I hereby give notice that an ordinary meeting of the Ōtara-Papatoetoe Local Board will be held on:

**Date:** Tuesday, 19 May 2020  
**Time:** 5:00pm  
**Meeting Room:** This meeting will proceed via Skype for Business.  
**Venue:** Either a recording or written summary will be uploaded on the Auckland Council website.

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**Ōtara-Papatoetoe Local Board**  
**OPEN ADDENDUM AGENDA**

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**MEMBERSHIP**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
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<tr>
<td>Chairperson</td>
<td>Lotu Fuli</td>
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<td>Deputy Chairperson</td>
<td>Dr Ashraf Choudhary, QSO, JP</td>
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<td>Members</td>
<td>Apulu Reece Autagavaia</td>
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<td>Dr Ofa Dewes</td>
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<td>Swanie Nelson</td>
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<td>Ross Robertson, QSO, JP</td>
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<td>Dawn Trenberth</td>
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(Quorum 4 members)

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**Carol McGarry**  
Democracy Advisor Otara-Papatoetoe  
13 May 2020

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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
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Waka Kotahi New Zealand Transport Agency Innovating Streets for People pilot fund

File No.: CP2020/05920

Te take mō te pūrongo
Purpose of the report
1. To provide local boards with an overview of the Waka Kotahi New Zealand Transport Agency (Waka Kotahi) Innovating Streets for People pilot fund (ISPF).
2. To request feedback on projects within your local board area that have been proposed by staff across Auckland Transport (AT), Auckland Council, and Panuku for inclusion in Auckland Council's application to the ISPF.

Whakarāpopototanga matua
Executive summary
3. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) announced a pilot fund in April 2020 that supports pilot projects and interim improvements for safe active transport. The Innovating Streets Pilot Fund (ISPF) is intended to help councils create more people-friendly spaces through the application of tactical urbanism techniques such as pilots, pop ups and interim projects. While the fund is intended to support pilots that can be rolled out rapidly and at relatively low cost, projects should also be able to demonstrate a pathway to more permanent status, should they prove successful.
4. Local boards have previously been invited to contribute localised strategic direction and guidance regarding projects that may be suitable to submit for funding. This guidance has been incorporated into the development of a list of potential projects that will be circulated to local boards by 25 May 2020.
5. Local boards are now invited to provide formal feedback on the list of potential projects within their local area, including their view of which projects are the highest priority.

Ngā tūtohunga
Recommendation/s
That the Ōtara-Papatoetoe Local Board:

a) provide feedback on the list of local projects proposed as suitable for inclusion in Auckland Council’s application to the Waka Kotahi New Zealand Transport Agency (Waka Kotahi) Innovating Streets Pilot Fund (ISPF) by 12pm on 29 May 2020.

Horopaki
Context
6. On 3 April 2020, Waka Kotahi announced the ISPF, which supports council projects that aim to transition streets to be safer and more liveable spaces. The fund encourages the use of ‘tactical urbanism’ techniques, such as pilots and pop ups - interim treatments that can be delivered within a short timeframe to test and help demonstrate the value of future permanent street changes that make walking and cycling easier. Projects that Waka Kotahi aims to support include:

- temporary, or semi-permanent, physical changes to streets
- improvements that test a permanent fix and prototype a street design
- activations that help communities re-imagine their streets.
7. There are two application rounds for the ISPF:
   • The first round opened on 3 April and closed on 8 May 2020. Successful applicants are expected to be announced in June 2020.
   • The second round opens on 8 June and closes on 3 July 2020 with successful applicants to be announced by the end of July 2020.

8. Qualifying projects are expected to be delivered by June 2021.

9. In addition to the two funding rounds, Waka Kotahi is offering support for interventions that specifically relate to Covid-19. Auckland Transport (AT) is leading an emergency response programme in conjunction with Auckland Council and are applying for a funding subsidy for the costs associated with Covid-19 measures which are already being implemented across Auckland.

10. The selection process for round one was led by AT. Due to tight timeframes for submission, consultation was not possible. Twelve projects were submitted to Waka Kotahi for consideration. All these projects come from existing programmes previously approved by Auckland Council and align well with Governing Body and local board strategic transport priorities.

11. If these projects are awarded funding from Waka Kotahi, comprehensive stakeholder engagement will occur throughout the planning and delivery of each project, as per Waka Kotahi’s selection criteria.

12. For round two ISPF funding, a project team has been established across Auckland Council, AT and Panuku and a process developed to identify potential projects and take them through to a finished application.

13. On 8 May 2020, local boards were invited to contribute localised strategic direction and guidance regarding projects that may be suitable to submit for funding. This guidance has been incorporated into the development of a list of potential projects circulated to local boards on or before 25 May 2020.

### Tātaritanga me ngā tohutohu

**Analysis and advice**

14. The ISPF provides an opportunity for Auckland Council and AT to catalyse positive change across Auckland in line with Auckland Council’s strategic goals of improving walking and cycling options and creating more people-friendly spaces.

15. The techniques of tactical urbanism supported by the pilot fund represent an innovative change to the typical way in which projects are engaged upon, designed and delivered. Tactical urbanism entails piloting and testing key project elements on a temporary basis, that can generally be rolled out rapidly and at low cost. This constitutes a form of ‘engagement by doing’ and enables the relative success of ideas to be assessed before they are committed to more permanently.

### Criteria for the assessment and prioritisation of projects

16. When providing feedback on the list of potential projects, local boards should keep the following criteria in mind, which will be used by the project team to finalise the list of projects to recommend to the Emergency Committee.

17. Prioritised projects will:
   • improve transport choices and liveability of a place
   • help mitigate a clear safety issue (related to Deaths and Serious Injuries at a specific location)
   • be effective at:
     o reducing vehicle speed (to 30km/hr or less), and/or
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- creating more space for people on our streets, and/or
- making walking and cycling more attractive

- use temporary pilots, pop ups or treatments as a pathway to permanent change in the future
- contribute to more equitable access to opportunities and essential services, particularly in areas with low levels of travel choice
- support mode shift to low-carbon modes
- support Māori outcomes, i.e.:
  - adopt a design or project approach founded on Māori principles
  - help advance Māori wellbeing, e.g. active Māori participation, improved access to marae, kura, kohanga, papakāinga, employment
- test key elements or is designed to generate community support for the ‘parent’ project
- be part of an existing planned and budgeted project (AC projects only)
- demonstrate the importance of the project within the current AT work programme (AT projects only)
- demonstrate ability to deliver
- demonstrate strong likelihood of project delivery by June 2021
- demonstrate co-design approach involving key stakeholders and community, including:
  - support from the relevant local board(s) and stakeholders
  - support from local community/stakeholders (e.g. business association)
- display clear process, including milestones, cost, monitoring and evaluation, and identification of risks and mitigation
- demonstrate value for money
- demonstrate opportunity to improve efficiency, or reduce risks associated with future permanent upgrades.

**Tauākī whakaaweawe āhuarangi**

Climate impact statement

18. The transport sector is the largest contributor to greenhouse gas emissions in the Auckland region with around 40 per cent of Auckland’s total emissions. Increased support and prioritisation of ‘no and low’ emissions modes of transport such as active transport, micro-mobility modes and public transport, will help reduce these emissions.

19. The interventions supported by the Innovating Streets for People pilot fund enable a reduction of transport emissions, which would support Auckland Council’s ability to achieve its climate goals and is well aligned with the draft Te Tāruke-ā-Tāwhiri: Auckland’s Climate Action Framework, and with the in-principle changes to this framework endorsed by the Environment and Climate Change Committee (resolution number ECC/2020/12).

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera**

Council group impacts and views

20. Auckland Council and AT are following an aligned approach for the ISPF submission and are working together to develop joint application packages.

21. Relevant parts of the council, including Ngā Mātārae; the Auckland Design Office; the Development Programme Office; Libraries; the Southern Initiative; Arts, Community and
Events; Parks, Sports and Recreation; Plans and Places, and Panuku, have been engaged to prepare and collate funding proposals for the second round.

22. If a project application is successful, there will be a need to implement, coordinate and monitor the outcomes of projects that are funded by the ISPF. This would be jointly coordinated by AT and staff from across the Auckland Council family.

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

**Local impacts and local board views**

23. Staff captured informal local board views earlier this month by inviting local boards to contribute localised strategic direction and guidance regarding projects that may be suitable to submit for funding. This guidance has been incorporated into the development of the list of potential projects. The Ōtara-Papatoetoe Local Board had a brief discussion at its workshop on 12 May 2020.

24. The types of projects that Waka Kotahi seek to promote through this fund will have positive impacts on local communities in terms of the outcomes that are reflected in the assessment criteria.

**Tauākī whakaaweawe Māori**

**Māori impact statement**

25. Māori are likely to benefit from interventions that support safer and more accessible active transport in Auckland. This is because Māori are over-represented in pedestrian-related crashes and tend to live in parts of Auckland where travel choice is poorest. To ensure these interventions benefit Māori equitably, they need to be complemented by meaningful access to active modes such as bicycles and micro-mobility devices, as well as supporting infrastructure such as secure bicycle parking outside main destinations.

26. The Innovating Streets fund encourages community-led interventions to transform urban spaces into safe and liveable spaces for people. There are opportunities to tap into the creativity and local knowledge of Māori communities in Tāmaki Makaurau to create urban interventions that address community needs and provide a strong sense of place.

27. Ngā Mātārae, the Southern Initiative and the Independent Māori Statutory Board have been approached for their input into the proposed project list.

**Ngā ritenga ā-pūtea**

**Financial implications**

28. The proposed high levels of funding assistance from Waka Kotahi (up to 90 per cent of a project’s value) will potentially result in savings for both Auckland Council and AT on any projects that may already have been planned and funded prior to the pilot fund application.

29. The funding provided by Waka Kotahi for piloting or testing of temporary interventions is likely to reduce design time and increase financial security for permanent improvements in the future. Trialling of real-life options for more permanent activities can also reduce or avoid potential costs associated with the redesign of interventions in case desired outcomes could not be achieved.

30. There are no financial implications for local boards arising from providing feedback on the list of potential projects, except for those projects proposed by local boards, and which they have proposed to fund themselves.

31. Local boards that submit an expression of interest for a project need to demonstrate both the ability to fund the temporary project and, if the project does not link to an existing AT, Auckland Council or Panuku funded permanent project, that the local board is able to completely fund the permanent project as well.
Risks and mitigations

32. There is a risk that Auckland Council may not be able to afford the local share of 10 per cent of the project cost needed to implement interventions under the ISPF, particularly given the present circumstances and the need to significantly amend the draft Annual Plan 2020/21. Note that while successful projects will require 10 per cent funding from council, they will bring the benefit of additional funding into Auckland. Similar financial constraints may also apply to AT and Panuku who are also potentially funding projects.

33. Another risk is the possibility that the implementation of successful Auckland Council projects under the pilot fund will not lead to the desired outcomes for Auckland. To mitigate this risk, staff have developed a set of assessment criteria for projects (see paragraph 17) to ensure strategic alignment with Auckland Council objectives before projects are submitted to Waka Kotahi.

34. Waka Kotahi’s Criteria 2: Ability to Deliver requires a co-design approach with community and key stakeholders in the development and delivery of projects. The possibility that unified community support for local interventions cannot be achieved through the co-design process within the required timeframe poses an additional risk.

Next steps

35. Local boards are requested to provide feedback on the list of local projects proposed as suitable for inclusion in Auckland Council’s application to the ISPF by 12pm (midday) on 29 May 2020.

36. Each project will then be assessed against the criteria described above, and the project team will produce quality advice for endorsement from an Auckland Council committee.

37. AT projects will be presented to the AT Board on 3 June 2020 for endorsement.

38. All projects will be presented to an Auckland Council committee in early June 2020 following which, all interested parties will be notified whether their proposed project has been selected to proceed to an ISPF application.

39. Following this decision, further work will be undertaken to develop, prepare, and review each project that has been selected for submission to Waka Kotahi.

40. Completed applications will be submitted to Waka Kotahi prior to the closing date of 3 July 2020.

Attachments

There are no attachments for this report.

Signatories

<table>
<thead>
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<th>Author</th>
<th>Kat Ashmead - Senior Policy Advisor, Local Board Services</th>
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<td>Louise Mason – General Manager Local Board Services</td>
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<td>Victoria Villaraza - Relationship Manager, Mangere-Otahuhu and Otara-Papatoetoe Local Boards</td>
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