

## Applying the Guiding Principles for Transport Partnership Proposals

This section identifies six principles that guide staff and Elected Member decision-making on future transport related infrastructure partnership proposals.

These are fundamental principles that should, at a minimum, be demonstrated and upheld in any future City Transport Unit partnership proposal presented to Committee or Council for consideration.

They also serve to guide staff in assessing the merits of proposals and should be reflected in the development and terms of partnership agreements.

### Strategic Alignment

- Proposals complement Council's strategic intent and policies for the transport network.

### Community Focused

- Proposals prioritise community benefit and connection over commercial interest.

### Integrated Planning & Decision-making

- Development of proposals involves collaborative decision-making that considers the wider planning and operating environment.

### Promote Council Interests

- Proposals do not disadvantage Council in terms of cost, convenience, or restriction of future public land-use opportunity.

### Shared Learning

- Proposals ensure open and transparent sharing of information and data.

### User Experience

- Proposals promote convenient and consistent user experience.

### *Interpreting and applying the Principles.*

The following are **examples** of how to interpret and give effect to each of the guiding principles.

How these examples apply will vary depending on the type of infrastructure and nature of the proposal. While not all examples will be relevant to every proposal, each of the six principles are.

#### **Principle 1: Strategic Alignment**

*Proposals complement Council transport network strategic intent and policies. Proposals will:*

- Have minimal adverse impact across the range of competing priorities and established targets of Council, such as encouraging mode shift while also ensuring equity of access for those with mobility impairments.
- Not adversely impact the safety of transport network users.
- Best help Council meet its obligations and objectives around climate change and lowering transport-related emissions.
- Align with established collective regional and national aspirations, plans and standards.

#### **Principle 2: Community Focused**

*Proposals prioritise community benefit and connection over commercial interest. Successful proposals will:*

- Best fit the needs of the local community, while supporting identified regional and national transport network priority areas.
- Best compensate the community for commercial use of public space.
- Where applicable, attract infrastructure and its users to areas that would benefit from rejuvenation or greater connectivity.
- Show consideration of equity of access and distribution across the city and between communities.
- Demonstrate outcomes align with the 4 Wellbeing Pillars – economic, social, cultural and environmental wellbeing - and those of He Pou Manawa Ora.

#### **Principle 3: Integrated Planning & Decision-making**

*Development of proposals involves collaborative decision-making that considers the wider planning and operating environment:*

- Processes and decision-making are transparent and inclusive.
- Iwi, hapu and mana whenua interests are taken into consideration as appropriate.
- Cross-sectoral entities are engaged early in the planning process to ensure an integrated planning process and collective outcomes are met.
- Neighbouring and other councils in the region are engaged early in planning processes, including consideration of inter-regional network linkages and consistent user experience.
- Interested community groups or others impacted by the infrastructure are engaged early in the process as appropriate, including those with different mobility or access needs.
- Urban planning intent, policy and process are taken into consideration.

#### **Principle 4: Promote Council Interests**

*Proposals do not disadvantage Council in terms of cost, convenience, or restriction of future public land-use opportunity.*

- Flexibility is maintained for returning the space to public use in the future if required.
- Infrastructure network development provides the right balance in terms of saturation, distribution and type of infrastructure (e.g. AC vs DC EV chargers, digital vs static advertising)
- Any partnerships are, at a minimum, cost-neutral or financially beneficial.
- Non-exclusive agreements with service providers are the preferred standard arrangement.
- No land is restricted by contracts longer than 5 years without right for review opportunities to reassess land use opportunity.

#### **Principle 5: Shared Learning**

*Proposals ensure open and transparent sharing of information and data.*

- Partnerships offer an open book policy in relation to usage data, trends and financial information.
- Data is collected and presented in a consistent manner across providers where practicable.
- Councils are enabled to share data and information freely between each other to support understanding and service or performance improvements.

#### **Principle 6: User Experience**

*Proposals promote convenient and consistent user experience.*

- Infrastructure locations are convenient and appropriate for user needs and through traffic.
- Infrastructure sites, site design and infrastructure placement are safe, well-lit and accessible.
- Infrastructure provides services for the widest range of users possible (e.g. universal chargers).
- Associated software is easy to use and ideally interconnected with other relevant platforms.
- Consistent (ideally non-brand specific) customer payment options across providers are preferred.