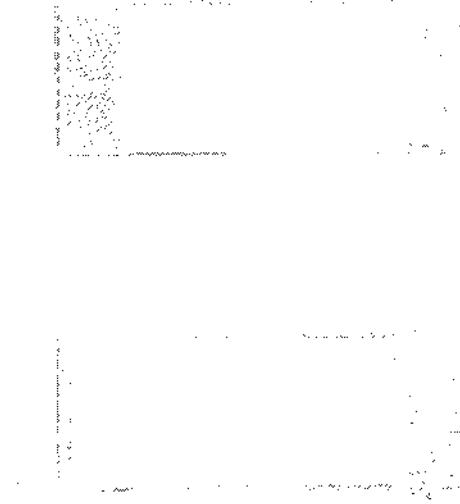


Potential implementation programmes identified using the filters above have been assessed in terms of:

- Achievability/affordability – is the planning well advanced and are funding and resources available to ensure successful implementation?
- Timeliness/urgency – are there agreed timeframes and will an important opportunity be missed if timely implementation is not achieved?
- Leverage opportunity – will the programme benefit from integration and prioritisation through One Plan e.g. achieving added value outcomes and by providing greater focus and certainty to key decisions, funding and timing?

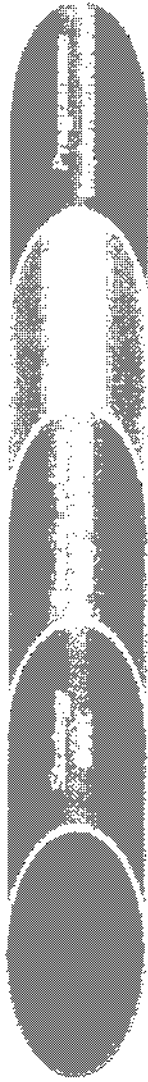
In most cases programmes are based on a well defined significant initiatives but also contain a number of other connected initiatives. Within One Plan (version 1), the connected initiatives within each programme may be less developed and therefore less certain than the significant initiative around which they are drawn. This relationship is shown in the diagram below:



However, all programmes do contain both significant risks and opportunities, although these vary from programme to programme. These are described in the assessments which follow.

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At the conclusion of each of the programme descriptions provided in this briefing material, the status of the programmes has been depicted using the diagram below.



A60

Improving Passenger Transport

Long Term Goal

Improving public transport has an objective of upgrading the wider public transport network, including electrifying the rail network, better bus and ferry services and infrastructure, as well as integrating transport improvements with land use intensification to ensure greater choices for the efficient and sustainable movement of people and goods across the region.

Significant Initiative:

Undertake electrification of the Auckland Urban Rail Network, including replacement of diesel-powered trains, between Swanson and Papakura, including the Manukau Rail Link and Onehunga branch line. The anticipated completion date is 2013.

Connected Initiatives

Land use integration -- Integrating land use planning with a revitalised rail network will maximise the benefits of an integrated passenger transport system to surrounding communities. An electrified PT network supports the Regional Growth Strategy as well as the Auckland Sustainability Framework and will reinforce classifications work underway in the region. Extensive land use responses are underway to maximise use of this investment including regeneration in New Lynn, Henderson and Glen Eden.

Ancillary transport functions -- Develop the infrastructure and services that constitute Auckland's public transport system in order to connect the region through easy access to fast, reliable and convenient public transport. This includes:

- Rail Network -- implementing a series of additional improvements to Auckland's rail network, including Project DART, which will allow more frequent and reliable passenger services.
- Bus -- development of a quality transit network of frequent, reliable services on key corridors linking regional and local centres.
 - Northern busway -- construction of busway and stations alongside the Northern Motorway together with the upgrade of the Esmonde Road Interchange.
 - Central connector -- proposed priority corridor for existing buses operating between Britomart and Newmarket, connecting key central destinations and forming part of the regional rapid transport network.

A61

- o Service and priority projects – a comprehensive upgrade of bus services and connections such as an airport CBD link and increased cross-town services.
- Ferry – improved service frequencies, terminal acquisition and upgrade of facilities.
- Integrated ticketing – Replacement of existing public transport ticketing systems in Auckland with a single integrated and automated fare collection system utilising Smart Card technology.

Funding Status

Rail electrification – In the 2007 budget the Government announced its intention to introduce legislation that will allow regions to raise regional fuel taxes for transport projects. This scheme is required to implement the public transport components of the Passenger Transport Network Plan, as the ARC's existing funding sources are not adequate to fully fund these components in the absence of a regional fuel tax. Up to 10c/litre will be added to fuel prices, with 5c each going to central and regional government. Central government (through OnTrack) will cover below track costs of electrification and the regional government (through ARTA) will cover above track costs.

Land use integration – No funding arrangements exist outside of local authority funding.

Initiative	Cost	Status
Electrification, 35EMUs, train storage and maintenance facilities	\$494m	Awaiting central government legislation (regional fuel tax)
Purchase and upgrade of other rolling stock	\$157m	As above
Above track infrastructure	\$135m	As above
Ferry infrastructure	\$55m	If fuel tax funding is obtained, \$43m will be available for ferry infrastructure
Integrated ticketing	\$30m	If fuel tax funding is obtained, \$52m will be available for integrated ticketing over 10 years, a portion of which is allocated for operating

A62

		costs.
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Optimising Opportunities

Land use – Through a prioritisation process led by the One Plan, there is significant opportunity to align land use projects throughout the region, and deliver key economic development outcomes. By clarifying and communicating the nature of developments to take place in areas along transport corridors, councils will provide certainty regarding required supporting infrastructure.

- a) One Plan will provide a way of ensuring that developments in proximate centres (e.g. Avondale and New Lynn) are set out in a complementary, reinforcing way; rather than the development of one centre at a risk to the other.
- b) The translation of accessibility improvements provided by improved public transport through land use changes is at the discretion of each territorial authority and their respective District Plans. Intensification should go hand in hand with investment and One Plan could enable the prioritisation of these projects in order to achieve the best region-wide outcome. While conversations across parties are being held, in New Lynn and Avondale for example, there is room for regional impetus and oversight.
- c) In addition, although not part of the current rail electrification project, the proposed CBD rail loop needs to be considered in future plans. A CBD rail loop will ensure significantly improved rail service levels to all growth centres on the rail network by providing significantly additional capacity. It will especially enhance the ongoing economic development of the Auckland CBD through greater frequencies and new train stations in the heart of the CBD. At this stage, the priority needs to be on protecting the CBD loop for the future.

Current working arrangements and potential implementation parties

Rail Electrification

ARTA is responsible for the planning and development of train services, stations and trains. It works with ONTRACK (which owns, maintains and controls the rail tracks) and Toll Rail Ltd (who maintain and refurbish rolling stock on ARTA's behalf) to plan the development of the rail corridor. The ARC is responsible for the provision of funding to ARTA, while ONTRACK's funding requirements are met by rail network access charges and the New Zealand Treasury.

A63

Land use integration

Territorial authorities understand that improving the rail network will provide improved accessibility and therefore significant growth and development opportunities to deliver strong centre development strategies. However, there is a question as to whether current governance arrangements are well suited to lead the integration of land use developments along rail corridors. Cross sector agreement on associated land use change is required to maximise the benefits arising from investment in passenger transport infrastructure and services.

Ancillary transport functions

Provision of some supporting transport infrastructure is not implemented in a continuous way. Bus priority measures for example are often delivered differently across territorial boundaries and the state highway system. An opportunity exists for the regional coordination of such projects.

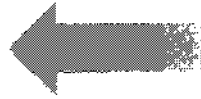
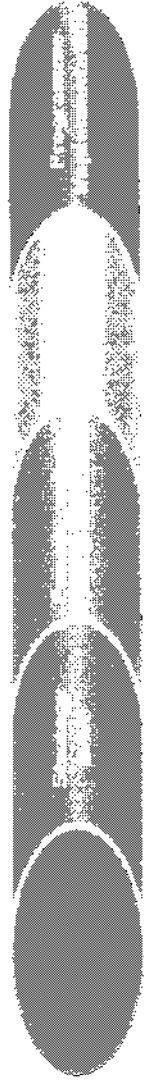
Risks

1. Land Transport Management Amendment Bill (LTMA)– If the Bill is not passed by Parliament, the signature electrification project is likely to be significantly delayed or compromised.
2. Uncoordinated investment in centres will prevent realisation of the benefits to be gained from a comprehensive PT programme.
3. The integration of land use and transport development, whilst being recognised as critical to city development, has not been a great success to date. Building this project into One Plan, whilst promoting public transport integration with other aspects of development, will not be an easy outcome to deliver.

Public Consultation

LTMA Bill – public consultation has occurred through submissions and hearings before the Transport and Industrial Relations Select Committee

Regional Fuel Tax - public consultation on the regional fuel tax is currently underway through the ARC's Draft Annual Plan 2008-2009 process.



AGS

Completing the Network

Long Term Goal:

Enhance access for people and freight to and between critical facilities through integrated transport and land use planning which supports the region's growth and transport strategies. A completed motorway network will improve regional transport resilience, take pressure off State Highway 1, reduce traffic congestion, create a new economic corridor and enhance local centres through increased economic and social connectivity.

Significant Initiative:

Complete the Western Ring Route so that there is a single 48 kilometre motorway that bypasses the Auckland city centre while linking Manukau, Auckland, Waitakere and North Shore cities and growth centres. The Western Ring Route target completion date is 2015.

Connected Initiatives

Land Use – Integrating land use planning with motorway construction will maximise economic and social benefits to surrounding communities and regional businesses. Although many land use initiatives are still in the early stages of development, those councils most heavily involved with the Western Ring Route have commenced planning.

- Auckland City Council – currently undertaking area planning work for 10 areas across the isthmus. This work is taking account of the necessary integration with transport investment and is due to be consulted on some time between November 2008 and February 2009. Of particular interest are Onehunga and Avondale/Rosebank areas.
- Waitakere City Council – leveraging economic opportunities through six L.G.A.A.A plan changes in Westgate, Hobsonville Corridor, Hobsonville Peninsula and New Lynn and two city wide plan changes with growth management and urban design policies. In addition, a wide range of town centre concept design work is underway, with the aim to intensify town centres, especially those on the rail corridor. All of this work is designed to provide the tools to implement the revised Regional Growth Strategy.

A66

- * Manukau City Council -- Work in progress relating to Papatoetoe and the City Centre, with Hornai and Manurewa to follow. Through the development of the sustainability framework consideration is being given to where development will occur and the staging of this. It is hoped that One Plan will support some of the infrastructure investment being made.

Ancillary Transport Functions -- A number of additional transport projects on the local network are required to maximise the benefits from the Western Ring Route. These include passenger transport, walking and cycling, and, local roading projects.

Funding Status

Construction funding for the Western Ring Route has been allocated for all sections with the exception of the proposed Waterview connection. So far \$10.8m has been approved for investigation work for Waterview. However, design and construction funding have not been identified within the National Land Transport Programme. Central government has decided to investigate the feasibility of progressing the Waterview connection as a public-private partnership.

Initiative	Cost	Status
Mt Roskill Extension	\$186m	Fully funded
SH20/1 Manukau Extension	\$210m	Fully funded
SH20 Manukau Harbour Crossing	\$230m	Fully funded
Upper Harbour Motorway	\$310m	Fully funded
Waterview connection	\$1.89b	Funding undetermined

Funding for ancillary projects will need to be identified using current funding arrangements.

A67

Optimising Opportunities

Work needs to be undertaken to identify in greater detail the connected initiatives required to maximise benefits.

- a) A well co-ordinated approach to construction of the Western Ring Route will facilitate development of local centres in accordance with local and regional plans.
- b) A package of associated transport initiatives related to the completion of the Western Ring Route will need to be agreed by parties to ensure that maximum benefits are obtained from the Western Ring Route investment.

Current working arrangements and potential implementation parties

Transit New Zealand – responsible for planning, improving and maintaining the state highway network, including the Western Ring Route.

Ministry of Transport – responsible for advising the government on transport policy, including the New Zealand Transport Strategy and funding priorities.

Land Transport New Zealand – responsible for funding Transit New Zealand and also covers approximately half the costs associated with local roads.

ARTA – responsible for regional land transport planning and funding as well as creation of the Transport Plan and Land Transport Programme

Auckland City Council, Manukau City Council, Waitakere City Council and Northshore City Council – responsible for local roads and development of centres along the Western Ring Route.

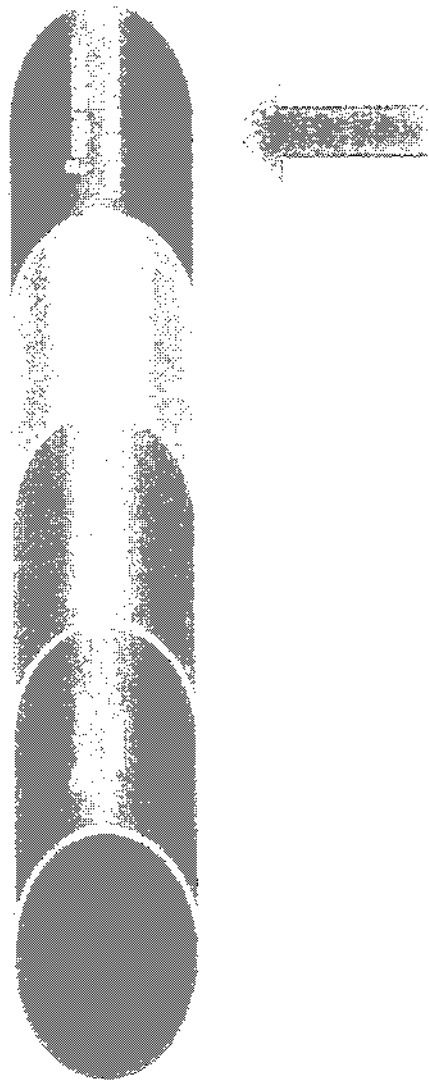
Risks

1. Funding for the Waterview Connection has not been approved or identified in the National Land Transport Programme.
2. Outcomes of the LGAAA process will effect what each TA has to do in terms of changes to their district plans. Delays in district plan changes may obstruct further intensification.
3. Uncoordinated investment into local centres and land use initiatives around the Western Ring Route will prevent realisation of the benefits to be gained from the programme.

4. Uncoordinated investment into local roads and associated transport projects (including PT) will prevent realisation of the benefits to be gained from the programme.

Public Consultation

Waterview – Transit has completed formal consultation on the preferred option of a tunnel for the Waterview Connection and is currently considering the results of this consultation.



A69

Digital Auckland

Long Term Goal

Accelerated delivery of unconstrained broadband access to information and services to enhance business and enrich people's lives.

Significant Initiatives

Facilitate the deployment of open access broadband by councils offering access to appropriate facilities e.g. libraries and high points for installation of communications equipment.

Address inequities (bridging of the digital divide) by providing community based training and facilities.

Facilitate a broadband skills development programme extending existing and new initiatives.

Develop a broadband friendly protocol in local government covering code of practice and consents to assist the deployment of broadband networks maintaining local standards

Increase the investment in open access fibre networks in the Auckland region to targeted areas. This second stage is currently being scoped. Research to assess demand for broadband will be completed in two weeks. This will form the basis for a business case to identify the best business model for public sector investment in broadband infrastructure investment.

Funding Status

The projects are in planning and estimates are not yet available. Funding decisions will be subject to local and central government budget processes.

Local government has identified its role as providing leverage to the considerable private sector investment that has been announced to improve the region's broadband network. To date, a small proportion of the total cost for the significant initiative is currently funded by local government and the potential overall costs may run into the hundreds of millions, the majority of which is likely to come from the private sector.

Optimising Opportunities

- a) Increasing the attractiveness for potential private sector investors by assembling regional scale initiatives.
- b) To break through the existing barriers to deliver a significant aligned broadband program by lending the weight of One Plan.
- c) Support other initiatives considered for inclusion within One Plan e.g. Regional Skills, CBD Waterfront, Connecting the Network, Building Communities.
- d) Enhancing private sector investment to improve the quality, cost and take up of broadband.
- e) To develop a cross-sectoral solution to regional broadband issues i.e. local government, central government and the private sector.

Current working arrangements and potential implementation parties

- **The Auckland Regional Broadband Advisory - advisor**
- Implementation parties include:
 - Central government , Manukau City Council, Waitakere City Council , Auckland City Council – potential funders (to be expanded in the next version)
 - Local government – via regulatory processes and potentially for connected initiatives
 - Private sector – funding and delivery
 - Community organisations – could deliver on some of the connected initiatives

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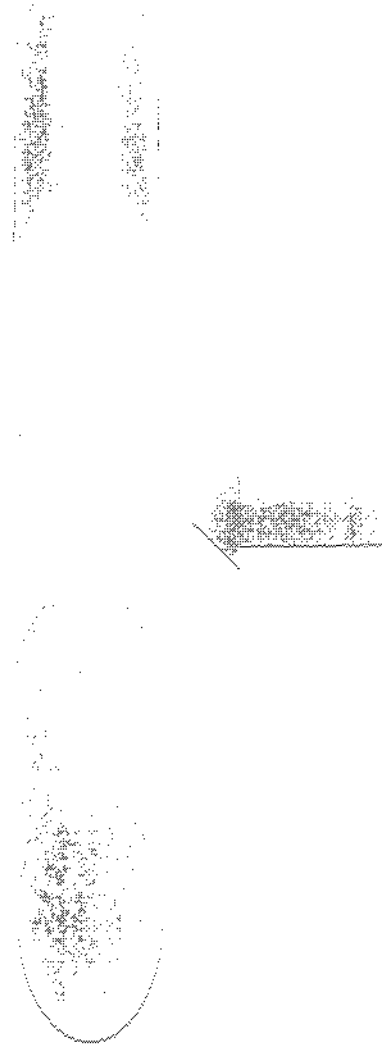
Risks

- 1) The connected initiatives described above are not yet endorsed, fully scoped, defined or funded, and may not meet the achievability criteria for One Plan for version one.
- 2) It is possible that the significant initiative could have a greater private sector component. In the timeframe available it was not possible to engage fully with the private sector. That engagement may bring about a redefinition of the significant initiative and connected initiatives
- 3) A lack of regional agreement on broadband issues could undermine the region's ability to respond to potential investment, both public and private
- 4) The connected initiatives have yet to be confirmed by the Auckland Regional Broadband Advisory which is the lead forum for broadband development within the region.

Consultation

Consultation for aspects of the significant initiative being delivered by local government has or will happen through normal annual planning processes.

A72



Destination Auckland Region / Rugby World Cup

Long Term Goal

Developing the capability and capacity of the Auckland region as a world class destination and events location. To harness in the short term, the opportunity that the Rugby World Cup (RWC) provides.

Significant Initiative

To leverage the infrastructure, international exposure and capacity benefits developed for the 2011 Rugby World Cup (RWC).

Connected Initiatives

Tourism/Visitor Market – deliver a Destination Auckland campaign and associated visitor services (refer to further detail below) aligned with national programmes such as Tourism NZ's international campaigns.

Economic Development – to work with Auckland businesses to maximise commercial opportunities from the event, including advice on supply chain opportunities, promoting international linkages to secure inward investment through a regionally targeted Business Club. To also promote skills development in key shortage areas that directly affect RWC 2011 (hospitality, retail, construction and trades).

Venues and Unions – scoping of potential match and training venues including an audit of facilities for teams, media, spectators, commercial rights holders, corporate hospitality, transport, technology and security, to enable the provision and execution of a professional event.

Transport – to provide the transport infrastructure and services required to facilitate the smooth flow of people to and around the games and the region. This will include the delivery of the RWC 2011 traffic management plans and integrated ticketing plans, infrastructure improvements and passenger transport initiatives.

Regulatory – Ensuring that the delivery of RWC and ancillary events complies with regional and national regulatory requirements.

A73

Environmental Sustainability – development of a regional environmental framework for the games including support to any potential national programmes such as those for waste minimisation, sustainable procurement, climate change initiatives and integration of sustainable design into venue upgrades and sustainable venue operation.

Ancillary Events – delivery of complimentary events within the region and an assessment of the realignment of existing events around RWC opportunities, as well as the delivery of RWC live sites and cultural programming to enhance the visitor and resident experience during the RWC tournament. This includes supporting any potential national initiatives such as an RWC 2011 Cultural Programme and contribution to the “Stadium of 4 Million” rugby festival premise.

Community Engagement – support of any potential national initiatives such as the official RWC 2011 volunteer programme, education programme and Maori heritage and culture, as well as regional delivery of community engagement programmes such as “Adopt a Second Team”.

Programme support - communications, regional mapping (including spatial mapping system) and research

Funding Status

Central government has played a significant role since the outset, providing half of the initial bidding costs (total estimated at \$3.0 million) and committing to underwriting 67% of the tournament shortfall. In addition it has confirmed an up to \$190 million underwrite for the Eden Park Redevelopment, the delivery of a significant amount of core government services that will be dedicated to the RWC such as security and border control, and is currently investigating opportunities to maximise the benefits from the RWC through government agency workplans.

The New Zealand Rugby Union has committed to underwriting the balance of the tournament shortfall (33%) and has confirmed a contribution of \$10 million towards Eden Park’s upgrade.

A74

Workstream	Initiative	Cost	Status
Tourism and visitor market	Unknown	Unknown	
Economic development	Unknown	Unknown	
Venues and Unions	Eden Park Precinct developments	\$22 million	Auckland City Council
	Training venue and key public space improvements	\$10 million	Auckland City Council
	Eden Park Redevelopment	\$10 million	Auckland Regional Council (subject to public consultation)
Regulatory			
Environmental Sustainability	Unknown	Unknown	
Ancillary events	Unknown	Unknown	
Community Engagement	Unknown	Unknown	
Programme Support	Unknown	\$150,000	The Steering Group currently operates with this annual budget.

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			However, funding to support the secretariat and its activities on an ongoing basis is yet to be determined.
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Optimising Opportunities

To deliver through One Plan a region wide, integrated RWC programme that goes beyond the successful management and hosting of the event regionally to maximise the opportunities of having 65,000 visitors to the region and the international exposure generated through the event.

One Plan provides an opportunity to:

- Advance a collaborative vision for the RWC project prioritisation, funding and resourcing, and the distribution of benefits across the region.
- Provide the regional entity to which RNZ2011 can contract the region's obligations to the Match and Team Allocation (MATA) bid, removing the legal liability from a single council.
- Improve regional ownership of the RWC event by highlighting the regional benefits of the programme.
- Provide certainty around investment in regional RWC projects such as destination marketing, economic development, environmental sustainability, research and mapping.
- Provide an opportunity to consider longer term investment in visitor infrastructure.

Current working arrangements and potential implementation parties

The Eden Park Redevelopment Board – is responsible for the redevelopment of Eden Park and meeting any shortfall in funding to complete the venue upgrade to RWC standards.

RNZ2011 Ltd – Tournament organisers with responsibility for hosting the event in New Zealand

A76

Central Government – Rugby World Cup Coordination Office, a central point of contact for stakeholders in the RWC, which coordinates and provides leadership to the wide range of government activities to deliver on RWC 2011 commitments. Agencies such as Immigration New Zealand, New Zealand police and New Zealand Trade and Enterprise have key roles.

Auckland Regional RWC 2011 Steering Group (RSG) – provides a representative forum of local authorities, ARTA, Tourism Auckland and AucklandPlus to action matters of regional importance in relation to RWC 2011.

ARTA – planning for the public transport response required for the games and wider events.

Regional rugby unions (Auckland, North Harbour, Counties Manukau)

Regional venue owners/operators (Eden Park, North Harbour Stadium, Mt Smart Stadium) – if fixtures are secured through the MATA process accept responsibility to bring venues up to RWC standards.

Tourism Auckland – coordinating the regional tourism industry response.

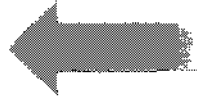
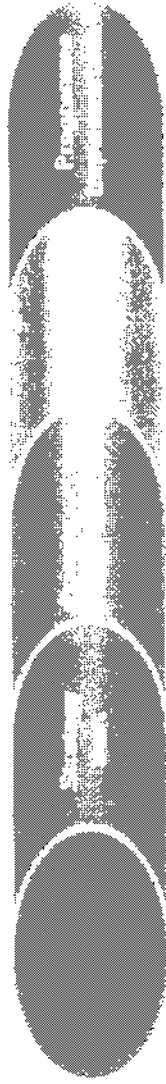
Risks

- 1) Possible lack of regional agreement on the contents of the regional MATA bid
As the MATA bid will be of public and media interest it will be critical that the RSG can present an offer to RNZ2011 that represents regional consensus, given that the bid timing is closely aligned with One Plan (version 1).
- 2) The RSG requires a regionally empowered political entity that can lead Auckland's deliverables as articulated in the MATA bid and can contract with RNZ2011 on behalf of the region.

A77

Consultation

Excluding consultation on the Eden Park Redevelopment, no public consultation has taken place to date around the delivery of a regional RWC leverage programme.



A78

CBD/Waterfront

Long Term Goal

To create a world class CBD and Waterfront that celebrates our culture, environment and heritage whilst creating new opportunities for access, business development, investment and innovation.

Significant Initiatives

To ensure that the work planned for the CBD redevelopment and Waterfront redevelopment occurs in an integrated manner and ensures the symbolic expression of Auckland as a progressive world class city. The Rugby World Cup provides a focus for action during the first phase of this program.

CBD/Waterfront connectivity

Connecting the CBD to waterfront through linkages between Queen St, the water's edge, the Viaduct Harbour and Wynyard Quarter to Fanshawe Street, Beaumont Quarter, Albert Street and Beach Road area.

Elements of this initiative include:

- CBD Upgrade
- Fanshawe Street upgrade
- Britomart Precinct
- Queen Street upgrade (nearing completion)
- Learning Quarter – centre of education, research and development excellence
- Intensification – growth in resident CBD population
- Urban design standards for CBD developments
- Land use-transport integration including Public Transport interchanges, pedestrian linkages and access
- The expansion of the ferry network, Quay Street Boulevard and light rail network are all proposals by Auckland City but implementation would likely require coordination with (at the least) ARTA and ferry companies.
- Central Connector – upgrade of public transport link from the CBD to Newmarket via Grafton
- Potential, future opportunity currently unfunded is the CBD loop. Current focus is on route protection for the future.

A79

Broadband for IT and Digital Content Businesses

There is an opportunity to link with the Digital Auckland Project to identify and address gaps in service provision for high capacity broadband infrastructure through the central CBD and the Wynyard Quarter to facilitate growth in IT and digital content businesses.

Central Wharves Area

Relocate current port uses from parts of the central wharves area in order to provide:

- connectivity and public access to the waters edge
- increased, upgraded facilities for cruise ships and related uses
- interim facilities and public access to be available for Rugby World Cup
- the necessary facilities to meet visitor and tourism needs

Bulk Liquid Relocation from Wynyard Quarter

Development and implementation of a planned approach for bulk liquid location within the Auckland region, including the potential to relocate from the Wynyard Quarter.

Wynyard Precinct

- Te Wero Bridge construction
- Jellicoe Street
- Establishment of a marine events precinct
- District plan changes

Convention Centre

A national convention centre for approximately 3000 delegates

A80

Funding Status

Initiative	Cost	Status
CBD/Waterfront projects	Unknown	Auckland City Council spend to date on the Waterfront Programme has been \$70 million (Wynyard Point infrastructure and land acquisitions). Auckland City Council has a 10 year spend of \$393m in its LTCCP for the CBD waterfront projects.
Wynyard Quarter	\$210m public infrastructure costs for redevelopment	funding split between Auckland City Council and ARH
Te Wero Bridge	estimated cost is \$36m	Funded \$30m by development contributions from Auckland City Council.
Cruise Ship Infrastructure	Unknown	
Bulk Liquid	Unknown	
Marine Events Centre	\$967,000	Allocated for the 2007/08 and 2008/2009 financial years for Auckland City Council.
Central Connector	\$42-\$46m	From Land Transport New Zealand and Auckland city Council

A81

Convention Centre		Auckland city council 2008 Annual Plan identifies \$60 million over 3 years, starting 2011/2012.
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Optimising Opportunities

The key opportunity is improved integration of CBD redevelopment and waterfront redevelopment to maximise agglomeration benefits and the attractiveness of Auckland for skilled workers, visitors, new business, investors and Aucklanders.

CBD/Waterfront Connectivity

The primary benefit from the inclusion of this initiative in One Plan is to achieve broad-based involvement of stakeholders and integrated planning and thinking. It is critical that there is integration between PT, pedestrian routes, development of cruise facilities, urban form and commercial development in the area bounded by Britomart, Queen St, the "downtown" waterfront edge, Viaduct Harbour and Wynyard quarter.

Cruise Facilities (including Queens Wharf)

Delivering a tangible outcome in time for the Rugby World Cup in 2011 requires short term decisions to be made within the funding constraints of the Auckland region. There is a significant benefit in incorporating this project into One Plan due to the potential to integrate it with other projects, and to leverage benefits.

Bulk Liquids Relocation

The inclusion of this project in One Plan provides the opportunity to regain the impetus for the development of a more tactical approach to the location of bulk liquids in the region and the Wynyard Quarter in particular, thereby providing greater certainty.

Current working arrangements and potential implementation parties

- **Auckland City Council** – a regulator and a land owner that plays a lead role in assisting in delivering on the Waterfront vision 2040 and Auckland's CBD into the future.
- **ARC** – the regional regulator and 50% owner of Wynyard Point – in partnership with Auckland City, ARC is involved in the Wynyard Quarter redevelopment.

A82

- ARH – a key land owner and therefore stakeholder in the waterfront redevelopment.
- Sea+City Projects Ltd – the specialist management services company established by Auckland Regional Holdings to manage the Sea+City Project/Wynyard Quarter redevelopment.
- Ports of Auckland Limited – a key stakeholder in the waterfront redevelopment as the Port occupies waterfront land for ongoing port activities and facilities.
- Viaduct Harbour Holdings Ltd – the owner of the land between Pakenham and Fanshawe Street in the Wynyard Quarter.
- Transit New Zealand – involved in roading projects in and around the CBD/Waterfront as well as scoping and planning underway for the third harbour crossing.
- ARTA – coordinates public transport to and around the CBD/Waterfront developments.

Cruise facilities/RWC facilities

A Steering Group comprising the ARC, ARH, Auckland City and with input from POAL has been formed for the purpose of examining the options covering timing and scale of development and funding requirements and is liaising with GUEDO/MED, Cruise New Zealand and NZ Customs are also involved. There is an opportunity to establish a wider scope to integrate with PT and pedestrian access. Governance links would need to be established with RWC groups.

Risks

Governance fragmentation poses a risk – diverse stakeholder interests, ownership and roles and incentives vary between the parties, and agreement may be hard to achieve. The implications being:

- The redevelopment of the waterfront and CBD occurs in an ad hoc fashion, with the following outcomes;
 - uncoordinated timing and sequencing of investment.
 - accessibility and connectivity between the waterfront and CBD not achieved.
 - necessary level of private sector investment not attracted.

A83

- Quality and design of redevelopment falls short of world class and is not integrated or holistic.
- Pace of progress slow and misses opportunities such as RWC.

Consultation

- Consultation concerned with establishing an overall vision and direction for the whole of the central area waterfront from Teal Park to the Harbour Bridge was carried out jointly by Auckland Regional Council, the Auckland City Council and Ports of Auckland from May 2005 to December 2005. This consultation resulted in an agreed common vision for the Auckland Waterfront which is the, *Auckland Waterfront Vision 2040*.
- Auckland City Council has undertaken significant consultation including for example: CBD projects such as Queen Street, Vulcan Lane, public transport initiatives, Central Connector, Westhaven Marina and Wynyard Quarter, including district plan changes. This included extensive public consultation on initial design concepts for the Wynyard Quarter which were presented by Ports of Auckland Limited in September 2005.
- ARC has also undertaken consultation on changes to the Regional Coastal Plan.
- Sea and City has produced an urban design statement which has also been subject to consultation.
- Waterfront and CBD redevelopments have also been the subject of extensive consultation through the LTCCPs and Annual Plans of Auckland Regional Council and Auckland City Council.

AB4



BUILDING COMMUNITIES

Long Term Goal

Revitalisation of communities in need to build a strong, fair and sustainable community that includes affordable homes, improved access to transport, and employment opportunities.

Significant Initiative

Tamaki Transformation Programme - The Tamaki Transformation Programme is a multi-agency programme that involves the redevelopment of state housing in the Tamaki area (Glen Innes, Point England, and Panmure), combined with increasing the supply of affordable housing (both rental and home ownership) and a range of initiatives led by other agencies to improve social, economic, cultural and environmental outcomes for all residents. This programme has a 20 year time horizon (2008 – 2028).

Connected Initiatives

Tamaki Innovation Precinct - This project involves redeveloping the 80ha precinct centred on University of Auckland's Tamaki campus with the objective of transforming the Tamaki employment area into an innovation-focused environment. The redevelopment would support the proposed Auckland Innovation Centre, proposed for the University of Auckland's Tamaki campus. The Tamaki Innovation Precinct Plan will provide a development framework for infrastructure providers and landowners to undertake public and private sector expenditure on building facilities, streetworks, plus social and economic initiatives (eg. skills programmes, investment attraction). The Tamaki Innovation Precinct Plan is at working draft stage. Timeframes are 1-5 yrs and 20 yrs.

AMETI (Auckland-Manukau Eastern Transport Initiative) - AMETI is an integrated multi-modal transport project designed to achieve strategic change in transport use and support the growth strategy and economic transformation agenda by encouraging intensification of residential and commercial developments in the Tamaki area.

The project is intended to:

- Improve the use of passenger transport services and provide capacity to accommodate future trip growth through extensive bus priority measures.

A85

- Support regional and local growth management objectives by improving accessibility and transport choice for residential and employment growth areas.
- Improve the road network to provide more reliable vehicle travel times for commercial and other vehicle traffic
- Significantly increase opportunities for walking and cycling
- Manage travel demand by developing travel plans for schools and businesses

AMETI initiative is staged in three sectors – northern, central and southern - over 15-20 years, and is planned for completion by 2020. The northern sector is most closely related to the Tamaki project area.

Funding Status

Initiative	Cost	Status
Tamaki Transformation Programme	Quantum is unknown at this stage	Subject to: Development of the Business Plan / Business Case (to be completed by November 2008); Further consideration by central and local government, and Central and local government budget processes
Tamaki Innovation Precinct	Quantum is unknown at this stage.	Costs associated with the Tamaki Innovation Precinct will be fully scoped in an implementation plan following the production of the finalised precinct plan scheduled for early 2009. Council expenditure will be from within existing departmental budget allocations. The Auckland Innovation Centre proposal is subject to the development of the Business Plan / Business Case and both local / central government and University of Auckland budget processes
AMETI	Currently expected to cost \$1.3billion	\$44.1 million has been committed for design and development, contingent on meeting LTNZ board requirements. Construction funding has been identified in the LTCCPs of Auckland City Council and, to a lesser extent, Manukau City Council.

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		<p>Construction funding from the National Land Transport Programme has yet to be identified and is subject to normal regional and national evaluation, prioritisation and programming processes.</p> <p>Funding status for improved PT and services has been identified in the ARC Annual Plan.</p>
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Optimising Opportunities

These three projects are located in the same area and are complementary and support the outcomes sought by each to some degree. Strengthening the linkages between the three projects and delivering them over a similar timeframe will maximise the benefits from each investment.

Current working arrangements and potential implementation parties

Tamaki Transformation Programme -Lead organisation: Tamaki Establishment Board (HNZC, MSD, ADHB, MED / GUEDO, ARC, Auckland City Council plus three community commentators)

Tamaki Innovation Precinct - Lead organisation: Auckland City Council leading the development of the Tamaki Innovation Precinct while MED leads the development of the Auckland Innovation Centre. Project partners: University of Auckland

AMETI - Lead organisation: Auckland City Council, Manukau City Council, ARTA

Project partners: NZ Transport Agency, Auckland Regional Council

Risks

Tamaki Transformation Programme

- 1) The Business Plan and Business Case is yet to be approved.
- 2) The full range of outcomes may not be achieved if the scope of the programme is reduced.

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- 3) Agencies being unable to achieve the required level of integrated planning and action.

The Tamaki Innovation Precinct

- 4) The Business Plan and Business Case for the Auckland Innovation Centre is yet to be approved.
 - 5) Private sector does not respond to the initiatives.
 - 6) Key parts of AMETI not proceeding or being delayed.
- AMETI
- 7) The availability of funding to complete the current AMETI project within the proposed timeframes presents a major risk.
 - 8) It is expected that completion within the proposed timeframe may require reprioritisation of other projects in the Auckland Transport Plan and National Land Transport Program. The issues associated with funding will be better understood as a result of the funding plan and project optimisation process requested by the LTNZ Board, which are expected to be finished by the end of 2008.
 - 9) The project has so far gained priority based on the understanding of wider economic and land use change benefit. Commitment to these land use changes will need to be evident for this project to receive funding.

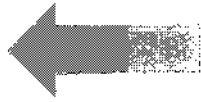
Consultation

Tamaki Transformation Programme - Three community representatives are on the Tamaki Establishment Board. A community engagement process is to be undertaken prior to Business Plan completion in November 2008. Any further consultation will need to be considered in the Business Plan. Local authority expenditure will also be subject to consultation as part of subsequent Council-wide Annual Plans/LTCCPs.

The Tamaki Innovation Precinct - Consultation on the Tamaki Innovation Precinct plan planned for August 2008 prior to finalising plan. Council expenditure will also be subject to consultation as part of subsequent Council-wide Annual Plans/LTCCPs.

AMETI

Extensive consultation on the route has been undertaken to date by the project parties. Further consultation is required for resource consents and designation, but this can only occur after approval by LTNZ Board.



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DEVELOPING A SKILLED LABOURFORCE

Long Term Goal

The provision of skills is the most important lever within our control to create wealth and to reduce social deprivation. This programme will enable people to develop their skills and access sustainable, meaningful employment. A better skilled labour force will drive productivity improvement and social equity in the Auckland region.

Significant Initiative

This programme is at an earlier stage in its design and specification than most of the earlier programmes under construction. However, the need is great, the stated intention of key Central Government stakeholders is to invest considerable effort and energy into this area, and any delay in focusing attention here could result in a less than optimum outcome for One Plan and the region.

A programme to up-skill the labourforce will improve language, literacy and numeracy skills in the workplace. The training will be delivered in partnership with firms in industry sectors critical to the region. It focuses on priorities highlighted in the draft Central Government Unified Skills Strategy with an immediate focus on providing training within firms in the manufacturing sector.

Connected Initiatives

A **draft action-based central government skills strategy**, aimed to deliver a unified approach to ensure that individuals and organisations are able to develop and maximise skills needed in workplaces of the future;

A **regional skills framework of action** which will co-ordinate and improve the links between training and industry and/or to scale up existing initiatives which address skill development (to be completed in June 2008);

A **regional skills observatory** to provide high quality labour market information and analysis;

The Tertiary Education Commission's regional facilitation process is underway to enhance an understanding of current provision, future plans and priorities in education provision; and

Skill Auckland a programme of communications and resource material aimed at parents, teachers and students to improve career choices in priority sectors by profiling the skills required and the pathways to jobs.

Funding Status

At the national level it is envisaged that funds will be allocated from existing Central Government budgets with additional budget for 2008/09.

Optimising Opportunities

A focus on developing Auckland's labourforce is essential to the overall future of the other programmes aimed at the region's development and prosperity.

Development of the current and future labourforce requires multi dimensional and integrated action. One Plan offers the opportunity to provide badly needed integration of national, regional, and local strategy and action, and between agencies involved at all levels.

There is added impetus to develop a regional approach to the application of central government policy in Auckland, due to its unique demographic characteristics, population growth and its importance to the national economy.

Current working arrangements and potential implementation parties

Current working relationships are complex and involve a large number of agencies:

Central government agencies: DoL, MED, MSD, Ministry of Education, MPIA, TEC, TPK.

ARC

AucklandPlus

Chamber of Commerce

Committee for Auckland

EMA

Local economic development agencies

Training bodies

Unions

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Risks

There is limited history and experience of regionally specific design and implementation of interventions aimed at improving skills. Central government policy has been delivered locally and without a great degree of integration between policy and delivery agencies.

Multiple agencies are involved in delivery and there is currently little incentive to work cooperatively to avoid duplication.

It is believed that announcements on central government intentions in the skills area are imminent but will happen after the production of the Draft One Plan for Auckland.

A number of major initiatives are in their infancy and although they promise to provide substance of the scale and focus needed they have yet to be fully defined and funded. However, this is an important issue that the region has been grappling with for some time, and proceeding to develop this potential programme as one of the first set of programmes offers the promise of a far greater and more immediate response to the Unified Skills Strategy and other major initiatives. One Plan provides an opportunity to act as a catalyst and move forward.

Consultation

Developing a skilled and productive labour force is an accepted objective in existing national and regional strategies. This programme will contribute to the Unified Skills Strategy currently for public consultation as well as to the objectives in the Auckland Regional Economic Development Strategy and the Metro Action Plan.



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2 -- Next steps - Future policy directions

This section of the briefing pack responds to the RSDF resolution to report back with recommendations on how the development of the following set of high strategic priority policy directions will be addressed in future versions of One Plan:

- 3 Waters
- Social development
- Energy and Climate Change
- Growing Smarter
- Maori aspirations

Current Status

The current status for each policy area is outlined in Table 1.

The 3 Waters and Growing Smarter projects are substantially underway. The Energy and Climate Change projects have been scoped and are commencing in May 2008. The Social Development and Maori Aspirations policy areas are not yet established.

Policy area	Project	Purpose	Current Status	Expected completion
Water infrastructure <ul style="list-style-type: none"> • Wastewater • Stormwater • Water supply 	3 Waters Strategy	To provide appropriate service provision in the long term with future consistent population growth and required service standards in the region	Background papers and Draft Strategic Plan	The Strategic Plan is in a consultation phase, with the objective of the Plan being signed off by all councils and network operators by December 2008.
Social Development		Work programme to be scoped and agreed		TBC

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<p>Energy and Climate Change</p>	<p>Regional response to Climate Change</p>	<p>To co-ordinate regional initiatives to:</p> <ul style="list-style-type: none"> (i) accelerate emission reductions to achieve national and regional targets and aspirations (ii) enhance the resilience of natural and physical systems and communities to adapt to change <p>To co-ordinate regional initiatives to:</p> <ul style="list-style-type: none"> (i) facilitate the development of renewable technologies and the uptake of energy efficiency options (ii) enhance security of regional energy supply (iii) assess equity impacts of regional energy trends. 	<p>Report on proposed approach for the climate change and energy work programmes to ARC Regional Strategy & Policy Committee in February 2008.</p> <p>Report on proposed scope of the regional energy strategy to ARC Regional Strategy & Policy Committee in April 2008.</p>	<p>Drafts Sept. 2008 Finals Sept. 2009</p>
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<i>Growth concept</i>	<p>Growth implementation</p> <p>Strategy</p>	<p>An evaluation of implementation of the Regional Growth Strategy (1999) after seven years into implementation. Enforced by the Regional Growth Forum in July 2007.</p> <p>Growing Smarter set out a proposed work programme that was seen as necessary to improve implementation of the RGS, including: establishing a refined classification for Auckland's centres; identifying priority areas for implementation; improving regional and regional coordination of infrastructure and developing and trialing tools to encourage quality urban design and intensification of centres and corridors; and planning deliberately for social outcomes</p>	<p>Growing Smarter report July 2007 and several supporting technical reports published</p>	<p>Work streams will input to the review of the Regional Land Transport Strategy (Dec 2007), Auckland Regional Policy Statement (mid-2010) with roll-on requirements for TLA District Plan changes (pursuant to the RMA)</p>
<i>Maori aspirations</i>		<p>Work programme yet to be scoped and agreed</p>	<p>Māta Whenua framework 2007</p>	<p>TBC</p>

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A small number of areas for possible additional policy work within these policy processes are currently being scoped. These include ideas for integrating across the policy areas.

Explicit links may be identified between this policy agenda and the proposed One Plan Infrastructure Plan as the scope and purposes of the Infrastructure Plan are finalised.

Potential future One Plan programmes could involve protecting future options for extensions and additions to regional infrastructure services such as water supply, wastewater treatment plant, road and passenger transport links, and energy transmission corridors (electricity, oil and gas).

As the five policy areas are all on a timeline, this should allow them to generate potential One Plan Programmes for consideration in time for One Plan (version 2).

A96

3 – Infrastructure Plan Development

This section of the briefing pack responds to the resolution of the RSDF to include in the May 2008 Draft One Plan an inventory of currently identified priorities together with the scope and timetable for the production of a Regional Infrastructure Plan.

Purpose

Produce a Regional Infrastructure Plan for Auckland to:

- Build sustainability into decisions
- Integrate development of infrastructure
- Prioritise and align decisions

The plan will aim to ensure the infrastructure needs of the region's growing population are met while protecting the distinctive characteristics of the region's places, its important natural and cultural environments and rural lands.

The Infrastructure Plan for Auckland would present the first major step forward in developing a more coordinated long-term approach to infrastructure provision throughout the Region. It would provide a regional framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers. Strategic priorities for the next five and ten years could be identified in a range of infrastructure sectors.

A section of the Plan could present infrastructure priorities located throughout the region.

Scope

The Plan could identify a programme of investment over the next 20-30 years, including:

- Transport and freight
- Water
- Energy

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- Information and communication technology
- Social and other community infrastructure

The Plan would represent a co-ordinated regional view and public commitment for capital expenditure on a 10-year timeline, generating a level of certainty that the diverse programme of works has been planned and budgeted. The Plan would include timeframes, budgets and progress reports.

What does the Plan provide for?

Responds proactively to the region's challenges:

- Ensuring value for money
- Rising costs
- Availability of skills and materials
- Management of the impacts

Identifies and leverages available opportunities:

- Long-term commitment
- Certainty and confidence in investment
- Improved sequencing of works
- Innovation in procurement approaches

Infrastructure Inventory

One Plan for Auckland Region (version 1) could include an inventory of currently identified priorities. This inventory is being developed in time to form a section of the May 2008 version of One Plan for Auckland, and will cover:

- Transport
- Water
- Energy

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PROGRESS PAPER:

TO: Regional Sustainable Development Forum (RSDF)
Mt Smart Stadium,

FROM: Establishment Group (EGp)
Regional Mana Whenua Forum

DATE: 09 May 2008

This document serves to confirm the directions by agreement of the EGp membership. The following papers and schedules have been determined. Where indicated, these have been completed:

1. Review of "Te Kohao o Te Ngira" Draft Mana Whenua Sustainability Framework (May 2007)
2. Communications Plan (aligned to Marketing frameworks)
3. Business Case to Establish a Tamaki Makaurau 'Regional Mana Whenua Forum through the following:

Stage One:

Project Investment

- Key Implementation Phases
- Evaluation
- Establishment Group stages and Timeframe
- Establishment Group Budget

Stage Two:

Establishment of Regional Mana Whenua Forum with a three-month transitional 'settlement' period

Stage Three:

Two-year expenditure commitments from Auckland Local Government (Central-Regional-Local) [2008-09 / 2009-2010 Annual Budgets]

4. Facilitated by the EGp, Mana Whenua iwi and hapu are developing their preferred representation model for the RSDF and other regional fora.

Much of the above-mentioned work streams have been aligned to the 'Auckland Sustainable Framework and the One Plan' components which both acknowledge the need to reflect Maori aspirations and mana motuhake or sustainability.

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In addition, a literature review considered all respective Council's LTCCP Community/Maori Outcomes and other interactions and in particular, recent Local Government submissions made to the Royal Commission.

Relative to the Strategic Responses advocated within the Auckland Sustainable Framework (ASF), the EGp membership seeks to implement those directions as agreed upon and adopted in May 2007.

To close, we are happy to answer any queries to assist in the RSDF understanding as to the content of this progress paper.

Noho ora mai

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Ngati Te Ata

Te Pania Kingi
Ngati Whatua

**Establishment Group (EGp)
Regional Mana Whenua Forum**

Cc: Mana Whenua iwi, hapu authorities

A102001

Draft Consultation Plan for One Plan (from Combined CE Steering Group report on 16 May 2008)

Consideration of the consultation process for One Plan has to date been limited to One Plan version 1. It is acknowledged that as One Plan develops and the actions become more comprehensive, a specific One Plan consultation process may need to be developed. However, in version 1 a significant proportion of the actions to be included have already been subject to some form of community engagement and consultation. Furthermore, version 1 of One Plan is intended to build on existing regional strategies which have also been subject to required consultation processes.

The objectives for consultation on One Plan overall are:

- a) To ensure that the region's stakeholders can make an informed and meaningful contribution to the development of the One Plan for Auckland.
- b) To ensure that we are fulfilling any statutory requirements and political requests for consultation on One Plan for Auckland and the other plans that will come under its umbrella. This includes the RGS, RLTS, AREDS and ASF.

Reflecting the previous discussion, this paper proposes a process for stakeholder engagement on One Plan version 1, to develop it from draft to final form between 13th June and 19th September 2008.

Officers have identified three audiences with whom consultation on One Plan will need to occur, these are:

- the general public,
- One Plan key partners - central and local government and Mana Whenua, and
- One Plan key stakeholders - implementation partners.

The proposed approach to consultation is therefore broken up by audience group below;

General Public

Consultation with the general public will be focused on what One Plan version 1 will deliver for Auckland's residents and will therefore primarily involve feedback on the One Plan programmes of action, and the infrastructure plan.

The final report on Strengthening Auckland's Regional Governance last year suggested that given the potential funding and implementation commitments for councils party to One Plan version 1, those local authorities should consult with the public on their detailed proposals through their LTCCPs and annual plans.

Officers will therefore seek to enforce the forum's original resolution of 22 February that public consultation be delivered in March – April 2009 using where possible the existing Long Term Council Community Plan processes. This is also a preferred option given that, as reported to the RSDF at its 22 February meeting, it is anticipated that many One Plan (version 1) programmes will have already been subject to some form of community engagement and consultation, consultation duplication and fatigue should therefore be avoided where possible.

An option for wider public consultation

However, to ensure that public feedback is provided early in the One Plan process, the draft version of One Plan version 1 will be available on the website, and informal comment could be invited.

Consulting	Mechanisms	Collecting Feedback
General Public	<ul style="list-style-type: none"> • 2009-2019 LTCCP consultation process • Posting of the Plan on the One Plan website for informal comments 	<ul style="list-style-type: none"> • Submissions to local authorities • Feedback through web forum

Key Partners

The table below identifies those organisations thought to be key partners in the One Plan process. These partners have been, or will be, involved in the One Plan decision process. These parties will therefore be consulted on One Plan in its entirety, following the endorsement of the draft One Plan version 1 on May 30.

For these parties, consultation will occur through each organisation's normal internal processes, however, efforts will be made to ensure that the information conveyed is robust, consistent, well designed and targeted to achieve optimum response across all groups.

Consulting	Mechanisms	Collecting Feedback
<p>Key Partners:</p> <ul style="list-style-type: none"> • Rodney District Council • Waitakere City Council • North Shore City Council • Auckland City Council • Franklin District Council • Manukau City Council • Papakura District Council • Auckland Regional Council • Northland/Waikato Regions 	<ul style="list-style-type: none"> • Call for submissions • Formal reporting mechanisms within each organization via committee • Common Briefing pack and agenda items • One Plan Website • Briefings to individual councillors 	<ul style="list-style-type: none"> • Formal reports

<ul style="list-style-type: none"> • Mana Whenua Establishment Group 	<ul style="list-style-type: none"> • Call for submissions • Through the Mana Whenua Forum • Common Briefing pack and agenda items 	
<ul style="list-style-type: none"> • Ministry and Minister of Economic Development • Ministry and Minister of Social Development • Ministry and Minister for the Environment • Department of Internal Affairs • Te Puni Kokiri • Department of Labour • Department of Immigration, • Tertiary Education Commission • Ministry and Minister of Transport • Housing Corporation New Zealand • Treasury • Department of Prime Minister and Cabinet • Regional Policy Steering Group • Transit New Zealand 	<ul style="list-style-type: none"> • Call for submissions • DIA to complete on behalf of central government • Common Briefing pack and agenda items 	

Key Stakeholders

This is a critical area for consideration as the process over the next few months is the first formal engagement between the RSDF partnership and its key stakeholders. If designed and delivered well, the foundations for a long and productive relationship could be put in place. It is also not just about informing and engaging, it is also potentially the first step in a process to negotiate the scope and extent of stakeholder participation in One Plan, and how One Plan could influence their decisions and activities going forward.

The table below lists those parties identified by officers, to date, as key stakeholders in the outcome of One Plan version 1. These stakeholders can be grouped into:

- those with an ongoing role in One Plan, for instance infrastructure providers
- those that have been identified as being important to the delivery of the programmes for version 1
- those that may be involved in future version of One Plan, or that could be drawn into current programmes as these are developed.

In practice, stakeholders are often likely to fall into more than one of these categories. The extent of engagement will depend on the extent of potential influence that individual stakeholders will have on the delivery of the intended outcome. In some instances, organisations listed below will be partners in the implementation of the One Plan programmes. Therefore, consultation with these groups will be designed to inform and engage them in the One Plan version 1 process as well as to bolster their support for and role in, the success of the One Plan programmes of action.

Given the scope of participation by these organisations, consultation will be customised for each, and will include individual face to face engagements focusing on each stakeholder's area of involvement in the Plan i.e. through the programmes of action or the infrastructure plan.

As the purpose of this consultation will be to bolster support from these key stakeholders, the consultation process will also build on the key messages behind the One Plan including the view to the longer term One Plan approach.

Informing, engaging and bolstering support	Mechanisms	Collecting Feedback
<p>Key Stakeholders and Implementation Partners:</p> <ul style="list-style-type: none"> • Auckland Regional Transport Authority • Auckland Regional Holdings • Water supply & wastewater (Watercare) • Energy providers • Auckland International Airport Limited • Ports of Auckland Limited • Broadband providers i.e. Telecom, Vector • Auckland Regional Broadband Advisory • RWC 2011 Steering Group • Tourism Auckland • Government RWC Co-ordination Office • Waitakere Properties Limited 	<ul style="list-style-type: none"> • Call for submissions • Individual face to face engagements focusing on each stakeholder's area of involvement in the Plan • Presentations • Briefing material 	<ul style="list-style-type: none"> • Written responses to call for submissions • One Plan website • Verbal feedback

<ul style="list-style-type: none"> • Economic Development Agencies in the Auckland region Etc. 		
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PROPOSED TIMELINE FOR CONSULTATION

As outlined above, consultation on One Plan version 1 can be broadly split into two timeframes:

- a) public consultation which could occur in March – April 2009 through the LTCCP process and therefore following the endorsement of the final One Plan version 1 in September 2008, and
- b) the key partner and key stakeholder consultation which could occur following the endorsement of the draft One Plan version 1 in May but with time for consideration by the RSDF before the final One Plan version 1 in September

The timing and form of partner consultation (central government, local government, Mana whenua) will be finalised and presented to the RSDF on the 30th May, along with the draft One Plan.

Greater detail on the timing of key stakeholder consultation will be developed up to and following the endorsement of the draft One Plan version 1.

Option to convene an RSDF meeting on 1st August

An additional meeting of the RSDF could provide an opportunity for the RSDF to consider any feedback arising from the consultation. This is because the current meetings scheduled do not allow time to collect and properly consider submissions, as the current meetings are planned for 13th June and 11th July. The extra meeting would be scheduled for the 1st August.