

**AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY,
19 MARCH 2008 COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information 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 Council by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Council may make a decision on a matter determined to be urgent.

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



3 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



4 **STATE HIGHWAYS UPDATE**

GLOSSARY

Draft 2007/2008 Land Transport Programme	(Draft Programme)
State Highway	(SH)
Transit New Zealand	(Transit NZ)

EXECUTIVE SUMMARY

The purpose of this report is to:

- A1-A88* • Consider Transit New Zealand's (Transit NZ) Draft Auckland State Highway Strategy, in attachments at pages A1 to A85, and a proposed submission on that strategy, in attachments at pages A86 to A88;
- A89-A109* • Consider Transit NZ's preferred option for the design of the State Highway (SH) 20 Waterview connection, as set out in attachments at pages A89 to A95 and A96 to A109;
- A110-A155* • Consider the Waitemata Harbour Crossing Study report, in attachments at pages A110 to A155;
- A156-A162* • Consider Transit NZ's Draft 2008/2009 Land Transport Programme (Draft Programme) for the Auckland region, in attachments at pages A156 to A160, and the officers' submission on that programme, in attachments at pages A161 to A162.

This report contains an outline of proposed submissions in relation to each of Transit NZ's proposals:

Draft Auckland State Highway Strategy:

- Support the need for an update of the Auckland State Highway Strategy and to align it with national and regional strategies, the Auckland sustainability Framework, and a travel demand management approach;
- Require planning for future projects in the Western sector including bus priority lanes on SH 16, a busway along SH 18 and SH 16, priority lanes on SH 16 for high occupancy vehicles and/or commercial vehicles, pedestrian and cycle ways alongside SH 18 and SH 16, potential Whau Bridge and potential SH access to a commercial airport at Whenuapai;
- Recognise the need to correct the spatial imbalance of employment in the Auckland region, noting proposed employment growth in the west; and
- Give conditional support for the introduction of a congestion charge scheme in the Auckland region.

State Highway 20 Waterview Connection:

- Raise concerns about Transit NZ's tunnel option for the Waterview Connection due to the high capital cost, the expected high toll cost which would reduce access, the omission of a central interchange at Blockhouse Bay Road-Great North Road, the potential traffic impacts on surrounding roads including at New Lynn, and the lack of input from stakeholders before the Transit NZ board decided upon a preferred option;
- Request Transit NZ to provide more information in the consultation regarding the alternative options; and
- Indicate that the Partial Cover option provides more benefits to Waitakere City than the other options proposed by Transit NZ.

Waitemata Harbour Crossing Study:

- Advise there is no preference at this stage for any of the short-listed route options for a Waitemata Harbour Crossing,
- Request that the study considers the wider land use and transport effects of the proposed project, including the impact of a future rail link;
- Request that the study considers the Auckland Sustainability Framework, Updated New Zealand Transport Strategy and other relevant strategies to guide any decisions about whether an additional Waitemata Harbour Crossing is required; and
- Support an approach whereby the desired passenger transport, cycling, and traffic management and resilience outcomes are achieved by making the best use of the existing Harbour Bridge structure.

Draft 2008/2009 State Highways Programme and 10-year Financial Forecast:

- Support the existing projects and the inclusion of Te Atatu interchange and other projects into the Draft programme;
- Request that the Programme includes an upgrade of Lincoln interchange, continuous bus shoulder lanes along SH 16, and funding to Transit NZ to future proof the cycle way along SH 18; and
- Request that construction of SH 20 Waterview Connection be deferred until an approved funding package is confirmed.

These submissions have been prepared by officers based on a strategic analysis of expected impacts on the economic, environmental, social and cultural well beings in relation to Waitakere City.

RECOMMENDATIONS

It is recommended that the Council resolves as follows:

1. Receive the State Highways Update report.
2. Approve that the Chief Executive Officer sign off the proposed submission to Transit New Zealand on the Draft Auckland State Highway Strategy.
3. Direct the Chief Executive Officer to request an opportunity to present to the Transit NZ board in relation to the Draft Auckland State Highway Strategy.
4. Approve that the Chief Executive Officer sign off a submission to Transit New Zealand on the State Highway 20 Waterview Connection project based on the advice set out in this State Highways Update report.
5. Agree that the Council's representatives on the State Highway 20 Waterview Connection Reference Group to present the Council's submission on the Waterview Connection project to Transit New Zealand.
6. Approve that the Chief Executive Officer sign off a submission to Transit New Zealand on the Waitemata Harbour Crossing based on the advice set out in this State Highways Update report.
7. Agree with the officers' submission to Transit New Zealand on the Draft 2007/2008 Land Transport Programme and 10-year Financial Forecast.

8. Agree that Councillor Hulse and the Manager Transport Strategy to present the Council's submission on the Draft 2007/2008 Land Transport Programme and 10-year Financial Forecast to Transit New Zealand.

BACKGROUND

1. In 2002, Transit NZ identified a range of options for the State Highway 20 Avondale extension (now referred to as the SH 20 Waterview Connection) from Maoro Street (the end point of the Mt Roskill extension) to the North Western motorway. A report on this matter was presented to the City Development Committee at its meeting of 13 May 2002, and the Committee resolved as follows:

“That the Committee indicates that options using the Rosebank Peninsula are preferred over the Waterview options.”

879/2002

2. In 2003, Transit NZ identified the Waterview (AW1) and the Rosebank (AR1) route alignment options as the two short listed options. These were reported to the Finance and Operational Performance Committee meeting on 9 June 2003. The Finance and Operational Performance Committee resolved to communicate to Transit NZ that:

“The Waitakere City Council strongly prefers the Rosebank option to the Waterview option for the extension of State Highway 20 to State Highway 16.”

1145/2003

3. Transit NZ undertook a public consultation in late 2003 regarding these two route alignment options. In 2005 Waitakere City Council, Auckland City Council and Transit NZ agreed under Memoranda of Understanding to work together collaboratively and cooperatively, particularly in developing the options with Transit NZ. Transit NZ has worked closely with Auckland City Council and Waitakere City Council since June 2005 to refine the design of the two short listed options, explain Transit NZ's reasons for its preference for the Waterview (AW1) option, provide further information, develop mitigation measures and attempt to reach agreement on a preferred option.

4. A series of Councillors' workshop were held In November and December 2005 to consider the options, including the viewpoints of Auckland City Council and Transit NZ, and the key factors upon which the Council is required to base its decision. The position reached at that workshop held on 13 December 2005 was adopted at the City Development Committee meeting on 9 February 2006. The City Development Committee resolved to support the Waterview alignment (AW1) based on an assessment of the economic, environmental, social and cultural impacts on Waitakere City. The text of the resolution is as follows:

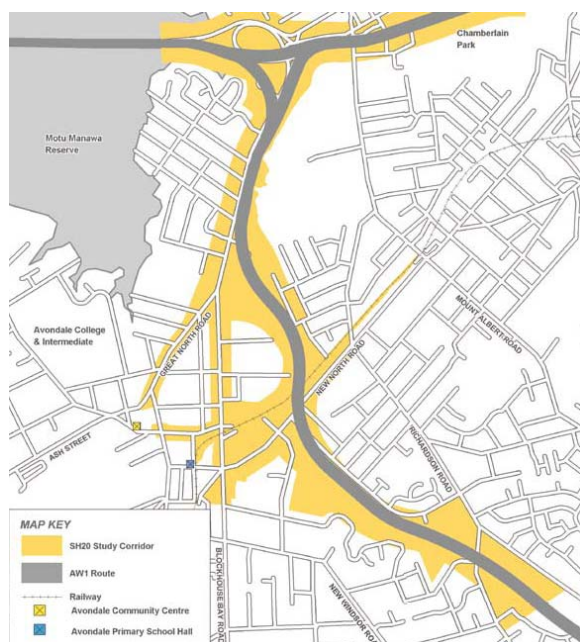
“While the Rosebank option may provide greater local benefits to Waitakere City, it is necessary to take into account the risk that the project would not proceed within the next ten years under the Rosebank option and the significant impacts of each option on Auckland City and the region. Waitakere City Council could support the Waterview option on the basis that the following steps are taken to mitigate adverse impacts on Waitakere City:

- i) *Transit NZ and Auckland City commit to a joint study with Waitakere City Council in 2006/2007 of a Whau Crossing Bridge connection from Waitakere City to Rosebank Peninsula and how traffic would connect with State Highway 16 & 20.*

- ii) *Transit NZ commits to appropriate mitigation and enhancement measures as outlined by Auckland City (including undergrounding of the highway east of New North Road's Pak n Save, appropriate rail crossing configurations, provision for future rail line as proposed, bus shoulder lanes on State Highway 20, continuous cycleway from Waterview to Maioro Street, access to the Oakley Creek area, mitigation and enhancement of the Oakley Creek area) and as set out below:*
 - a. *Effective interchanges at Maioro Street and Great North Road/Blockhouse Bay Road that accommodate Waitakere City's needs.*
 - b. *Effective interchange at Waterview which provides a direct connection of traffic from State Highway northwest to State Highway (rather than an on/off ramp connection).*
 - c. *Eight-laning of State Highway 16 at the causeway from Waterview to Patiki Road, bus shoulder lanes and cycleway - the State Highway 16 upgrade project needs to include the upgrade of interchanges at Te Atatu and Lincoln.*
 - d. *Unbroken dedicated cycleway connection from the causeway on State Highway 16 to State Highway 20.*
- iii) *Transit NZ's further development of the Waterview option continues to have regard to the strategic goals of Waitakere City, particularly the growth of its three main town centres (New Lynn, Henderson and Westgate), the proposed Whau Crossing Bridge, the proposed Whenuapai airport and the focus on economic development.*
- iv) *Transit NZ and Auckland City formally support the amelioration of the traffic impacts on New Lynn through undergrounding the rail line at New Lynn.*
- v) *Transit NZ, in conjunction with Waitakere City Council, undertakes a modelling exercise that tests the traffic impacts of a Whenuapai airport which operates commercially by 2016."*

52/2006

- 5. In 2006 Transit NZ confirmed its preferred route as the AW1, as shown below, for the construction of a partial cut and cover scheme and started consultation on this option. The feedback that Transit NZ received led it to explore further undergrounding and tunnel options, particularly to address the social and environmental impacts.



6. In February 2007, Transit NZ announced that it had investigated three scheme options based on the AW1 route and that the board had adopted the tunnel option as its preferred option.

DECISION MAKING

Issues

7. The key issue for decision making is the Council's submission in relation to the SH 20 Waterview Connection options, as this project affects residents' and businesses' access to SH 20 and possible contribution to funding. An evaluation of options is contained in the next section.
8. The other issues for decision making are whether the Council supports proposed submissions on the Draft Auckland State Highway Strategy, the Waitemata Harbour Crossing Study, and the Draft 2008/2009 State Highways Programme and 10-year Financial Forecast. These proposals affect the projects that Transit NZ is planning for the region. The key elements of proposed submissions are outlined below:

Draft Auckland State Highway Strategy:

A86-A88

- The proposed submission is in attachments at pages A86 to A88.
- It is appropriate to support the need for an update of the Auckland State Highway Strategy and to align it with national and regional strategies, the Auckland sustainability Framework, and a travel demand management approach.
- The Strategy should cover proposed projects in the Western sector including bus priority lanes on SH 16, planning for a busway along SH 18 and SH 16, priority lanes on SH 16 for high occupancy vehicles and/or commercial vehicles, pedestrian and cycle ways alongside SH 18 and SH 16, planning for a potential Whau Bridge and potential SH access to a commercial airport at Whenuapai.
- The Strategy should recognise the need to correct the spatial imbalance of employment in the Auckland region, noting proposed employment growth in the west.
- The Strategy should give conditional support for the introduction of a congestion charge scheme in the Auckland region.

Waitemata Harbour Crossing Study:

- It is proposed that a submission is prepared based on the following:
- As further investigation is still required, it is not necessary to choose a preference at this stage for any of the short-listed route options for a Waitemata Harbour Crossing.
- The study needs to consider the wider land use and transport effects of the proposed project, including the impact of a future rail link. Investigation of land use implications associated with an additional connection, particularly if this is a passenger transport connection, should be done prior to adoption of a preferred option.
- If a passenger transport route is proposed, then it needs to be established how this would fit with the passenger transport network proposed in the Passenger Transport Network Plan.

- The study needs to consider the Auckland Sustainability Framework, Updated New Zealand Transport Strategy and other relevant strategies to guide any decisions about whether an additional Waitemata Harbour Crossing is required;
- Consideration should be given to a project option whereby the desired passenger transport, cycling, and traffic management and resilience outcomes are achieved by making the best use of the existing Harbour Bridge structure. This should include a priority lane for buses on the existing Harbour Bridge through to Fanshaw Street. This should also include provision for pedestrian and cycle access across the existing Harbour Bridge.

Draft 2008/2009 State Highways Programme and 10-year Financial Forecast:

A161-A162

An officers' submission, in attachments at pages A161 to A162, was provided to Transit NZ in order to meet the deadline, but is subject to confirmation by the Council. The key points of the submission are as follows:

- The Council supports the existing projects and the inclusion of Te Atatu interchange and other projects into the Draft programme;
- The Council requests that the Programme includes an upgrade of Lincoln interchange, continuous bus shoulder lanes along SH 16, and funding to Transit NZ to future proof the cycle way along SH 18; and
- The Council requests that the construction phase of SH 20 Waterview Connection be deferred until an approved funding package is confirmed.

Options Identified

A96-A109

9. The three options developed by Transit NZ in respect of the SH 20 Waterview Connection project are variations of the AW1 option. These are described in detail in attachments in pages A96 to A109, and are summarised below:

The partial cover option

This comprises 4 lanes with shoulders, with capacity to widen to six lanes within a cut and cover from New North Road to the Waterview Interchange. It includes a central interchange, adjacent to the intersection of Blockhouse Bay Road and Great North Road, with south-facing ramps only. The covered section is mainly south of New North Road. Transit NZ has identified a cost of \$1.705 billion for this option.

The extended cover option

This is an amended version of the partial cover option, with extend section of cover north of New North Road for the section parallel to Great North Road. Transit NZ has identified a cost of \$1.995 billion for this option.

The full tunnel option

This is a state highway formed by two tunnels each containing two lanes. There are no shoulders and it cannot be upgraded later to three lanes. The route follows a more direct alignment between Maioro Interchange and Waterview Interchange. It is constructed as a bored tunnel. There is no central interchange. Transit NZ has identified a cost of \$1.89 billion for this option. Transit NZ has also costed an option of two tunnels each containing three lanes at \$2.135 billion.

10. Officers are aware of three other options: the AR1 route along the Rosebank Peninsula, a modification of the partial cover option developed by Auckland City Council, and a do minimum option whereby traffic flows along upgraded local roads from Maioro Interchange to the Waterview Interchange. These are described below:

The AR1 Option

This option proposes a state highway route along the Rosebank Peninsula to link with the Patiki Rosebank interchange and a state highway route that links with Waterview interchange. Transit NZ has identified a cost of \$2.7 billion for this option.

Auckland City Council’s modified partial cover option

Auckland City Council developed a modification of the partial cover option which involved aligning the route along the Great North Road from Blockhouse Bay Road to the Waterview interchange and realigning Great North Road further west. This option has not been costed, but is likely to be higher than the partial cover option.

Do minimum option

A do minimum option would require vehicles to use existing local roads to connect between Maioro Interchange and State Highway 16. Traffic would likely take Maioro Street, Tiverton Road, Blockhouse Bay Road and either Rosebank Road to the Patiki Rosebank interchange or Great North Road to the Waterview interchange. This option would require an upgrade of these roads to cope with expected volumes of traffic. This option has not been costed.

Assessment of Options

11. The following table highlights the benefits and costs of each option in terms of the social, economic, environmental and cultural well being of Waitakere City:

Option	Social	Economic	Environment	Cultural
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Partial Cover Option - \$1.705 b

Pros	Medium disruption to local community.	A central interchange provides key access for Waitakere and would relieve pressure on Rata Street and Clark Street. Least cost. Greater capacity for traffic.		
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Cons	500 properties required.	Lowest cost to recover from users (but greatest number of users). Transit oriented development around future train stations is less likely.	Damage to Oakley Creek and Hendon park. Highest emissions due to highest traffic capacity.	Damage to Oakley Creek and loss of playing fields.
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Extended Cover Option - \$1.995 b

Pros	Most disruption to local community.	Required to be free flow traffic.		
Cons	500 properties required.	No central interchange. High traffic on Rata Street and Clark Street. Highest cost to recover from users.	Damage to Oakley Creek and Hendon park.	Damage to Oakley Creek and temporary loss of playing fields.

Full Tunnel Option - \$1.89 b

Pros	Least disruption to local community. Tunnel is out of sight.	Required to be free flow traffic.	Preserves Oakley Creek and Hendon Park. Minimises emissions due to 4 lanes.	Preserves Oakley Creek and Hendon Park.
Cons	160 properties required.	No central interchange. High traffic on Rata Street and Clark Street. Medium cost to recover from users. Inability to expand capacity.	Ventilation shafts required to expel fumes.	

12. It is important to recognise the benefits of completion of SH 20 and the Western Ring Route. The analysis above assesses options for the Waterview Connection only. Transit NZ has undertaken an economic impacts assessment for the wider region in relation to completion of the Western Ring Route including the Waterview Connection tunnel project. That assessment estimates an additional 2,700 jobs for Waitakere City (compared with a total of 18,500 jobs for the region). The report notes that "many of these jobs will be relocated from less productive areas" but there is likely to be a net job creation. The completion of the Waterview Connection would provide significant benefit to industry and businesses located in the Northern Strategic Growth Area because of the connections with the south and the airport.
13. It is also important to recognise that a toll arrangement is likely in relation to each of the Transit NZ options, due to the funding shortfall for the project and also because of Transit NZ's intention to maintain the Western Ring Route as free flow for traffic as much as possible. The project costs will also have long term social and economic impacts in relation to each of the options, with greatest impacts for the higher cost options.
14. There are high risks about the affordability of each of these options and the ability to fund these, whether from a traditional funding model or a public-private partnership. There is a risk that the Waterview Connection will be used by those who can afford to pay and will require "lower value" users to take alternative routes. If a toll arrangement is entered into to help to finance the project, then there will be long term costs for users of the Waterview Connection. A free flow route would assist with movement of freight and achievement of economic outcomes, but at a cost of funding the project and ongoing tolls.

Consideration of Community Views

15. Public views on key transport issues and desired outcomes were obtained through the development of community outcomes. Through the Council's consultations on the Transport Strategy and Annual Plans, public views about State Highways and their impacts on Waitakere City were received. These have been taken into consideration in identifying improvements to the State Highway network and preparation of submissions in relation to Transit NZ's proposals. Officers have also taken into account the feedback that the public have provided to Transit NZ in relation to previous consultations on the State Highway programme and proposed projects such as the Waterview Connection and an additional Waitemata Harbour Crossing.
16. It has not been possible within the time frame available for the Council to properly seek community views in relation to the specific submissions in relation to Transit NZ's proposals.

STRATEGIC CONTEXT

17. State Highways make an important contribution to economic development by providing access across the region and between key centres. The proposed completion of projects forming the Western Ring Route would benefit existing businesses and proposed developments in the Northern Strategic Growth Area of Waitakere City as well as benefiting residents travelling across the region.

18. The Auckland Regional Land Transport Strategy 2005 proposes an allocation of \$2,998 million over 10 years for roading capital improvements (including local roads) in the Auckland region. Transit NZ's Draft Programme does not provide any guidance on the total amount to be spent on the Auckland region. The Auckland Regional Land Transport Strategy is currently being reviewed and is expected to be guided by the proposed update of the New Zealand Transport Strategy, which aims to half carbon dioxide emissions per capita by 2040 and achieve a significant mode shift away from single occupant vehicle travel to more passenger transport, walking and cycling.
19. The Waitakere City Transport Strategy recognises the importance of completion of SH 18 and SH 16 extension and the need to integrate Waitakere's local road solutions with those being developed by Transit NZ. The outcome sought is a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.
20. There are a number of strategic platforms that are affected by Transit NZ's proposed state highway programme, including the following:

Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero*

The State Highways programme directly affects access by multiple modes to key centres in Waitakere City and the region.

Strong innovative economy, *He tupuranga kaha ihi wana*

The State Highways programme provides important access for business travel in Waitakere City and across the region and new connections help stimulate development, particularly in the Northern Strategic Growth Area.

Strong Communities, *He iwi kaha*

The State Highways programme affects communities by allowing access within Waitakere City and across the region, and can potentially resolve the severance problems that arise with motorways.

Urban and rural villages, *Nga kainga taone, tuawhenua*

The State Highways programme makes important connections with centres within Waitakere City. Particularly in the Northern Strategic Growth Area new urban centres will be created once SH 18 is completed.

Sustainable energy and clean air, *He kaha motuhake. He hau ora pai*

The State Highways programme has an important impact on fuel use and pollution from vehicle traffic. The effects vary depending on the level of traffic that arises from an expansionary or travel demand management approach adopted in the Auckland region.

Preferred Option

21. State Highway 20 Waterview connection - It is proposed that the Council's submission to Transit NZ should include the following points:
 - The Partial Cover option provides more benefits to Waitakere City than the other options proposed by Transit NZ.
 - There are serious issues regarding the affordability of all of Transit NZ's options, both in terms of the project costs and ongoing tolling or other financing arrangements.

- The Waterview Connection project needs to be prioritised in relation to other transport projects in the region, particularly in light of the low benefit cost ratio of between 0.9 and 1.1 for Transit NZ's options.
 - The requirement of the tunnel option that traffic is free flowing has potentially serious implications. Transit NZ should investigate fully the implications of a toll, queuing at approaches or prioritisation at approaches before finalising its preferred option.
 - Transit NZ should consider the benefits and costs of the Waterview Connection in relation to a do minimum option whereby local roads are upgraded to provide the link between Maioro interchange and SH 16.
 - The full tunnel option achieves more desirable outcomes for the local community and the environment.
 - If a central interchange at Blockhouse Bay Road-Great North Road is not part of the Waterview Connection project, adverse traffic impacts on surrounding roads including at New Lynn and Rata Street are likely to arise.
 - Transit NZ's board should be encouraged to seek input from key stakeholders before deciding upon a preferred option, rather than seeking the Council's views after announcing a preferred option;
 - Transit NZ should provide more information in the consultation regarding the alternative options and the impacts of each.
22. The risks with the Partial Cover option are that the project might be delayed due to appeals to the Environment Court regarding the effects on the Oakley Creek environment and the social or economic impacts that arise from the land purchases required.
23. Waitemata Harbour Crossing - There is no recommended preferred option in relation to the proposed route alignment as further investigation of the three short listed options is required. However, it is proposed that the study considers the Auckland Sustainability Framework, Updated New Zealand Transport Strategy and other relevant strategies to guide any decisions about whether an additional Waitemata Harbour Crossing is required. The study should consider an approach whereby the desired passenger transport, cycling, and traffic management and resilience outcomes are achieved by making the best use of the existing Harbour Bridge structure.
24. The risks with not selecting a preferred route for an additional Waitemata Harbour Crossing are that the designation of a preferred route alignment might be too late to integrate with Auckland City's proposed Wynyard Wharf development. If a designation of a route is not in place, then it is unlikely that land use planning would be developed to support a future additional crossing if needed in the future. If there is a catastrophic event with the existing harbour bridge, then traffic movement would likely be redirected along the Western Ring Route until the bridge is repaired.

Consultation

25. Transit NZ is conducting public consultation on its Auckland State Highway Strategy, the Draft Programme, the State Highway 20 Waterview Connection project and the Waitemata Harbour Crossing Study. Transit NZ is seeking the Council's submission on these proposals and is seeking submissions from the public directly. These submissions have been developed by Transport Strategy staff, with input from staff across the Council. Staff have not sought the views of the public, Maori, iwi or Te Taumata Runanga in relation to the Council's proposed submission due to the time frame set by Transit NZ for receiving submissions. Staff have had preliminary discussions with Clive Fuhr from Transit NZ and Alan Bufton from Auckland City Council in relation to the State Highway 20 Waterview Connection project.

IMPLEMENTATION ISSUES

26. The Council's decision to make submissions on Transit NZ's proposals would create an opportunity for the Council to present its submission to representatives from Transit NZ and guide the Council's representatives in relation to these issues on relevant regional groups (including the Regional Land Transport Committee, the State Highway 20 Waterview Connection Reference Group, and Auckland Transport Plan Advisory Group).
27. The due dates for submissions on Transit NZ's proposals are:
- Draft Auckland State Highway Strategy - 20 March 2008.
State Highway 20 Waterview Connection - 11 April 2008.
Waitemata Harbour Crossing Study - No set date.
Draft 2007/2008 Land Transport Programme and 10-year Financial Forecast - 7 March 2008.
28. There are likely to be opportunities for the Council to make presentations to Transit NZ in relation to the Council's submissions on these proposals.
29. The following dates have been obtained from Transit NZ and its January 2008 progress report to the Regional Land Transport Committee in relation to key state highway projects that directly relate to Waitakere City:

Project	Estimated construction start	Estimated construction completion	Cost
SH 18 Hobsonville Deviation	October 2008	July 2012	\$200 million
SH 16 Brigham Creek extension	October 2008	July 2012	To be determined
SH 16 ramp signals	July 2008	To be advised	\$5.2 million
SH 20 Mt Roskill Extension	August 2005	February 2009	\$186.4 million
SH 20 Waterview Connection	2009/2010	2015	\$1,890 million
SH 16 widening	July 2010	To be determined	To be determined
Te Atatu Interchange upgrade	To be determined	To be determined	To be determined

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



5 **REPRESENTATIVE ON THE TRUSTEE APPOINTMENT COMMITTEE OF THE AUCKLAND REGIONAL MIGRANT SERVICES TRUST**

GLOSSARY

Auckland Regional Migrant Services	(ARMS)
Trustee Appointment Committee	(TAC)
Non-governmental organisation	(NGO)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval for a Waitakere City Council representative to be nominated onto the Trustee Appointment Committee (TAC) of the Auckland Regional Migrant Services (ARMS) Trust.

The TAC would be charged with the responsibility of seeking out, screening and appointing a new ARMS Board of Trustees. Requests for appointees to the TAC have been made to the metropolitan local authorities (Auckland, Manukau, North Shore, and Waitakere); the Auckland Regional Council; the Auckland Regional Ethnic Council; the Counties Manukau Regional Ethnic Council; and the Auckland Refugee Coalition.

RECOMMENDATIONS

It is recommended that the Council resolves as follows:

1. Receive the Representative on the Trustee Appointment Committee of the Auckland Regional Migrant Services Trust report.
2. Approve the nomination of a Waitakere City Council representative onto the Trustee Appointment Committee of the Auckland Regional Migrant Services Trust.

BACKGROUND

1. The ARMS Trust is a charitable trust established five years ago to coordinate and provide settlement support to new migrants and refugees settling in the Auckland region. Colin Dale, former City Manager at Manukau City Council, is the Chair of the ARMS Board of Trustees and His Excellency, the Honourable Anand Satyanand is the Patron of the ARMS Trust.
2. The ARMS Trust Board previously was elected, with two refugee representatives, five migrants and at least three trustees from the New Zealand-born community. A review of the ARMS Trust Deed resulted in a request being received from Dr Mary Dawson, the Executive Director of ARMS, seeking an appointee from Council onto the TAC.
3. Due to the request coinciding with the local government election period, the request by Dr Dawson was agreed to in principle and the name of Council's representative onto the TAC was to be provided at a later date.

DECISION MAKING

4. Dr Dawson advised that Council's representative need not be a Councillor or a senior official, and that it would be preferable if the person were a community member, with an interest in migrant/refugee/settlement issues, good knowledge of non-governmental organisation (NGO) governance, and who is committed to carrying out the role required of the ARMS TAC.

5. It is considered that Council's representative on the TAC should possess a solid understanding of the governance requirements in the NGO sector as well as a broad awareness of migrant and refugee issues. In particular, knowledge of the governance challenges that can be experienced by NGOs will enhance the likelihood of trustees with the necessary skills and experience being selected onto the ARMS Trust Board.

STRATEGIC CONTEXT

6. Waitakere City Council's vision as expressed in its Long Term Council Community Plan 2006-2016 is for a city where people:
 - feel they can make a difference;
 - feel safe and there is a strong sense of community;
 - enjoy the diversity of lifestyles and people; and
 - have choices in housing, transport, employment and recreation in their neighbourhoods and town centres.
7. Support for the settlement of newcomers contributes to the Long Term Council Community Plan goals of strong communities, a holistic approach to health and wellbeing and economic sustainability.

CONSULTATION

8. The request for a Waitakere City Council representative to be nominated onto the TAC has been discussed with the President of the Waitakere Ethnic Board, with any suggestions of suitable nominees from the Board to be provided to Councillors prior to the meeting.

RESOURCES

9. The request does not require the commitment of resources from Council. The TAC will meet later in 2008 to appoint new ARMS Trustees, requiring at that point, the commitment of time from the TAC members for screening and selecting suitable trustees.

IMPLEMENTATION ISSUES

10. It is anticipated that Waitakere City Council's nomination to the TAC will be reported to the ARMS Trust Board meeting on 20 May 2008 and that the TAC will first meet some time in June 2008 to begin the process of appointing the ARMS Board of Trustees.

Report prepared by: Monica Sharma, Team Leader Cultural Wellbeing.



6 **EXTERNAL APPOINTMENTS TO THE NORTHERN STRATEGIC GROWTH AREA (NORSGA) URBAN DEVELOPMENT COMMITTEE AND THE TOWN CENTRES SUBCOMMITTEE**

GLOSSARY

Northern Strategic Growth Area (NorSGA)

PURPOSE OF THE REPORT

The purpose of this report is to seek approval for further nominations by external organisations to the Northern Strategic Growth Area (NorSGA) Urban Development Committee and the Town Centres Subcommittee.

BACKGROUND

The Council has taken steps to establish a Northern Strategic Growth Area (NorSGA) Urban Development Committee and a Town Centres Subcommittee. External organisations were invited to nominate members to sit on each of these committees. The Council has already approved some of these nominations.

At its meeting held on Wednesday, 27 February 2008, the Council approved the following appointments to the Northern Strategic Growth Area (NorSGA) Urban Development Committee:

- “2. *That the Council approves the following appointments to the Northern Strategic Growth Area (NorSGA) Urban Development Committee:*
- *Peter Spies, and Wayne McDonald as the alternate, from Transit New Zealand.*
 - *Allan McGregor from NZRPG Management Limited (formerly IMF New Zealand Limited).*
 - *Sean Bignell from the Hobsonville Land Company Limited.”*

191/2008

The Council approved nominations to the Town Centres Subcommittee as follows:

- “2. *That the Council approves the following appointments to the Town Centres Subcommittee:*
- *Rolland Lindsay from ONTRACK.*
 - *David Cosgrove from AMP Capital Investors (NZ) Limited.*
 - *Ed Johnstone from the Henderson Business Network.”*

192/2008

ISSUES

The Council has received further responses in relation to these appointments:

- The Auckland Regional Council nominates Councillor Paul Walbran for both the NorSGA Urban Development Committee and the Town Centres Subcommittee;
- The New Lynn Business Association nominates Brian Glover for the Town Centres Subcommittee.

RESOURCES

No additional resources are required to these Committees other than officers time.

CONCLUSION

The nominations to the NorSGA Urban Development Committee and the Town Centres Subcommittee are now referred back to Council for consideration.

RECOMMENDATIONS

1. That the External Appointments to the Northern Strategic Growth Area (NorSGA) Urban Development Committee and Town Centres Subcommittee report be received.
2. That the Council approve the following nomination to the Northern Strategic Growth Area (NorSGA) Urban Development Committee:
 - Councillor Paul Walbran, Chair of the Regional Strategy and Planning Committee of the Auckland Regional Council.
3. That the Council approve the following nominations to the Town Centres Subcommittee:
 - Councillor Paul Walbran, Chair of the Regional Strategy and Planning Committee of the Auckland Regional Council.
 - Brian Glover, member of the New Lynn Business Association.

Report prepared by: Owena Schuster, Team Manager: Democracy and Support.



7 WAITAKERE CITY COUNCIL LIABILITY MANAGEMENT AND INVESTMENT POLICY PROPOSED CHANGES - STATEMENT OF PROPOSAL AND SUMMARY OF INFORMATION

PURPOSE OF THE REPORT

The purpose of this report is to present the Statement of Proposal and Summary of Information for the 2008 proposed changes to the Liability Management and Investment Policy contained within the Council's 2006-2016 Long Term Council Community Plan. The Statement of Proposal and Summary of Information is prepared for special consultative purposes under Section 84 of the Local Government Act 2002.

BACKGROUND

The Local Government Act 2002, section 102, requires a local authority adopt a Liability Management Policy and an Investment Policy. Amendments to these policies may only be as an amendment to the long term council community plan. Section 84 (2) of the Local Government Act 2002 provides for the requirement of the special consultative procedure in relation to an amendment to the long term council community plan. The policy amendment requires a Statement of Proposal and a Summary of Information to be prepared.

The Council's Liability Management and Investment Policy is formally reviewed annually, as required under section 9.0 of the policy. The review considers the adequacy of the policy to provide transparency and control to current and future borrowing and investment strategies.

At the Finance and Operational Performance meeting held 11 February 2008, it was resolved:

“That the proposed changes to the Liability Management and Investment Policy be endorsed and that a Statement of Proposal for public consultation be prepared for Council’s consideration.”

106/2008

STRATEGIC CONTEXT

The Liability Management and Investment Policy is an overarching policy on how the Council’s borrowing, investing and other liabilities will be managed. The management of these activities is the result of work undertaken in any of the Council’s strategic platforms.

The process of amending the policy would fall under the Active Democracy platform.

STATEMENT OF PROPOSAL

A163-A166 Attached at pages A163 to A166 is a Statement of Proposal and Summary of Information which is a requirement of the special consultative procedure. It is proposed that certain areas of the Council’s Liability Management and Investment Policy be amended. Two proposed changes are intended to provide greater transparency in how certain transactions are approved. Two changes recognise structural changes in financial markets and intend to provide the Council with greater flexibility with financial risk management strategies. A fifth proposed change intends to delete references to Sinking Funds and Sinking Fund Commissioners.

The Statement of Proposal and Summary of Information in the attached form have been provided to Audit New Zealand for their consideration. It is a requirement of the Local Government Act 2002, Section 84(4), that the Statement of Proposal must also contain a report from the Council’s auditor. This report provides assurances that the statement complies with the Local Government Act 2002, of the quality of information and assumptions contained in the statement, and the extent of the information and performance measures are meaningful. Audit New Zealand have indicated they have no issues with the disclosures made and will provide an unqualified audit opinion upon the Council’s adoption of the Statement of Proposal and Summary of Information.

Consultation

The consultation will be undertaken concurrently with the Annual Plan 2008-2009 process. This includes advising the public via public notices and the Annual Plan documents, submissions will be received up to 14 May 2008, acknowledged and heard (if requested).

CONCLUSION

The proposed amendments to the Liability Management and Investment Policy outlined in this report are intended to provide greater transparency in decision making and more flexibility in risk management practices. Any amendments made to the policy must be conducted through the special consultative procedure, detailed in the Local Government Act 2002, which requires the Statement of Proposal and a Summary of Information to be prepared and made available to the public.

RECOMMENDATIONS

1. That the Waitakere City Council Liability Management and Investment Policy Proposed Changes - Statement of Proposal and Summary of Information report be received.
2. That the attached Statement of Proposal and the Summary of Information be approved for public consultation, following the special consultative process under Section 84 of the Local Government Act 2002.
3. That the hearing of any submissions received take place in conjunction with hearings into submissions on the draft Annual Plan 2008/2009.

Report prepared by: Bruce Wilkin, Treasury Manager.



8 WAITAKERE CITY COUNCIL / UNITEC RELATIONSHIP WORKING PARTY

GLOSSARY

Relationship Working Party	(RWP)
Unitec Institution of Technology	(Unitec)
Waitakere City Council	(WCC)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval, and nominated membership, for the re-establishment of the Waitakere City Council / Unitec Relationship Working Party (RWP).

There are a number of opportunities and projects of mutual interest and potential benefit to the Unitec Institution of Technology (Unitec) and Waitakere City Council (WCC). It is recommended that a joint advisory group be re-established to facilitate shared understanding and discussion, to enable the Council and Unitec to address these matters in a collaborative manner.

RECOMMENDATIONS

It is recommended that the Council resolves as follows:

1. Receive the Waitakere City Council / Unitec Relationship Working Party report.
2. Approve the re-establishment of the Waitakere City Council / Unitec Relationship Working Party.
3. Approve the nomination of two Councillor representatives (and alternates) for the Waitakere City Council / Unitec Relationship Working Party, with the tenure of office being effective until the end of Council's current term or until disestablishment of the group, whichever comes earlier.
4. Approve the appointment of Councillor Lawley as Chairman for the Waitakere City Council / Unitec Relationship Working Party, with the tenure of office being effective until the end of Council's current term or until disestablishment of the group, whichever comes earlier.

5. Direct the Chief Executive Officer to invite Unitec Institute of Technology to nominate two Council Members (and alternates) for the Waitakere City Council / Unitec Partnering Working Party.

BACKGROUND

1. Unitec is a strategic partner, investor and education service provider for Waitakere. On 12 November 2002, the Council entered into a Heads of Agreement for the Preliminary Design of Civic Future Project with Unitec. This Heads of Agreement was updated in June and July 2003, as the joint office, library and car parking complex project progressed and was supported by a Procedures Agreement in 2004. As part of the proposed work programme, it is recommended that this Heads of Agreement be monitored and reviewed, with any proposed updates to be brought back to Council for consideration and approval.
- A167-A168 2. The Heads of Agreement established shared development objectives in relation to tertiary education facilities and services within Waitakere. These objectives are attached at pages A167 to A168 and are relevant to ongoing projects and opportunities within the City.
3. In addition, at the City Development Committee meeting of 2 December 2004, it was resolved:

“Waitakere City Council/Unitec Partnership Working Party

That Councillors Chan, Clews, Gilmour and Lawley be appointed as the City Development Committee representatives to the Waitakere City Council/Unitec Partnership Working Party.”

2169/2004

4. The purpose of this Partnership Working Party was to provide liaison and inter-agency consultation over implementation of the WCC / Unitec Memorandum of Understanding.

DECISION MAKING

Issues

5. The RWP is proposed as an advisory and relationship management group which would not be responsible for formal decisions by either Unitec or the Council. Formalising this group, with a supporting Terms of Reference based on the development objectives of the existing Heads of Agreement between the two organisations, provides an opportunity to maintain and strengthen the partnership and representation on matters of joint interest.
6. It is proposed that the WCC / Unitec RWP meet on a quarterly or as-needed basis and that membership of the group be composed as follows:
 - a) A Chairman.
 - b) Two Councillors from WCC.
 - c) Two Council Members from Unitec.
 - d) Two senior supporting officers from WCC.
 - e) Two senior supporting officers from Unitec.

7. It is noted that Councillor Lawley is an Elected Member representative of both WCC and Unitec. Given the organisational insight, understanding and priority this provides on behalf of both organisations, Councillor Lawley would be well placed to act as Chairman for the WCC / Unitec RWP. The Legal Services Manager advises that since the role of the working party is to investigate ways in which the two bodies might co-operate to achieve mutual goals (so that they have interests in common rather than in conflict), and the working party has an advisory rather than a decision making role there are no obvious "conflict of issue" issues arising from Councillor Lawley's appointment as Chairman which might need to be addressed. Unitec advises that it supports the appointment of Councillor Lawley in that role.

Options Identified

8. The Council continues to engage proactively with Unitec (at senior management and elected member levels) as a valued investor, business and education provider for education services in Waitakere.
9. The suggested reinstatement of the WCC / Unitec RWP would strengthen the existing relationship and provide a more formalised framework for ongoing discussions on matters of mutual interest, to better inform ongoing discussions and decisions.

Assessment of Options

10. As an advisory group with minimal support requirements, there are no significant costs or risks associated with the proposed re-instatement of the WCC / Unitec RWP. Improved communications and opportunities to discuss and progress issues of mutual interest and benefit to both organisations will have positive benefits for the Council, Unitec and the development and provision of education services within Waitakere. A collaborative approach on issues of shared interest will enable both organisations to leverage advantages through mutually beneficial opportunities and projects that support the Council's Strategic Platforms and Priorities and programme of works in the Long Term Council Community Plan 2006-2016.

Consideration of Community Views

11. The re-establishment of the WCC / Unitec RWP provides an opportunity to improve and streamline communications and services provided in the sector of Tertiary Education within Waitakere. This would be beneficial to existing and future students and residents sharing the benefits of future joint development projects.

STRATEGIC CONTEXT

12. Strengthening the partnership between the Council and Unitec supports the Council's Strategic Priority for Lifelong Learning through improved provision and access to educational services within Waitakere. Improved services and delivery of joint projects will particularly contribute towards the Council's Strategic Platforms for Strong Communities, Urban and Rural Villages, Integrated Transport and Communication and Strong Innovative Economy.

Preferred Option

13. It is recommended that the WCC / Unitec RWP be re-established to facilitate shared understanding, communication, discussion and progress on matters of mutual interest and benefit. The group will be advisory in nature, will assist in the informed independent decision-making by Unitec and the Council and presents minimal administrative support requirements.

CONSULTATION

14. Consultation has been undertaken with staff across Council and with the Unitec Council. All parties agree that there is value in re-establishing the WCC / Unitec RWP.

RESOURCES

15. It is proposed that the administration and support of the WCC / Unitec RWP be provided for via the Council's Democracy and Support Services Unit, with the support of at least two nominated senior Council officers.

IMPLEMENTATION ISSUES

16. It is envisaged that the WCC / Unitec RWP will meet on a quarterly / as-required basis and that an agreed Terms of Reference for the operation of the group will be developed at the initial meeting of the group.

Report prepared by: Fraser Henderson, Manager: Strategic Projects.



9 REPORT FROM THE LONG TERM COUNCIL COMMUNITY PLAN AND ANNUAL PLAN COMMITTEE

The purpose of this report is to inform the Council of recommendations made by the Long Term Council Community Plan and Annual Plan Committee during the process leading to the adoption of the draft and final Annual Plan 2008/2009, and to enable the Council to consider these recommendations.

BACKGROUND

The Council must prepare an Annual Plan every year. The draft Annual Plan for 2008/2009 has been finalised and must be consulted upon using the Special Consultative Procedure as prescribed in the Local Government Act 2002.

ISSUES

The Long Term Council Community Plan and Annual Plan Committee commenced deliberations on the draft Annual Plan 2008/2009 on 7 March 2008. The Committee is scheduled to recommend to the Council on Wednesday, 19 March 2008 the adoption of the draft Annual Plan 2008/2009 after consideration of various reports, Unit Overview reports, budgets, and other information presented to it.

Recommendations from the Committee will be presented at the Council meeting.

The draft Annual Plan 2008/2009 will be available for public consultation commencing 11 April 2008, with the submission period closing on 14 May 2008. The hearing of public submissions commences on 20 May 2008. Final deliberations start on 16 June 2008 with the final adoption scheduled for 24 June 2008.

The Committee would like to thank the Mayor, Councillors, Acting Chief Executive Officer, Directors and all supporting officers for their efforts in contributing to an effective Annual Plan process.

CONCLUSION

It is recommended that the draft Annual Plan 2008/2009 be adopted and released for public consultation after consideration of the recommendations from the Long Term Council Community Plan and Annual Plan Committee.

RECOMMENDATIONS

1. That the Council consider the Report from the Long Term Council Community Plan and Annual Plan Committee 2008/2009.
2. That the recommendations from the Long Term Council Community Plan and Annual Plan Committee be considered.

JM Clews, QSO, JP

CHAIRPERSON

