

Māngere-Ōtāhuhu Local Board's submission

Roads and Streets Framework

Date: 3 July 2017

Background:

- Historically, Auckland Transport has been heavily criticised by communities and elected representatives for its approach to transport planning.
- The Māngere-Ōtāhuhu Local Board (the local board) is of the view that Auckland Transport's (AT) strict interpretation of its legislative mandate (*Local Government Act Auckland 2009 Sections 37-56*) has been the reason for much of this criticism.
- This Act (*Local Government Act Auckland 2009*) could be seen as prescriptive in its devolution of responsibility to Auckland Transport. But the board believes that as stated in the Interpretations Act 1999 all legislation should be interpreted in terms of its wider context i.e. that Auckland Transport has always had a wider remit to consider social outcomes in its planning.
- This interpretation of the legislation has created differences of approach between Auckland Transport and many local communities. Auckland Transport delivering strictly focussed transport outcomes sometimes at the real (or perceived) detriment of people living nearby.
- In Māngere-Ōtāhuhu the best example is the walkway that links the Mangere Town Centre with Windrush Close. For many years the walkway suffered from significant crime issues. Although it was an Auckland Transport asset, the organisation was unwilling to address the crime problem by building a better walkway because it was not considered a transport problem.
- Whilst the board accepts this definition it has never agreed with it. In the end the problems of safety and crime associated with Windrush Close were resolved using local board's Transport Capital Fund.
- This case illustrates the unnecessary tension that arises between communities, their elected representatives and Auckland Transport, when the rules do not balance people, their lived experiences and what is viewed as transport issues by AT.

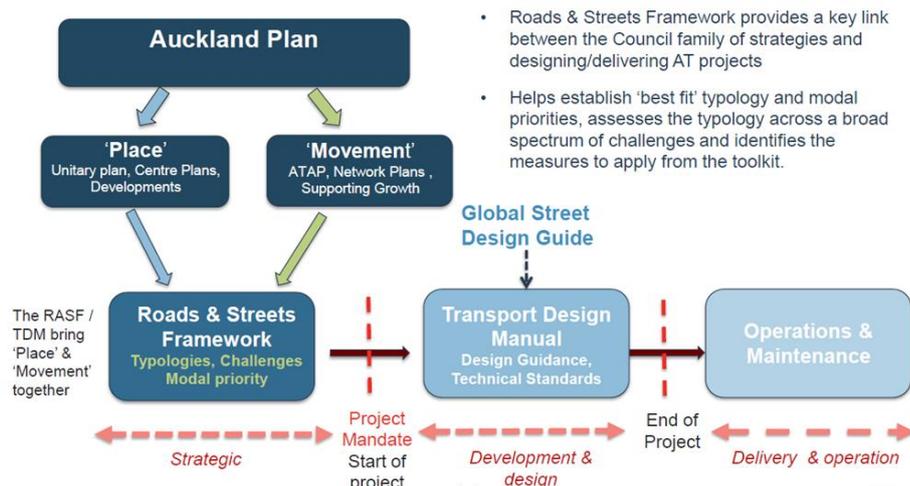
Discussion:

- The Māngere-Ōtāhuhu Local Board supports the new Roads and Streets Framework approach in principle.

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- When the Roads and Streets Framework was explained to the board they were very pleased that Auckland Transport has listened to feedback and is seeking to change its approach.
- There is a clear linkage between the strategic vision of the Auckland Plan and it's supporting statutory documents - Unitary Plan, Long-term Plan and the Regional Land Transport Programme. The legislative framework shown in Figure 1 sums up the purpose of the document very well. The Mangere-Otahuhu Local Board supports this clarification.

Figure 1 – Where the Roads and Streets Framework sits in the legislative framework

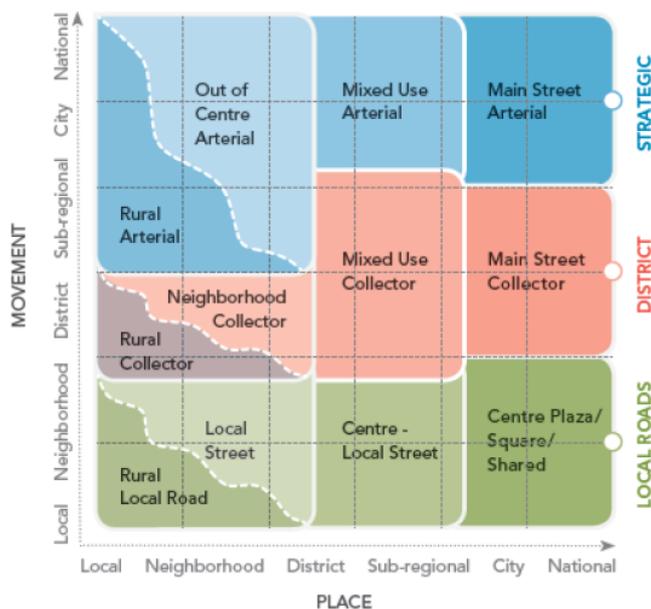


- This diagram provided the context required for this statement on page one that “*The Framework is aimed at everyone who plays a part in managing, designing, improving or determining the quality of roads and streets in Auckland, including engineers, planners, urban designers, project managers, politicians, developers and users*’. The broad approach to stakeholders was supported by the Mangere-Otahuhu Local Board.
- The Mangere-Otahuhu Local Board is supportive of the Roads and Streets Framework’s clear statement of intent of getting better balance between people and movement in the delivery of transport projects. Some examples include the following statements:
 - Page 1 “*If Auckland is to meet the vision of being a world class city, its roads and streets should provide for a wider range of benefits, including liveability, sustainability and economic growth, while providing for efficient and safe movement*” and “*Roads and streets have to fulfil a complex variety of functions to meet people’s needs as places in which to live, work, play, study and invest.*”
 - Page 3 “*Streets are primarily public places and a focus for the city’s economic, cultural and social activity. They have an important place function and are typically connected to adjacent buildings, activities and public open space attractions. Streets are essential public spaces and access that enable people to meet, help businesses grow and allow children to play, among other things*”.
 - This small sample of statements is powerful because it demonstrates a high-level of commitment to balancing the needs of people with transport.

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- The board further supports paragraphs on pages 11-16 that outline the new approach to engaging with communities about transport planning. Essentially this approach is summed up in the following statement from page eleven *“This framework will involve everyone who plays a part in managing, designing, improving or determining the quality of roads and streets in Auckland, including engineers, planners, urban designers, project managers, politicians, developers and users.”*
- Although it was noted with concern that the elected members were not included in the list of stakeholders further down the same page. This list included a number of non-elected groups including iwi and business associations. The board assumes this was a mistake.
- This section is of key interest to local communities and elected members. It took some time to understand, but the Mangere-Otahuhu Local Board support the process.
- The final point that the board wishes to comment on is the flexibility of approaches outlined from page eighteen onwards and expressed diagrammatically in the following graphic. (See Fig 2)
- The board notes its appreciation of the concept sketches of the potential types of roads and streets. This provided an easily understood picture of each that contributed to the development of the local board members’ understanding of the document.

Figure 2 – The family of roads and streets



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- The board is supportive of the project but notes that that the document and the presentations provided by the Strategy team were convoluted, jargon-riddled and very difficult to understand. The board encourages AT to use plain language, simplify and present wider policy documents in plain English and local context.

Summary:

- The Mangere-Otahuhu Local Board's position can be summarised as follows:
 - Support Auckland Transport's move to become more people and place focussed. This is a significant positive change.
 - Support the model outlined for using the Roads and Streets Framework to consolidate and operationalise strategic direction. (Fig 1). A clear framework doesn't currently exist and this is big step forward.
 - Support Auckland Transport's decision to clearly state that there is a link between transport and people. In this response we have provided a few examples but it is clear that the document writers are keen to articulate this principle, which the board commends.
 - Cautiously support the proposed model for better engagement.(Pages 11-16). The caution is concern over the role of elected representatives, which is often not well-understood by AT.
 - Support the increased flexibility outlined in the 'family of roads and streets'.