

Fornio-Giannini															Esmonds-WSprings					Esmonds-Neston												
e1	e2	e3	e4	e5	e6	e7	e8	e9	e10	e11	e12	e13	e14	e15	f1	f2	f3	f4	f5	g1	g2	g3	g4	g5	g6	g7	g8	g9	g10	g11	g12	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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speed due to esmonds

March Social Issues

similar to e1

Wynyard Connection improves PT connectivity and

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AISI

AUCKLAND State Highway Land Transport Programme

Legend: Nature of work		Committed Construction
Investigation	Design	Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.




SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)		Land Transport Programme 08/09	Plan for Years 09/10 – 10/11
			\$ < 5M	\$\$\$ 20-100M		
LARGE PROJECTS						
70	It's RoadIt! Extension	Economic Development		59.0		
1	Penitentiary Highway ET (Stages 1 & 2)	Economic Development		13.5		
70	Manukau Extension §	Economic Development		115.3		
Var	Advanced Traffic Management Systems Stage IV – Stage 2	Economic Development		61.1		
1	Southern Motorway TDM (Ramp Signalling)	Economic Development		4.0		
1	Northern Motorway TDM (Ramp Signalling)	Economic Development		8.1		
16	Northwestern Motorway TDM (Ramp Signalling)	Economic Development		5.2		
1	Auckland Harbour Bridge Storm Water Upgrade	Environmental Sustainability		0.5		
20	Manukau Harbour Crossing	Economic Development		220.0		
1	ALPURT – Sector B2 Toll Rd § §	Economic Development		35.6		
1	Auckland Harbour Bridge Movable Lane Barrier	Safety & Personal Security		4.8		
1	Northcote to Sunnyvale Auxiliary Lane	Economic Development		2.0		
Var	Western Ring Route (Ramp Signalling)	Economic Development		15.8		
16	Glendonville Deviation §	Economic Development		200.0		
1	Auckland Harbour Bridge Structural Upgrade	Economic Development		37.4		
1	Redvale Interchange #	Economic Development		\$§		
1	Waiwai Interchange #	Economic Development		\$§		

- § In conjunction with third party contributions outside NLTP funding
- § § Capital injection
- # 100% Developer Funded




































Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

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AUCKLAND State Highway Land Transport Programme

Legend: Nature of work		 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)		Land Transport Programme 08/09	Plan for Years 09/10 – 10/11
			\$ < 5M	\$\$\$ 20-100M		
LARGE PROJECTS (continued)						
16	Te Atatu to Royal 6L	Economic Development		\$\$\$		 
16	Te Atatu Interchange Upgrade	Economic Development		\$\$		
16	Waterview to Rosebank 8L	Economic Development		\$\$\$		
20	Waterview Connection	Economic Development		\$\$\$\$		
16	Rosebank to Te Atatu 8L	Economic Development		\$\$\$		
16	Pungunui Stream Bridge Replacement	Access and Mobility		\$	 	
1	Victoria Park Tunnel	Economic Development		\$\$\$\$		
1	Newmarket Viaduct [Ⓢ]	Economic Development		\$\$\$\$	 	
1	Newmarket Viaduct to Greenlane Auxiliary Lane	Economic Development		\$\$	 	
16	Brigham Creek Extension	Access and Mobility		\$\$\$		
1	Warkworth Stage 1 & 2	Economic Development		\$\$	  	
1	Papakura Interchange Upgrade Stage 1 & 2	Economic Development		\$\$		 
2	Kopuku Realignment	Safety & Personal Security		\$\$\$		
1	Schedwys Hill Deviation	Safety & Personal Security		\$\$\$		





[Ⓢ] In conjunction with third party contributions outside NLTP funding

[Ⓢ] Enabling construction committed






































Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

A157

AUCKLAND State Highway Land Transport Programme

Legend: Nature of work		 Committed Construction
 Investigation	 Design	 Construction





The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)		Land Transport Programme 08/09	Plan for Years 09/10 – 10/11
			\$ < 5M	\$\$\$ 20-100M		
SMALL & MEDIUM PROJECTS				Total Phase Cost		
1	Southward / Northward Highway Lighting Safety Retrofit	Safety & Personal Security	2.5			
1	At 13 Southbound Extension Drainage Upgrade	Safety & Personal Security	2.3			
1	At 13 Northbound Extension Structural Upgrade	Safety & Personal Security	2.3			
1	Orewa Township Upgrade	Safety & Personal Security	\$		 	
1	McKinney Road Intersection Improvements	Safety & Personal Security	\$			
1	Greville Road Nth Bld Off-Ramp Left Turn Slip Lane	Safety & Personal Security	\$		 	
1	Drury Interchange Traffic Signals	Economic Development	\$			
22	Mercer to Oira Lighting Improvement	Safety & Personal Security	\$		 	
16	Quay Street -- Ronayne Street Upgrade	Economic Development	\$			
1	Ellerslie Sth Bld Off-Ramp Slip Lane	Economic Development	\$			
16	Waitangi Bridge to Basil Orr Road Seal Widening	Safety & Personal Security	\$			
16	Taupaki Road / Old North Road Intersection Upgrade	Safety & Personal Security	\$			
22	Glenbrook Road Intersection Improvement	Safety & Personal Security	\$			
1	Weyly Valley Road Intersection	Safety & Personal Security	\$			
16	Don Buck Road to Huapai Lighting Improvement	Safety & Personal Security	\$			
1	Falls Bridge to Waitarere Bridge Safety Improvement	Safety & Personal Security	\$			
Var	Lighting Safety Retrofit (SH1, 16 and 17)	Safety & Personal Security	\$			

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Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

AUCKLAND State Highway Land Transport Programme

Legend: Nature of work		
 Investigation	 Design	 Construction
		 Committed Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)		Land Transport Programme 08/09	Plan for Years 09/10 – 10/11
			\$ < 5M	\$\$\$ 20-100M		
SMALL & MEDIUM PROJECTS (continued)						
			Total Phase Cost			
17	The Avenue Intersection Improvement	Safety & Personal Security	\$			
20	Southwestern Motorway Lighting Safety Retrofit	Safety & Personal Security	\$			
1	HBTC – Lane Light Trial Stage 2	Safety & Personal Security	\$			
1	Silverdale Intersection Improvements	Safety & Personal Security	\$			
17	Cotesville Riverhead Intersection Traffic Signals	Safety & Personal Security	\$			
22	South of Crown Road Lighting	Safety & Personal Security	\$			
1	Mill Road to SH1/2 Interchange Lighting Improvements	Safety & Personal Security	\$			
Passing Lanes						
1	To Hana Rd O/B Nth Bd PL	Safety & Personal Security	\$			
1	Toovey Road Sth Bd PL	Safety & Personal Security	\$			
1	Sheepworld Sth Bd PL	Safety & Personal Security	\$			
16	Kumeu No.2 Bridge West Bd PL	Safety & Personal Security	\$			
1	Mangawhai Road Sth Bd PL	Safety & Personal Security	\$			
1	Waikareira Sth Bd PL	Safety & Personal Security	\$			
1	Hoteo River Nth Bd PL	Safety & Personal Security	\$			
16	Wharehine Road Realignment & Nth Bd PL	Safety & Personal Security	\$			



A1S9

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

AUCKLAND State Highway Land Transport Programme

Legend: Nature of work		 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)		Land Transport Programme 08/09	Plan for Years 09/10 – 10/11
			\$ < 5M	\$\$\$ 20-100M		
			Total Phase Cost			
	Stock Effluent Disposal Facilities					
1	Whitford SEDF	Environmental Sustainability		0.5		
1	Bombay Hills (Mercer) SEDF	Environmental Sustainability		\$		
	Walking & Cycling					
16	Westgate Pedestrian Facility	Public Health		\$		
20	Old Mangere Bridge Walking and Cycling	Public Health		\$		
	Strategic Studies					
	SH22 Strategic Study Review					
	Whau River Crossing					
	Auckland Regional Growth Strategy – Serving the growth nodes					
	SH20A & SH20B Airport Access					
	Auckland State Highway Strategy					
	Kumeu Town Centre Transportation Study					
	Southwestern Corridor to East Tamaki Transport Connection Strategic Study					
	UHC Rapid Transit/Busway Ext. Study					
	Freight Priority Strategy					
	Southern Motorway (Southern Sector) Upgrade Strategic Study					
	Upper Harbour Bridge TDM Study					
	Mt. Wellington to CMJ Dynamic Traffic Management Study					
	SH20 Rapid Transport Upgrade Study					

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

A160

7 March 2008

Transport Strategy
Extension: 8419
Waitakere Central, 6 Henderson Valley Road
Ref:KMV

LTP at Transit New Zealand
PO Box 5084
Wellington

Facsimile (04) 496 6666

Dear Sir or Madam

DRAFT LAND TRANSPORT PROGRAMME

Thank you for the opportunity to comment on the Draft 2008/2009 Land Transport Programme and 10-year financial forecast. This submission is an officers' submission and is subject to ratification by the Council at its meeting on 19 March 2008. We have focused our submission on projects that relate to Waitakere City and the Auckland region.

1. Support for projects in the Programme

We support the inclusion of high priority projects from the Auckland region in the Programme for 2008/2009.

In particular, we support the following projects in Waitakere City:

- Northwestern Motorway Ramp Signalling.
- SH 18 Hobsonville Deviation and SH 16 Brigham Creek Extension projects. We are pleased that these two projects are being combined for construction purposes.
- SH 16 widening projects, including Te Atatu Interchange Upgrade.
- The proposed safety projects on SH 16.

The SH 18 Hobsonville Deviation project is vital to support Waitakere City's planned developments of a new town centre at Massey North, Hobsonville Village and Hobsonville airbase. We appreciate Transit NZ's support in the integration of the State Highways and these proposed developments.

We submit that all projects in the Auckland region, including Transit NZ's State Highway programme, should be assessed in relation to the prioritisation criteria set out in the proposed Auckland Transport Plan. It is important that Transit NZ's decisions regarding the State Highway programme for the Auckland region are aligned with the priorities of the region.

2. SH 16 Bus Priority Lanes

The SH 16 Bus Priority Lane projects were in the 10 year State Highway Forecast 2007/08 to 2016/17 but have been omitted from the programme for the next 3 years. We understand that these bus shoulder lane projects have been removed from the programme in anticipation of the proposed widening projects, which are scheduled for 2010. We understand that the widening projects depend on SH 20 Waterview Connection being built, a project which is currently unfunded. There is a risk that there will be no continuous bus priority lane along SH 16 for a considerable period of time.

We request Transit NZ to provide bus shoulder lanes along State Highway 16 between Te Atatu and Waterview for the interim period until SH 16 is widened.

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3. SH 16 - Te Atatu Interchange Upgrade

We strongly support the inclusion of the Te Atatu Interchange Upgrade project in the Programme. We submit that the Programme should include the construction of this project within the 3 year period of the Programme.

4. SH 16 – Lincoln Interchange Upgrade

We submit that the investigation and design of the Lincoln Interchange Upgrade should be included in the Programme for the next 3 years. We have supported Transit NZ's investigation of State Highway 16 and eagerly await its findings in relation to the upgrade of Te Atatu and Lincoln interchanges and continuous bus shoulder lanes along the Northwestern Motorway. We are surprised that the study has not indicated the urgent need for an upgrade of Lincoln interchange, although we understand that the study has indicated the need for an upgrade of Te Atatu interchange.

The Council has consistently identified the urgent need for the upgrade of Te Atatu and Lincoln interchanges, due to the problems with access on and off the Northwestern motorway and the role of the motorway network in providing vital economic connections between Waitakere and the rest of the Auckland region.

The one-lane Lincoln Road overbridge is so out of scale that business trips in the inter-peak period are frequently being extremely delayed while the motorway traffic is flowing freely. Transit NZ's plans to ramp signal this interchange in 2008/2009 create a risk of severe queuing issues on Lincoln Rd for traffic waiting to join the motorway.

We have developed options for an upgrade of Lincoln Road and how these link with the Lincoln interchange. We request that the Lincoln interchange be reconstructed to modern design and seismic standards and be capable of storing traffic at any ramp signal queue without spillage on to the surface street network.

5. Cycleways

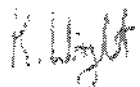
We note the lack of cycle projects identified in the Programme. Any widening of SH16 should include or enhance a cycleway alongside. This cycle route constitutes a vital part of the region's cycleway network. We note that the Westgate Pedestrian Facility at SH 16 is subject to the Council's decision regarding its funding commitment to that project.

6. SH 20 Waterview Connection

We are making a separate submission in relation to the proposed design option for the SH 20 Waterview Connection. We submit that the Programme should not provide for funding of construction in the next 3 years until an approved funding package is determined.

We will confirm after the Council meeting on 19 March 2008 if this submission has been ratified by the Council or if there are any changes. We request the opportunity to speak to this submission at a hearing. If you have any queries regarding the above, please contact me Ph 836 8000 Ext 8419.

Yours sincerely



Kevin Wright
Manager Transport Strategy

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WAITAKERE CITY COUNCIL PROPOSED AMENDMENTS TO THE LIABILITY MANAGEMENT AND INVESTMENT POLICY

STATEMENT OF PROPOSAL

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 following changes are proposed:

1. The bullet points contained in section 5.1.3 sub-headed "Shares" in the policy to be amended to reflect the following changes.
 - 1.1. The deletion of the first bullet point which declares the Council's current shareholdings. This is disclosed through the Council's Annual Report.
 - 1.2. The addition of two bullet points providing for who has the authority to acquire shares in organisations and the rationale for the acquisition. Currently the policy considers the acquisition of shares to fall outside the scope of the policy. The authority therefore rests with the Council under section 3.7 of the policy. This amendment provides greater transparency as to how the decision to acquire shares is made and who has the authority to make that decision.

The proposed resulting sub-heading will read:

Shares

- The acquisition of shares in any organisation must be approved by the Council or its delegated committee;
 - Shares will only be purchased on a basis that it promotes the current and future interests of Waitakere City's community or for other sound business reasons;
 - Council will consider selling its non-strategic shareholdings where the rate of return from the asset is lower than the financial benefit to ratepayers of selling and of using the proceeds of sales to repay debt. In its considerations the Council will take into account the risks associated with continuing to own the asset and the risks associated with the Council's total debt;
 - Proceeds from share sales will go to repay existing debt, unless the Council specifically directs that the funds be put to another use.
- 2.0 The title contained in section 5.1.3 sub-headed "Loans and Advances" be changed to "Loans, Advances and Guarantees" and the bullet points contained under that heading amended to reflect the following changes.
 - 2.1 Amend bullet points 1 and 2 under the sub-heading Loans and Advances, amend the wording of the new bullet point 1 to include references to advances and provide reasons why loans, advances and guarantees would be provided.
 - 2.2 Amend bullet point 3 by deleting references to financial statements and adding references to business cases, other supporting information and any other legal or professional advice so that it is clear the decision to grant loans, advances or guarantees is not based purely on the entities financial reports.
 - 2.3 Delete the existing bullet point 4 and replacing it with the provision of who has the authority to grant loans advances and guarantees to organisations. Currently the policy considers

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the acquisition of shares to fall outside the scope of the policy. The authority therefore rests with the Council under section 3.7 of the policy. This amendment provides greater transparency as to who has the authority to make the decision.

The proposed resulting sub-heading will read:

Loans, Advances and Guarantees

- The Council does not normally grant loans, advances or guarantees to external organisations and will only do so in exceptional circumstances, or where it will promote the current and future interests of Waitakere City’s community, or for other sound business reasons
- Other policies such as the Community Assistance Policy cover the procedures and guidelines encompassing loans and guarantees to community groups.
- All guarantees will only be given after the receipt and satisfactory analysis of the requesting entity’s business case, and other supporting information that maybe required, and any legal or other professional advise required during the analysis and evaluation of the business case.
- The granting of loans, advances or guarantees to any organisation must be approved by the Council or its delegated committee.

3.0 Amendment to the policy guidelines on approved financial instruments contained in section 5.1.2 of the policy to reflect the following change.

3.1 Amend the wording of interest rate swap referring to forward start swaps so that such risk management tolls can be entered into with a starting period greater than 24 months if the start date of the financial instrument matches the maturity date of an existing financial instrument. This will provide greater risk management flexibility and potentially securing lower fixed interest rates into the future.

The proposed resulting guideline will read:

- Forward start swaps (start date <24 months, or for start dates >24 months only if the start date is matched against the maturity date of an existing swap).

4.0 Amendment to the policy limits associated to the fixed interest maturity profile limit contained in section 5.1.3 of the policy to reflect the following change.

4.1 Amend the percentage of minimum and maximum cover for all maturity profiles periods to be a minimum of 10% and a maximum of 65%. This change provides consistency in managing interest rate risks within all of the profiles managed. The change also provides greater risk management flexibility by reducing the possibility, in current market conditions, of being forced into long term fair value loss transactions in order to rebalance the portfolio.

The proposed resulting guideline will read:

Fixed Rate Maturity Profile Limit		
Period	Minimum Cover	Maximum Cover
1 to 3 years	10%	65%
3 to 5 years	10%	65%
5 years plus	10%	65%

5.0 On a policy wide basis it is proposed to delete all references to Sinking Funds and Sinking Fund Commissioners. Sinking funds are a product of historical legislation and while the council continued to administer sinking funds on debt raised prior to legislative changes, it resolved not to rate for sinking funds of debt raised after 1 July 1998. As at 1 July 2007 the final amount remaining

of sinking funds were released to repay its corresponding debt. At the Annual General Meeting of the Sinking Fund Commissioners held on 18 February 2008 it was resolved that a recommendation be made to the Council that the Sinking Fund and Sinking Fund Commissioner positions be disestablished as at 30 June 2008.

The proposed amendments contained in this Statement of Proposal effect only the Council's Liability Management and Investment Policy, which forms part of the Long Term Council Community Plan 2006-2016. The amendments will have no other direct effect on any other part of the adopted Long Term Council Community Plan 2006-2016.

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WAITAKERE CITY COUNCIL PROPOSED AMENDMENTS TO THE LIABILITY MANAGEMENT AND INVESTMENT POLICY

SUMMARY OF INFORMATION

Council has reviewed its current Liability Management and Investment Policy and proposes to introduce this with the adoption of the Annual Plan 2008-2009. The charges relate to greater transparency in authorisation of certain transaction and greater flexibility in financial risk management

A fully copy of the statement of proposal and the proposed new Liability Management and Investment Policy are available from:

- Council's website – www.waitakere.govt.nz
- During ordinary office hours at the following offices of Council:
 - Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City;
 - Service Management, 131 Lincoln Road, Lincoln, Waitakere City;
 - New Lynn Service Centre, Memorial Drive, New Lynn and at
 - The Glen Eden, Titirangi, Henderson, Te Atatu South, Te Atatu Peninsula, New Lynn, Ranui and Massey Branch Libraries.
- Submissions can be made on the Annual Plan submission form until 14 May 2008.
- You will be able to be heard in support of your submission as part of the Annual Plan hearings.

**The Waitakere City Council and UNITEC Institute of Technology Heads of
Agreement for Completion of Civic Future Project
(Version 5, 06 November 2003)**

EXTRACT ON SHARED OBJECTIVES FROM BACKGROUND SECTION

Background

- C It is intended that the shared development will achieve certain objectives agreed by the parties which are:
- a. To increase the participation and success of the residents of Waitakere City in tertiary education.
 - b. To develop tertiary education facilities and services within Waitakere City in a way that reflects the emerging needs of residents, businesses and the wider community and provides all parties with improved access to tertiary education;
 - c. To maximise the environmental, economic and social benefits of UNITEC's presence in Waitakere City;
 - d. To maximise the effective and efficient growth of UNITEC's educational services to and through Waitakere City;
 - e. To relocate the Henderson public library within the confines of the Henderson Commercial Centre and in greater proximity to public transport on a basis as a Waitakere Central library which facilitates access by both local residents and students and optimises the availability of public library services within the City to residents; visitors, business people and students.
 - f. To help assist the development of Henderson as a vibrant and visually-attractive town centre for business, education and leisure.
 - g. To enhance the overall carparking opportunity within the development precinct and increase the number of associated carparking spaces provided.
 - h. To replace the existing informal vehicle access serving the rear of those properties adjacent to the development precinct having frontage to Great North Road (except No. 1 Ratanui Street) with a right-of-way or other secure vehicle access entitlement from Trading Place.

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- D It is also intended that the overall appearance of the Complex will reflect the unique character of Waitakere City including its history, culture and residents and that the Complex will:
- a. Reflect affordable best practice urban design;
 - b. Incorporate sustainable building methodologies; and
 - c. Increase the safety and attractiveness of the Henderson town centre and the development precinct.
- E The parties have agreed upon the attached preliminary design of the Complex (subject to any further refinement of that design as may occur subsequently), pursuant to the process identified by an Agreement dated 12 November 2002, as varied by Variations dated 20 June 2003 and 14 July 2003 respectively.
- F The parties have agreed to enter into an agreement (this Agreement) in relation to the detailed design, tender process, construction and commissioning of the Complex.

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