



**AGENDA FOR AN ORDINARY MEETING OF THE CITY DEVELOPMENT COMMITTEE  
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON THURSDAY, 3 APRIL 2003  
COMMENCING AT 9.30 AM.**

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**1 APOLOGIES**



**2 URGENT BUSINESS**

Section 46A(7) and (7A) of the Local Government Official Information Act and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Committee resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

**NOTE:** Urgent Business need not be dealt with now and may be delayed until later in the meeting.



**3 CONFIRMATION OF MINUTES**

Ordinary - Thursday, 6 March 2003

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the City Development Committee held on Thursday, 6 March 2003, as circulated, be taken as read and now be confirmed.



#### 4 **PRESENTATIONS**

##### A) **BUSINESS AND THE ART WORLD**

Jennifer McGarry will make a presentation on the relationship of businesses and the art world and on the future of Lopdell House.

##### B) **WAITAKERE SAFER COMMUNITY COUNCIL TRUST**

Ngaroimata Reid, Coordinator, will lead a presentation outlining progress on identifying and implementing targeted crime prevention initiatives. Inspector Mark O'Connor of the Waitakere Police and Trish Maxwell of West Auckland Neighbourhood Support will also participate in the presentation.



#### 5 **SAFE WAITAKERE INJURY PREVENTION**

##### **PURPOSE OF THE REPORT**

This report provides information on the six monthly report to the Ministry of Health, and preschool safety initiatives currently occurring.

##### **BACKGROUND**

The Safe Waitakere Injury Prevention programme is funded by the Ministry of Health on a contract currently valued at \$215,000 per annum.

The programme is hosted by Council, which holds the contract, employs the Programme Manager involved, and supports the project administratively, under the terms of a Memorandum of Agreement with the Board. Council is represented on the Board by Councillor Brady.

The Board sets the strategic direction for the project in line with the Memorandum of Agreement with Council. Council has a sub-contract with Te Pikiora Maori Health Trust for the provision of services to Maori and with Pasifika Healthcare for the provision of services to Pacific Islands people.

##### **STRATEGIC CONTEXT**

Council has a long-standing commitment to community safety, symbolised by the city's accreditation as a Safe Community, and the adoption of safety as a 'standard' in its Strategic Review process.

##### **ISSUES**

###### **Report to the Ministry of Health**

*A1-A20*

The Safe Waitakere Injury Prevention Board provides a six-monthly report to the Ministry of Health. The recent report covering the period 1 August 2002 to 31 January 2003 is attached at pages A1 to A20. This has been approved by the Board and forwarded to the Ministry.

The current contract with the Ministry of Health has an end date of 31 July 2004.

## Safe Under Five

Two Programmes currently underway are focused on the safety of preschool children.

Protecting our Tamariki is aimed at the prevention of violence to children. A literature search has been undertaken and interviews with key stakeholders (both local and national) is almost completed. An inter-agency advisory group is guiding the project, and a proposed action plan will be taken to a public meeting on 29 May for public input into directions to be taken. This is a partnership project with Waitakere Safer Community Council Trust. While specific actions will be undertaken as a result of the Plan by Safe Waitakere, it is hoped that other priority areas may be picked up by other agencies. It is hoped that this evidence-based work will result in the long-term reduction of physical abuse to children.

Fall-Safe Kids aims to reduce the present 75 Waitakere preschool children who end up in hospital as the result of a fall each year. An initial telephone survey of 420 Waitakere caregivers has given an indication of the safety practices currently being taken by families. This has informed the development of the programme and will also be a point of comparison when the survey is repeated early in 2004. There will be three mail outs to all households, education in schools for older brothers and sisters, and a range of advocacy activities undertaken by the Working Group: Child Safety. Falls are the greatest single cause of child injury hospitalisation.

## CONCLUSIONS

The six monthly report to the Ministry of Health is presented for members information.

## RECOMMENDATION

That the information be received.

Report prepared by: Margaret Devlin, Programme Manager, Safe Waitakere Injury Prevention.



## 6 SAFETY ISSUES - HURUHURU CREEK

### PURPOSE OF THE REPORT

This report updates the City Development Committee on a key safety issue - child drownings - and outlines a further option for addressing water safety at the swimming hole on the Huruhuru Creek.

### BACKGROUND

On the 7 November 2001 Massey Community Board established a task group (which included Board Members, WaterSafe Auckland, Safe Waitakere and Council Officers) to look at options for preventing a further drowning at the Huruhuru Creek. Initiatives have included the delivery of the Water Hazard Mapping Project to all early childhood centres, the delivery of water safety family information packs to every primary school child in Massey, displays of water safety information via the Library service. The task group are currently planning the erection of water safety signage at the Creek and the erection of these signs will be accompanied by a launch. It is anticipated that this will take place during the week beginning 7 April. Invitations and a publicity campaign will accompany this launch.

## **STRATEGIC CONTEXT**

Community Safety has been identified by children and youth as a major community outcome during consultation for the 2003/2113 draft Long Term Council Community Plan. Safety is clearly identified within the draft Plan as one of the core strategic platforms (principles).

## **ISSUES**

The Massey Community Board led multi-agency task group (which has extended its membership to include Don Buck Primary School and Birdwood Primary School) have been asked to reconsider the issue of safety at the Creek as part of the Council's responsibility for Risk Assessment for all of its' Assets. The concerns for the safety of young children at the waterhole are still grave.

The task group have reflected on the concerns for protection for vulnerable young children, have reconsidered the issues of conflicting needs for access to the water but have agreed that it would be appropriate to strongly recommend to the Council that a length of "storm pond" fencing be erected on the bank as a replacement to the current fencing.

A report has also been prepared for the Massey Community Board Meeting on 2 April to update them on the work of the task group and to recommend that they consider recommending to Council that the sum of \$10,000 be allocated for the erection of appropriate fencing, as a risk management action.

## **RESOURCES**

The budget for the development of signage and for the launch and attendant publicity is included in the 2002/2003 Annual Budget.

The manufacture and erection of appropriate fencing at the Waterhole on Huruhuru Creek will cost \$10,000 and there is no budget allocated for this activity at this time. The budget for this risk management activity could be provided, if approved, from adjustment of the Parks Capital Work Programme budget.

## **RECOMMENDATIONS**

1. That the information be received.
2. That the City Development Committee approve the allocation of \$10,000 from the Parks Capital Work Programme budget 2002/2003 for the erection of appropriate safety fencing at the waterhole on the Huruhuru Creek.

Report prepared by: Angela Hadley, Strategic Group, Strategic Leader.



## **7 WAITAKERE CITY COUNCIL'S FIRST CALL FOR CHILDREN POLICY**

### **PURPOSE OF THE REPORT**

A21-A26 The purpose of this report is to present the final draft of Waitakere City Council's First Call for Children Policy (as attached at pages A21 to A26) for adoption by the City Development Committee. Although the content of the policy has not changed significantly the format has been altered, so that it can be read more easily.

### **BACKGROUND**

In December 2002 the City Development Committee adopted the draft First Call for Children (Child and Youth) Strategy for consultation with community groups, child and youth professionals and central government officers. This consultation period ended on the 14 February 2003. For the sake of simplicity and consistency it is suggested that the document be called the Waitakere City Council First Call for Children Policy.

### **STRATEGIC CONTEXT**

Waitakere City Council's First Call for Children Policy has been aligned with the Council's core strategic platform (principle) of First Call for Children for the Long Term Council Community Plan. It has also been aligned with current national policy and designed in an international context. The Policy itself is the articulation of the Council's commitment to providing a sustainable City with and for children and their families (whanau). The action plans and toolkit will be the means by which the Council meets its commitment to the well-being of children and youth in the City.

### **ISSUES**

The proposed Policy renews the mandate for First Call for Children, guides the implementation of UNCROC (United Nations Convention on the Rights of the Child) within Council and provides the framework for the development of annual unit specific action plans. The action plans will identify how each unit will implement Council's First Call for Children core strategic platform (principles) and will form the basis of an in-house toolkit designed to promote child and youth awareness within Council and change the way we work to implement First Call for Children.

Child and adult (English and Maori) public versions of the Policy and toolkit will be produced for placement in public places such as libraries, community centres, and civic centres explaining what the Council's First Call for Children Policy means to the community. A publicly accessible toolkit will also be made available through the Council's website.

Since December 2002 the Policy has been sent to approximately 170 organisations and individuals. All the feedback was positive. Staff continued the very successful consultation process with children and youth and worked with youth at Waipareira Alternative Education Unit and children and youth at the Waitakere College unit for children with physical disabilities.

Some organisations representing children with special needs wanted to ensure that Council would carry through into action the Policy's goals regarding the rights and interests of children with special needs. Staff clarified that this was the case and also extended an invitation to those organisations and individuals to participate in the implementation phase.

Work has commenced with staff from both the Cemetery and Leisure Services on the development of the first two action plans.

## **RESOURCES**

There is a considerable amount of staff time already committed to promoting First Call for Children, at both strategic and operational levels. However, there is currently no budget allocated for the \$5,000 production costs for the toolkits but this has been identified within the deliberations for the 2003-2013 (Ten Year) Summary of Cost of Services.

## **CONCLUSION**

Council is currently meeting its commitment to the principle of First Call for Children through the vast range of actions, activities and facilities, which are provided by the Council or through its collaborative processes. This First Call for Children Policy has been developed as a consequence of considerable consultation and aims to provide Council with a clear framework to support the development of Council's First Call for Children activities into the future.

## **RECOMMENDATIONS**

1. That the information be received.
2. That the City Development Committee recommend that the First Call for Children Policy be forwarded to Council for its adoption.

Report prepared by: Angela Hadley, Strategic Group, Strategic Leader, Annika Lane, Senior Policy Analyst, Social Policy and Sue Dodds, Partnerships and Advocacy Leader, Children and Youth.



## **8 LIBRARIES - MIGRANT INFORMATION FORUM, RANUI**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present the plan to host a Migrant Information Forum in Ranui.

### **BACKGROUND**

Since the Ranui Action Project started over two years ago, Waitakere Library and Information Services has been a key partner with the project in the development of a wide range of leisure and educational programmes. These have included holiday activities, homework and coaching, information literacy and computer training, children's reading programmes and storytelling workshops.

The idea for a Migrant Information Forum at Ranui, as a precursor to the development of other information road shows that would tour City-wide, and the proposal to introduce new migrants to Maori tikanga as part of the Forum, were both supported and endorsed by the Library Manager and the Ranui Action Project Coordinator as worthy partnership initiatives.

The main focus of the Forum will be the information, collections and services that are available for migrant communities through our libraries. Citizens Advice Bureaux will be represented among the speakers and the Forum will also seek to establish if there are any unmet needs for information which can be developed.

The information forum is proposed for Friday, 16 May 2003, with the marae tour to be arranged at a later date.

### **STRATEGIC CONTEXT**

As part of Council's focus on building strong communities, Waitakere City's Wellbeing Collaboration Project has identified a number of objectives for the next two years. These include the successful settlement of every new migrant or refugee in Waitakere City and the provision of accessible information resources for migrants and refugees. The Libraries Multi-Cultural Service, is a key Council tool in helping to meet these objectives.

The objectives of the Library's Multicultural Service are:

- to develop and promote information services to all non-Maori ethnic citizens of Waitakere City;
- to promote awareness of the range of these services to ethnic groups through liaison with ethnic organisations;
- to promote understanding among the different ethnic groups.

### **ISSUES**

Issues for the Forum include:

1. Including the widest representation from among the various migrant communities in Ranui.
2. Ensuring that content is pitched to their information needs and understood by all attending.
3. Evaluating the effectiveness of the forum in achieving pre-determined objectives, and to further extend the forum to other parts of the City.
4. Using feedback from Forum to develop a user need analysis for the further development of lifelong learning opportunities in Ranui.

A communication plan around these issues is being developed, together with appropriate content and monitoring development. A range of participants are being invited, including the Minister of Ethnic Affairs.

Elected Member representation is considered vital at the Forum. In particular, it is desirable to have a Councillor to speak at the Forum and outline a number of the Council's initiatives in this area, and how these relate to the Council's strategic goals.

### **RESOURCES**

As a partnership, Libraries and Ranui Action Plan will contribute expertise from current staff, volunteers and community to ensure the successful management of the Forum. Libraries will ensure that marketing, displays, koha for speakers and advertising are funded, as required, from the current Library marketing budget.

## CONCLUSION

The concept of a Migrant Information Forum has been proposed and endorsed by all parties as an important practical initiative to meet our strategic objectives for effective information services to migrants.

## RECOMMENDATIONS

1. That the information be received.
2. That it be recommended to Council that a Councillor be appointed to attend the Migrant Information Forum and speak on behalf of Council on a voluntary basis.

Report prepared by: Janice Chong, Service Development Team Leader: Libraries.



## 9 PASSENGER TRANSPORT GOVERNANCE OPTIONS

### PURPOSE OF THE REPORT

This report asks the City Development Committee to consider two options for a passenger transport governance structure for the region in the medium term. Comments will be referred to a Political Sounding Board meeting in April for the purpose of developing a preferred passenger transport governance structure.

### BACKGROUND

In June 2002 the Councils of the region agreed to a work programme for the transport governance work that focussed on evaluating passenger transport options. With the goal of developing a regional consensus about these options, the Councils also agreed to the establishment of a Political Sounding Board facilitated by an independent chair.

At its meeting on 7 October 2002, the City Development Committee received a report on governance principles and evaluation criteria. Since then two Councillor workshops were held to provide guidance to Council's representatives on the Political Sounding Board. On 29 October 2002, key issues and principles were discussed. On 27 November 2002, a shortlist of options was identified for further analysis.

A27-A45

The Political Sounding Board agreed at its meeting on November 2002 that further analysis be done on two options. At its meeting on 3 March 2003, a summary of the advantages and disadvantages of the two options was discussed and have led to the attached paper "Public Transport Governance Issues For The Auckland Region" attached at pages A27 to A45. Councils in the region are currently considering this paper.

The Political Sounding Board is meeting in April to consider the feedback from each Council with a view to developing a preferred passenger transport governance structure. This could involve adopting the best features of each option. The next stage would require further consultation and decision by the Councils on a preferred option by June.

## STRATEGIC CONTEXT

The region's Councils have developed and agreed the Auckland Regional Growth Strategy, Regional Land Transport Strategy and Regional Passenger Transport Plan. Fundamental to these strategies is the development of an attractive, frequent, fast and convenient passenger transport system, around a core of dedicated rapid transit corridors.

These strategies require an agreed governance structure that enables rail, bus, and ferry services and infrastructure to be provided on a cost effective basis.

## ISSUES

### Options for Passenger Transport Governance

Two broad governance options are currently being considered:

In the first option, strategy decisions and resource allocation are done through an Auckland Regional Council led committee, which includes members from all Territorial Authorities of the Region. Services and infrastructure are planned and specified by an Auckland Regional Council service and infrastructure planning group, which contracts out delivery and implementation functions.

In the second option, representatives from the Auckland Regional Council and TLA's sit on a regional body which makes strategy and resource allocation decisions through a joint decision-making process. Services and infrastructure are planned and specified by a Council Controlled Organisation ("CCO"), which also manages delivery and implementation.

### Key Advantages and Disadvantages

There are advantages and disadvantages with each option. These are set out in Part 3 of the attached paper. It is likely that the preferred structure will be an amalgamation of the best features of each option.

The best features of Option A are:

- the structure can be implemented quickly (if the Land Transport Management Bill is enacted), as it is largely already in place;
- an Auckland Regional Council led Passenger Transport Committee would provide a regional perspective, integration with the Regional Land Transport Strategy and Regional Growth Strategy, most of the rates funding, and ability to resolve a deadlock;
- Auckland Regional Council staff can determine levels of services and infrastructure under the supervision of the Passenger Transport Committee.
- the public can hold the Auckland Regional Council accountable for passenger transport.

The best features of Option B are:

- strategy and funding decisions must be made on a consensus basis by representatives on a Passenger Transport Strategy Group, with Territorial Local Authorities having greater voting rights and rates contributions;
- the Council Controlled Organisation can assist the Passenger Transport Strategy Group in determining what is affordable and identify commercial constraints and opportunities;
- the Council Controlled Organisation can determine levels of services and infrastructure under the directions and funding limits set by the Passenger Transport Strategy Group;

- the board of the Council Controlled Organisation can use its commercial expertise in negotiating contracts with operators and developers;
- the Council Controlled Organisation has a single focus on passenger transport and is more likely to get projects completed;
- the public can hold the Auckland Regional Council and the Territorial Local Authorities accountable for passenger transport.

### Critical Issues

This Committee may wish to consider what are the critical issues that will determine the preferred passenger transport governance structure. These may include:

- **appropriate Council representation** - This is relevant for both options, but particularly under Option A if rating is primarily from the Auckland Regional Council . Voting arrangements are still to be worked through, but it is likely that this Council would have more influence under Option B than under Option A;
- **rates impact on residents of Waitakere City** - The amount of rates payable by residents for passenger transport would be similar under both options, but the collection mechanism would be different. Under Option A, residents would mostly pay regional rates and some local rates. Under Option B, residents would mostly pay local rates and some regional rates. The proportions will depend on arrangements for voting and contributions;
- **safety of the rail network** - Ideally safety is managed best by one entity that has responsibility for managing infrastructure, developing infrastructure and setting service levels. Option B provides that integration with a Council Controlled Organisation having all of these responsibilities;
- **getting things done** - The November workshop of Councillors indicated a preference for a Council Controlled Organisation , such as Auckland Regional Transport Network Limited , to be responsible for service planning and infrastructure development. This is the arrangement under Option B. However, Option B will take longer to implement than Option A because new legislation is required and agreement regarding sharing of contributions;
- **impact on Auckland Regional Council** - Option B would transfer service planning responsibilities from the Auckland Regional Council to a Council Controlled Organisation . This would take away a significant role of the Auckland Regional Council and may result in a change in focus.

Part 4 of the attached paper outlines some 'second order' issues (voting rights, structure of the Council Controlled Organisation and accessing money from Infrastructure Auckland). These may not affect the choice of options but will need to be investigated further before the Council can commit fully to a preferred governance structure.

### Consultation

The Annual Plan Committee resolved to include the adoption of a new passenger transport governance structure for the region as a consultation issue during the Annual Plan process. Residents' feedback would assist the Council in its decision on a preferred passenger transport governance structure. The preferred structure will also need to be discussed with key stakeholders.

## RESOURCES

There are sufficient budgeted resources in 2002/2003 to continue the proposed regional process to determine a preferred passenger transport governance structure. The resources required to implement changes in governance have yet to be determined. However, staff have proposed a budget of \$50,000 in 2003/2004 to assist the region with this process and other regional funding assessments.

## CONCLUSION

This report has highlighted some critical issues or key advantages of the two options, which the Committee may wish its representatives to discuss at the next Political Sounding Board in April. This will assist the development of a preferred passenger transport governance structure. Feedback from the consultation process will assist the Council in making a decision on a preferred passenger transport governance structure.

## RECOMMENDATIONS

1. That the information be received.
2. That the best features and critical issues in relation to the two options for a passenger transport governance structure be referred to the next meeting of the Political Sounding Board with a view to developing a preferred passenger transport governance structure.
3. That the Council's decision on a preferred passenger transport governance structure take into account submissions received during the Council's Annual Plan process.

Report prepared by: Kevin Wright, Senior Project Manager, Transport Projects.



## 10 REGIONAL TRANSPORT FUNDING

### PURPOSE OF THE REPORT

This report presents a regional proposal to investigate funding the region's transport projects under the Regional Land Transport Strategy. The proposal is intended to enable the region to fund completion of the transport network by 2010. The City Development Committee's feedback on the proposal will be considered at the Regional Land Transport Committee meeting on 29 April 2003 with a view to formal adoption of the proposal.

### BACKGROUND

At its meeting on 11 November 2002, the City Development Committee considered a paper on debt financing regional transport projects. The Committee identified a number of issues to be provided to the Regional Land Transport Committee:

- any consideration of debt financing should not detract from the region's focus on implementing the passenger transport programme;
- the region should advocate for a larger pool of funding available from Transfund;
- the region should advocate for receiving a greater share of funding from Transfund;

- the region should consider other ways to advance projects without ratepayers bearing the extra cost;
- further investigations are required including triple bottom line and safety to identify which transport projects are suitable for bringing forward and when;
- the nature of governance arrangements. Is there a need to develop a regional governance structure to facilitate debt financing a small number of projects?
- in principle, the costs of debt financing should be allocated to those who benefit from the specific projects.

The City Development Committee resolved that subject to further consideration of the issues being raised with the Regional Land Transport Committee, Waitakere City Council approves in principle the option of debt financing priority transport projects in the Auckland region.

At a meeting of the Mayoral Forum on 17 January 2003, the issue of funding for completion of the region's transport network was discussed. The meeting resolved as follows:

- "b) That the Auckland Mayoral Forum desires that the region develop a united position and agreed strategy to fund accelerated implementation of the Auckland regions planned integrated transport networks as defined in the Auckland Regional Land Transport Strategy."*

A46-A56

To implement this, an officers Steering Group was established and a paper prepared entitled "Proposal For Funding The Completion Of The Integrated Transport Network For The Auckland Region By 2010" (attached at pages A46 to A56). The paper was considered by the Mayoral Forum at its meeting on 7 March 2003 and by the Regional Land Transport Committee at its meeting on 25 March 2003.

The Mayoral Forum resolved to support the proposal as its collective view, and to pursue the proposal with their respective councils, the Regional Land Transport Committee, and the Government. The Mayoral Forum also resolved to pursue with greater urgency a matter of the introduction of a regional petrol tax (it was noted by Mayor Law that there will be a need to consider boundaries in relation to a regional petrol tax levy at the appropriate time).

The Regional Land Transport Committee resolved that the paper be circulated to organisations represented on that Committee, with the request that they provide feedback on its proposal in time to enable further Regional Land Transport Committee consideration at its 29 April 2003 meeting.

A more detailed technical working paper prepared by the Regional Transport Funding Strategy Steering Team is available to Councillors upon request.

## **STRATEGIC CONTEXT**

The Council has supported the Regional Land Transport Strategy and is keen to see major roading and passenger transport projects progress, including the Upper Harbour highway, State Highway 20 extension and rail project. The Regional Land Transport Strategy provides for major improvements to the roading and passenger transport networks over the next 10 years. In order to achieve the intended timetable for implementing projects, funding arrangements need to be in place.

## SUMMARY OF THE PAPER

The proposal outlined in the paper includes the following key initiatives:

- a) Using Infrastructure Auckland's grants to fund debt repayment for the four years beginning July 2003, accompanied by one off capital contributions from the budget surplus and the consolidated fund.
- b) The implementation of network pricing / congestion pricing after that time, beginning with a comprehensive feasibility study to evaluate the implementation of a network pricing model in Auckland, and significant opportunity for public debate.
- c) The furthering of investigation of interim, capital and revenue options should network pricing take longer to implement:
  - regional fuel tax;
  - regional RUC levy;
  - Transfund debt servicing contribution;
  - project specific tolls.
- d) Lobbying for the Land Transport Management Bill to provide the flexibility needed to implement any or all of the above options.

The paper also calls for the Government and Auckland to work together to urgently implement the proposal which comprises:

- e) Immediate preparation of a financial business plan for Auckland (with Transit New Zealand) to raise \$5 billion from existing and new sources, and provide for funding agreements with Transfund, Infrastructure Auckland, and local authorities.
- f) Execution of a number of supporting process and legislative improvements working these through in an effective partnership team between Government and Auckland.

## ISSUES

To assist the City Development Committee, a short presentation will be made at the meeting on the issues raised by the paper. Key issues to consider include:

1. The completion of the network involves \$3.8 billion spent on the roading network and \$1.2 billion spent on the passenger transport network. The rail business plan identifies a funding shortfall which also needs to be taken into account.
2. Benefits of early completion of the transport network need to be assessed in the financial business case. It is assumed that the benefits will outweigh the interest costs.
3. Further investigation is needed to determine the feasibility of proposed debt funding and revenue arrangements and the impacts on ratepayers and road users.
4. Who will raise the debt? This is to be determined and could be a government agency or entities within the region.
5. Transfund NZ would need to commit to funding the region's 10-year programme.
6. Further investigation is required into the revenue sources that will be used to pay interest. The Mayoral Forum resolved that the introduction of a regional petrol tax should be pursued with greater urgency.
7. The completion of the transport network depends on travel demand measures such as network pricing. Otherwise, there may be pressure in the future for further network investment.

8. The role of Infrastructure Auckland as a financier needs to be considered in relation to the region's expectations of that entity.
9. If arrangements are in place for the funding gap to be filled, then network projects may be constructed without regard to priority. This would be problematic if a funding shortfall arises prior to completion of the transport network.
10. Revenue streams are not unlimited. If applied to advancing completion of the network, they would not be available for other purposes or priorities in the future.
11. Regional unity is required in order to resolve this issue and advocate effectively with central government.

## **RESOURCES**

To date Auckland City Council has assumed responsibility for costs relating to the initial study of available options for funding the region's transport projects. Waitakere City Council has not budgeted for further investigation into the shortlist of options or the preparation of a business case. It is assumed that this work will continue to be resourced by Auckland City Council, with assistance from Infrastructure Auckland, Transfund New Zealand and Transit New Zealand.

The investigation and preparation of a financial business plan will identify resource requirements from Councils in the region.

## **CONCLUSION**

The completion of the transport network in accordance with the Regional Land Transport Strategy by 2010 would provide benefits to the region. A number of key initiatives are intended to enable funding to be available to enable this to happen.

## **RECOMMENDATIONS**

1. That the information be received.
2. That the City Development Committee supports the Proposal for Funding the Completion of the transport Network for the Auckland Region's key planks namely:
  - a) Using Infrastructure Auckland's grant to fund debt repayment for the four years beginning July 2003, accompanied by one off capital contributions from the budget surplus and the consolidated funds (short-term measure).
  - b) Investigating and using some interim, capital and revenue options to meet the funding gap such as;
    - i Regional fuel tax (to be pursued with greater urgency).
    - ii Regional RUC levy.
    - iii Transfund debt servicing contribution.
    - iv Project specific tolls (short-term and medium-term measures).
  - c) Undertaking a comprehensive feasibility study to evaluate the implementation of a network pricing model (as the only viable long-term funding and demand management tool) with significant opportunity for consultation and debate prior to any design and implementation (long-term measure).

- d) Preparing a financial business plan for Auckland (with Transit New Zealand) to raise \$5 billion from existing and new sources, and provide for funding agreements with Transfund, Infrastructure Auckland, and local authorities.
  - e) Working in partnership with the Government on the above work programme.
3. That the City Development Committee's comments on the paper be conveyed to the Regional Land Transport Strategy at its April meeting.

Report prepared by: Kevin Wright, Senior Project Manager, Transport Projects.



## 11 PROJECTS SPECIAL COMMITTEE

**THE COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS ORDINARY MEETING HELD ON WEDNESDAY, 5 MARCH**

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### MATTERS CONSIDERED

A57-Axx

The Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages Axx to Axx.

### **The Committee Recommends:**

That the Ordinary Meeting report of the Projects Special Committee held on Wednesday, 5 March 2003 be received.

RP Dallow, QPM, JP  
**CHAIRPERSON**



**12 RAIL BUSINESS PLAN**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**13 NEW LYNN RAIL STATION**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, namely the New Lynn Rail Station and Rail Business Plan.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> <li>• Rail Business Plan;</li> <li>• New Lynn Rail Station.</li> </ul>	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> <li>• protect supplied information which is subject to an obligation of confidence;</li> <li>• enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations.</li> </ul>	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(c) and 7(2)(i) of that Act which would be prejudiced by the holding of the *relevant part* of the proceedings of the meeting in public as follows:

- The matter contains commercially sensitive information confidential to Auckland Regional Transport Network Limited and the Auckland Regional Council, where the making available of the information would likely to prejudice the future supply of similar information, and would likely as a result affect the public interest;
- The matter contains information pertaining to land purchase and designation which if released may affect Council's negotiations.

