

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

**Date:** Wednesday, 26 June 2024  
**Time:** 5:00 pm  
**Meeting Room:** Māngere-Ōtāhuhu Local Board Office  
**Venue:** Shop 17B  
93 Bader Drive  
Māngere

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## Māngere-Ōtāhuhu Local Board

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Tauanu'u Nick Bakulich
<b>Deputy Chairperson</b>	Togiatolu Walter Togiamua
<b>Members</b>	Harry Fatu Toleafoa
	Joe Glassie-Rasmussen
	Makalita Kolo
	Christine O'Brien
	Papaliitele Lafulafu Peo, JP

(Quorum 4 members)

**Jacqueline Robinson**  
**Democracy Advisor**

**20 June 2024**

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**1 Nau mai | Welcome**

**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 Māngere-Ōtāhuhu Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Wednesday, 19 June 2024, 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 Māngere-Ōtāhuhu 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.

At the close of the agenda no requests for deputations had been approved.

**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 three minutes per speaker is allowed, following which there may be questions from members.

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

## 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.”

## Approval for a new private road name at 26-30 Earlsworth Road, Māngere East

File No.: CP2024/08949

Item 11

### Te take mō te pūrongo Purpose of the report

1. To seek approval from the Māngere-Ōtāhuhu Local Board to name one new private road, created by way of a subdivision development at 26-30 Earlsworth Road, Māngere East.

### Whakarāpopototanga matua Executive summary

2. The Auckland Council Road Naming Guidelines (the guidelines) set out the requirements and criteria of the council for proposed road names. The guidelines state that where a new road needs to be named as a result of a subdivision or development, the developer shall be given the opportunity of suggesting their preferred new road name/s for the local board's approval.
3. The developer and applicant, Earlsworth Limited Partnership, has proposed the names presented below for consideration by the local board.
4. The proposed road name options have been assessed against the Guidelines and the Australian & New Zealand Standard, Rural and Urban Addressing, AS NZS 4819:2011 and the Guidelines for Addressing in-fill Developments 2019 – LINZ OP G 01245 (the standards). The technical matters required by those documents are considered to have been met and the proposed names are not duplicated elsewhere in the region or in close proximity. Mana whenua have been consulted in the manner required by the guidelines.
5. The proposed names for the new private road at 26-30 Earlsworth Road, Māngere East are:
  - Peak View Place (applicant's preference)
  - Crest Way (alternative)
  - Ember Place (alternative)

### Ngā tūtohunga Recommendation/s

That the Māngere-Ōtāhuhu Local Board:

- a) whakaae / approve the name **Peak View Place** (applicant's preferred name) for the new private road created by way of subdivision undertaken by Earlsworth Limited Partnership at 26-30 Earlsworth Road, Māngere East, in accordance with section 319(1)(j) of the Local Government Act 1974 (resource consent references BUN60398309, SUB60398341, road naming reference RDN90113238).

## Horopaki Context

6. Resource consent reference BUN60398309 (subdivision reference number SUB60398341) was issued in December 2022 for the construction of 79 new residential freehold units and one **Commonly Owned Access Lot (COAL)**.
7. Roading and location plans of the development can be found in Attachment A and B to the agenda report.
8. In accordance with the standards, every public road and any private way, COAL, or right of way, that serves more than five lots generally requires a new road name in order to ensure safe, logical and efficient street numbering.
9. In this development, the new COAL therefore requires a road name because it serves more than five lots. This can be seen in Attachment A, where the COAL that requires a name is highlighted in yellow.

## Tātaritanga me ngā tohutohu Analysis and advice

10. The guidelines set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland region. The guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board's approval.
11. The guidelines provide for road names to reflect one of the following local themes with the use of Māori names being actively encouraged:
  - a historical, cultural, or ancestral linkage to an area; or
  - a particular landscape, environmental or biodiversity theme or feature; or
  - an existing (or introduced) thematic identity in the area.
12. **Theme:** The proposed names reference a key natural feature within the Māngere landscape (Māngere Mountain):

Proposed name	Meaning (as described by applicant)
<b>Peak View Place</b> (applicant's preference)	This name is a reference to Māngere Mountain which is located close by to the site.
<b>Crest Way</b> (alternative)	This name is a reference to Māngere Mountain which is located close by to the site.
<b>Ember Place</b> (alternative)	This name is a reference to Māngere Mountain (preserved volcanic cone) which is located close to the site.

13. **Assessment:** All the name options listed in the table above have been assessed by the council's Subdivision Specialist team to ensure that they meet both the guidelines and the standards in respect of road naming. The technical standards are considered to have been met and duplicate names are not located in close proximity. It is therefore for the local board to decide upon the suitability of the names within the local context and in accordance with the delegation.
14. **Confirmation:** Land Information New Zealand (LINZ) has confirmed that all of the proposed names are acceptable for use at this location.



15. **Road Type:** ‘Place’ and ‘Way’ are acceptable road types for the new private road, suiting the form and layout of the COAL.
16. **Consultation:** Mana whenua were consulted in line with the processes and requirements described in the Guidelines. Additional commentary is provided in the Tauākī whakaaweawe Māori section that follows.

### **Tauākī whakaaweawe āhuarangi Climate impact statement**

17. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

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

18. The decision sought for this report has no identified impacts on other parts of the Council group. The views of council controlled organisations were not required for the preparation of the report’s advice.

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

19. The decision sought for this report does not trigger any significant policy and is not considered to have any immediate local impact beyond those outlined in this report.

### **Tauākī whakaaweawe Māori Māori impact statement**

20. To aid local board decision making, the guidelines include an objective of recognising cultural and ancestral linkages to areas of land through engagement with mana whenua, particularly through the resource consent approval process, and the allocation of road names where appropriate. The guidelines identify the process that enables mana whenua the opportunity to provide feedback on all road naming applications and in this instance, the process has been adhered to.
21. On 25 March 2024 mana whenua were contacted by council on behalf of the applicant, through the Resource Consent department’s central facilitation process, as set out in the guidelines. Representatives of the following groups with an interest in the general area were contacted:
  - Ngāi Tai Ki Tāmaki (Ngāi Tai ki Tāmaki Tribal Trust)
  - Ngāti Maru (Ngāti Maru Rūnanga Trust)
  - Ngāti Tamaterā (Ngāti Tamaterā Settlement Trust)
  - Ngāti Te Ata (Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua)
  - Ngāti Whanaunga (Ngāti Whanaunga Incorporated)
  - Ngāti Whātua Ōrākei
  - Te Ahiwaru – Waiohua (Makaurau Marae Māori Trust)
  - Te Ākitai Waiohua (Te Ākitai Waiohua Iwi Authority)
  - Te Kawerau ā Maki
  - Waikato – Tainui (Te Whakakitenga o Waikato Incorporated)
  - Ngāti Tamaoho

22. By the close of the consultation period, no responses, comments, or feedback were received. While acknowledging that this does not automatically signify a lack of interest in the matter and noting that dependent on the scale of a development and its level of significance, not all road naming applications do receive comments from mana whenua, the applicant now wishes to continue to a decision from the local board.
23. This site is not listed as a site of significance to mana whenua and no Te Reo Māori names are proposed.

### Ngā ritenga ā-pūtea Financial implications

24. The road naming process does not raise any financial implications for the council.
25. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.



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

26. There are no significant risks to council as road naming is a routine part of the subdivision development process, with consultation being a key component of the process.

### Ngā koringa ā-muri Next steps

27. Approved road names are notified to LINZ which records them on its New Zealand wide land information database. LINZ provides all updated information to other users, including emergency services.

### Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a> 	Report Attachment A Roding Plan	11
<a href="#">B</a> 	Report Attachment B Location Plan	13

### Ngā kaihaina Signatories

Author	Amy Cao - Subdivision Advisor
Authorisers	David Snowdon - Team Leader Subdivision Victoria Villaraza - Local Area Manager









## Views on the Draft Auckland Regional Land Transport Plan 2024-2034

File No.: CP2024/08948

Item 12

### Te take mō te pūrongo Purpose of the report

1. To provide views on the Draft Auckland Regional Land Transport Plan 2024-2034.

### Whakarāpopototanga matua Executive summary

2. Auckland Transport (AT) is leading engagement on the Draft Regional Land Transport Plan 2024-2034 (RLTP) and is seeking local board views.
3. Public engagement on the draft RLTP finished on 17 June 2024. AT has provided local boards with summaries of public feedback to aid local boards in developing their views.
4. This report formalises the local board's views. Local boards are recommended to use the template in Attachment A to provide their views.

### Ngā tūtohunga Recommendation/s

That the Māngere-Ōtāhuhu Local Board:

- a) provide views on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

### Horopaki Context

*What is the Regional Land Transport Plan*

5. The draft Regional Land Transport Plan (RLTP) is the Auckland region's bid for national funding for transport in Auckland. It is a 10-year investment proposal.
6. Auckland Transport (AT) produces the RLTP on behalf of the Regional Transport Committee (RTC) which is comprised of members of the AT Board and includes representatives from New Zealand Transport Agency (NZTA) and KiwiRail.
7. The draft RLTP includes projects proposed in the national State Highway Investment Proposal and KiwiRail's Rail Network Investment Programme. It also includes projects from the Department of Conservation.
8. After local boards provide their feedback, the process to finalise and adopt the RLTP has the following steps.
  - a) It is considered and endorsed by the RTC and by Auckland Council's Transport and Infrastructure Committee (TIC).
  - b) The final RLTP is submitted to the NZTA's board for consideration no later than 1 August 2024.
  - c) The NZTA Board considers every region's submitted RLTP and produces the National Land Transport Plan by 1st October 2024. This sets out the activities and projects provisionally expected to receive funding from the National Land Transport Fund (subject to confirmation of business cases).

9. Auckland Council's financial contribution to the draft RLTP is set through the Long-term Plan.

*Local board views*

10. The statutory role of local boards within the development of the RLTP is to state the expectations of their communities. Local boards do not decide whether transport projects or programmes are included in the draft RLTP but perform an important role by providing a community perspective about the proposed programme.
11. Local boards are encouraged to present their feedback directly to the RTC during hearings on 26 and 27 June 2024. Local board feedback is considered by the RTC, which is the legislated decision-making body for transport matters in Auckland.
12. Local board views will also inform the Transport and Infrastructure Committee when it deliberates at its 4 July 2024 meeting.

*Information about public engagement*

13. Public engagement was conducted from 17 May 2024 – 17 June 2024. The engagement met the requirements for a special consultative procedure as outlined in the Local Government Act 2002.
14. AT's engagement included:
- mailing notification of engagement to 550,000 households across Auckland
  - running radio, print and social media notification of engagement
  - providing opportunities to engage electronically through the AT website
  - conducting more than 20 community drop-in sessions at which communities could engage with officers from AT, NZTA and Kiwi Rail
  - providing hard copies of the draft RLTP and paper submission forms at libraries and Auckland Council service centres
  - meeting with Auckland Council's advisory panels
  - constituting an RTC hearings panel and hearing submissions from the public.

## Tātaritanga me ngā tohutohu Analysis and advice

*A summary of the draft RLTP*

15. The draft RLTP responds to the challenges of the region's growing population as well as Auckland Council and government transport policy. Specifically, that the transport network is:
- a) **Fast and connected.** Improvements that make public transport faster, more accessible, and more reliable
  - b) **Resilient.** Investments that ensure our network is ready for challenges and less vulnerable to storms, flooding and other emergencies
  - c) **Productive.** Projects that support regional growth and productivity like technology to better manage traffic flow and make journeys quicker and more reliable at peak times
  - d) **Safe.** Investments that support a network that gets everyone home safely
  - e) **Sustainable.** Investments that help Auckland reduce its transport emissions.



16. The draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. However, the costs of this programme are a lot more than Auckland is likely to receive. Therefore, AT is leading engagement on behalf of the RTC on which projects are the highest regional priorities for funding. The draft RLTP proposes that the following items are effectively mandatory and should receive funding in all circumstances:
  - a) renewal and maintenance of local roads, rail and state highway networks, to ensure these remain fit for purpose into the future and that whole-of-life costs and disruptions are minimised
  - b) existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network
  - c) completing projects already committed to or in progress (for example, Eastern Busway and City Rail Link).
17. This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are that AT concentrates on:
  - a) smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low-emissions options
  - b) larger rapid transit projects that will provide new high-speed public transport links across Auckland but will cost more and take longer to deliver
  - c) smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways and encourage more sustainable travel from key growth areas
  - d) major state highway projects that will improve resilience, reliability and travel times on the motorway network and enhance our links to other regions
  - e) cycling projects that will increase the size of the cycling network
  - f) investment in safety infrastructure to reduce deaths and serious injuries on our transport network.
18. The draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads, address growth challenges and expand the cycling network. It concludes that delivering all of the State Highway improvements, while still important, is a lower priority for available funding.
19. The draft RLTP also includes a proposal for the Local Board Transport Capital Fund of \$62.8 million across all local boards over three years. For comparison, the fund was \$7 million for the 2023/2024 financial year, but in the draft RLTP this increases to \$19.8 million for 2024/25, \$21.3 million for 2025/26 and \$21.7 million for 2026/27. Local boards are recommended to provide their views on the proposed increase to the fund in their feedback.

*Providing local board views*

20. RLTP's are developed every three years. This is an opportunity for local board elected members to influence longer-term transport planning in Auckland.
21. AT recommends local boards use all the information gathered from their local board plan, the Long-term Plan and RLTP processes to help inform their feedback.
22. Additionally, all local boards are supported by an AT Elected Member Relationship Partner (EMRP) who has provided opportunities for workshops or discussions with subject matter experts about the draft RLTP. The workshops were also an opportunity to support local boards to prioritise their feedback.
23. The Māngere-Ōtāhuhu local board workshopped the draft RLTP on 22 May 2024.
24. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.

## Tauākī whakaaweawe āhuarangi Climate impact statement

25. AT engages closely with Auckland Council when developing strategy. The actions and measures that support the outcomes sought by the Auckland Plan 2050 and the council's directions on climate change through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan all inform the priorities. The draft RLTP is informed by these discussions and AT reviews the potential climate impacts of all projects to minimise carbon emissions.

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

26. The draft RLTP is developed with input from Auckland Council, the Mayor's Office, officials from Auckland Council and the Transport and Infrastructure Committee.
27. One of the most important council inputs is the budget expectations set for AT during development of the Long-term Plan. This process confirms Auckland Council's funding offer to AT that is made based on agreed assumptions about levels of service.

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

28. Local board plans inform development of the council's Long-term Plan which identifies levels of transport funding that AT should expect from Auckland Council. Local board plans are reviewed by AT and provide information that informs transport planning. Essentially, the draft RLTP is the result of a long engagement with local boards and the community.
29. The RLTP team engaged with local boards directly in October and November 2023. The team discussed current priorities and plans for engagement.
30. During the same period, local boards received their annual AT Forward Works Programme briefing that provided an update about AT's current and planned work programme. In March 2024, local boards provided feedback about their priorities, which was shared within AT.
31. The draft RLTP was endorsed by the Transport and Infrastructure Committee and approved by the RTC for consultation. This was then circulated publicly on 17 May 2024, initiating a month-long period of public engagement.
32. Local boards were able to request information about the draft RLTP either by asking their AT Elected Member Relationship Partner or contacting the project team directly. Elected Member Relationship Partners organised workshops with local boards to discuss providing feedback.
33. The Māngere-Ōtāhuhu local board workshopped the draft RLTP on 22 May 2024. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.
34. Additionally, local boards are provided with summaries of feedback from public consultation in their area.

## Tauākī whakaaweawe Māori Māori impact statement

35. 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.
36. Auckland iwi were engaged during the development of the draft RLTP and were individually informed of the public engagement.
37. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship

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

## Ngā ritenga ā-pūtea Financial implications

38. There are no direct financial implications for local boards in receiving this report.



## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

39. Broadly, the key risk associated with this RLTP is increased public expectations for delivery of projects that may not receive National Land Transport Plan funding. This will be mitigated by highlighting key parts of the programme that are expected to be subject to higher risk, based on Government Policy Statement on Land Transport 2024 activity class allocations. There is also a risk that NZTA does not fund elements of AT's programme contained in the RLTP.
40. The most significant direct risk to local board budgets is a reduction in the currently proposed Local Board Transport Capital Funding. Local boards can mitigate this risk by clearly advocating their position on this fund.

## Ngā koringa ā-muri Next steps

41. The RTC will review the feedback from all local boards and consider it during its deliberations about the RLTP.
42. Local board formal views will be provided to the Transport and Infrastructure Committee when it resolves on the RLTP at its 4 July 2024 meeting.
43. The draft RLTP will be considered by the RTC and confirmed by 1 August 2024, after which the document becomes a confirmed programme for transport work in Auckland.

## Ngā tāpirihanga Attachments

No.	Title	Page
A 	Template for local board views on the Draft Regional Land Transport Plan 2024-2034	21
B 	Workshop presentation material with local advice	25

## Ngā kaihaina Signatories

Author	Ben Stallworthy, Principal Advisor Strategic Relationships, Auckland Transport
Authorisers	Louise Mason - General Manager Policy Victoria Villaraza - Local Area Manager





















































## Local Driven Initiative funding reallocations for financial year 2023/2024

File No.: CP2024/08947

### Te take mō te pūrongo Purpose of the report

1. To provide the Māngere-Ōtāhuhu Local Board with information on identified activities and associated unspent budgets from its current 2023/2024 work programme.
2. Seek approval to reallocate the unspent budget to other work programme activities and a local activity outlined in this report.

### Whakarāpopototanga matua Executive summary

3. The Māngere-Ōtāhuhu Local Board approved its 2023/2024 work programme in July 2023. Local board work programmes are produced annually and delivers on local board plan outcomes. The Māngere-Ōtāhuhu Local Board Plan adopted its current local board in October 2023.
4. As the financial year ends, it was found that some local-driven initiative budgets from the 2023/2024 work programme remain unspent. This is due to several reasons: budget amounts allocated in July 2023 were not fully needed, policy change, and community applicants returning their grants.
5. This has left the local board a total of \$38,720.87 unspent budget that requires dispersing through its existing work programme and a local activity.
6. The following work programme activities and associated budgets (Table 1) were identified as available to be reallocated:

Table 1:

Unspent	Work Programme details	Comments
\$15,656.87	#263 - Community grants	Grants returned/unallocated.
\$4,874	#2869 - Rates Grant	17 Domain Road, Māngere Bridge - no longer required as the address is now non-ratable.
\$7,400	#3045 - Economic and Business Development Fund	unallocated.
\$4,142	#3558 - Ara Kotui - Local Māori activities	Underspent.
\$6,648	#140 - Gov & Stakeholder engagement (other/professional services)	Underspent.

7. On 12 June 2024, the local board received the above information and directed Local Board Services to reallocate the unspent budgets to its existing work programme activities.
8. Local Board Services anticipated this direction and sought proposals from Auckland Council's operational departments for activities before the workshop to allocate the available

budget. The following activities, Table 2, were identified and endorsed at the 12 June workshop, including the local board's request to add the local OSCAR programme:

Table 2:

Amount	Work Programme details	Comments
\$19,720.87	#661 - Pest free Ihumatao	Funding could be used to purchase a potting machine for the nursery and/or towards increasing staff hours and training opportunities.
\$14,000	#3988 - Local crime prevention fund, safety initiatives investment	Enhance and extend the current short film program with a youth CPTED focus by turning it into a mini-series of short films.
\$5,000	Local OSCAR programme	Provide relief to parents utilising this service, through a discount to their fees

Item 13

9. The details of the activities noted in the local board's current work programme can be found at this link from the Auckland Council website:  
[https://infocouncil.aucklandcouncil.govt.nz/Open/2023/07/20230726\\_MO\\_AGN\\_11801\\_AT.PDF](https://infocouncil.aucklandcouncil.govt.nz/Open/2023/07/20230726_MO_AGN_11801_AT.PDF)
10. By allocating the unspent budgets to the proposed activities will support the local board to ensure it has expended its 2023/2024 allocated local driven initiative budget to local activities to deliver its work programme before the end of the current financial year, or consequently the unspent amount will be absorbed into regional budgets and likely dispersed to other projects outside the local area.

## Ngā tūtohunga Recommendation/s

That the Māngere-Ōtāhuhu Local Board:

- a) whakaae / agree to the activities in Table 1 of its 2023/2024 work programme with unspent budgets, totalling \$38,720.87 to be reallocated
- b) whakaae / agree that the unspent amount in (a) is dispersed to the activities in Table 2:

Table 2:

Amount	Work Programme details	Comments
\$19,720.87	#661 - Pest free Ihumatao	Funding could be used to purchase a potting machine for the nursery and/or towards increasing staff hours and training opportunities.
\$14,000	#3988 - Local crime prevention fund, safety initiatives investment	Enhance and extend the current short film program with a youth CPTED focus by turning it into a mini-series of short films.
\$5,000	Local OSCAR programme	Provide relief to parents utilising this service, through a discount to their fees

## Ngā tāpirihanga Attachments

There are no attachments for this report.

## Ngā kaihaina Signatories

Author	Daniel Poe - Senior Local Board Advisor
Authoriser	Victoria Villaraza - Local Area Manager