



NOTICE OF MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that an Ordinary Meeting of the City Development Committee will be held on:-

DATE: **Thursday, 6 November 2003** **TIME:** **9.30 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

31 October 2003

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Councillors	CA	Stone (Chairperson)
	GB	Presland (Deputy Chairperson)
	DQ	Battersby, JP
	BA	Brady, JP
	JM	Clews, QSO, JP
	RP	Dallow, QPM, JP
	AC	Fenton
	OE	Hoskin, MNZM, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, JP
	VS	Neeson, JP
	GW	Russell, JP
	DA	Yates, JP

Mayor Bob Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

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, 6 NOVEMBER 2003, COMMENCING AT 9.30 AM.

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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, 6 NOVEMBER 2003, COMMENCING AT 9.30 AM.

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, 2 October 2003

RECOMMENDATION

That the minutes of the Ordinary Meeting of the City Development Committee held on Thursday, 2 October 2003, including the Public Excluded minutes, as circulated, be taken as read and now be confirmed.



4 **PRESENTATION - WAITAKERE COMMUNITY RESOURCE CENTRE**

Alan Blackburn, Executive Member and Sally Clarkson, Coordinator, West Auckland District Council of Social Services will make a presentation on the Waitakere Community Resource Centre.



5 **MEMORANDUM OF UNDERSTANDING WITH NEW ZEALAND POLICE**

PURPOSE OF THE REPORT

The purpose of this report is to seek from the City Development Committee approval to enter into a Memorandum of Understanding with the New Zealand Police.

BACKGROUND

The need for an Memorandum of Understanding between Council and the New Zealand Police has arisen from Council's growing concerns and responsiveness to crime and community safety in the City, and the strategic direction of the Police aimed at improving relationships with Local Authorities.

In August 2003, the City Development Committee agreed in principle to restructure its crime and safety activities through the creation of a Crime Prevention Leader position within Council, located within the Safe Waitakere 'family', using funding from Council and the Crime Prevention Unit. One of the functions of this position is to prepare and implement a Memorandum of Understanding with the Police.

In addition, the Mayor and Council have been vocal in advocating for increased Police resources in the City, and have expressed grave concerns over crime issues such as the proliferation of metamphetamine.

From the Police perspective, the North Shore/Waitakere/Rodney Police District Business Plan 2003/2004 states that "the strong interaction with...Waitakere City Council...will flourish this year, such that New Zealand Police will become engaged in joint crime and crash reduction initiatives on a scale not experienced before in this District".

STRATEGIC CONTEXT

- A *Safe City* is one of the Five Priorities set out in the Long Term Council Community Plan;
- Council is committed to participate in the regional New Zealand Police/Territorial Local Authority planning initiative;
- Waitakere City is accredited as a Safer Community by the World Health Organisation.

ISSUES

A1-A7

The Memorandum of Understanding sets out a framework for the relationship between Council and the New Zealand Police. It identifies the areas of interest and issues that are shared, establishes protocols for communication and joint planning, and provides for the undertaking of operational strategies and activities. The Memorandum of Understanding and schedules are attached at pages A1 to A7.

The Memorandum of Understanding sets out formal reporting and communication requirements, and sets up three joint planning and consultation mechanisms:

- The first is a 'high level' annual strategic planning meeting that considers each agency's business objectives and strategies, and identifies areas of joint interest and collaboration, and potential budget considerations.
- The second is a Crime Reduction Reference Group comprised of Council and Police staff, together with representatives from other government and community agencies concerned with crime prevention. This group will meet quarterly and will provide information and support to the project.
- The third mechanism is a Council/New Zealand Police tactical operations group that will meet monthly. This group will provide timely and planned responses to emerging crime issues, and act as a forum for the agencies to communicate and engage at an operational level.

The signatories to the Memorandum of Understanding are the Mayor and Chief Executive for Council, and the District Commander and Waitakere Area Commander for the New Zealand Police.

RESOURCES

Council funds the Crime Prevention Leader position through allocated funding and by way of contract with Crime Prevention Unit, as provided for in the Annual Plan. The participation of other Council staff will be in the course of their normal work

CONCLUSION

The Memorandum of Understanding between the New Zealand Police and Council is another step towards strengthening the relationship between the parties. The objective of the Memorandum of Understanding is to achieve a sustained reduction in crime in Waitakere City, through effective communication and planning, and the implementation of appropriate crime prevention strategies and activities.

RECOMMENDATIONS

1. That the information be received.
2. That approval be given to proceed with the signing of the Memorandum of Understanding between Council and New Zealand Police.

Report prepared by: Tony Mayow, Group Manager, Strategic Partnerships and Advocacy.



6 PURCHASE OF KAIKOURA ISLAND FOR THE REGION

PURPOSE OF THE REPORT

The purpose of the report is for the Council to consider contributing towards the purchase of Kaikoura Island to bring this Hauraki Gulf island into the public domain for conservation and outdoor pursuits/recreational purposes.

BACKGROUND

The New Zealand Native Forest Restoration Trust presented a proposal to purchase Kaikoura Island to the Mayoral Forum in August 2003 seeking funding support from the region's local authorities.

A8-A15 The Mayoral Forum requested that officers of the region's local authorities convene to explore Auckland local government involvement in the proposed purchase and to report back on their findings. Consequently, the report as attached at pages Axx to Axx was presented to the Mayoral Forum at its meeting of 3 October 2003. The report received a mixed response with the possibility of local government contribution to the purchase of the island being fully supported by Sir Barry Curtis and Mayor Bob Harvey. Councillor Gwen Bull expressed support in the form of willingness by the Auckland Regional Council to assist with pest control and management of the island but stated that the Council was unable to contribute to funding the purchase. Mayor John Banks agreed to support Sir Barry Curtis and Mayor Bob Harvey.

A16 The Forum agreed that the report go to each of the Councils for their consideration, minutes are attached at page A16, and the Forum would also request Central Government to match dollar for dollar the sum that could be raised by local government on the basis that the purchase of the island would be for the benefit of all New Zealanders.

STRATEGIC CONTEXT

A17 Waitakere City Council is a constituent party of the Hauraki Gulf Forum, which advocates for protection and integrated management of the Hauraki Gulf Marine Park. Kaikoura Island is a 564-hectare island off the western coast of Great Barrier Island, a map is attached at page A17, and within the Park. One of the strategic issues identified by the Hauraki Gulf Forum in their Strategic Issues document is that:

Many of the islands of the Gulf retain natural habitats that support rare and endangered species. Some areas have been the focus of conservation effort, but many are not formally protected.

The objective following this is:

The diversity of species, habitats and physical natural features are maintained for their intrinsic, scientific, recreation, tourism and commercial values and opportunities for sustainable use.

And the action:

Promote the expansion of the network of reserves, including marine reserves, where it is consistent with the vision of the Forum and has tangata whenua and community support.

ISSUES

If the Council agreed to contribute to the purchase of the island for the region, the cost would be an unanticipated additional cost on to this year's Annual Plan, or could be presented in the 2004/2005 draft Annual Plan for consultation.

If the region managed to complete the purchase, depending on the cost sharing, the Crown, Auckland Regional Council, Auckland City Council or the New Zealand Native Forest Restoration Trust could be the landowner.

The indications so far are that both the Department of Conservation and the Auckland Regional Council would be prepared to control pests and manage the island.

RESOURCES

As the attached report suggests, the outstanding purchase cost of approximately \$3 million could be split a number of ways. An equal share among the eight councils (including the Auckland Regional Council) would be \$375,000 each. A per capita split, and if either the Auckland Regional Council or Central Government were prepared to cover a half share with the territorial authorities, would result in Waitakere City Council's share being \$210,000. This figure is based on the following proposed cost sharing:

Authority	% Population Represented	Per Cent Share	Contribution
Auckland Regional Council (Alternatively Central Government to meet \$ for \$ with Territorial Local Authorities)	100	50%	\$1,500,000
Auckland City Council	35	17.5%	\$525,000
Manukau City Council	23	11.5%	\$345,000
North Shore City Council	15	7.5%	\$225,000
Waitakere City Council	14	7%	\$210,000
Rodney District Council	6	3%	\$90,000
Franklin District Council	4	2%	\$60,000
Papakura District Council	3	1.5%	\$45,000

No funding has been provided in the Long Term Council Community Plan for this land purchase. Financial assistance by the Council would need to be consulted upon. The land is located outside of Waitakere City and funding, ownership and management issues are yet to be resolved.

It would be appropriate that consultation take place in the 2004/2005 draft Annual Plan if Council wishes to assist in the land purchase.

CONCLUSION

The purchase of Kaikoura Island by the region is achievable with regional co-operation, the Council must decide if it is desirable. Consultation in the 2004/2005 draft Annual Plan is recommended if the Committee wishes to assist in the purchase.

RECOMMENDATIONS

1. That the information be received.
2. That the proposal to part fund the purchase of Kaikoura Island for the people of the Auckland Region to the sum of \$210,000 be considered for inclusion in the 2004/2005 draft Annual Plan process.
3. That any proposal to part fund the purchase of Kaikoura Island be a key issue for consultation within the 2004/2005 draft Annual Plan.
4. On a regional basis the Mayoral Forum, or those Council's supportive of the proposal, undertake consultation with iwi.

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



7 QUALITY OF LIFE REPORT

PURPOSE OF THE REPORT

The purpose of this report and presentation is to inform Councillors of the key issues relevant to Waitakere in the recently published report "Quality of Life in New Zealand's Eight Largest Cities 2003".

BACKGROUND

The first Quality of Life report was published in 2001 covering the six largest cities. Prompting this first report was concern about the growing pressures on city communities, the impacts of urbanisation and the effects of this on the wellbeing of residents.

The second report - "Quality of Life in New Zealand's Eight Largest Cities 2003" was launched through a presentation by the Mayors of the eight cities, to the Prime Minister on Tuesday, 7 October 2003.

The report presents a picture of the quality of life in the eight largest cities in New Zealand: North Shore, Waitakere, Auckland, Manukau, Hamilton, Wellington, Christchurch and Dunedin. The primary purpose of the report is to raise the profile of urban policy issues and to advocate for quality of life and sustainable development in the largest urban centres.

The report was developed over a period of two years by a team of officers representing the participating councils. The first stage involved identifying the indicators used to monitor social, economic, environmental and cultural conditions in the eight cities and the subsequent collection of data. The data included results from a survey of 500 residents in each city. The second stage involved analysis of the data, writing the report and identification of the issues. The third stage, currently being developed, is an advocacy programme focussing on the issues raised in the report.

A18-A26

Copies of the report have been distributed to Councillors, senior council officers and partner organisations in the Wellbeing process. A copy of the overview presentation as included at pages A18 to A26.

The report can also be accessed at the website www.bigcities.govt.nz, and via Council's website via the following link: <http://www.waitakere.govt.nz/abtccit/index.asp#Quality>.

STRATEGIC CONTEXT

Wellbeing and sustainability are key aspects of the Local Government Act 2002. The Act requires Local Government:

- To enable democratic local decision-making and action by, and on behalf of, communities;
- To promote the social, economic, environmental and cultural wellbeing of communities, in the present and for the future.

The Quality of Life report uses indicators that help assess sustainable quality of life. It also helps define areas for improvement, and provides pointers to assist Council in its dialogue with communities to define community outcomes in the context of the Long Term Council Community Plan. There will be an increasing requirement for the use of appropriate indicators and outcome measurements in planning.

The information contained in the report relates to all nine Strategic Platforms in the current Long Term Council Community Plan.

ISSUES

Relationship to Other Reporting and Monitoring Processes

At central government level a broad overall national view of the social, economic, environmental and cultural conditions is provided in the report "Monitoring Progress Towards a Sustainable New Zealand" (Statistics New Zealand 2002). In depth national overviews of each condition is reported in "The Social Report" (Ministry of Social Development); "New Zealand Economy Report" (Ministry of Economic Development); "State of the Environment Report" (Ministry of the Environment) and Te Puni Kokiri and Ministry of Pacific Island Affairs reports. An important feature of the development of the Quality of Life report was ensuring an alignment with the indicators and data collected by central government agencies in these national reports.

At the local Waitakere level the "State of the City" report is already in place giving a high level overview of trends. A Wellbeing report is also to be prepared within the three-way partnership of the Wellbeing Collaboration Project to provide a snapshot and comparative study (over time) of wellbeing in Waitakere, consider the effectiveness of interventions and assess whether we have chosen the correct priority areas for attention. This report will 'drill down' from the Quality of Life report and provide the background information to assist decision-making at the next Wellbeing Summit in 2004.

A "State of the City's Children" report is also in development under contract to Associate Professor Marilyn Waring. The purpose of this project is to develop a reliable and integrated system for assessing and understanding the wellbeing of children and youth in Waitakere. The intention is to develop a set of baseline indicators using a participatory and collaborative approach that complements existing monitoring processes.

Collective Advocacy

The Quality of Life report is intended to identify policy responses to address issues identified and to advocate for change where it may assist the urban centres. While the report concludes that the overall quality of life for most people living in our cities is improving it identifies eight high level themes requiring attention each with a number of more specific areas to be addressed - twenty-eight in total. At the launch of the report the Prime Minister welcomed the idea that the Key Points for Action from the report form the basis of discussion at the Central/Local Government Forum to be held on 20 November 2003. The Metro Chief Executives Forum is working on identifying three or four top priorities as a proposed focus for this discussion.

Key Issues for Waitakere

The presentation outlines some of the key issues for Waitakere that emerge from the report. Some of these issues indicate positive trends, others indicate areas where we need further research or may need to re-evaluate Council's priorities within the context of our own planning processes and external partnership processes. Various initiatives are in place, or are planned, that address some of these issues; however, it is beyond the scope of this report to list and evaluate them.

RESOURCES

There is no requirement for extra resourcing in the current financial year. Implications for resourcing in subsequent years can be considered in the context of the Annual Plan/Long Term Council Community Plan process.

CONCLUSION

The Quality of Life report provides a picture of the quality of life in the eight largest cities in New Zealand. Eight high level themes, each with associated areas to be addressed, are identified in the report. The top priorities from these will form the basis of a discussion at the Central/Local Government Forum scheduled for later this month.

In terms of Waitakere there are a number of key issues highlighted that will need to be considered in the context of Annual Plan/Long Term Council Community Plan processes and in assessing Council's role in other processes such as the Wellbeing process and economic development.

RECOMMENDATION

That the information be received.

Report prepared by: Tony Rea, Partnerships and Advocacy Leader: Wellbeing and Janelle Anthony, Strategic Planner: Monitoring.



8 RAIL STATIONS UPGRADE

PURPOSE OF THE REPORT

The purpose of this report is to inform the City Development Committee of work which Auckland Regional Transport Network Limited is currently undertaking in developing concept designs for rail stations and to propose a programme of stakeholder consultation for stations to be included in the first application to Infrastructure Auckland for funding.

BACKGROUND

Auckland Regional Transport Network Limited is currently developing concept plans for extended platforms and upgraded stations on the regional rail network. Within Waitakere City, this work will include all stations except Henderson and Waitakere. Henderson station is currently being developed through a separate process, with Architectus developing detailed designs for the station. Auckland Regional Transport Network Limited does not hold the lease for Waitakere station, but is currently negotiating with the Crown regarding this. Once obtained, a decision will need to be made over how to progress Waitakere station in line with the services to be provided.

Joint workshops between staff from Waitakere City Council and Auckland Regional Transport Network Limited have been held to gather information on all stations. Council staff have obtained specialist advice in relation to a number of the stations, including Henderson, Sunnyvale and New Lynn.

Once concept designs have been developed, Auckland Regional Transport Network Limited intends to apply to Infrastructure Auckland to fund these stations. The Council would join in these applications to include park and ride facilities, access ways and related infrastructure in order to identify a Council contribution and maximise the availability of funding.

Auckland Regional Transport Network Limited intends to lodge its first funding application in February 2004, with a second application in April 2004, followed by a subsequent application in mid-late 2004. Prior to lodging the funding applications, community consultation will need to have been undertaken regarding the stations in the application. Auckland Regional Transport Network Limited has requested that Council prioritise the stations likely to be included in the first application.

ISSUES

Auckland Regional Transport Network Limited's station development programme is intended to be staged from 2003 to 2006 in accordance with the Rail Business Plan. This is to ensure that stations are developed to take advantage of the completion of the double tracking.

The first and second funding applications would envisage station development and surrounding infrastructure, including park and ride facilities, to be constructed in 2004/2005. If the double tracking proceeds in stages - to New Lynn, to Henderson, and to Swanson - then it may be appropriate that stations along those sections are developed on a similar timeframe.

Further considerations are:

- The time required to develop concept plans. Some stations are more complex than others and concept plans may not be developed by mid November 2003 to meet the timetables for the first funding application. As part of developing the concept designs for each station there will be opportunities for political involvement, both through the Committee process and through meetings held to progress the concept designs.
- The extent of consultation that is required with relevant communities. Auckland Regional Transport Network Limited proposes that it will lead the consultation on the concept plans with community groups, using the networks developed by the Council. This is intended to take place in November 2003 and December 2003. Some stations may involve issues that will require a longer process. An option may be to conduct a second stage of consultation to identify requirements for the station surrounds, but this is not preferred.
- The need for station development at various sites. For example, there is a strong demand for additional park and ride at Swanson and better access is needed at Sturges station.

It is proposed that both Henderson and Sunnyvale stations are included in the February 2004 applications for the following reasons:

A27

- **Henderson Station** - It is critical to link the station development with the civic centre development. A concept design for the Henderson station has already been developed as part of the Henderson Hub project as attached at page A27 and detailed design is currently being undertaken. It is important that funding for a 21st century station at Henderson is secured as soon as possible so as to ensure that station development occurs in tandem with the Henderson Hub development.
- **Sunnyvale Station** - Sunnyvale station is in poor condition, lacks adequate surveillance and access and has been the subject of Annual Plan submissions over recent years. The station is located within the McLaren Park Community Project, whose coordinator has shown interest in being involved in the development of the station. Council is in the process of purchasing land near the station for both a park and ride and to facilitate the Twin Streams Project. This land purchase will be completed prior to lodging of the Infrastructure Auckland funding application. Council has proposed funding in the 2004/2005 Annual Plan for development of this park and ride facility.

A proposed list of stations to be included in the second funding application, and reasons for not including them in the first funding application, is as follows:

- **New Lynn** - Involves a number of complex road and rail issues, which are currently being worked through and will be reported within the next month.
- **Sturges** - An update on land purchase was reported to the 22 October 2003 Council meeting. It would be appropriate that any land purchases for park and ride be finalised prior to consultation.
- **Swanson** - Consultation is to be undertaken in conjunction with work on the park adjacent the station. This is planned for early 2004.
- **Fruitvale** - Final decisions on location and implications of this will require detailed track survey work to be undertaken. Auckland Regional Transport Network Limited is awaiting access to the rail corridor to undertake this work.
- **Glen Eden** - Work is currently underway investigating options to improve Glen Eden station and its relationship with the surrounding community and town centre. This is a key input into the concept design process.

It is likely that as further planning for these stations is undertaken, some of these may need to be included in the third application.

Henderson Station

Henderson has been identified as one of the two major stations on the western rail corridor. A May 2003 survey of Henderson station showed over 1,100 people boarding or alighting each day. Once redeveloped, Henderson will become the major hub station for the western rail corridor, with a significant bus/rail interchange. Developments proposed within easy walking distance of the station including the civic centre and other development on the Carter Holt Harvey site, UNITEC's expansion and the development of the Waitakere central library will all result in increased rail patronage.

A27

The concept design for Henderson Station as attached at page A27. This was developed as part of the concept design for the Henderson Hub. The station location was decided with Council input, both at a political and officer level. This concept details a rail station integrated with the civic centre, with buses and taxis being located adjacent on Railside Avenue. Critical issues in the design of the station include ensuring that the precinct works for all users - providing access to the Henderson Hub, access across the rail corridor for residents, and high quality amenity and facilities for users of the buses, rail, taxis and walkways.

Sunnyvale Station

A May 2003 survey of Sunnyvale Station users showed rapid patronage growth with a more than doubling of station usage since 1997, to 388 daily boardings and alightings. The station currently suffers from poor surveillance and a small walking catchment as much of the surrounding area within the 1 in 100 year flood plain. Therefore Sunnyvale station has been identified as an important station for park and ride, providing for a large catchment including the Sunnyvale, Glen Eden, Henderson Valley and the Waitakere Ranges. It has the benefit of providing a park and ride facility on a main transport route leading to Henderson, yet outside the town centre.

Sunnyvale Station was the subject of a number of Annual Plan submissions, both in the 2003/2004 and earlier plans. Key issues raised by the public included providing adequate pedestrian access and ensuring sufficient quality park and ride facility.

While no overall concept plans for the station have yet been developed, a concept plan for the park and ride facility was developed in late 2002. This was the basis for the Council's decision to purchase the identified site in June 2003. This purchase is likely to be finalised later this year and funding is budgeted in the Long Term Council Community Plan in 2004/2005 for development of the park and ride site. The site will allow for approximately 200 spaces.

Preliminary engineering work indicates that the station would be best retained in its current location. Relocation to the other side of Seymour Road would result in the station being on a curve and disabled access being difficult to achieve. In addition, the station is currently used by a number of Bruce McLaren Intermediate students and relocation would move the station further from this school.

Key issues for discussion as part of developing concepts for this station include key pedestrian linkages and how to improve the safety of the station, particularly with improved passive surveillance.

Officers have met the McLaren Park Community Project leader who has shown keen interest in working alongside Council officers in planning and consultation around this station.

Concepts for both the Henderson and Sunnyvale stations will be provided to the Committee prior to inclusion in the Infrastructure Auckland application. There will also be an opportunity for Councillors to input into the development of these concepts.

Consultation Plans

It is proposed that developed concept plans be consulted on with the community to get feedback on the following:

- Any issues relating to the concept plan that need to be resolved;
- Any modifications or improvements that would still satisfy technical requirements from a rail operations perspective and the regional fit in terms of branding and theming;
- Any implementation issues.
- Requirements relating to the station surrounds such as toilets, access, parking or drop-off facilities.

Given that the Henderson station is an integral part of the Henderson Hub, consultation on Henderson station will be limited to information provision and access issues outside of the immediate precinct. This station is one component of a major development and any changes to this run the risk of having negative flow-on effects.

It is proposed that consultation with the community be focussed through key community networks. The table below lists groups who are likely to be interested in assisting in developing concepts for the stations and should be contacted. It is proposed that this list, as amended by the Committee and Community Boards be the basis for community consultation over Sunnyvale and Henderson stations. This would be held out as joint consultation by the Council and Auckland Regional Transport Network Limited, with local ward Councillors and Community Board members having a lead role. The consultation targeting the following community groups would commence in November 2003 and be completed by February 2004.

Sunnyvale Station	Henderson Station
Henderson Community Board	Henderson Community Board
Waitakere Community Board	Henderson Business Liaison Group
McLaren Park Residents and Ratepayers Association	Henderson High School
Sunnyvale Residents and Ratepayers Association	
Oratia Residents and Ratepayers Association	
Hoani Waititi Marae and Kura	
Bruce McLaren Intermediate	
Station Uses	

A report detailing this work and outlining a proposal for consultation is being presented to the November 2003 Henderson and Waitakere Community Boards. While Sunnyvale Station falls within Henderson Community Board's jurisdiction, it is on the boundary of the Waitakere ward and when developed as a park and ride station will cater for a large number of Waitakere ward residents.

CONCLUSION

Auckland Regional Transport Network Limited is currently developing concept plans for stations within Waitakere City. Henderson and Sunnyvale stations would be appropriate for Council Officers to focus on for inclusion in the first round of Infrastructure Auckland funding.

RECOMMENDATIONS

1. That the information be received.
2. That Council in conjunction with Auckland Regional Transport Network Limited consult with the community regarding Henderson and Sunnyvale stations as outlined in the report.
3. That Council support the inclusion of Henderson and Sunnyvale rail stations in Auckland Regional Transport Network Limited's Stage 1 station development funding application.

Report prepared by: Glenda Lock, Project Manager: Transport.



9 AUCKLAND REGIONAL TRANSPORT NETWORK FUNDING

PURPOSE OF THE REPORT

This report updates the City Development Committee on the investigation into possible sources of funding to enable completion of the Auckland regional transport network.

BACKGROUND

The Regional Land Transport Strategy requires a number of roading and passenger transport projects to be completed by 2010. The recently released Transfund 10 year funding programme confirms there is a funding shortfall which requires other funding sources to enable completion of the region's transport networks by 2010.

At its meeting on 3 April 2003, the City Development Committee received a paper entitled "Proposal For Funding The Completion Of The Integrated Transport Network For The Auckland Region By 2010". The City Development Committee resolved:

That the 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.

At its meeting on 29 April 2003, the Regional Land Transport Committee formally endorsed the proposal for funding the completion of the integrated transport network for the Auckland region.

At its meeting on 7 August 2003, the City Development Committee received an update on the work streams that were being developed by the Joint Officials Group, made up of Auckland and Central Government officials. The Committee approved the work programme for the transport network funding project and a decision-making process in relation to the borrowing structure work stream.

STRATEGIC CONTEXT

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.

The Council supports the Regional Land Transport Strategy and requires progress on major roading and passenger transport projects, including the Rail Project, the Upper Harbour highway, and State Highway 20 extension.

ISSUES

A28-A31

The analysis carried out by officers from Government agencies and Councils in the region has been substantially completed. A current summary of a range of transport network packages and funding pathways that are to be considered through political processes as attached at pages A28 to A31.

Some of the emerging conclusions that can be drawn from the work to date are as follows:

- The objectives of the New Zealand Transport Strategy have been a guiding force in this investigation to ensure sustainable and affordable transport solutions.
- Indications are that the passenger transport programme has a higher priority than completion of the roading programme.
- Effective travel demand measures are essential to prevent the same problem arising in 2013. A commitment to road pricing (a cordon toll may be the preferred road pricing mechanism) would be required to implement the largest package and to limit future demand.
- It is apparent that there is a funding shortfall in relation to both capital and operational expenditure, which has been taken into account in the funding packages.
- A government contribution is likely to require a financial contribution from the region as well.
- A government contribution, Infrastructure Auckland's proposed debt servicing contribution, a regional petrol tax and diesel road user charge would provide sufficient additional funding to progress even the largest programme until 2009. A decision on road pricing may affect the level of package that could be implemented and whether a regional petrol tax would need to continue after 2009.
- Buildability constraints, namely the capacity of the New Zealand construction industry to undertake a significantly increased construction programme, may result in both a ramping up period and a possible deferral of completion of the programme after 2013.
- Additional infrastructure requirements outside of the Auckland Regional Land Transport Strategy, such as replacement of the clip-on lanes to the Harbour Bridge, will need to be managed and have not been considered in the network packages developed to date.

The final report from the investigation is due on 8 December 2003. It is anticipated that Ministers will make announcements in December 2003 upon release of the final report. Formal decisions are expected to be made by Ministers and Councils in the Auckland region by early February 2004. The Waitakere City Council is scheduled to meet on 28 January 2004 to make its formal decisions. The decisions would include a preferred transport network package, preferred funding arrangements and setting a budget for 2004/2005 for the first year of implementation.

It is proposed that a detailed implementation plan will be prepared by 27 February 2004. This will need to include governance arrangements around the funding sources and distribution to the programme. The approach to date has been to identify principles and criteria for selecting appropriate entities and mechanisms, but to wait until there is more certainty about the preferred network package and funding pathway.

It is proposed that a workshop with Councillors be held in early December 2003 to consider the proposed packages and funding pathways for funding the regional transport network and the impacts on Waitakere City. Both the workshop and materials being prepared for Councillors are intended to assist with the decision making process and dealing with issues raised by the public through the media.

RESOURCES

Costs incurred to date on the investigation have been less than budget. Consultants have been used for technical advice and project management. However, much of the analysis and package development have been provided by officers from Councils in the region, Infrastructure Auckland, Government and Government agencies.

Decisions on the preferred package, funding package and an implementation plan will help to identify what further costs Councils will be required to meet.

CONCLUSION

A range of transport network packages and funding pathways have been developed. The final report needs to be considered and impacts on Waitakere City need to be assessed prior to a decision in January 2004.

RECOMMENDATIONS

1. That the information be received.
2. That a workshop with Councillors be held in early December 2003 to consider the proposed packages and funding pathways for funding the regional transport network and the impacts on Waitakere City.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



10 POWER RETICULATION UNDER GROUNDING

PURPOSE OF THE REPORT

The purpose of this report is to obtain approval for the proposed power under-grounding programme.

BACKGROUND

Until last year Council had an interest in United Networks. This interest was held through the Waitemata Electricity Trust. Council's interest in United Networks has since been sold to Vector. Under the Trust Deed, income generated by the United Networks shares is available for use by United Networks (now Vector) for various defined activities aimed to benefit local electricity consumers, including the under-grounding of power lines. The Trust (United Networks Shareholders Society) is responsible for reviewing and approving a prioritised power under-grounding programme and expenditure.

Negotiations on the establishment of a new Deed of Settlement have amended the Trust Deed agreement. From the settlement in October 2002, \$8.9 million is available to the member Councils for the Trusts activities. The Trust is structured such that funds are distributed equitably across member Council areas. It is important that Waitakere Council benefits from an equitable share of that fund. About \$5.9 million is expected to be available to Waitakere City Council for its under-grounding programme for work completed by about July 2004. This funding figure will accrue interest up until the time it is exhausted and there is expected to be a small amount of additional funds over the \$5.9 million figure.

To date about \$16.8 million of the Waitemata Electricity Trust funds have been spent on work within Waitakere City for under-grounding power.

A report on this matter was considered by the City Development Committee on 6 March 2003, with the following resolutions:

1. *That the information be received.*
2. *That a priority programme for power under grounding for \$5.0 million be approved by the City Development Committee, including the following projects:*

<i>Project</i>	<i>Estimated Cost \$</i>
<i>Great North Road - Sabulite Road to Hepburn</i>	<i>600,000</i>
<i>Various Power Lines obstructions to transportation (as detailed on pages A55 to A59 of the agenda report)</i>	<i>600,000</i>
<i>Te Atatu Road - Edmonton Road to Bridge Avenue</i>	<i>1,320,000</i>
<i>Edmonton Road - Alderman Drive to Bosnyak Drive</i>	<i>1,352,000</i>
<i>West Coast Road - Westward Ho to Janet Clews Place</i>	<i>680,000</i>
<i>West Coast Road - Karimu Stream to Shaw Road</i>	<i>396,000</i>
<i>TOTAL</i>	<i>4,948,000</i>

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Since the above agreed program the power company 'United Network' has been taken over by Vector. Vector desired to complete a program that differed in part with the above program. Council has negotiated with Vector, a comprised programme that incorporates Council's and Vector's programme into one integrated programme. The projects will be implemented subject to tender rates and final funding envelope restraints. Vector's goal is to complete the major arterial roads already commenced and within these arterials significant pole strike regions. Council and Vector have consulted and negotiated the proposed integrated program. This report discusses that program.

STRATEGIC CONTEXT

The prioritisation of different roads for power under grounding is based on alignment with urban villages projects, economic development and safety priorities and to encourage the development of attractive urban places. Areas have been actioned according to a priority list. The conversion of overhead reticulation to under-ground in association with urban revitalisation, major city centre approaches and through traffic routes is in accordance with this. The removal of power poles on busy traffic routes contributes to safety. Under-grounding has also been undertaken to assist businesses, such as the marine industry by removing height limitations.

ISSUES

As a consequence of Vector taking over United Networks a different interpretation on the Trust Deed was applied. However, following negotiations between Vector and Council, Vector has advised "that it is proposed that Vector and Council work together to progress as many of the projects as possible from the respected priority lists as the funds available will allow", the following is the integrated Vector Council priority list:

1. Great North Road from Sabulite Road to Hepburn Road (already in progress);
2. Te Atatu Road from Edmonton Road to McLeod Road;
3. Te Atatu Road from Edmonton Road to Bridge Avenue;
4. Edmonton Road from Alderman Drive to Bosnyak Drive;
5. The completion of the under grounding of Lincoln Road;
6. Various power line obstructions to transportation (Road crossings and landings):
 - a. Henderson Valley Road between Great North Road to Keeling Street;
 - b. Corban Avenue;
 - c. Bruce McLaren Road between Corban Avenue to Rail line;
 - d. Bridge Avenue Te Atatu;
 - e. Bethells Road between Erangi Place to end (helicopter landing site).
7. West Coast Road from Westward Ho to Janet Clews Place;
8. West Coast Road from Karimu Stream to Shaw Road.

Two additional projects have been added to the Councils original preferred program.

The first project is the completion of Lincoln Road power under-grounding work. This project is seen, as one of the most important entry routes into Henderson and completing this work would complete a project that was started by United Networks.

The second project is the inclusion of Te Atatu Road from Edmonton Road to McLeod Road. This project with the other portions of Te Atatu Road and Edmonton Road in the program completes the under-grounding of the Te Atatu area from the motorway to the Henderson business area and Great North Road area. This complete project enables the removal of the power lines adjacent to the northwestern motorway including five steel lattice towers along McLeod Road and the motorway. Not only does this provide a visual improvement as an entry route into Henderson the economic benefits of scale make it worth while to complete a project of this size.

Under grounding benefits are significantly reduced if all poles are not removed and left up to other service providers such as Telecom. Therefore it is recommended that Council support the programme, subject to all poles being removed or reserves the right to review the programme if existing poles are to remain after the under grounding.

The ability for all the above projects to be completed will depend on both market force tendering results and the final funding envelope.

RESOURCES

The capital costs for under grounding power up to and including 2004 are met through the Waitemata Electricity Trust.

CONCLUSION

Funding of approximately \$5.9 million is available from the Trust for under-grounding power in Waitakere City. Once the Committee has approved the power under-grounding program it will be presented to the Trust for funding. Vector will then carry out the programmed work, subject to agreement on the removal of all poles.

RECOMMENDATIONS

1. That the information be received.
2. That the priority program for power under-grounding be approved subject to all existing poles being removed as follows:
 - a. Great North Road from Sabulite Road to Hepburn Road (already in progress).
 - b. Te Atatu Road from Edmonton Road to McLeod Road.
 - c. Te Atatu Road from Edmonton Road to Bridge Avenue.
 - d. Edmonton Road from Alderman Drive to Bosnyak Drive.
 - e. The completion of the under grounding of Lincoln Road.
 - f. Various power line obstructions to transportation (Road crossings and landings).
 - i. Henderson Valley Road between Great North Road to Keeling Street.
 - ii. Corban Avenue
 - iii. Bruce McLaren Road between Corban Avenue to Rail line.
 - iv. Bridge Avenue Te Atatu.
 - v. Bethells Road between Erangi Place to end (helicopter landing site).
 - g. West Coast Road from Westward Ho to Janet Clews Place.
 - h. West Coast Road from Karimu Stream to Shaw Road.

Report prepared by: Edwin Dearham, Principal Transport Engineer.



11 **PROJECTS SPECIAL COMMITTEE**

YOUR COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS ORDINARY MEETING HELD ON WEDNESDAY, 1 OCTOBER 2003

1 **PROPOSED SUMMERLAND DRIVE COMMUNITY FACILITY**

NOTE: The following recommendation was approved by Council at its meeting held on 29 October 2003.

That it be recommended to Council that the cost of the Summerland Drive Community Facility as provided in years 2004/2005 and 2005/2006 be re-confirmed at \$660,000 and be available for 2004/2005.

2 **WEST WAVE FITNESS CENTRE - PURCHASE OF ADDITIONAL FITNESS EQUIPMENT**

NOTE: The following recommendation was approved by Council at its meeting held on 29 October 2003.

That it be recommended to Council that borrowings of up to \$40,000 be approved for the purchase of additional equipment for the West Wave Fitness Centre.

3 **OTHER MATTERS CONSIDERED**

A32-A36

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 as attached at pages A32 to A36 in the Attachments supplement.

Your Committee Recommends:

That the report of the Ordinary meeting of the Projects Special Committee held on Wednesday, 1 October 2003 be received.

RP Dallow, QPM, JP
CHAIRPERSON

