

Date: Thursday 21 March 2024
Time: 1.30pm
Meeting Room: Manurewa Local Board Office
Venue: 7 Hill Road
Manurewa

Manurewa Local Board

OPEN ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

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Project Kōkiri - Setting priorities for Auckland Transport project and programme engagement

Te take mō te pūrongo Purpose of the report

1. To provide feedback on Auckland Transport's proposed work programme for 2024-2025.

Whakarāpopototanga matua Executive summary

2. Auckland Transport is building a more structured and effective process for local boards to engage with and influence transport projects and programmes.
3. At this stage of the Project Kōkiri (part of the Local Board Relationship Project), Auckland Transport is seeking formal views on the proposed work programme for 2024-2025.
4. Auckland Transport workshopped the forward works programme with the local board on Thursday 9th November 2023 and Thursday 15th February 2024 to aid developing views on priorities.
5. After the local board provides formal views, Auckland Transport will provide a response to the local board before delivering a draft local board transport agreement (Kōkiri) to June 2024 business meetings for adoption.

Ngā tūtohunga Recommendation/s

That the Manurewa Local Board:

- a) provides views on the proposed work programme on which projects the local board requests Auckland Transport to:
 - i) Collaboration with Auckland Transport about the following projects or programmes:
 - i. Great South Road signalised pedestrian crossing project, near Nanaksar Sikh Temple.
 - ii. Roys Road traffic calming and bus stop relocation project.
 - iii. Riverton Drive and Porchester Road intersection safety improvements project.
 - ii) Consultation with Auckland Transport about the following projects or programmes:
 - i. Rata Vine Drive kerb buildout safety improvement project.
 - ii. Weymouth roundabout safety improvements project.
 - iii. Russel Road and Swallow Drive intersection safety improvements project.
 - iv. Manurewa Local Board owned driver speed feedback signs relocation project.
 - v. School Safety Programme which may identify potential projects for safety around schools in the Manurewa Local Board area.
 - vi. Manukau Cycle Focus area 10-year programme.
 - iii) It is informed by Auckland Transport about the following projects or programmes:
 - i. Rail station uneven platform surface remedial works at Homai Station.
 - ii. Minor public transport infrastructure improvements.
 - iii. Grand Vue Road potential safety improvement project.

- iv. If Great South Road is included in the planned late running bus traffic signal priority programme.
 - v. Potential pedestrian or road rail level crossing removals or modification projects.
- b) provides any projects or programmes for Auckland Transport to consider for inclusion in future work programmes
- i) Management of truck parking safety in non-commercial areas.
 - ii) Installation of more red-light cameras.
 - iii) Improving public transport in the area.
 - iv) Increase the number of shared paths in the area.
 - v) Create a walking and cycling connection between Manurewa and Waiata Shores.
 - vi) Road renewal works that proactively look at road surfacing issues in the immediate vicinity of works.
- c) provides any projects or programmes for Auckland Transport to review that are not supported by the local community.
- i) Concrete on-road cycle lane separators.

Horopaki Context

Project Kōkiri

6. In mid-2023, Project Kōkiri was initiated to build a more structured and supportive relationship between local boards and Auckland Transport (AT).
7. The project was in part a response to the *2020 Review of Auckland Council's Council-controlled Organisations* which highlighted the need for local boards and Auckland Transport to work more meaningfully and collaboratively.
8. AT has taken steps to improve information flow and local board decision-making, including:
 - instituting an annual forward works programme briefing for all local boards.
 - increasing the number of updates sent to local boards.
 - providing local board insights in all project engagement
 - participating in Auckland Council's CCO Engagement Plan reporting.
9. Auckland Transport aims to provide a better basis for communication and understanding of roles, responsibilities, limitations, and opportunities.
10. The overall purpose of this process is to identify local board interest in AT projects and programmes and to clearly express the preferred levels of local board engagement.
11. The levels of engagement are derived from the International Association for Public Participation's (IAP2) doctrine; and are as follows:

Collaboration	AT and the local board are working together to deliver the project or programme. The local board leads the process of building community consensus. The local board's input and advice are used to formulate solutions and develop plans. Local board feedback is incorporated into the plan to the maximum extent possible.
Consultation	AT leads the project or programme but works with the local board providing opportunities to input into the plan. If possible, AT incorporates the local board's feedback into the plan; and if it is not able to provides clear reasons for that decision.

Informing	AT leads the project or programme informing the local board about progress. Local board members may be asked to provide their local knowledge and insight by AT, however there is no expectation that the project must be modified based on that input.
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Tātaritanga me ngā tohutohu Analysis and advice

12. AT first provided quality advice on the forward works programme at a workshop on Thursday 9th November 2023.
13. The local board has continued to workshop the forward works programme with their Auckland Transport Elected Member Relationship Partner on Thursday 15th February 2024.
14. This report seeks to confirm local board feedback on the proposed work programme and seek views on how the local board wants to work together with Auckland Transport.
15. Auckland Transport recommends that the local board prioritises work programme items aligned to transport goals stated in their local board plan.
16. The local board should prioritise a list of projects and programmes for each of the three levels of engagement (collaborate, consult, and inform).
17. Auckland Transport resource is limited. Projects in the collaborate and consult require significant staff and elected member time such as:
 - providing quality advice, including technical advice on options and their costs as well as benefit analysis. Often this advice involves written advice and the opportunity to ask experts questions at a workshop.
 - considering the advice, time is required for members to process and understand the advice provided.
 - making a formal decision, i.e. feedback about a project or programme requires a report to be submitted and a resolution made at a public meeting.
18. Auckland Transport recommends the local board reserves categorising projects in collaborate and consult for the projects of highest priority, such as local board transport capital fund projects.
19. Other projects and programmes that may be at the 'collaborate' level include any projects which the local board has delegated financial control over either by AT, council or by another government agency like New Zealand Transport Agency.
20. There may also be projects or programmes that a local board wants to deliver but is not currently identified in AT planning. Local boards may choose to advocate for these projects or programmes.
21. There may be projects or programmes that the local board considers are not supported by the community it represents. This report provides an opportunity for the local board to express its community's concerns about proposed work. AT will consider and may decide not to proceed with these projects based on the local board's feedback.

Tauākī whakaaweawe āhuarangi Climate impact statement

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

23. AT reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. AT's work programme is influenced by council direction through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

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

24. In 2022, the mayor provided Auckland Transport with a *Letter of Expectation* which directed AT to improve the relationship with local boards, including providing more opportunity to influence decision-making. Specifically, that:

"The Statement of Intent 2023-2026 must set out how AT will achieve closer Local Board involvement in the design and planning stage of local transport projects that affect their communities."

25. AT's '2023-26 Statement of Intent' reflects this direction stating that:

"We (AT) will engage more meaningfully and transparently with Local Boards, recognising that they represent their communities, and that they should have greater involvement in local transport projects that affect those communities. This means a genuine partnership where we seek to understand the unique and diverse needs of each Local Board at a regional level, not just by project. We will work in partnership to integrate those needs into our planning. We will support Local Boards to communicate integrated local transport planning to their communities."

26. Project Kōkiri provides an annual process where local boards prioritise a group of key programmes or projects, identifying them to AT, and setting engagement levels that capture the local board's expectations. This plan forms the basis for regular reporting on key programs and projects. Project Kōkiri will be supported by regular updates to provide transparency.
27. Project Kōkiri was developed working closely with Auckland Council's Governance Division. It has also been reported generally monthly to the Local Board Chair's Forum and discussed with a reference group of local board chairs.
28. Further, this work relies on historical engagement with both Auckland Council and with other CCOs.

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

29. The local board had a forward works programme briefing on Thursday 9th November 2023 to receive quality advice on the programme. The response from both elected members and staff supporting local boards has been positive. They have been specifically supportive of the large amount and quality of information provided, the detailed discussion with subject matter experts, and attendance at workshops by AT executive leaders.
30. There were additional workshops on Thursday 15th February 2024 with the AT Elected Member Relationship Manager to discuss the proposed programme and help support local boards to develop their views.

Tauākī whakaaweawe Māori Māori impact statement

31. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
32. AT's Māori Responsiveness Plan outlines the commitment to 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

