



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 July 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.

26 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, QSM, 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)

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(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 JULY 2009,  
COMMENCING AT 9.30 AM**

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**1 APOLOGIES**



**2 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the 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, 4 June 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, 4 June 2009, as circulated, and that they be taken as read and now be confirmed.



## 5 ADOPTING THE WAITAKERE DISABILITY STRATEGIC PLAN 2009-2011

### GLOSSARY

Waitakere Disability Strategic Plan 2009-2011 (the Plan)

### EXECUTIVE SUMMARY

The purpose of this report is to present the Waitakere Disability Strategic Plan 2009-2011 (the Plan) to the Policy and Strategy Committee for approval.

The Plan is intended to coordinate and lead improvements to Waitakere's public spaces, buildings, services, communications, organisations and activities. It will improve the wellbeing of the city's estimated 35,000 disabled residents by removing some of the barriers that prevent them contributing to their fullest potential to our communities and economy. The Plan has had input from Councillors, Council officers and key external stakeholders during its development.

A1-A42 The Waitakere Disability Strategic Plan 2009-2011 is attached at pages A1 to A42.

### RECOMMENDATIONS

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

1. **Receive** the Adopting The Waitakere Disability Strategic Plan 2009-2011 report.
2. **Approve** the adoption of the Waitakere Disability Strategic Plan 2009-2011.

### BACKGROUND

1. In April 2007, the City Development Committee approved the development of the Waitakere Disability Plan as Council's local response to the New Zealand Disability Strategy.
2. A draft Plan was presented to the June 2008 and August 2008 meetings of the Policy and Strategy Committee, and at its meeting held on 7 August 2008 the committee resolved as follows:

*"The Policy and Strategy Committee resolved to:*

1. *Receive the Finalising the Waitakere Disability Plan report.*
2. *Approve the draft Waitakere Disability Plan for engagement with key stakeholders and wider consultation.*
3. *Agree that the final Waitakere Disability Plan be brought to the Policy and Strategy Committee by 30 June 2009."*

*1311/2008*

3. The final Plan has the same structure as earlier drafts and essentially the same introductory contextual material. There are some changes in its proposed actions and implementation timeframes.
4. The Plan focuses on actions controlled or led by the Council. However, it is intended that actions by external stakeholders will be added over time, with the Plan as a coordinating vehicle.
5. The Plan has a nominal two year span. It is recognised that regional governance changes may both constrain actions and offer new opportunities. Accordingly, the Plan begins to focus particularly on priorities for the next year, taking into account Waitakere's distinctive regional contribution.

6. Nationally, there are also significant contextual changes with the incoming Government responding to select committee recommendations, reviews of disability and other public services and implementation of monitoring for the United Nations Disability Convention.
7. The Waitakere Member of Parliament, the Honourable Paula Bennett, is the Minister for Disability Issues and will lead the proposed Auckland Social Policy Forum. It is expected that disability will be one of the focus areas of that forum.

## **DECISION MAKING**

### **Issues**

8. Census figures tell us that approximately one in five residents of Waitakere are disabled people. Disabled people are a significant and disadvantaged population group which will become more prominent with ageing trends over the next 20 years.
9. The Council can play a major role in coordinating and leading widespread action to improve the wellbeing of Waitakere's disabled residents and remove barriers to their contributions to family, community and economy.
10. The Council in particular has a large degree of influence over public spaces, buildings and transport infrastructure. Without significant extra expense, the right expertise and attention can ensure they all work well for everyone now and in the future.
11. Alignment with the region's other city councils has been deliberately pursued for some time, aiming to future-proof investment and use scarce resources most effectively. This has included a high level of collaboration in joint demographic research, built-access guidelines development, inclusive sport and recreation and Pacific disability services initiatives, and participation in the Transport Disability Advisory Group convened by the Auckland Regional Transport Authority.
12. Joint regional community development workshops and shared infrastructure for accessible communication are proposed, to strengthen local disabled voices as governance changes are implemented.

### **Consideration of Community Views**

13. Discussions were held with key local stakeholder organisation Disability Information Waitakere Network during development of the Plan. Other key stakeholders were also consulted, and further work together is planned during 2009 and 2010.

## **STRATEGIC CONTEXT**

14. The Plan responds and contributes to the New Zealand Disability Strategy and Waitakere Community Outcomes: Strong Communities, Urban and Rural Villages, Sustainable Integrated Transport, Strong Economy, Vibrant Arts and Culture, and Working Together. In addition the Plan reflects the Council's strategic platforms, in particular Strong Communities, Integrated Transport and Communication, Urban and Rural Villages, Strong Innovative Economy and Active Democracy. The Plan further contributes to a range of high-level strategies, action plans, activity plans and projects across the organisation.

## **CONSULTATION**

15. The development of the Plan has involved consultation with Council officers and key stakeholder organisations. Further work together is planned during 2009 and 2010, as signalled in the Plan.

16. Internal stakeholders recently consulted included: representatives of the Urban Design, Strategic Framework and Research, Libraries, Leisure, Transport Strategy, Transport Assets, Strategic Projects, Parking, Public Affairs, Maori Relationships and Social and Cultural Strategy teams and groups.
17. External stakeholders consulted included: Disability Waitakere Information Network, the Auckland Disability Providers Network, Health and Disability Commissioner, Taikura Trust, Vaka Tautua, PHAB Association Inc., and colleagues from the Auckland, Manukau and North Shore City Councils.

## RESOURCES

18. Actions listed in the Plan are clearly signalled as indicative, with only some within current baseline budgets in the Council's Annual Plan 2009/2010.
19. Working with stakeholders to plan future resourcing of actions is a key action that has been added to the Plan as a result of consultation, especially in light of regional governance changes.
20. Some actions in the Plan depend on external contributions, notably the joint demographic research project.

## IMPLEMENTATION ISSUES

21. Internal and external capacity is the major issue affecting the Council's ability to implement the Plan. Responding to the expectations of both internal and external stakeholders about the actions that can be delivered with current resource levels remains a challenge.
22. Responding to regional governance changes and national contextual developments requires continued attention, but offers opportunities as well as challenges.

## AUCKLAND COUNCIL TRANSITION ISSUES

23. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Sacha Dylan, Strategic Partnerships Advisor: Disability.



## 6 WATERVIEW CONNECTION

### GLOSSARY

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

## EXECUTIVE SUMMARY

The purpose of this report is to consider a submission to the New Zealand Transport Agency (NZTA) on the proposed State Highway 20 Waterview Connection (Waterview Connection). The Waterview Connection project provides for a combined tunnel and surface connection, between Maioro interchange and Waterview interchange, and a widening of State Highway 16 between Te Atatu Interchange and St Lukes interchange.

In 2006 the Council provided conditional support for the Waterview Connection from Maioro interchange to Waterview interchange as a preferred route.

The Minister of Transport released a proposed Government Policy Statement on Land Transport Funding which provides additional funding for state highways and identifies the Western Ring Route as a road of national significance. Following a value for money review of previous options, the Minister of Transport endorsed the combined tunnel and surface option of the Waterview Connection as a preferred option.

It is proposed that the Council makes a submission which provides qualified support of the proposed Waterview Connection project. Key issues include the need to balance this investment with investment in public transport, consideration of a central interchange, the timing of an upgrade of Lincoln interchange, the provision of combined walk and cycleways, proper mitigation of effects, disruption during construction, and the need to synchronise with upgrades of arterial roads.

## RECOMMENDATIONS

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

1. **Receive** the Waterview Connection report.
2. **Agree** that the Chief Executive write to the New Zealand Transport Agency offering qualified support for the State Highway 20 Waterview Connection project and requesting that the project addresses the issues raised in this Waterview Connection report and any other matters that the Policy and Strategy Committee considers relevant.

## BACKGROUND

1. 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, now the 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.
2. The Council has considered options for the connection of State Highway 20 and State Highway 16 on many occasions at workshops and formal meetings over more than seven years.
3. On 9 February 2006, the City Development Committee resolved to give conditional support for the preferred route of State Highway 20 from Maioro interchange to the Waterview interchange. The Council set a number of conditions for its support including appropriate mitigation and enhancement measures, effective interchanges at Maioro, Waterview and a central interchange at Great North Road, consideration of a potential Whau crossing, consideration of a commercial airport at Whenuapai, widening of State Highway 16 including bus shoulder lanes, a cycleway and an upgrade of interchanges at Te Atatu and Lincoln.

4. In February 2008, Transit New Zealand announced that after investigating three scheme options for the Waterview Connection route, NZTA had adopted the tunnel option as its preferred option.
5. At its meeting on 19 March 2008, the Council considered Transit New Zealand's proposed tunnel option for the Waterview Connection. A number of concerns were expressed about the proposed tunnel option, including the capacity for three lanes, and the need for a central interchange, bus shoulder lanes and a cycleway. The full tunnel option has now been discarded by the Minister of Transport due to its high cost and a lack of funds available to enable that scheme to proceed.
6. On 30 January 2009, the Minister of Transport requested NZTA officials to investigate alternatives to the tunnel option for the Waterview Connection "to ensure the project is advanced in a cost-effective and future-proofed way".
7. At its meeting on 2 April 2009, the Policy and Strategy Committee received an update on the Waterview Connection project. The Policy and Strategy Committee reviewed six options including the tunnel, cut and cover, open cut, Rosebank and status quo options. The Policy and Strategy Committee resolved as follows:

*"The Policy and Strategy Committee resolved to:*

*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."*

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A43-A46

8. On 13 May 2009 the Board of NZTA announced that its preferred option for the Waterview Connection is a mix of surface, tunnel and cut and cover state highway connection, including a widening of State Highway 16 at a total cost of \$1.4 billion. The Board chose this option on the basis that it could be funded and it could be built in four and half years. NZTA is seeking feedback on how to manage the impacts on local communities and the environment.
9. NZTA gave a presentation on the Waterview Connection project at the Policy and Strategy Committee meeting on 4 June 2009. The Waterview Connection brochure (attached at pages A43 to A46) contains publicly available information about the project.
10. The following elements of the project were outlined at the meeting:
  - (i) Waterview Connection comprises:
    - The state highway is on the surface from Maioro interchange to just south of New North Road, in a tunnel under New North Road to just south of Great North Road, and a covered trench (described as a cut and cover tunnel) under Great North Road to just south of the Waterview interchange;
    - In each direction three general traffic lanes and a bus shoulder lane;
    - Upgrade of Waterview interchange to provide a continuous connection between State Highway 20 and State Highway 16; and
    - Management of safety, noise, air quality, dust, stormwater and environmental effects.

(ii) State Highway 16 widening comprises:

- Raising the causeway between Waterview and Rosebank interchange;
- In each direction one additional general traffic lane, a non-continuous bus shoulder lane and a cycleway between St Lukes and Te Atatu; and
- Duplication of the bridge at Te Atatu and general upgrade of the interchange.

## DECISION MAKING

11. This report seeks a decision on a proposed submission on the proposed Waterview Connection project.

## Issues

12. It is important to recognise the benefits of completing the Waterview Connection and the Western Ring Route. Transit New Zealand's assessment of the economic impacts of completing the Western Ring Route including the Waterview Connection project estimated significant travel time savings and capacity increase along the business route and an additional 2,700 jobs for Waitakere with a total of 18,500 jobs for the Auckland region. While many of these jobs would be relocated from less productive areas, there is likely to be a net job creation. The completion of the Waterview Connection would provide significant benefit to industry and businesses located in the Northern Strategic Growth Area, Henderson and New Lynn because of the connections with the south and the airport and upgrade of Te Atatu interchange.
13. 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. This submission may raise the need for the Minister to accord the same status to the central business district rail link.
14. The Minister of Transport amended the Government Policy Statement on National Land Transport Funding to identify the Western Ring Route as one of seven roads of national significance. The allocation of funding to state highways has been increased to allow these projects to be funded. The Waterview Connection project would represent just under half the funds allocated to state highways over the next three years. There has also been a general reduction of funding allocated to other transport activities. The government's commitment to the Waterview Connection project means that the Auckland Regional Land Transport Strategy will need to take into account this project being completed by 2016.
15. NZTA's preferred option has been designed to preserve Oakley Creek and minimise land take along Great North Road. However, the compromise is the disruption through Hendon Park with the state highway on the surface. The project affects 365 residential properties and about 110 strata titles in Auckland City. It is expected that the upgrade of Te Atatu Interchange will affect adjacent properties and this information is expected to be provided when NZTA prepares its Notice of Requirement for that work.

16. NZTA intends to lodge a Notice of Requirement with the Council in relation to the proposed widening of State Highway 16 in Waitakere and an upgrade of Te Atatu interchange. The Planning and Regulatory Committee will consider the Notice of Requirement application at a future date.
17. The following matters are proposed to be included in a Council submission on the proposed Waterview Connection project:
  - (a) Early completion of the Western Ring Route – The Council supports an early completion of the Western Ring Route, acknowledging that this needs to be balanced by investment in public transport and other sustainable transport projects over the next ten years. The Council invites NZTA to support the central business district rail link to be completed within the next ten years as a balance of the investment in roading in the Auckland region. The Council acknowledges the progress being made on many parts of the Western Ring Route, including State Highway 18.
  - (b) NZTA's preferred option - The Council offers qualified support for NZTA's preferred option for the Waterview Connection. The Council requests that NZTA incorporates the requests in this report and also those of Auckland City Council regarding mitigation of adverse effects. It is important that mitigation of adverse effects is part of the project so that they are not left out in a fast-tracked consent process. Although the full tunnel option would achieve more desirable outcomes for the local community and the environment, it is acknowledged to be unaffordable. The lower cost of NZTA's preferred option allows the project to be funded and proceed earlier than a tunnel option.
  - (c) Central interchange – The Council requests that NZTA investigate the possibility of a central interchange connection. If the investigation determines a central interchange at New North Road is feasible, then the project should future proof for it. A central interchange would mitigate adverse traffic impacts at Maoro interchange and surrounding roads, would remove traffic off Great North Road where a bus lane is planned and would provide a direct connection with Avondale and Rosebank Peninsula. NZTA officers have advised that a central interchange would not be possible at Great North Road because of the lack of space between the two tunnels.
  - (d) Open area between the two tunnels – The Council is concerned about the effects of a 150 metre open trench area between the two tunnels. This could create problems with safety, access and amenity. The Council requests NZTA to investigate creating a continuous link between the two tunnel sections and mitigating adverse effects (if any) that such a link would create. It is understood that NZTA officers are currently investigating this issue.
  - (e) Capacity on Waterview Connection – The Council supports the planning of up to three lanes plus a bus shoulder lane in each direction for the Waterview Connection. The Council supports the provision of two lanes plus a bus shoulder lane in each direction for the first stage. If congestion problems require the addition of an extra lane, the project should allow for this at a future date.
  - (f) Free flow of traffic – It is understood that traffic is required to be free flowing in the tunnels because of safety and air quality concerns. The Council requests NZTA to investigate ways to achieve a free flow of traffic in the tunnels.
  - (g) Avondale to Southdown rail line – The Council requests NZTA to ensure that the designation for the future Avondale to Southdown rail line is protected in relation to the Waterview Connection, including space for a future station in the vicinity of the Maoro interchange.

- (h) Disruption during construction – The Council is concerned about the possible traffic disruption that could arise during the construction of the trench underneath Great North Road and the widening of State Highway 16. The Council requests NZTA to advise the extent of disruption and how existing levels of service will be maintained as much as possible. The Council requests NZTA to provide for cyclists to continue to be able to cycle alongside State Highway 16 during construction.
- (i) State Highway 20 walk and cycleway – The Council requests NZTA to provide a combined walk and cycleway alongside the surface portion of State Highway 20 from New North Road to the Maioro interchange to connect with the cycleway alongside the State Highway 20 Mt Roskill extension.
- (j) Motorway to motorway connection – The Council supports the proposed motorway to motorway connection at Waterview interchange. The Council requests that the project ensures direct connections of the cycleway alongside State Highway 16 west to east and also to the cycleway alongside Great North Road heading south.
- (k) Raising the causeway – The Council supports NZTA's proposal to raise and widen the causeway along State Highway 16 to prevent subsidence and to protect against a rise in sea level. It is essential that there is a clear plan for the long term provision of a busway or continuous bus shoulder lanes along the causeway so that the raising and widening is future proofed.
- (l) Capacity on State Highway 16 – The Council supports the proposed additional lane and 3.5 metre bus shoulder lane to be provided between Waterview Connection and Te Atatu interchange. The Council requests NZTA to continue to explore whether the additional lane could be a managed lane as a means of prioritising high occupancy vehicles or freight in the future. The managed lane is not required to be separated by a physical barrier.
- (m) State Highway 16 cycleway – The Council supports NZTA's proposal to include a replacement cycleway alongside State Highway 16. The Council requests that the width is at least 3.5 metres and provides for pedestrians and cyclists.
- (n) State Highway 16 Notice of Requirement – The Council requests that the Notice of Requirement that NZTA intends to lodge in relation to the widening of State Highway 16 in Waitakere and the upgrade of Te Atatu interchange includes the information requested by officers. The Council wishes to ensure that NZTA's plans for an upgrade of Te Atatu interchange tie in with the Council's plans for an upgrade of Te Atatu Road. The Council requests that prior to lodgement NZTA contacts the owners of properties whose land will be purchased pursuant to the Notice of Requirement.
- (o) Bus shoulder lane along State Highway 16 – The Council supports the proposed bus shoulder lane along State Highway 16. The Council invites NZTA to investigate making the bus shoulder lane continuous, including at interchanges.
- (p) Lincoln interchange upgrade - The Council requests that the programme of works for the early completion of the Western Ring Route includes an upgrade of Lincoln interchange. Lincoln interchange should be upgraded within the next few years to address the significant congestion that currently exists.
- (q) Widening from Te Atatu to Hobsonville Road – The Council supports staging of State Highway 16 widening from Te Atatu to Hobsonville Road. NZTA needs to demonstrate if traffic congestion will cause problems after the upgrade of Lincoln interchange and if the widening is necessary.

- (r) Bus priority lanes on arterial roads – The Council supports the introduction of bus priority lanes along arterial roads to take advantage of reduced traffic on local roads as a result of the Waterview Connection. The Council recognises that the benefits of the proposed upgrade of Te Atatu Road would be maximised by the proposed upgrade of Te Atatu interchange. The Council supports NZTA working with the relevant Council(s) regarding the upgrade of arterial roads that connect with State Highway 20 including Clark Street extension and the Tiverton-Wolverton route.
18. Officers propose that the Chief Executive write to NZTA offering qualified support for the State Highway 20 Waterview Connection project and requesting that the project addresses the issues raised in this report and any additional matters identified by the Policy and Strategy Committee.

### STRATEGIC CONTEXT

19. State highways make an important contribution to economic development by providing access across the region and between key centres. The proposed completion of projects forming the Western Ring Route would benefit existing businesses and proposed developments in the Northern Strategic Growth Area, Henderson and New Lynn as well as benefiting residents travelling across the region.
20. 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.
21. There are a number of strategic platforms that are affected by the proposed Waterview Connection, including the following:
- **Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero***  
  
The Waterview Connection project would provide improved links to key centres in Waitakere and the region.
  - **Strong innovative economy, *He tupuranga kaha ihi wana***  
  
The Waterview Connection project would provide important access for business travel in Waitakere and across the region and help stimulate development and economic activity.
  - **Strong Communities, *He iwi kaha***  
  
The Waterview Connection project would affect communities by allowing improved mobility within Waitakere and across the region. There would be community severance in the areas around Alan Wood Reserve.
  - **Urban and rural villages, *Nga kainga taone, tuawhenua***  
  
The Waterview Connection project would 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 project would provide for increased capacity of vehicles, buses and cyclists. Fuel use and pollution is expected to increase due to increased vehicle traffic, but in the short term there may be reductions arising from some congestion relief.

## CONSULTATION

22. This report has received input from officers in the Council with no dissenting views.
23. The NZTA is seeking feedback from the public, iwi and stakeholders regarding the Waterview Connection. The NZTA is expected to lodge a Notice of Requirement in relation to the proposed widening of State Highway 16 and will be required to communicate with people affected by the proposal.

## RESOURCES

24. The Long Term Council Community Plan 2009-2019 does not include a budget for the proposed upgrade of Te Atatu Road. There may be greater justification for an upgrade of Te Atatu Road with an upgrade of Te Atatu interchange. This may be considered once NZTA provides further information about Te Atatu interchange.
25. 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. The Government Policy Statement provides additional funding to enable the Waterview Connection project to proceed.

## IMPLEMENTATION ISSUES

26. NZTA intends to lodge a Notice of Requirement in relation to the proposed widening of State Highway 16 and proposed upgrade of Te Atatu interchange. The Planning and Regulatory Committee will need to consider this matter.

## AUCKLAND COUNCIL TRANSITION ISSUES

27. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

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



## 7 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.

