



Consultation on the draft Local Board Plans 2026

Written Feedback

Maungakiekie-Tāmaki Volume #4

23 June 2026 to 23 July 2026



Sub #	Organisation Name	Page Number
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All feedback in this volume are from individuals



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#129

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

The plan reflects many community needs. I hope there will be more supports for older people and volunteers.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Cycle and walking path connections, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I think the local board has done a good job.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#130

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

I hope there will be more supports for young people public transport and community wellbeing.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Ensure speed limits are safe

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I hope the local board continues safer, inclusive and connected communities for people of all ages.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#132

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

The plan reflects many community needs. I hope there will be more supports for young people, public transport and community wellbeing.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Thank you for your work. I hope the Local Board continues to support safe, inclusive and connected communities for people of all ages.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#133

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

The plan is good, but more support is needed for older people, volunteers and multicultural communities.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Thank you for supporting our local community. I hope the local board will continue to invest in safe public spaces, community programmes, more support for older people, volunteers and multicultural organisations will help build community.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#134

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

The plan is good, but more support is needed for older people, volunteers and multicultural communities.

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I hope the Local Board continues to invest in safe public spaces, affordable community programmes and for older people and volunteers.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#135

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I like New Zealand. I am generally satisfied with the New Zealand government's governance plans.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I hope the government continues to support venues for our Chinese community activities.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#136

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

The plan supports community wellbeing and local development.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Thank you for listening to local residents and supporting communities wellbeing.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#137

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Help town centres make the most of rail connections

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#138

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#139

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

Overall the plan is moving in the right direction.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I hope more community programmes are available for families and old people.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#141

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

The draft plan is positive and supports local communities well.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Will continue to support local organizations and affordable community activities.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#144

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Building partnerships with local groups and mana whenua to find local ways to provide for our community

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Ensure speed limits are safe

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#145

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Increasing the visibility of different languages and cultures in our local area.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#146

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

The plan reflects many community needs

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Please continue local organisations and affordable community activities



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#148

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I really like New Zealand and am generally satisfied with the government's plans, management, and proposals for governing the country.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We hope the government will continue to support the Chinese community by providing us with venues for activities.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#149

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I am quite satisfied with the draft plan of the local committee.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Cycle and walking path connections, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We are very grateful to the local committee for providing the venue for the event, and we hope for even greater support.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#150

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#151

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I am quite satisfied with the draft plan for local committee members; the government's management and governance are excellent.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Events and activities, Wider play options e.g. options for over 10-year-olds, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We are very grateful to the local government for providing the venue for the event. We hope for even greater support.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#152

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

I am very satisfied with New Zealand's government administration and governance; that is the reason why I immigrated to New Zealand.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I am proud to live in New Zealand, a beautiful and peaceful country, and I hope the government will continue to provide us with venues for our activities. Thank you very much.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#153

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#154

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#155

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Building partnerships with local groups and mana whenua to find local ways to provide for our community

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Very happy and appreciate with local board service with care.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#156

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I am quite satisfied with the local committee's draft plan.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Cycle and walking path connections, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We are very grateful to Local Committee Member Hu for providing the venue for the event. We hope for even greater support.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#157

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Shade and seating, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#158

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Building partnerships with local groups and mana whenua to find local ways to provide for our community,Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport,Events and activities,Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe,Work with partners and agencies to improve congestion issues,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#159

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#160

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

New Zealand is beautiful and safe, and the people are friendly. I am generally satisfied with the government's management and governance.

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Wider play options e.g. options for over 10-year-olds, Wi-Fi connection

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We thank the government for providing our community with a venue for activities, enabling us to live happy, healthy, and joyful lives in this beautiful country.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#161

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#162

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

Buses should be on schedule and should not be canceled arbitrarily.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#163

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Shade and seating, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#164

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#165

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I think and hope our living place getting better, I like New Zealand

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Eastern Busway is a good plan for us, i hope this construction plan will finish on time.

After the local board plan, our public transport will be getting better.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#167

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#168

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

I am very satisfied with New Zealand's payments for livelihood programs.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We thank the local government for providing us with a venue for our activities, enabling us to keep up our routines, stay healthy, and enjoy a happy and fulfilling retirement.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#169

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Building partnerships with local groups and mana whenua to find local ways to provide for our community

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#170

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Events and activities, Shade and seating, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#171

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Ensure speed limits are safe, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#172

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

Love my community.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Events and activities

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Promote community events through ethnic media, Facebook and other social media.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#173

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Cycle and walking path connections

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Help town centres make the most of rail connections

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#174

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport,Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe,Help town centres make the most of rail connections,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#175

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

Very happy with local community activities.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Events and activities

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We encourage the local board to provide long-term support for multi cultural community festivals including traditional Chinese cultural celebrations.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#176

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#177

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#178

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#179

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#180

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#181

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.,Other, please specify:1. Traffic in suburban streets needs to slow down so that residential streets are safe places for people. Push back on the National coalitions increase in speed limits. This encourages a mind set that it is ok to drive fast on residential speeds. NZTA's data shows that we get places faster when we all slow down. 2. Te Papapa needs more trees. Too many have been cut down in the last two years. Tree intercept rainfall, absorb noise, provide habitats for birds and insects, help cool urban areas. Developers are not planting suitable trees in sensible places. Consequently, new residents are likely to cut them down or get rid of them.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Cycle and walking path connections,Events and activities,Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Ensure speed limits are safe, Other, please specify: Get ebikes and scooters off the pavements. They make no sound when coming up behind you and the riders almost never alert you to their presence.

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#182

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I think the art is such an important part of communities and it doesn't seem to be incentivised as a priority in the draft.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Events and activities, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#183

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#184

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#185

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#186

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Cycle and walking path connections, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#187

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Ensure speed limits are safe

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#188

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

Our community activities generally receive active participation and positive responses from the mainstream society.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Safety measures are very important. For people to live and work in peace and contentment, the society and the environment must first feel safe.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#189

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Building partnerships with local groups and mana whenua to find local ways to provide for our community,Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe,Work with partners and agencies to improve congestion issues,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#190

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#191

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Groups such as children, older people, and migrant communities can participate and connect within our communities.,Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport,Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues,Help town centres make the most of rail connections,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#192

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#193

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#194

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#195

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Help town centres make the most of rail connections

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#196

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Cycle and walking path connections, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#197

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

Our association generally follows the mainstream of society, actively participates, and responds positively.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Safety measures are very important. For people to live and work in peace and contentment, the society and the environment must first feel safe.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#198

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Building partnerships with local groups and mana whenua to find local ways to provide for our community

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

no



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#199

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

They are generally able to formulate plans based on residents' needs.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

We hope to hear more opinions from the public.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#201

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#202

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Increasing the visibility of different languages and cultures in our local area.,Groups such as children, older people, and migrant communities can participate and connect within our communities.,Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities,Safety improvements e.g. lights,Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths,Help town centres make the most of rail connections,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#203

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#204

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Increasing the visibility of different languages and cultures in our local area.,Groups such as children, older people, and migrant communities can participate and connect within our communities.,Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport,Safety improvements e.g. lights,Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues,Help town centres make the most of rail connections,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#205

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#206

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Building partnerships with local groups and mana whenua to find local ways to provide for our community

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#207

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Cycle and walking path connections, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#208

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

Convenient transportation and daily life

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Ensure speed limits are safe, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

That's all. Keep up the good work, thank you very much.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#209

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#211

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

I agree with its content.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

The draft was approved.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#212

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#213

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Better public transport (buses and trains)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#214

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Increasing the visibility of different languages and cultures in our local area.,Building partnerships with local groups and mana whenua to find local ways to provide for our community,Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport,Events and activities,Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Ensure speed limits are safe,Work with partners and agencies to improve congestion issues,Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#216

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?

Not very well

Tell us why

There is no recognition of Ruapōtaka Marae and our historic significance within the Tāmaki community.

There is no acknowledgement of the Local Board's support for the Ruapōtaka Marae rebuild.

Ruapōtaka Marae should be recognised in the Local Board Plan because it is an important cultural, community, and wellbeing hub for Tāmaki. The marae supports whānau, preserves Māori culture and identity, and contributes significantly to the strength of the local community. Recognition of Ruapōtaka Marae, and the Local Board's support for the marae rebuild, acknowledges its historic significance and ongoing role in serving present and future generations.

2. Which of these do you believe our diverse community needs most? (Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. Which of the following would most improve neighbourhood parks for young people? (Select up to 3 options)

Events and activities, Safety improvements e.g. lights, Shade and seating

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?

(Select up to 3 options)

Ensure speed limits are safe, Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#217

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

There is no recognition of Ruapōtaka Marae and our historic significance within the Tāmaki community.

There is no acknowledgement of the Local Board's support for the Ruapōtaka Marae rebuild.

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Other, please specify: Include Ruapōtaka Marae and our historic significance within the Tāmaki community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Events and activities, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

It is important that Ruapōtaka Marae is recognised within the Local Board Plan because it acknowledges the marae's significant role as a cultural, social, and community asset, while ensuring it is considered in future planning, investment, and decision-making. Recognition also demonstrates the Local Board's commitment to Te Tiriti o Waitangi and strengthening partnerships with mana whenua and Māori communities.

Some key reasons include:

Recognising a vital community hub: Ruapōtaka Marae is more than a venue; it is a place where whānau connect, culture is nurtured, and community wellbeing is strengthened. It provides a safe and welcoming environment for people of all ages and backgrounds.

Supporting Māori aspirations: Including Ruapōtaka Marae in the Local Board Plan acknowledges the importance of Māori-led solutions and supports aspirations for cultural revitalisation, te reo Māori, tikanga, and intergenerational knowledge sharing.

Delivering community outcomes: The marae contributes directly to many of the outcomes sought by local boards through education, health and wellbeing initiatives, youth development, kaumātua support, environmental projects, emergency response capability, and community resilience.

Strengthening partnerships: Formal recognition encourages stronger collaboration between the Local Board, Auckland Council, mana whenua, mataawaka, and community organisations, leading to more effective and coordinated service delivery.

Access to funding and investment: Being identified as a strategic community asset within the Local Board Plan helps strengthen the case for operational support, capital investment, infrastructure improvements, and long-term sustainability.

Preserving cultural identity: Ruapōtaka Marae is an important expression of the history, identity, and cultural heritage of Tāmaki. Recognising the marae helps protect and celebrate this identity for future generations.

Supporting population growth and changing community needs: As Tāmaki continues to grow and diversify, the marae provides culturally responsive spaces for community engagement, celebrations, education, crisis response, and social services that complement those provided by other community facilities.

Ruapōtaka Marae is a cornerstone of the Tāmaki community, providing cultural leadership, community connection, education, and wellbeing services that benefit Māori and the wider community. Recognition within the Local Board Plan acknowledges the marae as a strategic community asset and ensures it is considered in future planning, investment, and partnership

opportunities. As a trusted place where people gather, learn, celebrate, and seek support, Ruapōtaka Marae plays a critical role in building resilient, connected communities while upholding the principles of Te Tiriti o Waitangi and strengthening Māori outcomes across Tāmaki.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#219

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

Too much emphasis on Maori/Pasifica - we are all equal in this country.

Maori language over English- the current Govt had an election promise to stop that.

I am shocked

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Groups such as children, older people, and migrant communities can participate and connect within our communities.,Support local volunteer groups to continue to do their work in communities.,Other, please specify:Law and order

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Cycle and walking path connections,Events and activities,Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

It is way out of touch with the majority of New Zealanders.

Our Wai and whenua???? Kaitiaki???? mauri??? te taiao????

It is an insult



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#221

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?

Not very well

Tell us why

Transport statement says “ Our local roads are well connected and easy to move around”. This couldn’t be further from truth, they are not easy to move around. See areas in northern Mt Wellington around Banks Road, Boakes Road and Barrack Road. The lack of planning re the new housing has resulted in roads that are too narrow. Buses and rubbish trucks plus other large vehicles often cause gridlock especially at peak commuting hours. On Banks road there is often a large bus that parks on the footpaths and blocks view at intersection with Thompson Park Rd. There isn’t enough room to get two vehicles down these roads let alone large vehicles. Board needs to be instructing Auckland Transport to do what Wellington City Council does with narrow roads and paint yellow no parking lines on one side to increase width for vehicles plus more encouragement to developers to provide adequate off street parking

2. Which of these do you believe our diverse community needs most? (Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. Which of the following would most improve neighbourhood parks for young people? (Select up to 3 options)

Connections to public transport

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Better public transport (buses and trains), Other, please specify: Ensure free movement through narrow roads due to parking on both sides which is making getting around difficult plus delaying buses

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#222

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

Ruapōtaka Marae is centrally located and welcomes people from all walks of life, embracing diversity across all ages and cultures. As a non-iwi-based marae, it has always focused on supporting and advocating for anyone in need. However, I noticed there is no recognition of Ruapōtaka Marae, its openness, or its historic significance within the Tāmaki community. There is also no acknowledgement of the Local Board's support for the Ruapōtaka Marae rebuild, which should be recognized in the final plan.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Other, please specify: Support local marae in Glen Innes, a welcoming place that strengthens community connections and provides cultural, social, and practical support for people

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Safety improvements e.g. lights, Wi-Fi connection

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections, Other, please specify: remove cyclist barriers, more of a hazard than anything

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

Encourage the Local Board to support Ruapōtaka Marae with its rebuild, ensuring it can continue to provide a safe and welcoming space to help, advocate for, and strengthen the hapori for generations to come.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#223

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

There are big traffic issues in Tamaki area, including Pilkington Rd, Tripoli Rd, and Apirana Ave through Glen Innes. These are not in the plan, only the Maungakiekie roads are emphasised.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community., Other, please specify: Biggest issue in on street parking from the new intensive houses blocking the streets.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?

(Select up to 3 options)

Improve walking paths and footpaths, Improve the cycling network, Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Please do something about on street parking blocking the streets. Need more broken yellow lines so people can use the streets easily



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#224

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

As a community organisation, Ruapōtaka Marae, we have worked with the local board over decades to support us to build a new marae facility that would benefit the community immensely. This is not mentioned at all in this plan. Disappointing to say the least!

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Safety improvements e.g. lights, Shade and seating

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

There is no recognition of Ruapōtaka Marae and our historic significance to our community.

There is no recognition of our Local Board supporting the New Marae Build



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#225

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

The proposal fails to recognize Ruapōtaka Marae and its historical significance within the Tāmaki community. It also does not acknowledge the Local Board's longstanding support for the redevelopment of Ruapōtaka Marae.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Safety improvements e.g. lights, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Ruapōtaka Marae should be recognized within the Local Board Plan because it is a cornerstone of the Tāmaki community. It provides cultural leadership, supports whānau wellbeing, delivers essential community services, and strengthens connections across the community. Including the marae in the Plan acknowledges its historical significance, its ongoing contribution to Tāmaki, and the Local Board's commitment to supporting Māori aspirations and community outcomes.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#226

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?

Not very well

Tell us why

Overall, the draft Plan reflects many of the priorities of our community, particularly around creating safe, connected and thriving neighbourhoods. However, it falls short by failing to recognise Ruapōtaka Marae as one of the area's most significant cultural and community institutions.

Ruapōtaka Marae has served the Tāmaki community for decades and continues to provide leadership, cultural connection, community programmes, whānau support, rangatahi development and a place of belonging for people from many backgrounds. The absence of any reference to the Marae, its historical significance, or the Local Board's support for the Marae rebuild is a significant omission.

If the Plan is intended to reflect the identity and aspirations of the Maungakiekie-Tāmaki community, then Ruapōtaka Marae should be explicitly recognised as a key community partner and an important part of the area's past, present and future.

With this inclusion, I believe the Plan would better represent the diversity, heritage and aspirations of our community.

2. Which of these do you believe our diverse community needs most? (Select up to 3 options)

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities.

**3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Safety improvements e.g. lights

4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Work with partners and agencies to improve congestion issues

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I support the aspirations within the Plan; however, I am concerned that it does not adequately recognise Ruapōtaka Marae, its historical significance, or its ongoing contribution to the Tāmaki community.

Ruapōtaka Marae is far more than a physical facility. It is a place of belonging, culture, learning, resilience and community leadership. For generations it has provided a safe space where whānau, rangatahi, kaumātua and the wider community come together to strengthen connections, celebrate identity, access support services and respond to community needs.

The Marae has consistently partnered with organisations across Tāmaki to deliver positive outcomes in areas such as:

Whānau wellbeing and community support.

Youth development and leadership.

Cultural education and te ao Māori.

Community events and emergency response.

Building stronger relationships across our diverse communities.

I am also disappointed that the draft Plan does not acknowledge the Local Board's support for the Ruapōtaka Marae rebuild. This redevelopment is a significant investment in the future of Tāmaki and represents an important commitment to preserving cultural heritage while creating a modern community hub that will benefit generations to come.

Recognising Ruapōtaka Marae within the Local Board Plan is not simply symbolic. It demonstrates the Board's commitment to Te Tiriti o Waitangi, acknowledges the unique role

of mana whenua and marae within our communities, and reflects the valuable contribution the Marae continues to make across the Maungakiekie-Tāmaki area.

I respectfully ask the Local Board to amend the final Plan by:

Explicitly recognising Ruapōtaka Marae and its historical and cultural significance within Tāmaki.

Acknowledging the Local Board's ongoing support for the Ruapōtaka Marae rebuild project.

Identifying Ruapōtaka Marae as a key community partner in delivering social, cultural, educational and wellbeing outcomes for local residents.

Ensuring future planning continues to support investment in the Marae as an essential piece of community infrastructure.

Ruapōtaka Marae has served the people of Tāmaki for many decades and continues to make a significant contribution every day. It deserves to be recognised within the Local Board Plan as an important part of the area's history, present and future.

Thank you for considering my submission.

Ngā mihi,

Steve Rangi

submission on the Maungakiekie–Tāmaki Local Board Plan 2026

To the Maungakiekie–Tāmaki Local Board,

Thank you for the opportunity to provide feedback on the draft Maungakiekie–Tāmaki Local Board Plan 2026.

I support the aspirations within the Plan; however, I am concerned that it does not adequately recognise **Ruapōtaka Marae**, its historical significance, or its ongoing contribution to the Tāmaki community.

I support the aspirations within the Plan; however, I am concerned that it does not adequately recognise **Ruapōtaka Marae**, its historical significance, or its ongoing contribution to the Tāmaki community.

Ruapōtaka Marae is far more than a physical facility. It is a place of belonging, culture, learning, resilience and community leadership. For generations it has provided a safe space where whānau, rangatahi, kaumātua and the wider community come together to strengthen connections, celebrate identity, access support services and respond to community needs.

The Marae has consistently partnered with organisations across Tāmaki to deliver positive outcomes in areas such as:

- Whānau wellbeing and community support.
- Youth development and leadership.
- Cultural education and te ao Māori.
- Community events and emergency response.
- Building stronger relationships across our diverse communities.

I am also disappointed that the draft Plan does not acknowledge the Local Board's support for the **Ruapōtaka Marae rebuild**. This redevelopment is a significant investment in the future of Tāmaki and represents an important commitment to preserving cultural heritage while creating a modern community hub that will benefit generations to come.

Recognising Ruapōtaka Marae within the Local Board Plan is not simply symbolic. It demonstrates the Board's commitment to Te Tiriti o Waitangi, acknowledges the unique role of mana whenua and marae within our communities, and reflects the valuable contribution the Marae continues to make across the Maungakiekie–Tāmaki area.

I respectfully ask the Local Board to amend the final Plan by:

1. Explicitly recognising Ruapōtaka Marae and its historical and cultural significance within Tāmaki.
2. Acknowledging the Local Board's ongoing support for the Ruapōtaka Marae rebuild project.
3. Identifying Ruapōtaka Marae as a key community partner in delivering social, cultural, educational and wellbeing outcomes for local residents.
4. Ensuring future planning continues to support investment in the Marae as an essential piece of community infrastructure.

Ruapōtaka Marae has served the people of Tāmaki for many decades and continues to make a significant contribution every day. It deserves to be recognised within the Local Board Plan as an important part of the area's history, present and future.

Thank you for considering my submission.

Ngā mihi,

[REDACTED]



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#227

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)
4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

I. am including an attachment images x 2 to accompany my submissions

Also that we as Volunteers at St Mary's Community Tool library based st 132 taniwha street, Glen Innes, are disappointed that our application (first time in 4 years) was declined and we did not receive a cent in the last local board funding round

We would appreciate more consideration and feedback from council as we are also Ngai tai ki Tamaki and A Social Community representatives group who meet the needs of community and have built up a strong grass roots connection with our local Tamaki community

Thank you for your consideration on our feedback and for Auckland and local board council review





ST MARY'S COMMUNITY TOOL LIBRARY

SHARING TOOLS • BUILDING SKILLS • STRENGTHENING COMMUNITY



MORE THAN JUST TOOLS

St Mary's Community Tool Library is a place where people can connect, share skills, enjoy fellowship, learn practical skills, and support one another.

We also help people access tools and, where possible, assist with repairs and maintenance projects.

Everyone is welcome!



WHAT WE OFFER



A range of tools for home, garden, and DIY projects



Access to basic trade tools



Friendly support and practical advice



Small repair jobs done **on-site or around your home**



Payment by **koha** or **mutual arrangement**

WHO IT'S FOR



Local families and whānau



Youth wanting to learn practical skills



Anyone needing tools for small jobs



Community members wanting to connect and support each other



COME AND SEE US!

Pop in, have a chat, and see how we can help.

We are all in this together ♥



LOCATION

132 Taniwha Street,
Glen Innes, Auckland



OPEN

Tuesdays & Thursdays
10:00am – 2:00pm
(or by arrangement)



GET IN TOUCH

Brian

Text on:

(021) 0287-4462

for further info. ♥

SHARING TOOLS • BUILDING SKILLS • STRENGTHENING COMMUNITY ♥



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#228

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

We have been informed of the Board's procedure for reviewing our request once the grant application was submitted.

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Support local volunteer groups to continue to do their work in communities.

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I am very satisfied with the Board's current performance and direction.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#229

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not at all

Tell us why

You keep asking us for feedback year after year, it is never listened to and you always do what you intended to do anyway, and there has not been any improvement for our community

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Other, please specify:None. Stop worrying about being "diverse". Just concentrate on the core basics of being a council

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Other, please specify:More carparking

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Other, please specify:Every home should have off street parking. And there should be more public carparking.

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

You only listen to feedback that agrees with your plan, so pointless anyone else having a say. The local townships are unsafe, the local parks are unsafe. You took away rubbish bins and seating in the township. The paving is unsafe and causes many accidents. Our roads are a traffic jam every night because of your poor planning. You have your priorities wrong. But you will continue to waste our rates money on things that make no difference to the community.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#230

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

I am so happy to finally see the focus on building intensification and active transport, and as someone who lives near Penrose station, I can only heartily encourage its further development. Penrose has a lot of industrial and bare warehouses around it, which would be prime for a nicer, more intensive people-focused area, which could help some of the struggling businesses there.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Other, please specify: Additional low-cost calisthenics equipment would be something I'd personally enjoy.

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I can only encourage more intensification around Onehunga and related areas further upzoning/permissive zoning would be amazing. As a younger student, I love areas with a people-focused vibe, and it's nice to see my local area progressing in that direction, and want to show my support.

Personally, I live in the middle of an industrial area, I'm not sure if this is true, but I believe some people advocate against mixed-use zoning due to health and noise reasons, however as someone who already lives here such zoning provisions would only *help* my area, and strengthen the small communities here. Often these industrial areas are overlooked, and they provide some of the most affordable housing in Auckland (often the only stuff that us students and young professionals can afford, plus it helps the business there with rent and easy commutes). I can only ask as a long-term resident that even industrial places of work and life not be forgotten.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#231

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds, Other, please specify: No more bicycle lanes

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections, Other, please specify: Make it affordable to be able to access public transport

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Ruapōtaka Marae must be formally recognised within the Maungakiekie-Tāmaki Local Board Plan for both its historical significance and its ongoing impact in our community.

Through their long-standing support, alongside whānau from crisis into stability, creating pathways for rangatahi into employment and independence. The mahi with kura kaupapa strengthens identity and belonging, while our kai support reflects manaakitanga meeting immediate needs and guiding whānau toward sustainable, independent living.

The absence of Ruapōtaka Marae in the Plan fails to reflect its true contribution as a place of transformation, resilience, and aspiration for whānau across Tāmaki.

It is vital that Ruapōtaka Marae is acknowledged not only for where it has come from, but for the future it continues to help build for our people.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#232

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?

Not very well

Tell us why

The Plan is by its very nature "forward-looking", but reflecting the current and real-life priorities of housing for those who can't afford to buy or rent (leading to transitional if they're fortunate to find any), poverty and the need for food in the communities that are supposedly reflected in these plans don't figure in the current projections. Community organisations that have been doing this work for decades are omitted from the report bar generic referencing as "one of the marae in the community", ie Ruapōtaka Marae are champions for the Glen Innes, Point England and Panmure catchment, yet there is little acknowledgement of the historical and ongoing support for these Tāmaki communities.

2. Which of these do you believe our diverse community needs most? (Select up to 3 options)

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities., Other, please specify: Supporting the Ruapōtaka Marae re-build to continue the established relationships with the local schools, older people and migrant communities connected to the marae.

3. Which of the following would most improve neighbourhood parks for young people? (Select up to 3 options)

Cycle and walking path connections,Wi-Fi connection,Other, please specify:More cultural referencing for our youth to recognise their stories and cultures being expressed in parks

4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths,Ensure speed limits are safe,Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

There doesn't seem to be any recognition of Ruapōtaka Marae and its historic significance of servicing the Tāmaki community since the 70s.

Indeed, there is a generic mention as one of the local marae, but no distinction, (as with Te Tira Hou Marae) of the service to their communities. The remaining marae are school-based and don't offer social services or tikanga-based protocol, e.g tangihanga, hautapu, whakamōmori tautoko and karakia to lift tapu like Ruapōtaka Marae.

Furthermore, the acknowledgement of the Local Board's previous support for the Ruapōtaka Marae rebuild has disappeared and without mention. What's happening with this development?



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#233

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

Looks good

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community, Other, please specify: safety wardens in playgrounds and reserves

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Wider play options e.g. options for over 10-year-olds, Other, please specify: Fitness areas out in Mangere they have a very interactive set up of fitness equipment available

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Ensure speed limits are safe, Other, please specify: improve the alleyways lighting and maintenance

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

draft looks good , but need to include flood plans or update the current one , more promotions on clearing drains , instead of just waiting for natural disasters to hit , safety at public playground areas like fergusson park , Recreational leisure how come there's no public access to swimming pools in the oranga area the area is growing need more active places



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#234

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Not at all

Tell us why

Your statement Together we will stand firm through change and continue building a Maungakiekie-Tāmaki where people feel supported, connected and proud to belong. does not ring true to the residents of Wai-O-Taiki Bay. You have actyed against the wishes of the community and dismissed hundreds of voices. Shame on you.

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community., Other, please specify: Deal with the Wai-OTaiki Nature reserve in line with the wishes of those who use it!!

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Other, please specify: Nature walks that offer a different park experience. Not the concrete paths that provide no view of vista of the water, the mountains and our local heritage

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Other, please specify: Sort out the traffic congestions through the area. You have allowed AT to build unsuitable bikelanes and bus stops that hinder emergency services from getting to their destination quickly. Poor oversight.

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Please ensure that you represent the views of strong communities within your area. Please refrain from treating Wai=O=Taiki Bay and its residents in such a dismissive, arrogant and condescending way.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#235

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

It covers primary areas well and allows room for details to be fleshed out over three years enabling the local board to move when action is needed without getting stuck in "it wasn't in the plan" so cannot be done.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community., Other, please specify: Greater connection to our harbour, being that Onehunga is a harbour town

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Cycle and walking path connections, Events and activities

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Other, please specify: Connection to the Port and reintroduction of ferries

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I would specifically like seven things for the local board to focus on

1. Removal of the Outstanding Natural Feature designation at Gloucester Park foreshore by the Sea Scouts, as this is stopping sensible outcomes for the completion of the foreshore restoration that started with Taumanu Reserve and was always expected to be completed around to the Port of Onehunga.
2. Focus on improving the Port connection from Onehunga and re-introducing ferries. Ferries offer huge economic, social and recreational value to Onehunga and wider Auckland. Ferries enable transport to/from the likes of Waiuku, Clarks Beach, Glenbrook, Cornwallis, and other locations around the harbour. They open job opportunities for commuters from Onehunga to these areas, while also enabling people from these areas access to Onehunga and the City by ferry and rail/bus connections. Ferries make Onehunga a destination town, somewhere for people to visit via ferry, or as a stepping stone to adventures on the Manukau Harbour. Ferries should be seen as a vital part of our network infrastructure and could easily be cost justified if the overall benefits are weighed up.
3. Ensure Council maintains its promise to dredge Onehunga Lagoon in 2027, and that Council puts in place a long-term reoccurring programme to ensure the lagoon is dredged every 10 years so we continuously maintain and improve this recreational asset.
4. At the same time look at removing the off-lead dog area in the immediate vicinity of the lagoon carpark foreshore and playground and playground beach areas. These areas are used more recreationally by non-dog walkers, who face constant issues with dog poo that has not been picked up (due to the turning a blind eye attitude of some dog walkers when their dog is off leash), and having dogs off leash around a children's play area is simply inviting an accident to happen in which a child ends up mauled. There is sufficient area along the motorway edge and Queenstown Road end of the lagoon for off leash dogs, where impact on other members of the public is lessened. This would also have an impact on the amount of animal faecal matter that leaches into the lagoon.
5. Specifically advocate for the East West Link to be halted and reviewed with the aspiration to get bi-partisan support for a revised East West Corridor project that encompasses much more but remains resilient to changes of Government. (See attached document). This document highlights how a revised East West Link project could encompass foreshore restoration, cycling and walking improvements, introduction of ferries, introduction of other services, and an overall plan for bi-partisan support that would add significant economic, social and recreational value to Onehunga and wider Auckland.
6. Advocate for drainage improvements. Onehunga has a vast number of properties identified as in flood prone areas. This is not because they natural flood, but because built

infrastructure has not kept pace with infill housing, reduction of permeable areas through roads and river piping, and a failure to connect sink hole drainage to the main network, relying instead on soakage that during extreme rain events cannot cope. It is unfair to property owners to label their properties as flood prone when it is Council's infrastructure failure that causes this. As such Council should be addressing the underlying issue and bringing the drainage up to the standard required to ensure flooding areas are minimised and flood prone areas can be reduced. The cost of flooding to the community is significant, and often falls on insurance companies to bear the cost for what is a Council caused issue.

7. Advocate for full rail service between Onehunga and the CBD to be restored, as it was before CRL changes reduced it to stopping at Newmarket. This service is vital to the success of ferry reintroduction and providing maximum benefit to Onehunga.

ACHIEVING BIPARTISAN SUPPORT FOR THE EAST WEST LINK

AN INTEGRATED TRANSPORT, ENVIRONMENTAL RESTORATION,
HARBOUR DEVELOPMENT AND COMMUNITY PARTNERSHIP STRATEGY.

East West Link Development Group

“Road to Realisation”

White Paper

13th June 2026



BETTER CONNECTIONS
FOR LOCAL COMMUNITIES



SUPPORTING GROWTH
AND PRODUCTIVITY



PROTECTING OUR
NATURAL ENVIRONMENT



GETTING BEST VALUE
FOR NEW ZEALAND

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Strategic Overview

The Challenge: The Infrastructure Deadlock: For over a decade, the East West Link (EWL) has been trapped in a cycle of political, environmental, and administrative gridlock. Its previous iteration as a "road-only" project alienated key stakeholders, failed to secure long-term bipartisan buy-in, and ultimately stalled. Continuing on this path guarantees further economic stagnation and lost regional opportunity.

The Vision: An Integrated, Multi-Modal Corridor: The East West Link Development Group (EWLDG) proposes a fundamental shift: moving from a narrow highway project to an **Integrated Corridor of National Significance**. This approach combines freight efficiency with environmental restoration and urban revitalization. It treats the project not as a liability to be defended, but as an asset that delivers tangible value to every political ideology.

Strategic Pillars

- **Economic Productivity:** Solving the chronic industrial bottlenecks in Onehunga/Penrose that constrain the national supply chain.
- **Net-Positive Environment:** Integrating world-class ecological restoration (e.g., saltmarsh terraces, wetland filtration) into the corridor, transforming the harbour's health.
- **Bipartisan Durability:** Designing the corridor so that it addresses core priorities for both sides of the political aisle, creating a project that is too broadly beneficial to be reversed by incoming governments.

Recommended Strategic Path Forward: To realize this vision without becoming bogged down in early-stage bureaucracy, we propose a two-tiered development model:

1. **The Oversight Authority:** Establish a high-level body to act as the permanent guardian of the holistic vision, ensuring that infrastructure, community, and ecology are managed as a single ecosystem.
2. **The Delivery Engine:** Utilize an agile, special-purpose delivery model that separates project execution from standard departmental silos, ensuring budget discipline and timely delivery.

Call to Action: The East West Link stands at a critical juncture. The EWLDG invites partners and policymakers to form a steering group to evaluate these delivery models. Together, we can move beyond the adversarial politics of the past and deliver a generational asset that strengthens Auckland's economy and restores its natural heart.

Executive Summary

This paper seeks to shift the political and infrastructure debate from *"Should we build the East West Link?"* to a more vital, forward-looking question:

"What would a version of the East West Link look like if it were designed to survive multiple changes of government?"

One of New Zealand’s most systemic infrastructure failures is the political pendulum swing. Major projects are routinely conceived by one government, halted by the next, downscaled by a third, and revived by a fourth. The East West Link stands as a textbook example of this volatility. Over multiple election cycles, it has been advanced, cancelled, redesigned, and resurrected. The result is a staggering expenditure of public money on protracted planning, consenting, and legal battles, without delivering a single long-term, agreed-upon outcome or putting a shovel in the ground.

Moving Beyond the "Road Only" Silo

The East West Link became politically vulnerable because it was framed and designed through a narrow, single-purpose lens: a roading asset for freight and cars. To achieve long-term political durability, the project must evolve from a contested highway into a multi-modal economic and environmental corridor. Had it been conceived as the **Manukau Harbour Integrated Transport and Regeneration Corridor**, it would have built a broad coalition of stakeholders—spanning freight operators, public transport commuters, environmental groups, and urban planners—making it far more resilient to changing political tides.

To achieve true bipartisan durability, a revived framework must intelligently balance the core priorities of National, Labour, ACT, New Zealand First, the Green Party, and Te Pāti Māori:

Political Alignment	Core Priority to Integrate
National, ACT, NZ First	Economic productivity, efficient freight logistics, and robust supply chain infrastructure.
Labour, Greens, Te Pāti Māori	Mode-shift (public transport/cycling), aggressive emissions reduction, and genuine ecological restoration.

Learning the Lessons of Past Failures

A core argument of this paper is that the New Zealand Transport Agency (NZTA) must fundamentally break from past engagement mistakes. Historically, the agency has treated public and business consultation as a late-stage, box-ticking exercise—presenting near-finalized blueprints to the community and asking only for minor input. While iwi have been engaged under Treaty obligations, local residents and businesses have been systematically excluded from early design phases.

Furthermore, NZTA has repeatedly used existing legislative constraints and planning rules (such as flawed Outstanding Natural Feature designations) as a bureaucratic shield to excuse themselves from doing the right thing. This lack of early collaboration directly forces proactive groups like The

Onehunga Enhancement Society (TOES) and Forest & Bird into the judicial system, resulting in costly court battles and debilitating project delays. Critically, this blinkered, transport-only focus extends beyond civic transit and into critical regional lifelines, treating vital utility networks like Transpower and Watercare as late-stage technical hurdles rather than foundational co-design partners.

A Vision for Holistic Revitalization

This paper proposes that the East West Link be reimagined as a once-in-a-generation opportunity to deliver an integrated transport, environmental, and urban regeneration programme for the upper Manukau Harbour. This vision must look at the bigger picture by actively collaborating with Auckland Council, other government agencies, and local stakeholders to incorporate broader desired outcomes, including:

- A comprehensive, integrated transport hub.
- A future Onehunga ferry terminal and a seamless light rail interchange.
- The completion of the award-winning, restorative coastal reclamation between the Port of Onehunga and Taumanu Reserve.
- The undergrounding of the unsightly and aging Transpower infrastructure.

By transitioning from risk-averse policy administrators into visionary city-builders, and by embedding genuine, ground-up community and business consultation from day one, we can establish an infrastructure framework capable of surviving changes of government. Only then can we provide decades of certainty to New Zealanders and deliver a legacy of holistic, long-term revitalization.

Target Audience

This paper is designed as a strategic briefing framework for individuals, agencies, and organizations with the statutory power, financial interest, or civic mandate to influence the future of the upper Manukau infrastructure landscape.

Primary Audiences

- **Cabinet Strategy Committees and Coalition/Opposition Campaign Strategists:** Specifically, those responsible for drafting 100-day plans and pre-election policy platforms. This paper offers an immediate, politically de-risked framework that can be adopted into manifesto commitments, preventing infrastructure policy from becoming a liability during the campaign.
- **Central Government Ministers and Opposition Spokespersons:** Specifically, those holding the portfolios for Transport, Infrastructure, Regional Development, and Environment. This paper provides a cross-party blueprint that allows incoming governments to progress economic priorities without inheriting a political or legal minefield.
- **NZ Transport Agency (NZTA / Waka Kotahi) Leadership and Project Planners:** The executive teams tasked with route protection, design, and delivery of the newly revitalized East West Link investment case. This paper serves as an operational warning and roadmap to help the agency break its cycle of costly litigation and design isolation.
- **Auckland Council and Local Boards:** Including the Mayor's Office, ward councillors, regional spatial planners, and members of the Maungakiekie-Tāmaki Local Board. The framework directly aligns with council goals regarding integrated public transit networks and waterfront urban regeneration.
- **Mana Whenua and Iwi Authorities:** Treaty partners with ancestral kaitiakitanga (guardianship) over the Māngere Inlet and upper Manukau Harbour, who require an institutional model that guarantees active co-governance rather than late-stage consultation.
- **Industrial and Logistics Stakeholders:** The business associations and freight operators within the Onehunga and Penrose industrial hubs who require urgent supply chain certainty and travel-time reliability.
- **Lifeline Utility Executives and Asset Managers (Transpower and Watercare):** Engineering and planning teams responsible for the National Grid and Auckland's water infrastructure. This paper provides a framework where their statutory asset protection corridors are treated as foundational constraints, ensuring major transport works protect—rather than endanger—regional power and water security.

Outlier Audiences (Hidden Stakeholders)

- **The Treasury and Infrastructure New Zealand:** Government economists, financial analysts, and procurement experts looking for robust case studies on alternative financing tools, Special Purpose Vehicles (SPVs), and land value capture under the Infrastructure Funding and Financing Act (IFFA).
- **The Blue Economy, Marine, and Tourism Sectors:** Commercial ferry operators, eco-tourism providers, charter fishing businesses, and recreational boating groups who do not typically

engage with highway planning, but stand to gain immense revenue from the physical opening of the upper Manukau Harbour.

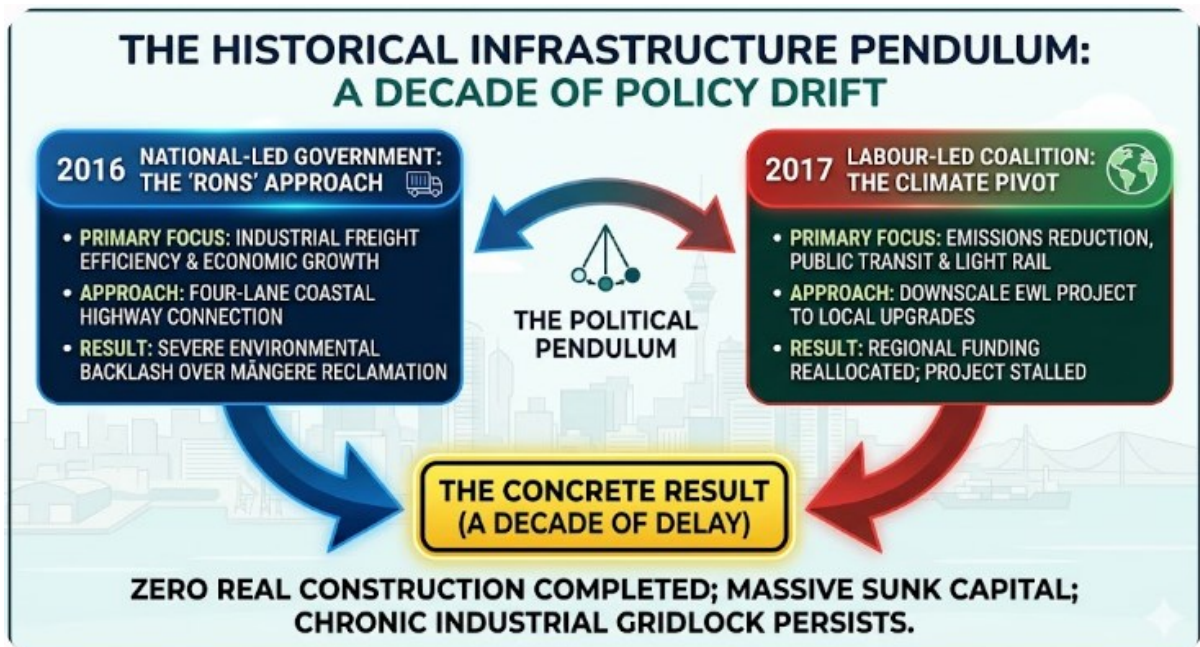
- **The Legal, Environmental, and Resource Management Sector:** Planners, resource consent lawyers, and conservation groups (such as Forest & Bird) interested in how upfront co-design panels can circumvent adversarial Environment Court gridlock and fulfil complex indigenous biodiversity directives.

Historical Background of the East West Link: A Legacy of Political and Statutory Gridlock

The East West Link (EWL) stands as one of the most politically fraught and fiscally scrutinized transport infrastructure proposals in modern New Zealand history. Its decade-long history serves as a case study in the vulnerabilities of non-partisan infrastructure planning, where shifting political cycles have repeatedly stalled vital regional development.

The project was first conceptualized by the National-led government around 2013 to address a critical macroeconomic bottleneck: the Onehunga–Penrose industrial hub. As the country's largest inland freight port and manufacturing centre, this precinct generates billions of dollars annually but has long suffered from chronic, costly traffic gridlock. National's original proposal—formalized in 2016 as a flagship "Road of National Significance" (RoNS)—aimed to construct a massive, four-lane highway connecting State Highway 20 at the Neilson Street interchange directly to State Highway 1 at Mount Wellington.

However, the initial engineering design provoked severe opposition from community stakeholders, mana whenua, and environmental advocates. The core of the backlash centred on the proposed coastal route, which relied on a massive reclamation wall built directly through the sensitive Māngere Inlet. Environmental organizations, including Forest & Bird, argued that this heavy concrete infrastructure would irreversibly devastate delicate wetlands, disrupt critical native bird habitats, and permanently cut local communities off from the foreshore. Furthermore, the projected capital cost—initially estimated at up to \$1.85 billion for just a few kilometres of road—led critics to brand it the most expensive highway per meter in the world, severely damaging its perceived value-for-money proposition.



This polarization triggered acute political volatility following the 2017 general election. The incoming Labour-led coalition, supported by the Green Party, promptly cancelled National's grand highway design. Driven by a policy shift toward climate consciousness and emissions reduction, the new administration redirected the regional funding pool toward public transport initiatives, localized

cycling infrastructure, and the early stages of the Auckland Light Rail project. For the next several years, the East West Link was effectively placed on life support, downscaled to minor local intersection upgrades rather than a sweeping, high-capacity freight corridor.

The infrastructure pendulum swung back decisively with the subsequent change of government. The incoming National-led coalition revived the Road of National Significance program and returned the East West Link to the forefront of its economic strategy. However, the project did not return to a blank canvas; it inherited years of protracted legal challenges, including a landmark Supreme Court ruling that mandated a rigorous reassessment of the corridor's impact on indigenous biodiversity.

This cyclical history demonstrates a fundamental truth:

Traditional, single-focused infrastructure delivery models cannot survive the New Zealand political cycle.

The lesson of the past decade is not that the East West Link is unbuildable, but rather that industrial efficiency and ecological preservation can no longer be treated as a zero-sum game. To progress from an expensive proposal to an enduring asset, the project must move past the adversarial frameworks of the past and adopt a bi-partisan model that treats environmental restoration and critical economic infrastructure as interdependent goals.

Strategic Context: Leveraging the Election Cycle for Generational Infrastructure

As New Zealand moves into the final months of the election cycle, the political capital generated by a fundamental reset of the East West Link cannot be overstated. Traditionally, major infrastructure proposals become deeply polarized during an election year, with parties retreating into entrenched ideological silos. However, the current National-led administration possesses a unique windows-of-opportunity to leverage this paper's framework as a powerful demonstration of forward-thinking statesmanship.



By voluntarily initiating a tactical pause on NZTA's compromised Neilson Street design to champion a bipartisan, multi-agency corridor, the Government achieves three profound political objectives ahead of the ballot box:

- **Reframing the Transport Identity:** It allows the Government to break free from the restrictive narrative that its transport agenda is exclusively car-centric. Actively incorporating multi-modal transit, active pathways, and Watercare's ecological goals showcases a modern, sophisticated approach to urban spatial planning.
- **Securing the Auckland Centrist Vote:** Urban voters in crucial Auckland swing electorates are increasingly demanding infrastructure that enhances regional liveability, restores public access to the water, and addresses historical pollution. Announcing a visionary, master planned corridor for the upper Manukau provides a highly tangible, visually spectacular legacy project that resonates deeply with the centre-of-the-road electorate.
- **A Masterclass in Fiscal Discipline:** Rather than trying to defend a deeply flawed Neilson Street iteration that faces imminent, multi-year court injunctions, the Government can openly campaign on a platform of structural reform. Standing before the public and pledging to end the wasteful, cyclical cancellations of the past through a legally binding, bipartisan Special Purpose Vehicle, positions National as the only party capable of delivering long-term commercial and operational certainty to New Zealand's infrastructure pipeline.

The Campaign Takeaway: Bipartisanship is often misconstrued as a sign of political concession or weakness. In the high-stakes environment of a modern election year, it is the ultimate expression of political leverage. By seizing the initiative, to co-design a bulletproof East West Link that the opposition is contractually and structurally blocked from cancelling upon a change of government, the National-led coalition can claim the mantle of true long-term economic guardians—safeguarding taxpayer capital and building a corridor that will endure for a half-century.

The Flaws of the Current Neilson Street Iteration: Trading Ecological Gridlock for Economic Stagnation

In an attempt to bypass the intense environmental litigation that halted the original 2016 foreshore design, the New Zealand Transport Agency's (NZTA) current iteration proposes moving the East West Link inland, routing the primary freight corridor directly along Neilson Street. While this shift is framed as a pragmatic compromise to avoid the Māngere Inlet reclamation, a critical operational analysis reveals that this route solves none of the project's foundational problems. Instead, it merely trades historical ecological gridlock for severe economic, commercial, and structural disruption.

The current Neilson Street proposal introduces five critical failure points that guarantee project failure:

1. Commercial Devastation and the "CRL Effect"

Neilson Street is the active, high-density economic spine of the Onehunga-Penrose industrial hub. Forcing a massive, multi-lane arterial highway through this corridor requires intense, prolonged construction that will severely disrupt local businesses. Auckland has already witnessed the catastrophic fallout of this top-down delivery model during the construction of the City Rail Link (CRL) in the Central Business District, where lack of early alignment and disruptive, long-term civil works pushed vulnerable local businesses to financial ruin.

Furthermore, the Neilson Street design systematically ignores existing spatial realities. Dozens of commercial properties feed directly onto Neilson Street via established access points. Restricting, altering, or severing these access points to accommodate high-speed freight movement will permanently cripple the daily logistics, deliveries, and operations of the very businesses the project is explicitly funded to assist.

2. The Congestion Paradox

Rather than alleviating gridlock, routing the East West Link down Neilson Street risks making localized congestion significantly worse, both during development and long after completion. Forcing heavy transit onto an existing local arterial ultimately fails to separate regional thoroughfare traffic from local industrial movements.

Because this design fails to provide a clean, isolated bypass, it creates an infrastructure bottleneck. This failure forces Church Street to continue operating as an additional, high-pressure principal arterial route, funnelling heavy vehicle traffic directly to and from the north-facing State Highway 1 on- and off-ramps, completely undermining the regional transport network's efficiency.

3. Structural Blindness to Shifting Land Use

NZTA's plan operates within a static bubble, failing to account for major, inevitable land-use changes in the immediate area. For example, strategic industrial assets like Metroport are highly likely to shift or consolidate operations over the project's multi-decade horizon. By designing a rigid, highway-only corridor tightly squeezed down Neilson Street, the agency has built an inflexible system that cannot adapt to the future spatial opportunities or changing traffic generation patterns that will occur when these massive industrial sites eventually re-mobilize.

4. Abandonment of Environmental Remediation

The most profound failure of the Neilson Street iteration is that it walks away from the harbour entirely, leaving critical environmental issues completely unresolved. The original foreshore design, despite its flaws, included massive, mandated environmental remediation frameworks to address historical industrial pollution and heavy metal contamination along the inner Māngere Inlet foreshore.

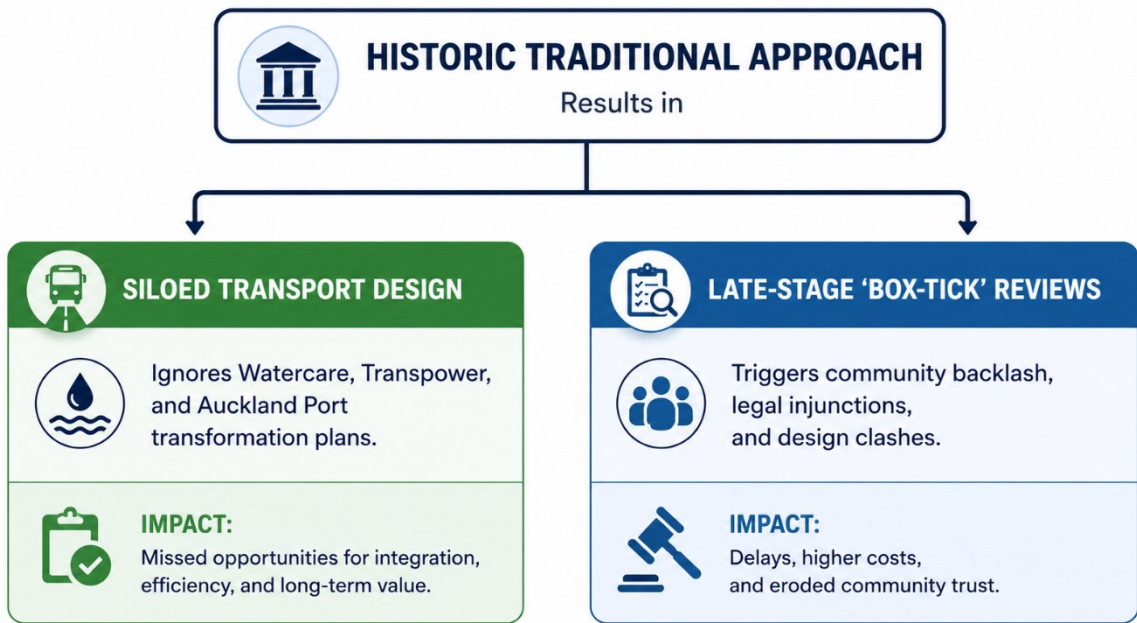
Many of these environmental interventions were not optional luxuries; they were explicitly mandated following the comprehensive environmental cases brought against the original design. By retreating inland, NZTA has abandoned its responsibility to the harbour. It leaves the ecological degradation of the foreshore unaddressed, missing a historic opportunity to leverage infrastructure funding to systematically restore the marine environment.

5. Retaining a Broken Delivery Model

Ultimately, the current iteration relies on the exact same institutional delivery model that caused the original project to stall. Without an independent Special Purpose Vehicle (SPV) or a localized statutory authority to hold the masterplan, the project remains highly vulnerable to the standard bureaucratic habits of NZTA. Operating under this legacy framework guarantees that the project will face the same systemic vulnerabilities as before: compounding delays, poor inter-agency coordination, intense local friction, and inevitably, massive taxpayer-funded cost blowouts.

Lessons from Previous NZTA Engagement Processes: Bureaucratic Isolation and Missed Integration

If the historical gridlock of the East West Link is to be permanently broken, delivery agencies must move beyond the administrative habits that tanked the original proposal. A critical analysis of the project's pipeline reveals that the New Zealand Transport Agency (NZTA) has historically treated public, business, and utility consultation as a late-stage, box-ticking exercise—presenting near-finalized blueprints to the community and asking only for minor input. While iwi have been engaged under core Treaty obligations, local residents, business associations, and critical infrastructure operators have been systematically excluded from the early, foundational design phases.



This top-down, blinkered approach manifests in three distinct operational failures that have repeatedly stalled the project:

1. The Judicialization of Community Advocacy

By treating community groups as administrative hurdles to be managed rather than design partners, NZTA structurally forces proactive organizations like The Onewhanga Enhancement Society (TOES) and Forest & Bird into the judicial system. When community aspirations for waterfront access and environmental protections are locked out of the preliminary drafting rooms, the Environment Court becomes the only mechanism left for local stakeholders to protect their geography. This lack of early collaboration directly invites the protracted, multi-year lawsuits and debilitating project delays that have cost the taxpayer millions in holding fees and inflationary material escalation.

2. Failure to Align with Lifeline Utility Infrastructure and Environmental Operations

This transport-only focus extends beyond civic transit and into critical national and regional utilities, missing vital opportunities for both physical and environmental alignment. The Māngere Inlet and Onewhanga corridor is deeply impacted by two major utility frameworks that historically have been

treated as separate, isolated issues: Transpower's National Grid transmission lines and Watercare's region-wide harbour water quality initiatives.

- Transpower and Physical Infrastructure Clash:** On a physical level, the corridor is intensely constrained by Transpower's high-voltage National Grid infrastructure. Historically, NZTA has treated these massive transmission pylons as late-stage technical obstacles to be negotiated *after* the road layout is locked in. Designing a multi-billion-dollar corridor without deeply integrating Transpower's asset protection and clearance requirements from day one invites severe design inefficiencies, duplicated earthworks, and the exorbitant, taxpayer-funded cost of retroactively modifying or shifting high-voltage infrastructure.



Figure 1 - Pylons crossing Onehunga Bay to Hillsborough

- Watercare and Ecological Misalignment:** Geographically, Watercare's major operations are separate from the immediate highway footprint, yet their strategic objectives for the Manukau Harbour are identical. Watercare is heavily invested in multi-million-dollar infrastructure upgrades designed to address historical wastewater overflows, eliminate contamination, and restore the harbour's water quality. Simultaneously, the expanded East West Link design proposes massive, carbon-sinking stormwater treatment wetlands along the Māngere Inlet to filter industrial run-off.

Because NZTA operates in a silo, it has historically failed to co-design these ecological outcomes with Watercare. Instead of a unified, coordinated strategy between the roading agency and the water utility to systematically heal the harbour's marine ecosystem, the two entities operate independently. This lack of strategic alignment results in fragmented environmental interventions, missed co-investment opportunities, and a slower, less efficient path toward restoring the harbour to a state fit for recreation, fishing, and ecological revival.

3. Blindness to Regional Port Regeneration

A highway project cannot exist in a vacuum, divorced from the shifting economic landscape around it. Auckland Council's long-term strategy to consolidate, downscale, or redevelop heavy industrial port operations away from the Port of Onehunga introduces a massive urban transformation variable to the Onehunga waterfront.

In past design iterations, NZTA operated within a strict silo, treating the Port of Onehunga as a static, industrial freight terminal forever. By failing to design a corridor that actively anticipates, shapes, and integrates with Auckland Council's waterfront port redevelopment masterplans, NZTA risked building a low-amenity concrete barrier that would permanently sever the future commercial, residential, and recreational precinct from the very transit hubs designed to feed it.



Figure 2 - Port of Onehunga

The Path Forward

The lesson of past failures is clear: designing a "path-of-least-resistance" route in total isolation is an economic illusion. It yields a highly compromised, defensive asset that triggers intense local commercial resistance, violates vital utility objectives, and sabotages regional urban masterplans. To survive the political cycles of New Zealand, the corridor's design process must match the sophistication of its engineering—transitioning from defensive, siloed litigation-dodging to an integrated, multi-agency co-design framework that aligns highways, utilities, community access, and port regeneration from day one.

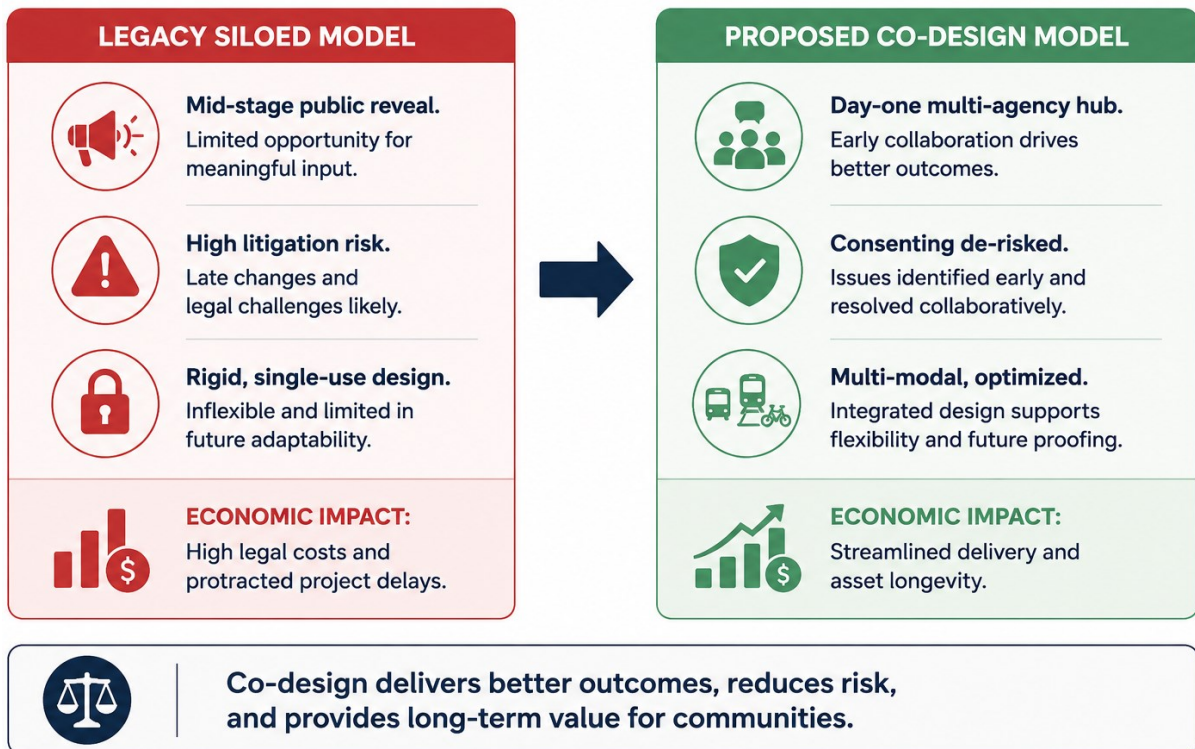
Operational Risk Mitigation

Optimizing the Infrastructure Pipeline: Lessons in Stakeholder Engagement

A historical vulnerability within major New Zealand infrastructure delivery is the timing and depth of public and stakeholder engagement. Traditionally, the project pipeline model has treated public consultation as a late-stage validation exercise rather than a front-end design tool. While mana whenua is structurally engaged early due to essential Treaty of Waitangi obligations, wider civic organizations, local business networks, and municipal planners have historically been integrated only after core corridor blueprints are well advanced. This sequence relegates local expertise to superficial feedback, missing critical localized economic and geographic insights that could optimize the design.

In complex, multi-use hubs like Onehunga, a siloed infrastructure approach creates significant operational friction. The Onehunga precinct represents a delicate balance between a critical industrial freight gateway and a highly connected urban community. Local masterplans envision an integrated future that blends freight efficiencies with civic liveability, including a multi-modal transport hub, potential ferry infrastructure, and future rapid transit connections. When transport corridors are designed in isolation from these wider municipal frameworks, they risk clashing with local growth strategies and creating fragmented, inefficient infrastructure.

The Cost-Benefit of Co-Design



Crucially, this top-down engagement methodology has proven to be economically counterproductive. Excluding local voices and cross-agency planning frameworks creates an adversarial environment, forcing community organizations like The Onehunga Enhancement Society (TOES) and national environmental bodies like Forest & Bird to utilize the judicial system as their primary mechanism for feedback. The resulting litigation through the Environment Court and Supreme Court introduces

staggering legal expenses, compounds bureaucratic overhead, and inflicts years of costly delays on projects.

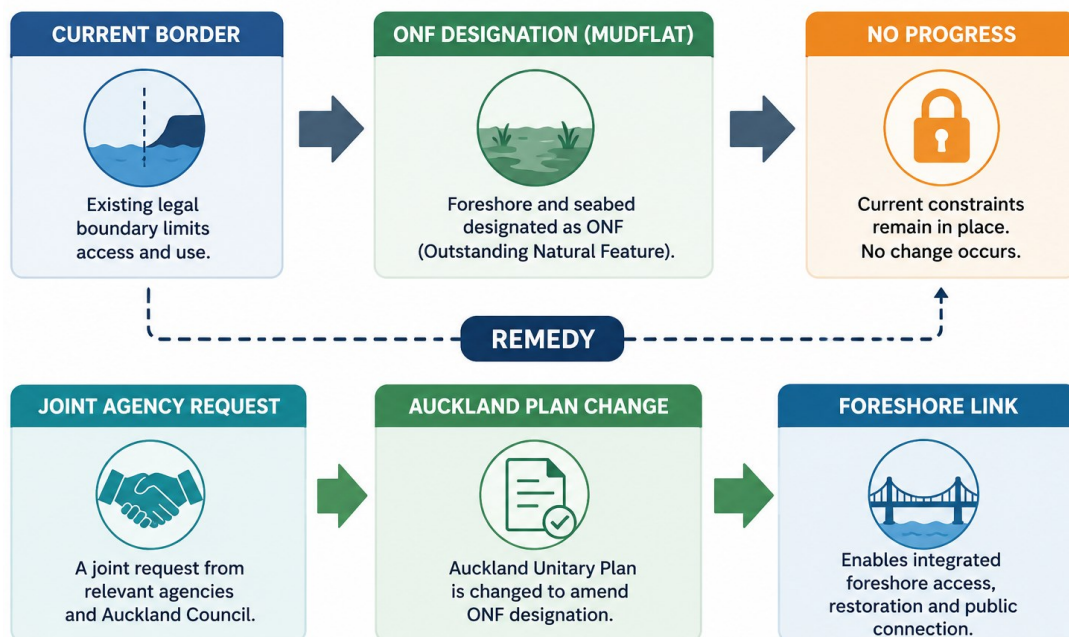
To ensure the long-term viability of the revived East West Link, the delivery model must transition from defensive risk management to proactive, cross-agency co-design. Presenting high-level corridor configurations to the community as a near-certainty runs the distinct risk of repeating past litigation cycles. Shifting toward an open, collaborative model from day one is not an exercise in compromise; it is a hardheaded financial strategy to de-risk the statutory consenting pathway, secure social license, and prevent further costly gridlock in the courts.

Regulatory Optimization: Moving from Policy Compliance to Strategic Leadership

A defining structural challenge in executing large-scale New Zealand infrastructure is the tendency for delivery agencies to treat existing regulatory frameworks as absolute design ceilings rather than variables to be managed. Adopting a strictly compliance-driven mindset fosters a risk-averse approach to project scope, where restrictive local planning rules are treated as immutable barriers rather than challenges to be resolved through strategic, multi-agency leadership.

This regulatory inertia was highly visible in the initial iteration of the East West Link, specifically regarding the missing coastal link on the Onehunga foreshore. While the local community and municipal planners sought a continuous, revitalizing reclamation to seamlessly connect the Port of Onehunga to the Taumanu Reserve, the delivery scope stopped short. The project team anchored its parameters to the Auckland Unitary Plan, which designated the adjacent marine area as an Outstanding Natural Feature (ONF)—a statutory framework under which marine reclamation is highly restricted. Rather than seeking an integrated planning solution, the agency treated the ONF boundary as an absolute operational barrier, bypassing the opportunity to deliver a holistic, community-wide foreshore restoration.

Unlocking the Foreshore: A Plan Change



The limitation of this strictly defensive planning approach is that it relies on an asset protection framework that may be technically outdated. Long-standing analysis by community advocates, supported by expert planning evidence presented during the formal Environmental Protection Agency (EPA) hearings, indicated that the specific ONF designation over this altered stretch of mudflat lacked technical justification. Rather than pursuing a proactive, strategic plan change with Auckland Council to correct the designation and unlock the comprehensive foreshore restoration, the project adopted the path of least regulatory resistance.

As the East West Link returns to active development, continuing to treat the ONF designation as an insurmountable obstacle represents a significant missed opportunity. Early planning indications suggest a risk of reverting to this narrow, highway-only mandate. To unlock genuine regional transformation, the project governance must move past simple policy administration. By actively initiating the necessary cross-agency regulatory fixes to resolve legacy planning anomalies, the project sponsors can step into the role of visionary city-builders—maximizing the return on public capital while delivering a cohesive, high-resilience asset for Auckland.



Figure 3 - Area of Outstanding Natural Feature (ONF) designation (Auckland Unitary Plan)

Global Benchmarks for Integrated Revitalization

Successful waterfront redevelopments around the world demonstrate that infrastructure doesn't have to be a barrier; it can be a catalyst for holistic revitalization when planning moves beyond "policy administration" and into "visionary design."

Barangaroo, Sydney: Indigenous-Led Transformation

Sydney's Barangaroo precinct is a world-class example of transforming a "concrete apron" industrial site into a thriving natural and commercial hub. What makes Barangaroo work is its foundational commitment to "Connecting with Country." Named after a powerful Eora woman, the project involved deep engagement with Indigenous elders and designers from day one. The result was Barangaroo Reserve, a 6-hectare headland park that used over 10,000 sandstone blocks excavated from the site to recreate a pre-colonial shoreline. By integrating a brand-new Metro station, high-density commercial space, and a restored natural coastline, the project successfully balanced economic growth with cultural and ecological restoration. It was received with widespread acclaim for "giving the headland back to the people."



Figure 4 - Early development of Barangaroo showing before image (top left) - © Barangaroo Delivery Authority

Brisbane's River Projects: Connectivity and Public Realm

Brisbane has redefined itself through projects like Howard Smith Wharves and the South Bank redevelopment, which focus on "generational renewal." These projects work because the city prioritizes the public realm over isolated roading assets. In Brisbane, the river edge is treated as a vibrant hub for social interaction rather than a utility corridor. By partnering early with private sectors and local councils to include event lawns, pedestrian promenades, and dining precincts, Brisbane integrated its transport networks with leisure aspirations. This holistic approach turned underutilized industrial land into the city's "front yard," proving that high-quality design and public access are the primary drivers of urban economic value.

The Howard Street Wharves project also shares considerable similarities in that it developed under a roading bridge asset, which by comparison mirrors space under the Mangere Bridge off Onehunga Harbour Road.

The Local Success: Taumanu Reserve



Figure 5 - Taumanu Reserve

Closer to home, Taumanu Reserve stands as a local testament to what can be achieved when the community's vision is actually listened to. Born from the outcry over the original SH20 construction that severed Onehunga from the sea, the project sought to restore the "natural" characteristics of the coastal edge.

- **Financial Efficiency:** Originally costed at **\$60 million**, the project was delivered for just **\$28 million**—a feat of efficient, focused design that didn't sacrifice quality.
- **Design Excellence:** The 6.8-hectare park features nine new beaches, volcanic rock landscapes, and shell-bank habitats for nesting birds, all designed in collaboration with mana whenua and local community groups.
- **Recognition:** Since its completion in 2015, Taumanu has won **8 major awards**, including the International Federation of Landscape Architects Outstanding Award and the WAN Transport Award.

Taumanu proves that when authorities stop treating a project as a "road with a park on the side" and start treating it as a "restorative coastal landscape," the outcomes are not only award-winning and community-loved but also significantly more cost-effective. It remains the "missing link's" most powerful advocate, demonstrating exactly what is possible if NZTA chose to finish the job rather than hide behind existing policy.

Detailed Harbour Restoration Opportunities

Standard transport infrastructure projects typically treat the natural environment as a constraint, focusing strictly on mitigating negative localized impacts. To secure durable, bi-partisan political consensus, the paradigm must be reframed. The central question for the East West Link (EWL) should not be how to minimize damage, but rather:

"How can a major transport infrastructure project become the catalyst for the largest ecological restoration programme ever undertaken on the Upper Manukau Harbour?"

Moving beyond a defensive "no net loss" framework allows stakeholders to transform the project from an exercise in environmental mitigation into a legacy asset of proactive regional enhancement. For the Upper Manukau Harbour, these opportunities are substantial, highly interconnected, and beneficial to both the environment and the economy.

Pillar 1: Ecological Remediation & Habitat Enhancement

1.1 Remediation of Historically Reclaimed Shorelines

The shoreline of the Upper Manukau Harbour has been heavily modified over the past century. Landforms such as Pikes Point were built on legacy rubbish tips, where industrial and household municipal waste was bulldozed directly into the sea to create reclaimed land. This land continues to suffer from uncontained methane emissions and ongoing toxic leachate.

The East West Link project offers a viable civil mechanism to identify these contaminated zones, stabilize eroding or leaching shorelines, and install modern subsurface containment systems. Actively sealing these legacy spaces addresses a major environmental risk while relieving local government of an expensive, unquantified liability.

- **Target Outcomes:** Measurable reductions in marine sediment contamination, stabilized coastal margins, improved localized water quality, and healthier near-shore habitats.

1.2 The Anns Creek Ecological Enhancement Project

Anns Creek was the primary flashpoint for community and environmental opposition to the project's initial iteration. Traditional engineering answers this by attempting to span the sensitive area with the smallest possible physical footprint. A bi-partisan approach, however, adopts a broader vision. The objective should be to use the project's capital to actively expand and protect the wetland.

- **Target Outcomes:** By funding the removal of invasive species, improving tidal exchanges, and expanding the total acreage of the ecological reserve, the project ensures that Anns Creek is left significantly larger, more secure, and ecologically healthier than it was prior to construction. This neutralizes long-term legal and consenting gridlocks by delivering an indisputable environmental victory.

1.3 Ecological Integrity and Operational Efficiency: Smart Lighting Standards

A critical, often overlooked dimension of integrating the East West Link along the ecologically sensitive margins of Anns Creek and the Māngere Inlet is the design of its lighting infrastructure. Traditional, high-intensity highway illumination poses a severe threat to local biodiversity, particularly by disrupting the migration pathways, feeding habits, and nesting patterns of native and migratory bird species.

To mitigate this edge-effect, the project should mandate low-impact, ecologically considerate lighting standards, such as shielded LED fixtures, motion-activated dimming, and targeted amber-spectrum wavelengths.

Implementing a low-lighting framework along the coastal corridor delivers a clear, bi-partisan win:

- **Environmental Protection:** It preserves the dark-sky integrity of the Anns Creek wetland ecosystem, minimizing disorientation for migratory shorebirds and protecting nocturnal wildlife corridors.
- **Fiscal and Operational Efficiency:** By utilizing smart, dimmed, or directional LED technology, the corridor significantly reduces long-term operational energy consumption and maintenance costs, aligning perfectly with Treasury's focus on sustainable asset management and minimized lifecycle expenses.

1.4 Upper Harbour Wetland Reconstruction

Prior to urban development and industrialization, the upper harbour was fringed by extensive, natural wetland systems that acted as the ecosystem's lungs. Over decades, these areas were drained for agriculture and later reclaimed for industrial complexes.

- **Target Outcomes:** A comprehensive restoration programme integrated into the EWL design can reconstruct lost wetlands and develop salt marshes along the harbour boundaries. These managed intertidal zones act as natural, low-cost bio-filtration fields, stripping urban contaminants out of freshwater run-off before it discharges into the harbour. Secondary benefits include scalable carbon sequestration, increased biodiversity, and natural flood resilience.

1.5 Shellfish Reef Restoration Programme

The *Wai-8 Treaty of Waitangi Report* on the Manukau Harbour establishes that these waters were once an extraordinary source of kaimoana (seafood), with extensive shellfish beds supporting local populations. Modern international harbour recovery strategies increasingly place shellfish restoration at the absolute centre of ecosystem recovery due to their sheer efficiency as natural water filters.

- **Target Outcomes:** Investing in the structural restoration of native oyster reefs and mussel beds across the inlet establishes self-sustaining bio-filtration systems. These beds clean the water column, increase localized marine biodiversity, and create vital nurseries for wild fisheries.

Pillar 2: Climate Resilience, Infrastructure Modernization, & Resource Efficiency

2.1 Circular Harbour Sediment Management

One of the most complex yet economically significant opportunities relates to sediment accumulation. Decades of urban runoff, catchment erosion, and historical industrial discharge have left extreme depths of fine mud resting over the natural, historic seabed. This mud has altered benthic (seabed) ecosystems and heavily degraded the wider marine habitat.

- **The Resource Opportunity:** A comprehensive marine study should investigate strategic dredging of these accumulated mud layers. Navigational channels can be cleared to improve

safety and accessibility for recreational boating, commercial fishing, and future ferry services.

- **The Construction Offset:** Crucially, stabilized dredged material can be processed and repurposed as structural engineering fill for the construction of the East West Link itself. This turns a legacy environmental waste issue into a high-value construction resource, significantly reducing material procurement costs, eliminating thousands of regional truck movements, and lowering the project's total carbon footprint.



Figure 6 - Mudflats inner Māngere Inlet, looking across from Onehunga Coastal Walkway - Upper Manukau Harbour

2.2 Creation of New Ecological Islands

During the initial planning phases of the East West Link, the New Zealand Transport Agency (NZTA) purchased Ngarango Otainui Island, located in the upper reaches of the Māngere Inlet, as a proposed environmental mitigation site. When the project was suspended due to shifting political priorities, the island lost its institutional benefactor and has since continued to erode at an alarming rate.

- **Target Outcomes:** Resuming the project allows for the immediate stabilization and protection of Ngarango Otainui Island. Furthermore, utilizing processed, dredged materials—a method well-proven in international marine engineering—the programme can construct new, dedicated ecological islands within the harbour. These landforms can serve as predator-free shorebird sanctuaries, isolated nesting sites, and shellfish habitats, directly aligning with the environmental and cultural stewardship objectives of mana whenua.

2.3 Catchment-Wide Water Quality Upgrades

The Upper Manukau Harbour serves as the ultimate drainage basin for a vast portion of Auckland's central and southern industrial and urban environments. While a portion of this volume flows

through centralized networks, a significant number of land drains still empty untreated stormwater directly into the inlet.

- **Target Outcomes:** The East West Link can serve as a capital catalyst to introduce catchment-wide treatment infrastructure. Integrating sediment traps, wetland filtration ribbons, and gross pollutant traps directly into the transport corridor prevents the ongoing, unregulated contamination of the marine environment. The project can establish strict, transparent baselines to measure and reduce heavy metal, sediment, and pathogen loads over time.

2.4 Climate Adaptation & Sea-Level Rise Resilience

Climate projections indicate that the upper harbour will face accelerating pressures from sea-level rise, heightened storm surges, and coastal erosion. These factors pose an immediate threat to the industrial assets lining the coastal margin, risk exposing and breaching legacy shoreline landfills, and threaten vital transport infrastructure, including the Port of Onehunga.

- **Target Outcomes:** Rather than relying on piecemeal, reactive emergency engineering, a coordinated restoration project introduces managed retreat zones, nature-based coastal defences, saltmarsh terraces, and dedicated flood storage basins. This nature-based infrastructure provides superior climate resilience at a fraction of the cost of legacy hard-engineered seawalls. A primary focus will be completing the Onehunga Foreshore Restoration, picking up the mantle of the Taumanu Reserve project completed in 2015. Extending this reserve from Hillsborough all the way to the Port of Onehunga will safeguard State Highway 20 and surrounding commercial networks from long-term coastal inundation.

2.5 De-risking and Modernizing Critical Infrastructure: Transpower Pylon Undergrounding

A defining spatial constraint and historical blight on the Upper Manukau landscape is the high-voltage overhead transmission line network managed by Transpower. Constructed between the 1940s and 1960s, these industrial pylons bisect the Onehunga foreshore and the Māngere Inlet, imposing severe visual pollution and restricting the holistic restoration of the coastal corridor.

Decades of community advocacy for their removal have historically stalled due to prohibitive standalone costs. However, because this critical infrastructure is rapidly approaching its end-of-life threshold, its necessary modernization presents a monumental strategic alignment. By integrating the undergrounding of these transmission lines directly into the corridor design and trenching works of the East West Link, the project can achieve massive civil engineering economies of scale. Co-ordinating this work de-risks the national grid, removes a legacy industrial barrier, and dramatically elevates Onehunga's long-term potential as a world-class waterfront destination with unimpeded views out to the Manukau Heads.

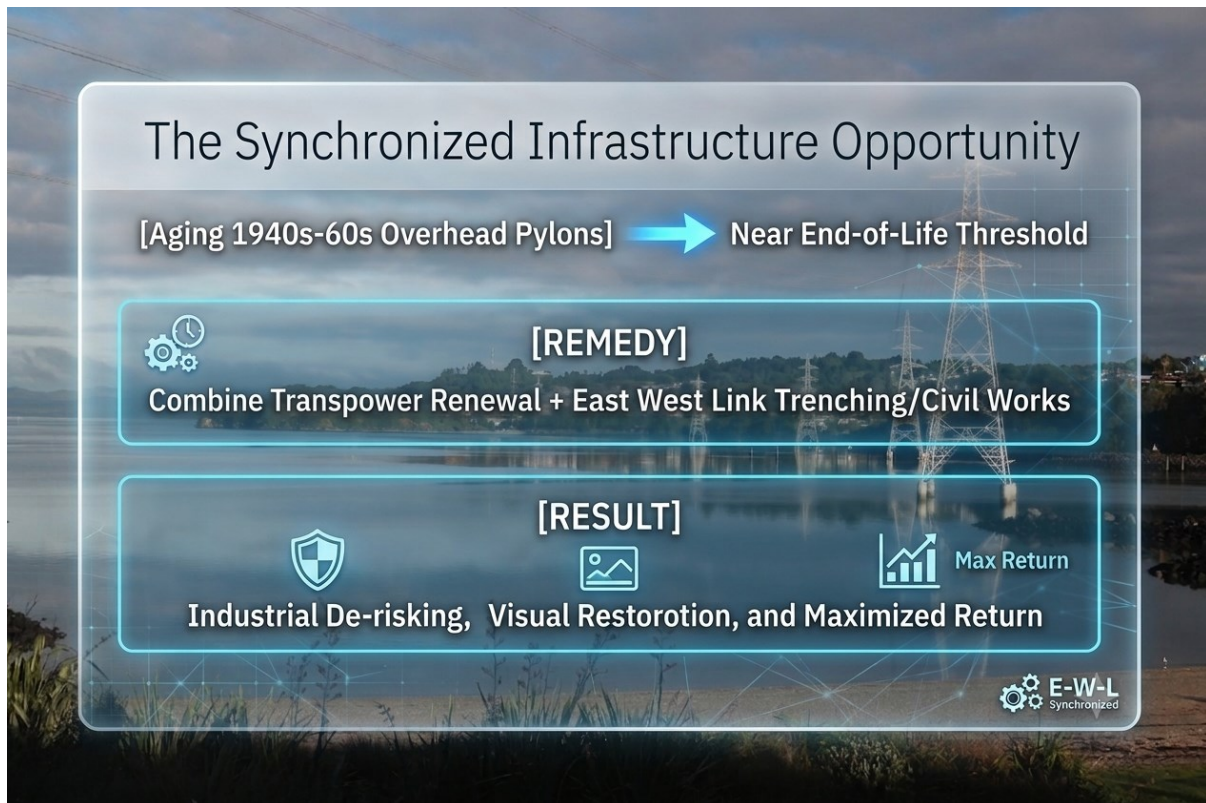


Figure 7 - The synchronized Infrastructure Opportunity – Background, Pylons crossing Onehunga Bay

Target Outcomes & Shared Benefits:

- **Engineering and Fiscal Efficiencies:** Combines Transpower’s inevitable asset renewal cycle with the massive earthworks and civil trenching phase of the East West Link, drastically reducing standalone excavation costs, minimizing community disruption, and maximizing the return on public capital.
- **Visual and Aesthetic Restoration:** Permanently removes decades of industrial visual clutter along the coastal edge, restoring the natural landscape integrity of the Māngere Inlet and unlocking panoramic, unobstructed views from Onehunga out to the Manukau Heads.
- **Grid Resilience and Asset De-risking:** Modernizes aging mid-century infrastructure by transitioning it to a highly secure, weather-resilient underground corridor that is protected from extreme climate events, reducing long-term national grid maintenance overheads.
- **Unlocking Urban and Waterfront Value:** Transforms the Onehunga foreshore from a compromised utility corridor into an attractive, high-value destination for eco-tourism, recreation, and civic investment, fostering substantial economic development for the region.

Pillar 3: Connectivity, Community, & Transport Integration

3.1 Public Access & Boating Infrastructure

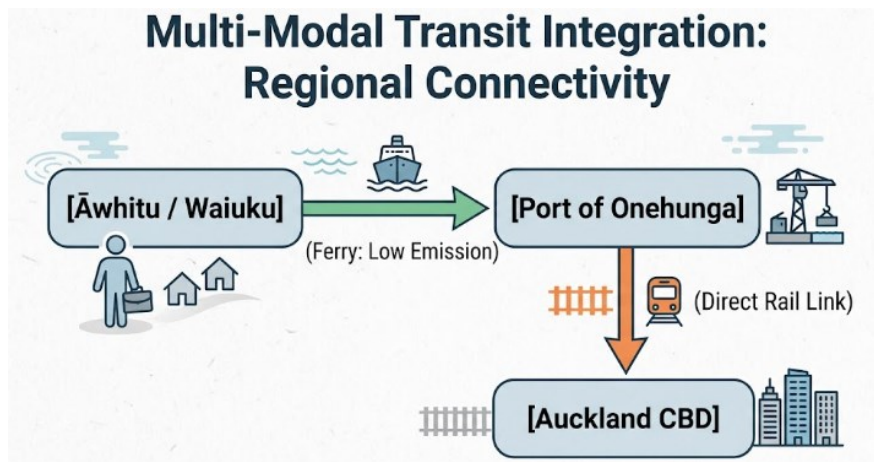
The historical industrialization of the upper harbour effectively severed the public’s connection to the water, claiming coastal access for landfills and freight yards with zero recompense to local communities. While the creation of Taumanu Reserve successfully fulfilled long-standing civic promises from the 1970s and 80s, it only restored a small fraction of what was lost.

- **Community Integration:** Extending the naturalized foreshore from Taumanu Reserve through to the Port of Onehunga opens the waterfront to the public via integrated cycleways, coastal walkways, public viewing platforms, and cultural interpretation spaces.
- **Marine Facilities:** Concurrently, the project can resolve the distinct lack of marine infrastructure on the harbour. By introducing public boating facilities to the Port of Onehunga—such as recreational moorings, eco-friendly refuelling stations, electric charging berths, and blackwater discharge facilities—the project can safely revitalize the Manukau as a vibrant, active recreational waterway, balancing the heavy public demands currently placed on the Waitemata.

3.2 Re-Introduction of Manukau Ferry Services

Historically, the Manukau Harbour hosted a thriving commuter and recreational ferry network, connecting Onehunga to communities like Clarks Beach, Cornwallis, Waiuku, and Whatipu. Given the rapid, modern urban expansion across the Āwhitu Peninsula and the southern Franklin district, the re-introduction of water transport is a highly logical solution to regional congestion.

- **Transport Efficiency:** Commuters driving from Waiuku to the Auckland CBD regularly face peak-hour journeys exceeding two hours. A direct ferry service from the peninsula to Onehunga, paired with an optimized rail connection from Onehunga Station into the central city, could reduce total transit times to under 90 minutes. This introduces an enjoyable, low-stress commuter option while delivering clear environmental dividends via reduced vehicle emissions on the Southern Motorway.



Ferry services would not only support commuter travel but would also provide direct access to major regional destinations.

3.3 Critical Social Infrastructure: The Upper Māngere Inlet Health and Transport Precinct

The significant civil works and connectivity upgrades at the Penrose/Ōtāhuhu termination of the East West Link corridor present a compelling, high-leverage opportunity to safeguard land for a major new sub-regional hospital or tertiary health hub. As Auckland's population continues to expand southward and places unprecedented operational strain on existing clinical infrastructure at Middlemore and Auckland City Hospitals, the geometric centre of the Upper Manukau becomes the logical point for a resilient, highly accessible medical campus.

Beyond its healthcare function, a hospital located at the upper end of the Māngere Inlet could become the anchor institution for a transformational multi-modal transport and urban regeneration precinct.

The location is uniquely positioned to integrate road, rail, bus, walking and cycling infrastructure into a single connected transport hub. Unlike many hospital campuses that rely almost exclusively on road access, a health precinct in this location could offer multiple independent transport modes for patients, staff, visitors, and emergency services, improving resilience during major transport disruptions.

The precinct also presents opportunities for broader urban regeneration. A major hospital typically attracts complementary land uses including medical research facilities, specialist healthcare providers, education and training institutions, accommodation, retail services, and higher-density residential development. The resulting agglomeration of activity can create a vibrant mixed-use centre that supports both employment growth and housing supply.

A continuous walking and cycling connection around the upper Māngere Inlet should also be explored as part of the wider vision. Completing the missing coastal link between the Onehunga foreshore and the Norana Park pathway would significantly improve active transport access to the precinct while creating an important recreational and community asset.

While limited reclamation opportunities may assist in delivering some of this connectivity, consideration should also be given to alternative approaches that maximise existing land resources. In particular, portions of the adjacent KiwiRail Westfield rail yard may present opportunities for redevelopment, air-rights development, or platform construction above active rail infrastructure, enabling substantial urban intensification while maintaining railway operations beneath.

The unique value of a health hub at this specific location lies in its unparalleled, built-in multi-modal redundancy. Unlike traditional hospitals that rely almost exclusively on constrained arterial road networks, a Penrose medical campus would be uniquely insulated against regional transport disruptions:

- **Integrated Multi-Modal Patient Access:** The site would be directly integrated into the adjacent rail corridor, providing rapid, congestion-free transit pathways for staff, outpatients, and visitors coming from either the central city or growing southern coastal communities like the Āwhitu Peninsula, by connecting with the proposed Onehunga Ferry Service and rail to Penrose.
- **Direct Lifeline Logistics:** The East West Link asset itself provides immediate, high-capacity vehicle and emergency ambulance access to the regional highway network, bypassing highly congested local industrial bottlenecks.
- **Aeromedical Redundancy:** The campus would gain immediate logistical resilience by utilizing the existing heliport infrastructure positioned along the Onehunga edge of the Māngere Inlet, establishing a premier, rapid-response aeromedical network for the wider region.

From a bi-partisan perspective, allocating land for critical social infrastructure within a major transport designation transforms the public perception of the project. It shifts the narrative from a polarizing freight-moving corridor into a vital, life-saving regional asset, uniting health advocates, urban planners, and infrastructure investors behind a common goal.

3.3.1 The Southern Metropolitan Growth Centre

The strategic significance of the Upper Māngere Inlet extends beyond the delivery of a hospital or transport interchange. The convergence of State Highway 1, State Highway 20, the North Island Main Trunk rail corridor, future ferry services at Onehunga, and major industrial and commercial employment zones presents a unique opportunity to establish a new Southern Metropolitan Growth Centre for Auckland.

Historically, Auckland's economic and administrative focus has been concentrated within the central city. However, population growth patterns, industrial expansion, and increasing congestion pressures are progressively shifting economic activity toward the south-western corridor. The Upper Māngere Inlet occupies a pivotal geographic position at the intersection of these growth trends.

A future health and transport precinct in this location could become the nucleus of a broader mixed-use metropolitan centre, integrating healthcare, education, research, commercial activity, residential intensification, and public transport infrastructure within a single master-planned urban environment. Similar international developments demonstrate that major hospitals frequently act as anchor institutions, attracting complementary investment in medical research, specialist healthcare services, tertiary education, accommodation, retail, and professional services.

The concentration of transport infrastructure within the precinct presents a rare opportunity to support transit-oriented development at a scale seldom achievable elsewhere in Auckland. Residents, workers, students, and visitors would have direct access to rail, bus, walking and cycling networks, reducing reliance on private vehicles while supporting higher-density development outcomes consistent with Auckland's long-term growth objectives.

The economic benefits of such a precinct would extend well beyond healthcare delivery. The clustering of knowledge-intensive industries, technology providers, research institutions, and supporting commercial enterprises would create a significant employment hub capable of attracting both public and private sector investment. Over time, this could evolve into a nationally significant centre for health innovation, research excellence, and specialist clinical services.

The proximity of the Westfield rail corridor and associated transport lands presents further opportunities for integrated redevelopment. Subject to detailed investigation, portions of these areas may support air-rights development or strategic land optimisation initiatives that unlock substantial additional residential, commercial, and civic capacity while maintaining the operational functionality of the underlying transport infrastructure.

From a regional planning perspective, the establishment of a Southern Metropolitan Growth Centre would help distribute economic activity more evenly across Auckland, reducing pressure on the central city while supporting growth closer to where people live and work. This aligns strongly with the objectives of improving regional productivity, increasing housing supply, strengthening transport resilience, and creating more balanced patterns of urban development.

Ultimately, the East West Link should not be viewed solely as a transport corridor. Properly integrated with a health and transport precinct, urban regeneration initiatives, and strategic land-use planning, it has the potential to become the catalyst for Auckland's next major metropolitan centre, delivering enduring economic, social, and environmental benefits for future generations.

3.3.2 Strategic Waterfront Redevelopment Potential

The proposed Upper Māngere Inlet Health and Transport Precinct should be viewed as part of a wider harbour-wide transport and urban development strategy. Central to this vision is the Port of

Onehunga, which occupies one of the most strategically significant locations on the Manukau Harbour.

The Port of Onehunga sits at the intersection of multiple transport modes, including the East West Link corridor, State Highway 20, the Onehunga rail branch, regional bus services, walking and cycling networks, and potential future ferry services. This unique combination of transport connectivity positions the area as a natural western gateway to the Manukau Harbour and an important complement to the proposed health and transport precinct at the upper end of the inlet.

The reintroduction of harbour ferry services creates opportunities to establish the Port of Onehunga as a primary ferry interchange and harbour access point. Ferry services operating from Onehunga could provide connections to the Upper Māngere Inlet Health and Transport Precinct, Māngere Bridge, Clarks Beach, Waiuku, and other future harbour destinations, while integrating directly with rail, bus, and state highway networks. This level of multi-modal connectivity has the potential to transform public access to the harbour and significantly expand transport choice across southern Auckland.

Beyond transport integration, the Port of Onehunga also represents one of Auckland's most significant long-term waterfront development opportunities. Auckland Council has previously identified the wider Onehunga waterfront as an area with potential for mixed-use redevelopment and improved public access. The delivery of the East West Link, harbour restoration initiatives, active transport infrastructure, and ferry services would further enhance the attractiveness and accessibility of the area, creating a strong foundation for future investment should redevelopment opportunities arise over time.

International experience demonstrates that waterfront precincts with strong transport connections can evolve into vibrant mixed-use destinations incorporating residential development, commercial activity, hospitality, tourism, marine recreation, public open space, and cultural facilities. The combination of harbour frontage, proximity to established urban centres, excellent transport connectivity, and access to the wider Manukau Harbour creates conditions capable of supporting substantial long-term economic and community value.

Importantly, the East West Link does not rely on future redevelopment of the Port of Onehunga to justify its investment case. Rather, the project helps create the transport and environmental framework necessary to support a range of future opportunities, preserving flexibility for future generations while delivering immediate benefits through improved connectivity, harbour access, environmental enhancement, and economic development.

Together, the Upper Māngere Inlet Health and Transport Precinct and the Port of Onehunga have the potential to form complementary anchor destinations at either end of the upper harbour. Connected active transport infrastructure, and enhanced road and rail links, these precincts could become key drivers of Auckland's future growth, helping to reconnect communities with the Manukau Harbour while unlocking significant economic, social, and urban regeneration benefits.

An important complementary opportunity lies in the continued restoration and enhancement of the Onehunga foreshore between the Port of Onehunga and Taumanu Reserve. Extending ecological restoration, public access improvements, and coastal amenity enhancements along this section of shoreline would help reconnect communities with the harbour while strengthening the environmental outcomes already proposed elsewhere in this paper. Such initiatives would align strongly with the aspirations expressed through the WAI-8 Manukau Harbour claim, support the

principles of kaitiakitanga held by mana whenua, and contribute toward the long-term restoration of the harbour's ecological, cultural, and recreational values. When integrated with ferry services, walking and cycling infrastructure, and future waterfront development opportunities, the restored foreshore could become an important component of a broader harbour-wide revitalisation programme.

Pillar 4: Economic & Governance Frameworks

4.1 Balanced Economic & Partnership Opportunities

The scale of these environmental and social initiatives understandably raises fiscal questions regarding overall project viability. However, international precedents demonstrate that large-scale ecological restoration can unlock substantial economic offsets.

- **Value Creation:** Projects such as Sydney's Barangaroo illustrate how transforming a degraded, hard-edged industrial port environment into a world-class naturalized headland generates immense regional value. By partnering with indigenous landowners, local authorities, and private developers, the project can foster vibrant, mixed-use precincts that blend sensitive urban housing, commercial hubs, and retail spaces with public parklands.
- **Mana Whenua Environmental Partnership:** The *Wai-8* report dictates a clear framework for the structural relationship required between the Crown and Mana Whenua. The East West Link project must advance past simple, transactional consultation and move into a formal, long-term co-governance and operational partnership. Mana Whenua should be embedded as key leaders in habitat restoration management, environmental monitoring, cultural interpretation, and the commercial opportunities generated across the recovered waterfront. This ensures a relationship rooted deeply in the principles of kaitiakitanga (guardianship).

4.2 The "Net Positive Harbour" Principle

To unite historically opposing political factions, the East West Link must explicitly discard old infrastructure delivery models that settle for minimizing damage. The project should formally adopt a binding policy of **Net Positive Ecological Gain**. Under this mandate, every individual asset, roading alignment, or bridge structure must be designed and funded in a manner that leaves the wider harbour system in a measurably better condition than it was prior to construction.

4.3 The Upper Manukau Harbour Restoration Authority

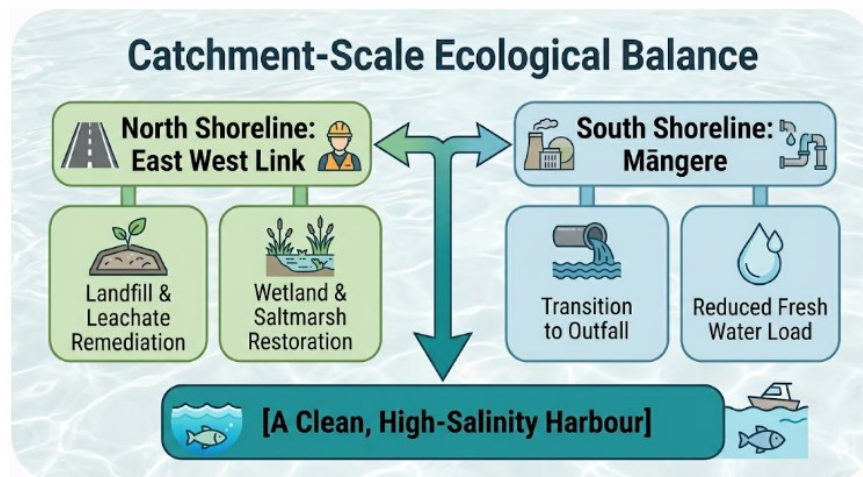
To execute a project of this ambition and complexity, governance must be stripped of short-term political volatility. The delivery of the East West Link should be legally overseen by a dedicated, statutory entity: **The Upper Manukau Harbour Restoration Authority**. This body would bring together Central Government, Auckland Council, Mana Whenua, environmental experts, community advocates, and industry representatives.

- **The 30-Year Mandate:** The Authority will be tasked with administering a coordinated, multi-decade strategy encompassing infrastructure delivery, water quality improvements, climate adaptation, biodiversity growth, and public access development.

Conclusion: The Māngere Wastewater Catalyst

The ultimate test of a true "Net Positive" framework lies in recognizing the broader, catchment-scale forces acting upon the harbour. While physically separated from the northern East West Link corridor by the body of the Māngere Inlet, the Māngere Wastewater Treatment Plant on the southern shoreline represents the single largest environmental variable in the upper harbour. The plant currently acts as the harbour's largest freshwater tributary, discharging massive volumes of treated freshwater into a shallow, low-energy marine basin. This ongoing volume permanently alters natural salinity profiles and disrupts delicate estuarine ecosystems.

The upcoming 2032 expiry of the Māngere plant's discharge consent represents a hard statutory deadline for Auckland. Attempting a standard, 35-year rollover of legacy consent frameworks would actively dilute and undermine the localized remediation efforts undertaken along the northern shoreline. Recent large-scale urban infrastructure failures across New Zealand have sharply illuminated the systemic risks of relying on outdated utility models. Therefore, the 2032 water benchmark must be woven into the core operational strategy of the Upper Manukau Harbour Restoration Authority.



Watercare's eventual transition away from high-volume harbour discharge is the essential ecological counterweight that unlocks the full value of the northern investments:

- **Securing Environmental Investments:** The new habitats created along the transport corridor—including Anns Creek, the reconstructed wetlands, and the restored shellfish reefs—fundamentally require stable, natural marine salinity to thrive. Resolving the southern freshwater plume is a prerequisite for these northern ecosystems to survive long-term.
- **A Unified Statutory Approvals Pathway:** Packaging the construction of the East West Link alongside a binding, long-term regional commitment to reform southern wastewater discharge practices creates an unassailable case for environmental consents. It elevates the legal process from a series of adversarial, defensive disputes over localized roading footprints into a grand, unified bargain for regional ecological recovery.
- **Justifying Institutional Scale:** Incorporating the 2032 wastewater deadline provides the proposed Upper Manukau Harbour Restoration Authority with immediate, undeniable strategic purpose. It forces central government, municipal planners, Watercare, and Mana Whenua to the same table.

This is precisely where bi-partisan political support becomes achievable. A standalone industrial highway is inherently divisive, inviting prolonged legal gridlock and political swings. Conversely, an integrated infrastructure programme that simultaneously secures regional freight efficiency, executes massive historical landfill remediation, delivers multi-modal transit links, honours Treaty partnership obligations, and guarantees a cleaner, biologically thriving harbour creates a vision that every political faction can actively champion—even if they do so for entirely different reasons.

International Precedents in Cross-Party Governance

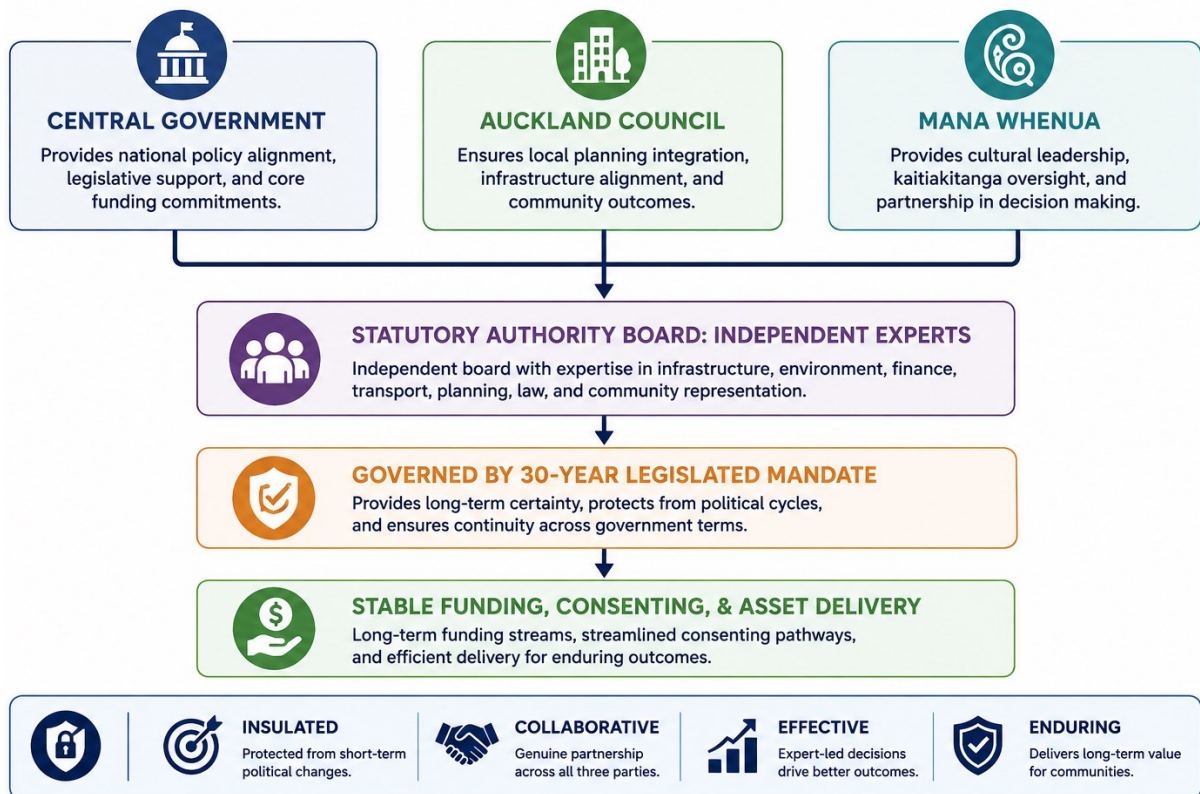
To ensure the Upper Manukau Harbour Restoration Authority remains insulated from short-term electoral cycles, New Zealand can look to established international models. Large-scale urban and ecological transformations overseas demonstrate that decoupling long-term infrastructure delivery from shifting political administrations is not only possible, but functionally superior for cost control and statutory certainty.

The Barangaroo Delivery Authority (Sydney, Australia)

The transformation of Sydney's container port into a naturalized headland and mixed-use precinct required a governance model capable of surviving multiple state government transitions. The *Barangaroo Delivery Authority Act 2009* established an independent, statutory corporation with an explicit, legislated mandate.

- **The Bi-Partisan Mechanism:** The Authority was governed by an independent board of commercial, ecological, and urban planning experts rather than political appointees. By embedding legislative targets for carbon neutrality, water positive impact, and zero waste directly into the enabling Act, successive Labour and Liberal-National state governments were legally bound to the same core objectives.
- **Application to the Manukau:** A similar statutory framework for the Upper Manukau would legally mandate the "Net Positive Harbour" principle, preventing a future incoming cabinet from unilaterally downscaling the environmental scope without passing an explicit amendment through Parliament.

The Insulated Governance Framework



The London Legacy Development Corporation (LLDC - United Kingdom)

Established following the 2012 Olympic Games, the LLDC was tasked with managing a multi-decade urban regeneration and wetland restoration project across East London.

- **The Bi-Partisan Mechanism:** The LLDC was granted direct, autonomous planning and consenting powers, effectively carving the project zone out of standard local council bureaucracies. Because the board structure mandated a strict, balanced representation of central government, municipal government, and independent community/industry cross-benches, it survived transitions between conservative and progressive national governments. The broader vision remained stable because the consenting pathway was localized within the authority itself.
- **Application to the Manukau:** Giving the Upper Manukau Harbour Restoration Authority streamlined consenting powers over the designated zone would neutralize the risk of the project being used as a regulatory shield. It would allow the authority to proactively bypass legacy planning anomalies, such as outdated Outstanding Natural Feature (ONF) designations, without getting trapped in standard local council plan-change delays.

The Olympic Delivery Authority (ODA - London 2012)

The construction of the London Olympic Park required a massive multi-modal transport network alongside a landscape-scale ecological remediation of heavily contaminated industrial waterways and landfills—a profile near-identical to the Onehunga-Penrose corridor.

- **The Bi-Partisan Mechanism:** The UK Parliament passed the *London Olympic Games and Paralympic Games Act 2006*, creating a statutory delivery body with a secure, cross-party funded budget envelope. This funding was locked away from standard annual treasury reviews. Because the opposition party was formally embedded in the oversight committee from day one, change of governments did not result in a redrafting of blueprints or capital reallocation.
- **Application to the Manukau:** To break the "infrastructure pendulum" in Auckland, the funding mechanism for the East West Link and its associated harbour restorations should be ring-fenced via a multi-year, multi-agency capital commitment.

A Vision for Holistic Revitalization

Rather than viewing the East West Link solely as a freight corridor, a broader integrated vision presents an opportunity to deliver transport, environmental, health, economic, and community outcomes simultaneously. By leveraging the unique characteristics of the Manukau Harbour, existing transport infrastructure, strategic development opportunities, and future growth needs, the project can become a catalyst for long-term regional transformation. This holistic approach creates a platform for investment that extends far beyond congestion relief and freight efficiency, generating enduring benefits for Auckland and New Zealand.

The East West Link has the potential to unlock:

Environmental Outcomes

- Restoration of marine habitats, shellfish beds, wetlands, and coastal ecosystems throughout the Manukau Harbour.

- Improved water quality and ecological resilience consistent with the aspirations of mana whenua and the recommendations arising from the WAI-8 Manukau Harbour claim.
- Enhanced public access to the harbour through expanded foreshore restoration, walking and cycling infrastructure, and recreational opportunities.

Transport Outcomes

- A comprehensive integrated transport network linking road, rail, ferry, bus, walking, and cycling infrastructure.
- Reintroduction of regular ferry services across the Manukau Harbour, reconnecting communities and improving regional accessibility.
- Improved freight efficiency and network resilience across Auckland's strategic transport corridors.
- Greater transport choice and reduced dependency on private vehicle travel.

Health and Community Outcomes

- A strategically located Upper Māngere Inlet Health and Transport Precinct providing improved access to healthcare services across southern Auckland.
- Enhanced healthcare resilience through integration of road, rail, bus, and active transport connections.
- New recreational, cultural, and community spaces that strengthen connections between people and the harbour.

Economic and Urban Development Outcomes

- Development of a Southern Metropolitan Growth Centre integrating healthcare, education, research, innovation, employment, and housing opportunities.
- Strategic redevelopment opportunities associated with the Westfield transport corridor through air-rights development and transport-led urban regeneration.
- Strengthened harbour, tourism, health, innovation, and knowledge economies that support long-term employment growth and private investment.
- Future opportunities for the evolution of the Onehunga Waterfront Gateway as a major transport, tourism, commercial, and mixed-use destination.
- Increased housing supply and transit-oriented development around key transport hubs.

Funding and Value Creation Outcomes

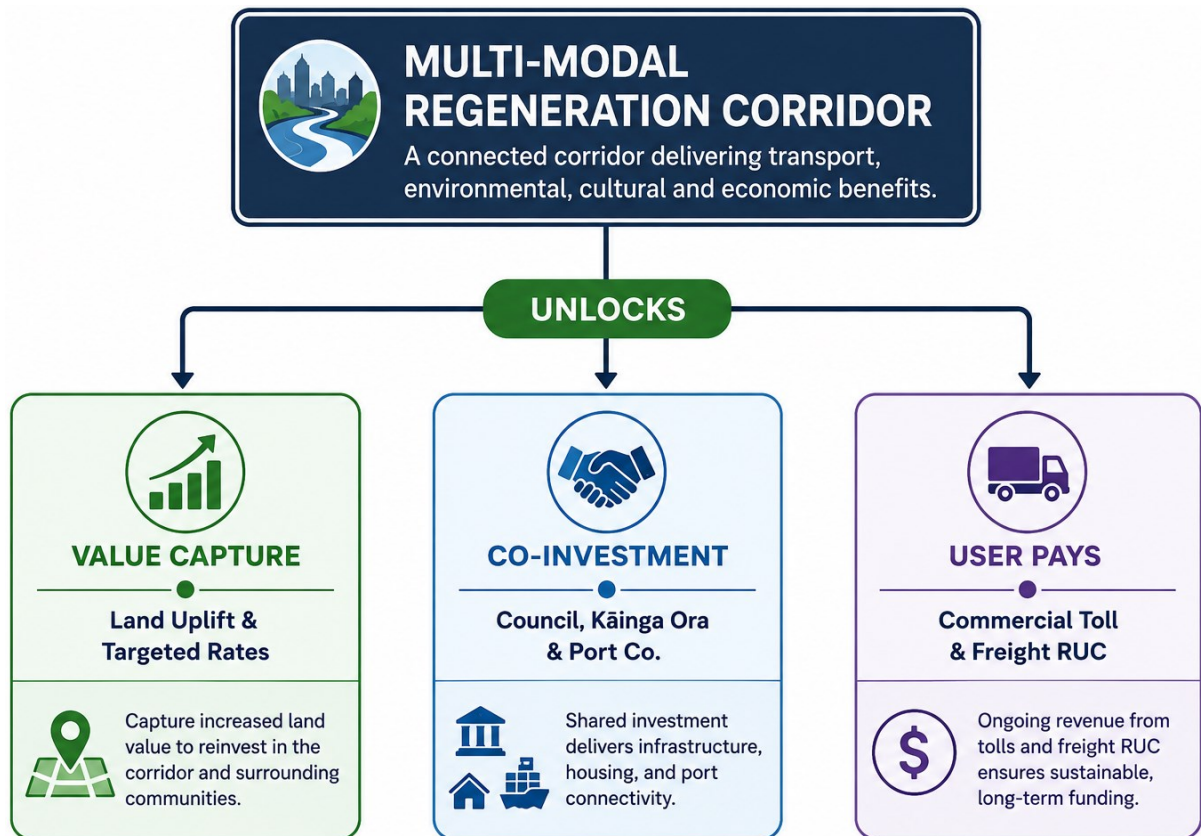
- New funding mechanisms including land value capture, strategic redevelopment opportunities, public-private partnerships, and multi-agency investment.
- Improved project economics through the creation of long-term economic value rather than reliance solely on traditional transport funding models.
- Greater ability for transport infrastructure to contribute toward funding its own delivery through associated development and economic uplift.

Collectively, these outcomes demonstrate that the East West Link can be much more than a transport project. By integrating harbour restoration, multi-modal transport, healthcare infrastructure, urban regeneration, and economic development into a single coordinated vision, the project has the potential to become one of New Zealand's most significant examples of place-based infrastructure investment. The result is a programme that not only addresses today's transport challenges but also creates the foundations for a healthier harbour, stronger communities, improved economic resilience, and a more connected and prosperous Auckland for future generations.

Funding, Financing, and Value-Capture: Economic Justification for an Expanded Footprint

A primary hurdle for the East West Link has always been its staggering price tag relative to its length, previously leading critics to brand it the most expensive highway per meter in the world. When evaluated strictly as a standalone roading asset, a capital cost of several billion dollars is incredibly difficult to justify under a traditional cost-benefit analysis. However, expanding the project's footprint into a multi-modal, integrated regeneration corridor radically alters the economic equation. By shifting the scope to include urban renewal, transit interchanges, and ecological restoration, the Crown and Auckland Council can move away from total reliance on the National Land Transport Fund (NLTF) and general rates. Instead, they can deploy innovative funding and financing tools that capitalize on the massive commercial and social value the project creates.

Under a broader corridor model, the project can be financed through a mix of targeted, user-pays, and beneficiary-pays mechanisms that align with the Government's Revenue Action Plan and the unfolding Auckland City and Regional Deal framework.



The expanded footprint transforms the project's financial feasibility through three core mechanisms:

1. Land Value Capture and Tax Increment Financing (TIF)

When high-quality infrastructure is introduced to an area, nearby private land experiences a massive, unearned spike in value (land value uplift). A narrow, restricted highway creates little localized value uplift because it offers no public access points, creates noise pollution, and cuts off the waterfront. Conversely, an integrated corridor featuring a light rail interchange, a ferry terminal, and a restored,

accessible foreshore dramatically enhances the desirability of surrounding commercial and residential land.

By utilizing the **Infrastructure Funding and Financing Act (IFFA)** or introducing **Value Capture Targeted Rates**, the government can capture a percentage of this localized land value inflation over a 30-year period to directly service the project's construction debt. Property owners and commercial businesses in Onehunga and Penrose contribute to the asset precisely because they directly benefit from the enhanced connectivity and high-amenity urban environment.

2. Multi-Agency Co-Investment, Strategic Development, and Balance Sheet Relief

When NZTA operates in a silo, it bears 100% of the financial burden for an asset that only serves one purpose. Transitioning the East West Link into an urban regeneration programme allows for joint-venture funding models:

- **Auckland Council** can contribute funding earmarked for regional spatial priorities, such as the level crossing removal programme and climate resilience.
- **Urban Renewal Entities (like Kāinga Ora) and Private Developers** can co-fund the land acquisition and civil works, offsetting costs in exchange for air rights or development rights near the new transport hubs.
- **Commercial Operators (such as the Port of Onehunga)** have a clear commercial incentive to invest in a project that directly links a maritime port, an inland logistics hub, and major rail infrastructure.

International precedent demonstrates that major transport infrastructure can become financially viable when integrated with air-rights development above existing transport assets. Projects such as Hudson Yards in New York, King's Cross Central in London, and Sydney's Central Precinct have successfully transformed rail corridors and rail yards into high-value mixed-use developments through the construction of structural platforms above active railway infrastructure.

Similar opportunities may exist around the Westfield rail corridor and associated transport lands. By integrating hospital development, rail access, and air-rights development into a single master-planned precinct, substantial land value uplift could be generated. Capturing a portion of this uplift through development rights, long-term lease arrangements, targeted rates, or public-private partnerships could materially improve the economic case for the wider East West Link programme while delivering significant housing, commercial, and healthcare benefits.

2A. Government Land Rationalisation and Asset Optimisation

A significant but often overlooked opportunity associated with major infrastructure projects lies in the strategic rationalisation and optimisation of publicly owned land and assets. The East West Link corridor traverses an area where substantial land holdings are controlled by central government agencies, local government organisations, and transport entities, including New Zealand Transport Agency Waka Kotahi, KiwiRail, Health New Zealand, Kāinga Ora, Auckland Council, Watercare, and Transpower.

Historically, infrastructure planning has frequently occurred within organisational silos, with each agency managing its assets independently and pursuing separate investment programmes. While this approach may satisfy individual agency objectives, it often fails to maximise the collective value of

publicly owned land and can result in fragmented development outcomes, duplicated infrastructure investment, and inefficient land utilisation.

The integrated corridor approach proposed within this paper creates an opportunity to adopt a more coordinated framework for public asset management. By aligning transport infrastructure, healthcare investment, ferry services, harbour restoration initiatives, utility upgrades, and urban development planning, participating agencies can collectively identify opportunities to optimise land use, consolidate infrastructure footprints, and unlock surplus or underutilised assets for higher-value purposes.

Examples may include:

- Strategic redevelopment of selected transport and rail-adjacent lands where operational requirements can be maintained or improved through more efficient design.
- Integration of healthcare, transport, and community infrastructure within shared precincts to maximise accessibility and land-use efficiency.
- Consolidation of fragmented public land holdings to enable coordinated master-planned development outcomes.
- Repurposing surplus or underutilised government-owned land for housing, commercial development, public open space, or supporting infrastructure.
- Leveraging publicly owned land to facilitate partnerships with the private sector, reducing the need for direct taxpayer funding.

A coordinated asset optimisation programme has the potential to generate significant economic value without requiring additional taxation or substantial increases in public borrowing. Land that currently delivers limited public benefit may be transformed into productive assets that contribute to housing supply, employment growth, transport integration, healthcare delivery, and regional economic development.

Importantly, this approach does not require the wholesale disposal of public assets. Rather, it encourages government agencies to consider how existing land holdings can better support long-term strategic objectives while preserving essential operational requirements. In many cases, value can be unlocked through redevelopment, air-rights utilisation, joint ventures, long-term lease arrangements, or integrated precinct planning rather than outright asset sales.

By treating publicly owned land as a strategic regional resource rather than a collection of isolated agency holdings, the East West Link programme can create opportunities to capture value that would otherwise remain unrealised. This provides an additional mechanism through which the project can partially fund itself while delivering wider social, economic, and environmental benefits to Auckland and New Zealand.

3. Strategic Air-Rights Development and Transport-Led Urban Regeneration

International experience demonstrates that major transport infrastructure projects can generate significant value not only through improved connectivity, but also through the strategic redevelopment of land associated with transport corridors and operational assets. In many of the world's most successful urban regeneration projects, air-rights development has transformed

previously constrained rail yards, transport depots, and infrastructure corridors into vibrant mixed-use precincts while maintaining the underlying transport functions.

Projects such as Hudson Yards in New York, King's Cross Central in London, and Sydney's Central Precinct have demonstrated how structural platforms constructed above active rail infrastructure can unlock substantial residential, commercial, retail, educational, and civic development opportunities. These projects have generated billions of dollars in private investment while simultaneously enhancing transport accessibility and urban amenity.

The Upper Māngere Inlet and Westfield transport corridor present a similar strategic opportunity. The convergence of rail infrastructure, the proposed East West Link corridor, major arterial routes, and a potential health and innovation precinct creates a unique environment for integrated transport-led urban regeneration.

Rather than viewing rail yards and transport corridors solely as operational infrastructure, consideration should be given to the long-term potential for air-rights development above selected portions of the Westfield rail yard and adjacent transport lands. Subject to detailed engineering, operational, and commercial assessment, structural platforms could support a wide range of development outcomes while allowing railway operations to continue beneath.

Potential uses could include:

- Residential development, supporting Auckland's housing supply objectives.
- Commercial office space and business parks integrated with regional transport networks.
- Medical research, health technology, and education facilities associated with the proposed health precinct.
- Retail, hospitality, conference, and accommodation facilities serving both commuters and visitors.
- Public open space, civic amenities, and active transport connections linking surrounding communities.

The economic value generated through such development may substantially exceed the direct value of the underlying transport land. Revenue mechanisms including long-term ground leases, development rights, public-private partnerships, targeted rates, and value-capture arrangements could provide significant funding streams to offset East West Link construction costs while creating enduring public assets.

Importantly, this approach enables the Crown, Auckland Council, KiwiRail, Health New Zealand, Kāinga Ora, and private investors to collaborate on a coordinated master-planned development framework rather than pursuing isolated infrastructure projects. By integrating transport investment with urban regeneration and land optimisation, the East West Link can transition from being viewed solely as a transport expenditure to becoming a catalyst for long-term economic growth and value creation.

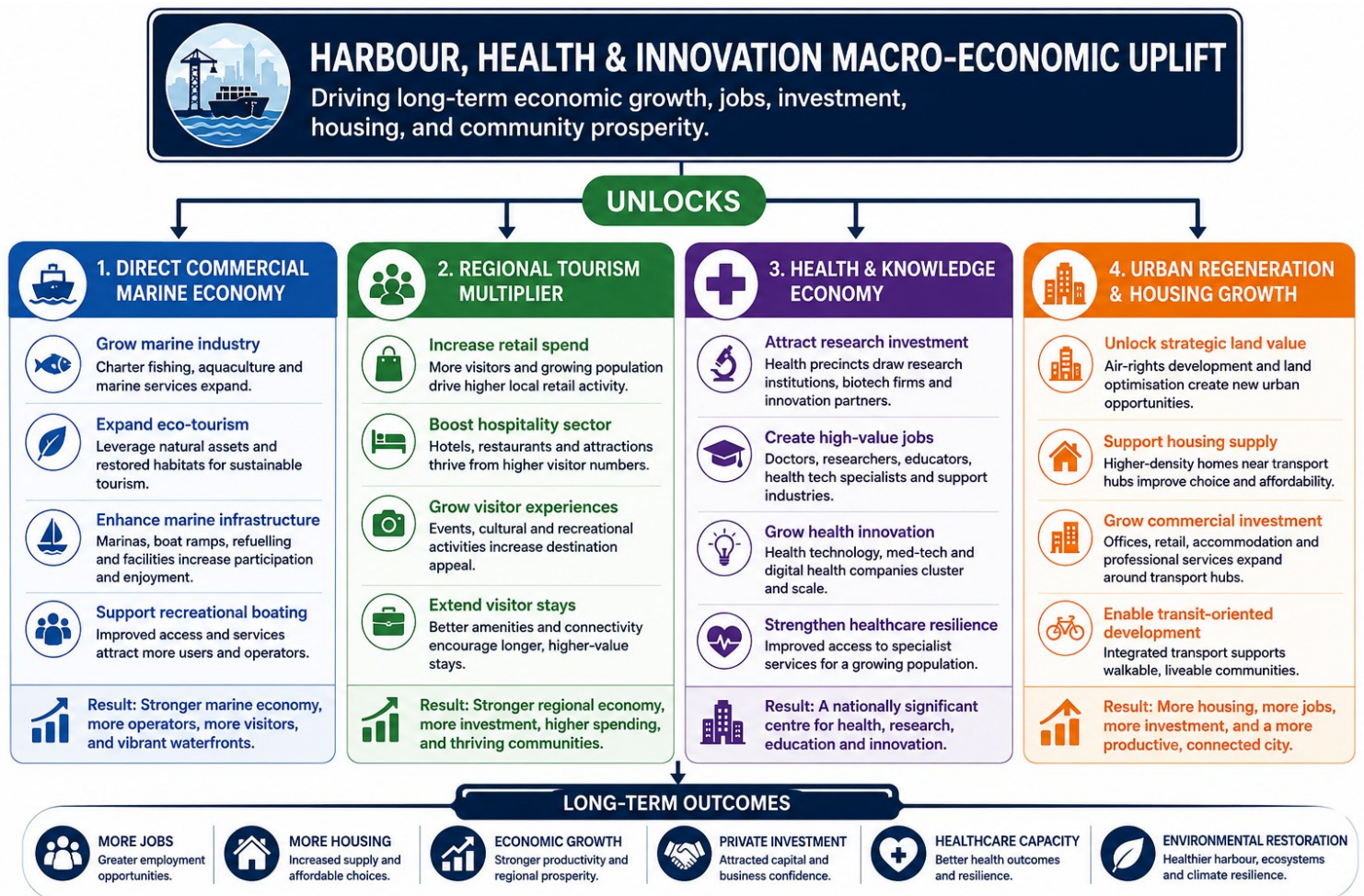
The strategic redevelopment potential associated with the Upper Māngere Inlet and Westfield corridor may ultimately represent one of the largest untapped urban regeneration opportunities within Auckland, providing a mechanism through which transport infrastructure can actively contribute to funding its own delivery while generating substantial economic, social, and community benefits.

4. Freight Tolling and Targeted User Charges

The industrial heartland of Onehunga/Penrose is New Zealand's heaviest generator of commercial freight. Under a refined tolling and heavy-vehicle Road User Charges (RUC) framework, a dedicated, high-efficiency freight lane within the corridor can be tolled. Because the corridor actively bypasses local bottleneck congestion, logistics companies will experience drastic reductions in travel times, vehicle wear, and fuel consumption. Commercial operators are highly willing to pay a targeted toll when the return on investment manifests as highly predictable, hyper-efficient trip times—providing a reliable, long-term revenue stream to help amortize the initial construction costs.

5. Macro-Economic Uplift: The Harbour, Health and Innovation Economy

When infrastructure isolates a community from its natural geography, it stifles economic diversity. Conversely, building a corridor that actively reopens the upper Manukau Harbour creates immense indirect financial benefits through the tourism, marine, and recreation sectors. By integrating a ferry terminal, a restored foreshore, and improved boat launching infrastructure, the project serves as a gateway to the wider, underutilized western harbour.



This structural opening of the harbour injects long-term economic value through two distinct channels:

- **Activation of the Blue Economy:** Providing high-quality maritime access immediately unlocks commercial opportunities for eco-tourism operators, cultural tour guides, charter fishing companies, shell fisheries, and recreational boating businesses. These operators can utilize the new ferry terminal and restored coastal infrastructure to bring domestic and international visitors to previously inaccessible, remote areas of the Manukau Harbour.
- **The Tourism and Retail Multiplier:** Introducing ferry services and continuous public boardwalks establishes a powerful visitor pipeline. Tourists and recreational users arriving via the integrated transport hub don't just use the infrastructure—they spend money in the local economy. This footprint directly boosts revenues for hospitality, retail, and marine service businesses in the Onehunga town centre and waterfront precinct.
- **Knowledge Economy Growth:** Major health and research campuses are internationally recognised as powerful economic catalysts, attracting universities, medical research institutes, biotechnology firms, health technology companies, and specialist clinical services. A strategically located Upper Māngere Inlet Health and Innovation Precinct would provide an opportunity to establish a nationally significant centre for healthcare excellence, research, education, and innovation. The concentration of highly skilled professionals, researchers, educators, and support industries would generate substantial long-term employment opportunities while enhancing Auckland's position as a leading centre for medical and scientific advancement. Beyond direct economic benefits, the precinct would strengthen regional healthcare resilience and improve access to specialist services for Auckland's rapidly growing southern population.
- **Commercial Intensification and Employment Growth:** The integration of high-quality transport infrastructure, healthcare facilities, and urban regeneration initiatives creates the conditions necessary for significant commercial investment and business expansion. Improved accessibility and connectivity increase the attractiveness of surrounding land for office developments, professional services, hospitality, accommodation providers, conference facilities, and supporting retail activities. As businesses seek locations with strong transport links and access to a skilled workforce, the Upper Māngere Inlet and wider Penrose-Ōtāhuhu corridor have the potential to evolve into one of Auckland's most important employment centres. The resulting increase in commercial activity generates ongoing economic benefits through business growth, job creation, rates revenue, and private sector investment.
- **Transit-Oriented Development and Housing Supply:** The convergence of rail, ferry, bus, walking and cycling infrastructure within a single integrated transport hub presents a rare opportunity to support large-scale transit-oriented development. International experience consistently demonstrates that high-capacity public transport networks encourage higher-density residential and mixed-use development while reducing reliance on private vehicle travel. Strategic intensification around transport nodes can deliver substantial increases in housing supply, improve housing choice, and create vibrant, walkable communities that maximise the return on public infrastructure investment. By aligning transport planning with urban development objectives, the East West Link corridor can help accommodate future population growth while reducing pressure on Auckland's existing transport networks and urban footprint.

- **Health Sector Growth and Regional Resilience:** Major hospital campuses act as economic anchors, attracting specialist healthcare providers, rehabilitation services, aged-care facilities, medical accommodation, and a wide range of supporting commercial activities. The concentration of these services around a multi-modal transport hub creates significant employment opportunities while strengthening Auckland's healthcare capacity and resilience. When combined with research, education, and innovation activities, the health sector becomes a major driver of long-term economic growth and community wellbeing.

6. Macroeconomic Justification: Navigating Geopolitical and Inflationary Shocks

Advocating for an expanded, multi-modal corridor during a period of acute macroeconomic volatility—compounded by global energy supply shocks and elevated domestic civil construction inflation—requires a rigorous defence of public capital. Critics may argue that a tightly constrained economic climate dictates a minimalist, low-cost roading footprint. However, an operational analysis of the infrastructure pipeline demonstrates that the traditional, minimalist approach represents an unacceptable fiscal risk.

Traditional Roading Footprint = High Risk of Legal Delays + Compounding 5% Annual Inflation
Integrated Multi-Agency Corridor = Shared Capital Pools + Fast-Track Legal Resilience

In the current economic climate, the expanded framework is justified through three structural mechanisms:

- **Inflation Mitigation via Litigation Avoidance:** With civil construction inflation elevated due to global fuel volatility, project delays are the single greatest driver of capital escalation. Pushing ahead with a defensive Neilson Street route guarantees immediate, protracted litigation from commercial and civic stakeholders. Conversely, utilizing a Bipartisan Establishment Committee to secure a legally resilient, pre-consented spatial plan prevents the multi-year court battles that would otherwise expose the Crown to compounding inflationary asset erosion.
- **Capital Aggregation and Budget Pooling:** The integrated corridor framework transitions the East West Link from a transport-only liability into a shared regional asset. By aligning the highway's geometric design with Watercare's harbour water-quality mandates and Transpower's National Grid protections, the SPV can legally pool distinct capital development budgets. This multi-agency co-investment reduces the direct fiscal strain on the National Land Transport Fund, achieving comprehensive ecological and utility upgrades at a fraction of the cost of disconnected, siloed delivery.
- **Risk Margin Reduction via Alliancing:** In a volatile market, tier-one contractors insulate themselves against material cost spikes by building exorbitant risk premiums into traditional fixed-price tenders. By transitioning procurement to a Pure Project Alliance, the SPV introduces an open-book, shared-risk commercial environment. This removes the necessity for defensive contractor pricing, ensuring that public capital is spent strictly on physical delivery rather than corporate contingency funds, maximizing value-for-money when the taxpayer needs it most.

7. The Economic Case for a Broader Vision

The traditional approach to infrastructure planning often focuses on minimizing immediate capital expenditure by delivering the narrowest possible project footprint. While this may reduce initial costs on paper, it frequently represents a false economy. Projects designed solely to satisfy a single transport objective often fail to capture wider economic, social, environmental, and development opportunities, leaving taxpayers to bear the full cost while receiving only a fraction of the potential long-term benefits.

The East West Link presents a fundamentally different opportunity. By integrating transport infrastructure with harbour restoration, ferry services, active transport networks, strategic health infrastructure, urban regeneration, and land-use optimisation, the project can become a catalyst for regional transformation rather than simply another transport corridor.

The broader the benefits and development opportunities created by the design, the greater the range of funding and financing mechanisms available to support delivery. Land value capture, air-rights development, public-private partnerships, multi-agency investment, user charges, and long-term economic growth all become viable contributors to project funding when the infrastructure is designed to create value rather than simply move traffic.

International experience consistently demonstrates that major infrastructure projects achieve their greatest success when they are conceived as city-building initiatives rather than isolated engineering exercises. The examples of Hudson Yards, King's Cross Central, Sydney's Central Precinct, and Barangaroo illustrate how transport infrastructure can unlock substantial private investment, generate enduring public value, and create new economic centres that continue delivering benefits long after construction has been completed.

The East West Link has the potential to become one of New Zealand's most significant examples of integrated infrastructure delivery. By embracing a broader vision, the project can improve freight efficiency, strengthen regional transport resilience, support housing and employment growth, enhance public access to the Manukau Harbour, accelerate environmental restoration, and establish the foundations for a major new health, innovation, and transport precinct serving future generations.

The choice is therefore not between a more expensive project and a cheaper project. The real choice is between investing in a narrow transport corridor that must be funded almost entirely by taxpayers, or investing in a broader programme capable of generating substantial economic, social, environmental, and financial returns over many decades.

Risks and mitigations

Expanding a standard infrastructure project into a highly integrated, multi-modal economic corridor inherently drives up complexity. In New Zealand, where major projects have a notorious, deeply frustrating track record of massive cost overruns, budget blowouts, and escalating public debt, risk management cannot be a theoretical afterthought. To ensure this expanded vision remains financially responsible and viable, the project must implement a rigorous, modern risk-and-mitigation framework designed to counteract the systemic delivery failures historically observed within Crown agencies.

Risk Analysis and Mitigation Framework

A multi-modal project of this scale faces three tier-one risks. Overcoming them requires moving away from traditional, siloed public sector management and adopting commercially disciplined project governance.

Identified Risk	Systemic Source of Failure	Proposed Mitigation Strategy
1. Scope Creep & Spiral Cost Inflation	NZTA's historic tendency to "rush" into implementation before completing robust pre-implementation planning and scope definition.	The "Fixed-Core, Flexible-Margin" Rule & Independent Cost-Estimation Panels (Detail below)
2. Inter-Agency Friction & Boundary Blame	Conflicting organizational mandates and fragmented corridors between NZTA, Auckland Council, KiwiRail, Transpower, and Watercare.	Establishment of a Special Purpose Vehicle (SPV) under the Infrastructure Funding and Financing Act (IFFA).
3. Protracted Legal & Consenting Delays	Late-stage, checklist-style public consultation that alienates communities and invites costly lawsuits.	Upfront Joint-Design Panels to eliminate adversarial Environment Court litigation.

1. Curbing Scope Creep and Cost Overruns

The Transport Capital Infrastructure Projects (TCIP) review exposed a critical flaw in New Zealand's delivery model: agencies routinely advance large-scale projects based on premature business cases with poor geotechnical testing and weak contingency planning. When an asset expands to incorporate rail interchanges, coastal reclamation, and ferry terminals, the risk of compounding cost estimates spirals.

- **Mitigation:** The corridor must be managed under a strict **"Fixed-Core, Flexible-Margin"** design architecture. The foundational freight and arterial links represent the non-negotiable core. The high-amenity components (such as specific waterfront boardwalk configurations or

park landscaping) are treated as modular additions, designed to scale dynamically based on real-time funding thresholds.

- Furthermore, cost estimation must be stripped from internal agency biases. The project must utilize an **independent, AI-assisted cost-estimation panel** and mandatory early-stage peer reviews to stress-test assumptions before any capital allocation is finalized, matching global best practices for major infrastructure pipelines.

2. Eliminating Inter-Agency Friction and Fragmented Mandates

A project that touches state highways, local urban roads, heavy rail corridors, marine environments, and public transit interfaces inherently crosses multiple bureaucratic boundaries. Historically, when NZTA, Auckland Council, and regional transport operators fail to align, the resulting confusion leads to severe design clashes, duplicated earthworks, and project stagnation—all billed directly to the taxpayer. This friction is compounded when a mega-project fails to integrate with critical national and regional utility providers, or with major municipal strategic initiatives like **Auckland Council's long-term port redevelopment and waterfront consolidation strategy**.

Mitigation: The Centralized Special Purpose Vehicle (SPV)

Rather than relying on a loose, non-binding steering committee, the Crown should establish a dedicated **Special Purpose Vehicle (SPV)** to act as a single, centralized delivery authority. This SPV operates with a unified balance sheet and a singular statutory mandate to deliver the entire corridor. By binding all partner organizations to a single commercial entity, the project eliminates defensive, siloed budgeting and ensures that complex design interfaces—such as matching a highway corridor smoothly to a local ferry wharf, a rail interchange, or **Council's precinct masterplans for the Port of Onehunga redevelopment**—are managed under one roof.

The proposed SPV must operate as a true "one-stop-shop" delivery authority, scaling its scope to resolve three critical alignment risks:

- **Strategic Alignment with Port Redevelopment:** Auckland Council's long-term vision to consolidate and redevelop port infrastructure creates a profound spatial opportunity for the upper Manukau. The SPV serves as the commercial bridge between transport delivery and urban regeneration. Instead of NZTA building a highway that treats the Port of Onehunga as a static freight terminal, the SPV coordinates directly with Auckland Council to ensure the corridor's footprint actively enables, unlocks, and integrates with the future commercial, residential, and recreational transformation of the port lands.
- **Protection of Lifeline Utilities:** Instead of forcing lifeline utility providers like **Transpower** and **Watercare** to engage in separate, adversarial resource consenting or fast-track approval processes to protect their networks, the SPV incorporates their asset protection and corridor requirements directly into the core infrastructure design.
- **Unified Designation Boundaries:** By binding the transport corridor, Auckland Council's land-use strategies, and the utilities' asset corridors into a single, comprehensive designation, the SPV eliminates cross-agency delays. This ensures regional water security is protected, Transpower's national grid electrification pathways are physically secured alongside the transport footprint, and Council's masterplans are delivered seamlessly without bureaucratic finger-pointing.

3. De-risking through Early Co-Design

As established by the historic litigation brought by groups like The Onehunga Enhancement Society (TOES) and Forest & Bird, treating the public as a late-stage hurdle to clear is the fastest way to trigger multi-year court injunctions. Consenting delays are not minor inconveniences; they add millions of dollars in holding costs and material escalation.

- **Mitigation:** The SPV must utilize a modernized "**decision-led approach**" from day one, actively bringing community advocates, environmental engineers, and local businesses directly into the preliminary drafting rooms. By resolving design friction—such as the exact alignment of the coastal restorative reclamation—*before* lodging formal applications under the National Policy Statement for Infrastructure, the project effectively neuters the adversarial nature of the consenting process. Collaborative co-design transforms potential legal opponents into project partners, securing the legal durability required to protect public funds.

The Delivery Realignment: The true risk to New Zealand taxpayers is not building a grander, more ambitious project; it is continuing to use broken, fragmented delivery habits to build it. By enforcing commercial accountability, deploying a centralized SPV, and establishing transparent, early co-design, the expanded East West Link can break New Zealand's cycle of infrastructure inflation and establish a blueprint for fiscally disciplined, highly integrated asset delivery.

4. Aligning Corporate Incentives with the Public Good: The Alliance Procurement Model

To guarantee that the expanded multi-modal corridor is delivered with maximum benefit to the community and minimum disruption to Neilson Street commerce, the Special Purpose Vehicle (SPV) must reject adversarial, traditional tendering in favour of a Pure Project Alliance procurement model.

Traditional fixed-price contracts incentivize private construction companies to treat environmental stewardship, utility protection, and community access as expensive nuisances that erode their profit margins. Conversely, an Alliance framework legally realigns a tier-one contractor's financial drivers with the broader civic, social, and ecological outcomes mandated by this paper.



The commercial architecture of the Alliance operates on a transparent, triple-limb fee structure that binds corporate buy-in directly to the public good:

- **Limb 1 - Open-Book Cost Reimbursable:** The contractor is reimbursed only for the exact, audited base cost of construction. There is no hidden margin or opportunistic pricing.
- **Limb 2 - Joint Risk/Reward Pool:** A shared financial pool based on the collective management of cost and timeline, creating a strict "no-blame" culture where parties cannot sue each other, forcing a collective "best-for-project" mindset.
- **Limb 3 - Performance-Weighted Profit Margins:** Crucially, the contractor's corporate overhead and corporate profit are not guaranteed. They are placed at risk and must be actively earned by achieving strict, non-negotiable Key Result Areas (KRAs) that serve the public good.

Contracting Civic Responsibility

Under this framework, the SPV will write the following public-good protections directly into the private sector's profit matrix:

1. **Zero-Liquidation Local Business Protection:** Mirroring the operational lessons of the Melbourne Level Crossing Removals, the contractor's profit pool is penalized if construction gridlock causes financial distress or closures for local businesses along the designated design corridors. This forces the contractor to co-design highly innovative, localized night-works and access shifts rather than taking the easiest construction path.
2. **Ecological and Water Quality Targets:** Tied directly to the success of the Māngere Inlet remediation. If the construction phase fails to meet strict sediment retention, wetland establishment, or harbour water filtration metrics—co-designed with Watercare—the contractor suffers immediate financial penalties.
3. **Active Asset Integration:** The consortium is incentivized to treat utility protections (Transpower pylons) and urban landscape connections (the future Port of Onehunga masterplan) as primary success metrics rather than peripheral issues.

The Delivery Precedent: This is not a theoretical model; it is a field-proven delivery mechanism with a highly successful track record in Auckland's infrastructure landscape. Both the Waterview Connection (Well-Connected Alliance) and Onehunga's own Taumanu Reserve project proved that when private contractors are bound to an alliance framework, they transition from aggressive commercial entities into active civic partners. By legally aligning corporate profit with the health of the harbour and the survival of local commerce, the Crown secures a delivery partner actively committed to building a lasting regional legacy.

- **The Taumanu Reserve / Onehunga Foreshore Reclamation (Local Success):** This project was delivered using an alliance framework. Because the contractors were contractually bound to community and ecological KRAs, they worked collaboratively with TOES and Auckland Council to deliver a world-class public asset ahead of schedule, rather than treating the community as an adversarial barrier.
- **The Well-Connected Alliance (Waterview Connection, Auckland):** Faced with massive community resistance to an urban motorway, NZTA used an Alliance model (comprising Fletcher Construction, McConnell Dowell, Beca, etc.). The contract incentivized massive

community outcomes, including the creation of sports fields, walking paths, stream restorations, and a commitment to zero local business liquidations during construction.

- **The Level Crossing Removal Project (Melbourne, Australia):** A multi-billion-dollar program removing dozens of rail crossings. By using program alliances, major construction firms actively prioritized minimized local business disruption, urban tree canopy restoration, and social procurement (hiring local marginalized youth) over raw engineering speed, because their financial bonuses were legally tied to those social outcomes.

Recommended Implementation Framework: Institutional Architecture for Delivery

To transition the East West Link from a politically vulnerable roading asset into a durable, multi-modal regeneration corridor, New Zealand must abandon its fragmented, business-as-usual delivery models. A project of this complexity—spanning national highways, regional public transit, local urban renewal, and sensitive marine ecosystems—demands a clear, centralized institutional framework. Rather than introducing competing layers of bureaucracy, this paper recommends a dual-entity governance model that separates **long-term statutory stewardship** from **commercial project execution**.



1. The Statutory Anchor: The Upper Manukau Harbour Restoration Authority

As introduced earlier, the **Upper Manukau Harbour Restoration Authority** serves as the permanent, statutory guardian of the corridor’s long-term environmental, cultural, and community outcomes.

- **The Mandate:** This Authority ensures that the project never regresses into a narrow, highway-only project. It holds the masterplan for the broader vision: the integrated transport hub, the future Onehunga ferry terminal, the light rail interchange, and the restorative coastal reclamation connecting the Port of Onehunga to the Taumanu Reserve.
- **The Function:** Operating under an integrated management framework—modelled on successful global benchmarks like the Sydney Harbour Federation Trust—this entity brings together mana whenua, Auckland Council, local business associations, and community advocates (such as The Onehunga Enhancement Society). By embedding this Authority in legislation, the vision is legally protected from being incrementally chipped away by future political shifts or short-sighted budget cuts.

2. The Delivery Engine: The Centralized Special Purpose Vehicle (SPV)

While the Restoration Authority guards the vision, a dedicated **Special Purpose Vehicle (SPV)** must be established to execute the physical build. Infrastructure delivery in New Zealand routinely stalls because too many agencies (NZTA, KiwiRail, Auckland Transport, Transpower) argue over boundaries and budgets. The SPV eliminates this friction.

- **The Mandate:** Established under the **Infrastructure Funding and Financing Act (IFFA)**, the SPV acts as a single, ring-fenced commercial entity with a singular directive: build the corridor on time and on budget.
- **The Function:** The SPV absorbs the delivery mandates of the participating agencies into a single balance sheet. It is the entity that secures the private financing, deploys innovative value-capture mechanisms, levies freight tolls, and manages the commercial construction contracts.

3. The Operational Interface: How They Work Together

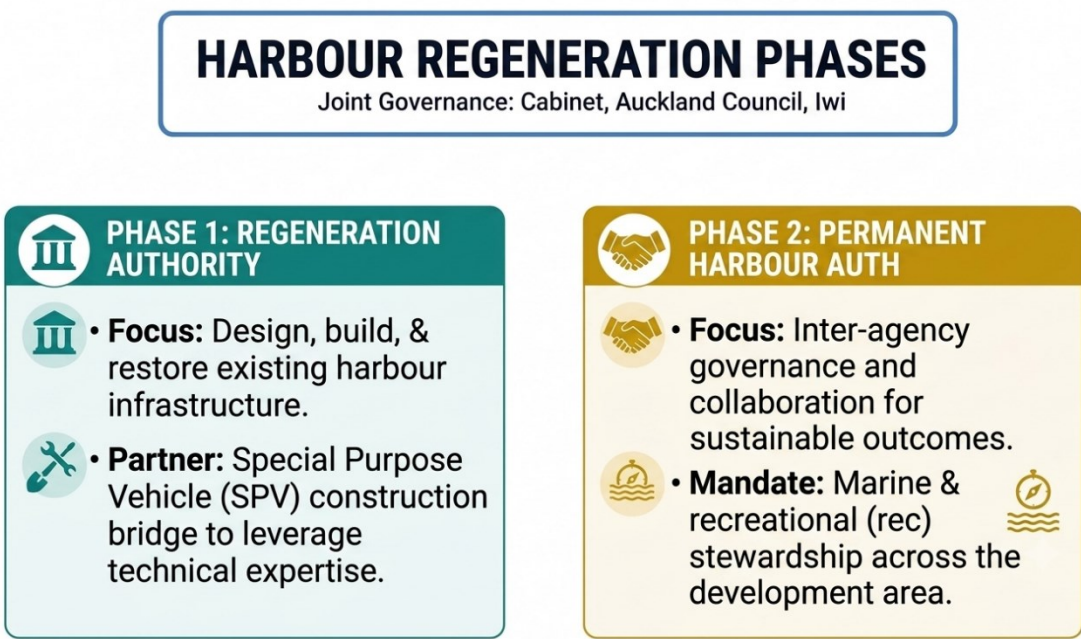
To ensure efficiency, the relationship between these two entities must be explicitly clear. The Restoration Authority acts as the "Client and Regulator," while the SPV acts as the "Delivery Agent."

1. **Phase 1 (Co-Design & Consenting):** The Restoration Authority leads the upfront community, business, and iwi co-design panels. It hands a robust, legally resilient, and community-backed masterplan to the SPV.
2. **Phase 2 (Procurement & Construction):** The SPV takes the masterplan and utilizes fast-track consenting pathways to begin construction. Because the Restoration Authority has already resolved local friction points (such as the flawed Outstanding Natural Feature designations), the SPV faces zero risk of debilitating Environment Court injunctions.
3. **Phase 3 (Asset Handover):** Upon project completion, the physical roading and rail assets are handed back to NZTA and Auckland Transport for operational maintenance. The restored foreshore, public spaces, and maritime assets return to the permanent stewardship of the Restoration Authority and the community.

The Framework Justification: This dual-entity architecture directly addresses the two greatest failure points of New Zealand mega-projects: political instability and fiscal mismanagement. By separating the civic vision (The Authority) from the commercial build (The SPV), the framework guarantees that the East West Link has the political durability to survive changing governments and the institutional discipline to protect the taxpayer.

4. The Long-Term Transition to a Permanent Manukau Harbour Authority

The institutional framework cannot simply dissolve once the physical construction of the East West Link is complete. To ensure the multi-decade durability required for bipartisan consensus, the statutory framework must include a clear, phased transition plan. While the **Special Purpose Vehicle (SPV)** winds down post-construction, the temporary *Upper Manukau Harbour Restoration Authority* should formally mature into a permanent, standalone **Manukau Harbour Authority**.



The establishment of a permanent Manukau Harbour Authority addresses a long-standing regional governance deficit. Unlike the heavily managed Waitematā Harbour, the Manukau has historically suffered from fragmented oversight, split across competing local boards, council departments, and maritime agencies. This permanent Authority would operate with a clear, singular statutory mandate to oversee the harbour’s long-term health, its infrastructure, and its capacity for commercial and recreational use.

This permanent body secures the bipartisan vision over a 50-year horizon by managing three critical pillars:

- **Infrastructure and Siltation Management:** Overseeing the long-term maintenance, localized dredging, and structural integrity of the newly established ferry terminal, sea walls, and coastal assets, ensuring the harbour remains permanently navigable.
- **Recreation and Blue-Economy Activation:** Acting as the single point of accountability for maintaining boat ramps, navigating channels, and supporting recreational boating, fishing, and waka ama clubs. This ensures the public water access won't be incrementally eroded by future industrial expansions.
- **Catchment and Ecological Guardianship:** Serving as the environmental trustee for the restored Māngere Inlet wetlands, ensuring that stormwater run-off from the surrounding industrial hub is continuously monitored and filtered to protect the harbour’s delicate marine ecosystems.

The Governance Alignment: By weaving a permanent Manukau Harbour Authority into the final legislation of the East West Link, the Crown provides a powerful concession to all stakeholders. The centre-right secures a streamlined, efficient maritime interface that removes bureaucratic red tape for recreational and commercial harbour users, while the centre-left and mana whenua secure an immutable, long-term institutional shield to protect and enhance the mauri (life force) of the harbour for generations to come.

Next Steps: A Tactical Blueprint for Intervention

Because the New Zealand Transport Agency (NZTA) is actively advancing detailed designs for the inland Neilson Street alignment, immediate and decisive intervention is required. Proceeding further down the current path will lock the Crown into a compromised, high-risk asset.

To transition from the current flawed trajectory to the resilient, multi-modal framework advocated in this paper, the following sequential actions must be executed.

Given that the upcoming General Election presents compressed statutory timeframes before the House rises, the implementation roadmap is explicitly divided into two realistic operational phases: an immediate **Capital Protection Phase** and a post-election **Statutory Enactment Phase**.



Phase 1: Capital Protection and Strategic Reset (Immediate)

The immediate objective is not to enact the final delivery model, but to formally halt the current, compromised trajectory before the Crown accumulates further liability.

- **Execute a Ministerial Directive under the LTMA:** The Minister of Transport should utilize powers under the Land Transport Management Act 2003 to issue a formal directive to the NZTA Board, ordering an immediate suspension of further detailed design funding for the Neilson Street iteration.
- **The Sunk Cost Justification:** While critics may point to design capital already expended on the current iteration as "sunk capital," proceeding further represents an unacceptable escalation of fiscal risk. A minor, upfront expenditure to adjust the project's geometric and institutional scope is a negligible price to pay to avoid multi-billion-dollar cost blowouts, environmental court injunctions, and severe commercial disruption down the line.
- **Convene a Bipartisan Establishment Committee:** Simultaneously, a fast-tracked, cross-party Establishment Committee must be formally convened by Cabinet. This committee will comprise representatives from Central Government, Auckland Council, Mana Whenua, and key business and environmental stakeholders (including TOES and Forest & Bird). Operating outside of standard bureaucratic silos, this committee's sole brief is to finalize the boundaries of the expanded multi-modal corridor and draft the specific Key Result Areas (KRAs) that will form the basis of the post-election legislation.

Phase 2: Statutory Enactment and Delivery (Post-Election / First 100 Days)

Upon the formation of the next administration, the policy shift must be rapidly translated into structural and legal reality.

- **Introduce the Upper Manukau Spatial Integration Bill:** Introduce a tailored piece of legislation to Parliament under urgency within the government's first 100 days. This Act will:
 1. Formally establish and empower the independent **Special Purpose Vehicle (SPV)** as the sole delivery authority.
 2. Enact a single, comprehensive statutory designation covering the transport corridor, Watercare's ecological objectives, Transpower's utility protections, and Auckland Council's Port of Onehunga masterplan.
 3. Vesting all relevant transport planning files, land allocations, and local designations out of NZTA's sole custody and into the newly formed SPV.
 4. Establish the statutory architecture for the *Upper Manukau Harbour Restoration Authority*, ensuring its eventual, seamless maturation into a permanent **Manukau Harbour Authority**.
- **Establish the Pure Project Alliance Framework:** Once the SPV is legally operational, it will formally approach the market to establish an alliance procurement framework. This will bring tier-one contractors into the room as civic partners whose corporate profits are contractually bound to the public good, local business survival, and the ecological restoration of the Māngere Inlet.

5. Note on Political Timing and the 2026 Election Cycle

Given that Parliament will dissolve on 1 October 2026 ahead of the 7 November General Election, passing comprehensive special legislation before the house rises is logistically impossible. Therefore, the execution of these Next Steps must be divided into a **Pre-Election Mandate Phase** and a **Post-Election Delivery Phase**:

- **Phase 1 (Immediate / Pre-Election):** The Minister of Transport issues the directive to pause NZTA's current detailed design funding. The National-led coalition adopts the integrated, multi-modal SPV framework as its flagship Auckland infrastructure policy for the 2026 election campaign—neutralizing opposition criticism and capturing centrist urban voters.
- **Phase 2 (Post-Election / First 100 Days):** Upon securing a fresh governing mandate, the returning administration introduces the *Upper Manukau Spatial Integration Bill* to Parliament under urgency, formally establishing the SPV, locking in the alliance procurement framework, and permanently breaking the decade-long gridlock.

The Bipartisan Outcomes Matrix: Translating Ideology into Infrastructure

To secure an infrastructure framework capable of surviving multiple election cycles, the corridor’s design must structurally embed the core policy objectives of New Zealand’s major political parties. If the project remains a raw highway, centre-left and environmental parties will inevitably cancel it upon taking office. If it stalls into a purely conversational urban design study, centre-right parties will scrap it to reclaim capital.

The **Bipartisan Outcomes Matrix** details how the proposed *Manukau Harbour Integrated Transport and Regeneration Corridor* explicitly delivers on the non-negotiable mandates of each political faction, establishing a unified project architecture that no single government would find politically advantageous to dismantle.

Political Party	Core Ideological Directive	Non-Negotiable Project Requirement	Specific Corridor Solution Delivered
National Party	Economic productivity, supply chain resilience, and robust enabling infrastructure.	Unimpeded, high-capacity freight movement between the Onehunga/Penrose industrial hub, SH1, and SH20.	Dedicated, high-efficiency freight lanes bypassing local bottlenecks; direct logistics link to the inland port.
Labour Party	Social equity, regional economic development, and multimodal transport choice (mode-shift).	Provision of accessible public transit alternatives and local employment/urban regeneration.	Seamless integration of the Onehunga transport hub, a future light rail interchange, and an activated urban precinct.
ACT New Zealand	Fiscal discipline, private sector innovation, and user-pays funding models.	Avoidance of un-hedged public debt; deployment of alternative financing and commercial accountability.	Establishment of a Special Purpose Vehicle (SPV) using the Infrastructure Funding and Financing Act (IFFA) ; targeted commercial freight tolling.

Political Party	Core Ideological Directive	Non-Negotiable Project Requirement	Specific Corridor Solution Delivered
New Zealand First	Regional connectivity, maritime infrastructure, and domestic supply chain security.	Reconnection and upgrade of regional transport links, particularly supporting domestic trade and ports.	Integration of a brand-new Onehunga Ferry Terminal, unlocking the "blue economy" and regional maritime access across the wider Manukau.
Green Party	Climate resilience, aggressive emissions reduction, and indigenous biodiversity protection.	Net-positive ecological outcomes, active transport infrastructure, and a clear shift away from vehicle-dependency.	A continuous cycling/walking corridor; carbon-sinking wetlands restoration; removal of the flawed ONF restriction to complete the Taumanu-style restorative coastal reclamation .
Te Pāti Māori	Rangatiratanga, protection of Taonga, and active partnership under Te Tiriti o Waitangi.	Genuine, upfront co-design with Mana Whenua; protection of local kaimoana (seafood) and cultural landscapes.	Direct, non-negotiable co-governance seats on the Upper Manukau Harbour Restoration Authority from day one; restoration of the highly sensitive Māngere Inlet Mauri (life force).

Strategic Synthesis: The "Mutually Assured Survival" Mechanism

By looking at the matrix horizontally rather than in silos, the project transitions into a state of political equilibrium:

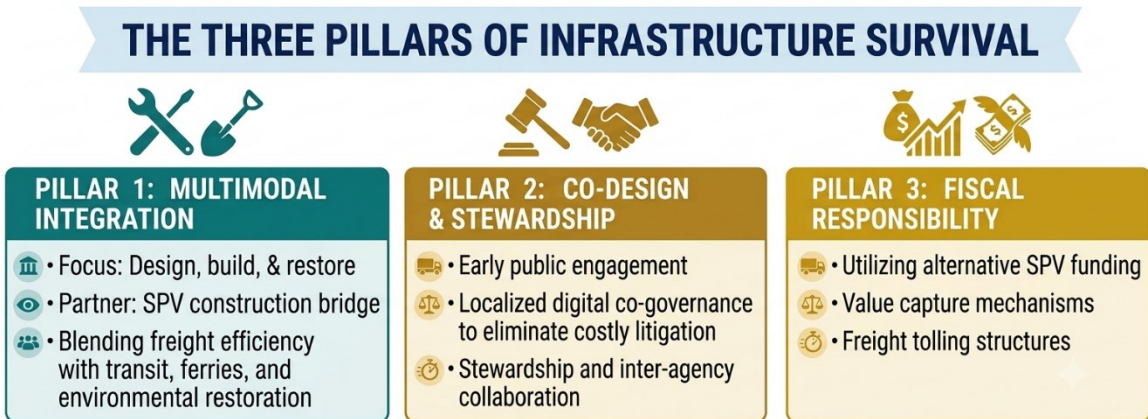
- **The Pro-Growth / Pro-Climate Paradox Resolved:** National and ACT achieve their goal of a highly efficient economic corridor paid for by targeted commercial users, while Labour and the Greens achieve an unprecedented scale of environmental and public transit investment that would be fiscally impossible to fund under standard environmental budgets alone.
- **The Co-Governance Dilemma Stabilized:** By placing Treaty partnership inside a localized, statutory body focused purely on environmental and community restoration (The Upper Manukau Harbour Restoration Authority) rather than a central government delivery department, Te Pāti Māori secures genuine regional authority while matching the decentralized local-delivery preferences of the centre-right.

Ultimately, this matrix serves as the ultimate defensive shield for the East West Link. When a project simultaneously secures industrial supply chains, funds massive ecological restoration, builds rapid transit, expands the maritime tourism economy, and utilizes fiscally conservative funding tools, it ceases to be a political football. It becomes an essential regional asset that no incoming Minister would risk the political fallout of cancelling.

Conclusion: A Visionary Blueprint for Sovereign Infrastructure

The decades-long political gridlock surrounding the East West Link highlights a fundamental vulnerability in how New Zealand plans, finances, and delivers major infrastructure. By treating one of the country's most critical industrial hubs through a narrow, single-purpose roading lens, successive governments have trapped a vital economic corridor in an expensive, multi-decade loop of cancellation, redesign, and litigation. This paper demonstrates that the path out of this infrastructure stalemate is not to downscale the project's ambition, but rather to expand its vision.

Shifting the framework from a contested highway to the **Manukau Harbour Integrated Transport and Regeneration Corridor** directly addresses the ideological requirements of New Zealand's entire political spectrum. As detailed throughout this paper, achieving true bipartisan survival relies on three core operational shifts:



1. **From Siloed Assets to Holistic Hubs:** The project must move away from the risk-averse, scope-reducing approach seen in current planning, where delivery agencies seek to circumvent complex coastal ecological requirements and minimize initial capital outlays. While the historical proposal engaged heavily with complex coastal engineering, the current design has been overly simplified to avoid these zones. By actively integrating freight efficiency with rapid transit, a future ferry terminal, a light rail interchange, and award-winning environmental designs like the Taumanu Reserve model, the corridor builds a resilient coalition of supporters that no single government can afford to alienate.
2. **From Late-Stage Consultation to Upfront Partnership:** To avoid the financially devastating legal challenges brought by groups like The Onehunga Enhancement Society and Forest & Bird, the institutional model must change. Establishing the **Upper Manukau Harbour Restoration Authority** ensures that local businesses, communities, and mana whenua are

structurally embedded as design partners from day one, turning potential legal adversaries into long-term stewards of the corridor.

3. **From Taxpayer Burden to Innovative Financing:** Expanding the project's footprint unlocks sophisticated funding and financing mechanisms that a standard road project simply cannot access. By deploying a dedicated **Special Purpose Vehicle (SPV)** under the Infrastructure Funding and Financing Act (IFFA), the Crown can offset initial capital costs through land value capture, multi-agency co-investment, and targeted commercial freight tolling—protecting the taxpayer from runaway debt while driving regional economic multiplier effects through the harbour's blue economy.

The East West Link should no longer be viewed as New Zealand's most controversial road project. Instead, it must be embraced as a once-in-a-generation opportunity to pioneer a new delivery standard: one where commercial productivity, indigenous partnership, environmental restoration, and fiscal discipline are engineered into a single, unified asset. By adopting this integrated framework, we can finally break the cycle of political instability, insulate our national supply chains, and deliver a generational legacy of holistic revitalization to the people of the upper Manukau.

Appendices

Map of initial and current route proposals

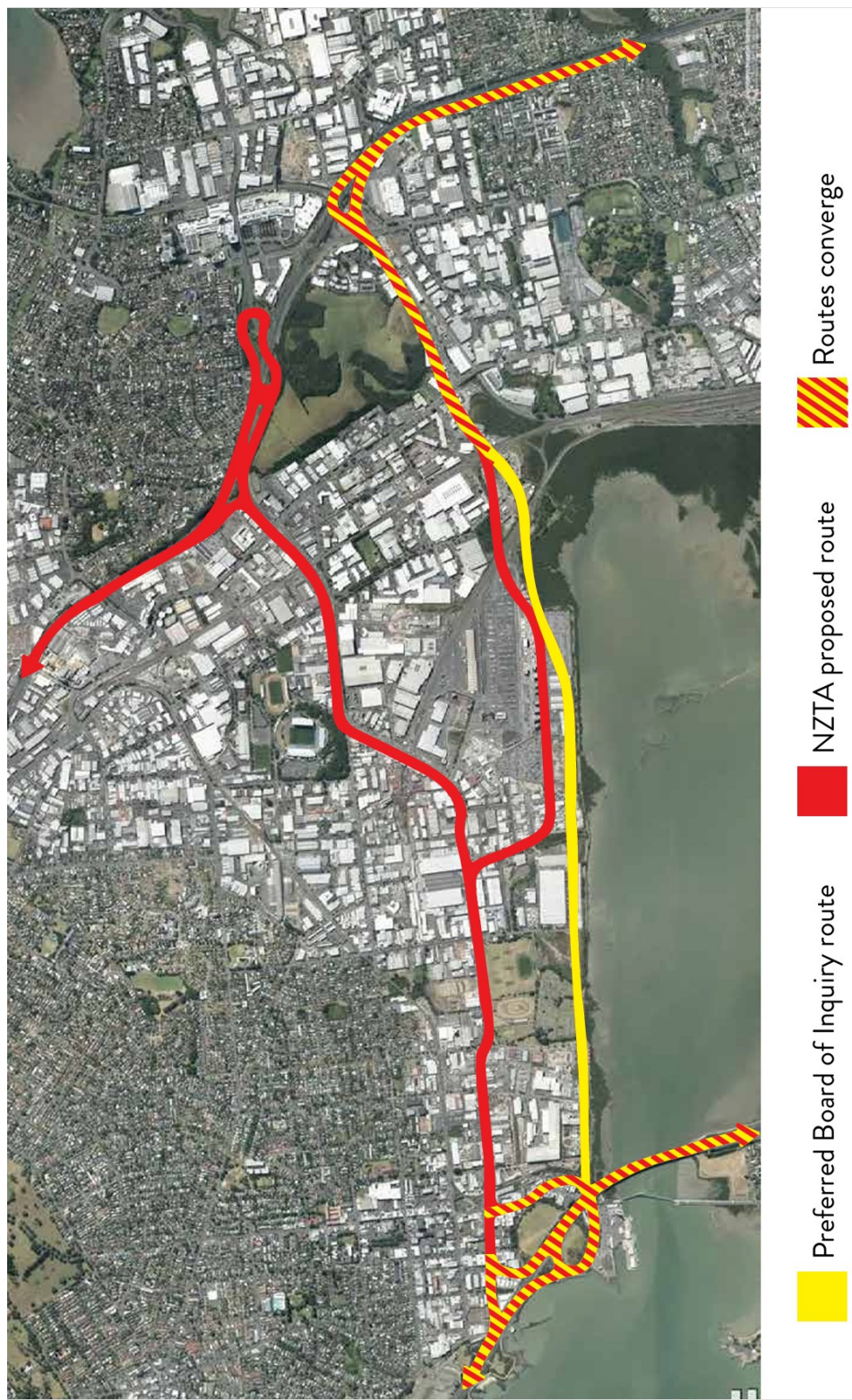


Figure 8 - Latest route and former route - Image Supplied by Jim Jackson, The Onehunga Enhancement Society

Legislative, Policy, and Regional Alignment Framework.

- The infrastructure strategy outlined in this document is designed to operate within, and leverage, New Zealand's current legislative and policy landscape. By aligning with these statutory instruments, this proposal provides a robust, pre-cleared pathway that allows incoming governments to progress economic priorities without inheriting a political or legal minefield.
- **Land Transport Management Act 2003 (LTMA):** The proposal adheres to the LTMA's requirements for integrated, evidence-based planning, ensuring investment is directed toward projects that provide efficient, effective, and long-term public interest outcomes.
- **Infrastructure Funding and Financing Act 2020 (IFFA):** To ensure fiscal sustainability, the strategy utilizes the IFFA's enabling provisions. By leveraging Special Purpose Vehicles (SPVs), the model enables infrastructure delivery independent of traditional local authority financing constraints, utilizing value capture mechanisms to ensure costs are fairly allocated to project beneficiaries.
- **Public Works Act 1981 (PWA) & Recent Amendments:** The approach to land acquisition and community partnership aligns with the modernized PWA framework. By prioritizing early engagement, fair compensation, and streamlined acquisition processes, the strategy minimizes the risk of prolonged litigation and social friction during the project lifecycle.
- **Resource Management Act 1991 (RMA) & Fast-Track Approvals:** In accordance with regulatory reforms, the strategy incorporates a "fast-track" ready approach to environmental consenting. This includes localized co-design and stewardship protocols that proactively address environmental restoration goals, ensuring alignment with national standards for sustainable development.
- **Government Policy Statement on Land Transport (GPS):** The strategy is consistent with the strategic priorities of the current GPS, specifically focusing on long-term investment efficiency, regional economic productivity, and the resilience of critical transport networks in high-growth urban centres like Tāmaki Makaurau.
- **Regional Policy Alignment (Auckland Council & CCOs)**
- This strategy is anchored in regional long-term planning documents to ensure integrated delivery across the Auckland Council group:
- **Auckland Unitary Plan (AUP):** The proposal respects the AUP's strategic transport corridor and infrastructure zone provisions, ensuring that project design avoids fragmented outcomes and leverages existing corridor designations.
- **Auckland Transport Alignment Project (ATAP):** The strategy remains consistent with the established ATAP strategic approach, supporting mode shift, congestion management, and the reliable movement of freight to and from major industrial hubs.
- **Future Development Strategy (FDS) & 30-Year Infrastructure Strategy:** Investment sequencing is aligned with the Council's FDS to ensure that the East West Link acts as an enabler for planned urban growth, intensification, and the efficient servicing of new housing and business land.

- **Auckland Transport (AT) & Infrastructure Investment & Phasing (IIP):** By coordinating with the Council's IIP unit, the strategy utilizes integrated workstream models to ensure delivery timelines are synchronized with local utility and roading upgrades, reducing disruption and project costs.

About the Author

Stephen Lasham is a longstanding resident of Onehunga with deep structural, historical, and community ties to the upper Manukau Harbour. His unique background blends decades of public sector operational insight with a lifetime of local environmental advocacy and community leadership.

Stephen serves as the Deputy Chair of both **The Onehunga Enhancement Society (TOES)** and the **Manukau Harbour Restoration Society (MHRS)**, organisations at the forefront of advocating for integrated urban design and ecological restoration along the Manukau foreshore. His intimate understanding of the harbour's physical and cultural geography is further informed by his 20-year involvement as a leader and current Group Leader of the **Aotea Sea Scout Group**.

A dedicated local historian, Stephen is the author of ***Onehunga's Changing Foreshore: A Pictorial History of Modifications to Onehunga's Waterfront Since the 1840s***, an extensive study documenting the long-term impacts of industrial and infrastructure development on the Onehunga coastline.

Professionally, Stephen spent 31 years working in information technology for the **Auckland Council** and the former **Auckland City Council**. This extensive local government career provided him with rare, deep insights into the operational frameworks, asset management strategies, and inter-agency complexities of regional governance. It is this specific intersection of historical knowledge, civic delivery experience, and grassroots community advocacy that informs the bipartisan, integrated infrastructure model proposed in this paper.

About the East West Link Development Group (EWLDG)

Established in June 2026, the East West Link Development Group (EWLDG) is an advocacy collective of prominent business leaders, commercial operators, and industrial land owners within the Onehunga and Te Papapa precincts. The group formed out of a shared concern regarding the current design iteration of the East West Link corridor, specifically its alignment along Neilson Street.

Crucially, the EWLDG is committed to delivering an efficient, high-capacity East West Link, recognizing that resolving chronic industrial bottlenecks is paramount to Auckland's economic productivity and the national supply chain. However, the group's core objective is to highlight critical urban, ecological, and logistical variables omitted from current planning frameworks. As primary stakeholders driving the local economy, EWLDG members possess deep, multi-generational geographic and operational insights. The group seeks to collaborate with the New Zealand Transport Agency (NZTA) and municipal planners, injecting front-end commercial and community intelligence to optimize design and implementation.

The EWLDG is led by prominent Onehunga industrialist Jim Jackson. As the founder of Jackson Industries and chair of both The Onehunga Enhancement Society (TOES) and the Manukau Harbour Restoration Society (MHRS), Jim brings a proven history of successful multi-agency collaboration to the group. Notably, Jim was the primary driver and sponsor behind the award-winning \$28 million Taumanu Reserve foreshore redevelopment—a landmark project proving that large-scale transport infrastructure can be harmonized with world-class community and ecological restoration. Under this leadership, the EWLDG stands ready to act as a vital strategic partner, ensuring the revived East West Link moves past adversarial deadlocks to deliver a resilient, high-value, bi-partisan asset for the region.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#237

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Safety improvements e.g. lights, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Hubs being supported, like Fergusson Domain



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#239

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Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

The fact that the Ruapōtaka Marae which is a significant part of the community, built by the community and serving the community is missing from the plan is a massive error.

The marae has been a safe place for whānau to bring their deceased, troubled souls is recognised as an emergency hub in a civil defence disaster and offers inclusive wānanga to everyone in the community. It is important that it is included within the plan structure.

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Other, please specify: Local marae community built and community driven

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Safety improvements e.g. lights, Other, please specify: Known Safe places like the marae

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Other, please specify:removl of the bike biscuit blocks on the roads

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#242

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Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Other, please specify: All

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

No. So far so good. Keep up the great work



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#246

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Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

We don't have a lot of litter

Homeless people

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Other, please specify: All of the above. Chop down auckland. Front burm overgrown. Trees health and safety hazard

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Other, please specify: All of the above. More street wardens (increase Maori wardens)

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Other, please specify: All of the above. More outlets for mobility access (please) ty

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Needs to include in next episode:

1) supply of cars that fly

2) Building compliances

- build houses that allow flood waters outages

- build mandatory sound proofed room units (decreases)

Hacking

Stalking

Credit thefts

Pin I/D Thefts

Big "TY"



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#248

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Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Safety improvements e.g. lights, Shade and seating, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Clean waterways and parks are important to me. Also library services which are already good in my area



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#250

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Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Cycle and walking path connections, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Bike paths are great but always room for more. Community events eg Santa Parade are appreciated

Do NOT put the proposed rail through the town



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#252

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3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Wi-Fi connection

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Help town centres make the most of rail connections

5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

Kia kaha

Good job

Keep it up



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#253

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Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Better public transport (buses and trains), Other, please specify: Encourage AT to connect rail to Auckland Airport!

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#254

Note: This simplified version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed, and handwritten submissions have been transcribed.

Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Increasing the visibility of different languages and cultures in our local area., Groups such as children, older people, and migrant communities can participate and connect within our communities.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Events and activities, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#255

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Free activities and events in local parks, libraries, and public spaces, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Connections to public transport, Events and activities, Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Improve walking paths and footpaths, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

It would be good to have more buses running.

My 298 bus is 1 per hr on the weekend. That's hardly a service

It's not acceptable that the rail service shuts down completely on public holidays. This has been ongoing for too many years.

Our local libraries are a life-line for so many people they can't be shut down



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#256

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Events and activities, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Work with partners and agencies to improve congestion issues, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

It would be beneficial to see more pedestrian crossings, and/or traffic lights to ensure it is safe to cross busy intersections. eg. Along ellerslie -panmure highway and mount wellington highway. Also ensure speed limits are safe but also enforced. It could be worth investing in some speed cameras and cameras for security.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#258

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

- 1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

I don't know

Tell us why

- 2. Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Groups such as children, older people, and migrant communities can participate and connect within our communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

- 3. Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Connections to public transport, Safety improvements e.g. lights, Wider play options e.g. options for over 10-year-olds

- 4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Better public transport (buses and trains)

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#259

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?

Quite well

Tell us why

It focus on improving parks and supporting continuing the Local Paths and Greenways Plan and the Transform Onehunga. It's investment in growth, focus on playgrounds that are suitable for more children and focus on play and Increase tree planting and shoreline and flood protections.

As an Onehunga resident, I also support giving greater priority to the Onehunga rail line, which I see as crucial given the housing and populations growth in the area, its location and proximity to the city centre, it should be a rapid rail line with increased service frequency

2. Which of these do you believe our diverse community needs most? (Select up to 3 options)

Groups such as children, older people, and migrant communities can participate and connect within our communities.,Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.,Other, please specify:More focus on more transport choices and options, in particular train services in Onehunga

3. Which of the following would most improve neighbourhood parks for young people? (Select up to 3 options)

Safety improvements e.g. lights,Shade and seating,Wider play options e.g. options for over 10-year-olds

4. Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Work with partners and agencies to improve congestion issues, Help town centres make the most of rail connections, Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

More strongly advocate for: improving the Onehunga rail line with higher train frequencies, better weekend services, future electrification improvements where required, improved stations to make Onehunga Station a more attractive gateway. Good public transport is essential if housing density is increasing.

I'd support significantly more street tree planting throughout Onehunga.

I'd like the board to prioritise upgrading neighbourhood parks and play spaces for different age groups. I especially like the idea of moving beyond traditional playgrounds.

More specific commitments on safety. I'd like to know what that actually means. There needs to be better lighting and CCTV

Onehunga has one of Auckland's most unique waterfronts, yet it still feels disconnected from the town centre. Onehunga should be connected to its harbour. I'd like to see better walking routes and cycling connections, greener streets and improved links between the town centre, the foreshore and Te Hopua.

I'd like coastal resilience, flooding, stormwater upgrades and improving harbour water quality to be a priority.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#261

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Submitter details:

Organisation: N/A

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Free activities and events in local parks, libraries, and public spaces, Building partnerships with local groups and mana whenua to find local ways to provide for our community, Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Cycle and walking path connections, Events and activities, Shade and seating

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve walking paths and footpaths, Improve the cycling network, Work with partners and agencies to improve congestion issues

- 5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**