

Auckland Transport and Local Board – Engagement Plan 2018

Engagement Plan

Auckland Transport (AT) seeks to have a constructive and positive working relationship with each Local Board. To this end, the following principles will guide the interactions between Local Boards and Auckland Transport.

1. Principle One – Local Boards are an integral part of Auckland Council, Auckland’s democratically elected governance body.

- a) Auckland Council and NZTA fund AT and AT exists to deliver Council’s overall vision for transport in the Auckland Region.
- b) Auckland Council (Governing Body & Local Boards) and NZTA are AT’s principal partners.
- c) Auckland Council’s Governing Body has delegated the role of ‘place-making’ to Local Boards. Many transport projects affect ‘place’, so Local Boards should be actively involved as the delegated representatives of AT’s funder (Auckland Council).

2. Principle Two – AT will keep Local Boards well informed. (No surprises)

- a) AT will use its best endeavours to keep Local Boards informed, in a timely manner, about all transport activities in their areas.
- b) AT will inform Local Boards as early as possible when projects are significant or have an impact on ‘place-making’.
- c) The level and frequency of the information provided will be consistent with the significance of the project and the impact on ‘place-making’.

While Local Boards are the primary focus of this engagement plan, Auckland Transport also has a requirement to keep Ward Councillors updated on projects/initiatives in their Wards.

3. Principle Three – AT will involve Local Boards in all relevant projects.

- a) AT will seek input from Local Boards as early as it can, for all relevant projects and then provide regular updates on progress. (This includes any legislative requirements, such as those set out in the Waitakere Ranges Heritage Act 2008)
- b) Where input is not relevant, AT will still keep Local Boards informed about projects.
- c) Local Boards have limited ability to influence the following:
 - i. Safety projects (i.e. the design is based on engineering best practice to meet a safety requirement).
 - ii. Projects approved by Auckland Council through the Regional Land Transport Plan (RLTP). Local Boards will still have input into the place-making elements of a project of this nature but this would be within the limits imposed by the RLTP (ie. scope & budget).
 - iii. Projects or project parameters that are governed by legislation, regulations or official AT policy (eg. where the Transport Design Manual states that there must be 17m of NSAATs,(broken yellow lines), at the head of a bus stop, then there is no requirement to consult about the length of the NSAAT or its existence, in addition to any consultation on the bus stop.

4. Principle Four – Good faith and reasonableness will drive AT’s interactions with Local Boards.

- a) AT will work with each Local Board to build a positive working relationship..
 - i. AT will provide early and constructive engagement on projects where Local Boards have a role.
 - ii. When Local Boards make practical suggestions, AT will consider them and, where appropriate, use best endeavours to incorporate them.
 - iii. AT will be clear about when material is confidential and will expect Local Boards to honour the confidential nature of that material.
 - iv. If AT makes a mistake, we will work constructively to fix it.
 - v. If Local Boards don’t have the ability to influence a project, AT will be ‘up front’ and tell them. We will also explain why.

Actualisation of Engagement Plan Principles

1. Reporting

AT will report to Local Boards in the following ways:

- a) Monthly and/or regular reporting covering:
 - i. Update on current Local Board Transport Capital Fund (LBTCF) projects.
 - ii. Proposed new LBTCF projects.
 - iii. Updates on current and proposed AT projects in the Local Board area and their strategic fit.
 - iv. Responses to resolutions and requests made by the Local Board.
 - v. Progress against Local Board advocacy initiatives.
 - vi. Current consultations and/or information on changes to the regulatory road environment.
- b) Quarterly updates covering:
 - i. AT activity over the past quarter, both locally and regionally (appended to a monthly report).
 - ii. AT's quarterly report to Council will be presented to Local Boards.

2. Local Board Workshops and Briefings

- a) Regular board specific workshops on transport matters to obtain local knowledge and views.
- b) Cluster workshop presentations on significant regional transport initiatives.
- c) Workshops on specific projects/initiatives as required/requested. (This relies on Local Boards having sufficient workshop time available, so that workshops can be booked within a month).
- d) Engagement Plan & Annual Work Programme workshops.
- e) Information on projects/initiatives where the opportunity to influence does not exist.

3. Consulting - Local Boards will be consulted on the following:

- a) Consultation on major projects and/or policies.
- b) Consultation on all relevant projects in the local board area.

4. Confidentiality

- a) While local input is an important ingredient in many AT projects, the optimum time to seek this input is when a project is being initially considered.
- b) Workshops with local boards are an important way of obtaining local input, however, it is important that community expectations are not raised when there is no actual project to implement, as this initial investigation phase may result in 'do nothing at this time'.
- c) Therefore these initial discussions need to be kept confidential, until such time as there is an actual project to implement and a timeframe for the delivery of that project.
- d) The legislation governing local authority meetings and information is very clear about the necessity for local authorities to be able to have; 'free and frank expression of opinions by or between or to members or officers or employees of any local authority... and also '...to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and '...prevent the disclosure or use of official information for improper gain or improper advantage...'
- e) Local boards and their members need to respect this confidentiality, or AT may be forced to restrict the material it presents at workshops.

5. Community Groups (business associations, ratepayer & resident groups, etc.)

- a) AT will consult directly with community groups when they are clearly among the 'directly affected parties' for a particular project
- b) However, general transport briefings/forums/updates need to be organised through the appropriate Local Board, as Local Boards are local communities' democratically elected representatives and as such are considered better able to balance competing interests from across their communities.