

February 2020: Auckland Transport monthly update to the Papakura Local Board

File No.:

Te take mō te pūrongo

Purpose of the report

1. An update for the Papakura Local Board about transport related matters in their area, including the Local Board Transport Capital Fund (LBTCF).

Whakarāpopototanga matua

Executive summary

2. A decision is not required this month. The report contains information about the following:
 - Information about the Local Board Transport Capital Fund (LBTCF).
 - Information about Auckland Transport local and regional projects & activities.

Ngā tūtohunga

Recommendation/s

That the Papakura Local Board:

- a) receive the Auckland Transport February 2020 monthly update report.

Horopaki

Context

3. This report addresses transport-related matters in the board's area and includes information on the status of the Local Board Transport Capital Fund and the fund's projects.
4. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport (AT). Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport's work programme.
5. Any LBTCF projects selected must be safe, must not impede network efficiency, and must be located in the road corridor or on land controlled by Auckland Transport (though projects running through parks can be considered if there is a transport outcome).
6. Auckland Transport is responsible for all of Auckland's transport services, excluding state highways. Auckland Transport reports on a monthly basis to local boards, as set out in the Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role local boards play within and on behalf of their local communities.

Tātaritanga me ngā tohutohu

Analysis and advice

This section of the report contains information about local projects, issues and initiative. It provides summaries of the detailed advice and analysis provided to the local board during workshops and briefings.

Local Board Transport Capital Fund

7. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by AT. Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport's work programme. Projects must also:
 - Be safe
 - Not impede network efficiency
 - Be in the road corridor (although projects running through parks may be considered if they support a transport outcome).
8. The fund is designed to allow local boards to build transport focused local improvements in their areas.
9. In this 2019-2022 electoral term, the local board has approx. \$2.37 million of LBTCF to spend.

Previously unallocated funds	Allocation for term	Total \$ available to new Board	To ensure projects can be constructed during the electoral term, the board should allocate 50% of their allocation in June 2020.
366,879	1,965,384	\$2,332,263	1,166,132

10. AT encourages all local boards to maximise the use of their allocated funding and has established a timeline for the board to use for identification, investigation and delivery of projects.
11. The timeline is listed below:
 - In February 2020 AT will workshop potential projects with the local board providing local board members the opportunity to identify possible projects.
 - In March 2020 AT will workshop the projects identified with the local board again and confirm a list for further investigation and an assessment of cost.
 - At the March 2020 local board meeting AT will request resolutions from the local board formally requesting development of a scope and or a rough order of cost (ROC) for the projects identified at the workshop
 - During May and June 2020 AT will provide costs and feedback on the projects. This information can be used by the local board to prioritise the projects and to allocate funds based on quality advice. Workshops will be scheduled to discuss this information and support the local board's decision-making.
 - In June 2020 it is planned that the local board will able to:
 - Approve detailed design for complex projects with a cost of more than \$300,000.

-
- Approve smaller projects (Less than \$300K) for design and construction
12. The aim is that during the first six months of the term the local board is able to identify and start work on utilising its transport capital fund. This will allow projects to be progressed or delivered inside of the board's current term.
 13. ATs' aim is to broadly synchronise this process with development of the board's Local Board Plan. This will ensure that transport projects are linked to the local board's goals, maximizing efficiency and minimising the risk that transport funds are spent on unplanned or poorly evaluated projects.
 14. In the second year of the local board's electoral term, this cycle will be repeated, with the aim of allocating the remaining LBTCF

Responses to Resolutions

15. The most recent resolutions of the Papakura Local Board are recorded below in **bold** font, with Auckland Transport contained below each resolution.

Resolution number PPK/2019/137

August business meeting:

d) express serious concern about the poor standard of road surfaces in Papakura, request an urgent workshop with Auckland Transport to understand the current forward work schedule for road surface works in Papakura and to receive local board feedback on the key priority roads for urgent maintenance.

As in the September report - Auckland Transport's senior road maintenance manager met Councillor Newman, the Papakura Local Board Chair and the local MP's representative on 14 September 2019. The meeting allowed local elected members an opportunity to discuss their concerns about Papakura directly with Auckland Transport's senior manager responsible for maintenance across Auckland. Written correspondence was provided to Auckland Transport querying specifics which have been responded to with the Papakura Local Board included.

e) express disappointment that the New Zealand Transport Agency (NZTA) Safer Communities Programme has been de-funded by NZTA (noting this fund is different from the Community Safety Fund), and request Auckland Transport to inform the local submitters that the project has been defunded by NZTA.

AT are continuing to work on alternative funding sources for the Safer Communities Programme. The board will be advised of any progress in this area.

f) request Auckland Transport confirm the timeframe for the bus layover feasibility study and physical works at the corner of Settlement Road and Great South Road location, as a matter of urgency due to buses continuing to park on Opaheke Road.

AT have moved and consolidated their bus layovers in Opaheke Rd to address the problems outside the Citizen Advice Bureau in Chapel St. They won't move again until AT revisit the integrated bus station / bus layover in Railway St West. A previous site visit was conducted where it was decided that this conversation would be picked up with the incoming (now current) board. That project will hopefully once and for all take the buses into a more appropriate location.

g) request Auckland Transport urgently review the status of all Papakura roundabouts and report back to the board with a maintenance repair plan.

Auckland Transport have conducted an audit of status of Papakura Roundabouts. Planned Maintenance has been reported back to the Papakura Local Board Chair. A copy of the documentation outlining this maintenance is attached to this report. The occurrence of flooding as raised by the Local Board chair is acknowledged.

f) request an urgent update from Auckland Transport on the remedial repair works on Pararekau Road, Hingaia, which have not started as indicated by the Auckland Transport Group Manager Services and Performance who said the works would commence in October 2019.

AT have a finalised design for a full road upgrade (rather than just a rehabilitation of the original pavement failure – due to the need to provide a solution for the drainage and stormwater issues and to provide a more robust pavement to cope with the changed usage of the road since the retirement village and subdivision at the end of the road have been built). A further update is provided in this report.

Resolution number PPK/2019/137

September business meeting:

d) express concern about the methodology and conclusions of the Papakura Parking Study referenced in paragraphs 39-41 of the agenda report, and requests Auckland Transport to formally report the study including its analysis and advice to the first business meeting in the new term of the Papakura Local Board.

The parking study report is a lengthy document. A copy of this document (outlining the methodology of the study) is attached to this report. The report has been provided to the Papakura Local Board for review and input. An outline of the report's recommendations are as follows:

Short term parking improvements:

Replace and expand existing P60 zone into P90 zone operational Mon-Sun, 8am to 6pm as demonstrated in the parking surveys & infringement data that on an average vehicle are parking little over the existing P60 time restriction and almost 40% infringements were issued for parking 30 min over the limit. This suggest that the existing 60 minutes time limit does not meet visitors parking needs. In addition, one of the themes from business survey also highlighted the need to increase the time limit to existing parking restriction. Therefore, implementing a P90 zone with a better coverage of the area will benefit Customers and will simplify parking restrictions in the area and improve streetscape by reducing signage.

Other short-term parking improvements

- Reduce taxi stand on Elliot street from 4 to 2 spaces. This recommendation is based on the occupancy data and request from Business Association.
- Remove and relocate 2 mobility spaces from Ron Keat drive to Railway street west. This recommendation is based on the demand analysis from occupancy survey and site observations.
- Remove P180 time restriction from 10 out of 36 spaces on Railway street west to increase the long-term parking capacity around train station.
- Introduce P180 time restriction to all mobility spaces within the proposed P90 zone. This recommendation is proposed to ensure turnover of parking in mobility spaces and to maintain consistency across the town center.

Medium term parking improvements:

Introduce P120 parking restrictions – Time restrictions such as P120 are normally applied in residential streets around business areas or major transport hubs to ensure there is some parking available for residents and their visitors. The application of these restriction depends on AT receiving number of requests from residents in the area over a period of time and the

parking occupancy level reaching 85% or above. In context of this report, even though high parking demand was established in some of the residential streets, there was not enough requests from residents. Therefore, AT will not recommend these restrictions at this stage however if number of requests are received in future, these restrictions may be applied either to one side of the street or section of the street thereby creating some availability for residents and other short-term visitors and the remaining unrestricted parking will still be available for long term parking

c) support Auckland Transport to continue its investigation of projects in the Safer Communities area along with sourcing alternative funding, and request Auckland Transport to report back to the Papakura Local Board with accurate costings and options by December 2019.

The LBTCF serves as an alternative source of funding for safer communities' projects should this be the boards will. Otherwise, AT are continuing to work on identifying alternative funding sources and will report back to the board on any success.

Resolution number PPK/2019/205

December business meeting:

- b) **expresses concern at the discrepancy between the costs quoted in paragraphs 18 and 19 in Attachment A to the report entitled "Auckland Transport's Monthly Update to the Papakura Local Board - December 2019", for Projects #12 and #13, and the information provided to the local board by the Community Facilities department at a workshop on 21 August 2019, which shows the cost of delivering Project 12 as being between \$2.8million and \$3million, and the cost of delivering Project 13 as being between \$1million and \$1.2million.**

The discrepancy in the estimated cost for delivery of this project is noted. The figure provided by AT was based upon an indicative order of cost. Being a Community Facilities led project, the estimated costs provided by Community Facilities for delivery are the up to date figures which should be relied upon.

- g) **request the local board chairperson meet with the General Manager Stakeholder and Partnerships of Auckland Transport, to ensure Auckland Transport's investigation into the feasibility of the cemetery site continues as an alternate bus layover location due to the bus interchange being unfunded in the Regional Land Transport Plan.**

Matter has been raised with the Group Manager Metro Services. Advised that site visits have been conducted and that the bus layover wont change until AT revisit the integrated bus station / bus layover in Railway St West, at which point a permanent solution will be implemented. The cemetery site will be investigated as a part of the permanent solution.

Local Updates

Manuroa Road / Takanini School Road intersection

Investigation is currently underway for the proposed improvements at the intersection of Takanini School Road and Manuroa Road. Traffic modelling to understand the effects of current and future land use and traffic volumes has been completed. Early indications suggested that the preferred option is to signalise the intersection. AT are looking at possible design options to determine how we might fit traffic signals at intersection. Once the investigation analysis and concept designs are complete AT will seek feedback from elected members,

then go out to public consultation on the proposal. We anticipate doing this early in 2020. Work has been completed to upgrade the existing zebra crossing on Takanini School Road and the existing kea crossing on Manuroa Road.

Papakura Greenways Plan - Elliot Street to Freelance Terrace (Projects 12 & 13)

16. A site meeting was conducted with members of the Local Board and representatives from AT, Community Facilities and NZTA on the 12th December 2019. Community Facilities and AT will continue to work together to obtain the funding required to deliver this project, and presenting a business case to NZTA is an option.

Central Park walkway & lighting

17. This project is to install a pathway and lights for commuters from King Edward Ave to Railway Street West through Central Park. During the last reporting period the local board allocated an additional \$45,000 towards the delivery of this project. The project is being delivered by Community Facilities and is now progressing through tender with the intent for construction to be underway by April 2020.

Parerakau Road

18. As reported Parerakau Road is now to be subject to a full road upgrade. The current status of this upgrade is that works are at the pre-construction investigation stage (geotechnical tests ahead of digging for drainage and confirmation of where the new system will connect with the mains). This work is scheduled to take three weeks. Some additional road markings were completed on Parerakau Road to enhance the safety in the meantime until construction gets under way.

General Updates

19. Construction of electronic gating at the Papakura Train Station continues to progress well.
20. AT are in the process of obtaining prices for filling in the open drain on Airfield Road which has been raised as a concern by members of the public. The intent is for work to start on this drain by April 2020.

Regional Updates

Annual Public Transport Fares Review from 9 February 2020

21. AT reviews public transport (PT) fares annually, taking into account such factors as contract price indexing (operator cost increases), agreed fare policies and the need to fund any extra services. The AT Board has agreed some modest changes to bus, rail and ferry fares in 2020.
22. Building on input from councillors at a Planning Committee Workshop on 5 May 2019 and the Mayor's budget proposal, which was adopted by the Governing Body and provided for targeted fare reductions including 'Child Fare Free Weekends' and 'Ferry Fare Integration', this fare review will support AT achieving operational financial performance in line with its budget and the Statement of Intent (SOI) Performance Target for the Farebox Recovery Ratio.
23. Fare increases have been able to be contained through financial support from Auckland Council and NZTA and as a result of efficiency savings made by AT.
24. Key points to note are:
 - The average fare increase has been held to just 2.34% (or five cents per trip).
 - These modest increases will help fund a portion of AT's annual cost increases and enable AT to target additional funding on:
 - Increase peak time frequencies

-
- Expansion into new growth areas
 - Free child weekend fares.
 - For some journeys, the cost will decrease.
 - There will be no change to cash fares, some longer zone fares and monthly bus and rail passes.
 - Not increasing fares would slow down the rate of future investment in public transport.
 - The changes will see a farebox recovery ratio of 42.14% to 42.71% against a 43-46% SOI target.
 - The fare review quantum was identified in the 2019/2020 budget and was part of deliberations by Council and Governing Body in setting the budget.
25. AT is increasing the ferry monthly passes (inner-harbour; mid-harbour; outer-harbour) by \$10 due to the pending implementation of Ferry fare integration, which will provide additional value for money for customers who purchase a ferry monthly pass, with the new fare including free travel in the zone of origin and arrival.
26. An annual PT fare review is a requirement under the Regional Land Transport Plan. In the SOI, the target of the percentage of PT costs recovered through fares for 2019-2022 is 43-46%. However, the main driver for fare increasing is investing back into public transport and ensuring a safe and reliable public transport system that supports Auckland's growing population. In the past year AT has grown the public transport system in the following key areas:
- Timetable changes in July saw additional peak bus services for West Auckland heading into the city centre via the motorway, and a route change from Henderson into the city via Williamson Avenue in Ponsonby.
 - Timetable changes in October saw several additions across Auckland, e.g.:
27. Central Auckland:
- More services for the 101 – Herne Bay across the city to the universities
 - Additional peak services for the 105 – serving Richmond Road, Ponsonby and Queen Street
 - Additional peak services on the 75 – Remuera Road and Newmarket into the city centre.
28. North Shore:
- More services from Hillcrest, down Lake Road (923/934) into the city centre
 - Additional services from Beach Haven into the City Centre and return
 - The extension of the 861 route to service the new residential development in Long Bay.
29. In October, the Waiheke New Network was introduced, bringing five new routes to the island and increasing services by 120% to match frequency principles which are applied across the Auckland Region.
30. General improvements include:
- 32.5% increase in AT Metro bus kilometres operated since 2015.
 - 82.3% increase in rail services since 2013.
 - 163% increase in the number of people now living within 500 metres of a frequent and/or rapid public transport stop or station.
31. Public transport fares also provide revenue that allows AT and Auckland Council to provide initiatives such as 'Home Free', free public transport after 4pm on the last Friday before Christmas, and fare free days such as the one held in June 2019

Chair and Director Appointed to Auckland Transport Board

32. Auckland Council has appointed Adrienne Young-Cooper as the new chair of Auckland Transport and Darren Linton as a board director starting from 1 January 2020.

33. The council's Appointments and Performance Review Committee approved the two appointments at its 5 December meeting following a rigorous selection process that considered several highly qualified and experienced candidates. The Appointments and Performance Review Committee is responsible for all appointments to the boards of council-controlled organisations.
34. Adrienne Young-Cooper's past and present governance roles span large infrastructure projects, housing and urban growth and transport. She is the chair of Panuku Development Auckland and will keep that position in the short term, alongside her new role as chair of Auckland Transport.
35. The two appointments are for a three-year term beginning from 1 January 2020 until 31 October 2023.

Road Resurfacing

36. The drier summer months see a surge in road resurfacing works across Auckland. Roads require periodic resurfacing (resealing) to keep the sealed surface waterproof and to maintain good skid resistance. The bitumen in the surfacing oxidises over time causing it to become brittle and either crack, unravel or lose chip. Similarly, the chip can become polished and/or the road surface flushed resulting in a loss of skid resistance.
37. This process is similar to maintenance of a painted house; when this is left too long water penetrates the paint surface, resulting in costlier repairs. If roads are resurfaced at the right time, the surface remains waterproof, skid resistance is maintained and surface water does not penetrate the road pavement.
38. Roads are resurfaced using either a chip seal or a thin asphaltic concrete surfacing (hotmix). Generally, chip seals have a life of 8-12 years and cost in the order of \$4-8 m², while hotmix can be expected to last 10-14 years and costs \$20-30 m², depending on the type of mix used.
39. Chip seals are therefore the most cost-effective method of resurfacing and in many situations are the only method that can practically be used to restore the road surface to a suitable condition. Hotmix is generally only used on high trafficked roads (those carrying more than 10,000 vehicles per day), or in high stress areas such as at intersections or cul-de-sac heads.
40. Each resurfacing site is subject to a specific seal design and the choice of surfacing and chip size used is dependent on factors such as the traffic volumes and loading, the existing surface texture and pavement strength, turning stresses etc. Chip seals can be either single or two coat seals, though in most cases two coat seals are used as they are more resistant to turning stresses. Prior to resurfacing, pre-seal repairs such as dig outs, crack sealing and surface levelling are undertaken.
41. Chip seals also continue to shed excess chip for several months following resurfacing, which is a nuisance for adjoining landowners and can create the mistaken impression that the new chip seal surface is defective. New chip seals, particularly two-coat seals, can therefore require 4-5 sweeps to remove excess chip from the surface.
42. It is also usual for the bitumen to soften during warm weather for several years following application, until such time as the kerosene fully evaporates from the bitumen. At this time it will be susceptible to scuffing from turning vehicles, but these areas can be treated with the application of fresh sealing chip.
43. Many of the enquiries AT receives about resurfacing result from existing aged hotmix surfaces being resurfaced with chip seal when they reach the end of their serviceable life. Most hotmix surfaces were constructed by developers at the time of subdivision so when they are resurfaced with chip seal residents complain. The need to periodically resurface the road to avoid water ingress into the road pavement is often not understood by residents and they consider the rougher chip seal surface to be inferior to that of the smoother hotmix. Residents can be reassured in these circumstances that chip sealing is the most cost-

effective use of their ratepayer funds.

Announcement of 30km/h limit around schools

44. The recently announced central government “Tackling Unsafe Speeds” programme includes a key initiative that will see speed limits around urban schools reduced to 30km/h (or 40km/h where appropriate). There will be a maximum speed limit of 60km/h around rural schools.
45. The new speed limit around schools is key to protecting some of the most vulnerable road users – children. This new national policy aims to save lives and massively reduce the harm caused through crashes involving children.
46. Independent research undertaken by Auckland Transport shows that 67 per cent of people support lower speeds near schools, kindergartens and community facilities.
47. For more information on safe speeds see: <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>

Eight more red light safety cameras to save lives

48. Four more red light safety cameras are live at high-risk intersections in Auckland, following the first four installed in recent weeks. These new red-light safety cameras will reduce dangerous driving and help save lives.
49. In Auckland, between 2014 and 2018, there were 83 fatalities or serious injuries due to red light running. The growth in deaths and serious injuries on Auckland roads is up 75 per cent from 2014 – 2017 and several times higher than the rate in other New Zealand cities.
50. Mayor Phil Goff has declared this as unacceptable stating “We need to enforce road safety, and last year when we increased enforcement on red light running through safety cameras, we made real progress. Red light cameras and stringent enforcement against running red lights protects people and saves lives.
51. We are trying to stop people behaving dangerously, not to raise revenue, and that’s why we’re advertising where the red-light cameras are,” the Mayor says.
52. Superintendent Naila Hassan, Waitemata District Commander, says New Zealand Police officers work hard every day to keep people safe on the road, and these cameras will support that work.
53. Auckland Transport is committed to making our roads safer for all of us and we are working with the police to do this. AT owns, installs, and maintains the red-light safety cameras. NZ Police works in partnerships with AT and has responsibility for enforcement. Money from infringements goes to the Government’s consolidated fund.

Location of the new cameras:

- Te Irirangi Drive and Accent Drive (Southbound)
- Te Irirangi Drive/Smales Road
- Ti Rakau Drive/Botany Road.
- East Tamaki Road/Huia Road
- Hobson and Cook Streets
- Symonds Street / Newton Road
- East Coast Road and Sunrise Ave
- Great North Road, Blockhouse Bay Road

Auckland Transport welcomes road safety investment

54. Auckland Transport welcomes the announcement that the Government will boost investment in road safety as part of its new *Road to Zero* strategy. *Road to Zero* includes a new

commitment to boost road safety investment by 25 percent to around \$1 billion per year over the next decade.

55. *Road to Zero* aligns with AT's own Vision Zero strategy - a goal of no deaths or serious injuries on our transport network by 2050. It is based on the Vision Zero approach that says death and serious injuries on our roads are unacceptable and preventable.
56. This additional Government investment will support:
 - new enforcement technologies for Police, including drug testing equipment;
 - 1,000 kilometers of additional median crash barriers;
 - More than 1,700 kilometers of other safety treatments like roadside crash barriers and rumble strips;
 - 1,500 intersection upgrades like roundabouts and raised pedestrian crossings.
57. Public consultation was invited during July-August 2019 and the Government received over 1,000 submissions. Read AT's submission here: <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/vision-zero-project-updates/>

On board for Auckland-wide electric buses: Vector and AT sign MoU

58. Auckland's 1360-strong bus fleet is one step closer to becoming fully electrified after Auckland Transport and Vector announced a Memorandum of Understanding (MoU) to explore the impacts of a full implementation.
59. Commencing immediately, Vector and AT will carry out a feasibility study to assess the impact of a fully electric bus fleet on the Auckland electricity network, and to identify opportunities where innovative energy technologies could be used to assist the transition and help avoid large network upgrade costs.
60. The MoU is a direct response to AT's Low Emission Bus Roadmap, published in late 2018, that outlined its commitment to have all new buses in Auckland being electric from 2025, with the whole fleet fully electric by 2040.
61. Electrifying Auckland's bus fleet will be an important part of the city's response to climate change. Electrifying the bus fleet would stop around 70,000 tonnes of CO₂ from entering the atmosphere every year and address the problem of pollution from black carbon, which is at high levels in areas such as the city centre.
62. Vehicle emissions represent well over 40 per cent of Auckland's carbon emissions and electrifying our bus fleet as well as encouraging a shift from cars to public transport is critical to achieving climate change goals. Buses make up 87 per cent of the carbon emissions produced from public transport, so converting them from diesel to electric will also be a significant step towards meeting New Zealand's 2050 zero-carbon emissions goal.
63. AT currently operates three electric buses and is supporting the electrification of the bus fleet on Waiheke Island, with six electric buses due to arrive this year, and more new services being negotiated to start from 2021.
64. Two reports will be produced as part of the MoU, the first exploring a route and service profile, which will model the electricity demand that a fully electrified bus fleet will require. The second report will provide guidance on the electricity network infrastructure upgrades required at each bus depot, as well as likely timings and costs. These two reports are expected to be delivered by June 2020.

Tauākī whakaaweawe āhuarangi Climate impact statement

65. Auckland Transport engages closely with Council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and Council's priorities.

66. Auckland Transport's core role is in providing attractive alternatives to private vehicle travel, reducing the carbon footprint of its own operations and, to the extent feasible, that of the contracted public transport network.
67. To this end, Auckland Transport's Statement of Intent contains three performance measures:

Measure	2019/20	2020/21	2021/22
Number of buses in the Auckland bus fleet classified as low emission	5	25	55
Reduction in CO2 (emissions) generated annually by Auckland Transport corporate operations (from 2017/18 baseline)	7%	9%	11%
Percentage of Auckland Transport streetlights that are energy efficient LED	56%	66%	76%

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

68. The impact of information (or decisions) in this report are confined to AT and do not impact on other parts of the council group.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

69. No local board consultations have occurred during the reporting period.

Tauākī whakaaweawe Māori

Māori impact statement

70. There are no specific impacts on Māori for this reporting period. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi-the Treaty of Waitangi- and its broader legal obligations in being more responsible or effective to Māori.

Our Maori Responsiveness Plan outlines the commitment to with 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them.

This plan in full is available on the Auckland Transport Website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

Ngā ritenga ā-pūtea Financial implications

71. The proposed decision of receiving the report has no financial implications.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

72. The proposed decision of receiving the report has no risks. AT has risk management strategies in place for the transport projects undertaken in the Papakura local board area.

Ngā koringa ā-muri

Next steps

73. AT will provide another update report to the board at the next meeting in March.

Ngā tāpirihanga

Attachments

74. A copy of the Papakura Parking Study is attached.

Ngā kaihaina

Signatories

Author	James Ralph , Elected Member Relationship Manager, Auckland Transport
Authoriser	Jonathan Anyon , Elected Member Relationship Team Manager, Auckland Transport