



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, 2 April 2009 **TIME:** 9.30 am

**MEETING ROOM:** Council Chamber

**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.

25 June 2009

Judith Moore  
**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
Mr	W	Paki, JP (Chairman, Te Taumata Runanga)

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(Meeting Room could be subject to change)

(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 IN  
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,  
HENDERSON, WAITAKERE, ON THURSDAY, 2 APRIL 2009  
COMMENCING AT 9.30 AM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFLICTS OF INTEREST	1
4	CONFIRMATION OF MINUTES	1
5	PRESENTATION – WAITEMATA DISTRICT HEALTH NEEDS ASSESSMENT	2
6	UPDATE REPORT ON THE PARTNERING RELATIONSHIP BETWEEN ECOMATTERS ENVIRONMENT TRUST AND WAITAKERE CITY COUNCIL	2
7	PUBLIC ATTITUDES TO ECO CITY APPROACH	8
8	BEACON PATHWAY LIMITED PROGRESS 2007-2009	10
9	HOUSING RETROFIT PROJECT – UPDATE	17
10	DRAFT AUCKLAND TRANSPORT PLAN	24
11	WHAU CROSSING AND STATE HIGHWAY 20	28
12	PROPOSED LOCAL AREA PLANS - UPDATES	38
13	ROYAL COMMISSION - ISSUES AND UPDATES	38
	<b><u>PUBLIC EXCLUDED MATTER</u></b>	<b>38</b>
14	ARPS REVIEW – TRIG ROAD AREA MUL SHIFT	38

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD IN  
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,  
HENDERSON, WAITAKERE, ON THURSDAY, 2 APRIL 2009  
COMMENCING AT 9.30 AM**

---

**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 – Thursday, 5 March 2009.

It is recommended that the Policy and Strategy Committee resolve to:

**Receive** the minutes of the meeting of the Policy and Strategy Committee held on Thursday, 5 March 2009, as circulated, and that they be taken as read and now be confirmed.



## 5 PRESENTATION – WAITEMATA DISTRICT HEALTH NEEDS ASSESSMENT

District Health Boards are responsible for funding and providing health services for the population living in their district. The Health Needs Assessment (HNA) forms an initial step in the planning to fulfil this responsibility. The HNA involves assessing the health status of the population and the need for services.

It is recognised that health is largely determined by our environment and behaviours rather than health services. Many of Council's activities have a significant influence on the determinants of health in the City.

Duncan Innes, Group Planning Manager, Vanessa Selak and Tom Robinson, Public Health Medicine Specialists from the Waitemata District Health Board will present on the findings from the HNA as they relate to Waitakere and brief the Committee on the Board's Strategic Planning process currently underway.



## 6 UPDATE REPORT ON THE PARTNERING RELATIONSHIP BETWEEN ECOMATTERS ENVIRONMENT TRUST AND WAITAKERE CITY COUNCIL

### GLOSSARY

EcoMatters Environment Trust	(EcoMatters)
Long Term Council Community Plan 2009-2019	(LTCCP)
Project Twin Streams	(PTS)
Sustainable Management Fund	(SMF)

### EXECUTIVE SUMMARY

The purpose of this report is to provide the Policy and Strategy Committee and EcoMatters Environment Trust (EcoMatters) Board with an update on the partnering relationship as outlined in Annex 3 of the Partnering Statement between the Council and EcoMatters, October 2007.

The Partnering Statement requires an update report to be prepared six monthly to the Policy and Strategy Committee and the EcoMatters Trust Board

Over the last six months the relationship between the Council and EcoMatters has gone from strength to strength. The relationship is developing from one based on contracts for service to one based on the principles and aspirations of the Partnering Statement. This has resulted in a more integrated and collaborative approach between the Council and EcoMatters to achieving environmental and sustainability outcomes for the City.

### RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

**Receive** the Update Report on the Partnering Relationship Between EcoMatters Environment Trust And Waitakere City Council.

### BACKGROUND

1. On 6 September 2007 the City Development Committee resolved as follows:

- “1. That the Partnering Statement with EcoMatters Environment Trust report be received.
2. That it be recommended to Council that the Partnering Statement with EcoMatters Environment Trust be approved at its meeting scheduled to be held on Wednesday, 19 September 2007.”

3439/2007

2. It was identified that the previous informal relationships with EcoMatters presented a risk to the long-term sustainability of projects undertaken jointly by the Council with EcoMatters because the relationship was largely based on ad hoc processes, such as annual contracts, annual plan submissions and grants. The relationship was also vulnerable to changes in personnel and was intensive to administer.
3. The purpose of the Partnering Statement is to formalise the Council's current relationships with EcoMatters and to allow better long term planning. This will help build the strategic capacity within EcoMatters and provide a valuable partner that is able to liaise with other community groups.
4. The Partnering Statement was signed between EcoMatters and the Council on 5 October 2007.
5. The Relationship Sponsors for the Partnering Statement are the Chairperson of EcoMatters and the Director of Community Wellbeing. The Relationship Managers are the Chief Executive of EcoMatters and the Strategic Advisor – Sustainable Catchments, Environmental Strategy.
6. On 4 September 2008, the Policy and Strategy Committee received the first update report on the Partnering Statement between EcoMatters and Council and agreed that options for progressing a strategic relationship with EcoMatters Environment Trust be developed and reported back to the Policy and Strategy Committee.
7. On 6 November 2008, the Policy and Strategy Committee endorsed EcoMatters in developing a role to provide a networking, capacity building and support role for community environmental groups in Waitakere as part of progressing the Council's strategic relationship with EcoMatters. The Committee also recommended to the Long Term Council Community Plan and Annual Plan Committee that funding to implement this role be included in the draft Long Term Council Community Plan 2009-2019 (LTCCP).

## **DECISION MAKING**

### **Issues**

8. There are no issues associated with this report as it is an update only.

### **Partnering Relationship**

9. The relationship between EcoMatters and the Council has gone from strength to strength. Over the last six months the issues highlighted in the early meetings between EcoMatters and the Council, and reported to the Policy and Strategy Committee in the September 2008 report have been resolved. There are regular meetings between the relationship sponsors and the relationship managers that ensure any issues that arise can be quickly and effectively dealt with.

10. The Partnering Statement and relationship with EcoMatters is still not fully understood by all parts of Council. It is proposed to have a workshop with key staff from the Council involved with EcoMatters during the coming year to discuss the relational aspects of the Partnering Statement and work programmes.
11. There have been initial discussions between EcoMatters and the Council in relation to amending the Partnering Statement to include Keep Waitakere Beautiful Trust, Tag Out Trust and Weedfree Trust. At present these Trusts each have separate Memorandum of Understandings with the Council. EcoMatters are developing a more integrated way of delivering all the services and programmes of these separate trusts. The option of including all the trusts into one Partnering Statement will be explored over the next three months.

### Funding Mechanisms

12. The Council funds EcoMatters through two different mechanisms:
  - a. Base funding is provided through the LTCCP. This funding is specifically intended for EcoMatters, acknowledging the work the Trust does towards delivering the Council's strategic objectives. This funding is a grant and is not contestable.
  - b. Project funding exists in various Council sections for projects that are currently delivered by EcoMatters. Such projects are covered by contracts or purchase orders and are subject to the Council's procurement policies. This means the funding is contestable.
- AI-A5 13. EcoMatters also receives funding from a range of other sources for its programmes including Ministry for the Environment, Auckland Savings Bank Trust and The Trusts. A copy of the Funding and Shared Work Programme for 2008-2009 is attached at pages A1 to A5.

### Shared Work Programme

14. During 2008/2009 EcoMatters is developing a more collaborative and integrated approach to delivering its work programmes. EcoMatters acknowledges that environmental wellbeing initiatives will only be sustainable if they are integrated with and supported by social and economic initiatives.
15. EcoMatters and Community Waitakere are working closely together to align their work programmes where environmental and social areas intersect. An example of this is the Green Streets programme that is being developed in local neighbourhoods across the city – Glen Eden, Massey and Ranui. The programme is a streets based, neighbourhood approach to engaging residents in how to live more sustainably (reducing water, energy and waste) as well as the opportunity to get involved in activities to clean up their street, and have safer and more connected neighbourhoods. The success of the Green Streets initiative is due to active collaboration between EcoMatters, Community Waitakere, Neighbourhood Support Waitakere, Massey Matters, Ranui Action Project, Project Twin Streams (PTS) Community Organisations and Waitakere City Community Houses. A customised project team is created to focus on a specific neighbourhood enabling pooling of resources and sharing of information between the organisations and achieving better outcomes for communities.

16. To achieve a more integrated and efficient delivery of its overall work programme, EcoMatters has undertaken a review of all its projects to ensure individual projects support and inform each other. Through their annual strategic planning process, EcoMatters identified the following as being the organisation's key programme delivery values:
- Focus on the customer by going to them and offering a menu of options to suit their needs.
  - Reconnect communities by fostering neighbourhood regeneration and making the links.
  - Evaluate outcomes and act on the results.
  - Provide inspirational leadership: we're doing it!

**Enviroschools and Education for Sustainability.**

17. In May 2008 EcoMatters established the full-time role of Education for Sustainability Co-ordinator to deliver Council's Enviroschools Programme, as well as environmental education programmes for Keep Waitakere Beautiful and Tag Out Trusts. This followed Council funding, approved through the Annual Plan, of \$31,000 to support and develop an Enviroschools programme.
18. Six new Waitakere Enviroschools signed up in August 2008 following meetings with principals and staff: Flanshaw Road Primary, Holy Cross School, Peninsula Primary, Prospect Primary, Western Heights Primary, and St Dominic's College. Another two schools are due to sign a partnership agreement in March 2009: Kelston Intermediate, and West Harbour School.
19. The Education for Sustainability Co-ordinator is:
- Supporting the six existing new Enviroschools by encouraging staff and students to deepen their understanding of the Enviroschools processes and practices.
  - Continuing to engage with and encourage the two new schools that have just come on board.
  - Helping other Waitakere schools to consider and explore sustainability with the view of becoming an Enviroschool some time in the future.
  - Building up environmental resource material for Waitakere Enviroschools, and extending the knowledge of the local community.
  - Encouraging Waitakere teachers to look at applying for fellowships and research grants around environmental education as a way of growing expertise and resources for environmental education in Waitakere.
  - Building on the current enthusiasm by Enviroschools for gardening by both teachers and students, and organising teacher/student workshops throughout 2009.
  - Creating strong links with potential partner organisations, for example PTS Community Organisations.

### EcoDay

20. A very successful EcoDay 2009 was held on Sunday, 8 March 2009. Fine weather and effective promotion of the event drew a crowd from throughout the region, estimated to be approximately 5000 participants which was the the same as last year. Seventy-five stallholders displayed eco-friendly products and services, including Council representation from EcoWater, Parks Planning, the Eco Design Advisor, and Cloth Nappy Hire Kit stall. As well, seminars and bus tours ran throughout the day. Many exhibitors return year after year, endorsing the comments of Good Magazine editor at this year's event, that EcoDay is currently New Zealand's premiere eco-show.
21. EcoMatters acknowledges the Council as a primary sponsor of EcoDay, with special thanks to Public Affairs for their ongoing support. As well, EcoMatters thanks the Trusts Charitable Foundation, supported by Portage and Waitakere Trusts, for their donation of \$50,000 towards the event.
22. EcoDay aims to be a zero-waste event. Four-bay recycle stations were set up at 10 locations, enabling participants to sort their waste by 'plastic/glass', 'paper', 'food scraps', and 'landfill'. At the end of the day, after further sorting by EcoMatters staff, the total amount of remaining 'landfill' waste fitted into less than one standard Council grey bag.

### **New Joint Council-EcoMatters Project – Supporting the Development of Community Gardens in Waitakere**

23. There has been increasing interest and demand from local communities across the city to create community and backyard edible gardens. Council officers have explored ways to support and encourage communities in this area and identified the need for a role that could foster, support and help sustain the community's interest in growing fresh food. In discussion with EcoMatters it was agreed that the Council would provide initial funding for EcoMatters to establish and pilot a Community Gardening Broker role that would:
  - Promote and support locality based food growing initiatives including developing local leadership, capacity and resources for 'do it yourself projects'.
  - Provide capacity building support for the establishment and on-going care of community and backyard edible gardens.
  - Develop and provide training and educational resources.
  - Provide a networking and co-ordination role.
24. Key achievements to date (January - March 2009) include:
  - The creation of a dedicated database documenting community gardens, organisations, businesses, groups, individuals and call-ins.
  - Creating networks and relationships with key stakeholders, organisations and compatible programmes.
  - The creation and distribution of publicity material.
  - The provision of support and services to community members.
  - The development of a partnership with Genesis Training Centre. Genesis Training Centre provides adult and alternative youth training to achieve National Certificate of Educational Achievement unit standards. This relationship involves linking horticulture students with work experience positions as well as providing community gardens with skilled workers.

- The launch of a Waitakere community garden network at the New Zealand Housing Foundation development in Titch Place, Glen Eden.

### **Council Funding for EcoMatters**

25. The Council has acknowledged that the current short term (one year) funding arrangements between the Council and EcoMatters make it difficult for EcoMatters to plan long-term and give assurance to employees, customers and suppliers on the long-term sustainability of their initiatives.
26. In recognition of EcoMatters' situation, EcoWater has moved to a three year contract with EcoMatters for the water demand management work it undertakes with schools, businesses and households.
27. The Relationship Managers are working to put forward, to the Policy and Strategy Committee in May 2009, a case for approval for three year funding arrangements for the non-contestable funding it receives from Council. This will include funding for the Sustainable Living Centre, Eco Day and Enviro Schools.

### **STRATEGIC CONTEXT**

28. EcoMatters' activities relate to a number of the Council's Strategic Platforms. In particular these include Sustainable Energy and Clean Air, Zero Waste, Green Network and Three Waters.
29. They also give effect to the Community Outcomes of Green Network – *He tuituitanga kakariki*; Sustainable Environment – *Kauneke Tauwhiro Taiao*; and Waiora – *Environmental protection*.
30. EcoMatters is a unique organisation within Waitakere and the wider Auckland area. In the last six years it has played a key role in working towards environmental outcomes with the Council and other community partners. Organisations such as EcoMatters are critical to the achievement of Waitakere's Community Outcomes as they can reach elements of the community that are difficult for the Council to reach.
31. Partnering with EcoMatters Trust in a more formal way contributes to the Community Outcomes of Strong Communities – *He iwi kaha* and Working Together – *Te mahi tahi*.

### **CONSULTATION**

32. In the preparation of this report consultation has been undertaken with:
  - Key staff involved in administering funding and contracts with EcoMatters.
  - Key personnel from EcoMatters including the General Manager, Kevin Healy; EcoMatters Chairperson, Iris Donoghue; and the project managers.

### **RESOURCES**

33. There are no resource issues arising from this report.
  34. A detailed statement of current funding and resourcing is attached at pages A1 to A5.
- A1-A5

## IMPLEMENTATION ISSUES

There are no implementation issues arising from this report.

**Report Prepared by:** Jenny Chilcott, Strategic Advisor – Sustainable Catchments and Kevin Healy – General Manager EcoMatters Environment Trust



## 7 PUBLIC ATTITUDES TO ECO CITY APPROACH

### GLOSSARY

Long Term Council Community Plan 2009-2019 (LTCCP)

### EXECUTIVE SUMMARY

The purpose of this report is to provide the Policy and Strategy Committee with the findings of a survey on public attitudes to the eco city approach. The survey was completed in February 2009 to assess the level of agreement with the eco city approach amongst residents of the City, and how the approach would continue be implemented. Overall, the Waitakere public show firm support for the eco city approach.

### RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

**Receive** the Public Attitudes To Eco City Approach report.

### BACKGROUND

1. In 1993 Council declared itself an eco city for work towards better social, cultural, economic and environmental outcomes. It is important for the Waitakere public to be largely in agreement with the eco city vision, which guides Council's decisions and activities. Over the years, the approach has been refined and implemented as part of strategy development and preparation for the Long Term Council Community Plan 2009-2019 (LTCCP). Public opinion surveys have been used over the years to provide information for this process

### DECISION MAKING

2. A telephone survey of a random sample of City residents aged 18 and over was conducted partly in November 2008 and completed in late January and early February 2009. The survey was designed to be statistically robust and therefore representative of all City residents aged 18 and over.
3. The questions asked are:
  - Firstly, how much in general do you agree or disagree with the eco city approach? For what reasons do you say this?
  - Some people have told us that it gives them a sense of pride to be living in an eco city. Others are proud to live in Waitakere City for other reasons. How much do you agree or disagree that you personally have a sense of pride in Waitakere City being an eco city?

- In your opinion, what are the main things Council should be doing to work towards an eco city? [*Asked only of those agreeing with the eco city approach*]
  - That's all for Council. Now thinking about the residents of the city. What, if anything, could residents be doing to assist in working towards an eco city? [*All respondents asked*]
  - I'm going to read out a number of specific initiatives that some people have told us Council should be doing or promoting. For each, please tell me how much you agree or disagree that Council should be involved in them.
    - Providing off-road cycleways that could also be used as walkways.
    - Providing free trials of low energy lightbulbs.
    - Subsidising rainwater tanks.
    - Subsidising solar heating.
    - Working with supermarkets to eliminate plastic bags.
4. The main findings of the Public Attitudes to Eco City Approach report are listed below.
- Around 80% of residents agree with the eco city approach. Their most frequently cited reason is that it is important to look after the environment. There are a variety of other reasons, but no others figure as prominently.
  - Two-thirds of residents agree that they have a sense of pride in living in an eco city. Most of the remainder have no opinion. Under 10% of residents disagree that they have this sense of pride.
  - Residents offer a variety of suggestions on what should take priority for what Council should be doing to work towards an eco city. The top four suggestions include:
    - Give more information about eco-city approach/ educate/promote (19% of residents who agree with the eco city approach mention this);
    - Keep up the good work (15%);
    - Encourage recycling/increase recycling services (15%); and
    - Give incentives to get involved/assist (13%).
  - Residents also offer a variety of suggestions about what the public should be doing to foster the eco city approach. The top five suggestions are:
    - Recycle/reuse (32% of residents mention this);
    - Use cloth supermarket bags/reduce plastics (21%);
    - Composting (17%);
    - Do not litter/pick up litter (15%);
    - Conserve power (14%); and
    - Conserve water (11%).
  - Residents express firm support for the following Council initiatives:
    - Providing off-road cycleways that could also be used as walkways (86% agree "a lot" or "a little");
    - Subsidising rainwater tanks (81%);
    - Subsidising solar heating; (76%); and
    - Working with supermarkets to eliminate plastic bags (80%).
  - There is positive but lower level support for providing free trials of low energy lightbulbs (52% "a lot" or "a little").

- A6-A18 5. The topline report, Survey on Eco City Perceptions, is attached at pages A6 to A18.

### **Consideration of Community Views**

6. The eco city vision guides Council decisions and activities, and provides the foundation for policy and strategy development. All residents are affected by the eco city vision. Therefore there is a need to assess the level of public support for the vision to assess if it remains firm. This assessment provides a high level indication of support for Council strategic vision.

### **STRATEGIC CONTEXT**

7. In 1993 Council declared itself an eco city for work towards better social, cultural, economic and environmental outcomes. It is important for the Waitakere public to be largely in agreement with the eco city vision, which guides Council's decisions and activities. Over the years, the approach has been refined and implemented as part of strategy development and preparation for the LTCCP. There is a need to assess how well aligned the eco city approach is with public opinion, and provide indications of where to focus Council's policy in line with public expectations

### **CONSULTATION**

8. The information was generated from a representative sample of 301 residents aged 18 and over. The results are statistically robust and are representative of the views of all city residents aged 18 and over.

### **RESOURCES**

9. The survey was funded as part of an on-going work programme to monitor the LTCCP. No further resources are required.

### **IMPLEMENTATION ISSUES**

10. There are no direct implementation issues related to this report. The information will be used to inform the development of LTCCP goals and projects.

**Report prepared by:** Tony Stones-Havas, Project Manager, Marketing Research.



## **8 BEACON PATHWAY LIMITED PROGRESS 2007-2009**

### **GLOSSARY**

Beacon Pathway Limited	(Beacon)
Foundation for Science, Research and Technology	(FRST)
High Standard of Sustainability®	(HSS®)
Home Energy Rating Scheme	(HERS)
Internal Environment Quality	(IEQ)

## EXECUTIVE SUMMARY

The purpose of this report is to update the Policy and Strategy Committee on the research programme of Beacon Pathway Limited (Beacon) as requested at the March 2009 Committee meeting.

Beacon is a research consortium that seeks to fundamentally increase the effectiveness of the design, construction and renovation of New Zealand homes. Beacon's focus is not just on doing the research but ensuring the research meets the needs of the four key channels of: consumer, industry, government and infrastructure.

## RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

**Receive** the Beacon Pathway Limited Progress 2007-2009 report.

## BACKGROUND

1. Beacon is a consortium initially formed in 2004 by four shareholders: Waitakere City Council, Fletcher Building Limited, SCION Research Limited and Building Research New Zealand Limited. In 2007 New Zealand Steel also joined as a shareholder. All current shareholders made a commitment until 2010 to fund Beacon which is matched by funding from the Foundation for Science, Research and Technology (FRST).
2. The purpose of Beacon is "building homes that don't cost the earth", that is to work towards a high quality of sustainability in the residential environment. The aspirational goal is that 90% of New Zealand homes will achieve a high standard of sustainability by 2012.

## DECISION MAKING

### Issues

#### **Current Contract with Foundation for Research, Science and Technology (FRST)**

3. In late 2001 Beacon negotiated a variation to the contract with FRST and in early 2008 a mid-term review was commissioned of the governance and management of Beacon. FRST commented in the review that:

*As a result of the contract variation that Beacon submitted at the end of last year, we conducted a review of the progress and the proposed work as outlined in the contract variation. We were very happy with the results of this review. We also conducted the Governance Review portion of a full review, and were also very happy with the results of the review.*

*With this in mind, we are happy with the programme that Beacon has in place, and so wouldn't look to be conducting another review before the end of the contract.*

*The next review we would look to do with Beacon would be in preparation for second cycle funding - so this would be both a retrospective review and forwards looking at the planned new work. (FRST - Beacon mid-term review 2008)*

4. FRST have further signalled to Beacon that they are interested in receiving a presentation for a future research proposal for the period beyond 2010.

### Research Projects

5. Beacon's activity centres on its' research portfolio and this is why the shareholders contributions are matched by FRST. Each year, under the existing arrangements, each shareholder contributes \$200,000 to Beacon. This funding, and that of all other shareholders, is used to purchase research that focuses on sustainable housing. This shared investment has enabled the Council to participate in, and benefit from, various research and pilot projects.
6. The Beacon research is focused across three key areas namely Neighbourhoods, Existing Homes, and New Homes.

### Neighbourhoods

7. The Neighbourhoods research has completed case studies of existing neighbourhoods, greenfield and brownfield developments, including a detailed West Harbour case study in conjunction with the Council and Housing New Zealand Corporation.
8. The research has created a unique baseline data set for New Zealand neighbourhoods and are now trialing with practitioners / potential users the use of the Neighbourhood Sustainability Framework (built environment assessment tool and resident self report survey), and the development of a simple user interface.

### Existing Homes

9. HomeSmart Renovations seeks to engage 750 homeowners in renovating their homes to an High Standard of Sustainability® (HSS®) and this research is well underway with over 400 homeowners recruited. A joint Energy Efficiency and Conservation Authority (EECA)/ Beacon project is a part of this research to evaluate the performance of 50 Solar Water or Heat Pump Hot Water Heaters.
10. Informing the HomeSmart Renovations project are a number of Beacon research projects:
  - 1) **Beacon's HSS** - Beacon has established a goal that 90% of New Zealand homes reach an HSS® by the year 2012. Fundamental to this goal is establishing what, exactly, a high standard of sustainability is and how should such a house perform?  
Beacon has developed performance benchmarks which both existing and new homes can achieve – reticulated energy / water use, temperature and humidity. These HSS® benchmarks continue to be informed by Beacon's research.
  - 2) **Housing typologies** – Beacon has developed a framework for definition of house typologies applicable to the New Zealand housing stock. Beacon has identified 10 modal house types that cover the majority of New Zealand's housing stock: e.g. villa, bungalow, art deco, mass housing 40-60's, multi-units 60-70's, mass housing 70-78. The research identifies the characteristics of each which affect the ability, opportunity and need to retrofit sustainability features, for example roof space, sub-floor space access.

3) **Housing typology prevalence** – Beacon commissioned research to determine the prevalence of each of the housing typologies across the entire housing stock confirmed the value of the approach. The research provides a breakdown of the housing stock typologies by territorial authority and climate zone and further investigates potential to identify good ‘candidates’ for renovation to improve performance.

4) **Understanding consumer choice with respect to renovation:** Beacon surveyed three consumer groups, namely high energy users, recent movers and landlords. It is clear that the three sets of house owners are resistant to investment in retrofitting. Reported willingness to pay for renovation by recent movers and high energy users does not reflect reported expenditure in past year on renovations.

The pathway to improved energy, and probably other resource efficiency lies in: connecting retrofitting to the renovation decisions and investments that owners make in relation to their dwellings; developing a range of low cost retrofit packages; aligning renovation solutions that improve the thermal envelope to addressing concerns about cold, dampness and mould; and, providing advice on the relative impacts and appropriate sequencing of retrofit products and packages.

5) **Initial Beacon pilot – Papakowhai Renovation project** - Beacon renovated nine existing houses in Papakowhai, Porirua to: “identify the best (most cost-effective and easy to implement) packages and combinations of renovation options to significantly improve the standard of sustainability of the homes.”

The interventions included a variety of packages of insulation (ceiling, wall and underfloor), space / water heating, glazing and water conservation features (dual flush toilets, low flow shower units) and were applied during the 2007 renovation of these nine houses. Monitoring of the principal sustainability parameters was performed before the interventions (late 2006 – mid 2007) and after the interventions (late 2007 – late 2008). Learning from this project informed the HSS® benchmarks and provided the basis for the HomeSmart Renovation project.

6) **Detailed cost benefit analysis** has been completed around the range of packages which could retrofit into New Zealand homes.

11. This renovation / energy research has enabled Beacon to develop interventions / packages tailored to specific house types. Beacon is now able to provide accurate data at a local authority level on types of houses and how they might be most effectively renovated.

12. Beacon has also developed in-home assessment tools which generate renovation plans for each home to achieve a HSS®.

13. Beacon is currently completing a resource kit for local government, detailing local government’s role in sustainable homes, case studies of good practice, and a tool kit of interventions available to local government to facilitate the uptake of more sustainable homes and neighbourhoods.

14. At a recent forum of central government agencies (Department of Building & Housing, Ministry for Environment, Housing New Zealand and EECA), Beacon presented the recent retrofit research and the officials were in agreement that New Zealand now had sufficient technical information to justify large scale renovation, concluding that the next step was to act, rather than do more research.

#### **New Homes - NOW Home® projects complete**

15. The Waitakere and Rotorua NOW Homes are complete (monitoring of performance / data gathering), and analysis of results is still continuing. Beacon's learning from these projects is considerable:

- 1) **Technically** - Provided the first robust evidence that Beacon's benchmarks for HSS® were achievable. Learning from the NOW Home® projects has been developed into technical / best practice guidelines for industry and consumers.
- 2) **Practically** – Learning within consortium about building a research home has had strong influence on subsequent Beacon applied research projects.
- 3) **Informing central government**
  - Provided technical data to economists developing the National Value Case for Sustainable Housing Innovations.
  - Informed Beacon's submission to Department of Building and Housing on the Building Code Review, Ministry for the Environment on Water policy.
  - Provided data used by Department of Building and Housing for H1 revision of Building Code Review.
  - The Waitakere NOW Home® was rated against EECA's Home Energy Rating Scheme (HERS) and achieved a rating of 8 Stars. Which prompted the question: how would the house rate if we move it around the country? Resulting HERS ratings: Kaitia, 8; Auckland, 8; Tauranga, 7.5; Wellington, 8; Nelson, 7.5; Greymouth, 5.5; Christchurch, 7; Invercargill, 6; Queenstown, 6.5. So we are contributing significant scientific value to EECA as they assess the application of HERS in its early roll out phase.
- 4) **Awareness raising/recognition**
  - Tangible public proof statement that you can build a home that doesn't cost the earth – important credibility for Beacon.
  - Waitakere home achieved EECA Highly Commended Energywise award.
  - Waitakere home used for two Ministerial policy releases at request of EECA and the Department of Building and Housing.
  - Waitakere home hosted 3 public days, roughly 1000 people shown through the home in time Beacon owned the house. Results have formed basis of numerous articles to community newspapers.

### Energy

16. In addition to the programme of work around housing typologies, typology prevalence the energy team has completed technical reports, (which support the New and Existing Homes projects) including Thermal Insulation of Dwellings, and Renewable Energy Options for homes.

### Water

17. Water is a key issue for councils grappling with how to manage demand, in particular to projected growth. Beacon's water research, framework and process of engagement, drew together staff from varying departments within five case study councils, illustrating Beacon's value as broker in this situation and working closely in trusted relationships with councils have improved the 'value' of the research deliverables from this project.
18. Beacon's research water team developed a decision support system to assist water managers with demand management through an across council consideration of context, options and preferred policy. It is this outcome that formed the basis of the 'glossy' *Slowing the Flow* document.
19. Timing of research deliverables was quite critical in opening doors at central government (we delayed slightly to catch this) around water demand management, with the release of the National Policy Statement on Freshwater Management, which requires councils to have demand management policies and actions. Beacon's wider connections and relationships were well linked back into the research.

### Indoor Environment Quality

20. There is a programme of work underway research moisture, temperature and ventilation in New Zealand homes with the aim of refining appropriate Internal Environment Quality (IEQ) benchmarks for the HSS®, understanding ventilation and source control, and developing value cases for government (particularly with respect to the Building Code), for consumers to better understand the importance / impact of temperature, humidity and ventilation, and for industry in order to develop appropriate solutions.

### Systems and Materials

21. Phase 1 of this research work is complete. The Life Cycle Assessment of a whole house shows that the operational phase makes greatest contribution to environmental footprint. The key message to materials manufacturers is to move up a level, beyond individual products and first cost, to better understand the environmental impacts at whole building and whole of life.
22. Research supports the argument that barriers to improving performance of new homes less about new innovation and more about unlocking use and uptake of existing approaches.

### Successful Technology Transfer

23. Beacon is actively presenting its research work through traditional channels. These channel areas include:

- SB08 – at the World Sustainable Building Conference in Melbourne in November 2008 there were nine New Zealanders presenting research – four of those were from our Beacon projects.
  - Beacon conducted three research symposia in the last year, where the research learnings were presented to open audiences in Auckland, Wellington and Christchurch.
24. Beacon has been active in presenting messages through the media across the four channels of Consumer, Industry, Government and Infrastructure. In the 12 months to June 2008, Beacon succeeded in getting 87 articles in national / community newspapers, trade / industry journals and research publications.
  25. In addition there have been regular presentations to key government agencies and industry groups to familiarise them with Beacon's current research.
  26. Beacon Pathway, along with the Building Research New Zealand are organising Sustainable Building 2010 in Wellington in May 2010 which will focus on innovative, high performance and low impact approaches to developing, maintaining and retrofitting the built environment for sustainability.
  27. In addition the Beacon team have been actively involved in working with government and industry to develop a single residential rating tool for new and existing homes. Beacon has facilitated meetings, led an industry / government study tour to UK and Hong Kong to explore rating tools and is currently working with government and industry groups to deliver a pilot by June 2009.
  28. Beacon prepared a briefing document for incoming Ministers focusing on homes as a critical component of urban infrastructure and the value to the nation of large scale renovation of existing homes. The Beacon Board has subsequently met and discussed this with Hon. Maurice Williamson, the Minister for Building & Construction. A similar meeting is scheduled with the Minister for Economic Development and Energy, the Hon. Gerry Brownlee.
  29. Beacon's research provided detailed employment generation data from home renovation for the recent Jobs Summit 2009. This work has subsequently been picked up by both government agencies and industry sector groups. Beacon is currently working on leveraged financial packages for New Zealand home owners to finance the renovation of their homes.

### **STRATEGIC CONTEXT**

30. The funds for Beacon are used to purchase research to progress sustainability in the built environment which is wholly consistent with the Council's strategic priorities of sustainable development. The Council originally decided to join the consortium because its objectives are also consistent with the Council's Strategic Platforms: Urban and Rural Villages, Strong Innovative Economy, Green Network, Three Waters, Sustainable Energy and Clean Air and Zero Waste.
31. The support and participation of Beacon is consistent with the Council's goal to advocate for and demonstrate best practice urban development and to develop ways that planning processes can support innovative, healthy and affordable housing provision.

### **CONSULTATION**

32. This report is an update on the research programme of Beacon and has not required consultation.

## RESOURCES

33. There are no resources required for the consideration of this report.

## IMPLEMENTATION ISSUES

34. There are no implementation issues relating to this report.

**Report prepared by:** Lesley Jenkins, Deputy Director: Strategic Planning.  
Nick Collins, General Manager: Beacon Pathway Limited.



## 9 HOUSING RETROFIT PROJECT – UPDATE

### GLOSSARY

Beacon Pathway Limited	(Beacon)
EcoMatters Environment Trust	(EcoMatters)
Energy Efficiency and Conservation Authority	(EECA)
Long Term Council Community Plan 2009-2019	(LTCCP 2009-2019)
Long Term Council Community Plan and Annual Plan Committee	(LTCCP and AP Committee)
New Zealand Energy Efficiency and Conservation Strategy	(NZEES)

### EXECUTIVE SUMMARY

The Housing Retrofit Project involves retrofitting 20,000 Waitakere homes by 2020 to a high standard of sustainability. The Council's primary role is as leader, coordinator and facilitator, securing partner funding for all aspects of the project, with a key aim being to minimise financial exposure for the Council. This report recommends that the Council approve the principal objectives of the Housing Retrofit Project and instruct the Chief Executive Officer to develop a detailed business case for consideration and implementation.

The rationale for the project includes economic considerations and both public and private benefits. At a time when the building and construction sector is facing a downturn, the project offers significant employment and business development benefits. Positive long term environmental outcomes for the City also follow. Individuals and families will benefit through better health and reduced home operating costs.

### RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Housing Retrofit Project – Update report.
2. **Approve** the objectives of the Housing Retrofit Project:
  - a) Renovate 20,000 homes over a period of ten years to a high standard of sustainability.
  - b) Boost employment, training and business development in the residential construction and associated sectors of the Waitakere economy.

- c) Increase the health and economic wellbeing of families living in homes which are warm and dry in winter and cool and comfortable in summer without needing to spend excessive amounts on energy.
  - d) Reduce the size of Waitakere households' ecological footprint (increased energy efficiency and water conservation).
  - e) Achieve these objectives of the Housing Retrofit Project at no or low cost to Waitakere ratepayers.
3. **Direct** the Chief Executive Officer to report back to the Policy and Strategy Committee by June 2009 with a detailed Business Plan for the Housing Retrofit Project.

## BACKGROUND

### What is the Housing Retrofit Project?

1. Housing is a critical part of the City's infrastructure. The Housing Retrofit Project is a proposal to improve living conditions for residents by renovating the City's housing stock, thereby generating significant employment, training and business opportunities in the City. Housing retrofits can also improve health and reduce Waitakere's ecological footprint.
2. The project has a goal (reported in November 2008) to upgrade 20,000 homes by 2020. This represents the approximately one-third of Waitakere's houses that are below standards of acceptable performance with respect to heating and indoor environmental quality. The project aims to co-ordinate several sustainability, retrofit and health programmes already underway in the City, and build them into a large-scale long-term programme.

### Council's role

3. The Council's primary role in the proposed Housing Retrofit Project is as leader, coordinator and facilitator, securing partner funding for all aspects of the project, with a key aim being to minimise financial exposure for the Council.

### Why now?

4. It has become increasingly evident over the last six months that central and local governments urgently need to coordinate actions to stimulate economic activity in critical sectors of the City's economy and help protect the workforce against the impacts of the global recession.
5. The government has signalled both the seriousness of the current situation and a willingness to act. The Prime Minister at the recent Jobs Summit said:

*"The world is experiencing the most dramatic economic downturn we have seen in our lifetimes", and in relation to government's willingness, he said "Tell us, we'll act". [Jobs Summit, 27 February 2009]*

### Council's current position

6. At its meeting of 6 November 2008 the Policy and Strategy Committee resolved as follows:

*“The Policy and Strategy Committee resolved to:*

2. *Note that the standard of energy and water efficiency in existing Waitakere housing needs to be substantially raised to offer its citizens a good quality of life with sufficient winter heating and dry conditions for good health; the ability to afford the energy they need; and the resilience to deal with rising costs of energy and water.*
3. *Note that the standard of housing in Waitakere needs to be improved to attract and retain the people the City seeks for its future development.”*  
1880/2008

7. The Council is the natural leader for a project addressing improvements to essential citywide infrastructure. The Council has the vision, capacity, relationship-building skills, and long-term interest in successful outcomes necessary for projects for the future wellbeing of the City.
8. The Council is mandated to engage in such a project through the Community Outcomes of the Long Term Council Community Plan 2006-2016. In particular: The “Strong Economy” outcome is relevant because of the potential of this project to generate local jobs and support local employment. The “Sustainable Environment” outcome is also supported by the Housing Retrofit project because of its many direct environmental benefits related to water, energy and sustainable housing and building practices. The Council is in a strong position to build an alliance of organisations to contribute to these community outcomes.
9. The Council already funds economic development and retrofitting activities through several existing programmes of work. Details related to retrofitting are attached at page A133. These would be reconfigured and leveraged by the Housing Retrofit Project.

A133

## **DECISION MAKING**

10. The next step, should the Policy and Strategy Committee wish to pursue this project, would be to:
  - Agree and approve the headline objectives for the Housing Retrofit Project.
  - Direct the Chief Executive Officer to develop a detailed business case to achieve these objectives and implement the project.

### **Headline objectives**

11. To progress this project, the Council would need to approve the high level objectives of the Housing Retrofit Project, namely:
  - a) Renovate 20,000 homes over a period of ten years to a high standard of sustainability.
  - b) Boost employment, training and business development in the residential construction and associated sectors of the Waitakere economy.
  - c) Increase the health and economic wellbeing of families living in homes where they are warm and dry in winter and cool and comfortable in summer without needing to spend excessive amounts on energy.
  - d) Reduce the size of Waitakere households’ ecological footprint (increased energy efficiency and water conservation).
  - e) Achieve these objectives of the Housing Retrofit Project at no or low cost to Waitakere ratepayers.

### Who benefits?

12. An important feature of Housing Retrofit Project is that it goes beyond the 'single issue' focus typical of many home improvement programmes. It covers health, energy and water efficiency, improved indoor environmental quality, waste minimisation and clean heating where appropriate. Because of this, there several groups of beneficiaries both public and private.

### Employment

13. Beacon Pathway Limited (Beacon) research indicates that large scale renovation has significant potential to create jobs. For every 1,000 houses retrofitted, a total of 151 full time equivalent jobs would be required for delivery solely of on-site retrofitting services, and a total of 392 full time equivalent jobs would be required to provide the products and services involved in the renovation activity.
14. The building and construction sector is being severely affected by the economic downturn. Following a peak in June 2007, total national level statistics indicate the number of new dwellings authorised has fallen by 49%, with only 1,127 dwelling units authorised in December 2008. This is the lowest monthly total since December 1987. The total value of residential building consents issued in the December 2008 month was also down 19% on the previous year, with a total value of \$440 million (Department of Labour – Jobs Summit 2009).
15. In terms of private economic benefits, nation wide Beacon research indicates that direct private economic gain to households from retrofits is equivalent to 1% of Gross Domestic Product by 2017, or a total of about \$2 billion.

### Health

A134

16. Research undertaken by Beacon has shown that New Zealand houses are, by international standards, cold, damp and unhealthy. Waitakere's homes are typical New Zealand homes. The research takes into account the broad value of health benefits and is supported by Foundation for Research Science and Technology and others. Details about Beacon's other supporters are attached at page A134.
17. In particular, New Zealand homes are on average 6°C below World Health Organisation recommended minimum temperatures in winter. 45% of all New Zealand homes are mouldy. 300,000 New Zealand homes have an unflued gas heater, leading to poor indoor environmental quality. New Zealand has the second highest rate of asthma in the world and an excess winter mortality rate of 1600 people annually – a trend not seen in other countries of the Organisation for Economic Co-operation and Development. The Housing Retrofit Project has the potential to improve these negative statistics because it will increase the warmth, dryness and ventilation of 20,000 homes in Waitakere.

### Environment

18. In terms of public benefits, Beacon research into the national value case for housing renovations also indicates the considerable environmental benefits that can be expected from retrofit projects. Their assessment is that nationwide, 21% of homes use 36% of domestic energy. Direct savings in household energy consumption achieved by retrofits would amount to almost 22 petajoules per year. This amount of energy is enough to power over 500,000 New Zealand homes for a year. A reduction in carbon dioxide emissions of 3,600 kilotonnes per year, the equivalent of \$54 million in tradeable emissions (at \$15/tonne), can also be achieved.

19. The Housing Retrofit Project also deals with inefficient water use in homes. Direct water savings are possible amounting to 81 litres per person per day, or about 130 million cubic metres per year.

### **The Council**

20. The Housing Retrofit Project will have very long term beneficial impacts on resource demands and one of the beneficiaries is the Council itself as agent responsible for network infrastructure in the City such as water reticulation.
21. EcoWater has a goal to reduce water consumption by 25% per person in Waitakere over the next 20 years to 125 litres per person a day. By incorporating water efficiency devices and rainwater collectors.

### **Who pays?**

22. An objective of the Housing Retrofit Project is to achieve the objectives of the Project at no or low cost to Waitakere ratepayers. A key part of the Business Plan that needs to be developed is to identify the pros and cons of a number of funding partners and possibilities to fulfil this objective.
23. Many agencies, including the Council, already fund programmes contributing to the goals of the Housing Retrofit Project. Therefore, there are significant vested interests in leveraging their efforts by engaging with the Housing Retrofit Project. Some of these are potential cornerstone funding partners. They include:

### **The Energy Efficiency and Conservation Authority (EECA)**

24. The Energy Efficiency and Conservation Authority (EECA) is a potential funding partner for Retrofitting the City. It part-funded the EcoWise West Housing Retrofit Project carried out by EcoMatters Environment trust (EcoMatters), which upgraded 1275 homes in five years.
25. EECA has already expressed support for Retrofitting the City and has a mandate through the New Zealand Energy Efficiency and Conservation Strategy (NZECS) to improve New Zealand housing's energy efficiency. EECA received \$66 million in the 2007 Budget for four years' home energy efficiency work, including \$23 million for its Homes initiatives of grants and subsidies.
26. EECA's Homes initiatives consist of:
  - Energywise home grants for low-income households;
  - Energywise interest subsidies and grants for middle-income households; and
  - Clean Heat grants.
27. The Council has agreed to explore with EECA a rates postponement option for city residents. This could be part of a suite of funding tools for this project and is identified as one of the "Important topics to think about" in the Long term Council Community Plan (LTCCP) 2009-2019.

### **Government Ministries and others**

28. Other funders already operating in Waitakere in home retrofit programmes include the Waitemata District Health Board and other health providers, Housing New Zealand, the ASB Community Trust.

29. Among central government agencies, those already supporting home retrofit programmes around New Zealand include: the Ministry for the Environment (Sustainable Management Fund), the Department of Internal Affairs (Community Organisation Grants Scheme), Work and Income New Zealand, Department of Building and Housing, the Ministry of Health and the Accident Compensation Corporation.
30. The Department of Labour has an interest in the potential for substantial numbers of 'green jobs' in infrastructure projects. The Auckland Regional Council is interested in home clean heat initiatives as a means to reduce air pollution to comply with a 2013 deadline of the Ministry for the Environment.
31. Many programmes are instigated and part-funded by community energy trusts formed during the deregulation of the electricity industry, and some are spear-headed by iwi organisations.

### **Businesses**

32. Companies and State-Owned Enterprises contributing to home retrofit programmes include Contact Energy, Genesis Energy, Mighty River Power, Shell Exploration and Carter Holt Harvey.

### **Who does the work?**

33. Other potential alliance partners who could offer in-kind contributions, expertise or act as delivery agents, or could otherwise be involved include Beacon, EcoMatters, energy companies, Unitec, industry training organisations, Transition Towns, the Sustainable Business Network and the New Zealand Business Council for Sustainable Development.

### **Consideration of Community Views**

34. The views of the community will be sought specifically through the key issues of the LTCCP 2009-2019. The Community Outcomes indicate that Retrofitting the City is something that meets the community's stated desires.
35. The latest headline statistics from the Survey on Eco City Perceptions of February 2009 indicate significant public support of this kind of activity: 80% support for subsidising rainwater tanks, 76% for solar heating, and overall 79% support for an Eco City Approach.

## **STRATEGIC CONTEXT**

### **Economic wellbeing**

36. The Housing Retrofit Project would contribute to the Strategic Priority of Sustainable Development, by providing 'green jobs' training and employment opportunities, and improved economic security for businesses that support the programme.

### **Community Outcomes**

37. The applicable Community Outcomes providing the mandate for the Housing Retrofit Project include:
- a) Strong Economy – through providing local jobs and training opportunities.
  - b) Sustainable Environment – through being a leader in sustainable housing and building practices.

### **Sustainability and Climate change**

38. A large-scale retrofit programme would contribute to the Strategic Platform of Sustainable Energy and Clean Air by improving household energy efficiency and indoor environmental quality.
39. The goals of the Waitakere Action Plan on Climate Change and Energy are to reduce the city's greenhouse gas emissions, compared to 2001 levels, by 15% per person by 2010; and by 40% per person by 2021. Beacon research shows that an environmentally sustainable housing retrofit programme would be an effective action towards these goals.

### **CONSULTATION**

40. Consultation is occurring across the Council led by Strategic Planning (Environment Strategy), and including Community Wellbeing and City Services (EcoWater, Consents). As the project develops further engagement across Council including Waitakere Enterprise will be essential.
41. EECA and Beacon have been closely involved in developing and testing the concept to date and providing critical background research support and have indicated interest and support the Housing Retrofit Project's objectives.

### **RESOURCES**

42. The Housing Retrofit Project is to be undertaken at no or low cost to Council. Council's role is to focus on leadership, coordination and facilitation. The development of a detailed Business Case can be funded through existing budgets.
43. As the project planning is developed Council budgets that are related to or aligned with the intent of the Housing Retrofit Project would be further coordinated and funds sourced from external agencies such as:
- EECA.
  - Possible central government infrastructure project funds.
  - Businesses.
  - Training organisations.
  - Individual home owners and landlords.
  - Banks.

## IMPLEMENTATION ISSUES

44. To move the Housing Retrofit Project forward, a detailed business plan needs to be developed as a next step. This plan would identify and explore the costs, benefits and time frames of various options, and explain how the stakeholders could be coordinated to deliver on the Housing Retrofit Project's objectives. The Business Plan would cover:

### **Advocacy**

Identify and engage with potential partners, stakeholders, and leaders at local and national levels, and in the private and non-profit sectors.

### **Partnerships**

Explore possibilities for formal partnership relationships, their accountabilities, contributions and roles in governance of the Housing Retrofit Project.

### **Funding**

Identify potential funding mechanisms, analysing their costs and benefits to various groups of stakeholders.

### **Delivery**

Identify current projects contributing to the Housing Retrofit Project's goals that will require coordination, and explore mechanisms for delivery: engaging with householders, trades organisations, funders, training organisations, and suppliers.

### **Risk management**

Identify mechanisms for delivering the Housing Retrofit Project that will be resilient in the face of economic and political changes over the anticipated life of the Housing Retrofit Project.

**Report prepared by:** Lesley Jenkins - Deputy Director: Strategic Planning.  
Carol Bergquist - Manager: Environment Strategy.



## 10 DRAFT AUCKLAND TRANSPORT PLAN

### **GLOSSARY**

Auckland Regional Transport Authority	(ARTA)
Draft Auckland Transport Plan	(Draft ATP)
Final Auckland Transport Plan	(Final ATP)

### **EXECUTIVE SUMMARY**

A19-A83

The purpose of this report is to consider the Draft Auckland Transport Plan (Draft ATP), attached at pages A19 to A83 and the proposed submission points set out in this report.

The Draft ATP sets out a transport plan for the next 10 years to implement the Auckland Regional Land Transport Strategy 2005. The Draft ATP highlights key projects proposed for the next 10 years and possible additional projects such as the central business district rail link and the Waterview Connection. The Draft ATP identifies available funding of between \$13.3 billion and \$15.9 billion and indicative expenditure of \$15.2 billion over the next 10 years.

In response to the economic downturn territorial authorities throughout the region have reduced budgeted transport programmes in their Draft Long Term Council Community Plans. The Minister of Transport has recently proposed a reallocation of funding allocations to the different activity classes of transport. The Draft ATP has yet to be adjusted to take these changes into account.

The Draft ATP proposes a plan that would track closely toward the expected outcomes identified in the Auckland Regional Land Transport Strategy 2005. However, the Draft ATP will be insufficient to deliver on several key targets in the New Zealand Transport Strategy.

A number of issues have been identified for submission including:

- Projects beyond 10 years – the central business district rail link is an important project which needs to be progressed within the next 10 years in order to address capacity constraints in the transport networks. As a minimum the final Auckland Transport Plan (Final ATP) should identify planning and secure designations to enable this project to proceed.
- Funding for passenger transport services, integrated ticketing and integrated fares is critical in order to deliver the passenger transport outcomes sought.
- The Final ATP needs to be amended to reflect adjustments of transport programmes based on approved budgets.
- Arterial roads have been identified as a top priority, but these projects are not affordable for many of the territorial authorities.
- The Final ATP needs to encourage an increased investment in walking projects, particularly in town centres.
- The Final ATP will be subject to any changes in strategic direction in the Auckland Regional Land Transport Strategy 2010.

### **RECOMMENDATIONS**

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Draft Auckland Transport Plan report.
2. **Agree** that a submission be made to the Auckland Regional Transport Authority on the Draft Auckland Transport Plan incorporating the submission points in the Draft Auckland Transport Plan report.
3. **Agree** that the Chairman of the Policy and Strategy Committee be authorised to sign off the Council's submission on the Draft Auckland Transport Plan.

### **BACKGROUND**

1. Auckland Regional Transport Authority (ARTA) is responsible for the development of the Draft ATP, which sets out a ten year transport plan for the Auckland region. The previous Auckland Transport Plan was adopted in 2007. ARTA is also responsible for producing the draft Auckland Regional Land Transport Programme which sets out the detailed transport projects for which funding is sought from the New Zealand Transport Agency.
2. The Draft ATP has incorporated the transport programmes proposed by all the transport agencies operating in the Auckland region, including Territorial Authorities, ARTA, New Zealand Transport Agency and ONTRACK.

3. The Draft ATP has been released too late to influence the draft Long Term Council Community Plan 2009-2019. An Auckland Transport Plan Advisory Group has had input into the development of the Draft ATP. Submissions on the Draft ATP close on 10 April 2009. Hearings are proposed from 4 to 6 May 2009. The Final ATP is expected to be released in July 2009.

### DECISION MAKING

4. It is appropriate for Waitakere City Council to make a submission on the Draft ATP in terms of projects within Waitakere and those projects in the region which affects Waitakere. The following paragraphs identify these key issues in the Draft ATP and propose submission points for the Policy and Strategy Committee to consider.

### Issues

5. Funding remains an important issue in terms of the Draft ATP. The Draft ATP identifies available funding of between \$13.3 billion and \$15.9 billion and indicative expenditure of \$15.2 billion over the next 10 years. However, some projects have not been proposed such as the Waterview Connection, the central business district rail link, the eastern transport corridor, and a cycle and pedestrian link across the Waitemata Harbour, because no funds have been allocated to these. The Draft ATP needs to reflect the recent reductions in budgeted programmes arising out of decisions of territorial authorities. A wide range of projects including bus services, arterial road upgrades, walking and cycling projects have been cut, reduced or deferred. These reductions are likely to lead to a gap in achieving outcomes, but may be considered to be more affordable for transport agencies in the current economic climate.
6. The Draft ATP would have a close match in terms of tracking toward the expected outcomes identified in the Auckland Regional Land Transport Strategy 2005. The achievement of these outcomes is subject to the recent reductions in budgeted programmes referred to above. The Draft ATP will be insufficient to deliver on several key targets in the New Zealand Transport Strategy in terms of a reduction in single occupant vehicle travel, an increase in use of passenger transport, and a reduction in greenhouse gas emissions. A change in the Auckland Regional Land Transport Strategy 2005 would be required to guide the Draft ATP in terms of meeting those targets.
7. The Council has an opportunity to submit on individual projects in relation to the Draft Auckland Regional Land Transport Programme. Advocacy in relation to projects, such as the Tiverton-Wolverton upgrade and an upgrade of Lincoln interchange, can be made in relation to that document as well as or instead of the Draft ATP. The Draft ATP does not contain a list of the entire transport programme.

### Options

#### (Submission Points)

8. **Projects beyond 10 years** - the central business district rail link is an important project which needs to be progressed within the next ten years in order to address capacity constraints in the transport networks. As a minimum the Final ATP should identify planning and secure designations to enable this project to proceed.

9. **Funding for passenger transport services** - funding for passenger transport services, electrification, integrated ticketing and integrated fares is critical in order to deliver the passenger transport outcomes sought. There have been serious delays in the rollout of new bus services in Waitakere which integrate services with rail and provide more cost effective routes. The ability to implement planned passenger transport services depends on the revenue amounts gained from the regional fuel tax, Auckland Regional Council rates, patronage fares, and returns from Auckland Regional Holdings. It is more important to restructure the bus services in the west as a first step so that people have the opportunity to benefit from integrated ticketing and integrated fares.
10. **Adjustment to transport programmes** - the Draft ATP needs to be amended to reflect adjustments of transport programmes based on approved budgets. The Council has adopted a draft Long Term Council Community Plan 2009-2019 which has cut, reduced or deferred many transport projects that are currently in the Draft ATP. Details of these will be provided to ARTA in relation to the Draft ATP and the Draft Auckland Regional Land Transport Programme.
11. **Prioritisation criteria** - arterial roads have been identified as a top priority, but these projects are not affordable for many of the territorial authorities. The key objectives that have been developed for the next Auckland Regional Land Transport Strategy 2010 provide a better strategic fit and are more affordable.
12. **Lack of investment in walking projects** - the Final ATP should encourage increased investment in walking projects, particularly in town centres to encourage the development of those centres and a sustainable mode of travel. The Final ATP should advocate for more certainty of subsidy from the New Zealand Transport Agency for walking projects.
13. **Limited useful lifetime of the Final ATP** - the Final ATP will be subject to any changes in strategic direction in the Auckland Regional Land Transport Strategy 2010.

## STRATEGIC CONTEXT

14. The priorities and prioritisation criteria set out in the Final ATP are taken into account by the New Zealand Transport Agency in prioritising funding for transport projects in the Auckland region.
15. The Auckland Transport Plan is an example of a "one plan" approach to setting a transport programme in relation to transport programmes of Territorial Authorities, ARTA, New Zealand Transport Agency and ONTRACK. This is a forerunner of how governance arrangements deal with a situation of a plan which may affect the ability of an organisation to prioritise its own projects.
16. Waitakere's transport programme is developed in accordance with the Waitakere City Transport Strategy 2006-2016 and relates to the following key strategic platforms:
  - **Strong Communities:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community.
  - **Urban and rural villages:** Centres are thriving places, providing exciting options for people to live, work and play.
  - **Integrated transport and communication:** Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible.

- **Strong innovative economy:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.
17. These strategic platforms are key parts of Waitakere's response to desires expressed by residents in the formulation of the community outcomes for Waitakere. These community outcomes are:
- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city.
  - The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design.
  - Public transport services are appealing, reduce car dependency and match local need.

### CONSULTATION

18. ARTA has proposed that development of the Draft ATP include consultation with each of the region's territorial authorities, New Zealand Transport Agency, ONTRACK and the Regional Land Transport Committee in the first quarter of 2009. Following submissions and hearings (proposed to be held in July) from key stakeholders (similar to last year's consultation process) it is proposed that the Final ATP will be released in August 2009.

### RESOURCES

19. The Council determines the budgeted transport programme through the consultation process on the draft Long Term Council Community Plan 2009-2019. There are a number of projects which are in the Draft ATP which were not approved for the draft Long Term Council Community Plan 2009-2019. The Final ATP will need to be adjusted for approved transport programmes.

### IMPLEMENTATION ISSUES

20. The review of Auckland Regional Governance and any changes in funding arrangements will have significant effects on implementation of the Final ATP.

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



## 11 WHAU CROSSING AND STATE HIGHWAY 20

### GLOSSARY

New Zealand Transport Agency (NZTA)  
State Highway 20 Waterview Connection (Waterview Connection)

## EXECUTIVE SUMMARY

The purpose of this report is to consider the Whau Crossing Strategic Study and the status of the proposed State Highway 20 Waterview Connection (Waterview Connection).

A strategic study of potential crossings of the Whau River has identified the costs and benefits of different options. The consultant's recommendation is for a four lane bridge from Hepburn Road to the roundabout at Rosebank Road (Option 3). It is proposed that the Policy and Strategy Committee identifies a preferred route and a preferred width of the bridge for planning purposes. However, due to the high cost of the project and funding pressures, it is proposed that no further steps are taken to do a scheme assessment or designate the route.

The Minister of Transport has requested a review of the Waterview Connection project to identify options which achieve cost savings. New Zealand Transport Agency (NZTA) expects to report back to the Minister of Transport by the end of April 2009. In 2006 the Council provided conditional support for the Waterview Connection from Maioro interchange to Waterview interchange as a preferred route. The range of options is set out in this report.

## RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Whau Crossing And State Highway 20 report.
2. **Agree** that for planning purposes an indicative preference is for a two lane bridge with walk and cycle access from Hepburn Road connecting with Timothy Place.
3. **Note** that the draft Long Term Council Community Plan 2009-2019 does not provide for any further planning work in terms of seeking a designation or scheme assessment for a Whau Crossing.
4. **Direct** the Chief Executive to work with the New Zealand Transport Agency and Auckland City Council in relation to the State Highway 20 Waterview Connection project arising from the investigation of alternative options.

## BACKGROUND

- A84-A132
1. The Whau Crossing Strategic Study report (summary attached at pages A84 to A132) has recently been completed. This report identifies potential options for a crossing and assesses the costs of benefits of each option.
  2. The Waterview Connection is a proposed route to connect State Highway 20 and State Highway 16. Options have been identified and assessed as part of the work necessary for the NZTA to secure the route through a Notice of Requirement process. Transit New Zealand, the former state highways section of NZTA, had identified the tunnel option between Maioro interchange and Waterview interchange as its preferred option. However, NZTA has yet to issue a Notice of Requirement to secure that route.
  3. Waitakere City Council has considered options for the Waterview Connection on several occasions at workshops and formal meetings.
  4. The Council's position on the Waterview Connection project is set out in the following resolution of the City Development Committee, passed at its meeting on 9 February 2006:

- “1. *That the State Highway 20 Avondale Extension report be received.*
2. *That Transit NZ and partnering organisations be formally advised:*
  - (a) *That the Council reaffirms its support for option 5 in the 2005 Auckland Regional Land Strategy.*
  - (b) *While the Rosebank option may provide greater local benefits to Waitakere City, it is necessary to take into account the risk that the project would not proceed within the next ten years under the Rosebank option and the significant impacts of each option on Auckland City and the region. Waitakere City Council could support the Waterview option on the basis that the following steps are taken to mitigate adverse impacts on Waitakere City:*
    - i) *Transit NZ and Auckland City commit to a joint study with Waitakere City Council in 2006/2007 of a Whau Crossing Bridge connection from Waitakere City to Rosebank Peninsula and how traffic would connect with State Highway 16 & 20.*
    - ii) *Transit NZ commits to appropriate mitigation and enhancement measures as outlined by Auckland City (including undergrounding of the highway east of New North Road’s Pak n Save, appropriate rail crossing configurations, provision for future rail line as proposed, bus shoulder lanes on State Highway 20, continuous cycleway from Waterview to Maioro Street, access to the Oakley Creek area, mitigation and enhancement of the Oakley Creek area) and as set out below:*
      - a. *Effective interchanges at Maioro Street and Great North Road/Blockhouse Bay Road that accommodate Waitakere City’s needs.*
      - b. *Effective interchange at Waterview which provides a direct connection of traffic from State Highway [16] northwest to State Highway [18] (rather than an on/off ramp connection).*
      - c. *Eight-laning of State Highway 16 at the causeway from Waterview to Patiki Road, bus shoulder lanes and cycleway - the State Highway 16 upgrade project needs to include the upgrade of interchanges at Te Atatu and Lincoln.*
      - d. *Unbroken dedicated cycleway connection from the causeway on State Highway 16 to State Highway 20.*
    - iii) *Transit NZ’s further development of the Waterview option continues to have regard to the strategic goals of Waitakere City, particularly the growth of its three main town centres (New Lynn, Henderson and Westgate), the proposed Whau Crossing Bridge, the proposed Whenuapai airport and the focus on economic development.*
    - iv) *Transit NZ and Auckland City formally support the amelioration of the traffic impacts on New Lynn through undergrounding the rail line at New Lynn.*

- v) *Transit NZ, in conjunction with Waitakere City Council, undertakes a modelling exercise that tests the traffic impacts of a Whenuapai airport which operates commercially by 2016.”*

52/2006

5. At its meeting on 19 March 2008, the Council received Transit New Zealand's preferred option for the design of the Waterview Connection and authorised a submission on that design, which included the following points:
- The Partial Cover option provides more benefits to Waitakere City than the other options proposed by Transit New Zealand.
  - There are serious issues regarding the affordability of all of Transit New Zealand's options, both in terms of the project costs and ongoing tolling or other financing arrangements.
  - The Waterview Connection project needs to be prioritised in relation to other transport projects in the region, particularly in light of the low benefit cost ratio of between 0.9 and 1.1 for Transit New Zealand's options.
  - The requirement of the tunnel option that traffic is free flowing has potentially serious implications. Transit New Zealand should investigate fully the implications of a toll, queuing at approaches or prioritisation at approaches before finalising its preferred option.
  - Transit New Zealand should consider the benefits and costs of the Waterview Connection in relation to a do minimum option whereby local roads are upgraded to provide the link between Maioro interchange and SH 16.
  - The full tunnel option achieves more desirable outcomes for the local community and the environment.
  - If a central interchange at Blockhouse Bay Road-Great North Road is not part of the Waterview Connection project, adverse traffic impacts on surrounding roads including at New Lynn and Rata Street are likely to arise.
  - Transit New Zealand's board should be encouraged to seek input from key stakeholders before deciding upon a preferred option, rather than seeking the Council's views after announcing a preferred option;
  - Transit New Zealand should provide more information in the consultation regarding the alternative options and the impacts of each;
  - The Council is concerned in terms of affordability of the tunnel option and its social impact. It also considers the central interchange of the surface options provided more benefits to Waitakere and that Maioro Interchange could become congested without it. These aspects make the tunnel option less attractive for the Council.
6. On 30 January 2009, the Minister of Transport, Steven Joyce, requested NZTA officials to investigate alternatives to the proposed Waterview tunnel option for the Waterview Connection “to ensure the project is advanced in a cost-effective and future-proofed way”. The focus of that investigation has been on the route from Maioro Interchange to the Waterview Interchange to identify options that are value for money in the current economic climate.

## DECISION MAKING

7. This report provides an opportunity for decisions on a preferred route option for the Whau Crossing and guidance on next steps in relation to a Whau Crossing and Waterview Connection.

## Issues

### *Whau Crossing*

8. The key issues with the Whau Crossing Strategic Study report are:
- The justification for a proposed bridge;
  - Selection of a preferred route;
  - Whether the width of a proposed bridge should be two or four lanes; and
  - Whether or not to take any further steps in the planning process.

### *Waterview Connection*

9. The key issues with the proposed Waterview Connection are:
- The cost and ability to fund the project;
  - The timing of the project; and
  - The investigation into cost savings in respect of the project.

## Options Identified

### *Whau Crossing*

10. The overall options are whether or not to proceed with a Whau Crossing now or in the future.
11. The route options in relation to the Whau Crossing that have been formally assessed and costed are listed below. The routes are depicted on page 9 of the Strategic Study Report. The costs are indicative only and in 2008 dollars and include the necessary local road upgrades.
- **Option 1 - McLeod Road to the roundabout on Rosebank Road.**  
The cost of a two lane crossing is \$75 million. The cost of a four lane crossing is \$109 million.
  - **Option 2 – McLeod Road to Timothy Place.**  
The cost of a two lane crossing is \$69 million. The cost of a four lane crossing is \$98 million.
  - **Option 3 – Hepburn Road to the roundabout on Rosebank Road.**  
The cost of a two lane crossing is \$114 million. The cost of a four lane crossing is \$172 million.
  - **Option 4 – Hepburn Road to Timothy Place.**  
The cost of a two lane crossing is \$88 million. The cost of a four lane crossing is \$127 million.
  - **Option 5 – Hepburn Road to Rosebank Road (south of Timothy Place).**  
The cost of a two lane crossing is \$90 million. The cost of a four lane crossing is \$131 million.
  - **Option 6 – Archibald Road to Orchard Road**  
The cost of a two lane crossing is \$81 million. The cost of a four lane crossing is \$117 million.

*Waterview Connection*

12. The options in relation to the Waterview Connection that have been formally assessed and costed are listed below. The source of these costs is the business case prepared by Treasury for the Minister of Transport. These costs do not include the cost of upgrading State highway 16 or interest costs. The costs are estimated in 2008 dollars.
  - **Option 1 – Waterview Tunnel (NZTA’s preferred option)**

This is a tunnel connection from Maioro interchange to Waterview interchange. The tunnel could be two lanes of traffic in each direction at a cost of \$1,752 million or three lanes in each direction at a cost of \$2,039 million.
  - **Option 2 – Cut and extended cover Waterview Connection**

This is a surface connection from Maioro interchange to New North Road and covered from New North Road to Waterview interchange. The costs range from \$1,755 million for two lanes of traffic in each direction with no central interchange to \$1,968 million for capacity of three lanes of traffic in each direction with a full central interchange.
  - **Option 3 – Cut and partial cover Waterview Connection**

This is a surface connection from Maioro interchange to New North Road, (up and over New North Road) and a cover option from Great North Road to Waterview interchange. The cost of two lanes each way and south facing ramps only at a central interchange is \$1,790 million. The cost of three lanes each way and a full central interchange is \$1,813 million.
  - **Option 4 – Open cut Waterview Connection**

This is a surface connection from Maioro interchange to Waterview interchange which goes up and over New North Road and alongside the Oakley Creek. The cost of two lanes each way and no central interchange is \$1,303 million. The cost of capacity for three lanes each way and a south facing ramps at a central interchange is \$1,407 million.
  - **Option 5 – Rosebank Connection**

This is a connection from Maioro interchange to Rosebank interchange with south facing ramps at a central interchange. The cost of three lanes each way is \$2,308 million.
  - **Option 6 – Rosebank Connection and Waterview Connection**

This is a connection from Maioro interchange to Rosebank interchange with south facing ramps at a central interchange. The capacity would be three lanes each way south of the central interchange and two lanes each way along the Rosebank and Waterview links. The cost is \$2,544 million.
13. The status quo or ‘do nothing option” would mean that the connection between State Highway 20 and 16 would be on local roads. This option will prevail from April 2009 onwards when the Mt Roskill Extension of State Highway 20 is expected to be open.
14. NZTA has not assessed an option with improved arterial road connections between Maioro interchange and State Highway 16.

## Assessment of Options

### *Whau Crossing*

15. The key benefits of a Whau Crossing identified in the Strategic Study are:
  - Reduced travel times across parts of the roading network;
  - Redistribution of traffic accessing State Highway 16, away from Te Atatu Road, Rata Street and New Lynn. (Modelling indicates overall the number of vehicle kilometres travelled is slightly less than a do minimum option);
  - Improved accessibility by motor vehicle, truck, bus, walking and cycling by a direct link between Rosebank Peninsula and Waitakere; and
  - Potential productivity gains and employment effects from a Whau Crossing of at least \$76 million with potentially 3,000 jobs arising from improvements in access and traffic patterns.
  
16. The key negative impacts of a Whau Crossing identified in the Strategic Study are:
  - The high cost of the project;
  - Impacts on the coastal environment;
  - Potential loss of employment land and jobs under some of the options; and
  - Impacts on cultural and heritage sites.
  
17. Officers consider that the net benefits of this project are insufficient to warrant the substantial investment required. The project could be considered after passenger transport improvements are made and planned upgrades of Lincoln Road, Te Atatu Road, Great North Road and Clark Street are completed. If at that stage there is a need for increased capacity for the roading network, then the project may become a priority. This type of project is more consistent with a mature transport network where each mode of travel is fully developed and efficiency gains justify the substantial investment required.
  
18. The consultant's recommendation is the route from Hepburn Road to the roundabout at Rosebank Road (Option 3). The main reasons given are the benefits from redistribution of traffic in the road network and greatest potential economic benefits. The four lane bridge for Option 3 scored the highest on the consultant's multi-criteria analysis, but had a benefit cost ratio of 1.8, which is the lowest of all the options. The consultant's report identified a potential for only 87 jobs in the Span Farm area, but does acknowledge that if other interventions were planned to align with the implementation of the Whau Crossing then this number could be higher.
  
19. In 2007 R Neil Gray Strategic Projects did a study of the residential and employment opportunities of Span Farm arising from a Hepburn Road crossing. That study estimated that residential dwelling numbers could increase by 50% over the current base of about 500 units and in the working environment, about 1,000 new jobs are expected and 70,000 square metres of working space could be created. Should growth occur at Span Farm as a result of a Whau Crossing the opportunity would be to obtain a contribution to the cost of a Whau Crossing through development contributions or "value capture" of an increase in the value of the land.

20. Officers consider that the Hepburn Road to Timothy Place route (Option 4) is a more affordable option with the similar benefits to Option 3. Land purchase would be required at the end of Timothy Place, which is acceptable given the large cost difference between Option 3 and 4. Option 5 would require significant land purchase and is not preferred. Auckland City Council has a current designation for widening Rosebank Road, so the impacts on land use for widening required for the Hepburn Road options is considered acceptable. Officers consider that the McLeod Road options are not preferred option because of the reduced benefits in terms of redistributing traffic and the least potential for economic development opportunities at New Lynn, Glen Eden, Kelston and Glendene. The Archibald option had fewer benefits and more difficulties with the roads connecting to that bridge location.
21. The consultant's rationale for the four lane bridge is to protect for future growth and to obtain the greatest effect in terms of redistribution of traffic. The four lane bridge would allow a bus priority lane to operate or an additional traffic lane if required. The arguments for a two lane bridge are that the project costs are significantly lower; there is opportunity to manage demand through the limited increase in capacity or through tolling and there is less induced demand for single occupant vehicle travel. The opportunity for tolling would make this project more suitable for a public-private partnership which may assist in the project actually being funded and implemented. The benefit cost ratio for a two lane bridge is higher than a four lane bridge in respect of the Hepburn Road options.
22. Funding pressures faced by Waitakere City Council, Auckland City Council and the NZTA suggest that a Whau Crossing is not likely to be implemented within the next ten years and possibly a longer time frame. The expected response from all three agencies is to indicate a preference for a preferred route so that this can be taken into account in future transport planning. If any of the organisations wish to proceed, a scheme assessment report would be required for a preferred option along with public consultation, and a budget would be required to support a designation of a preferred route.
23. The decision regarding the Whau Crossing Study involves land and a body of water, the Whau River. The relationship of Maori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna and other taonga have been taken into account in the Strategic Study. These considerations also need to be taken into account in any decisions regarding a preferred route.

*Waterview Connection*

24. The Waterview Connection has a high cost which is not included in the future transport funding plan. There are difficulties in terms of gaining additional funding from the Government or advancing the project as a public private partnership. A Government contribution to this project would create a trade-off against other priorities (in the national programme, the transport programme and/or the regional programme). The region needs to consider whether additional transport investment in the Auckland region in the next ten years should be applied to the Waterview Connection or other projects such as a rail link in the central business district. The Minister of Transport recently announced that the Western Ring Route is a road of national significance which means it can be fast tracked through the consent process.

25. A review of the costs of the Waterview Connection could affect whether the tunnel option proceeds or is replaced by a surface option with some cover. A cheaper option may allow the project to be funded and therefore proceed earlier than a tunnel option. The surface options allow the opportunity for a central interchange, which was not feasible with a tunnel option. A central interchange is the only condition of the council's support for the Waterview Connection route which has not been met. A cheaper option may also likely result in adverse social and environmental impacts: these were the key driver for the tunnel option and may be compromised through a fast-tracked consent process.
26. The Council has been excluded from participation in the investigation. The next opportunity to formally input will be once the results of the investigation become known after the end of April 2009.
27. The Rosebank options would provide more justification for a Whau Crossing because of the more direct connection with State Highway 20. However, the Rosebank options are more expensive than the options that connect with Waterview interchange. The Rosebank route is only likely to be considered if an upgrade of arterial roads is preferred instead of a state highway connection.

### Preferred Option

28. The preferred option in relation to the Whau Crossing is that an indicative preference is given to a two lane bridge (including walk and cycle access) connecting Hepburn Road to Timothy Place. This indicative preference is intended to guide long term planning, recognising that there is no budget to enable the project to proceed in the Draft Long Term Council Community Plan 2009-2019. The risks are that Auckland City Council or NZTA may prefer a different route and uncertainty about whether the region will take this into account in long term planning.
29. The preferred option in relation to the Waterview Connection is that officers work with the NZTA and Auckland City Council in relation to the State Highway 20 Waterview Connection project arising from the investigation of alternative options. The risk is that an alternative option may not deliver the outcomes that the Council is seeking for Waitakere.

### STRATEGIC CONTEXT

30. State highways and regional arterial roads make an important contribution to economic development by providing access across the region and between key centres. The proposed completion of projects forming the Western Ring Route would benefit existing businesses and proposed developments in the Northern Strategic Growth Area of Waitakere as well as benefiting residents travelling across the region.
31. The New Zealand Transport Strategy, aims to half carbon dioxide emissions per capita by 2040, achieve reliability of travel times on critical routes, and achieve a significant mode shift away from single occupant vehicle travel to more passenger transport, walking and cycling.
32. There are a number of strategic platforms that are affected by a Whau Crossing and the proposed Waterveiw Connection, including the following:

Integrated Transport and Communication: Te Whakaurunga Waka Te Whakawhiti korero

The Waterview Connection and a Whau Crossing would provide links to key centres in Waitakere and the region.

Strong innovative economy, *He tupuranga kaha ihi wana*

The Waterview Connection and a Whau Crossing provide important access for business travel in Waitakere and across the region and new connections help stimulate development and economic activity.

Strong Communities, *He iwi kaha*

The Waterview Connection and a Whau Crossing affect communities by allowing access within Waitakere and across the region.

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

The Waterview Connection and a Whau Crossing make important connections with the main town centres within Waitakere .

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

The Waterview Connection and a Whau Crossing have an important impact on fuel use and pollution from vehicle traffic. The effects vary depending on the level of traffic and timing when vehicles are more fuel efficient with lower emissions.

## CONSULTATION

33. This report has received input from officers in the Council with no dissenting views.
34. The Waterview Connection and a Whau Crossing projects have been developed with the NZTA, with input from Auckland City Council, Auckland Regional Council and Auckland Regional Transport Authority.
35. Officers have not sought the views of the public, Maori, iwi or Te Taumata Runanga in relation to the Whau Crossing Strategic Study. The NZTA obtained input from affected iwi as part of the Whau Crossing Strategic Study. Officers propose to make the Whau Crossing Strategic Study report available to the public to allow public consideration of the options proposed in that report. Public consultation would be required if steps are taken to designate a route. The NZTA is responsible for public consultation in relation to the Waterview Connection project.

## RESOURCES

36. The Draft Long Term Council Community Plan 2009-2019 does not include a budget for progressing the Whau Crossing project through consultation, scheme assessment or route protection. Potential funding partners, Auckland City Council and NZTA, also have not budgeted for progression of the Whau Crossing project.
37. The Auckland Regional Land Transport Strategy 2005 proposed an allocation of \$2,998 million over 10 years for roading capital improvements (including local roads) in the Auckland region. This programme does not include the proposed Waterview Connection or a Whau Crossing. NZTA's current ten year plan refers to the Waterview Connection as an unfunded project. Although the Government has announced additional funding for state highways, it is unclear which projects would be prioritised to receive that funding.

## IMPLEMENTATION ISSUES

38. There may be a different position adopted by Auckland City Council or NZTA in relation to a preferred route for the Whau Crossing. Some resolution would be required in order to incorporate this project into future planning. Similarly, issues may arise for Waitakere and Auckland if an alternative to the Waterview Connection tunnel option is proposed – these issues would need to be resolved with NZTA.

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



## 12 PROPOSED LOCAL AREA PLANS - UPDATES

Provision is made in the agenda for a 30-minute update from Council officers on the Proposed Local Area Plans - Updates.



## 13 ROYAL COMMISSION - ISSUES AND UPDATES

Provision is made in the agenda for a 30-minute update from Council officers on the Royal Commission of Inquiry into Auckland Governance.



## PUBLIC EXCLUDED MATTER

### 14 ARPS REVIEW – TRIG ROAD AREA MUL SHIFT

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

#### PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of the proceedings of this meeting, namely, ARPS Review – Trig Road Area MUL Shift.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
ARPS Review – Trig Road Area MUL Shift.	The withholding of information is necessary in order to: <ul style="list-style-type: none"> <li>• Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or</li> <li>• Prevent the disclosure or use of official information for improper gain or improper advantage.</li> </ul>	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i)(j) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- The report contains information which if released could affect Council's negotiations.

