

# **Governance framework review: Confirmation of draft transport recommendations**

## **Purpose**

1. This paper seeks the working party's confirmation of draft recommendations on transport issues previously considered, so that local boards may be consulted.

## **Executive Summary**

2. At its last meeting the political working party considered draft recommendations, including some addressing the roles of local boards, Auckland Transport, and place-shaping. Feedback from the working party was that the recommendations should be more directive towards Auckland Transport.
3. In line with this, we have drafted recommendations that:
  - Direct Auckland Transport to comply with its CCO accountability requirements for local board engagement and direct that this compliance is actively monitored and reported. We consider that improving Auckland Transport-local board engagement, both at a strategic level and on a project by project basis, is the best and most appropriate way to empower local boards that takes into account local boards' local governance role and Auckland Transport's statutory responsibilities. This can be achieved if the existing requirements for local board engagement as set out in the Governance Manual for Substantive CCOs are consistently met and monitored.
  - Direct Auckland Transport to undertake various actions that will empower local boards' place-shaping roles in the transport corridor. These issues have previously been discussed with the PWP, and the recommendation gives stronger direction for Auckland Transport to ensure these actions are undertaken.
  - Direct council officers to provide advice, through the long-term plan process, on options for increasing the quantum and method of allocation of the Local Board Transport Capital Fund, and direct that Auckland Transport implement a more systematic work programme approach for assisting local boards to identify and manage projects. The PWP questioned the rationale for increasing the fund and requested that further analysis be undertaken to determine the appropriate quantum. We consider that the long term plan process is the appropriate avenue for this policy work to be undertaken and considered in the context of all budget priorities.

## Recommendations

4. We recommend that the Political Working Party adopt the following draft recommendations to the Governing Body, as the basis for consultation with local boards:

That the Governing Body:

### Auckland Transport and local board engagement and consultation

- a) **Note** the critical interface between the local place-shaping role of local boards and Auckland Transport's jurisdiction over the road corridor and transport networks.
- b) **Note** that the Governance Manual for Substantive CCOs requires Auckland Transport, amongst other things, to:
  - Develop, with local boards, a shared understanding of local board views and CCO priorities to inform the following year's business planning, including through an annual interactive workshop 'where local boards communicate their local board priorities and the CCOs communicate how their current year work programme will contribute to local board priorities'.
  - develop by 31 July each year an annual local board engagement plan, which includes a schedule 'clearly indicat[ing] for each board, the projects and/or activities that it expects to report on, and the projects and activities that it expects to consult on, for the following year. This should be updated annually or more frequently if required.'
  - report against their local board engagement plan in their quarterly performance reports to the CCO Governance and Monitoring Committee.
- c) **Direct** Auckland Transport to meet all requirements for local board engagement as set out in the Governance Manual for Substantive CCOs.
- d) **Direct** Auckland Council officers to monitor Auckland Transport compliance with the requirements for local board engagement, as set out in the Governance Manual for Substantive CCOs, and to report this monitoring to the governing body at least annually.
- e) **Note** that the Mayor's 2017 letter of expectation to Auckland Transport stipulated that council expects there to be:
  - better and earlier engagement and communication between Auckland Transport and local boards;
  - active consideration by Auckland Transport of which of its decision-making powers it could delegate to local boards (within the constraints created by the regulatory environment, safety considerations, the needs of regional networks and the role played by NZTA in decision-making).

- f) **Note** that the following activity statement has been included in Auckland Transport's 2017-2020 Statement of Intent:

'Participation in the governance review which is aimed at changing behaviours and processes across relevant Council family activities, including Auckland Transport, to enable local boards to give effect to their governance role, particularly around local place-shaping.'

- g) **Note** that the Governance Framework Review has investigated the potential delegation of a range of Auckland Transport powers and found that delegation of decision-making generally does not perform well against key criteria.

#### Local place-shaping

- h) **Direct** Auckland Transport, in working with local boards, to:

- Ensure that local boards have a strong governance role in determining the 'look and feel' of town centres and streetscapes, in line with their allocation of non-regulatory decision-making
- Improve co-ordination between local place-shaping projects, such as town centre upgrades, and its renewals programmes
- Provide more opportunities for local board direction on the prioritisation of minor traffic safety projects, with the exception of those which AT considers are of critical safety importance
- Be more responsive to local place-shaping initiatives in non-transport parts of the road corridor, including reducing or removing barriers to community place-making initiatives (e.g. looking at ways to reduce the costs of developing traffic management plans for community events)
- Take direction from local boards on how and where to implement community-focused programmes

- i) **Direct** Auckland Transport to report to the governing body annually on how it is meeting the directions given under (h)

#### Quality of advice to local boards

- j) **Note** that the Quality Advice programme has been working with Auckland Transport to improve the quality of advice to local boards and will shortly begin regular six monthly surveys of local board members' satisfaction with Auckland Transport advice, engagement and reporting to local boards.

#### Local Board Transport Capital Fund

- k) **Note** that the Local Board Transport Capital Fund is valued by local boards but that the level of funding means that some boards are not able to progress meaningful projects, and that improved local transport outcomes may be achieved if the size of the fund was increased.

- l) **Direct** officers to report to the relevant governing body committee, through the Long Term Plan process, on options for increasing the Local Board Transport Capital Fund and the method of allocation of the fund.
- m) **Direct** Auckland Transport to implement a more systematic work programme approach to assist local boards to identify potential projects and make decisions.

## **Conclusion and next steps**

- 5. Local boards will be consulted on these recommendations if the PWP agrees to them.