

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, 8 May 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.



5 May 2003

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

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)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(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, 8 MAY 2003
COMMENCING AT 9.30 AM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFIRMATION OF MINUTES	1
4	PRESENTATION	2
5	LINCOLN ROAD MARKETING PRESENTATION	2
6	PROPOSED WHAU RIVER CROSSING	4
7	DRAFT HENDERSON CREEK RESERVES MANAGEMENT PLAN	5
8	AFFORDABLE AND SUSTAINABLE HOUSING PROJECT WITH FOREST RESEARCH INSTITUTE	7
9	FINAL DRAFT PEDESTRIAN AND CYCLE STRATEGY	11
10	RANUI RAIL STATION DEVELOPMENT	15
11	PROJECTS SPECIAL COMMITTEE	18
12	ADVOCACY PLAN	19
13	WHENUAPAI PONY CLUB LONG TERM RELOCATION OPTIONS AND OPTIONS FOR LAND ACQUISITION IN WHENUAPAI	19
	PROCEDURAL MOTION TO EXCLUDE THE PUBLIC	19

**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, 8 MAY 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

Special - Tuesday, 18 February 2003
Reconvened - Wednesday, 26 February 2003
Ordinary - Thursday, 3 April 2003

RECOMMENDATION

That the minutes of the Special Meeting of the City Development Committee held on Tuesday, 18 February 2003, the Reconvened Meeting held on Wednesday, 26 February 2003 and the Ordinary Meeting held on Thursday, 3 April 2003, as circulated, be taken as read and now be confirmed.



4 **PRESENTATION**

A1-A2

The traffic activity report for the period 1 July 2002 to 31 March 2003, attached at pages A1 to A2, has been received from the New Zealand Police. Superintendent Dick Trimble will attend the meeting to present the report.



5 **LINCOLN ROAD MARKETING PRESENTATION**

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the progress of the Lincoln Road Marketing and Communications Plan and to provide a presentation to the City Development Committee on the investor document and DVD production. This report has been prepared in conjunction with the Enterprise Waitakere's Chief Executive Officer, Clyde Rogers.

BACKGROUND

An agenda item was brought to the City Development Committee on 10 June 2002 in regard to the proposed public notification process to designate a new roading network in the Lincoln Road North area.

The purpose of the designation was to secure a roading network through the Lincoln Road working environment. Efficient development of the land has the potential to deliver a number of economic benefits, including the consolidation of industrial development around major transport routes and the provision of local employment opportunities.

An update agenda item was brought to the City Development Committee in September 2002 that included a recommendation that the City Development Committee approve the undertaking of a range of appropriate marketing and communication techniques in conjunction with Enterprise Waitakere. The plan indicated specific initiatives to target the appropriate investors to achieve the Council's strategic objectives for the Lincoln area.

STRATEGIC CONTEXT

Lincoln Road forms a key strategic link between the two primary transport corridors in the City, being the North-Western Motorway and the North Auckland Railway. It also provides the main link between the Henderson sub-regional centre and the North-Western Motorway.

Lincoln Road is recognised as a major transport corridor in the Regional Growth Strategy. In this context, it is important that the land is developed in an efficient manner, and in a way that is consistent with the Council's strategic objectives.

The land has the clear potential to become a particularly valuable asset for the City.

ISSUES

Marketing and Communication Plan Update

Enterprise Waitakere, in conjunction with the Strategic Projects Project Manager and Council's Communications Unit, developed a Marketing and Communication Plan for the designated area.

As part of that plan target audiences have been segmented and key messages are proposed utilising a range of communication channels.

A key ingredient to the Communications Plan was the development of a brand for Lincoln Road. This was achieved through a professionally managed 'brand audit' embracing a number of key local stakeholders. Those involved included local business people presently residing in the Lincoln Road environs and local business people who potentially could be located there.

The output of the branding session and the visual options developed were considered and approved by the Council's Chairpersons Group.

Once a brand had been determined (the "Henderson Vineyard's Business Campus"), Enterprise Waitakere and Council's Project Manager worked with several media professionals to develop an investors package comprising a brochure, DVD and website concept.

This "Group" will present the package to the Committee at its meeting to be held on 8 May 2003.

It is then planned to schedule similar presentation sessions with the local property owners and intermediaries (the real estate industry, valuers, lawyers and accountants) before the package is formally released to the investment sector.

CONCLUSION

The Lincoln project development area is one of the most valuable pieces of real estate currently available in Waitakere City for the placement of a high quality business and employment area for the City. If marketed well this development area will significantly add to the Waitakere economy and provide a 'gateway' into the City and the Henderson Central Business District from the North Western Motorway.

Positioning, branding and communicating an appropriate message to key target audiences are of prime importance.

This report outlines a process for implementing the approved communications strategy in order to maximise the potential benefits of the development area to the City.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee approve the release of the Lincoln Road marketing material.

Report prepared by: Janet Hannan, Strategy & Development.



6 PROPOSED WHAU RIVER CROSSING

PURPOSE OF THE REPORT

This report is to advise the City Development Committee that vital issues associated with the proposed Whau River Crossing between Kelston and Rosebank are to be reported to the Committee's next meeting on 5 June 2003.

BACKGROUND

A new crossing of the Whau River is recognised in the Regional Land Transport Strategy, and preliminary assessments of traffic affects by Council staff indicate that a new crossing between Kelston and Rosebank would be significant in regard to the sustainable development of Waitakere City.

The Council's current strategic corridor studies and Transit New Zealand's study of the northward extension of State Highway 20 from Richardson Road, make allowance for a new Whau River crossing, as an option. The latter study is monitored by Council Staff.

ISSUES

Auckland City and Transit have not been prepared to enter into a definitive joint study of the Whau River crossing itself this financial year, and it is possible that the concept could be compromised by the investigations for State Highway 20.

The Deputy Mayor has recently requested a report on implementation of the Whau River crossing by means of partnership with a competitively selected private enterprise firm that would design, build, operate, and handover after a period in which costs and profit would be recovered by tolls on traffic using the crossing.

STRATEGIC CONTEXT

The regional arterial network does not connect well with Waitakere City. There is an excessive separation of 5.5 km between the Te Atatu and Waterview interchanges on State Highway 16. This results in distorted traffic patterns, and excessive traffic loads and would be better shared by 3 interchanges.

The Whau River crossing would allow State Highway 16 traffic to connect with the Kelston/Henderson/Glen Eden through the Patiki Interchange, allow direct bus routing between Henderson and Rosebank, and possibly allow State Highway 20 traffic to connect with Kelston/Henderson/Glen Eden in the future, through an interchange on the Rosebank Peninsula.

CONCLUSION

It is evident there are a number of significant issues to be reported, and a full report with detailed analysis of the issues outlined above will be available for the Committee's consideration at its meeting on 5 June 2003.

RECOMMENDATION

That the information be received.

Report prepared by: Ross Hill, Service Manager: Transport Assets.



7 **DRAFT HENDERSON CREEK RESERVES MANAGEMENT PLAN**

PURPOSE OF THE REPORT

This purpose of this report is to outline issues associated with the proposed hearing of submissions for the Draft Henderson Creek Reserves Management Plan and to request the City Development Committee to delegate to a subcommittee to hear the submissions.

BACKGROUND

The draft Reserve Management Plan process for the Henderson Creek Corridor Reserves began in 1999. The Henderson Creek Corridor Reserve Management Plan includes 13 reserves, which between them form an almost continuous chain of esplanade reserve from Henderson township to the north-western motorway on both sides of the Creek. The Henderson Creek Corridor spans both the Massey and Henderson Wards, and to date the passage of the draft Plan has been guided by both the Henderson and Massey Community Boards, with input from the City Development Committee on City-wide issues.

An Advisory Group was set up consisting of members of the Henderson and Massey Community Boards and Council staff. The membership of this group has varied during the passage of the Plan but has always included members of the Henderson and Massey Boards. The most recent Community Board representatives chosen to be on the Advisory Group were as follows:

- Councillor Owen Hoskin Massey Community Board;
- Camille Nakhid Henderson Community Board.

The last Advisory Group meeting was in August 2002, before the release of the draft.

The Draft Management Plan was approved by both the Massey and Henderson Community Boards in September 2002. It was then publicly notified for submissions. The submissions, requested through public notification under the Reserves Act, were open ended enough to allow the hearing of submissions to go to the appropriate committee and/or community board. The submission period for the draft Plan closed in January 2003.

A report summarising the submissions and proposing amendments to the draft Plan based on these submissions has now been prepared.

STRATEGIC CONTEXT

The Henderson Creek Corridor is classified as a City-wide Reserve due to its high visibility, its importance as a Green Network Ecological Linkage, its relationship with the Henderson Town Centre and the number of important and high profile parks along its length, including the West Wave Aquatic Centre and the Waitakere Sports Complex. The Corridor also forms part of the North-West Cycle Route - part of a developing City-wide and regional cycle network.

It is a priority area for the Green Network Strategy, and also links together a number of areas of significance to both the Urban and Well-being Strategies. In addition, the area is a key component within the Henderson town centre and the Henderson Design Workshop held in September 2001 was the accumulation of a number of planning processes and projects undertaken in Henderson in the past five years.

Henderson Creek has been identified as an Ecological Linkage of significance to the Green Network. The Creek below Henderson township is tidal, graduating in salinity towards the Huruhuru Inlet beyond the motorway. The Corridor contains significant remnants of salt marsh, two of which are identified in the District Plan as Protected Natural Area and one as Managed Natural Area. The almost unbroken length of riparian margin within the Corridor provides valuable opportunities for public access to the Creek, community participation in the restoration of the riparian margins and the work of the Green Network. The Creek Corridor is an opportunity to showcase and demonstrate the Green Network in the heart of Henderson.

The delegated authority to oversee and adopt Management Plans generally lies with the Community Boards unless the Management Plan relates to a City-wide reserve.

All reserves classified as Recreation or Scenic Reserves are required under the Reserves Act 1977, to have a current Reserve Management Plan. As part of the development of a Reserve Management Plan, a public consultation process, including public notification is required. As part of this consultation process, submitters have the opportunity to speak to their submissions at a hearing where the Community Board then deliberates on amendments to the Draft Management Plan and pending amendments, adopts the Management Plan.

ISSUES

The hearing for submissions to the Plan is constituted under Sec 120 (1) (c) of the Reserves Act (rather than the Local Government Act). Under this section, Council, as the administering body, is authorised to appoint a special committee to hear the submissions.

The City Development Committee have the delegated authority for City-wide issues which cover more than one Ward.

As the Henderson Creek Corridor encompasses City-wide issues, it is proposed that the City Development Committee establish a subcommittee with delegated authority to hear the submissions to the Draft Plan and make recommendations on amendments and the subsequent adoption of the Plan.

Community Board input to this Subcommittee will be at the discretion of the City Development Committee. However, it is recommended that due to their previous input into the Plan, and the consideration of local issues, members of the Massey and Henderson Community Boards are represented on this subcommittee.

CONCLUSION

The Henderson Creek Corridor Reserves Management Plan is a City-wide reserve spanning two wards. The City Development Committee have the delegated authority for City-wide issues which cover more than one Ward. Under the Reserves Act, the City Development Committee are authorised to establish a Subcommittee with authority to hear submissions on the Draft Management Plan and make recommendations as appropriate.

It is suggested that this Subcommittee be established including representatives from the City Development Committee, the Massey and Henderson Community Boards and a Chairperson.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee appoint a Subcommittee to hear the submissions to the Draft Henderson Creek Reserves Management Plan.

3. That the scope and delegations of for the Henderson Creek Reserves Management Subcommittee be as follows:
 - a) The Henderson Creek Reserves Management Plan Submissions Subcommittee shall report to the City Development Committee. Where the Subcommittee is not empowered to act it shall report to the City Development Performance Committee and make recommendations as necessary.
 - b) **Field of Activity**
To hear the submissions to the Henderson Creek Reserves Management Plan and to make recommendations to the City Development Committee on the content of the Henderson Creek Reserves Management Plan.
 - c) **Membership**
The Subcommittee shall comprise:
 - 5 members of the City Development Committee;
 - One member nominated by the Henderson Community Board appointed by the City Development Committee;
 - One member nominated by the Massey Community Board appointed by the City Development Committee;
 - The Mayor (ex officio);
 - Quorum: 4 members.
 - d) **Delegated Powers**
 - To hear the submissions to the Henderson Creek Reserves Management Plan and make recommendations to the City Development Committee on the content of the Henderson Creek Reserves Management Plan;
 - To appoint a Chairperson.
4. That the special hearing of submissions and deliberation on amendments be held on Friday 4 July 2003, starting at 5pm in the Council Chambers.

Report prepared by: Mandy McMullin, Reserve Management Planner.



8 AFFORDABLE AND SUSTAINABLE HOUSING PROJECT WITH FOREST RESEARCH INSTITUTE

PURPOSE OF THE REPORT

The purpose of the report is to update the City Development Committee on a collaborative project with Forest Research Institute and others that involves building a demonstration house for sustainable living. The report requests that the Chief Executive be delegated authority to approve the design of the house and that the Committee provide its views on long-term ownership options for the house. A more detailed report will be brought back to the Committee in June 2003.

BACKGROUND

At its November 2002 meeting, the Committee endorsed a proposal from Forest Research Institute to enter into a partnership with Council to bid for Foundation for Research, Science & Technology (Foundation) funding. Forest Research Institute wants to develop a post Kyoto protocol building and research programme, which involves buildings that enhance the life of their occupants and surrounding environment.

In the meantime, regardless of Foundation funding, Forest Research Institute, GIB, the Energy Efficiency Conservation Authority and the Building Research Association of New Zealand (the collaborating parties) are collaborating on developing a demonstration house called a "Now" Home.

The Now Home is the first stage of the proposed programme outlined in the bid to the Foundation. The Now Home will show how far we can go towards achieving Kyoto and climate change goals using existing and affordable technologies. The end goal is to develop a sustainable house "brand" that consumers and industry can relate to and duplicate.

STRATEGIC CONTEXT

The Now Home project is consistent with the social, economic, environmental and energy-related policies and strategies arising from the Kyoto Conference, National Energy Efficiency and Conservation Strategy, Climate Change Project and Sustainable Development for New Zealand Programme of Action.

The project is also consistent with the Auckland Regional Growth Strategy and the Auckland Regional Affordable Housing Strategy, both of which emphasise housing choice and affordability, urban amenity and safe, healthy communities.

The Council's Urban & Rural Villages platform in the draft Long Term Council Community Plan indicates planning for actions such as:

- advocate for and demonstrate innovative and best practice urban development;
- work with private sector to identify and encourage innovative investments;
- ensure planning processes support innovative, affordable housing provision;
- work with key housing providers to support housing options in the City.

The Council's Green Network, Three Waters, Sustainable Energy and Zero Waste strategies are also consistent with this project.

ISSUES

Council staff and the collaborating parties to the project are discussing the details of the Now Home project, including resource consent issues, design, ownership and lease arrangements etc. A detailed report will be brought to the Committee's June 2003 meeting, before the proposal goes to the New Lynn Community Board. The June 2003 report will finalise ownership, funding, design, and management options and processes.

LOCATION

The collaborating parties propose to build the house at Olympic Park, New Lynn next to the EcoMatters Trust offices by December 2003.

Design

A design team of architects that includes Robin Allison, Earthsong Eco-Neighbourhood coordinator and architect, is designing the house within a sustainability framework. The sustainability framework includes a “filtering” process whereby decisions are made based on a set of sustainability and affordability criteria. For example, a particular feature that might be highly desirable from an environmental perspective may be rejected because it does not meet affordability criteria. The end result must be a house that most consumers will be attracted to and can afford, with minimum effort to achieve sustainable requirements. The design team will keep track of costs and every decision made.

The house will be approximately 130-140 sqm², built to a cost of \$125,000-150,000 (\$200,000 including land). This is consistent with the profile for houses in the closest housing development.

Robin Allison’s role on the design team will ensure that the design will meet Waitakere City standards for sustainability. Final sign-off on the design by the Council’s Chief Executive will also enable the design to be checked for consistency with the Council’s long-term strategic direction.

Use of the Home as a research and education tool

The collaborating parties propose that a family will live in the house for two years and will be appointed as park rangers in line with parks guidelines and the requirements of the Reserves Act 1977. During those two years the house will be monitored for its liveability, durability, effectiveness, savings associated with design etc. The house will be open to the public on certain days and times and will provide a link to the Sustainable Living Centre - creating a cluster of buildings at Olympic Park that are focused on the built environment.

Ownership

The Olympic Park Management Plan (operative July 2003) allows for buildings on the park that are associated with the natural environment and its care. Within that context there are several options for long-term ownership after the two-year monitoring process. Options include:

1. The collaborating parties own the building during the two-year monitoring and research period, after which the Council purchases the building.
2. EcoMatters Trust or some other organisation leases the land from the Council and enters into an ownership agreement with the collaborating parties to purchase the building after the two-year monitoring period.
3. The collaborating parties own the building from the outset and continue to use it pursuant to the requirements of the Park’s Management Plan.

Any purchase price will have to take into account donated materials, and gains to the collaborating parties from the research (such as intellectual property). As noted above, the house must be used in accordance with the requirements of the Park’s Management Plan.

Link to the wider built environment programme

The Now House will be a benchmark house and is the first stage of a wider programme that depends on Foundation funding. The wider programme includes:

- “Then” Home - where a home or homes will be retrofitted using today’s technology and what has been learned from the Now Home project (year 2004/2005);

- “Future” Home - building with tomorrow’s technology, a Now Home set in 2012-2015 (year 2005/2006);
- “Future Neighbourhood” - sustainable, affordable neighbourhood, developed with the knowledge gained from the Now, Then and Future Homes.

RESOURCES

Staff time and input to the design of the Now Home is allocated in the current budget. The Now Home is a separate project, but will provide a link to the EcoMatters Trust Sustainable Living Centre, which will be developed in the year 2003/2004. Council has committed \$30,000 towards the development of the Sustainable Living Centre via the EcoMatters Trust.

The tenancy arrangement will be between the tenant and the owner of the Now Home and subject to requirements stipulated under standard tenancy agreements. The tenant will be made a park ranger whose activities will be managed according to current park ranger provisions.

If the Council agrees to purchase the home in two years time there will be purchase and maintenance costs. If EcoMatters Trust or some other entity agrees to purchase the home in two years time, the Council might be approached in two years time to assist with purchase and ongoing maintenance costs. Depending on cost and timing, this may trigger a special consultative procedure under the Local Government Act 2002.

Some costs might be offset by other sources of revenue, including Foundation or other funding, rental income, media coverage (television documentary etc).

CONCLUSIONS

1. The Council is collaborating with the Forest Research Institute on a bid to the Foundation for Research, Science & Technology for funding to develop a post Kyoto protocol building and research programme.
2. Regardless of Foundation funding, Forest Research Institute, GIB, the Energy Efficiency Conservation Authority and the Building Research Association of New Zealand are collaborating on developing a demonstration house called a “Now” Home. These collaborating parties propose to locate the house on Olympic Park in New Lynn, providing a link to the EcoMatters Trust Sustainable Living Centre.
3. The Now Home will be a benchmark house and is the first stage of a wider programme that depends on Foundation funding. The wider programme includes:
 - “Then” Home - where a home or homes will be retrofitted using today’s technology and what has been learned from the Now Home project (year 2004/2005);
 - “Future” Home - building with tomorrow’s technology, a Now Home set in 2012-2015 (year 2005/2006);
 - “Future Neighbourhood” - sustainable, affordable neighbourhood, developed with the knowledge gained from the Now, Then and Future Homes.
4. Long-term ownership options after the two-year monitoring and research phase of the project include:
 - i The collaborating parties own the building during the two-year monitoring and research period, after which the Council purchases the building.

- ii. EcoMatters Trust or some other organisation leases the land from the Council and enters into an agreement with the collaborating parties to purchase the building after the two-year monitoring period.
- iii. The collaborating parties own the building from the outset and continue to use it pursuant to the requirements of the Park's Management Plan.

RECOMMENDATIONS

1. That the information be received.
2. That a more detailed report be brought back to the City Development Committee for its consideration in June 2003 before the Now Home project goes to the New Lynn Community Board for approval.
3. That the Chief Executive be delegated authority to approve the design of the Now Home, provided that the design is compatible with the Council's Urban & Rural Villages, Three Waters, Zero Waste, Sustainable Energy and Green Network Strategies.
4. That the City Development Committee provide guidance to staff on long-term ownership options of the Now Home.

Report prepared by: Annika Lane, Senior Policy Analyst: Social Policy.



9 FINAL DRAFT PEDESTRIAN AND CYCLE STRATEGY

PURPOSE OF THE REPORT

The purpose of the report is to seek the City Development Committee's comments on the final draft Pedestrian and Cycle Strategy and, if no major changes are requested by the Committee, to seek the adoption of the strategy.

BACKGROUND

In the developing the strategy officers have:

- conducted a phone survey of residents (to help identify key issues from the residents perspective);
- received submissions from stakeholders (initial submissions to provide direction to the development of the strategy);
- assessed Council's provision for walking and cycling (pulled together survey and submissions, and assessing Council's current walking and cycling provision);
- draft strategy produced in October 2002;
- draft strategy sent to key stakeholders for submissions;
- workshops with Council staff and elected members to finalise strategy (4 March, and 8 April 2003);
- final draft produced (April 2003) to reflect issues raised in submissions and workshops.

A3 to A19 A copy of the final draft strategy is attached at A3 to A19.

Strategy Summary

Targets and monitoring

The strategy has pulled together existing targets for Council that relate to walking and cycling and has identified several more targets that are needed to monitor Council's effectiveness. Existing targets include:

1. To increase the proportion of trips made by alternative modes to work (including working from home, passenger transport, carpooling, walking and cycling).
2. To reduce the proportion of pedestrian and cycling accidents.
3. To increase residents satisfaction with the provision for pedestrians and cyclists.
4. Added targets:
5. To complete the pedestrian and cycling network by 2015.
6. To increase the participation of walking and cycling for leisure.
7. To increase the proportion of students walking or cycling to school (including primary, intermediate, college and tertiary institutions).

Objectives

The strategy has been divided into six objectives, each having a series of key actions for Council. The objectives are:

1. To continue providing and promoting safe, pleasant and direct walking and cycling options throughout the City.
2. To continue improving pedestrian and cycle safety throughout the City.
3. To provide a network of pedestrian and cycle routes across the City.
4. To provide high amenity routes linking key destinations through and around town centres and rail precincts.
5. To continue supporting walking and cycling for leisure and health.
6. To increase walking and cycling promotion and education in the City.

Council is active in most types of activities that assist the development of walking and cycling. However there are areas in which Council can improve. The most significant changes suggested by the strategy are to:

- significantly increase new cycle facility and footpath budgets;
- significantly increase footpath and cycle maintenance budgets;
- establish slow zones around schools and town centres;
- develop a small number of high quality walking routes to key centres and parks;
- produce a network map, with the intention to complete the network by 2015;
- significantly increase promotion and education, including:
 - i) Auditing signage, followed by a signage implementation programme;
 - ii) Driver education programmes (to be more aware of cyclists) - share the road campaign;
 - iii) Improved website for walking and cycling information.

Council has already programmed cycle and pedestrian related projects as part of the town centre and parks/leisure facilities upgrades. These have been included into the strategy, with further key actions supporting these developments such as network linkages, signage improvements, and promotional projects.

Network map

The map has been developed which identifies key strategic routes within Waitakere for pedestrians and cyclists. The current focus is on links within the urban area, as these will provide the best return on investment. If Council wishes to make the budget available it would be possible to extend links further into the rural areas. The main types of strategic routes are:

- **type one routes** - it is envisaged that these will make up the backbone of the network. These are intended to be dedicated off-road facilities for the entire length. Includes the rail corridor and state highway routes;
- **type two routes** - these act as both safe collector routes for type one routes and routes to key locations (schools, town centres etc). The type of facility will be determined on a case-by-case basis;
- **sport cycling routes** - As sport cyclists usually prefer on-road facilities it is intended to provide signage and sufficient shoulder widths (especially on uphill and poor visibility areas) where possible.

This map is high level and does not include town centre routes. It is intended that town centres will provide separate detailed networks that will link to the wider strategic network. These will be developed as part of town centre programmes.

Implementation plan

Included in the strategy is an indicative implementation plan to 2015. It indicates suggested years in which projects should be undertaken (with indicative budget figures where appropriate).

Budget figures supplied in the strategy show Council funds only and do not include external funds. It is intended to seek external funding to supplement Council budgets. Potential external funding sources include Transfund, Infrastructure Auckland and Land Transport Safety Authority. For example, in developing the network it has been suggested the Council budgets \$200,000 per year (between 2005/2015). It is intended to seek funding from Transfund (48%) and Infrastructure Auckland (60/80%) to significantly increase this budget. This will provide Council with approximately a million dollars per year for network development.

STRATEGIC CONTEXT

The beginnings of a cycle network through the city exists already. This strategy provides the opportunity to further develop that. Funding for such a network from Infrastructure Auckland and Transfund is dependant upon projects being part of an agreed strategy for the City. Therefore, this strategy will assist Council in achieving funding for investments.

At the regional and national levels there is now a lot more activity associated with promoting and funding walking and cycling. Currently there is a supportive national and regional context for the development of these modes.

Council has taken a very supportive approach to the development of walking and cycling. The development of Council's town centres and the rail services can all be strongly supported and enhanced by improved walking and cycling opportunities. Walking and cycling are also major leisure activities within the city and the strategy helps focus provision for these purposes. There is growing concern about sedentary lifestyles and associated health effects. Increasing walking and cycling can help offset the major social cost of poor health amongst residents.

RESOURCES

This strategy suggests significant investment into walking and cycling. The implementation plan indicates suggested expenditure for Council. The City Development Committee needs to consider whether this is realistic for Council.

The budget figures indicated in strategy do not differ from those put forward in the draft 2003/2004 annual plan. However, in future years the strategy suggests changes to Council's 10-year work programme.

The main areas where additional budget is suggested are:

- **maintenance and footpath provision** - suggesting an increase of the current footpath budget from \$450,000 to \$500,000 per annum, and incremental increases to maintenance budgets to allow for the maintenance of new facilities and better overall maintenance;
- **network development** - the strategy suggests increasing network development budget from \$180,000 to \$200,000 per annum to enable the network to be completed by 2015. As noted above this budget will be significantly supplemented by external funding. There are several years where the network development budget overlaps with major infrastructure projects such as the state highway and rail corridor cycleway projects, namely 2005 to 2007;
- **promotion and education** - through the development of the strategy it was identified that promotion and education (of all road users) were weaker areas for Council. A number of projects have been suggested. The projects that require significant budget are the signage auditing and implementation programme, and the 'share the road campaign'.

If all suggested projects and budgets are approved, additional expenditure for Council to the financial year 2014/2015 could equate to \$120,000 - \$250,000pa.

As mentioned above there are several years where there are a number of significant projects proposed (2005-2007). This may equate to up to \$400,000 additional expenditure for Council in these years. However, the state highway projects within Council's current long-term budgets have not included Infrastructure Auckland funding. It is likely that with this strategy adopted, Council would gain funding from Infrastructure Auckland (approximately 75%) for these projects. This would significantly reduce the 'additional' Council expenditure for these years.

Additional to this is the suggested incremental increases to the maintenance budgets (both footpath and cycleway maintenance). By 2014 the difference between current and projected expenditure for maintenance is approximately \$370,000.

A17

These differences are highlighted and colour coded in the implementation plan in the strategy at A17.

Council has indicated that it wishes to promote walking and cycling. Very little has been spent on dedicated cycle facilities in the past, and some promotional and educational areas have been weak.

Walking and cycling are poorly utilised modes of transport and leisure. If Council wishes to change this more resources are required to put in place proper facilities. Without additional expenditure it will take many years to complete a basic network for cyclists.

This also needs to be supported by promotional programmes to make people aware of existing and new facilities; otherwise Council facilities will be under-utilised. Educational programmes are required to increase safety and awareness. Maintenance has been a major issue that has been consistently raised by stakeholders and residents; the strategy seeks to address this.

CONCLUSION

The draft Strategy has pulled together current Council practice and projects. It has supplemented these where necessary. It has set new targets, and seeks to better monitor Councils effectiveness. It also suggests increased expenditure for walking and cycling projects.

If the Committee requests no major changes it is suggested that the strategy be adopted and that appropriate changes are made to long-term Council budgets (such as unit budgets and the Long Term Council Community Plan) to reflect the pedestrian and cycle strategy implementation plan.

RECOMMENDATIONS

1. That the information be received.
2. That the final draft Pedestrian and Cycle Strategy (April 2003) be adopted, subject to any changes the City Development Committee wishes to make.
3. That the City Development Committee indicate what changes they wish to recommend to the Long Term Council Community Plan and Annual Plan Special Committee to implement the Pedestrian and Cycle Strategy.

Report prepared by: Gyles Bendall, Project Manager; Transport Projects.



10 RANUI RAIL STATION DEVELOPMENT

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on work underway to develop the Ranui Rail Station and receive any guidance on station development that the Committee wishes to provide.

BACKGROUND

Since 1999 Council has been involved in projects to address the lack of community facilities in Ranui and the somewhat run-down and unattractive appearance of the area. In response to community visioning exercises, a new community house and library have been built, traffic calming measures introduced on Swanson Road, and street beautification and street-lighting renewals undertaken.

The need for an improved rail station and surrounding amenity had also been identified as part of the community visioning process. Therefore, in the current year, the focus was to have been on improving the area around Ranui Rail Station, and \$100,000 was approved in the 2002/2003 Annual Plan for improved amenity in that area. Further, Ranui was identified as a possible station for early development by Auckland Regional Transport Network Limited and Council began to work with them over the complete redevelopment of the Ranui rail station. At the May 2002 meeting of the City Development Committee it was resolved that Ranui be developed as a signature station:

“That the City Development Committee supports the use of Ranui station for design and implementation of a new station facility.”

From workshops held with key stakeholders in mid 2002 preliminary concept designs for the station were developed, including a proposed new station location. It is not possible to retain the station in its current location as the corridor is of insufficient width to allow for future double tracking and platforms on both sides of the track. The new location (detailed on map attached at page A22) is the only possible site for the station given rail constraints (corridor width and the need to have a platform on a straight) and safety issues (passive surveillance).

A20

To facilitate the development of the station, Council has purchased approximately 1433m² of land at Carlas Way (on the attached map at page A20). The new station site has a number of benefits:

- improved pedestrian access between Ranui Station Road and Pooks Road;
- station to front onto roads on both sides of tracks increasing surveillance;
- station remains close to shops for passive surveillance;
- purchase of land adjacent station allows for the development of a community space around the station.

Auckland Regional Transport Network Limited have received funding from Infrastructure Auckland for the development of the station. The grant terms require the works to be completed by February 2004. Given the time constraints related to the project, Council and Auckland Regional Transport Network Limited have agreed to separate the development of the station into two areas of work - the building of the platform (given) and the design/building of the station building and use/development of adjacent land (involving community input). Auckland Regional Transport Network Limited plan to commence building of the station within the next month. This will comprise of the physical platform and some basic elements such as seats and lighting and a temporary shelter. A verbal update on progress will be given at the Committee meeting.

STRATEGIC CONTEXT

Station location, development, and linkages are an important part of developing the rail network. Stations are the key interface between the rail corridor and town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. Therefore, it is important that stations are sited in the best possible location and that design work is undertaken to a high standard. It should be borne in mind that Ranui is currently the third most highly patronised station in Waitakere City, and that future use is expected to expand significantly. Achieving an optimum location now with good amenity and opportunity for future facilities will have benefits for Ranui far into the future.

The purchase of the land at Carlas Way, in addition to providing for the best possible pedestrian access for the local community, also allows for the development of community facilities. Any development in this area should be considered in the context of other facilities being developed within the Ranui area as well as station needs.

ISSUES

Council is undertaking a consultation with the Ranui Community over the design of the Ranui Rail Station building and the use of the land adjacent to the rail station. This will include:-

- a public meeting to update the community on work and request input into design issues and land use;
- smaller meetings with key local stakeholders and interested parties;
- input from Massey and Waitakere Community Boards;
- individual meeting with key local stakeholders.

As input to this process, it would be appropriate for the Committee to suggest options for the development of the land adjacent to the station, both in the short-term and any future long-term options. There is currently no funding in the 2003/2004 Annual Plan, therefore funding for this work will need to be considered as part of the 2004/2005 Annual Budget. A number of options have currently been suggested for the use of the land adjacent the Ranui Rail Station including:

- passive rest area - grass, appropriate planting and seats;
- café;
- community facility;
- e-centre;
- playground;
- public toilet;
- drinking fountains.

It may be that some facilities are not practical at this time, such as a café or e-centre. However, if land is protected, perhaps as open grass, such facilities could be built in future years.

A21

Council has indicated a desire to ensure that the station shelter at Ranui is designed in a way that links development in the Ranui community to development in the rail corridor. Therefore, the station shelter is being considered as part of the community consultation process and it would be appropriate for the Committee to indicate any preference they have for the station shelter. Attached at page A21, as background information, are pictures of the shelters being designed for Glen Innes and Papatoetoe signature stations, as well as options for a pedestrian shelter to be located on Ranui Station Road. Auckland Regional Transport Network Limited have allocated \$120,000 from the Infrastructure Auckland funding for the development of the rail station. Should the cost of the shelter be greater than this, it is likely that this would need to be funded by Council through the Annual Plan process. It has also been indicated that Council may need to take responsibility for that portion of shelter maintenance and renewal above what would be expected from a standard Auckland Regional Transport Network Limited structure. This issue can be addressed in an iterative way with Auckland Regional Transport Network Limited as station design proposals progress.

Once ideas put forward by the community and stakeholders have been investigated, these will be brought back to the City Development Committee for consideration. They will also need to be reviewed with Auckland Regional Transport Network Limited to ensure that they fit with operational and management requirements.

RESOURCES

Auckland Regional Transport Network Limited have allocated \$120,000 of the Infrastructure Auckland Ranui Rail Station funding for the building of a shelter on the Ranui Station. Should Council wish to develop a more expensive shelter, it is likely that this would need to be funded through Council resources. The choice of structure may also have implications for Council in terms of maintenance and renewal costs which fall to Council.

In the review of the draft Annual Plan Council agreed to roll over the existing \$100,000 CAPEX budget for Ranui and to add a further \$100,000. Therefore, \$200,000 CAPEX is provided for this project.

CONCLUSION

Ranui is a highly patronised rail station with a large walking catchment. It is located at a key pedestrian access between Pooks Road and Ranui Station Road. Therefore it is critical that any development of this site occurs in a manner that reflects the local community and meets their needs as rail users and local residents.

The Committee's views are sought on development options at this early stage in the consultation process.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee indicate preferences for the short-term and long-term development of the land adjacent Ranui Rail Station.
3. That the City Development Committee indicates preferences for the development of the station building at Ranui Rail Station.

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



11 PROJECTS SPECIAL COMMITTEE

THE COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS ORDINARY MEETING HELD ON WEDNESDAY, 2 APRIL 2003

MATTERS CONSIDERED

A23-A28

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 A23 to A28 in the Attachments supplement.

The Committee Recommends:

That the Ordinary Meeting report of the Projects Special Committee held on Wednesday, 2 April 2003 be received.

RP Dallow, QPM, JP

CHAIRPERSON



12 ADVOCACY PLAN

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

13 WHENUAPAI PONY CLUB LONG TERM RELOCATION OPTIONS AND OPTIONS FOR LAND ACQUISITION IN WHENUAPAI

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 Advocacy Plan and Whenuapai Pony Club Term Relocation Options and Options for Land Acquisition Whenuapai.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matters, 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"> • Advocacy Plan • Whenuapai Pony Club Term Relocation Options and Options for Land Acquisition Whenuapai 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	<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)(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 reports contain information which if released would affect the Council's negotiations and the information is provided in confidence.

