

1 HEALTH (DRINKING WATER) AMENDMENT ACT 2007 COMPLIANCE PROJECT UPDATE

GLOSSARY

Public Health Risk Management Plan	(PHRMP)
Health (Drinking Water) Amendment Act 2007	(HDWAA)
Drinking Water Standards for New Zealand	(DWSNZ)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on actions taken by Council to comply with the Health Act 1956 including the status of Council's Public Health Risk Management Plan (PHRMP), and to seek endorsement of the backflow prevention policy.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Health (Drinking Water) Amendment Act 2007 Compliance Project Update report.
2. **Approve** the backflow prevention policy as detailed in the Backflow Prevention Programme Manual 2009.

BACKGROUND

1. A report was presented to the 4 December 2007 meeting of the Infrastructure and Works Committee regarding the implications of the Health Act 1956 (which includes the HDWAA) to Council.
2. In 2006 Council developed its first PHRMP. After consultation with Public Health, a revised PHRMP was produced in 2008. The PHRMP 2008 was submitted to the Drinking Water Assessor from the Auckland Regional Public Health Service and subsequently approved and registered in July 2008.
3. In the intervening period, new Drinking Water Standards for New Zealand (DWSNZ) were produced in 2008 and an amendment was made to the Health Act 1956 – the HDWAA 2007. This amendment mandated the DWSNZ 2008 and revoked the DWSNZ 2005.
4. The consequence of these legislative changes has meant the PHRMP 2008 has had to be aligned with the new Act and the DWSNZ 2008. In addition, following the 'Grading of Water Supplies' process carried out in 2008, a number of other improvements to the PHRMP have been requested.
5. A team has been working on the requirements of the HDWAA and improvements to various aspects of the PHRMP, and considerable progress has been made.
6. A Backflow Prevention Programme Manual outlining Council's proposed backflow policy has been prepared and is attached at pages S1 to S75. Backflow prevention is one important facet of the Health Act 1956.
7. Backflow can occur when a break in a watermain or fire-fighting activity causes a pressure drop in the water supply network, allowing a liquid, solid or gas contaminant to flow backwards into the public water supply where a cross-connection exists. This can happen either by back-siphonage or back-pressure from private pumps or storage tanks and applies to both hot and cold water systems.

DECISION MAKING

Issues

8. The legislation regarding the supply of drinking water is not optional, however, the extent to which Council's processes and procedures are implemented may depend on the expectation, affordability and risk.
9. For a city the size of Waitakere, there is an expectation that the water supply will retain an 'Aa' Ministry of Health grading.
10. In order to peer review the work that Council staff have undertaken in addressing the requirements of the HDWAA, a tender has been let to audit the proposed procedures that relate to the new legislation, including:
 - (a) Review of maintenance procedures in terms of avoiding contamination risks;
 - (b) Review of EcoWater and EcoCity Services processes to manage water quality complaints. The overall objective is to have zero justified or recurring complaints, and where it is not possible to achieve this that Council can demonstrate that it has carried out every reasonable effort to achieve compliance (as required by the Health Act 1956);
 - (c) Review of flushing procedures both for customer complaints and the established flushing programme;
 - (d) Review of critical points, as defined in the HDWAA and flushing point's installation programmes;
 - (e) Review of asset management practice;
 - (f) Review of water leakage management;
 - (g) Review of contract management practice and recording systems as required under the HDWAA;
 - (h) Review of water quality testing procedures;
 - (i) Review of backflow prevention including properties, wastewater pumping stations and any wastewater flushing devices, direct connections to the water supply network, hospitals, cemeteries and funeral parlours, swimming pools, maintenance of backflow devices, non return valves and break tanks;
 - (j) Review management and control of water carriers;
 - (k) Review the interface with Watercare Services Limited for water quality management;
 - (l) Review adequacy of bylaws;
 - (m) Review the Register as required by the HDWAA;
 - (n) Review competency, training, qualifications of staff to comply with the HDWAA;
 - (o) Review quality management;
 - (p) Review of Emergency Management; and
 - (q) Review of procedures for commissioning new water supply works.
11. There will be issues arising out of this audit that will result in enhanced processes for Council's Maintenance Contractors that will necessarily have cost implications and hence the Term Maintenance Contract will need to be varied accordingly.
12. Council's PHRMP is currently being audited against each clause of the HDWAA and amendments are being made to the PHRMP as required.
13. Components of the Health Act 1956 and the PHRMP are have implications for other documents, such as the Term Maintenance Contract; the Water Supply Activity Plan; Incident Response Plan; Water Supply Operations Manual, and the previous backflow prevention policy.

14. Many processes have now been reviewed, especially relating to water quality complaints HDWAA.
15. There are issues for developers e.g. sub-divisions, and our contractors e.g. water main repairs, with regard to protection of water supply hardware and prevention of contamination of new and repaired water supply lines.
16. Water carriers must be registered if they are carrying drinking water and any contractor may not take water from any Council hydrant or bulk supply main without written authority from Council.

Backflow Prevention Policy

17. Council has an ongoing backflow prevention programme in order to mitigate potential hazards which could potentially result in contamination of the drinking water network.
18. Backflow prevention policy has been addressed in a new Backflow Prevention Programme Manual 2009. This document is ready for Council approval and implementation. The manual covers the following:
 - Definition of Terms;
 - How Backflow Occurs;
 - Council's Legal Obligations and Best Practice Guidelines;
 - Roles and Responsibilities;
 - Hazards and Acceptable Solutions;
 - Private Installations;
 - Inspection, Testing and Maintenance.
19. Implementation of the backflow policy has implications for Council, since surveys will be conducted to ascertain high/moderate and low risk properties that may require backflow prevention devices. Any Council owned properties will also have to comply.
20. The Health Act 1956 puts the responsibility for backflow prevention on the owner of the property. A key point, however, is that if a property owner fails to comply then Council may intervene and install the device and charge costs to the property owner.
21. Other legislation relevant to backflow prevention includes: the Local Government Act 2002 and the Building Act 2004.
22. A key initiative has been a survey of Council owned properties, which has been conducted, and backflow prevention device installation is under way where necessary.
23. A licensing system to record backflow inspections and annual testing of backflow devices is currently being implemented in Pathway.

STRATEGIC CONTEXT

24. Council's objective is to provide water supply services based on the principles of sustainable management and integration of the 3 Waters. Compliance with the HDWAA relates primarily to the Strong Communities Community Outcome whereby water supplied to residents and businesses is safe and of a high quality.
25. Under the Local Government Act 2002, councils must retain ownership of the public water supply assets. Water is purchased in bulk from Watercare Services Ltd, with EcoWater managing the water distribution network for Waitakere.

26. The Council has a role to take an overview of all water supply services in the City (both public and private). This involves identifying potential health and environmental risks associated with water supply and ensuring that these risks are managed within acceptable levels.

CONSULTATION

27. Stakeholders who have been involved in the development of procedures relating to the HDWAA and the PHRMP include:
- Auckland Regional Public Health Service including:
 - i. The Medical Officer of Health; and
 - ii. The Drinking Water Assessor.
 - Bilfinger Berger Services management and field staff (as the term maintenance contractor carrying out many maintenance activities on the water supply system).
28. Backflow prevention policy: There has been consultation internally with the following sections of Council:
- EcoWater;
 - Consent Services;
 - Field Services; and
 - Legal Services.

RESOURCES

29. Compliance with the HDWAA is mandatory and Council is taking a proactive approach to achieving full compliance with the Act. We are working with Auckland Regional Public Health Service staff to ensure our proposals are meeting their reasonable expectations, so that Council is not in a position of either over-delivering or under-delivering on the compliance requirements.
30. The introduction of the HDWAA has impacted Council resources:
- A new staff position has been created (Water Supply Quality Assurance Officer);
 - Existing staff have been re-assigned to ensure the proper implementation of the legislation;
 - Extra funding of \$500,000 operational expenditure and \$1.0 million capital expenditure was included in the Annual Plan 2008/2009. Budgets of \$5.4 million operational expenditure and \$3.2 million capital expenditure are included in the draft Long Term Council Community Plan 2009-2019 to cover the impacts of the HDWAA.

IMPLEMENTATION ISSUES

31. There may be legal issues for Council for non-compliance with any part of the HDWAA. Council will also be responsible for legal issues (including prosecution for example), of persons taking water from Council owned hydrants without written authority.
32. Council as water supplier can be liable for an offence under the HDWAA, with a fine not exceeding \$200,000, and if the offence is a continuing one, to a further fine not exceeding \$10,000 per day while the offence continues. Offences include failure to take all practical steps to comply with drinking-water standards, duty to monitor drinking water, duty to prepare and implement a PHRMP, and duty to take remedial action if drinking-water standards are breached.

2 DESTINATION SIGNAGE STRATEGY

GLOSSARY

New Zealand Transport Agency (NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval for the implementation of the Destination Signage Strategy to assist visitors and residents to easily find their way around Waitakere.

A presentation will be provided to the Infrastructure and Works Committee setting out the Destination Signage Strategy.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Destination Signage Strategy report and the Presentation.
2. **Approve** the Destination Signage Strategy.
3. **Approve** the 2008/2009 work programme to commence implementation of the Destination Signage Strategy.
4. **Agree** the New Zealand Transport Agency be requested to complete the components of Destination Signage Strategy that falls within the roads they control as part of their work programme.

BACKGROUND

1. Development of the Destination Signage Strategy commenced in 2007/2008. The need was identified for a comprehensive destination signage strategy to address the gaps and inconsistencies in the existing destination signage and to establish standards to be applied for future signage in the new growth areas of the City.

DECISION MAKING

Issues

2. The Destination Signage Strategy was developed to address the existing deficiencies and to provide consistency with the destination signage provided on the adjacent road networks controlled by Auckland City and the NZTA.
3. Destination signage assists visitors and residents to find their way around Waitakere's road network. Destination signage makes it easier for road users to locate suburbs, town centres or regionally significant facilities that they are travelling to.
4. Destination signage assists road safety. Placing destination signs ahead of intersections allows road users to select the correct lane before the intersection minimising safety risks such as late lane changes, making turns from the wrong lanes and making U-turns.
5. Destination signs are large signs relative to the size of other road signs because of the amount of information they need to convey and are consequently quite visually prominent.
6. Past experience suggests further destination signage may not be universally welcomed on the part of the arterial road network which runs through the Waitakere Ranges.

Options Identified

7. The Destination Signage Strategy proposes to implement destination signs throughout the arterial road network.
8. While it is possible to vary the rate at which the programme is implemented and the extent of implementation, no other options for providing destination information to road users were identified.
- S76-S135* 9. The Destination Signage Strategy also identifies improvements that should be made to existing destination signage on the NZTA's motorway and highway network. It is proposed that the NZTA be requested to include these changes in their work programmes. A detailed report on the Destination Signage Strategy is attached at pages S76 to S135.

STRATEGIC CONTEXT

10. Council's Integrated Transport and Communication platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe city travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
11. Provision of destination signs will facilitate safer and more efficient use of the road network.

CONSULTATION

12. Consultation with NZTA was undertaken during the development of the Destination Signage Strategy. Consultation was not undertaken with Auckland City. However, regard was given to the choice of destinations used in Auckland City's destination signage to ensure the proposed destinations in the Destination Signage Strategy are not inconsistent. It is envisaged that consultation with Auckland City will take place at the detail design stage for any signs indicating destinations over the City boundary in Auckland City.
13. Consultation with residents has not been carried out at a strategic level. It is envisaged that consultation will be required at the detailed design stage. In the case of signage in urban areas it is likely consultation will be limited to those properties that are directly adjacent to the proposed sign locations. In the case of rural areas and particularly the Waitakere Ranges it will be necessary to carry out wider consultation with the community and the Waitakere Community Board.

RESOURCES

14. The cost of implementing the Destination Signage Strategy work programme is estimated at \$865,000. Funding of \$150,000 has been approved in the Annual Plan 2008/2009 Advance Directional Signage budget. This will allow the project to proceed to the detailed design phase subject to the approval of the Infrastructure and Works Committee. Funding for implementation of the programme is allocated in the draft Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

15. There are no major implementation issues identified at this stage.

Report prepared by: Adam Moller, Senior Transport Engineer.



3 DRAFT PARKING PLANS

GLOSSARY

Consultation drafts of the Waitakere City Parking Plan and New Lynn, Henderson and Massey North-Westgate Town Centre Parking Management Plans (the Draft Plans)
Parking Management Plans (PMPs)

EXECUTIVE SUMMARY

The purpose of this report is to request the Policy and Strategy Committee to approve the consultation drafts of the Waitakere City Parking Plan, and the New Lynn, Henderson and Massey North-Westgate Town Centre Parking Management Plans (the Draft Plans).

The Draft Plans set out how parking will be managed over the next thirty years and provide guidance on key issues such as the regulatory approach to parking, paid parking, provision of car park buildings, parking management and resourcing that management.

It is proposed that the feedback from the Policy and Strategy Committee is incorporated into the Draft Plans together with formatting changes.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Draft Parking Plans report.
2. **Approve** the consultation drafts of the Waitakere City Parking Plan and the New Lynn, Henderson and Massey North-Westgate Town Centre Parking Management Plans for public consultation.
3. **Approve** the Chairman of the Policy and Strategy Committee to approve the final version of the consultation drafts of the Waitakere City Parking Plan and the New Lynn, Henderson and Massey North-Westgate Parking Management Plans.

BACKGROUND

1. The Auckland Regional Council prepared the draft Auckland Regional Parking Strategy, as required by the Auckland Regional Land Transport Strategy 2005, to provide guidance to the Territorial Authorities on parking in the region. The Draft Auckland Regional Parking Strategy received Council's support in principle, subject to specific submissions, because it is consistent with the parking policies in the Auckland Regional Land Transport Strategy 2005, and aims to support the Regional Growth Strategy, and to support the region's achievement of outcomes for public transport, active modes, travel demand management and managing the supply of parking in the region's centres.
2. Policy 7 of the draft Auckland Regional Parking Strategy would require territorial authorities in the Auckland region to prepare comprehensive Parking Management Plans (PMPs) for centres served by passenger transport. In anticipation of this requirement, officers commissioned consultants to provide:
 - Strategic Parking Advice analysing strategic options for parking in Waitakere; and
 - A comprehensive Waitakere Parking Study identifying ways of implementing a strategic approach to parking in Waitakere. This included comprehensive parking management plans for Henderson, New Lynn and Westgate-Massey North, and general guidance in relation to other centres and growth corridors.

3. Three options for a regulatory approach to parking were developed from the consultant's studies. These options were the subject of stakeholder consultation in November and December 2008. The outcome of this consultation was reported to the Policy and Strategy Committee on Thursday, 5 February 2009.

The Policy and Strategy Committee resolved to:

1. **Receive the Consultation On Strategic Parking Options report.**
2. **Agree that Option 2 – flexible maximum parking be confirmed as the Council's preferred option for a strategic approach to parking provision in new developments.**
3. **Agree that Option 2 – flexible maximum parking, be incorporated into the consultation drafts of the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans, with effect from the 2013/2014 financial year, together with Option 1, Minimum Parking Standards with Exceptions as an interim measure until the 2013/2014 financial year.**
4. **Agree to continue the process of developing the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans and of consulting on these, as outlined in this report.**
5. **Agree that stakeholder feedback raised during consultation on the options relating to the regulatory approach to parking be taken into account, where appropriate, into the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans”.**

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DECISION MAKING

Decision Sought

- S136-S301
4. The decision sought in this report is approval of the Draft Plans for public consultation. Copies of the Draft Plans are attached to this agenda at pages S136 to S301.
 5. In order that Councillors' comments are incorporated into the text of the Draft Plans and formatting changes can be made, the Policy and Strategy Committee is requested to delegate to the Chairman of the Policy and Strategy Committee the authority to approve the final version of the Draft Plans to be released for public consultation.

Issues

Regulatory Approach

6. An issue fundamental to the development of town centre parking management plans is the regulatory approach, through the Waitakere City District Plan and the Parking and Driveway Guideline. A decision in relation to this approach in growth centres has been made by the Policy and Strategy Committee. In relation to non-growth areas, minimum parking standards would continue.

Parking Management Techniques

7. The principle of parking management is to identify and implement techniques which facilitate more efficient use of the car parks that are available both on-street and off-street. A change in the regulatory approach requires the complementary introduction of parking management techniques, the implementation of parking management plans and improvements in pedestrian and cycle facilities and public transport.

Parking Management Plans

8. PMPs are a key tool in identifying parking management techniques applicable to a local geographic area. To give effect to the Waitakere City Parking Plan, PMPs will be required for all town centres and corridors, in addition to the three PMPs already in draft form. The requirement for PMPs is not necessarily restricted to growth areas. For example, due to the particular circumstances of Titirangi, it would be appropriate to develop a PMP for Titirangi, which is not an identified growth centre. PMPs provide guidance on how public parking is managed in a proactive manner and clarify responsibilities of the public and private sector.

Paid Parking

9. Paid parking is an effective measure to encourage mode shift, to replace long stay parking and to manage available parking. Introduction of paid parking where there is currently no charge, is however, inherently sensitive.
10. Currently the trend towards in the Auckland region is towards paid parking in town centres for example in the Auckland Central Business District, Newmarket, Takapuna and Manukau City Centre.
11. Paid parking is a key issue in any parking plan. A key issue for consultation is likely to be whether or not to have paid parking, the amount of the charge, the timing for introduction of paid parking and use of net revenue.

Parking Buildings

12. A key issue is the provision of car parking buildings or deck parking as an efficient use of land for parking. The proposed regulatory approach of maximum limits on parking affects whether or not a car parking building is permitted and funded. This has significant implications in terms of cost (both of the parking building and of parking), use of land in town centres, allocation for short-stay or long-stay parking and choice of mode of travel.

Consideration of Community Views

13. Feedback was received during consultation, in November and December 2008, with targeted organisations, businesses, town centre residents and officers as well as the general public on the three proposed options for parking provision in new development. This feedback has been considered and where appropriate included in the Draft Plans.

Options Identified

Parking Management

14. The Draft Plans identify a range of appropriate parking management techniques including:
 - Shared parking;
 - Improved user information and marketing;
 - Transportation Management Associations;
 - Increased capacity of existing parking facilities;
 - Implementing travel demand management programmes;
 - Paid parking;
 - Provision of bicycle and motor cycle parking;
 - Develop overflow parking plans; and
 - Addressing spill-over problems.

15. The Draft Plans identify the options around delegating some responsibilities for parking management to local level Transport Management Associations. These include vesting this responsibility in established Business Improvement Districts. However, implementation of the Draft Plans would require additional resources to manage parking, particularly in the town centres and growth corridors.

Parking Management Plans

16. A requirement for additional PMPs to provide for effective local level parking management has already been identified for Glen Eden, Titirangi and the Lincoln Road corridor. PMPs will also be required for other town centres and corridors.

Paid Parking

17. The Draft Plans provide guidance whether to charge for Council owned public parking areas in town centres and growth corridors. The Draft Plans identify the circumstances which will lead to Council making a decision on the next stage of paid car parking, payment for the use of on-street car parks and park and ride facilities. Paid parking would provide market conditions for people to make choice about using public transport and active modes or driving a car. Paid on-street parking will also provide market conditions for investment in car park buildings and an appropriate number of on-site car parks. Positive impacts will include:

- Encouraging compliance with time limit restrictions;
- More likely to be used by those who can afford parking cost and are likely to spend more at retail outlets;
- Less likely to be used by those who cannot afford the cost and are likely to spend less at retail outlets;
- Generating revenue which can be reinvested in the town centre / growth corridor; and
- The need to manage spillover effects on the fringes of the town centre / growth corridor.

18. The Council has received advice that it should consider introducing paid parking when occupancy levels of on street car parks reaches 85%. At that level, it is difficult to find a car park space and issues arise with parking beyond the restricted time period.

19. However, because of the inherent sensitivity of paid parking, further factors, in addition to the 85% occupancy levels, need to be considered when determining the timing of proposed on street paid parking. These should include:

- The timing of the introduction of further improvements to public transport, including provision of feeder bus services, integrated ticketing and rail electrification;
- The anticipated impact on business;
- The social impacts on residents living in and visiting town centres;
- The completion of infrastructural projects, such as town centre upgrades and the New Lynn Transit Oriented Development; and
- Competitive advantage with other centres both within Waitakere and within the Auckland Region and the risk of business transference.

Parking Buildings

20. As a general approach the Council would only invest in a public car park building if there is an established need and there is the ability to recover the cost through parking charges. It is important that the Council's role in respect to parking buildings is clearly defined. If it is the default provider, this should be in the context of limiting parking supply, rather than maximising revenue. The Council's role would depend on the extent to which the private sector would be involved and its ability to bear upfront costs. There are likely to be different approaches to the setting of levels of parking charges and provision for short-stay or long-stay parking depending on public or private control.

Preferred Option

21. In order to take into account timing concerns, particularly those around improvement of public transport and to facilitate the transit oriented development in New Lynn, the Draft Plans are based on minimum parking standards with flexibility, for parking provision in new developments, until the 2013/2014 financial year. Thereafter, the Draft Plans are based on parking maximum standards with flexibility, for parking provision in new developments.
22. The Draft Plans provide for proactive management of parking, anticipating changes such as introduction of paid parking. The Draft Plans provide indicative timeframes and criteria for a Council decision on introduction of paid parking. The Draft Plans provide guidance on public car park buildings and public car parking. Feasibility studies and decisions made in Long Term Council Community Plans would determine the extent of the Council's involvement in the provision and operation of car parking buildings. If the Council controls at least one car park building in a town centre, it has the ability to influence the level of charges and the allocation of short-stay and long-stay parking. Net revenues from parking would be available to be reinvested back into the town centre. The Council can review its function and involve the private sector in the construction and/or management of parking as appropriate.

STRATEGIC CONTEXT

23. There are a number of strategic platforms that are affected by parking, including the following:
 - **Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero***
Parking directly affects access by motor vehicles and also the level of traffic attracted to a centre;
 - **Strong innovative economy, *He tupuranga kaha ihi wana***
Parking is a critical factor for movement of goods, delivery of and access to services and business travel in Waitakere and across the region. Parking is also a critical factor in terms of the cost and location of development;
 - **Strong Communities, *He iwi kaha***
Parking affects access by motor vehicles and also other modes. Parking has an impact on affordable housing, the intensification that can be achieved in town centres and growth corridors, and the safety and amenity of these places;
 - **Urban and rural villages, *Nga kainga taone, tuawhenua***
Parking has a key role in the delivery of the vision for thriving, people oriented town centres; and
 - **Sustainable energy and clean air, *He kaha motuhake. He hau ora pai***
Parking has an important impact on traffic levels and associated fuel use and emissions. The effects vary depending on the level of traffic that arises from an expansionary or travel demand management approach adopted in the Auckland region.

CONSULTATION

24. In November and December 2008 officers met with targeted organisations, businesses and town centre residents to discuss the three proposed parking options. Feedback received at these meetings and on feedback forms made available to the public. This feedback was summarised and reported to the Policy and Strategy Committee at its meeting on Thursday, 5 February 2009.

RESOURCES

25. Adequate resources have been provided in the Annual Plan 2008/2009 to undertake the necessary consultation on the Draft Plans.

Implementation of the Draft Plans

26. The resources required to implement the Draft Plans are only partly provided for in the draft Long Term Council Community Plan 2009-2019. These resources include ongoing parking management at current levels, two car park buildings in New Lynn, the development of additional town centre parking management plans and the review of the District Plan. However, there are many aspects of the Draft Plans which are not included in the draft Long Term Council Community Plan 2009-2019, such as paid parking and resources to increase parking management. These issues will be reported on at the time of the adoption of the final plans.

IMPLEMENTATION ISSUES

Consultation process

27. Having completed the first stage of consultation on options it is planned to conduct a second stage of formal consultation on the Draft Plans. The Local Government Act 2002 only provides for one proposal to be considered during formal consultation. Accordingly Waitakere has developed the practice of, where appropriate, undertaking a two stage consultation process, putting forward a number of options for informal consultation, prior to formal consultation.
28. An indicative timeline for the development of the final Waitakere City Parking Plan and its constituent town centre PMPs has been developed in terms of the following timeframe:

- | | |
|---|-----------------------|
| • Policy and Strategy Committee adopt consultation draft of Parking Plans | 5 March 2009 |
| • Formal consultation | 30 March – 1 May 2009 |
| • Hearings | 18 – 28 May 2009 |
| • Adoption | July 2009 |
| • Print and publish Parking Plans | September 2009 |

Future Resourcing

29. Implementation of the Draft Plans is depending on future resources over the life of the Plans from 2009 to 2040 to be sourced from a combination of funding from the Council, the private sector and revenue from paid parking.

Report prepared by: Charlie Inggs, Strategic Advisor Transport.



4 PROPOSED LOCAL BIODIVERSITY ACTION PLAN

GLOSSARY

Auckland Regional Council	(ARC)
International Council for Local Environmental Initiatives	(ICLEI)
Local Action for Biodiversity	(LAB)
Proposed Local Biodiversity Action Plan	(Proposed Plan)

EXECUTIVE SUMMARY

The Proposed Local Biodiversity Action Plan (Proposed Plan) has been considered by the Auckland Regional Council (ARC), Te Taumata Runanga and open for comment from the community. The purpose of this report is for the Policy and Strategy Committee to approve the Proposed Plan as amended through consultation.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Proposed Local Biodiversity Action Plan report.
2. **Approve** the Local Biodiversity Action Plan attached at pages S302 to S340.

S302-S340

BACKGROUND

1. The Local Action for Biodiversity (LAB) project is a partnership project involving the International Council for Local Environmental Initiatives (ICLEI), the World Conservation Union, Countdown 2010, South African National Biodiversity Institute, RomaNatura and 21 cities from around the world. The LAB project recognises that biodiversity is a key to the effective functioning of urban life and that the optimal management or mainstreaming of biodiversity is essential to most, if not all, sectors of urban operation.
2. The LAB project takes local government participants through a five-step process, similar to ICLEI's Communities for Climate Change programme in which Waitakere is also a participant.
3. The Council joined the LAB project in April 2007 and has met the first three milestones. The first milestone met was the presentation of the Waitakere Biodiversity Report to the other participating cities at the first international workshop in Zagreb in October 2007. The second milestone was the signing of the Durban Commitment in which the Council declared its roles and responsibilities in conserving Waitakere's biodiversity. The Durban Commitment, prepared jointly by the LAB steering group and member city representatives, was signed by all the LAB cities at the second international workshop held in Durban, South Africa in September 2008. The Proposed Plan is a requirement of the LAB project towards meeting milestone three, and its adoption would meet milestone four.
4. At its meeting of 7 August 2008 the Policy and Strategy Committee resolved to:
 - "2. *Agree that the Draft Local Action for Biodiversity - Biodiversity Action Plan be forwarded to Te Taumata Runanga for their comments.*
 - 3 *Approve the Draft Local Action for Biodiversity - Biodiversity Action Plan for public consultation and further review by the Local Action for Biodiversity review panel.*"

DECISION MAKING

Issues

5. The Proposed Plan has been reviewed by the LAB review panel and given approval subject to the addition of the Durban Commitment as an appendix and a review every five years.
6. The Proposed Plan was forwarded to the ARC who expressed support for the document and requested some wording changes and clarification. Some of the additions sought by the ARC have already been addressed in the Environment Strategy (the parent document).
- S315-S325* 7. The Action Table within the Proposed Plan attached at pages S315 to S325 lists the projects for improving biodiversity management over the next ten years and identifies which actions require staff time only, which are provided for within current budgets and which require new budget lines in the draft Long Term Council Community Plan 2009-2019. These new projects are described in the Supplement to the Proposed Plan attached at pages S336 to S340. Funding for the new projects has been identified in the draft budget for the Long Term Council Community Plan at \$40,000 per annum. The new projects over ten years and are:
- Threatened plant inventory \$50,000
 - Predator-free enclosure for fernbirds \$160,000 (plus \$600,000 external funding)
 - Long-tailed bat programme \$100,00
 - Te Henga wetland management plan \$45,000
 - Kereru recovery programme \$140,000

Consideration of Community Views

8. The Proposed Plan contributes towards meeting the Green Network and Environmental Protection Community Outcomes.
9. The Proposed Plan was made available for comment on the Council website for one month with no response from the community. However, the Proposed Plan is an update of the previous Biodiversity Strategy and Action Plan adopted in 2006 which received considerable comment from interested members of the community.

STRATEGIC CONTEXT

10. Managing the City's native biodiversity is integral to meeting the Council's Green Network strategic objectives and Sustainable Development Priority. The Community Outcomes Green Network and Environmental Protection echo the same goals of ecological stewardship and replenishing natural taonga (treasures). The LAB project requirements are also consistent with the Council's intentions as expressed in Waitakere's Biodiversity Strategy and Action Plan 2006.
11. The Proposed Plan gives effect to the Green Network part of the Environment Strategy adopted in 2008.
12. The Waitakere Ranges Heritage Area Act 2008, the Council's key deliverable under the Green Network Strategic Platform, is largely intended to protect the ecological and landscape values of the Waitakere Ranges and foothills, the principal refuge of the City's biodiversity.
13. The management of biodiversity in Waitakere by other parties is acknowledged and supported in the Proposed Plan.

CONSULTATION

14. The Proposed Plan has had input from Parks and Open Spaces.
15. The Proposed Plan was on the Agenda for Te Taumata Runanga meeting of 15 December 2008. A quorum was not present so the meeting did not proceed but Members were invited to comment individually on the Proposed Plan. The only comment back related to iwi and other Maori consultation opportunities.

RESOURCES

16. No additional resources are required for the adoption of the Proposed Plan. However, funding is required for its implementation, in particular for the delivery of the five key projects. Costs of implementation have been identified in the Proposed Plan and funding is available in the Annual Plan 2008/2009 for this year's work. Funding of \$40,000 per annum for implementation from 2009-2019 has been incorporated in the draft budget for the next Long Term Council Community Plan.

IMPLEMENTATION ISSUES

17. Implementation of the Proposed Plan, once it has been adopted, will be undertaken by Strategic Planning and Parks and Open Spaces as funding becomes available.

Report prepared by: Carol Bergquist, Senior Analyst Environmental Policy.



5 REGIONAL PUBLIC TRANSPORT PLAN DISCUSSION DOCUMENT

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Regional Public Transport Plan Discussion Document	(the Discussion Document)
Regional Public Transport Plan	(RPTP)
Public Transport Management Act	(PTMA)
Passenger Transport Network Plan	(PTNP)
New Zealand Transport Strategy	(NZTS)
Government Policy Statement	(GPS)
Long Term Council Community Plan	(LTCCP)
New Zealand Transport Agency	(NZTA)
Rapid Transit Network	(RTN)
Quality Transit Network	(QTN)
Central Business District	(CBD)

EXECUTIVE SUMMARY

S341-S373

On 3 February 2009, the Auckland Regional Transport Authority (ARTA) released the Regional Public Transport Plan Discussion Document (the Discussion Document) for stakeholder consultation with a deadline for comments of Friday, 13 March 2009. The Discussion Document (attached at pages S341 to S373) is the precursor to a draft Regional Public Transport Plan (RPTP). The Council will also have the opportunity to make a submission on the draft RPTP.

The RPTP, when finalised, will be ARTA's response to the passage in late 2008 of the Public Transport Management Act (PTMA), which gives regions considerably more flexibility in the procurement of public transport services. The current deregulated procurement framework is a key barrier to achieving the goal set out in ARTA's Passenger Transport Network Plan (PTNP) of achieving 100 million public transport trips per annum by 2016 in the region.

The RPTP will also be critical for achieving New Zealand Transport Strategy (NZTS) and Government Policy Statement (GPS) targets for a more sustainable transport sector that is effective at reducing greenhouse gas emissions.

The Council was strongly supportive of the regionally agreed position urging significant changes to the existing public transport procurement arrangements. Officers are equally supportive of the direction proposed in the Discussion Document.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Regional Public Transport Plan Discussion Document report.
2. **Agree** that the Policy and Strategy Committee endorses the contents of the Regional Public Transport Plan Discussion Document and strongly supports the earliest possible implementation of integrated ticketing and an integrated multi-modal public transport system that works to the strengths of each public transport mode.
3. **Agree** that a submission be made to the Auckland Regional Transport Authority on the Regional Public Transport Plan Discussion Document with the final submission to be signed off by the Chairman of the Policy and Strategy Committee.

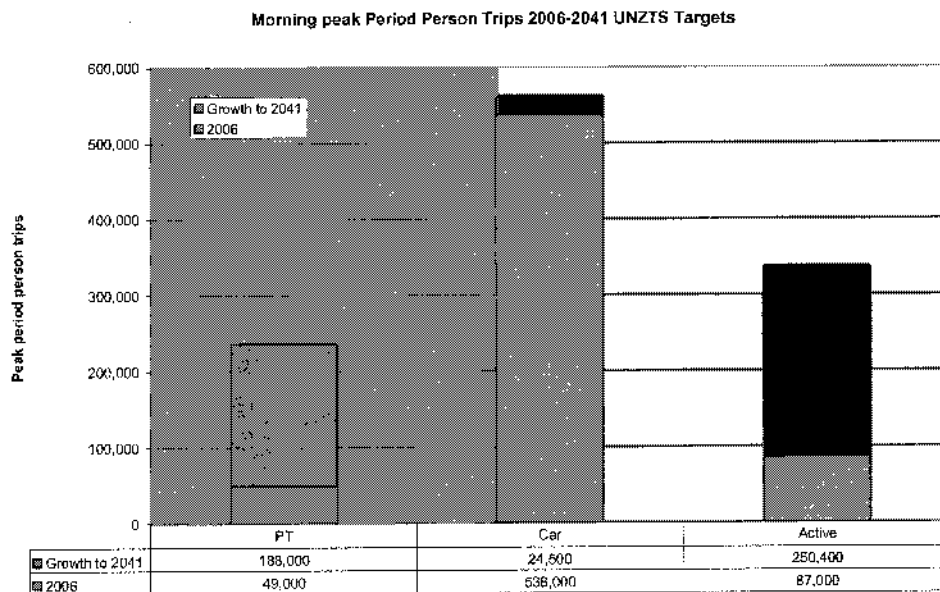
BACKGROUND

1. ARTA was set up in December 2004 to accelerate the development of public transport by giving a single agency a larger role in its operation and development.
2. The ARTA Rail Development Plan, released in August 2006, outlined a business case for rail electrification and provided a rationale for the development of the Central Business District (CBD) Rail Tunnel. Prior to the release of these documents, and the previous Government's allocation of \$600 million in funding for the core network upgrade, potential rail patronage would have been stalled at around the current level of 7.5 million trips per annum. The core network upgrade funding will provide the infrastructural improvements to allow 10-minute peak train service across the network from the second half of 2010. This, combined with rail electrification, will provide capacity for 15.7 million rail journeys in 2016, and rising to 30 million in 2030, assuming the completion of the CBD Rail Tunnel.
3. The PTNP was issued by ARTA in November 2006. This sets a target for increasing public transport patronage from 52 million journeys in 2006 and 100 million by 2016. This is intended to be achieved through the development of a layered public transport network comprising the Rapid Transit Network (RTN) of rail and the Northern Busway, a Quality Transit Network (QTN) of premium bus routes running at high frequencies on direct routes linking key activity centres and a Local Connector Network of feeder routes to activity centres, integrated with the QTN and RTN at major multimodal interchanges.

4. The previous Government released the NZTS and the GPS on 5 August 2008 to focus the transport system on moving people and freight rather than moving vehicles. The NZTS has identified a number of targets to achieve its objectives. The most significant of which for the purposes of this report are:
 - To halve per capita domestic greenhouse gas emissions by 2040.
 - To reduce the kilometres travelled by single occupancy vehicles, in major urban areas on weekdays, by 10 per cent per capita by 2015.
 - To increase public transport to seven per cent of all trips by 2040 (i.e. from 111 million boardings in 2006/2007 to 525 million boardings in 2040).

5. The GPS sets the short-term targets for 2009/2010 through to 2014/2015 which are the first stages of implementing the NZTS targets. The key short-term target for the Council is:
 - To reduce kilometres travelled by single occupancy vehicles, in major urban areas on weekdays, by 10 per cent per capita by 2015.

6. The sort of transformative change proposed in the Discussion Document is seen by officers as vital to contributing to the Council's and the Government's targets for reducing greenhouse gas emissions and for a more sustainable transport system. The chart below shows the level of increase in public transport patronage required to meet the NZTS target.



Source: Auckland Regional Transport Authority modelled data for 2006 and 2041 Morning peak period travel demand – Updated NZTS Mode Share Targets

7. However, the absence of a public transport contracting and procurement basis to implementing integrated ticketing and the absence of a procurement framework to facilitate an integrated multi-modal public transport network have been significant barriers to achieving the sort of patronage growth needed to deliver on the PTNP, NZTS and GPS targets.

8. At its meeting on 6 December 2007, the Policy and Strategy Committee resolved as follows:

1. *That the Public Transport Management Bill report be received.*
2. *That the Council endorses the contents of the Public Transport Management Bill report as its policy position on public transport procurement reform.*
3. *That based on the contents of the agenda report and its conclusions, a submission be prepared on the Public Transport Management Bill, to be signed off by the Chairman of the Policy and Strategy Committee.*

3915/2007

9. This resolution demonstrated strong support from the Council for a move to a fully-contracted system of procuring public transport services. ARTA requires the continued support of Territorial Authorities to prepare the draft RPTP based on fully contracted services. It would be consistent and appropriate for the Council to provide that support.

10. Officers believe that the discussion document provides a sound and well-considered way forward for achieving the region's shared goals for a much-improved public transport system.

DECISION MAKING

11. This reports sets out the basis for a Council submission on the Discussion Document. The decision for the Policy and Strategy Committee is whether or not to endorse the contents of this report as the basis for a submission to ARTA. The Policy and Strategy Committee can choose to support the recommendations in this report; modify them or reject them.

Issues

12. The Discussion Document outlines the process that ARTA proposes to use to implement integrated ticketing and a contracted public transport system which incentivises the private sector to deliver public transport services that deliver public good outcomes.

13. Both integrated ticketing, and the implementation of an integrated public transport system that works to the strengths of each individual mode and integrates the modes with each other, is strongly facilitated by the Discussion Document.

14. Officers believe that the Discussion Document forms a sound basis for ARTA to move forward on developing the RPTP required by the PTMA.

15. The Council will have the opportunity to input into the draft RPTP in mid-2009, when any issues of detail can be raised, taking into account the development of the bus network in Waitakere.

STRATEGIC CONTEXT

16. The Discussion Document, if implemented in the final RPTP, would contribute to a number of strategic platforms and community outcomes as set out below.

17. Integrated transport and communication, *Te Whakaurunga Waka Te Whakawhiti korero* - should the ambitious public transport patronage targets be achieved, public transport will play a much more significant role in providing connectivity both within Waitakere and to the wider region.
18. Urban and rural villages, *Nga kainga taone, tuawhenua* - the City's long-standing strategic direction focussing on urban intensification supports the implementation of the direction set out in the Discussion Document.
19. Strong innovative economy, *He tupuranga kaha ihi wana* - greater public transport access and a reduction in single occupant vehicle travel would make a positive effect on congestion, which is a significant barrier to Waitakere's economic development.
20. Strong Communities, *He iwi kaha* - much improved public transport services supports building stronger communities, reduces social exclusion and allows deprived communities better access to facilities, services and employment.
21. Sustainable energy and clean air, *He kaha motuhake, He hau ora pai* – increased usage of public transport would deliver a more sustainable and resilient energy sector with reductions in pollution from transport, and commensurate reductions in carbon dioxide emissions.
22. The Waitakere City Transport Strategy's vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city". The Council's strategic direction for transport is well-aligned with the proposals in the Discussion Document.

CONSULTATION

23. The proposed position set out in this report follows on from previous Council resolutions which strongly support a much improved and better integrated public transport system. This, in turn, was subject to extensive internal consultation.

RESOURCES

24. No resources, other than staff time, are required.

IMPLEMENTATION ISSUES

25. Any implementation issues would be the subject of reports to the relevant Committee of the Council at the relevant time.

Report prepared by: Darren Davis, Principal Advisor: Transport.



6 TOWN CENTRE STRATEGIC PARTNERSHIPS PROJECT: UPDATE ON THE BUSINESS IMPROVEMENT DISTRICT IN TE ATATU PENINSULA

GLOSSARY

Annual General Meeting	(AGM)
Business Association	(BA)
Business Improvement District	(BID)
Te Atatu Peninsula	(TAP)
Te Atatu Peninsula Business Association	(TAPBA)
Town Centre Strategic Partnerships Project	(TCSPP)

EXECUTIVE SUMMARY

This report provides an update to the Policy and Strategy Committee on Te Atatu Peninsula (TAP) Business Improvement District (BID).

During 2006 and 2007, the Town Centre Strategic Partnerships Project (TCSPP) was developed and BID structures and tools were created and adopted by Council. Te Atatu Peninsula Business Association (TAPBA) was judged to be in the best state of readiness of all Waitakere town centres to tackle the process of becoming a BID. An Establishment Poll was conducted in November 2007 and the BID targeted rate was struck as at 1 July 2008. TAP BID began its journey with a launch on 16 July 2008 and the appointment of a town manager on 24 July 2008.

This report records the actions taken by TAP BID since its inception.

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the Town Centre Strategic Partnerships Project: Update On The Business Improvement District In Te Atatu Peninsula report.

BACKGROUND

1. In September 2006 the City Development Committee approved the TCSPP. Work began to prepare the tools for setting up BIDs under the umbrella of this project, and investigating the readiness of Waitakere town centres to become BIDs. It was resolved:

- “1. That the Town Centre Strategic Partnership Programme report be received.
2. That the City Development Committee endorses the proposed implementation of the Town Centre Strategic Partnership Programme within the City Development 2006/2007 programme.
3. That the City Development Committee nominates Crs Battersby, Neeson, and Corban to participate on the Working Group (referred to in the Agenda report Issues Part Two) in each town centre.”

1758/2006

2. The Working Group referred to in resolution 3, is a general name which encompasses a town centre Business Association (BA), or any other town centre group that is working towards a BID.

3. In September 2007 the Finance and Operational Performance Committee adopted a Council BID Policy and Model Rules. By this time the TAPBA had begun the process of becoming a BID (BID flow chart attached at page S374). The Finance and Operational Performance Committee resolved:

- “1. *That the Town Centre Strategic Partnership Programme: Business Improvement District Policy and Model Rules report be received.*
2. *That the Business Improvement District Policy and Business Improvement District Model Rules be adopted.”*

3486/2007

4. A TAPBA Annual General Meeting (AGM) was held on 12 September 2007. At this meeting the stakeholders approved:

- i. a proposed town centre boundary;
- ii. a new constitution;
- iii. a business plan developed by the BA (with guidelines provided by Council) for the express purpose of implementing a BID in TAP; and
- iv. to continue the process of becoming a BID by requesting that the Council conduct an Establishment Poll in TAP town centre.

5. Council conducted the Establishment Poll on 30 November 2007 with TAPBA stakeholders in accordance with the provisions of the Local Electoral Act 2001. Under the terms of Council's BID Policy (attached at pages S375 to S376) this was successfully passed. The declaration of Result of Poll is attached at page S377.

6. In March 2008 the Finance and Operational Performance Committee received the results of TAP Establishment Poll and recommended that a targeted rate be proposed and consulted through the draft Annual Plan 2008/2009. It was resolved:

- “1. *That the Town Centre Strategic Partnership Programme: Te Atatu Peninsula Business Improvement District Poll Result report be received.*
2. *That it be recommended to the Long Term Council Community Plan and Annual Plan Committee that a targeted rate be set as a rate in the dollar on the land value on the business sector properties situated in the Te Atatu Peninsula town centre that will yield \$70,000 in the 2008/2009 rating year, and that this be included in the draft Annual Plan 2008/2009 for consultation.*
3. *That it be recommended to Council that the Council's Revenue and Financing Policy be amended to permit the raising of a targeted rate to fund the budget requirements of Business Improvement Districts within the City and that a Statement of Proposal be prepared for Council's consideration.”*

304/2008

7. In April 2008, the Council approved an amendment of the Council's Revenue and Financing Policy to permit the levying of a targeted rate to fund the budget requirements of BID's within the City.

8. The draft Annual Plan 2008/2009 consultation process drew one submission against the BID and 21 submissions for the BID. These submissions were responded to in the normal manner. TAP BID targeted rate for \$70,000 +GST was struck on 1 July 2008.

DECISION MAKING

Issues

9. Since TAP BID was established on 1 July 2008, the \$70,000 +GST targeted rate funding has been granted to the BID in quarterly payments, and a number of actions have taken place:

i. The town manager's job was advertised and a subcommittee of TAPBA, assisted by the Principal Advisor – Town Centre Liaison, interviewed three applicants. Mr Graeme Smith was appointed as TAP BID Town Manager. Mr Smith will attend the Policy and Strategy Committee meeting to be introduced.

S378-S379

ii. TAP BID is spending the \$70,000 +GST targeted rate funding on its approved Business Plan for the 2008/2009 year. The following Critical Projects are being developed. (TAP Business Plan is attached at pages S378 to S379).

- TAP BID has a designated budget of \$10,000 for entrance and welcoming signage. In view of the fact that all parties (including the Council) will want a quality design and end-product, an additional \$10,000 has been allocated from the BID programme budget in the current financial year to assist with this project. TAP Town Manager has initiated a design brief process in conjunction with committee members and Council staff.
- TAP Town Manager is working closely with the community constable on the significant night-time problems such as tagging, general disorder and burglaries. TAP Town Manager is working alongside the Council on ownership of parts of the footpath.
- TAP Town Manager has been liaising with landlords and is beginning to have an impact on landlord's choices of tenants, which will maintain occupancy, and improve the retail mix in TAP Town Centre over time. Current business premise occupancy is excellent (only one shop and one office vacant).
- A Business and Community Directory was published in July 2008. This is planned as an annual publication. A new set of street flags displaying TAP BID logo have been installed, and a new website is being developed.
- TAP Town Manager is supporting TAP Town Centre businesses through mentoring, and shop space analyses, which will encourage improved performance and better customer service. BID Awards have already been made to businesses which have performed well.
- The existing community market has increased its patronage and turnover as a result of TAP Town Manager's involvement.
- Three promotional advertising features incorporating customer prize draws have been published in the Western Leader and Aucklander. Citizens Awards have been instituted.

iii. The first TAP BID AGM was held on 24 September 2008.

iv. TAP BID's new Committee has been inducted to good committee practices and their Key Performance Indicators have been established.

10. BAs in other Waitakere town centres are now expressing interest in becoming BIDs. Glen Eden has begun the BID process: an AGM was held on 4 November 2008 and an Establishment Poll was conducted on 12 December 2008.

Retail Seminars

11. Considering the troubled economic situation worldwide and close to home, it is clear that many small local businesses may currently be struggling to survive. Therefore, a series of retail seminars are being planned in conjunction with Waitakere Enterprise and the New Zealand Retailers Association. The objective will be to provide pragmatic information to Waitakere retailers at a token cost, subsidised by the BID programme budget. The seminars will be titled "How to Survive Tough Times – practical tips and ideas", and will be promoted through Waitakere Enterprise and local business associations.

Consideration of Community Views

12. One of the most important roles of the BID Town Manager is to liaise and communicate regularly with their Town Centre stakeholders. TAP Town Manager visits and meets with stakeholders regularly and is representing their views at monthly Committee meetings. The tenor of stakeholder feedback has been consistently positive. TAP Town Manager writes a regular newsletter ("Synergy"), copies of which are delivered to all stakeholders, and to all Councillors and Henderson Community Board Members. The Councillor and the Community Board member appointed to TAP usually attend the BID Committee meetings. The BID Committee is comprised of a broad range of business people who bring a range of different skills and perceptions to the committee meetings.

STRATEGIC CONTEXT

13. This initiative contributes directly to a large number of Waitakere's Community Outcomes and Priorities.

Community Outcome	The BID's contribution
Strong Communities: He iwi kaha	
Priority: Enabling ways for people to contribute to their community.	Provides the organisation and resourcing to enable local businesses to contribute to their local community.
Priority: Creating and supporting places and local focal points.	Provides the organisation and resourcing to enable town centre focal point development.
Priority: Facilitate ways to bring people together around projects, events, issues and ideas.	Provides the organisation and resourcing to enable the businesses to come together to organise events, progress projects and identify issues and solutions.
Priority: Support community identification of common interests, priorities and needs.	Provides the organisation and resourcing to enable local identification of issues and solutions.
Strong Economy: He tupurangu kaha ihi wana	
Priority: Good design of spaces.	Provides the organisation and resourcing to enable community engagement in the town centre planning.
Priority: Foster a strong business voice.	Provides the organisation and resourcing

	to enable a strong local business voice.
Urban and Rural Villages: Nga kainga taone, tuawhenua	
Priority: All are relevant.	Organised local businesses with direct involvement in planning and implementation enables thriving, well connected and identifiable centres.
Vibrant Arts and Culture: Toi me nga Tikanga Taketake	
Priority: More arts in infrastructure and built environment.	Organised businesses facilitate and promote better acceptance of public art in their town centres as part of their business plan.
Priority: More events and festivals.	Organised businesses with their own funding generate more activities like events and festivals in their town centres as part of their business plan.
Working together :Te mahi tahi	
Priority: All are relevant.	Provides increased opportunities for business people to communicate and engage with one another and achieve outcomes together.

14. Waitakere's community outcomes are strongly aligned to achieving the City's strategic direction. The linkages with the key platforms are outlined as follows:
- **Urban and Rural Villages** - The Council alone is not responsible for the delivery of vibrant and thriving town centres. This programme involves working with all the town centre stakeholders to harness their contributions towards achieving strategic goals.
 - **Integrated Transport and Communication** - It is important to engender support amongst town centre stakeholders for public transport. An understanding of the Council's sustainable transport policies, and how these might be achieved, will be embedded with the stakeholders and can flow on to their business practices.
 - **Strong Innovative Economy** - Through support for strong business associations and active stakeholder participation in addressing local issues in partnership with Council, there will be the flow-on effects of a strengthened local economy and job creation.
 - **Strong Communities** - There are several benefits from increasing the ability of stakeholders in town centres to work collaboratively amongst themselves on local issues such as safety and accessibility, and to work co-operatively with the Council on town centre projects.
 - **Active Democracy** - By creating a mutually beneficial partnership the door is opened to enhance civic participation, improved communication, and stakeholder willingness to get involved.
 - **Green Network** - "Greening" Waitakere's town centres is an objective of this project, to be implemented in business plans as the process evolves.
15. In addition to working across the above strategic platforms, the programme also facilitates the implementation of several of the Council's key strategies including:
- Town Centre strategy;
 - Growth Management strategy;
 - Transport strategy;

- Draft Social Wellbeing strategy; and
 - Draft Economic Wellbeing strategy.
16. The programme is an integral part of the Council's support for business growth in Waitakere, and as such sits alongside other Council work, as well as Waitakere Enterprise's work on business enhancement and recruitment.

CONSULTATION

17. In the early stages of the TCSP development, Council staff responsible for the relationship with Maori, and Te Taumata Runanga/iwi, were informed of the BID process and its likely outcomes in Waitakere town centres.
18. According to the Council's BID Policy, TAP Town Centre stakeholders were given three opportunities to feed back their views on the BID process for their Town Centre: a BA AGM, an Establishment Poll and the Council's Annual Plan process. (Property owners and tenants within any Town Centre boundary are all equal stakeholders in a BID). TAPBA AGM, Establishment Poll and Annual Plan process are described in the Background section of this report.
19. During the critical months between the Establishment Poll and the closing of draft Annual Plan 2008/2009 submissions, TAPBA Committee Members and Council staff canvassed the stakeholders with a view to improving their understanding of, and their involvement in, the BID process. Particular attention was paid to those stakeholders with English as a second language.

RESOURCES

20. There are financial and staffing resources assigned to the implementation of the BID programme across Waitakere town centres for the 2008/2009 year. There are sufficient financial resources allocated within the Town Centre budget in the Annual Plan 2008/2009 and the Annual Plan 2009/2010 to progress TAP BID.
21. When the TCSP process achieves BID status in any town centre, the new BID is granted (in quarterly payments) the targeted rate funding paid by its stakeholders to implement its business plan.

IMPLEMENTATION ISSUES

There are no implementation issues arising from this report.

Report prepared by: Robin Jenkin-Winter, Principal Advisor - Town Centre Liaison.

