

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

Date: Thursday, 20 April 2023
Time: 3.00pm
Venue: St Chads Church and Community Centre
38 St Johns Road
Meadowbank

Ōrākei Local Board

OPEN AGENDA

MEMBERSHIP

Chairperson	Scott Milne, JP
Deputy Chairperson	Sarah Powrie
Members	Troy Churton
	Angus McPhee
	Penny Tucker
	Margaret Voyce
	David Wong, JP

(Quorum 4 members)

Jade Grayson
Democracy Advisor

17 April 2023

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1 Nau mai | Welcome

Chairperson S Milne will welcome those present with a karakia.

2 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Ōrākei Local Board:

- a) confirm the ordinary minutes of its meeting, held on Thursday, 16 March 2023, as a true and correct record.

5 He Tamōtanga Motuhake | Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Te Mihi | Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

7 Ngā Petihana | Petitions

At the close of the agenda no requests to present petitions had been received.

8 Ngā Tono Whakaaturanga | Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Ōrākei Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

8.1 Deputation - Auckland University Cricket Club on Colin Maiden Park

Te take mō te pūrongo

Purpose of the report

1. To provide an opportunity for individuals and groups to deliver a presentation to the board during the deputation segment of the business meeting.

Whakarāpopototanga matua

Executive summary

2. Matt Taylor, chair of Auckland University Cricket Club, will be in attendance to present to the board on Auckland University Cricket Club's views on the proposed plans by Auckland Cricket Association to relocate to Colin Maiden Park.

Ngā tūhonga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the presentation and thank Matt Taylor his attendance.

8.2 Deputation - Wanda Mountfort, Mission Bay Kohimarama Residents Association on Ronaki Reserve

Te take mō te pūrongo

Purpose of the report

1. To provide an opportunity for individuals and groups to deliver a presentation to the board during the deputation segment of the business meeting.

Whakarāpopototanga matua

Executive summary

2. Wanda Mountfort will be in attendance on behalf of the Mission Bay Kohimarama Residents Association to present on a proposal for Ronaki Reserve.

Ngā tūhonga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the presentation and thank Wanda Mountfort for her attendance on behalf of the Mission Bay Kohimarama Residents Association regarding a proposal for Ronaki Reserve.

9 Te Matapaki Tūmatanui | Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

11 Ngā Pānui mō ngā Mōtini | Notices of Motion

Under Standing Order 2.5.1 (LBS 3.11.1) or Standing Order 1.9.1 (LBS 3.10.17) (revoke or alter a previous resolution) a Notice of Motion has been received from <Member Names> for consideration under item 12.

Notice of Motion - Member Troy Churton - Budget saving and efficient productivity

File No.: CP2023/03944

Item 12

Whakarāpopototanga matua Executive summary


1. Member Troy Churton has given notice of a motion that he wishes to propose.
2. The notice, signed by Member Troy Churton and Member David Wong as seconder, is appended as Attachment A.

Motion

That the Ōrākei Local Board:

- a) taking into consideration of the points raised in this Notice of Motion, request Local Board Services to benchmark no more than 2 workshops per month for all 21 boards and halve the number of Chair forums. This will ensure cost minimisation and more resourceful allocation of council support staff.
- b) authorise Ōrākei Local Board Member Troy Churton, or his delegate, to attend and advocate at the governing body or workshop for which this item is further discussed.
- c) refer this Notice of Motion and resolution to the mayor, ward councillors and local boards.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Notice of Motion - Troy Churton - Budget saving and efficient productivity	

Ngā kaihaina Signatories

Author	Jade Grayson - Democracy Advisor
Authoriser	Glenn Boyd - Local Area Manager

Watercare – Wastewater Network Strategy

File No.: CP2023/03239

Te take mō te pūrongo

Purpose of the report

1. The purpose of this report is to seek formal feedback from the Ōrākei Local Board on Watercare’s Wastewater Network Strategy (WWNS).

Whakarāpopototanga matua

Executive summary

2. Watercare is preparing the 2023 Wastewater Network Strategy (‘the strategy’) as part of its 35-year Network Discharge Consent with Auckland Council.
3. The strategy is a key implementation tool to show how Watercare plans to reduce overflows and improve the public wastewater network.
4. This is a strategy that is reviewed every six years and outlines reports on network condition, performance, and proposed improvement works.
5. Consent conditions require Watercare to consult with a variety of entities including Local Boards.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) provide feedback on Watercare’s Wastewater Network Strategy.

Horopaki

Context

6. The wastewater network is made up of 7,999 kilometres of pipes and 518 pump stations that move sewage from homes, businesses, and industrial sites to treatment plants. Approximately 410 million litres of wastewater are treated daily in Auckland’s treatment plants.
7. Watercare has five consents that when combined cover Auckland’s network from Wellsford and Helensville in the north down to Waiuku, Kingseat, and Beachlands in the south.
8. These consents focus on discharges from the network which include both treated water from Watercare’s plants and unintended untreated wastewater overflows.
9. A condition of these consents is a Wastewater Network Strategy that covers a 35-year period and is reviewed every six years. The strategy is the key implementation tool used to report on current network condition and performance, and to outline the schedule of proposed works to improve the network.
10. The strategy focuses on unintended overflows from the network. A wastewater overflow occurs when wastewater spills out from gully traps, manholes, engineered overflow points or pump stations and flows into public or private property, waterways, and the sea. Overflows occur primarily because of blockages in the system, lack of storage space, cracks and leaks in pipes, power outage, or broken parts. They are categorised into 3 types;
 - a) type 1 from pump stations
 - b) type 2 from Engineered Overflow Points
 - c) type 3 uncontrolled overflows.

11. EOPs are structures in the network designed to overflow if something goes wrong in another part of the network such as a blockage. They control where the overflow takes place to ensure that it does not occur in someone's home, business or a school where there is a higher public health risk.

Tātaritanga me ngā tohutohu Analysis and advice

12. A more detailed report is included in **Attachment A**, that has a full description of the wastewater network in the local board area and outlines network performance. The below is a highlevel summary of this report.

Network description summary

13. The wastewater network in the Ōrākei Board area is substantial and contains many of the legacy combined wastewater and stormwater networks. Combined networks collect both wastewater and stormwater flows in a single pipe. Combined networks were designed to overflow from engineered overflow points during rainfall when increased stormwater flows overwhelm capacity of the pipes.
14. The Ōrākei Local Board network falls primarily within the Hobson Bay catchment and to lesser extent within the Lower Tamaki River catchment. The Hobson Bay catchment is mainly residential, with some business and industrial activity centred around Newmarket and Parnell. The network in this catchment is a mix of combined areas and separated areas. See below for a map of the Hobson Bay catchment, showing EOPs.
15. the Hobson Bay Catchment has been classified as a high priority area due to the number of overflows and the age of the network.

Network performance summary

16. The below table outlines the number of overflows from pumpstations (Type 1) by cause and year. It illustrates that stormwater inflow is a significant cause of overflows over the last five years but also that this has significantly decreased overtime. Stormwater inflow is typically related to weather patterns and rainfall.

Cause	FY16	FY17	FY18	FY19	FY20	FY21	FY22
Heavy Rain	6	19	6	4	7	0	4
Mechanical	0	12	1	0	0	1	0
Power failure	0	0	1	0	0	0	0
Unknown	0	0	0	1	3	0	1
Total	6	31	8	5	10	1	5

17. The below shows the Type 2 engineered overflow points in the Hobson Bay catchment area and outlines the worst performing EOPs which are actively monitored.

EOP Name	System Type	FY17	FY18	FY19	FY20	FY21	FY22
29 Ayr Street B	Separate	8	29	21	49	60	41
17 Watene Crescent	Separate	-	5	21	19	7	4
12a Okahu Street	Separate	-	6	2	0	0	0
88 Reihana Street	Separate	-	3	3	0	0	0
36 Reihana Street	Separate	-	0	2	0	7	0

EOP Name	System Type	FY17	FY18	FY19	FY20	FY21	FY22
21 Judges Bay Rd	Separate	-	1	0	0	0	0
Total		8	44	49	68	74	45

18. Type 3 overflows which are uncontrolled (i.e. not from engineered overflow points) are split into dry weather and wet weather overflows. Dry weather flows are a combination of domestic, commercial, industrial loads, and groundwater infiltration. Wet weather overflows include the above but also rainfall that enters the wastewater network. The table below outlines the overflow rates from dry weather and wet weather overflows.

Type 3	2018	2019	2020	2021	2022
Dry weather	244	258	323	510	167
Wet Weather	110	54	68	134	52

Planned activities

19. The following table outlines the major programmes of infrastructure works planned for the catchments over the next ten years:

Project	Description	Timeframe	Update estimate cost
Eastern Isthmus program of works	Branch 1 and 2, targeted separation and new sewers.	From 2025*	Branch 1: 25M Branch 2: 12M <i>(Does not include separation as this forms part of the Healthy Waters budget)</i>
	Mission Bay separation and new sewers. Some separation projects as part of I&I investigations. Currently taking I&I investigation as well as flow monitoring.	from 2025*	11.3M
	St Heliers ww network upgrades. Relocation and upgrade of the pump station and associate gravity network upgrades. Currently taking I&I investigation as well as flow monitoring.	from 2025*	8M
Eastern Isthmus program of works	St Johns already separated catchment, wastewater network upgrades and new sewers.	from 2025*	1.9M
	Stanley Catchment which requires separation, ww network upgrades and new sewers as part of the Eastern Isthmus program of works.	from 2025*	To be confirmed

Project	Description	Timeframe	Update estimate cost
	Okahu Bay post separation monitoring performance to determine if there are further works.	from 2025*	6M Part of Safe networks
	Epsom Newmarket separation and new sewers. Biggest areas that are poorly performing are already separated. <i>Healthy Waters are conducting investigation to work out areas to be separated. Prioritisation and what can be connected into the Newmarket tunnel.</i>	from 2025*	To be confirmed
Tamaki regeneration program	Glendowie wastewater network upgrade and new sewers. Pump station 14 upgrade, Wendover and Bryant Place.	from 2025 depending on program	4M
Newmarket Gully	New conveyance/Storage tunnel to Hobson tunnel to remove overflows.	2023-2031	73M
Onehunga wastewater upgrade	Onehunga and Ellerslie trunk sewer upgrade to reduce overflows and cater for growth.	2023- to next 6yr to 10yr options investigation in 2023 final date TBC	To be confirmed

20. Inflow and Infiltration work is planned for the Mission Bay area in 2022 with further works planned for Bell Road, MacMurry and St Marks Roads in 2023. Watercare also works closely with Auckland Council's Healthy Waters department on the [Safe Networks Programme](#) undertaking monitoring and investigations in local streams, watercourses and the stormwater network to identify and track contaminants to their source e.g. an incorrect wastewater connection to a stormwater pipe.
21. The following table outlines the Joint WSL and HW Eastern Water Quality Improvement Programme for inflow and infiltration completed works in 2021-2022 and planned works for 2022 - 2023:

2021-22 Investigation Projects	Planned for 21-22	In Progress 21-22	Completed in 21-22	Planned for 22-23	Comments
Okahu Bay Phase 2 - FY22 (Reactive)	1		1		
Hobson Bay (Newmarket - Maui Grove, Hapua - Catchments 1 and 2) - FY22 (Reactive)	1		1		
St Heliers - FY22 - not started yet moved to FY23	1				Start FY changed from FY22 to FY23

2021-22 Investigation Projects	Planned for 21-22	In Progress 21-22	Completed in 21-22	Planned for 22-23	Comments
Browns Bay - FY22 - not started yet moved to FY23	1			1	Start FY changed from FY22 to FY23
Mission Bay - FY22 - not started yet moved to FY23	1			1	Start FY changed from FY22 to FY23
Kohimarama - FY23	0			1	
Hobson Bay - MacMurry/ St Marks - FY23	0			1	
Hobson Bay - Bell Rd - FY23	0			1	

Current challenges: Manholes located in private property may not be accessible. Once issues have been identified, Watercare relies on homeowner to rectify the issues.

22. Community education occurs via a number of channels including the seasonal ‘Tapped In’ newsletter, ‘Local Matters’ newsletters, typically prepared in response to local overflow issues including blockages from fats oils and grease. Comprehensive information on how to care for your drains and to avoid overflows is also available on the [Watercare website](#) or the [Water for Life website](#).

Predicted future performance of the network:

23. With the forecasted proposed and planned works on the wastewater network over the next six years and based on 2030 population projections, Watercare have developed the 2023 modelling to demonstrate the expected improvement of the network and the expected reduction of overflows in the Ōrākei Local Board area. The Newmarket Gully and PS14 Glendowie are the two key projects that are intended to have the largest impact on overflow reduction. The maps below provide the base modelling from 2017 fig 1.1 which indicates the current network performance and map fig 1.2 shows the network after committed works and proposed work have been completed.

Fig 1.1 - Māngere SMA Model 2017 - 2030 Population Projections

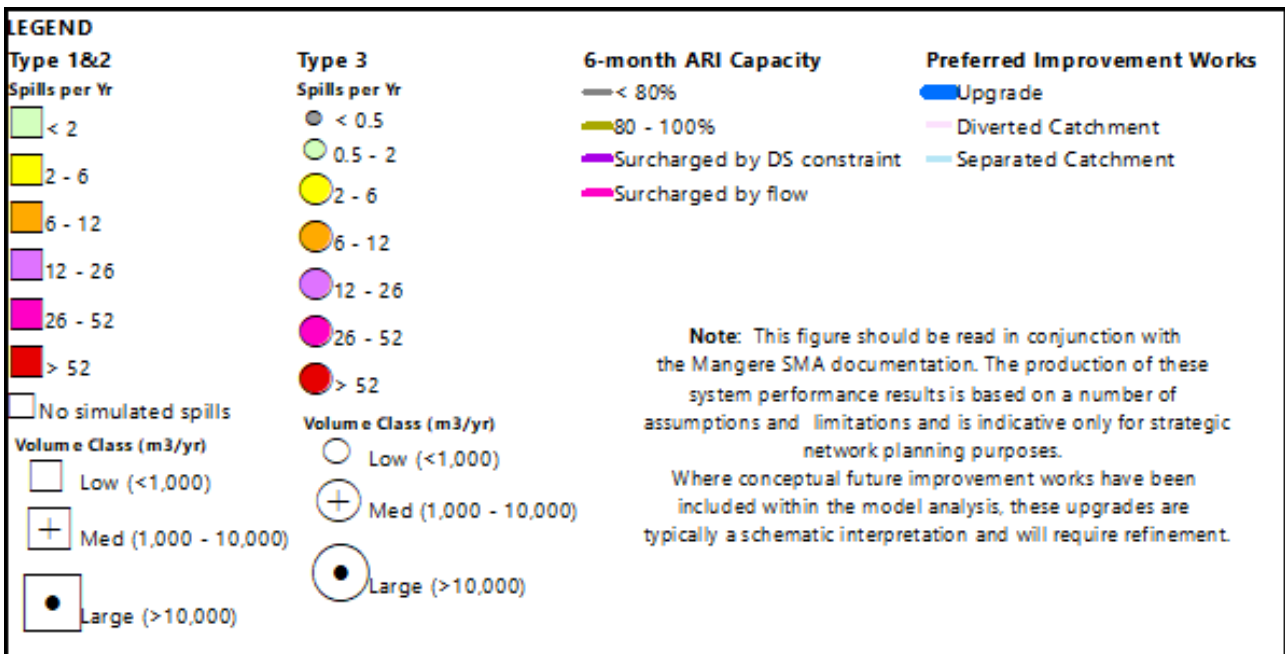
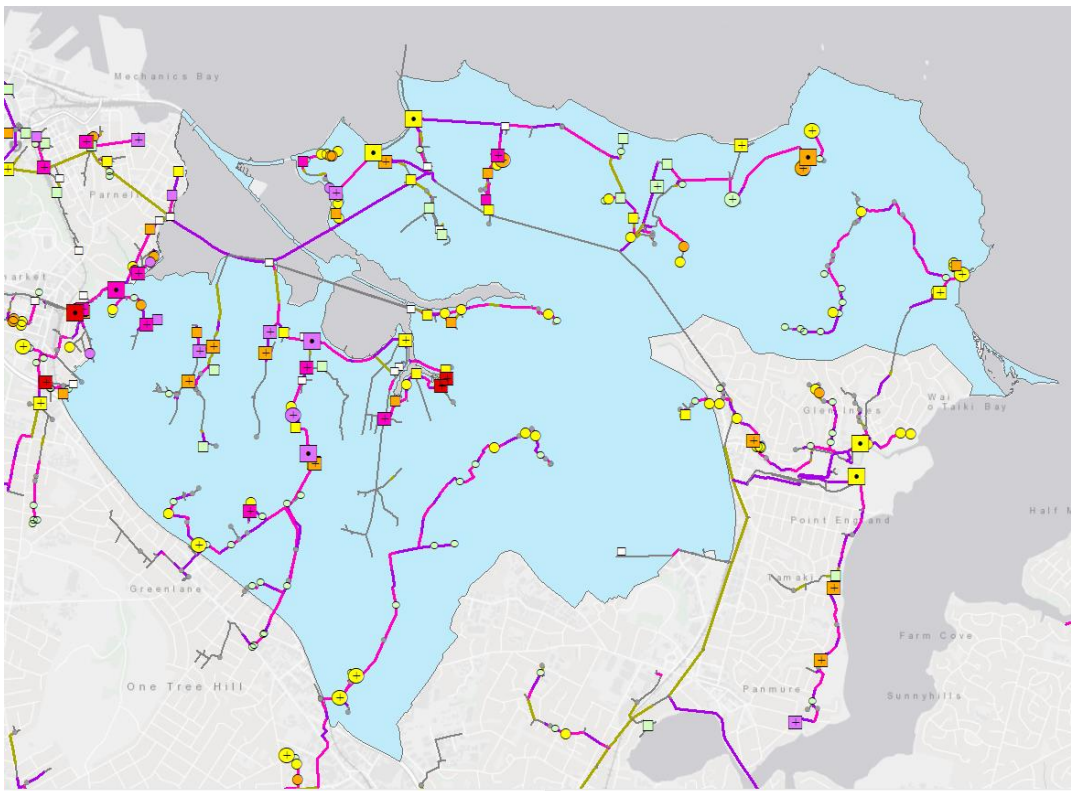
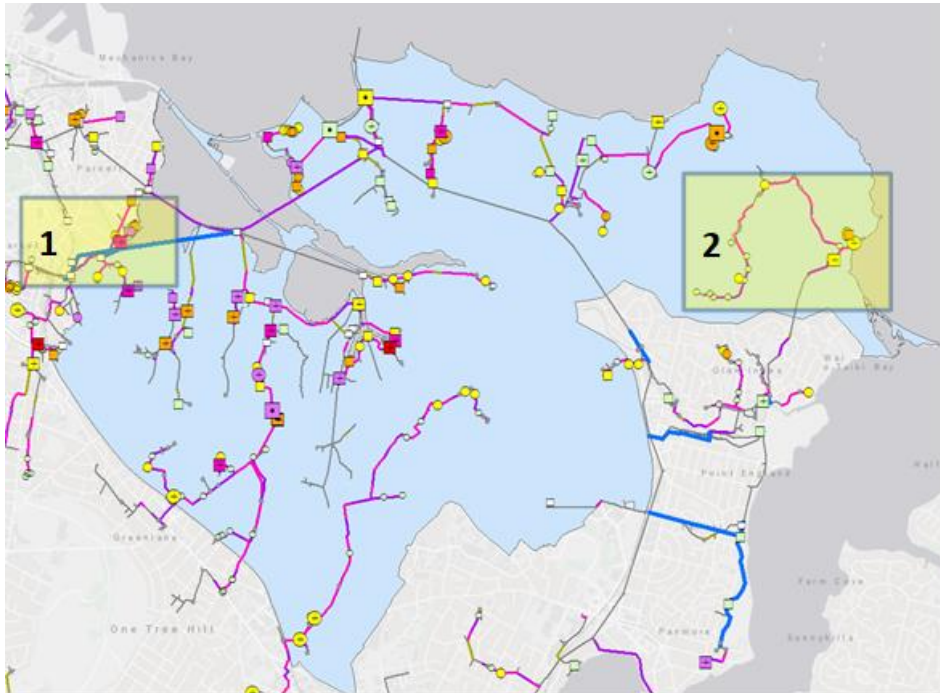


Fig 1.2 - Māngere SMA Model 2023 - Incl. proposed and committed works 2030 population



WWNS Community feedback and insights

24. Watercare has received over 150 pieces of feedback via online survey's and manual feedback forms from people all across Auckland, we are currently working through the feedback and identify key insights with the findings and outcomes from the feedback that will be available on 31 March 2023. While we work through the feedback, below are some of the insights we have discovered to date:
- There is a general support for the strategy but belief that it does not go far enough. There is strong feedback that any overflows are unacceptable.
 - A need for general education about Wastewater and disposing of items.
 - Wastewater infrastructure needs investment to Cope with Climate change and Minimise health risk and remove pollution on the awa/moana.

Tauākī whakaaweawe āhuarangi Climate impact statement

25. The global impacts of the changing climate will bring significant direct and indirect changes and challenges. For Watercare these include extreme weather events, prolonged dry periods, rising seas and increased coastal flooding.
26. Watercare's [climate change strategy](#) sets out our future direction as we embark on a journey to operate a low carbon organisation that is resilient to climate impacts.

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

27. Auckland Council Healthy Waters has contributed to the strategy.
28. Watercare will be submitting this strategy to Auckland Council as part of a consents process. Auckland Council will review, consult within the group and request changes accordingly.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

29. All local boards have been given the opportunity to attend a briefing on the Strategy.
30. Feedback is being sought from Local Boards that have a significant number of wastewater overflows or who have expressed an interest in giving their views on the strategy

Tauākī whakaaweawe Māori Māori impact statement

31. The Network Discharge Consent requires the following consultative process to be carried out with Iwi:

Prior to and during the preparation and review of the Wastewater Network Strategy (including the Wastewater Improvement Works Programme), the Consent Holder shall:

- a. Inform Iwi Authorities with mana whenua interests within Auckland of the intention to prepare a Wastewater Network Strategy three (3) months prior to commencing the preparation or review, and the timetable and opportunities for these authorities to engage in the preparation of the Wastewater Network Strategy.*
 - b. Consult with Iwi Authorities with mana whenua interests within Auckland over the draft Wastewater Network Strategy, including receiving environment classifications cultural values and all discharges to land and water.*
 - c. Report back to Iwi Authorities with mana whenua interests within Auckland, and Auckland Council, on the outcomes and final form of the Wastewater Network Strategy.*
32. Watercare's engagement approach with Manawhenua is guided by the following objectives (as outlined in Watercare's Māori Outcomes Plan):
 - a) We recognise and acknowledge Māori as Treaty Partners.
 - b) We have a strong understanding of Māori relationships.
 - c) We have an integrated approach to engaging with Māori.
 - d) Roles and responsibilities for engaging with Māori are clear.
 33. There are two 'levels' of engagement with mana whenua, firstly through the Mana Whenua Kaitiaki Forum and secondly through engagement with all individual 19 iwi/mana whenua authorities in the Auckland region.
 34. The Mana Whenua Kaitiaki Forum is an independent forum comprising representatives of Mana Whenua entities within Tāmaki and Watercare representatives.

Ngā ritenga ā-pūtea Financial implications

35. Watercare is a council-controlled organisation (CCO) and a wholly owned subsidiary of Auckland Council. Unlike other CCO's, Watercare is a limited liability company registered under the Companies Act 1993 and is 100% funded from revenue, not from rates. Watercare is not funded directly from Auckland Council.
36. Watercare has carefully considered the financial implications as a result of the Wastewater Network Strategy and highlighted for the Local Board where they impact on our decision making. There is, however, no direct financial implications or decision making for the Local Board as a result of this report.


Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

37. The costings outlined above for the programmed works are indicative and may subject to changes as the works are developed.
38. Watercare's programme is evidence led and subject to change based on factors like the number of overflows and population growth. If these factors change then the programme will change. We will keep the local board informed about these changes in our regular reporting and in our Asset Management Plan.
39. For inflow and infiltration works on private property once issues have been identified Watercare relies on homeowners to rectify the issues.

Ngā koringa ā-muri Next steps

40. Feedback from the Local Board will be considered prior to submitting the Strategy to Auckland Council.
41. The feedback will included in the next update of the Wastewater Network Strategy.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Wastewater Network Strategy - Orakei Memorandum	

Ngā kaihaina Signatories

Authors	Chhan Chau - Lead Wastewater Planner – Watercare Moana Williams - Stakeholder Engagement Manager – Watercare
Authorisers	Ben Halliwell - Elected Member Relationship Manager, Watercare Glenn Boyd - Local Area Manager

Seeking views on the proposed approach for Katoa, Ka Ora - Speed Management Plan for Tāmaki Makaurau Auckland 2024-2027

File No.: CP2023/03412

Item 14

Te take mō te pūrongo Purpose of the report

1. To seek formal views on the approach for developing Katoa Ka Ora, Auckland's Speed Management Plan 2024-2027.

Whakarāpopototanga matua Executive summary

2. Auckland Council and Auckland Transport (AT) have adopted the Vision Zero goal of eliminating road transport related deaths and serious injuries (DSI) within the Auckland road network by 2050.
3. Setting safe speed limits that recognize the function, safety, design, and layout of roads is a fast and cost-effective way to reduce DSI. AT is conducting a phased review of speed limits and has completed three phases of changes to date.
4. Katoa, Ka Ora is a speed management plan for the Auckland region. It is a plan to set safe and appropriate speed limits in order to reduce road deaths and serious injuries.
5. AT workshopped Katoa, Ka Ora a Speed Management Plan for Auckland with local boards in February and March 2023. This report seeks formal views on the five development approaches for the speed management plan.
6. Local boards provided formal views in May 2022 on speed limit changes. If local board views have changed, AT will make any amendments needed before a proposal is mapped. We expect Katoa, Ka Ora to be publicly consulted in mid-2023.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) provide views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland per the form in Attachment A.

Horopaki Context

7. AT is Auckland's road controlling authority. Part of this role is reviewing and ensuring that speed limits across Auckland are set at levels that are safe and appropriate for road function, safety, design, and their use.

Alignment with Central Government Policy

8. Waka-Kotahi New Zealand Transport Agency adopted a 'Vision Zero' approach to road safety in 2019 when it launched the 'Road to Zero' national strategy that aims to reduce the number of people killed and seriously injured on New Zealand's roads to zero by 2050.
9. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) sets out requirements road controlling authorities must comply with when setting speed limits.

10. The Rule requires road controlling authorities to use reasonable efforts to have at least 40 per cent of speed limit changes for roads outside schools completed by 30 June 2024. The remainder must be completed by 31 December 2027, and these changes must be built into speed management plans.
11. The Rule groups schools into two classifications. The majority of Auckland schools are classified as Category One, these require speed limits of 30km/h (fixed or variable) in the area outside of the school.

Alignment with Auckland Council Policy

12. Auckland Council's Planning Committee requested AT to accelerate the road safety and speed management programmes and work with partners to make Auckland a Vision Zero region in 2018.
13. Since receiving endorsement from Auckland Council and from the AT Board, AT has progressively reviewed roads across Auckland and reduced speeds on many roads.
14. In the most recent phase of speed limit changes (Phase 3), the focus has been on town centres, roads near schools and rural marae. Local boards received localised reports on public feedback in early May 2022 and provided feedback at their May business meeting. This feedback was used in preparing final recommendations that went to the AT Board.
15. Speed limit changes approved by the AT Board have been implemented during December 2022- March 2023.

Auckland Transport's role

16. AT manages more than 7,300 kilometres of roads for Auckland Council.
17. This role includes setting speed limits and since 'Vision Zero' was adopted, AT has been progressively reviewing and amending speed limits to align with the strategy. Changes have been made only after engaging with both the community and their representative local board.
18. Road deaths have reduced 30 per cent where speed limits have changed in the 24 months following the June 2020 Auckland speed limit reductions. In comparison, over this same period, the rest of the network has seen a 9 per cent increase in road deaths.
19. The Safe Speeds Programme focuses on speed limit review. Physical speed management measures like speed tables or raised crossings require careful consideration and planning because of costs and funding constraints. Following speed limit changes, roads are monitored and evaluated to help prioritise engineering investment decisions.
20. 30km/h is the internationally accepted speed to greatly reduce the chances of people walking or cycling from being killed or seriously injured if they are struck by a vehicle.
21. Speed limit changes made in the first three phases of the Safe Speeds Programme (between June 2020 and March 2023) were completed under the AT Speed Limits Bylaw 2019 and the Speed Limits Amendment Bylaw 2022.
22. The Land Transport Rule: Setting of Speed Limits 2022 is the current legislation, and it requires all road controlling authorities to have a speed management plan. The AT plan is Katoa, Ka Ora a Speed Management Plan for Auckland, with development of the plan currently in a discussion phase with local boards.

Tātaritanga me ngā tohutohu Analysis and advice

23. Following AT's Katoa, Ka Ora a Speed Management Plan presentation on 23 February 2023, AT is seeking formal views from the local board on proposed mapping approaches for speed management.

24. The presentation slide pack is included with this report as Attachment B.
25. The proposed approaches will be used along with the eight working principles when public consultation takes place on Katoa, Ka Ora, Speed Management Plan for Auckland, later in 2023.
26. The draft working principles are provided in Table One below.

Table One – Draft working principles

Draft working principles used to guide the development of Katoa, Ka Ora Speed Management Plan
<ol style="list-style-type: none"> 1. Tiakitanga. The top priority of speed management is to keep people safe and alive on Tāmaki Makaurau, Auckland’s roads. 2. Easy to understand. Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all. 3. Safe children. Safe speeds around schools will ensure the safety of children (and all ages and people). 4. Safe speed limits. Speed limits align with government guidance . We consider complex factors ranging from the function of our roads and streets* to how many people travel outside of vehicles. 5. Safe infrastructure. Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits. 6. Partnership. We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring. 7. Healthy communities. Safe speeds support more walking and cycling; this improves health and is better for the environment. 8. Measure results. We constantly monitor the roads to evaluate any changes required to make our roads and streets safe. <p>*AT’s Future Connect and Roads and Streets Framework tools to be used.</p>

Proposed mapping approaches

27. There are two groups of proposed approaches.
 - Consistent Approach (Approaches One and Two) – these require consistency across all local boards to have a regional approach for Aucklanders.
 - Tailored Approach (Approaches Three, Four and Five) – these approaches allow for a tailored approach for each local board.
28. The proposed approaches are detailed more in Table Two below.

Table Two: Proposed Approaches for developing Katoa, Ka Ora, Speed Management Plan

Consistent approaches	
<p>Approach One</p> <p>An easy-to-understand approach</p>	<p>Includes:</p> <ul style="list-style-type: none"> • treating blocks of roads/ local road areas to ensure consistent speed limits across the same types of roads e.g., similar urban residential roads don’t have limits of 30, 40 and 50 km/h in adjacent streets

Consistent approaches	
	<ul style="list-style-type: none"> • matching the speed limit to the use and design of the road, i.e. slower speeds for areas that have higher amounts of people walking and cycling such as residential roads, near schools and/or town centres, and for roads that are designed for lower speeds • filling in ‘gaps’ so there are not small pockets of untreated roads which is inconsistent for drivers • treating roads that could be rat runs, e.g., drivers take short cuts through local residential streets or traffic is pushed from one road to another.
<p>Approach Two</p> <p>A high benefit cost ratio approach, proposing methods that provide higher return on investment.</p>	<p>Includes:</p> <ul style="list-style-type: none"> • permanent changes for local roads • variable changes at school gates for arterial roads (high movement roads) and high-speed rural roads • changes for high-risk roads, or town centres on high-risk roads where support has been identified from previous engagement • complementing planned infrastructure or developments, e.g. new housing areas.
Tailored approaches	
<p>Approach Three</p> <p>An approach that is responsive to requests from partners and communities for specific speed limit reductions. These include requests from mana whenua, local boards, schools and community groups.</p>	
<p>Approach Four</p> <p>An approach that covers a high percentage of roads in the local board area for this phase of the programme.</p>	
<p>Approach Five</p> <p>An approach that implements approved changes early in the local board area for this phase of the programme.</p>	

29. Auckland Transport is seeking local board views on each approach to understand benefit to the community, prioritisation of community requests, preferred percentage of cover and timing of implementation.
30. Attachment A contains a form for local boards to provide their views on the proposed approaches.

Tauākī whakaaweawe āhuarangi Climate impact statement

31. The primary climate change benefit of safe and appropriate speed limits is that they support and encourage walking, cycling and micromobility by reducing the risk to vulnerable road users, making these modes more attractive.

32. A key action required in the Auckland Council Transport Emissions Reduction Plan is to 'rapidly deliver safe speeds across urban Auckland' in order to create more pleasant urban environments, revitalise local centres and make it safer for children to travel independently.
33. A recent road safety perceptions study was completed in town centres where speed limits were reduced and safety improvements introduced. Overall, 19 per cent of people surveyed say they participate in at least one active mode activity (*e.g., walking or cycling*) more often since the projects have been completed. This is a direct contribution towards encouraging people to walk or cycle instead of using cars that produce carbon emissions.

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

34. The Safe Speeds Programme has been endorsed by the Auckland Council Planning Committee. We have requested to workshop Katoa, Ka Ora a Speed Management Plan for Auckland with the Transport and Infrastructure Committee.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe **Local impacts and local board views**

35. AT workshopped with all local boards during February/March 2023 to discuss the proposed changes *kanohi ki te kanohi (face-to-face)*.
36. Summaries of community, school and mana whenua requests were provided to local boards in February/March 2023 to support their consideration of this topic.
37. Auckland Transport is seeking formal views from local boards through this report. The presentation slide pack from the workshops is included as Attachment B.

Tauākī whakaaweawe Māori **Māori impact statement**

38. Māori are overrepresented in DSI statistics making up 12 per cent of Auckland's population and 16 per cent of road deaths and serious injuries.
39. Engagement with iwi at the northern, central and southern transport kaitiaki hui has taken place regarding the wider programme since 2021. Detailed engagement about speed around rural marae has recently been completed as part of Phase Three and is currently being implemented.
40. Mana whenua are, in general, supportive of the Safe Speeds Programme and the positive safety, community and environmental outcomes arising through safe and appropriate speed limits.
41. Ongoing engagement regarding further requests are being reviewed and considered for inclusion in the full Katoa, Ka Ora Speed Management Plan. These requests have been shared with local boards at the recent workshops in February/ March 2023.

Ngā ritenga ā-pūtea **Financial implications**

42. Although there are no specific financial implications arising from local boards providing views on Katoa, Ka Ora Speed Management Plan, the introduction of safe speed limits has considerable social cost implications.
43. Reducing the harm caused by road crashes impacts on the community by reducing hospital costs, insurance costs and Accident Compensation Corporation costs, all of which are of direct financial benefit to the communities that the local board represents.



Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

44. Public understanding regarding the 'why' for safe speeds needs continued communication. A comprehensive communication and marketing plan is being developed to share with Aucklanders that 'safe speeds save lives'.
45. Possible funding constraints may require the scale of the plan or delivery to be slowed or delayed until future phases of the Safe Speeds Programme. Clear updates will be given should there be changes to funding throughout the duration of the programme.
46. Public views expressed during consultation may differ to the views expressed by the local board in their resolution. As AT have done in previous consultations we will come back to the local board and provide interim reports, before a further resolution is sought.

Ngā koringa ā-muri Next steps

47. The Safe Speeds Programme Team will review and consider all feedback provided by local boards and will use this along with feedback from the Transport and Infrastructure Committee, Mana Whenua Treaty Partners and our obligations as a road controlling authority to help develop Katoa, Ka Ora Speed Management Plan for Auckland.
48. A report will be provided to local boards to show how feedback has been used to help shape the final plan that goes out for public consultation.
49. Public consultation is planned for mid 2023, but dates are subject to change. Dates will be confirmed after the Regional Transport Committee approval of the draft plan.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Form for the local board to provide views on proposed Approaches One - Five	
B 	23/2/23 workshop material on Katoa, Ka Ora for Ōrākei Local Board	

Ngā kaihaina Signatories

Author	Marlene Kotze - Auckland Transport Programme Director
Authorisers	Louise Mason - General Manager Local Board Services Glenn Boyd - Local Area Manager

Local Crime Fund distribution feedback

File No.: CP2023/04401

Te take mō te pūrongo

Purpose of the report

1. To seek feedback from local boards on the preferred option for distribution of the Local Crime Fund.

Whakarāpopototanga matua

Executive summary

2. The Local Crime Fund is a one-off, \$2 million central government allocation to Auckland Council for community safety / crime prevention initiatives.
3. Staff have developed a series of options for distribution of the funding, with input from key community safety stakeholders.
4. Feedback is being sought from all local boards on the preferred option for distribution of the funding by 26 April 2023.
5. The feedback will inform a report to the Regulatory and Safety Committee to approve a decision, scheduled to be presented on 30 May 2023.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) whakarite / provide feedback, if any, on the preferred option for distribution of the Local Crime Fund.

Horopaki

Context

6. On 28 November 2022, the Prime Minister announced a multi-million dollar funding package to address retail crime and reoffending throughout New Zealand.
7. Of that, \$2 million was granted to Auckland Council to support crime prevention and youth engagement approaches or intervention programmes, referred to by council as the 'Local Crime Fund'.
8. The Local Crime Fund was set up to assist with crime prevention with a focus on youth interventions and Crime Prevention Through Environmental Design (CPTED) measures such as patrols, street lighting, CCTV cameras, and planters, as well as community development. The CPTED guidelines have been provided in Attachment A (<https://www.cpted.net/Primer-in-CPTED>).
9. The Regulatory and Safety Committee, by its delegations, have the necessary authority to approve the distribution method of the funding on behalf of the Governing Body. A report outlining the options will be presented on 30 May 2023 for the committee to consider.
10. Local board views on the preferred option are being sought by the end of April 2023 on the decision being sought from the Regulatory and Safety Committee.

Tātaritanga me ngā tohutohu Analysis and advice

11. The funding will activate new or strengthen existing community-led partnerships that focus on youth crime prevention and town centre / retail crime prevention through a CPTED lens. It is a one-off fund that cannot be used to fund business-as-usual council operations.
12. Staff have engaged community safety stakeholders formally and informally during the development of options to distribute the Local Crime Fund. This includes, but is not limited to, NZ Police, community patrols, Māori wardens, Business Associations, outreach services, Auckland Transport, Regulatory and Compliance and Youth Empowerment teams.
13. Feedback from partners was key to ensuring there was alignment with existing initiatives and availability of partners to deliver on programme options.
14. Staff have identified four potential options for distribution and spending of this fund for the consideration of the committee.

Option	Mechanism	Benefits
1. Local board allocation – spend on local safety and youth initiatives	Funding would be included in the 2023-2024 local board work programme and earmarked for safety programmes, youth activation and town centre / retail safety CPTED outcomes. Formula for funding allocation to be agreed.	<ul style="list-style-type: none"> • Existing structure in place for distribution • Enables local responses and solutions to localised crime and youth offending issues. • Flexibility in how the investment can be distributed across the CPTED / youth prevention areas. • Opportunity to engage residents and businesses in community-led initiatives.
2. Regional Grants programme	Distribution will be via regional grants where town centre / retailers would be invited to apply for funding for CPTED initiatives. Regional or sub-regional youth organisations would be invited to apply for funding for intervention programmes.	<ul style="list-style-type: none"> • Existing structures in place for distribution. • A contestable process may encourage innovative programmes and experienced youth organisations to apply. • Increases impact at subregional and regional level. • Higher level of investment for individual programmes may lead to greater impact and scalability. • Disbenefits include local and smaller groups missing out on funding and potential uneven distribution across region
3. Combination option	Part funding would be included in the 2023-2024 local board work programme as safety lines with youth activation and town centre / retail safety CPTED outcomes.	<ul style="list-style-type: none"> • Existing structures in place for distribution. • Provides both a local and regional response.

	Regional or sub-regional youth organisations would be invited to apply for funding for intervention programmes.	<ul style="list-style-type: none"> Provides clearer differentiation between the two themes and processes. Feedback from community stakeholders has identified this as the preferred option.
4. Business Improvement Districts (BIDs) / Business Associations	Funding would be directly administered to BIDs and non-BID business associations for CPTED interventions and targeted youth initiatives.	<ul style="list-style-type: none"> Existing contracts and relationships with BIDs and Business Associations are in place to support development of distribution. Low administration and grants management would be required for administration and distribution of funds. Accountability would be monitored via local board/BID and business meeting reporting processes.

- For options one and three that recommend distributing funding through the local board work programme, relevant data is being reviewed to develop options on how funding could be distributed across all 21 local boards equitably.
- Staff intend to present a formula for distribution to the committee that is based on the locally driven initiatives funding (LDI) formula and considers relevant crime statistics, such as retail and youth crime, in order to ensure there is an equitable allocation to areas with greater need.
- Options to inform a decision on the formula for distribution via local boards are being worked on and will be presented alongside the relevant options in the report to the Regulatory and Safety Committee.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

- The decision at hand is an administrative matter and will not impact on greenhouse gas emissions. Concrete projects that will be funded in the future from this fund will be assessed individually for their impact on climate change when they are identified and approved.

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

- The impacts of this decision on the council group will be minimal. The options identified are designed to utilise existing mechanisms for efficiency purposes.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe **Local impacts and local board views**

- The feedback from local boards will inform a decision by the Governing Body through its Regulatory and Safety Committee on the administration of funding given to the council to address retail crime and reoffending in local communities. Local boards are being invited through this report to share their views and preferences on the options available to the committee.

Tauākī whakaaweawe Māori Māori impact statement

21. The impact of the distribution of the Local Crime Fund on Māori has not been assessed. The overall purpose of the fund is to address crime and is therefore expected to have a positive impact on all communities including Māori.

Ngā ritenga ā-pūtea Financial implications

22. There are no adverse financial implications of the decision being sought.


Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

23. There are no risks associated with the feedback decision being sought from local boards. Local board feedback will be shared with the committee for consideration in the making of their final decisions.

Ngā koringa ā-muri Next steps

24. Staff will be attending the Local Board Chairs' Forum on 17 April 2023 to provide an update on the Local Crime Fund programme and inform chairpersons of the request for local board feedback.
25. Feedback from local boards, if any, will be collated and included in the report to the Regulatory and Safety Committee under the local impacts and local board views section.
26. The decision of the Regulatory and Safety Committee will be available in the published minutes of the 30 May 2023 meeting.
27. The programme will be delivered during 2023/2024.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Crime Prevention Through Environmental Design (CPTED) guidance	

Ngā kaihaina Signatories

Author	Michal Dziwulski – Regional Community Safety Advisor
Authorisers	Mirla Edmundson – General Manager Connected Communities Carol Hayward - Team Leader Operations and Policy Louise Mason - General Manager Local Board Services Glenn Boyd - Local Area Manager

Council-controlled organisation forward work programme and engagement approach for Quarter Four (April - June 2023)

File No.: CP2023/04179

Item 16

Te take mō te pūrongo

Purpose of the report

1. To provide the Ōrākei Local Board with the council-controlled organisations' (CCO) forward work programme and engagement approach in its area for Quarter Four (April - June 2023).

Whakarāpopototanga matua

Executive summary

2. The 2022/2023 CCO Local Board Joint Engagement Plans were adopted in June 2022. These plans record CCO responsibilities and local board commitments with Auckland Transport, Tātaki Auckland Unlimited, Eke Panuku Development Auckland and Watercare.
3. Local boards and CCOs are expected to review the joint engagement plans (CCO responsibilities and local board commitments) in June 2023.
4. CCOs provide local boards with the CCO work programme in their area. Each work programme item lists the engagement approach with the local board, activity status, updates and milestones anticipated for the next quarter.
5. Providing local boards with the CCO work programme addresses the 2020 CCO Review's recommendation to coordinate CCO actions better at the local level.
6. As per the 2022/2023 CCO Local Board Joint Engagement Plans:
 - CCOs, when creating their work programme, consider the priorities identified in the local board plan and any relevant strategies or policies specific to the local board area
 - Local boards advise CCOs of issues or projects of significance, communicate the interests and preferences of their communities and allow for flexibility in terms of engagement, recognising differing levels of interest.
7. CCOs and local boards workshop the CCO work programme and engagement approach regularly to identify and maximise opportunities for good community outcomes within the local board area.
8. This report provides a formal update of the CCO forward work programme, engagement approach and anticipated milestones for Quarter Four (April-June 2023). This report also includes the status on CCO work programme items since the last report in September 2022.
9. The Ōrākei Local Board will receive the next CCO work programme and engagement approach report in June 2023 which will include an update on projects from Quarter Four (March-June 2023) and expected milestones for work in Quarter One (July-September 2023).

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the council-controlled organisations forward work programme and engagement approach for Quarter Four (April-June 2023).

Horopaki Context

What are CCO Local Board Joint Engagement Plans?

10. The [2020 Review of Auckland Council's council-controlled organisations](#) recommended that CCOs and local boards adopt an engagement plan to:
 - help cement CCO and local board relations
 - agree on a common understanding of accountability between CCOs and local boards
 - coordinate CCO actions better at the local level.
11. These plans record the commitment between Auckland Transport, Tātaki Auckland Unlimited, Eke Panuku Development Auckland, Watercare and the local boards to work together.
12. Each local board adopted their 2022/2023 CCO Local Board Joint Engagement Plans in June 2022. These plans include CCO responsibilities and local board commitments.
13. This report does not update the CCO responsibilities and local board commitments. Local boards are expected to revise these in their next engagement plans in June 2023.

What are the CCO work programme items?

14. CCOs provide local boards with a work programme that lists the different CCO projects happening in the local board area.
15. The work programme is not a full list of projects in the Ōrākei Local Board area. It includes work programme items for engagement purposes. Providing local boards with the CCO work programme addresses the 2020 CCO Review's recommendation to coordinate CCO actions better at the local level.
16. As per the joint engagement plans:
 - CCOs, when creating their work programme, consider the priorities identified in the local board plan and any relevant strategies or policies specific to the local board area
 - Local boards advise CCOs of issues or projects of significance, to communicate the interests and preferences of their communities and to allow for flexibility in terms of engagement, recognising differing levels of interest.
17. Each work programme item records an engagement approach with the local board, activity status, updates and milestones anticipated for the next quarter.
18. The CCO work programme is intended to be reported through a local board business meeting quarterly for clarity and transparency. These updates may include the following types of changes:
 - new work programme items and proposed engagement level
 - changes to the engagement approach with the local board
 - updates to status or anticipated milestones during the next quarter.
19. The work programme and engagement approach are workshopped regularly between CCOs and local boards to identify and maximise opportunities for good community outcomes within the local board area.
20. The engagement approach is based on the International Association for Public Participation (IAP2) standards which are provided in Table 1 below.

Table 1: International Association for Public Participation (IAP2) Engagement Approach Levels

CCO engagement approach	Commitment to local boards
Inform	CCOs will keep local boards informed.
Consult	CCOs will keep local boards informed, listen to and acknowledge concerns and aspirations, and provide feedback on how local board input influenced the decision. CCOs will seek local board feedback on drafts and proposals.
Collaborate	CCOs will work together with local boards to formulate solutions and incorporate their advice and recommendations into the decisions to the maximum extent possible.

21. Local boards received the last update to the CCO work programme and engagement approach in September 2022. CCOs have been updating local boards on their work programmes through induction workshops since November 2022.

Tātaritanga me ngā tohutohu Analysis and advice

22. The following sections list changes since September 2022 to the CCO work programme for any:
- completed work programme items
 - new work programme items
 - changes to engagement levels.
23. More detailed updates to the CCO work programme are provided in Attachments A-D.

Auckland Transport

Completed work programme items since September 2022

24. Auckland Transport has completed the following work programme items:
- 15 Shore Road Crossing Upgrade – raised zebra crossing
 - 152 Kapa Road Zebra Crossing Upgrade
 - 177 St Heliers Bay Road Bus shelters and crossing facility (Grace Joel)
 - 237 Tāmaki Drive Crossing upgrade raised zebra - Averill Avenue
 - 297 Tāmaki Drive Crossing upgrades (Sage Road)
 - Bus shelter (Local Board Transport Capital Fund - LBTCF) at approximately 135 St Johns Road, St Johns Rd and pedestrian facility
 - Bus shelter in Stonefields at bus stop number 1317 (LBTCF)
 - Howard Hunter Avenue – removal of redundant bus stop infrastructure
 - Mission Bay Safety Improvements
 - Security Cameras (LBTCF)
 - Shore Road Crossing raised zebra crossing (Near Portland Road).

Changes to work programme items since September 2022

25. Changes have been made to the following work programme items:
- 576 Remuera Road (near Tahora Rd), signalised crossing is cancelled.
 - Kohimarama School Crossing (Community Safety Fund) is progressing.
 - St Heliers Village Parking Survey is completed and ready to be reported to the local board.
26. Auckland Transport's work programme items are provided in Attachment A.

Tātaki Auckland Unlimited

Completed work programme items since September 2022

27. Tātaki Auckland Unlimited has completed the following work programme item:
- Rangatahi Youth Enterprise Summit.
28. Tātaki Auckland Unlimited's work programme items are provided in Attachment B.

Eke Panuku Development Auckland

New work programme items since September 2022

29. Eke Panuku Development Auckland has added new projects to the work programme including:
- Ōrākei Local Board request for Service Property Optimisation
30. Eke Panuku Development Auckland's work programme items are provided in Attachment C.

Watercare

Completed work programme items since September 2022

31. Watercare has completed the following work programme item:
- Parnell wastewater pipe relining project.

New work programme items since September 2022

32. Watercare has added the following new project to the work programme:
- Newmarket Gully Storage Project.
33. Watercare's work programme items are provided in Attachment D.

**Tauākī whakaaweawe āhuarangi
Climate impact statement**

34. This report does not have a direct impact on climate, however the projects it refers to will.
35. Each CCO must work within Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework. Information on climate impacts will be provided to local boards on a project or programme basis.

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

36. Auckland Transport, Tātaki Auckland Unlimited, Eke Panuku Development Auckland and Watercare have been conducting induction sessions with local boards since late 2022 to overview their CCO's purpose and work programme.

37. Local boards advise CCOs of issues or projects of significance, communicate the interests and preferences of their communities and allow for flexibility in terms of engagement, recognising differing levels of interest.
38. The joint engagement plans and work programme items are shared with the integration teams that implement local board work programmes and give council staff greater ongoing visibility of CCO work programmes.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

39. This report on the CCO work programme items ensures the communication of clear, up-to-date information from CCOs to local boards on projects in their area.
40. As per the joint engagement plan, CCOs, when creating their work programme, consider the priorities identified in the local board plan and any relevant strategies or policies specific to the local board area.

Tauākī whakaaweawe Māori Māori impact statement

41. This report does not have a direct impact on Māori, however the projects it refers to will.
42. Local boards and CCOs provide opportunities for Māori to contribute to their decision-making processes. These opportunities will be progressed on a project or programme basis.

Ngā ritenga ā-pūtea Financial implications

43. This report does not have financial impacts on local boards.
44. Any financial implications or opportunities will be provided to local boards on a project or programme basis.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

45. Due to local elections, local board induction, and summer closedown, some local boards may not have workshoped with CCOs on the work programme and engagement approach.
46. Not having a workshop risks the local board's ability to fulfil their commitment to advise CCOs of issues or projects of significance and to communicate the interests and preferences of their communities.
47. This report addresses this risk by providing the current CCO work programme and engagement approach to provide clarity and transparency.
48. If local boards prefer a more formal commitment for workshops with their CCOs, this arrangement can be addressed through revision of the next CCO Local Board Joint Engagement Plans (CCO responsibilities and local board commitments) in June 2023.





Ngā koringa ā-muri Next steps

49. The local board will receive the next CCO forward work programme report in June 2023 which will include an update on projects from Quarter Four (March-June 2023) and expected milestones for work in Quarter One (July-September 2023).
50. CCOs and local boards will have an opportunity to workshop the CCO forward work programme through April and May before the next report in June 2023.

51. CCOs and local boards are expected to revise their next joint engagement plans (CCO responsibilities and local board commitments) in June 2023.

Item 16

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Auckland Transport forward work programme items for Q4 2023	
B 	Tātaki Auckland Unlimited forward work programme items for Q4 2023	
C 	Eke Panuku Development Auckland forward work programme items for Q4 2023	
D 	Watercare forward work programme items for Q4 2023	

Ngā kaihaina Signatories

Authors	Justin Kary - Senior Local Board Advisor Maclean Grindell - Senior Advisor Operations and Policy
Authorisers	Louise Mason - General Manager Local Board Services Glenn Boyd - Local Area Manager

Addition to the 2022-2025 Ōrākei Local Board meeting schedule

File No.: CP2023/03694

Item 17

Te take mō te pūrongo Purpose of the report

1. To seek approval for four dates to be added to the 2022-2025 Ōrākei Local Board meeting schedule in order to accommodate the Annual Budget 2023/2024 and Local Board Plan 2023 timeframes.

Whakarāpopototanga matua Executive summary

2. The Ōrākei Local Board adopted the 2022-2025 meeting schedule on Thursday 9 December 2023.
3. At that time the specific times and dates for meetings for local board decision making in relation to the local board agreement as part of the Annual Budget 2023/2024 and Local Board Plan 2023 were unknown.
4. The local board is being asked to approve four additional meeting dates as an addition to the Ōrākei Local Board meeting schedule so that the modified Annual Budget 2023/2024 and Local Board Plan 2023 timeframes can be met.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) approve the addition of four additional meeting dates to the 2022-2025 Ōrākei Local Board meeting schedule to accommodate the Annual Budget 2023/2024 and Local Board Plan 2023 timeframes as follows:
 - i) Thursday, 11 May 2023 commencing at 5.00pm at the Ōrākei Local Board office, 25 St Johns Road, Meadowbank.
 - ii) Thursday, 22 June 2023 commencing at 5.00pm at the Ōrākei Local Board office, 25 St Johns Road, Meadowbank.
 - iii) Thursday, 14 September 2023, commencing at 5.00pm at the Ōrākei Local Board office, 25 St Johns Road, Meadowbank.
 - iv) Thursday, 2 November 2023, commencing at 5.00pm at the Ōrākei Local Board office, 25 St Johns Road, Meadowbank.

Horopaki Context

5. The Local Government Act 2002 (LGA) and the Local Government Official Information and Meetings Act 1987 (LGOIMA) have requirements regarding local board meeting schedules.
6. In summary, adopting a meeting schedule helps meet the requirements of:
 - clause 19, Schedule 7 of the LGA on general provisions for meetings, which requires the chief executive to give notice in writing to each local board member of the time and place of meetings. Such notification may be provided by the adoption of a schedule of business meetings.

- sections 46, 46(A) and 47 in Part 7 of the LGOIMA, which requires that meetings are publicly notified, agendas and reports are available at least two working days before a meeting and that local board meetings are open to the public.
7. The Ōrākei Local Board adopted the 2022-2025 meeting schedule on Thursday 9 December 2023.
 8. The timeframes for local board decision-making in relation to the local board agreement which is part of the Annual Budget 2023/2024 and Local Board Plan 2023 were unavailable when the meeting schedule was originally adopted.
 9. The board is being asked to make decisions in early-May, mid-June, early September and late October/early November 2023 to feed into the Annual Budget 2023/2024 and Local Board Plan 2023 processes. These timeframes are outside the board's normal meeting cycle.

Tātaritanga me ngā tohutohu Analysis and advice

10. The local board has two choices:
 - i) Add the meetings as additions to the meeting schedule.
 - or
 - ii) Add the meetings as extraordinary meetings.
11. For option one, statutory requirements allow enough time for these meetings to be scheduled as additions to the meeting schedule and other topics may be considered as per any other ordinary meeting. However, there is a risk that if the Annual Budget 2023/2024 timeframes change again or the information is not ready for the meeting, there would need to be an additional extraordinary meeting scheduled.
12. For option two, only the specific topic Annual Budget 2023/2024 may be considered for which the meeting is being held. There is a risk that no other policies or plans with similar timeframes or running in relation to the Annual Budget 2023/2024 process could be considered at this meeting.
13. Since there is enough time to meet statutory requirements, staff recommend option one, approving this meeting as an addition to the meeting schedule, as it allows more flexibility for the local board to consider a range of issues. This requires a decision of the local board.

Tauākī whakaaweawe āhuarangi Climate impact statement

14. This decision is procedural in nature and any climate impacts will be negligible. The decision is unlikely to result in any identifiable changes to greenhouse gas emissions. The effects of climate change will not impact the decision's implementation.

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

15. There is no specific impact for the council group from this report.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

16. This report requests the local board's decision to schedule additional meetings and consider whether to approve them as extraordinary meetings or additions to the meeting schedule.

Tauākī whakaaweawe Māori **Māori impact statement**

17. There is no specific impact for Māori arising from this report. Local boards work with Māori on projects and initiatives of shared interest.

Ngā ritenga ā-pūtea **Financial implications**

18. There are no financial implications in relation to this report apart from the standard costs associated with servicing a business meeting.

Ngā raru tūpono me ngā whakamaurutanga **Risks and mitigations**

19. If the local board decides not to add this business meeting to their schedule this would result in the input of this local board not being able to be presented to the Governing Body for their consideration and inclusion in the Budget, the local board agreement not being adopted in time for inclusion in the Annual Budget and delays in adoption of the Local Board Plan.

Ngā koringa ā-muri **Next steps**

20. Implement the processes associated with preparing for business meetings.

Ngā tāpirihanga **Attachments**

There are no attachments for this report.

Ngā kaihaina **Signatories**

Author	Renee Burgers - Lead Advisor Plans and Programmes
Authorisers	Louise Mason - General Manager Local Board Services Glenn Boyd - Local Area Manager

Chairperson and Board Members' Report

File No.: CP2023/03753

Te take mō te pūrongo

Purpose of the report

1. To provide the Ōrākei Local Board chairperson and board members with the opportunity to provide an update on projects, activities, and issues in the local board area.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the Ōrākei Local Board Chairperson and Board Members' Report for March 2023.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Chairperson and Board Members Report - March 2023	

Ngā kaihaina

Signatories

Author	Jade Grayson - Democracy Advisor
Authoriser	Glenn Boyd - Local Area Manager

Resolutions Pending Action report

File No.: CP2023/03755

Te take mō te pūrongo Purpose of the report


1. To provide the Ōrākei Local Board with an opportunity to track reports that have been requested from staff.

Ngā tūtohunga Recommendation

That the Ōrākei Local Board:

- a) note the Ōrākei Local Board Resolutions Pending Action report as at 20 April 2023.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Resolutions Pending Action Report - April 2023	

Ngā kaihaina Signatories

Author	Jade Grayson - Democracy Advisor
Authoriser	Glenn Boyd - Local Area Manager

Governance Forward Work Calendar

File No.: CP2023/03761

Item 20

Te take mō te pūrongo

Purpose of the report

1. To present the Ōrākei Local Board with its governance forward work calendar as at April 2023.

Whakarāpopototanga matua

Executive summary

2. This report contains the governance forward work calendar, a schedule of items that will come before the Ōrākei Local Board at business meetings and workshops over the coming months. The governance forward work calendar for the local board is included in Attachment A to the agenda report.
3. The calendar aims to support local boards' governance role by:
 - a) ensuring advice on agendas and workshop material is driven by local board priorities
 - b) clarifying what advice is required and when
 - c) clarifying the rationale for reports.
4. The calendar will be updated every month. Each update will be reported back to business meetings and distributed to relevant council staff. It is recognised that at times items will arise that are not programmed. Local board members are welcome to discuss changes to the calendar.

Ngā tūtohunga


Recommendation/s

That the Ōrākei Local Board:

- a) note the draft governance forward work calendar as at April 2023.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Governance Forward Work Calendar - April 2023	

Ngā kaihaina

Signatories

Author	Jade Grayson - Democracy Advisor
Authoriser	Glenn Boyd - Local Area Manager

Ōrākei Local Board Workshop Proceedings

File No.: CP2023/03758

Item 21

Te take mō te pūrongo

Purpose of the report

1. To note the records for the Ōrākei Local Board workshops held following the previous business meeting.

Whakarāpopototanga matua

Executive summary

2. Local Board workshops are an informal forum held primarily for information or discussion purposes, as the case may be and at which no resolutions or decisions are made.
3. Attached are copies of the records for the Ōrākei Local Board workshops held on 9, 23 and 30 March 2023.

Ngā tūtohunga



Recommendation/s

That the Ōrākei Local Board:

- a) note the records for the workshops held on 9, 23 and 30 March 2023.

Ngā tāpirihanga

Attachments

No.	Title	Page
A 	Workshop Proceedings - 9 March 2023	
B 	Workshop Proceedings - 23 March 2023	
C 	Workshop Proceedings - 30 March 2023	

Ngā kaihaina

Signatories

Author	Jade Grayson - Democracy Advisor
Authoriser	Glenn Boyd - Local Area Manager