



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

POLICY AND STRATEGY COMMITTEE

I hereby give notice that a Meeting of the Policy and Strategy Committee will be held on:-

DATE: Thursday, 6 March 2008 **TIME:** 9.30 am

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

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

28 February 2008

Emma Joyce
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Deputy Mayor	PA	Hulse (Chairman)
Councillors	LA	Cooper, JP (Deputy Chairman)
	DQ	Battersby, JP
	BA	Brady, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	MM	Jolley
	JP	Lawley, JP
	PG	Mitchell
	VS	Neeson, JP
Mrs M	Te Huia	

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 6 MARCH 2008 COMMENCING AT 9.30 AM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFLICTS OF INTEREST	1
4	CONFIRMATION OF MINUTES	1
5	GLEN EDEN PEDESTRIAN RAIL BRIDGE	2
6	RAIL UPDATE	7
7	HAURAKI GULF FORUM STRATEGIC ISSUES	13
8	RANUI VILLAGE CENTRE UPDATE	19
9	LOCAL ACTION FOR BIODIVERSITY PROJECT UPDATE	22
10	TE TAUMATA RUNANGA LONG TERM STRATEGY AND ACTION PLAN REVIEW	24
11	WAITAKERE ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY UPDATE	27

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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 Committee 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 Committee 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 CONFIRMATION OF MINUTES

Meeting Minutes - 7 February 2008

RECOMMENDATION

That the minutes of the Meeting of the Policy and Strategy Committee held on Thursday, 7 February 2008 as circulated, be taken as read and now be confirmed.



5 GLEN EDEN PEDESTRIAN RAIL BRIDGE

GLOSSARY

Glen Eden pedestrian rail bridge	(the bridge)
Outline Plan of Works	(OPW)
Closed-circuit television	(CCTV)
Auckland Regional Transport Authority	(ARTA)

PURPOSE OF THE REPORT

The purpose of this report is to update the Policy and Strategy Committee on issues relating to the Glen Eden pedestrian rail bridge (the bridge) and recommends an option for the Committee in relation to the bridge.

BACKGROUND

The bridge was constructed in early 2006 as part of the western line double-tracking project. The bridge was built to address a significant rail corridor trespass issue by providing a safe pedestrian route between Brandon Road, Glen Eden Station and the Glen Eden Town Centre.

The bridge proposal was developed by Auckland Regional Transport Network Ltd as part of their planning process for the western line double-tracking project. Consultation took place in 2005 on plans for the redevelopment of Glen Eden Station to accommodate double-tracking, including the bridge, with the community, including impacted residents and business owners. Due to a change in roles, ONTRACK took over responsibility for leading the planning of the double-tracking project. The Outline Plan of Works (OPW) submitted by ONTRACK along with the building consent for the station (including the bridge) was approved by the Council.

There has been considerable concern from local Elected Members and some members of the community about the perceived bulk and visual impact of the bridge, especially the ramps. However, the length of the ramps is a requirement of the New Zealand Building Code which requires a maximum 1:12 gradient. The height of the bridge span over the rail corridor is driven by the clearance requirements for electrification.

Glen Eden is identified as a town centre in our Draft Growth Management Strategy and is expected to absorb a significant amount of growth over the next 15 years.

The Urban Design and Development team are about to begin concept planning for the Glen Eden town centre. This concept plan will inform the future planning of Glen Eden. It is likely that this will lead to changes to the bus/ rail interchange and how the District Plan seeks to guide development in and around the town centre.

The area surrounding the transport interchange in the town centre core is on a major arterial route and the regional rapid transit network. This will intensify existing development and is likely to change their scale and form. It is important to note that should development take place on the properties surrounding the train station, it is highly likely that such development will alter the views, scale and potentially the amenity of the bridge. The land parcels in this area are in fragmented ownership and consolidation of some form would need to take place for such development to occur. However, because Glen Eden is so well connected to bus and train services, it is highly likely that such redevelopment will take place in the future.

STRATEGIC CONTEXT

Integrated transport and communication, *Te Whakaurunga Waka Te Whakawhiti korero*

Safe and well-managed crossings of the rail corridor, for both vehicles and pedestrians, are increasingly important as rail service frequencies are increased and the electrification of the urban rail network gets underway.

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

Rail crossings, for both vehicles and pedestrians, should enhance connectivity to and from town centres and not detract from the image of either the town centre or public transport.

ISSUES

Since this issue was last discussed in the Rail Update report to the City Development Committee in July 2007, there have been a range of meetings and discussions between ONTRACK, Council officers and interested elected members, seeking a way forward to resolve issues relating to the bridge.

Disability Issues

The visual impact of the bridge comes largely from the ramp structures which are a direct result of complying with New Zealand Building Code standards for people with disabilities. The visual impact of the central span across the rail corridor is comparatively minor.

The Building Code requirement is that there must be an “accessible route” to any publicly-accessible facility. This does not require that every access to a facility be accessible. However, each part of the facility used by the public must have an accessible route. In the case of Glen Eden Station, this is provided for by the at-grade pedestrian crossing at Glenview Road. The pedestrian bridge provides some additional accessibility to that required by the building code but it does not allow a wheelchair user to get from one platform to another, nor directly from the inbound platform to Brandon Road nor the Glen Eden Town Centre.

Feedback received from the Strategic Advisor: Disability and from representatives of people with disabilities is that people with disabilities or limited mobility would prefer to travel a slightly longer distance on a level grade rather than a shorter distance at a 1:12 grade.

It is estimated that 30 per cent of the population has some limitation to their mobility whether through physical disability; age; infirmity; obesity; lack of fitness or illness. Other people have limitations to their own mobility through pushing infants in pushchairs or through carrying or pushing large weights. This means that for a significant proportion of the population, the same issues of level versus sloped access routes apply.

Privacy and screening issues

One of the issues to emerge from the construction of the new inbound platform at Glen Eden Station was the desire of neighbouring residents on Clayburn Road to be screened from the platform and bridge to help protect their privacy, to mitigate the noise of diesel locomotives and to minimise light spill from the platform. Auckland Regional Transport Authority (ARTA) staff and Council officers worked with residents to come up with options to address the issues relating to the screening of the station platform. Two options were presented to residents:

1. A screen fence the whole length of the platform.
2. Planting adjacent to the inbound platform to provide some screening.

While Council officers favoured the second option, adjacent residents unanimously favoured the first option. As there is no space within the rail corridor to provide planting for screening, any planting would have to be on private property with the owner's approval. As this was not forthcoming, planting was not a screening option. Hence, a screen fence was installed. Initially, ARTA proposed to paint the screen fence battleship gray. However, after representations from Council officers, ARTA implemented a paint scheme developed by the arts team using the same colours as the heritage station building.

In a separate exercise, ONTRACK consulted with the residents nearest the bridge over their concerns about loss of privacy. As a result of this, ONTRACK installed screening panels on the bridge ramps. While this has been successful in addressing the privacy issues, it has created new issues with a reduction in passive surveillance for bridge users and allows taggers to tag the screening panels with little chance of detection.

Crime, graffiti and anti-social behaviour issues

Glen Eden Station has been recognised as a crime hotspot. Groups of teenagers sometimes congregate in the evening drinking alcohol and causing disturbance to people living adjacent to the station. The combined effect of the screen fence and the screening on the bridge ramps reduces the level of passive surveillance on the station platform. This increases the reliance on hard measures such as the closed-circuit television (CCTV) cameras; public address system and roving security patrols to address these anti-social behaviour issues. Safe Waitakere, the Police and ARTA have been made aware of these issues. ARTA has undertaken, through their around-the-clock CCTV camera surveillance of station platforms, to keep a close watch on Glen Eden Station.

The ramp on the West Coast Road side of the railway line allows easy access to the new station roof and top the small office building located on each side of the West Coast Road ramp. At the moment there is little to stop people gaining access to these structures. As part of the mitigation package, the arts team have proposed a pair of sculptural screens that could resolve this issue and provide a visually interesting distraction at the same level as the ramps and bridge.

OPTIONS

ONTRACK has advised that any option pursued by the Council would still need to effectively address the significant trespass issue for which the bridge was built in the first place. ONTRACK has advised that they would favourably consider a funding contribution to the mitigation options but that the costs for the other options would need to be fully met by the Council.

It is worthy of note that the concepts are, at best, rough order indicative costs at best as no concept planning has been completed for any of the options. The costings are intended to illustrate the differences between the options at an indicative level.

Option one: Do nothing

Retention of the status quo. At best, this may provide for the painting out of graffiti on the screen panels on the bridge subject to the resolution of maintenance issues between ARTA and ONTRACK.

Option two: Retain the bridge and mitigate the effects

The rough order indicative cost to mitigate effects is approximately \$150,000.

This could include elements such as:

- Replace existing privacy screens with a material which that is less able to be tagged;
- Painting the wall facing the tracks and adding planter boxes to the inbound platform;
- Paint the bridge similar colours to continue the theme;
- Painting signal boxes as is proposed for the rail corridor graffiti abatement trial area;
- CCTV cameras on the bridge to deter and reduce the opportunity for crime;
- Ongoing graffiti management;
- Landscaping and feature tree planting to screen and reduce the sense of bulk of the bridge;
- Dealing with the issue of access from the West Coast Road ramp to building roofs.

This is the option most likely to get some funding from ONTRACK.

Option three: Remove ramps and replace with stairs

The rough order indicative cost is \$400,000. This comprises \$200,000 for removal of ramp, \$150,000 for construction of replacement stairs and \$50,000 for developing a pathway to Brandon Road and some mitigation in relation to the bridge and surrounds.

This option would still address the trespass issue by providing a relatively direct pedestrian route between Brandon Road, Glen Eden Station and the Glen Eden town centre. However, it is unlikely that ONTRACK would agree to contribute to the funding of this option.

Option four: Remove bridge and both ramps

The rough order indicative cost of removing the bridge and ramps entirely is approximately \$600,000. It is possible that this could be done more cheaply, but it is difficult to quantify.

This option is unlikely to be supported by ONTRACK or ARTA. An at-grade crossing of the tracks would need to be considerably east of Brandon Road to accommodate a future extension of the Glen Eden Station platform to 180 metres to accommodate eight-car trains. ONTRACK safety requirements are for an additional 50 metres buffer for signal placement and train overrun. The likely result of this would be an at-grade crossing in an area with poor natural surveillance that does not correspond with pedestrian desire lines. It would be difficult to connect to the rest of the pedestrian network as the rail corridor is constrained at this point. Any available width is likely to be required for electrification infrastructure. It is likely that there would be poor compliance with this circuitous pedestrian route. Hence the trespass issue, which was the reason for the bridge in the first place, would not be effectively addressed.

Assessment of options

It is extremely difficult to quantify the benefits in either dollar terms or amenity improvement from pursuing any of the four options listed above. The following table is an attempt to attribute some benefits (and disbenefits) to each option. It is suggested that this requires a political judgement balancing the rough order indicative costs against the benefits of each option.

Note that a combination of options would lead to a commensurate increase in costs. For example, to do an arts treatment and landscaping together with replacing one of the ramps with stairs would have an indicative cost of \$550,000.

Quadruple Bottom Line Assessment					
	Transport	Economic	Environmental	Social	Cultural
Option 1 Do nothing	No benefits. Graffiti detracts from encouraging passenger transport use.	No benefits. Graffiti detracts from Glen Eden town centre.	No benefits.	No benefits. Graffiti reduces the sense of safety.	No benefits.
Option 2 Retain the bridge and mitigate its effects (indicative rough order cost \$150,000)	Improved level of visual amenity makes walking and passenger transport more attractive	Improved level of visual amenity supports intensification of the Glen Eden town centre. Provides employment for artists and designers.	Improved environment supports walking and passenger transport use, reducing the environmental impacts of transport. Landscaping aids in greening the rail corridor.	Improved environment supports public spaces as a pleasing environment encouraging participation in public and civic life.	Arts treatment supports Waitakere's arts bridge policy and general support for the arts.
Option 3 Remove ramps and replace with stairs. (indicative rough order cost \$400,000)	Reduces some walk distances which encourages walking and passenger transport use.	Provides some short-term employment to do the physical works.	Reduced walking distance supports walking and passenger transport use, reducing the environmental impacts of transport.	Reduced walk distances encourages participation in social and civic life.	No benefits.
Option 4 Remove bridge and both ramps (indicative rough order cost \$600,000)	At-grade pedestrian route will be as long as the current ramps Poor surveillance reduces safety and discourages walking and passenger transport use.	Provides some short-term employment to do the physical works.	Not likely to encourage increased walking or passenger transport use hence no reduction in environmental impacts of transport.	Perceptions of lack of safety and longer walk distances reduces participation in social and civic life.	No benefits.

No account has been taken of this issue in the preparation of budgets for the 2008/ 2009 Annual Plan. Options other than "Do Nothing", involving a Council funding contribution, would need to be considered along with other below the line items by the Long Term Council Community Plan and Annual Plan Committee. This would mean either an increase in rates or the deferral or deletion of other budget items to keep the rates increase at the same level.

The bridge was constructed by ONTRACK and will be maintained by ARTA. As such, there are no ongoing maintenance costs for the Council as routine maintenance and graffiti is covered under ARTA's existing station maintenance contracts.

Recommended Approach

The suggested approach of officers is that the Policy and Strategy Committee recommends to the Long Term Council Community Plan and Annual Plan Committee that the sum of \$150,000 be included in the 2008-2009 Annual Plan to implement option two, namely to retain the bridge and mitigate its effects.

CONCLUSION

While the Glen Eden pedestrian rail bridge has questionable aesthetic merits and has significant visual impact, it must be acknowledged that the Council approved this structure through the OPW and building consent processes. ONTRACK has indicated a willingness to work with the Council on options to mitigate this visual impact and would consider contributing towards the funding of any mitigation. Other options for the removal of one or both ramps and/or the central span would be most unlikely to be funded by ONTRACK and would need to be fully funded by the Council. ONTRACK would require that any such option effectively address the trespass issue being the reason for building the bridge in the first place.

Officers believe that the mitigation approach would make the best use of scarce public funds; retrospectively implement the Council's arts bridge policy and address the issue of graffiti. As noted previously, the likely intensification of the area surrounding Glen Eden Station will, over time, address the bulk and scale of the bridge.

RECOMMENDATIONS

1. That the Glen Eden Pedestrian Rail Bridge report be received.
2. That the Policy and Strategy Committee recommends option two to the Long Term Council Community Plan and Annual Plan Committee and that the sum of \$150,000 be included in the 2008-2009 Annual Plan to mitigate the effects of the Glen Eden pedestrian rail overbridge, subject to reaching an acceptable agreement with ONTRACK on cost-sharing and ongoing maintenance issues.

Report prepared by: Darren Davis, Senior Strategic Advisor: Transport.



6 RAIL UPDATE

GLOSSARY

Auckland Central Business District	(Auckland CBD)
Auckland Regional Transport Authority	(ARTA)
Transit Oriented Development	(TOD)

PURPOSE OF THE REPORT

The purpose of this report is to update the Policy and Strategy Committee on developments relating to the upgrade of the Auckland urban rail network, with particular emphasis on Waitakere.

BACKGROUND

The western rail line is the passenger transport spine of the City and a key part of the emerging regional rapid transit network. It is of immense strategic significance to Waitakere and supporting rail through transport/land use integration is the focus of much of the Council's capital investment programme, especially in Henderson and New Lynn.

The Waitakere City Transport Strategy 2006-2016 strongly supports the completion of the initial upgrade of the Auckland urban rail network, the electrification of the network and ongoing rail network development, particularly the proposed Auckland Central Business District (CBD) loop rail tunnel. A rapid rail service provides an efficient and environmentally sustainable way to travel and supports the planned intensification along the rail corridor, especially at town centres.

STRATEGIC CONTEXT

The double-tracking and electrification of the western rail line will have a strong positive influence on nearly all of the Council's strategic platforms, being integrated transport and communications, urban and rural villages, strong innovative economy, green network, strong communities, and sustainable energy and clean air.

Integrated transport and communication, *Te Whakaurunga Waka Te Whakawhiti korero*

Rail is the passenger transport spine for Waitakere and an integral part of the region's rapid transit network. It connects two of Waitakere's three main town centres and a significant number of other town centres to each other and to the rest of the region.

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

The ongoing development of rail strongly supports town centres that are thriving places, providing exciting options for people to live, work and play.

Strong innovative economy, *He tupuranga kaha ihi wana*

The double-tracking of the Waitakere rail line provides an alternative to travel by road. This will support Waitakere as an even more attractive place to live and work and create opportunities for intensification around train stations.

Green Network, *He tuituitanga kakariki*

Over time, the Waitakere rail line will be transformed from a graffiti-ridden weed corridor to a key part of the city's green network, linking suburbs and town centres with bush and trees.

Strong Communities, *He iwi kaha*

Rail in particular, and public transport in general, is a strong tool for community cohesion and development. It also provides critical access to jobs, housing, retail, health, welfare, leisure and social opportunities for people who, whether by choice or not, do not have access to a car.

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

There are benefits to the general population and the environment as people choose to use public transport rather than cars. These include lower fuel consumption and lower carbon dioxide emissions, reduced runoff from roads into the stormwater system and reduced health impacts of the transport sector.

ISSUES

Since the last rail update report to the City Development Committee in July 2007, there have been significant developments in the upgrade of the Auckland urban rail network. Work is getting underway on a series of projects that will be pivotal to the future network and to achieving Waitakere's aspirations for land use and transport integration.

Rail Patronage

Total Auckland regional passenger transport patronage for the six months to 31 December 2007 is 0.2 per cent higher than last year with total patronage for 2007 being 0.9 per cent higher than 2006. According to Statistics New Zealand, the Auckland region's population grew by 1.7 per cent, meaning that per capita passenger transport patronage in the Auckland region is actually declining.

Rail performed better than average with an 8.6 per cent increase in rail patronage in 2007 when compared to 2006. Patronage growth on the southern and eastern lines continued to be higher than the western line with 12.4 per cent more passengers than last year compared to the western line that recorded 2.6 per cent more passengers.

Western line patronage fell by around 12 per cent, mostly as a result of major service unreliability in February and March 2007. Even with a doubling in peak train frequency between Henderson and Britomart in June 2007, patronage only recovered to its previous level in the last quarter of 2007.

While naturally disappointing, this should be considered in the context of very challenging circumstances, namely operating as near as possible to a full urban rail service during the most significant upgrade of the Western rail line since its original construction in the 1880s.

The 12.4 per cent increase in southern and eastern line patronage in 2007, where continuous double-tracking was in place with a peak train frequency of 10-15 minutes (and no major rail upgrade projects), shows the likely patronage response on the western line with the completion of double-tracking during 2009 and the planned introduction of a 10-minute peak frequency in 2010.

The success of rail in the south and east of the region and the more than 20 per cent annual increase in patronage of the Northern Express spine bus service on the North Shore (before the Busway itself opened), shows that passenger transport can be successful in attracting large increases in patronage. Passenger transport market research clearly demonstrates that reliability, frequency and speed are the key drivers of passenger transport patronage, in that order of priority.

It is also encouraging to note that there are 115 members of staff using public transport either some or all of the time for travel to and from work.

Rail Service Reliability

The key reason why western line patronage growth continues to be low is service reliability. In November 2007, the western line continued to be impacted by the construction activities with 79.9 per cent of services operating on time or within five minutes compared to 77.8 per cent in October and 69.8 per cent for November 2006. In December, western line services operated at 74.6 per cent of services on time or within five minutes.

Some level of service disruption, planned and otherwise, is inevitable through a major reconstruction of the urban rail network addressing decades of neglected infrastructure. Rolling stock breakdowns; signalling problems and operational issues also contribute to service delays and unreliability. However, feedback has been received from staff and residents using trains about the sometimes poor management of these disruptions, including the provision (or sometimes non-provision) of replacement bus or taxi services and sometimes poor communication of service disruptions. It is acknowledged that it is not always possible to arrange alternative transport at short notice due to existing commitments of bus and taxi operators. These concerns about customer communication have been conveyed to the Auckland Regional Transport Authority (ARTA) and Veolia, the rail service operator, together with a range of constructive suggestions about how they could be addressed. It is pleasing to note that much greater emphasis was placed on good customer communication during the western line shutdown over Auckland Anniversary weekend at the end of January.

Western Line Double-tracking

Work has accelerated on the section of double-tracking between Henderson and Swanson with completion planned for mid-2008.

The new outbound platform at Sturges Road Station opened on 7 January 2008 and at Swanson Station on 18 February 2008. These will be used by trains in both directions until the inbound platforms are upgraded and lengthened to accommodate six-car trains. Both platforms will enter service, along with a new outbound platform at Ranui, in mid-2008.

It was initially feared that delays in getting underway with the replacement of the Sturges Road rail overbridge could delay the planned completion of double-tracking between Henderson and Swanson. Council officers and ONTRACK are confident that outstanding issues can be resolved without impacting on the planned completion of this section of double-tracking. ONTRACK is continuing to work with Council officers on the planned construction methodology for the bridge replacement and is making good use of the community reference group established by the Council for this project to keep the Western Heights community abreast of developments.

The completion of this section of double-tracking, together with the completion of more refurbished trains by ARTA, will allow the introduction of a 15-minute peak train frequency between Swanson and Britomart. This is due to happen in mid-2008.

New Lynn Rail Trench

Enabling works for the New Lynn rail trench began on 27 December 2007. These works included vegetation clearance; fencing; establishing site offices and site accesses.

Service relocation work is underway in and around the rail corridor in New Lynn. Track realignment is underway for the temporary shift of the rail tracks towards the south to allow major retaining walls to be constructed. This is due to be completed over the weekend following this meeting of the Policy and Strategy Committee (8 March to 9 March 2008) with a new temporary platform at New Lynn to the south of the existing platform due to come into use on Monday, 10 March 2008.

The major works on the rail trench are due to get underway in the coming months, subject to the timely granting of Auckland Regional Council consents. Work is getting underway on two new rail bridges across the Whau River. This is expected to include a walking and cycling bridge.

Officers have been working with the ONTRACK/Fletchers consortium to enhance the base case for the New Lynn rail trench project with critical elements for delivering Council's New Lynn Transit Oriented Development (TOD) project. This includes a high standard of amenity and shelter for the on-street bus interchange being developed by the Council, commensurate with a rapid transit interchange in a key subregional centre. A new project team has been set up to oversee the physical transport infrastructure and that team will report regularly to the Infrastructure and Works Committee. A funding submission for these elements has been submitted to ARTA. It is expected to be considered by the ARTA board in April 2008.

Electrification

Initial works on the rail electrification project are underway with excavation beneath overbridges in Newmarket.

Officers are establishing a cross-Council working party in order to gain a "whole of Council" view for resolving any issues relating to the electrification project in Waitakere. This will include staff from consents (including building consents); town centres, urban design and development, transport assets, transport strategy, legal services and parks.

This follows on from a similar model used to address tidy-up issues with ARTA and ONTRACK after the completion of the second stage of double-tracking between New Lynn and Henderson.

ONTRACK will be briefing officers on the electrification project in more detail in the near future. It is expected that an update report on electrification will be presented to a forthcoming meeting of the Policy and Strategy committee.

Newmarket Station Upgrade

Work is getting underway in earnest on the 18-month project to redevelop Newmarket Station and to complete the development of a much more flexible track layout. This is an essential pre-requisite to the planned introduction of 10-minute peak train frequencies in 2010. The initial stages of the trackwork upgrade have already been completed. The back shunt at Newmarket was removed in July 2007. This required trains travelling between Britomart and the Western Line to do an awkward and time-consuming three-point manoeuvre.

Immediately after Auckland Anniversary weekend at the end of January 2008, the direct connection between the Newmarket Branch Line from Britomart and the Western rail line was brought into service along with a temporary station for western line trains at Kingdon Street. During the construction period for Newmarket Station, western line trains are using this direct connection.

Park and Ride

The 102-space park and ride facility built by the Council at Sunnyvale Station opened in October 2007. It is currently being used by about 30 vehicles a day, with this figure expected to rise towards capacity when the double-tracking project reaches completion.

Construction began in January on the 200-space park and ride facility at Sturges Rd Station. This is due to be completed in mid-2008.

A second park and ride area is planned for Swanson Station with access off Christian Road. Detailed planning work is due to get underway in mid-2008 after the completion of double-tracking to Swanson. Initial planning work is also underway for a 120-space park and ride at Henderson Station. This will require developing a method to ensure that this facility is exclusively used by rail commuters in order for the Council to gain a non-commercial lease on ONTRACK land set aside for the park and ride.

The Council is working with the Auckland Regional Transport Authority (ARTA) on the development of a Memorandum of Understanding covering remote CCTV (closed-circuit television) monitoring and incident response at Council-owned park and rides. It is hoped to have this process complete in time for the opening of the Sturges Road park and ride. In the meantime, ARTA is monitoring the CCTV cameras 24-hours a day at the Sunnyvale Station Park and Ride at no cost to the Council on a best endeavours basis.

Graffiti Abatement Trial

Planning is well advanced for the rail corridor graffiti abatement trial in Henderson between Bruce McLaren Road and Mt Lebanon Lane. Safe Waitakere has engaged a Project Manager who is working closely with ONTRACK on the development of this project. The Department of Corrections is providing the labour and supervisors for the trial. This project has been scoped but funding for the implementation has not yet been sourced.

This project covers three separate areas:

- 1. The main rail corridor area.** This involves painting out graffiti on fences; weed removal and some landscaping. It also includes an arts treatment of ONTRACK-owned signal boxes, along similar lines to the successful project with traffic signal controller boxes and power transformers.
- 2. Corban Hill retaining wall.** Residents in Mt Lebanon Lane and the Corbans Estate Arts Centre have expressed concern about the chronic graffiti on the crib-block retaining wall on Corban Hill. The initial response to this will be to paint out the graffiti, with landscaping providing screening cover in the longer term.
- 3. Henderson Valley Rd overbridge.** Officers are aware of a high level of Elected Member concern about the level of the graffiti on the Henderson Valley Road overbridge. ONTRACK has agreed in principle that both sides of the overbridge can have an arts treatment and the arts team is working on developing concepts for this artwork. However, the timeframe for implementation is still a while away. Costings have been received for a professional paint out of the existing graffiti. The cost of this is in the range of \$50,000 - \$70,000.

Indicative costs for the pilot project are \$19,000 in start-up costs (such as materials, plants and paint), and \$4,000 every three months in ongoing costs (such as rubbish removal, portaloo hire and skip hire). This excludes the cost of painting out the graffiti on the Henderson Valley Road rail overbridge.

ONTRACK is waiving all fees for permits to enter the rail corridor as well as providing assistance with safety planning, training and equipment. The Tag Out Trust has offered to sponsor the artwork on the Mount Lebanon Lane signal box. Waitakere Properties Ltd has stated they will consider contributing to the cost of painting of the Henderson Valley Road over bridge.

Officers are working through a range of options for covering the remaining funding needs for the trial project. A verbal update on this will be given to Members at the meeting.

Future Rail Extensions

A regional study is expected to begin in the next few months in relation to the proposed Auckland CBD rail loop tunnel. The study is expected to involve Waitakere City Council as a stakeholder over the course of the study. This rail loop would address the capacity, limits of Britomart, better connect rail to the employment core of the Auckland CBD and allow faster rail travel times from Waitakere to the Auckland CBD than the current circuitous route via Newmarket. The increased passenger capacity together with improved rail accessibility to the Auckland CBD would contribute to meeting the ambitious target in the update of the New Zealand Transport Strategy for increasing passenger transport use.

Transit New Zealand has confirmed that future proposals for a rail line between Avondale and Southdown are fully compatible with the preferred option for a bored tunnel for the Waterview Connection project.

A daily return commuter rail service to Helensville is being introduced in mid-2008 on a trial basis with intermediate stations at Waimauku and Huapai.

CONCLUSION

The \$600 million Developing Auckland's Rail Transport (DART) project is at its half-way point. An enormous amount of activity is taking place with rail in Waitakere, the result of which will be a ten-minute peak train service on a fully double-tracked Western rail line in 2010. In New Lynn, the completion of the rail trench, a new much-improved bus interchange and the additional road crossings which are part of the TOD project will be the catalyst for the wider regeneration of the town centre as a dynamic mixed-use centre.

RECOMMENDATION

That the Rail Update report be received.

Report prepared by: Darren Davis, Senior Strategic Advisor: Transport.



7 HAURAKI GULF FORUM STRATEGIC ISSUES

GLOSSARY

Hauraki Gulf Marine Park Act 2000	(HGMPA)
State of the Environment	(SOE)
Resource Management Act 1991	(RMA)
Hauraki Gulf Forum	(the Forum)

PURPOSE OF THE REPORT

The purpose of this report is to inform the Policy and Strategy Committee of the Hauraki Gulf Forum's progress with reviewing its Strategic Issues document and to provide an opportunity for the Committee to comment on the draft Strategic Issues.

BACKGROUND

The Hauraki Gulf Forum (the Forum) was established under the Hauraki Gulf Marine Park Act 2000 (HGMPA). The Forum consists of representatives from the Ministries of Conservation, Fisheries and Maori Affairs; the Auckland Regional Council; Environment Waikato; ten territorial authorities of the catchment of the Gulf; and six tangata whenua representatives.

The purposes of the Forum are specified in section 15 of the HGMPA:

- (a) *to integrate the management and, where appropriate, to promote the conservation and management in a sustainable manner, of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, for the benefit and enjoyment of the people and communities of the Gulf and New Zealand;*
- (b) *to facilitate communication, co-operation, and co-ordination on matters relating to the statutory functions of the constituent parties in relation to the Hauraki Gulf, its islands, and catchments, and the Forum;*
- (c) *to recognise the historic, traditional, cultural, and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands, and, where appropriate, its catchments.*

Section 17 of the HGMPA establishes that one of the Forum's functions in relation to the Hauraki Gulf, its islands and catchments, is to prepare a list of strategic issues, determine a priority for action on each issue, and to regularly review that list. The first Strategic Issues document was adopted by the Forum in 2002. A review of that document has been undertaken and the Forum has decided to alter the document format so that it does not include lists of actions for the Forum and its constituent parties. There have been concerns regarding the generality of the current Strategic Issues document and that it does not prioritise the lists of actions that are included. The new draft Strategic Issues lists objectives and outcomes to be achieved. Actions to address the issues will be developed through a separate process as part of the Forum's annual work programme. This will allow for more effective prioritisation of actions.

A1-A22

The draft Strategic Issues document has been developed through consultation with Forum members and officers of the Forum's constituent parties. The Forum has endorsed the draft Strategic Issues documents attached at pages A1 to A22 for review by the constituent parties. Feedback from the parties will be collated by the Forum's Technical Officers Group and reported back to the Forum so that the Strategic Issues document can be finalised.

The Strategic Issues document assists the Forum in achieving its purposes as it provides a high-level framework to its interests and activities. This includes its key documents (the State of the Environment Report and the Governance Statement), its annual work programme, and its communication activities. The Forum is required to prepare a State of the Environment (SOE) report for the Gulf every three years. The Strategic Issues (2002) were used in structuring the first SOE report (2005) so that it reported on indicators of the state, pressures and responses for each strategic issue. The second SOE report is currently being prepared and will again follow this format. The Forum has a governance statement (June 2005) which also drew on the first Strategic Issues document. The governance statement sets out the purpose of the Forum, its range of activities, and the level of commitment expected of constituent parties. The Forum's annual work programme will be developed from the Strategic Issues. Forum agenda reports currently include a section noting which strategic issues the report addresses. This approach could be extended to other communication activities in future as the Forum now has a full-time manager and has resolved to implement a communications plan. There is no statutory requirement for Council to give effect to the Strategic Issues document. However, as Council is a member of the Forum, approval of a new Strategic Issues document by the Forum indicates a Council commitment to addressing the issues listed. In addition, the HGMPA requires that the Council treat sections 7 and 8 of the Act as a New Zealand Coastal Policy Statement and so they must be given effect to in the

regional policy statement and regional plans. The Strategic Issues document gives guidance to the Council in identifying areas of relevance in relation to sections 7 and 8. The document may be raised by submitters as a matter the Council should take into account in setting annual budgets or when making decisions on plan changes or resource consents. Commitment to several of the objectives and outcomes in the attached draft could have resourcing implications for the Council but generally these relate to the continuation or extension of existing work programmes.

STRATEGIC CONTEXT

The direction of the Forum's Strategic Issues document in its protection for the environmental, social/recreational, cultural and economic values of the Hauraki Gulf Marine Park aligns with Council's strategic platforms of:

- **Green Network - He tuituitanga kākāriki** - caring for natural areas, assisting with managing and filtering stormwater. Protection and enhancement of both public and private land, community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems, while providing friendly green areas throughout the city;
- **Three Waters - Nga Wai e toru** - Waitakere takes an innovative approach to managing drinking water supply, wastewater and storm water together. This platform is designed to ensure that services in all three areas are efficient, reliable and high quality and minimise impacts on the environment over the long term. This will safeguard resources for future generations in line with the principles of the Treaty of Waitangi.

It also aligns with the following Community Outcomes:

- **Green Network - He tuituitanga kākāriki** - People are in harmony with and have a strong sense of stewardship/kaitiaki of the natural environment and we are all actively managing our growth and minimising ecological threats, particularly through increased local participation in decisions and action;
- **Sustainable Environment - Kauneke Tauwhiro Taiao** - we have access to good quality water and air and we manage our energy waste and water innovatively and responsibly;
- **Waiora - Environmental protection** - Replenishment of nature's food chain of tiriwā, (the flora and fauna).

ISSUES

The Strategic Issues document sets out the values of the Tikapa Moana - Hauraki Gulf, a vision statement and then has issues, objectives and outcomes for ten strategic issues, which are: integrated management; raising awareness, understanding and recognition of the national significance of Tikapa Moana - Hauraki Gulf; pataka (storehouse of food and knowledge); water quality; biodiversity; natural character and landscape; cultural heritage; access; coastal hazards; and climate change.

Many of the provisions in these sections are consistent with Council's strategic objectives and correspond with regional strategies and plans including the Auckland Regional Policy Statement, Regional Plan: Coastal and the Proposed Regional Plan: Air, Land and Water. There are also strong linkages to other regional strategies such as the Auckland Sustainability Framework, Regional Growth Strategy, Regional Open Space Strategy and the Regional Pest Management Strategy.

Items of particular relevance or interest to Council are noted below, with suggested submission points.

Integrated Management

The objectives and outcomes of this section are not inconsistent with Council's statutory requirements under HGMPA and the Resource Management Act 1991 (RMA) and other policies and programmes. It should be noted that Council does not have explicit policy to give effect to the outcome:

Statutory provisions, such as RMA section 33 transfer of powers and section 36B joint management agreements, and HGMPA Deeds of Recognition are implemented to enable tangata whenua participation in management.

However, there is implicit support for this outcome in the Waitakere Ranges Heritage Area Bill which makes reference to Deeds of Acknowledgement with tangata whenua.

Raising Awareness, Understanding and Recognition of the National Significance of Tikapa Moana - Hauraki Gulf

The objectives and outcomes in this section are supported and are consistent with Council's strategic objectives in relation to the Green Network. However this section could be strengthened to link increased awareness of the Gulf with strategies that encourage behaviour change that reflects the values of Tika Moana - Hauraki Gulf.

It is recommended that a submission be made suggesting an additional outcome be included that states "People demonstrate understanding of the national significance of Tikapa Moana - Hauraki Gulf in the actions that are taken on private and public land."

Maintaining and Enhancing Tikapa Moana - Hauraki Gulf as a Pataka (Storehouse of Food and Knowledge)

The issues in this section reflect concerns raised by tangata whenua members of the Forum in various planning processes. The inclusion of aquaculture highlights the importance tangata whenua members of the Forum place on aquaculture.

While fully supportive of tangata whenua interests, the particular focus on the Forum's role in promoting aquaculture as a priority outcome is seen to be at variance with the holistic and sustainable development of Tikapa Moana - Hauraki Gulf as outlined in the HGMPA. It is recommended that a submission be made to the Forum to amend the outcome related to this issue to be more general and read "That support be given to tangata whenua interests in harvesting food sources for economic and cultural outcomes while ensuring there are sustainable stocks for present and future generations."

The first listed outcome states that "land based discharges are actively promoted in the planning instruments of local authorities as alternatives to discharges to Tikapa Moana - Hauraki Gulf". In assessing options for wastewater and stormwater discharges, Council take a quadruple bottom line approach considering cultural, social, environmental as well as economic aspects. At present, in Waitakere, there are no alternatives to wastewater discharge except to the sea but there are increasing amounts of stormwater discharge through land. In some instances land based discharges are not appropriate or sustainable given current technology.

It is recommended that a submission be made to the Forum to amend this outcome to read:

"The opportunities for land based discharges are explored in the planning instruments of local authorities as alternatives to discharges In Tikapa Moana - Hauraki Gulf".

The recognition in the second outcome point of this section that “discharges of cremated human remains, burials at sea, and discharges of sewage that has not passed through land, are unacceptable to tangata whenua and should be avoided as a matter of urgency” is generally consistent with policies in the Auckland Regional Policy Statement and Auckland Regional Plan: Coastal. However, the inclusion of “and should be avoided as a matter of urgency” does not recognise the practical issues associated with managing such discharges. It is recommended that this be amended to read “where practicable”.

With regard to the last outcome in this section it is suggested that it be amended to ensure Tikapa Moana - Hauraki Gulf is a pātaka (storehouse of food and knowledge) not only for present generations but also for future generations.”

It is recommended that a submission be made to the Forum that this outcome is amended to read:

“Ensuring the policies and plans of local authorities and government departments with responsibilities under the HGMPA maintain and enhance Tikapa Moana - Hauraki Gulf as a pātaka for present and future generations.

Water Quality

The objectives of this section are consistent with the strategic objectives of Council’s Three Waters Strategic Platform and correspond to the Auckland Regional Council’s policies in the Auckland Regional Plan: Coastal and Proposed Auckland Regional Plan: Air, Land and Water.

In order to ensure decision-making in relation to land use and that activities take account of the potential impact on Tikapa Moana - Hauraki Gulf, it is recommended that a submission be made to the Forum that includes an additional outcome stating “day to day decisions of local authorities and government departments regarding land-based activities recognise and take account of the impact of these decisions on the health of Tikapa Moana - Hauraki Gulf”.

Biological Diversity

The objectives and outcomes of this section are not inconsistent with the objectives of the Green Network. There is, however, an emphasis on the protection of rare or threatened ecosystems, as opposed to the biodiversity of the Gulf in its totality. Such an approach is limited, particularly when the potential negative effects of climate change on native biodiversity are considered.

It is recommended that a submission be made seeking the addition of an outcome that states, “Native species and ecosystems are managed so as to maximise their resilience in the face of the negative effects of climate change”.

Natural Character and Landscape

This section is consistent with Council policies.

Cultural Heritage

This section is consistent with Council policies relating to cultural heritage.

Access

It is recommended that a submission be made to expand this section to acknowledge and advocate for equitable and sustainable access that recognises the broad range of recreational and tourism activities in Tikapa Moana - Hauraki Gulf as well as its commercial uses.

This section is silent on the commercial uses of Tikapa Moana - Hauraki Gulf. This is the busiest section of water in New Zealand and the Forum has an important role in acknowledging this and in advocating that this be carried out in a sustainable way that takes account of the long-term health of the Gulf for future generations.

Coastal Hazards

This section is not inconsistent with Council's policies and plan.

Climate Change

This section is consistent with Council's Climate Change and Energy Action Plan. It is recommended that to strengthen this section a submission be made including an additional outcome that reads "Negative effects of climate change are minimised".

RESOURCES

Funding and resources are available within the existing work programme and 2007/2008 budget. There is a similar budget proposed for the 2008/2009 year to continue to support the work of the Forum.

CONCLUSION

The Hauraki Gulf Forum has focused its efforts on finalising its Strategic Issues document and it is seeking to finalise the document at its March meeting. Overall the document is not inconsistent with Council's strategic platforms, community outcomes, policies and plans. The above recommendations to the Strategic Issues document would however ensure that it more accurately reflects the Council's perspective.

RECOMMENDATIONS

1. That the Hauraki Gulf Forum Strategic Issues report be received.
2. That the draft Hauraki Gulf Forum Strategic Issues document as attached to the Agenda at pages A1 to A22 be received.
3. That the Policy and Strategy Committee recommend the changes outlined in the Agenda report relating to:
 - (i) Raising Awareness, Understanding and Recognition of the National Significance of Tikapa Moana - Hauraki Gulf;
 - (ii) Maintaining and enhancing Tikapa Moana - Hauraki Gulf as a Pataka (Storehouse of Food and Knowledge);
 - (iii) Water Quality;
 - (iv) Biological Diversity;
 - (v) Access to Tikapa Moana - Hauraki Gulf; and
 - (vi) Climate Change

be submitted to the Hauraki Gulf Forum for inclusion in the Hauraki Gulf Forum Strategic Issues document.

4. That Council's representative on the Hauraki Gulf Forum convey the Council's position in resolution 3 above and be authorised to agree to any further amendments as may be proposed to enable finalisation of the Hauraki Gulf Forum Strategic Issues document at the next meeting of the Hauraki Gulf Forum on 26 March 2007.

Report prepared by: Jenny Chilcott, Strategic Advisor - Sustainable Catchments.



8 RANUI VILLAGE CENTRE UPDATE

GLOSSARY

Draft Growth Management Strategy	(GMS)
Enquiry by Design	(EBD)
Ranui Central Development Network	(RCDN)
Ranui Action Plan	(RAP)
Long Term Council Community Plan	(LTCCP)

PURPOSE OF THE REPORT

The purpose of this report is to present an update to the Policy and Strategy Committee on an Enquiry by Design (EBD) workshop planned for the Ranui Village Centre to develop the Ranui Concept Plan. The report also seeks the nomination of an Elected Member as a representative to attend and participate in the EBD workshop.

BACKGROUND

Ranui has progressively grown over the past four decades with a resultant neighbourhood that comprises a local centre, community facilities and social infrastructure, adjoining an industrial area and surrounding suburbs.

The draft Growth Management Strategy (GMS) for Waitakere was reported to Council at the Planning and Regulatory Committee on 8 August 2006. The GMS has projected significant population growth in Ranui over the next decade. A high growth scenario for Ranui would see the population more than double by 2021 (i.e. an increase of approximately 2,700 people between 2001 and 2021). A significant employment increase of 400% to almost 900 people by 2021 is also predicted as the existing town centre intensifies.

The GMS was endorsed by the Planning and Regulatory Committee on the 8 August 2006 and resolved as follows:

- “1. That the Draft Growth Management Strategy for Waitakere City report be received.*
- 2. That any changes recommended at the workshop be approved and incorporated in the Draft Growth Management Strategy.*
- 3. That the Planning and Regulatory Committee endorses the June 2006 Working Draft Growth Management Strategy for Waitakere City.”*

1506/2006

A23

Development potential under the current planning framework has almost peaked. To enable and cater for the projected population growth and employment provisions, increased residential densities in existing areas and more diversity in the existing housing stock will be required. This in turn will create the critical mass necessary to support the development of additional commercial mixed use (e.g. retail, retail services, office space etc) and community facilities. How this can be delivered is proposed to be explored further through a design and planning review, via an EBD exercise to produce an Urban Concept Plan for Ranui. An explanation of the EBD process is given in attached page A23.

The EBD will build upon extensive consultation undertaken with stakeholders by the Ranui Action Project (RAP) and direct consultation with the Ranui Central Development Network (RCDN).

RAP started as a community development pilot project in 2000 and is now ongoing with funding from the Ministry of Social Development. The purpose of RAP is to bring the Ranui community, government agencies, health providers, volunteer groups and the Council together to improve the health and well being outcomes in Ranui. Through the RAP process the revitalisation of the town centre was identified as a priority.

The RCDN is an informally constituted group of organisations that have been meeting since early 2006, to discuss the development of central Ranui. The parties to the RCDN are predominantly owners of key land holdings in the Ranui central area, and have aspirations to be involved in commercial and employment generation activities. The RCDN provides a forum for information sharing and ideas about the development of the commercial area in Ranui. The RCDN does not however represent the diversity of communities in Ranui or their views.

A series of development options for Ranui will be tested with key stakeholders via detailed focus groups within the EBD workshop. Following completion of the EBD workshop and development of the Ranui Concept Plan, further community consultation will be undertaken.

Council has also allocated funds in the Long Term Council Community Plan 2006-2016 for the redevelopment of the Ranui Library, which will be taken into account in the EBD process.

This report provides an update on progress with the EBD process necessary to develop a concept plan to guide further development in Ranui.

STRATEGIC CONTEXT

The Ranui Concept Plan and EBD workshop contribute to the following four Strategic Platforms:

- **Urban and Rural Villages** - A concept plan and vision for Ranui will provide a clear direction for any future development. This will ensure the area develops as a thriving place for people to work live and play;
- **Integrated Transport and Communication** - The access and circulation around the town centre by walking, cycling and passenger transport in preference to private vehicle usage will be considered as part of the concept plan;
- **Strong Innovative Economy** - The Ranui Concept Plan seeks to enable further employment and business opportunities which will have flow on benefits to the local economy;
- **Strong Communities** - The process of developing the concept plan is based on a high level of business and community participation. The desire to create more active streets in the town centre, improve pedestrian safety and to upgrade essential community infrastructure will contribute to an improvement in the over all well-being of the community.

ISSUES

The aim of this project is to develop an inclusive and comprehensive concept plan to guide the development of Ranui over approximately the next 20 years. The Ranui concept plan will then reflect Council's strategic direction, help meet the foreseeable needs of the local community and support the rail investment.

The following outlines the project timeframes anticipated to complete the Ranui Concept Plan.

Task / Stage of Work	Updated Timeline	Stage of Completion
Background Material Review & preparation of Issues & Opportunities Paper.	(Complete 31.01.08)	Completed
Update of the demographic profile of Ranui and social infrastructure implications.	(Complete 31.01.08)	Completed
Preparation of base maps of land ownership, use, values and zones.	(February 2008)	Underway
Site visit and walkovers	(January 2008)	Completed
Initial Stakeholder interviews	(February 2008)	Underway
Enquiry by Design Workshop	3 & 4 April 2008	Underway
Concept Plan and Final Report	31 May 2008	Task to commence from 5.03.08
Report back to Council	June 2008	Task to commence from 31.05.08
Prepare Implementation Plan	July 2008	Task to commence from 31.05.08

The key actions completed under the above schedule have been as follows:

- Internal consultation has been undertaken with Council's asset and operational departments to identify key issues affecting Ranui with respect to parks and open space, transport and movement, pedestrian safety, social infrastructure and Three Waters infrastructure;
- Preparation of the Ranui Issues and Opportunities Paper in consultation with Council staff and key stakeholders;
- Ongoing consultation with RCDN and RAP.

The next steps will involve organisation and co-ordination of the EBD workshop and preparation of the Ranui Concept Plan. The EBD process will bring together key stakeholders to collaborate in articulating a vision for their site and the wider Ranui area. It is considered critical that there is Elected Member representation in the workshop process. Therefore this report is seeking nomination of a Councillor representative to attend the EBD workshop.

RESOURCES

Resources are allocated for the development of the Ranui concept plan in the 2007/2008 budget. No funding has been allocated for the implementation of the concept plan at this time.

Resources are also allocated for the 2007/2008 and 2008/2009 budgets for the redevelopment of the Ranui Library.

CONCLUSION

The development of the Ranui Concept Plan presents an important opportunity to provide for and manage projected population growth, provide employment and business opportunities and create a vibrant town centre. This work will result in the development of a concept plan and vision for Ranui that reflects the aspirations of the Council and the community.

RECOMMENDATIONS

1. That the Ranui Concept Plan Update report be received.
2. That the Policy and Strategy Committee nominates a Councillor representative to participate in the Enquiry by Design workshop.
3. That a further report will be taken to the Policy and Strategy Committee to provide an information update on the Enquiry by Design workshop and the progress of the Urban Concept Plan in June 2008.

Report prepared by: Melanie McKelvie: Senior Strategic Advisor, Urban Design and Development.



9 LOCAL ACTION FOR BIODIVERSITY PROJECT UPDATE

GLOSSARY

International Council for Local Environmental Initiatives (ICLEI)
Local Action for Biodiversity (LAB)

PURPOSE OF THE REPORT

The purpose of this report is to bring the Policy and Strategy Committee up to date with progress on the Local Action for Biodiversity (LAB) project, a three-year international programme to promote and action biodiversity initiatives within local government world-wide.

BACKGROUND

The LAB project is a partnership project involving the International Council for Local Environmental Initiatives (ICLEI), the World Conservation Union, Countdown 2010, South African National Biodiversity Institute, RomaNatura and 20 cities from around the world. The LAB project recognises that biodiversity is a key to the effective functioning of urban life and the optimal management, or mainstreaming, of biodiversity is essential to most, if not all, sectors of urban operation.

The LAB project takes local government participants through a five-step process, similar to the Communities for Climate Change programme in which Waitakere is also a participant. The five LAB project milestones are as follows:

1. Preparation of a City Biodiversity Report and presentation of this report at an international workshop.
2. Declaration of Commitment to Biodiversity with international profile for participant cities.
3. Preparation of a 10-year Biodiversity Action Plan and Framework and presentation of this Action Plan for review at an international workshop of participating cities.
4. Formal endorsement of the 10-year Biodiversity Action Plan.
5. Local implementation of 5 on the ground biodiversity demonstration projects, and on-going implementation of the 10-year Action Plan.

The Council joined the LAB project in April 2007 and has met the first milestone.

STRATEGIC CONTEXT

Managing the City's native biodiversity is integral to meeting the Council's Green Network strategic objectives. The Waitakere Ranges Heritage Area Bill, the Council's key deliverable under the Green Network platform, is largely intended to protect the ecological and landscape values of the Waitakere Ranges and foothills, the principal refuge of the City's biodiversity. The Community Outcomes Green Network and Environmental Protection echo the same goals of ecological stewardship and replenishing natural taonga. The LAB project requirements also are consistent with the Council's intentions as expressed in Waitakere's Biodiversity Strategy 2006.

ISSUES

Extracts from Waitakere's Biodiversity Report were presented at the first international workshop at Zagreb in October 2007. The three day event included presentations, interactive discussions, poster displays, technical site visits and social events. The three main themes in the presentations were the challenges of biodiversity management in urban locations, tools for facing those challenges and current projects. Copies of the draft Biodiversity Report together with the LAB News have been circulated separately to Councillors.

A24-A26

The second milestone is for the Council to declare its roles and responsibilities in conserving Waitakere's biodiversity. To this end a draft Commitment prepared jointly by the LAB steering group and member city representatives is attached at pages A24 to A26. LAB's intention is to have the Commitment signed by all the LAB cities at the second international workshop to be held in Durban, South Africa in September 2008.

RESOURCES

The third subscription to the ICLEI's LAB project and resources for preparing a 10-year Biodiversity Action Plan have been included in the Annual Plan 2008/2009. Costs for attending the second workshop in September will be funded from the central LAB project budget. Financial implications of endorsing the Durban Commitment would be reflected in the 10-year Biodiversity Action Plan yet to be considered and approved by the Council.

CONCLUSION

Waitakere has passed the first milestone of the LAB project, and is progressing towards the second and third milestones to be met during 2008.

RECOMMENDATIONS

1. That the Local Action for Biodiversity Project Update report be received.
2. That the Policy and Strategy Committee consider and recommend to the Council its adoption of the Durban Commitment: Local Government for Biodiversity as attached at A24 to A26.

A24-A26

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



10 TE TAUMATA RUNANGA LONG TERM STRATEGY AND ACTION PLAN REVIEW

GLOSSARY

Long Term Council Community Plan 2009-2019	(LTCCP)
Te Taumata Runanga Long Term Strategy and Action Plan	(LTSAP)
Te Taumata Runanga	(the Committee)

PURPOSE OF THE REPORT

The purpose of this report is to inform the Policy and Strategy Committee on the review of the Te Taumata Runanga Long Term Strategy and Action Plan (LTSAP).

BACKGROUND

Te Taumata Runanga (the Committee) is a Standing Committee of the Council which provides strategic advice and guidance to the Council on issues of interest or relevance to the Maori communities of Waitakere City. To support the Committee's field of activity and delegated powers as outlined in the Council's Committees and Community Boards Delegations Register, the Committee had developed its LTSAP in 2003. The LTSAP tenure is for five years and is programmed for a review this year, 2008.

The review of the LTSAP is timely, as it will be a key document to guide the Committee's future work programme and will also prepare the Committee to inform the Council on its priorities and issues for consideration for the review of Council's Long Term Council Community Plan 2009-2019 (LTCCP).

A27-A45

A copy of the 2003 LTSAP is attached at pages A27 to A45.

STRATEGIC CONTEXT

The review of the LTSAP has been identified as one of the Committee's key projects and contributes to the Council's commitment to two of its five priorities; specifically the Treaty of Waitangi priority which requires "that the Treaty of Waitangi is upheld in all Council activities and planning," and the Sustainable Development priority. The review is further aligned to the Active Democracy and Strong Communities platforms. Furthermore, the review of LTSAP is aligned to the community outcomes, particularly community outcomes described by Maori:

- Mauri Ora - Access to Maori resources;
- Nga Manukura - Maori Leadership;
- Strong Communities - He Iwi Kaha;
- Strong Economy - He Tupuranga Kaha Ihi Wana;
- Sustainable Environment - Kauneke Tauwhiro Taiao;
- Te Mana Whakahaere - Autonomy;
- Toiora - Healthy Lifestyles;
- Whaiora - Participation in Society;
- Working together - Te Mahi tahi.

The Council is committed to the development of Maori capacity to contribute to decision making. This is achieved by working in partnership with the Committee on an ongoing basis to ensure it maintains and improves its capability to serve the Maori community of the City and input effectively to the Council decision making.

ISSUES

Facilitator

Council officers have been working directly with the Chairman of the Committee to identify and engage an external facilitator with the appropriate skills and experience to work alongside the Committee at the proposed workshops on the strategic review. At the time this report was written the facilitator had not been engaged.

Workshops

It is proposed that the Committee undertake a number of workshops to ensure Committee Members are given the opportunity to participate and are able to consult with their respective organisations on the workshop outcomes.

Phase one - preliminary workshop

A preliminary workshop was held at the Committee meeting 18 February 2008 as a brief introduction to the review of the LTSAP in order for Members of the Committee to be informed of the scope of the review, the process for the review and timeframes. This workshop was also an opportunity for the Committee to provide feedback on the 14 December 2007 presentation by the Chairman.

Phase two - formal workshop

The Committee will hold further workshops to progress the key outcomes from the preliminary workshop and discuss in detail the key issues and priorities. At this stage Members of the Committee may wish to discuss the outcomes of this workshop with their respective organisations and provide feedback on the priorities.

Phase three - formal workshop

The development of the LTSAP is a planning tool which will outline for the Committee its strategic overview, key priorities and actions. To enable the Committee to implement its LTSAP, Te Aho Tumanako was developed as a further plan for the collaboration and investment around the wellbeing priorities and developmental aspirations of Maori in Waitakere; its development under the leadership of the Committee was approved in March 2007. Te Aho Tumanako is comprised of four key plans, 'Nga Pae o Te Oranga', namely the Economic, Social, Environmental and Cultural Wellbeing Plans.

This workshop will focus on key themes and alignment with Te Aho Tumanako and to make recommendations on the design of the draft LTSAP. The Committee will hold a workshop on 13 March 2008.

The proposed review process has been developed to take account of the need for Members of the Committee to consult with their organisations or with other key stakeholders. The process also ensures the review process is aligned to the Council's annual work programme and decision making processes.

A summary table on the critical milestones of the review process is as follows:

Committee	Task	Time frame	Comment
Te Taumata Runanga	Report on the review of Te Taumata Runanga Strategic Planning process.	18 February 2008	Formal report outlining introduction to the review process
Policy and Strategy	Report on the review of Te Taumata Runanga Strategic Planning process.	6 March 2008	Formal report
Te Taumata Runanga	Phase two - formal workshop on key issues and priorities.	17 March 2008	Facilitated process
Te Taumata Runanga	Phase three - key themes and recommendations.	14 April 2008	Facilitated process
Te Taumata Runanga	Report on First draft Te Taumata Runanga.	19 May 2008	Formal report
Policy and Strategy	Report update on the review of Te Taumata Runanga Strategic Plan.	5 June 2008	Formal report
Te Taumata Runanga	Report on the implementation of Te Taumata Runanga Strategic Plan, including Communication Plan.	16 June 2008	Formal report

The key priority at this stage for the Committee is the review process on LTSAP. The next critical phase in the process will be the development of the new LTSAP, including a Communication Plan for both internal and external purposes which will be provided for in the 2008/2009 Annual Plan.

Working Party

To ensure the review of the LTSAP is open and consistent with the process outlined above, the Committee delegated responsibility to the Chairman, Deputy Chairman and one Member of the Committee to work with Council officers towards the final development of the LTSAP.

RESOURCES

Funding for the facilitator of \$5,000 has been provided in the 2007/2008 Annual Plan.

CONCLUSION

The LTSAP was developed in 2003 and is to be reviewed this year. The review process is an opportunity for the Committee to examine their previous strategic priorities and explore other potential areas of interest. The Committee is also keen to contribute to the City's future development and enhance the Council's annual work programme; therefore, the development of the new LTSAP will be a key document to inform the Council on the Committee's issues and areas of relevance to the Maori community of Waitakere City.

RECOMMENDATION

That the Te Taumata Runanga Long Term Strategy and Action Plan Review report be received.

Report prepared by: Georgina Parata, Maori Development Planner and Wayne Knox Maori Relationships Manager: Maori Issues.



11 **WAITAKERE ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY UPDATE**

GLOSSARY

Eco Design Advisor	(EDA)
Energy Efficiency and Conservation Authority	(EECA)
Sustainable Living Centre	(SLC)
Waitakere Action Plan on Climate Change and Energy	(the Plan)

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the Policy and Strategy Committee on the Waitakere Action Plan on Climate Change and Energy (the Plan).

BACKGROUND

The City Development Committee adopted the Plan and its greenhouse gas reduction goals at its meeting on 7 September 2006 where it was resolved:

- “1. *That the Waitakere Action Plan on Climate Change and Energy and Work Programme report be received..*
2. *That the Climate Change and Energy Action Plan attached at pages A32 to A57 to the Agenda and the goals contained in the Plan be adopted.*
3. *That the Climate Change and Energy Work Programme attached at pages A58 to A63 to the Agenda be approved.*
4. *That expenditure of the \$150,000 Climate Change Projects budget is approved to include:*
 - a) *Up to \$10,000 to pilot the purchase of ‘green power’ for some of Council’s operations*
 - b) *\$80,000 for a solar hot water campaign, including the waiving of the Building Consent fee for solar and heat pump hot water systems*
 - c) *\$10,000 for educational activities around climate change*
 - d) *Up to \$50,000 for a demonstration project, subject to separate approval.”*

1777/2006

Since then staff have been working on the implementation of the initiatives in the Plan and on additional initiatives approved as part of the \$150,000 Climate Change Projects budget

STRATEGIC CONTEXT

The Council and its community see the reduction of greenhouse gas emissions as a priority. This is reflected in the Council's Strategic Platforms and Priorities (Integrated Transport and Communication, Strong Innovative Economy, Strong Communities, Urban and Rural Villages, Sustainable Energy and Clean Air) and the Community Outcomes (Green Network, Strong Communities, Strong Economy, Sustainable Integrated Transport, Sustainable Environment, Urban and Rural Villages). The adoption of the Plan has confirmed this commitment. Central government's commitment to a carbon-neutral New Zealand, its development of a climate change policy package and increased media coverage of climate change have added further impetus to the Council's desire to improve energy efficiency and reduce emissions. The prospect of peak oil adds further urgency to the call for action against greenhouse gas emissions as preparations to free the city from its dependence on fossil fuel and moves to strengthen its economic and energy autonomy are the most sensible strategies to prepare for both peak oil and climate change.

ISSUES

Update on climate change and energy projects

This report provides an update on Council-wide climate change and energy related projects since August 2007 including the projects covered under the 2007/2008 climate change budget approved by the City Development Committee on 7 September 2006 (minute no. 1777/2006).

<p>Transport</p>	<p>School Travel Plans</p>	<p>The programme, co-ordinated by the Council and Auckland Regional Transport Authority, is exceeding its target of adding six schools a year.</p> <p>In the Massey Cluster, Lincoln Heights School has joined Massey Primary School, Massey High School, Don Buck School, St Paul's School and Royal Road School.</p>
	<p>Passenger Transport</p>	<ul style="list-style-type: none"> • In 2007, rail system patronage hit six million trips a year. This is a six-fold increase in the last 15 years, from one million trips in 1992. • Western Line patronage is finally growing again after a 12% drop in patronage caused by major service disruptions in the first quarter of 2007. Patronage is now 7.5% ahead of the same time last year. • The Council sponsored a free bus shuttle service from Henderson Station to the Netball World Championships which carried nearly 6,000 people. This was the first time public transport has carried significant numbers of people to a major event at the Trusts Stadium. • The Council opened a 102-space park and ride at Sunnyvale Station in October. • Enabling works for the New Lynn rail trench project started on Boxing Day, involving site fencing; vegetation clearance; services relocation and site accesses. • Temporary stations opened at Newmarket, a key station on the Western and Southern lines, just after Auckland Anniversary weekend to facilitate the large-scale redevelopment of Newmarket Station.

		<ul style="list-style-type: none"> • Double-tracking work between Henderson and Swanson continues, with work to be completed in the second quarter of 2008. This will enable the introduction of a 15-minute peak train frequency between Swanson and Britomart (currently the 15-minute frequency only runs as far as Henderson). • Work is getting underway on a 200-space park and ride at Sturges Road Station.
	<p>Walking and Cycling</p>	<p>The Project Twin Streams walking paths and cycleways are progressing as follows:</p> <ul style="list-style-type: none"> • Oratia Stream - Parrs Cross Road to Millbrook Road - practical completion issued; Code of Compliance to be issued; contractor working through minor defects. • Lower Opanuku Stream - Great North Road to Border Road - contractor working through major defects before issue of practical completion; Keeling Road section redesign complete, consultant to provide tender documents and apply for amendment to building consent, contractors to price; Great North Road works transferred into Coronation Bridge Contract. • Lower Waikumete Stream - Oratia Cycleway to Seymour Road - cycleway almost complete; wetland progressing, delayed due to bad weather; practical completion expected at end of March 2008. • Oratia Stream Walk and Cycleway Bridges (incl Waitaro Bridge) - Newham Place, Garelja Road and Millbrook Road - Newham Place and Waitaro substructure complete, Newham Place bridge beams in place, Waitaro and Millbrook bridge beams under fabrication; practical completion expected end of April 2008 except for Millbrook Road. • Arts Contracts - Phase 1 tile artworks complete, phase 2 tile artworks progressing; pou whenua/cultural marker at concept stage; bridge artworks and community artworks contracts to be let before end June 2008. • Millbrook Road - Oratia Cycleway to Pioneer Street - design and tender documents complete; awaiting resource and building consents; to be tendered in February 2008; construction to end June 2008. • Upper Waikumete Stream - Ceramco Park to Savoy Road - design and tender documents complete; awaiting resource and building consents; some minor redesign required so that single objection to partially notified resource consent can be withdrawn; to be tendered in July 2008; construction to start in October 2008.

		<ul style="list-style-type: none"> • Upper Opanuku - Border Road to South Kensington Way - design and tender documents to be completed by end March 2008; one property issue still to be resolved; resource and building consents to be obtained by end June 2008; to be tendered in July 2008; construction to start in October 2008. • Walk and Cycleway Lighting - waiting to hear whether applications for EECA and LTNZ grants have been successful; design to be completed by end June 2008; to be tendered in July 2008; construction to start in October 2008.
	Council Fleet	41 vehicles are being replaced by more fuel-efficient models during November 2007 and March 2008, leading to estimated savings of 30 tonnes of CO ₂ a year.
	Workplace Travel Plan - On The Go	<p>The Council is participating in the Bikewise Business Battle and Go by Bike Day, with staff having a sustainable transport breakfast on 27 February.</p> <p>The Greenshoes walking and cycling rewards programme for staff launches on 27 February. Orders for more cycle racks for the campus are being placed in anticipation of an increase in cycling numbers following Greenshoes.</p>
	Sustainable Urban Planning	Staff are liaising with the Hobsonville Land Company sustainability manager, to work through the planning and design process together to ensure the development's sustainability goals are attained.
Buildings	Eco Design Advisor (funded through the climate change budget)	The Eco Design Advisor (EDA) has been made a full-time position, with \$30,000 funding from the Ministry for the Environment's Sustainable Management Fund, and EECA contributing to the Building Research Association of New Zealand support for the position. The Council makes up the shortfall in salary and contributes office overheads in kind. From July to December the EDA carried out 174 full and short consultations, presentations and networking occasions.
	Solar Hot Water (funded through the climate change budget)	The waiving of building consent fees for solar hot water systems has been continued. It has been commended by the Government Spokesperson on Energy Efficiency Jeanette Fitzsimons and copied by Hamilton City Council and Westland District Council. EcoWater and Strategy are working together on a solar water heating promotion following EcoWater's promotions on rainwater tanks, low-flow showerheads and other water-efficiency devices. This will be followed up by an ongoing package for solar water heating, which is under development.
	EcoWise West (funded through the climate change budget)	EcoMatters Trust is now in the third year of this three-year project. In the 2006/2007 year 415 mainly low income houses were retrofitted, and in 2005/2006 the total was 397. Now employing seven installers, it aims to complete this year's quota of 360 houses by June 2008. This includes

		up to 30 houses in the Project Twin Streams areas of Ranui and Swanson. However the project is facing increased competition for pre-1978 homes to retrofit, because the Snug Homes and upcoming district health board retrofits are free to the home occupant. EcoMatters Trust is confident it will secure top-up funding that would allow it to offer free retrofits. Then it will canvass for homes to retrofit.
	NOW Home	EcoMatters Trust has been granted funding from the Trusts Charitable Foundation to purchase the NOW Home from Beacon Pathway. The home will be open to the public from March 2008 and will be run from an administrative office at the back of the home.
	Sustainable Homes project (partially funded through the climate change budget)	This project planned for the 2007/2008 year combines Household Energy Checks with Water Checks (funded through EcoWater) and other sustainability education components (such as waste minimisation). EcoMatters Trust received \$60,000 additional funding for this project through the Long Term Council Community Plan process. EcoMatters Trust has carried out a literature review and identified 15 possible behaviours to target. It is recruiting four focus groups and expects to complete this stage by mid-March. It will then be piloting the programme with a small group of households in early April, then applying the programme to 80 homes in Glen Eden and 100 in Massey, to be completed by the end of June 2008. EcoMatters Trust is working with the Council's Massey Matters project team to co-ordinate this. EcoMatters Trust has applied for Sustainable Management Fund money to run the programme for a further three years, launched city-wide.
	Sustainable Home Guidelines	The Council's Sustainable Home Guidelines have been updated and are in the final stages of editing. There is still enough demand for these printed guidelines to justify bringing them up to date, in spite of the growth in web-based resources such as the Smarter Homes website.
	Waitakere Central	A post occupancy evaluation of Waitakere Central found it ranked among the top buildings tested in New Zealand, for user satisfaction. The building has had a Level 2 energy audit carried out by environmentally sustainable design consultants eCubed. This detailed audit found the building was performing very well and to the standard set in the project brief. The report made several recommendations, which are being followed up.
	Project Twin Streams Sustainable Household - Sustainable Living Demonstration Programme	In 2007/2008, 200 households in Glen Eden, Ranui and Swanson will take part in a household water and energy retrofit project.

	Corporate Energy Management	Waitakere City Council won the EECA EnergyWise Award in the Public Sector category on 2 November 2007 for its energy efficiency projects since 2001/2002. It was also a finalist in the Energy Management category and a joint finalist with Opus Consulting in the Transport category (for the workplace travel plan). Recent activities include a trial of energy efficient LED street lights; and installing energy-efficient luminaires and control gear in all new street lights.
Renewable Generation	Small Scale Generation	The Swift wind turbine on the rooftop of Waitakere Central is a highly visible symbol that raises awareness of renewable energy and the Council's intentions. However, measurements by its owner Vector have found its performance is disappointing, so Vector and Council staff are reconsidering whether to install more turbines. The prospective sites' wind conditions need to be measured accurately and found to be suitable. Other renewable energy options are being explored.
Waste Reduction	Cloth Nappy Project (partially funded through the climate change budget)	This project was successful in 2006/2007 and has been continued in 2007/2008.
	Cleaner Production	The cleaner production programme has worked with 97 Waitakere businesses in the last two financial years, on cleaner production programme that includes waste reduction, construction and demolition waste and wastewater.
Education and Awareness	High Schools Environmental Challenge Competition (partially funded through climate change budget)	Staff are working with the Youth Council and Bay of Plenty consultancy and EnergyWise Award finalist EnviroState to introduce the EnviroChallenge environmental programme to Waitakere high schools. This is an inter-school student-directed competition that covers energy, water and waste audits, making a presentation to the board of trustees and implementing the measures identified, and an environmental education trip to Wellington for an ambassador from each school.
	Eco Day (partially funded through the climate change budget)	Several Council units are participating in Eco Day 2008, on Sunday 9 March. This is organised by EcoMatters Trust and run in Olympic Place.
	Sustainable Living Centre (SLC)	From July to November 2007 the SLC presented 20 seminars and workshops, for a total of 331 people. It received 2524 enquiries by phone and email, and hosted 589 visitors, not counting those who attended EcoMatters Trust's fifth birthday celebration and partnering agreement signing ceremony with the Council in October 2007. The SLC was a finalist in the Urban Sustainability category of the Auckland Regional Council Sustainable Environment Awards.

	Communications Plan	An early success of the climate change communications plan was EcoMatters Trust's chief executive Gretchen Schubeck being named Environmentalist of the Year in January 2008's North & South magazine, as a result of the Council's publicity for the partnering agreement with EcoMatters Trust.
Adaptation	Preparing for the impacts of climate change	The Council is participating in the Climate's Long-term Impacts on New Zealand Infrastructure project - an analysis of the impacts of climate change and variability on Waitakere infrastructure systems and services. The programme is at Phase 3 of four phases and due to be completed by 30 April 2008. Findings from a draft report on the work to date and to confirm future directions will be presented at a workshop for Council staff on 7 March 2008. Then selected managers will be interviewed to discuss the impacts on infrastructure and policy.

RESOURCES

All resources and funding for the reported initiatives are within existing budgets.

CONCLUSION

The Council continues to deliver and implement the projects and initiatives within the Waitakere Action Plan on Climate Change and Energy.

RECOMMENDATION

That the Waitakere Action Plan on Climate Change and Energy - Quarterly Update report be received.

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