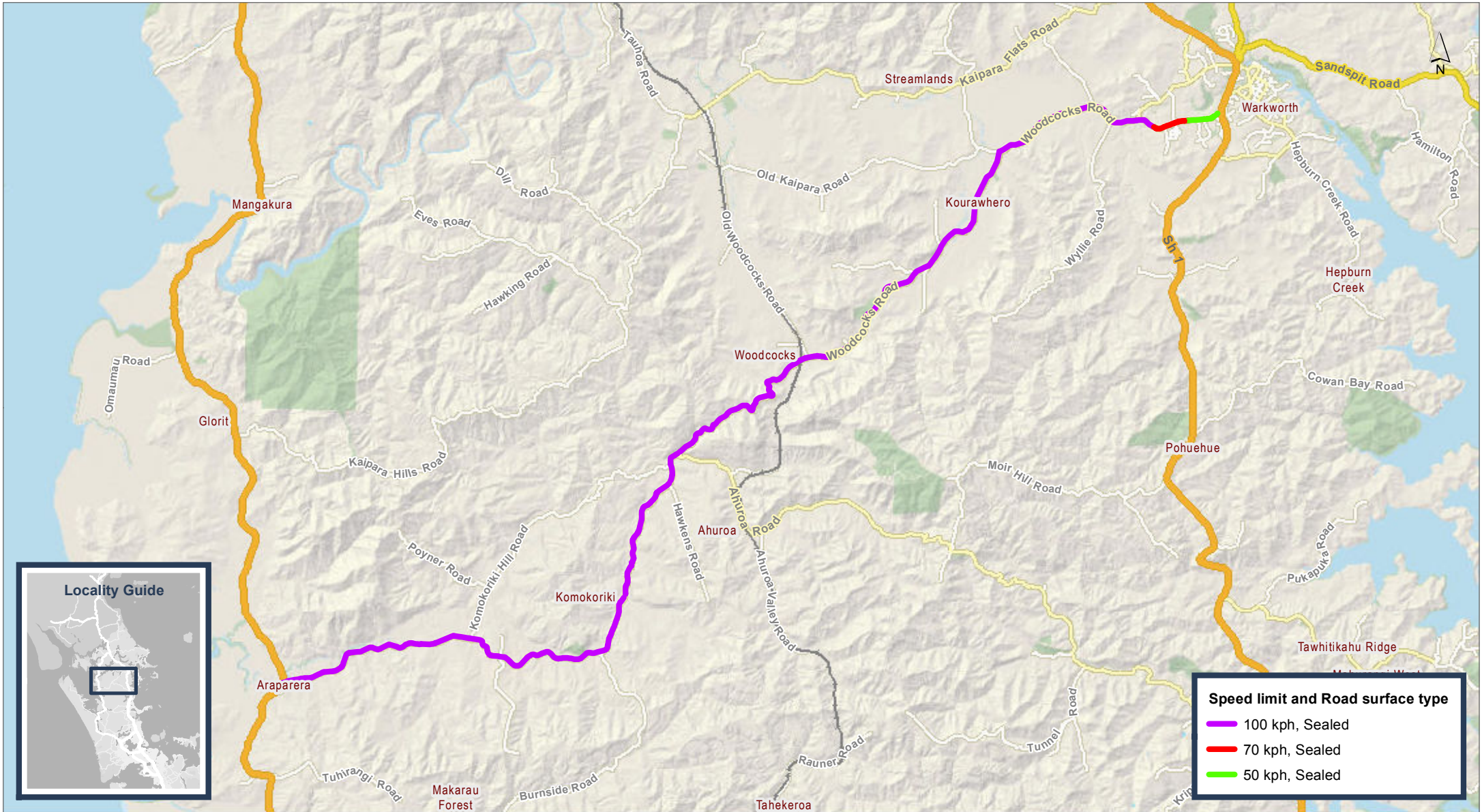
Wayby Valley Road via Rustybrook Road

0 250 500 750 1,000
 Meters

Scale @ A4
 = 1:50,000

Date Printed:
 14/05/2018





Speed limit and Road surface type

- 100 kph, Sealed
- 70 kph, Sealed
- 50 kph, Sealed

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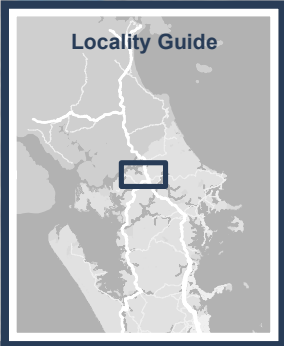
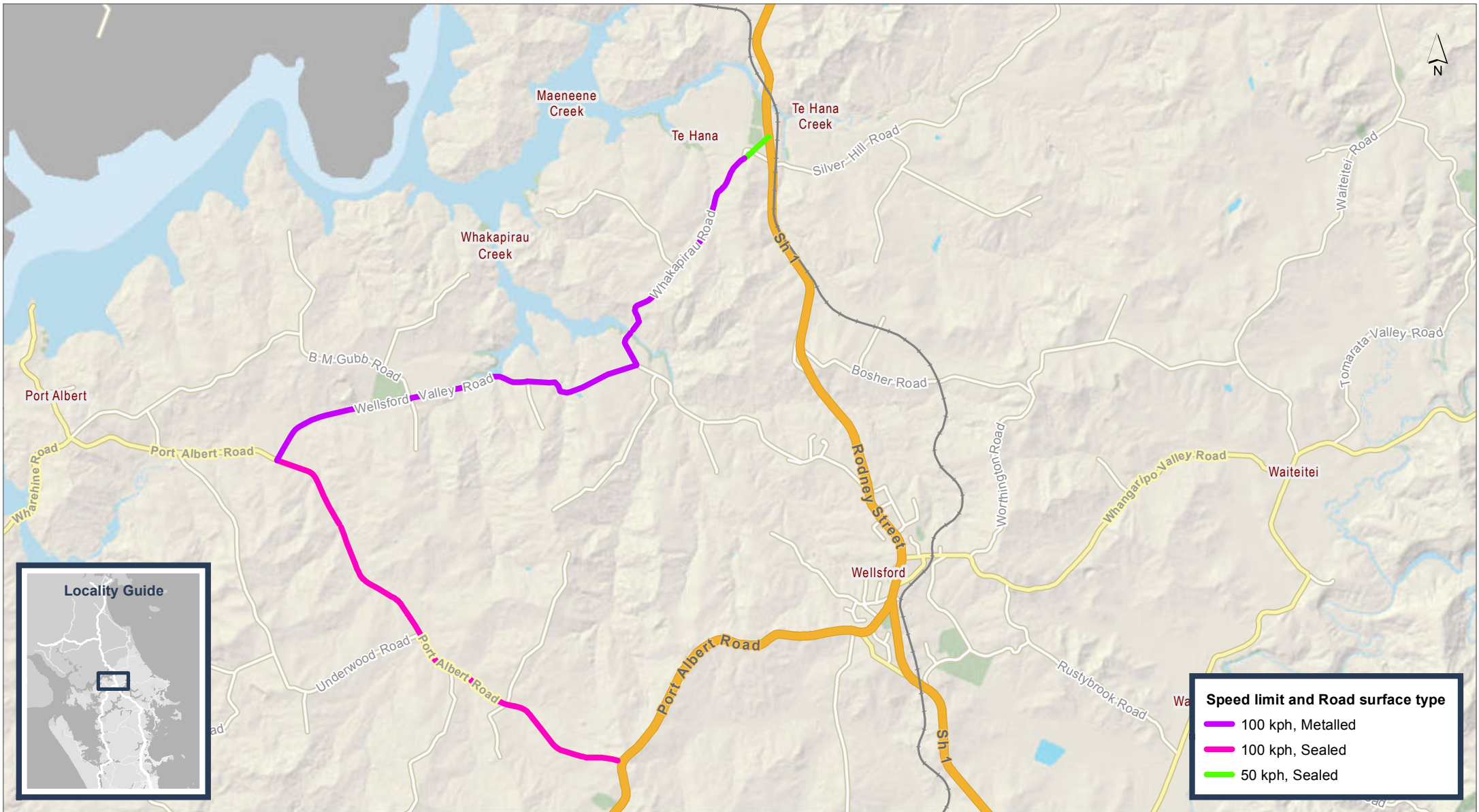
West Coast and Woodcocks Road

0 1 2
 Kilometers

Scale @ A4
 = 1:100,000

Date Printed:
 14/05/2018





Speed limit and Road surface type

- █ 100 kph, Metalled
- █ 100 kph, Sealed
- █ 50 kph, Sealed

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Whakapirau Road, Te Hana via Wellsford Valley

0 250 500 750 1,000
 Meters

Scale @ A4
 = 1:50,000

Date Printed:
 14/05/2018





SUBMISSION
on the Auckland Regional Land Transport Plan
and Regional Fuel Tax

14 May 2018

To: Auckland Council

This Submission is from:

Te Whakakitenga o Waikato Incorporated

PO Box 848

Hamilton 3240

Phone: +64 7 858 0445

Email: Manaaki.nepia@tainui.co.nz

INTRODUCTION

1. This submission is made on behalf of Te Whakakitenga o Waikato Incorporated (formerly known as Waikato-Tainui Te Kauhanganui Incorporated). Te Whakakitenga o Waikato Incorporated is the governance entity for the iwi of Waikato-Tainui, which has over **73,000** members affiliating to **68 marae** and **33 hapuu**.
2. Te Whakakitenga o Waikato Incorporated is the trustee of both the Waikato Raupatu Lands Trust and the Waikato Raupatu River Trust and is the mandated iwi organisation for Waikato-Tainui for the purpose of the Maaori Fisheries Act 2004.
3. Te Whakakitenga o Waikato Incorporated (**Waikato-Tainui**) is concerned to ensure that:
 - (a) The development of the Regional Land Transport Plan (**RLTP**) recognizes the rights and interests of Waikato Tainui as mana whenua and a Treaty partner with the Crown; and
 - (b) That the RLTP is implemented in a manner that ensures that:
 - (i) the Crown continues to meet its obligations to Maaori, including Waikato-Tainui, under the Treaty of Waitangi and its principles; and
 - (ii) Waikato-Tainui is able to work closely with the Crown to ensure that the impacts of the RLTP provide meaningful benefit to the members of Waikato-Tainui.

OVERVIEW OF WAIKATO-TAINUI POSITION

4. Waikato-Tainui has a range of rights and interests including, but not limited to:
 - (a) rights and interests arising under the 1995 Waikato Raupatu Lands Settlement (and the Waikato Raupatu Settlement Act 1995) and the 2008-2009 Waikato River Settlement (and the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010);
 - (b) rights and interests according to tikanga and customary law;
 - (c) rights and interests arising from the common law (including the common law relating to aboriginal title and customary law); and
 - (d) rights and interests under the Treaty of Waitangi and its principles.
5. Waikato-Tainui seeks to ensure that these rights and interests are recognized and protected in the development and implementation of the RTLP.

6. Waikato-Tainui also support the rights of our hapuu and marae in the region as mana whenua and expect that they will be provided with the opportunity to engage at all stages of this process.
7. Of the **73,000** registered Waikato-Tainui beneficiaries, **60%** of our registered beneficiaries reside in the Auckland region, primarily within South Auckland. It is based on these numbers that Waikato-Tainui have a vested interest in the RTLP and the regional fuel tax and unintended impacts this will have on the Auckland community.

PRIORITY AREAS

Regional Fuel Tax

8. Waikato-Tainui understand that there is an urgent need to create new funding avenues to address the growing strain on the Auckland transport system but are unable to support the implementation of the Regional Fuel Tax (**RFT**). Waikato-Tainui acknowledge that this RFT will proceed however strongly urge the council to consider alternative options or support central government options around rebates to support the most vulnerable communities within the Auckland region.
9. There are strong concerns around the disproportionate impact this will have on lower income communities, especially those in the outer suburbs with greater transport needs and fewer alternative options available. It is imperative that any revenue raising does not exacerbate the current inequalities and place an undue burden on those who can least afford it.
10. Waikato-Tainui is also concerned at the lack of publicly available and up to date information and analysis on the impacts of the fuel tax making it difficult to assess the cost benefit of the RFT. It is also concerning that there has not been behavioral analysis of consumers, across the income and geographic spectrum to determine the actual benefit of this tax.
11. Whilst the fuel tax can be seen as a purely 'user pays' model of taxation, which is a positive, the limited options available currently to those in the outer suburbs prevent genuine alternatives.
12. Therefore, it is expected that in recognition of the greater burden that will be placed on those in the outer suburbs that the additional funding will be targeted to provide genuine alternatives and improved transport systems and mitigation options are established.
13. Waikato-Tainui are advocates of the following options as alternatives or to mitigate the impacts of the RFT on lower income households:
 - (a) The development of new infrastructure will provide massive capital value increases for certain landowners. There needs to be consideration of a 'value

capture' method of taxation that sees those benefitting the most from the new infrastructure contributing in equal measure.

- (b) There is potential to work alongside central government to use current policy levers in order to mitigate the impacts on low-income households. Mechanisms such as Working for Families tax credits could be used to alleviate the impacts of a universal tax on low income households.
- (c) To further encourage use of public transport further subsidies should be introduced for public transport to offset increased costs of private transport.
- (d) For future decisions and projects, it is imperative that alternative funding options such as public-private partnerships or infrastructure bonds are considered to alleviate the burden on residents.

Environment

- 14. It is encouraging to see the funding allocated focused on the development of infrastructure to reduce the negative impacts on the environment, and in particular the waterways in the Auckland region.
- 15. The development of the 'Three Waters' infrastructure has significant impacts on the water quality issues with regards to freshwater and marine areas. Identifying at risk catchments and providing appropriate resource for mitigation and enhancement should be at the forefront of planning processes.
- 16. Waikato-Tainui strongly support the intention to reduce the carbon emissions created through the transport sector. It is essential that our transport sector is evolving to meet the environmental obligations in an effort to reduce the impact of climate change, especially towards our vulnerable communities.

Inter-Regional Rail Services

- 17. Waikato-Tainui support the improvement of the southern corridor and more specifically the development of inter-regional rail network between Auckland and Waikato as part of the "Golden Triangle" between Auckland, Hamilton, and Tauranga as a means of unlocking the economic potential in the regions.
- 18. The consideration of the provision for inter-regional rail in the RLTP is a necessary step to meet the growing needs of the upper North Island and relieve pressure on Auckland whilst supporting additional growth in the Waikato and Bay of Plenty regions.
- 19. Integrated planning of a inter-regional rail link is a necessity and therefore collaboration between Local and Central Government agencies, alongside iwi is a must.

20. This support is conditional on the inclusion of iwi and hapuu in the process of developing the infrastructure to ensure that the cultural, environmental, community, and economic needs of our whanau, marae, and hapuu are met.

Funded Projects

21. Waikato-Tainui strongly support the improvement of infrastructure along the southern corridor, in particular the Mill Rd corridor.
22. Waikato-Tainui are actively engaged in the discussions that are being held between the Hamilton/Waikato District/Waikato Regional Councils around the infrastructure development along the Southern Corridor, and continue to seek engagement from the Auckland regional council in the discussions happening at the most northern end of the corridor i.e. South Auckland.
23. Waikato-Tainui also supports the funding for the proposed Marae and Papakainga (turnout) Safety Programme and expects proactive engagement with our marae communities to provide access to the funds.
24. The development of electric buses and environmentally sustainable infrastructure is strongly supported to provide more sustainable environmental, health, and social outcomes.

Non-Funded Projects

25. Waikato-Tainui also support the following non-funded projects:
 - (a) Mill Road Southern
 - (b) FTN/RTN Manukau to Drury
 - (c) Southern Rail Stations
 - (d) Cross Boundary (Auckland-Waikato Infrastructure)

Other Comments

26. Waikato-Tainui strongly believe that the safety of our transport system is of the utmost importance and are encouraged that it has been identified as a key challenge in the RLTP and in the Government Policy Statement. The statistics demonstrate the disproportionate impact for Maaori and need to be addressed.
27. Waikato-Tainui have strong interest in working along the council to determine potential opportunities for partnership especially with regards to the funding that is available through the Housing Infrastructure Fund.

CONCLUSION

28. Waikato-Tainui wishes to ensure that:

- (a) the council will consider all other alternative options to minimize the financial impacts of the RFT on the most vulnerable communities.
- (b) The rights and interest of Waikato Tainui are maintained in the discussions that will take place around the 'Three Water Ways' infrastructure and the potential this impact this will have on our whenua and tupuna awa.
- (c) Waikato-Tainui are actively engaged around the infrastructure development along the Southern Corridor, and continue to seek engagement from the Auckland regional council in the discussions happening at the most northern end of the corridor i.e. South Auckland.
- (d) Seeks direct engagement with the council to determine potential opportunities for partnerships with regards to funding that is available through the Housing Infrastructure fund.

Donna Flavell

Tumu Whakarae - Chief Executive Officer
Waikato-Tainui

Please do not hesitate to contact Manaaki Nepia on 027 615 6108 or at Manaaki.nepia@tainui.co.nz

DATED: 14 May 2018
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