



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, 7 February 2008 **TIME:** 9.30am

**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.

30 January 2008

Emma Joyce  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8950

### MEMBERSHIP:

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

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE  
HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,  
HENDERSON, WAITAKERE, ON THURSDAY, 7 FEBRUARY 2008  
COMMENCING AT 9.30AM**

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**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 7 FEBRUARY 2008 COMMENCING AT 9.30AM**

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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, 6 December 2007

**RECOMMENDATION**

That the minutes of the Meeting of the Policy and Strategy Committee held on Thursday, 6 December 2007, as circulated, be taken as read and now be confirmed.



## 5 PRESENTATION - COMMERCIAL OPPORTUNITIES IN WAITAKERE

At the request of the Chairman, Stephen Saul, Managing Director of Jones Lang LaSalle Limited, will make a presentation on 'Commercial Opportunities in Waitakere'. This presentation was the keynote address and first delivered at the 'On Your Radar' Developers' Luncheon on 26 October 2007 at the Hilton Hotel. This event saw the launch of the Waitakere City Business Investment Marketing Strategy. The aim of the luncheon was to inform the business development community of the investment opportunities that will be available in Waitakere in the short to medium term.



## 6 DRAFT 2008/2009 AUCKLAND LAND TRANSPORT PROGRAMME

### GLOSSARY

Auckland Regional Transport Authority (ARTA)  
Draft 2008/2009 Auckland Land Transport Programme (Draft ALTP)

### PURPOSE OF THE REPORT

The purpose of this report is for the Policy and Strategy Committee to consider the Draft 2008/2009 Auckland Land Transport Programme (Draft ALTP) and the Council submission on the Draft ALTP.

### BACKGROUND

Each year the Auckland Regional Transport Authority (ARTA) is required to publicly consult on a draft transport programme for the Auckland region for which funding is sought from Land Transport New Zealand. The Draft ALTP also sets out policies and priorities for transport programmes in the Auckland region.

A1-A38

ARTA has compiled the Draft ALTP attached at pages A1 to A38 based on the transport programmes provided by territorial authorities, Transit New Zealand and ARTA. The transport programme provided by officers from Waitakere City Council is an indicative programme based on year three of the Long Term Council Community Plan 2006-2016, which is yet to be considered during the Annual Plan process.

The programme has been prioritised in accordance with the region's prioritisation process in order to implement the Regional Land Transport Strategy 2005. The Draft ALTP reflects many of the points that the Council raised in its submission on the previous Auckland Land Transport Programme.

ARTA's deadline for receiving submissions on the Draft ALTP has been extended to Friday, 29 February 2008. The final Auckland Land Transport Programme is expected to be available from 1 July 2008.

### STRATEGIC CONTEXT

The strategic context for the Draft ALTP report is the Land Transport Management Act, national strategies for transport, rail and state highways, the Auckland Regional Land Transport Strategy 2005 and the Auckland Transport Plan.

The priorities set out in the Draft ALTP will provide guidance to Land Transport New Zealand in prioritising funding for transport projects in the Auckland region in 2008/2009.

Waitakere's Transport Strategy vision is "a sustainable, multimodal transport system that is integrated with land use and contributes to Waitakere as an eco city."

The key strategic platforms related to Waitakere's transport programme are:

- **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.

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.

## ISSUES

A39-A44

ARTA is requesting specific feedback on key transport issues, transport priorities and relative priorities given to projects. It is also important to update information on the Council's transport programme. Officers have prepared a proposed submission attached at pages A39 to A44 on the Draft ALTP. The submission covers the following key points:

1. **Flexibility to amend the transport programme** - Waitakere City Council's transport programme is an officers' programme based on year three of the Long Term Council Community Plan, but it has not yet been considered by the Council as part of the Annual Plan process. There needs to be flexibility to adjust the 2008/2009 programme between the draft and final Auckland Land Transport Programme to take into account changes in the Annual Plan, any errors and updated information on projects.
2. **New Lynn Transit Oriented Development project** - The ALTP needs to include the construction components of this project in the 2008/2009 programme that are funded by the Waitakere City Council and by ARTA. The proposed submission provides updated information about the project, its cost and refers to the business case for ARTA's funding.
3. **Hobsonville ferry infrastructure** - The ALTP needs to provide for a new Hobsonville ferry terminal to enable ferry services to operate from 2009/2010. The Auckland Passenger Transport Network Plan identifies new a new Hobsonville ferry terminal to be constructed by the end of 2008/2009. ARTA should be requested to include the appropriate amount for design of the Hobsonville ferry terminal in 2008/2009 on the basis that construction will be completed in 2009/2010. This project is required as a matter of priority to serve the proposed sustainable development at Hobsonville. Waitakere City Council and Hobsonville Land Company are planning for related facilities such as walkways and a park and ride facility to support ARTA's investment in a ferry terminal at Hobsonville.

4. **Cycle projects** - The ALTP needs to include the Triangle Road- Central Park Drive, Rathgar, Pomaria Road, and Seabrook Road cycle projects for 2008/2009. An updated cycle programme has been provided to Land Transport New Zealand which sets out the timing of Waitakere's cycle programme.
5. **Priority ranking of Northern Strategic Growth Area roading projects** - ARTA has ranked the seriousness and urgency of the design work for these roading projects as low. These should be ranked as high for seriousness and urgency because of the need to design the roads in new development areas in response to comprehensive development plans expected in 2008. A delay in designing key roads would provide uncertainty and delay to the developments at Massey North, Hobsonville Village and airbase. This is an important component of integrating land use and transport.
6. **Key transport challenges** - The transport challenges identified in the Draft ALTP are well identified and relate to the Auckland Regional Land Transport Strategy. The challenge of affordability should also be included once that is added as an objective of the Land Transport Management Act 2003.
7. **Transport priorities for the Auckland region** - The Draft ALTP identifies region wide and sub-regional priorities. The priorities in the West are stated as "*Dealing with uneven commuter flows by providing viable alternatives*" and "*Improving the safety and efficiency of State Highway 16*". These do not accurately reflect the priorities in the West for 2008/2009. These should be replaced with:
  - "*Rail corridor improvements*" which would include double tracking, station upgrades, interchanges, park and ride and precinct improvements and improved rail services to Swanson;
  - "*Integration of land use and transport in planning for the Northern Strategic Growth Area.*" It is appropriate that ARTA recognises the important contribution to transport outcomes that the transport projects at Massey North and Hobsonville will have;
  - "*State Highway 18, State Highway 16 extension and improving the safety and efficiency of State Highway 16*". These are significant Transit New Zealand projects planned for 2008/2009.
8. **State Highway projects** - The final ALTP should include Transit New Zealand's State Highway projects.
9. **Tiverton Road / Wolverton Road upgrade** - The upgrade of this connection with State Highway 20 is identified as a high priority project in terms of seriousness and urgency and is included in the list of committed projects for 2008/2009. This project should be supported to prevent congestion in the western approach to the Maioro Street interchange of State Highway 20 which is due for completion in 2009.

It is appropriate that the Council present to the ARTA board at hearings on the Draft ALTP. It is proposed that the Chairman of the Policy and Strategy Committee present at the hearings.

## RESOURCES

No additional resources apart from the time of staff and Councillors are required.

## CONCLUSION

The Draft ALTP is a draft prioritisation of transport projects which Territorial Authorities and ARTA will be seeking funding from Land Transport New Zealand in 2008/2009. The Draft ALTP should be supported, with some changes as set out in the proposed Council submission.

## **RECOMMENDATIONS**

1. That the Draft 2008/2009 Auckland Land Transport Programme report be received.
2. That the issues raised in this Draft 2008/2009 Auckland Land Transport Programme report be included in the Council submission to the Auckland Regional Transport Authority.
3. That the Chief Executive Officer and the Chairman of the Policy and Strategy Committee are authorised to sign off the Council submission on the Draft 2008/2009 Auckland Land Transport Programme and to present it to the Auckland Regional Transport Authority.

Report prepared by: Kevin Wright, Manager Transport Strategy.



## **7 GOVERNMENT SUSTAINABLE TRANSPORT DISCUSSION PAPER**

### **GLOSSARY**

Benefit Cost Ratio	(BCR)
New Zealand Transport Strategy	(NZTS)
Regional Growth Strategy	(RGS)
Travel Demand Management	(TDM)
Metropolitan Urban Limited	(MUL)

### **PURPOSE OF THE REPORT**

The purpose of this report is to propose to the Policy and Strategy Committee a Council position as the basis of a submission on the Government's Sustainable Transport discussion paper.

### **BACKGROUND**

In December 2007, the Government issued a discussion paper on sustainable transport as a precursor to a full update of the New Zealand Transport Strategy (NZTS) during 2008.

The NZTS guides and informs national transport programmes and priorities for funding.

The discussion paper sets the scene for transport in New Zealand; makes a case for why the NZTS needs to be updated; and raises a number of key issues that will need to be addressed in more detail in the update of the NZTS.

A45-A56

A summary of this discussion document is attached at pages A45 to A56.

A hard copy of the full report is available in the Councillor's Lounge.

The Government has set a goal of halving New Zealand's CO<sub>2</sub> emissions from 2007 levels by 2040. This can be achieved only if transport emissions are reduced over current levels. The discussion document sets ambitious targets across the transport sector to help reach this goal.

It is clear from the document that the Government considers a “business as usual” approach to transport unsustainable. For example, enormous public sector investment in roading in the Auckland region has delivered short-term localised congestion relief that is quickly overwhelmed by reduced trip suppression. Business as usual would mean a 40 per cent increase in CO<sub>2</sub> emissions from transport between now and 2040, not the 50 per cent reduction desired. While New Zealand only generates 0.3 per cent of the planet’s CO<sub>2</sub> emissions, we have the 12<sup>th</sup> highest rate of CO<sub>2</sub> emissions per capita. This underscores the scale of the challenge.

A strong focus on a more sustainable transport future is to be applauded but this will require a major change in thinking and focus by all transport sector players, including the Council.

The Government has stated that submissions on the discussion will be very important in helping to shape the update of the NZTS.

Submissions are open until Friday, 29 February 2008.

## **STRATEGIC CONTEXT**

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

Should the Government’s targets be achieved, the transport sector will look very different to what it is today with a wider range of attractive, sustainable transport choices. Quality broadband and fibre to the home, to a much-higher level and speed than what would be delivered by planned private sector investment, would be needed to support achieving these targets, in order to facilitate working from home and the growth in e-commerce.

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

A successful approach to achieving the Government’s targets would focus on urban intensification around rapid transit corridors and stations and would support the city’s long-standing strategic direction. This issue is only addressed in passing in the document.

### **Strong innovative economy, *He tupuranga kaha ihi wana***

One of the biggest barriers to Waitakere’s economic development is accessibility and the costs that congestion imposes on the city’s economy. A successful approach to sustainable transport would focus on reducing overall trip lengths and promoting employment closer to people’s homes.

### **Strong Communities, *He iwi kaha***

The achievement of the Government’s targets would deliver a wider range of sustainable transport choices which would support building stronger communities. It would reduce social exclusion and allow deprived communities in particular better access to facilities, services and employment.

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

The achievement of the Government’s targets would have a strong positive influence on this platform with a substantially more sustainable and resilient energy sector and large reductions in pollution from transport, and commensurate reductions in CO<sub>2</sub> emissions.

## ISSUES

### Overview

This document sets very ambitious transport sector targets to help New Zealand achieve the goal of halving greenhouse gas emissions by 2040. Frustratingly, this document has set these targets in advance of a wider review of the NZTS, planned for later in 2008, and of the issuing of a Government Policy Statement with a detailed view on how the Government sees transport sector priorities (including investment priorities for public money). Thus, apart from some very broad commentary, there is little indication in the discussion document about how these ambitious targets will be achieved in practice. While there is some guidance on the sort of actions that will be needed, these are not at a level of detail to engender complete confidence that these are the right actions, at the right scale that will achieve the desired outcomes.

The vast majority of decisions about transport are made by private individuals and firms responding to their own personal and business requirements (in which sustainability only plays a small role). Private sector investment is targeted at achieving an economic rate of return on assets. While the private sector may want to be seen as being environmentally responsible, their investment decisions are mainly and to a large extent driven by business economics. This means that for the Government's targets to be achieved, changes in the transport sector will need to be aligned with delivering value for private individuals and companies. It follows that public-sector led infrastructure investment will only succeed if the infrastructure delivers value and utility to those private individuals and companies.

The implication of this is that for the Government's targets to be achieved, transport sector investment decisions will need to achieve dramatic changes to personal travel behaviour and corporate decisions about transport. The only way this will take place in practice is if infrastructure investment; price signals and provision of all alternatives to single-occupant car driving converge to deliver the change that both meets the needs of those private individuals and companies and delivers on the Government's strategic goals. By way of illustration, conventional measures of the price elasticity for petrol is in the range of -0.1 in the short-run to -0.3 in the long run. This means that a doubling of the price of petrol will only reduce consumption by 10 per cent in the short-term. The impacts of recent significant price increases in petrol in New Zealand have been even less than that with evidence that households will sacrifice core items such as food in order to keep consuming petrol in similar quantities and per capita while public transport patronage continues to remain static. This underscores the inelasticity of current travel patterns and the challenges in trying to change them.

Target setting is important in any strategic document. For example, the Government has set a target of no more than 300 annual road fatalities by 2010. While ambitious, it has had the effect of targeting transport sector actions and focussing implementation on those measures most likely to be effective in reducing road fatalities.

However, targets need to be measurable and achievable (even if ambitious), within a comprehensible time frame. While it is highly desirable to have high-level targets for 2040, there needs to be a pathway through a series of intermediate stages towards achieving the longer-term target.

The Government has a critical role in setting goals and facilitating the process of achieving them. However, while much transport infrastructure is provided by the public sector, the vast majority of transport operators across all modes of transport are in the private sector. This needs to be borne in mind throughout the review of the NZTS.

## Commentary on Individual Targets

The following section provides comment on a number of the targets. This commentary is designed to be indicative of the sort of challenges faced and changes required in order to achieve these targets.

**Travel time target** - "Travel times by principal routes within and between major urban areas and key economic nodes...to be improved relative to 2007, for identified critical intra and inter-regional connections as determined with each region."

This target does not discriminate between modes of transport and implies that travel times for both sustainable and less sustainable modes should improve. This does not send any sort of signal about favouring more sustainable travel modes. It is unlikely to be able to be achieved in practice as it would require a significant increase in roading capacity to provide for single-occupant drivers in constrained urban environments.

**Single-occupant vehicle target** - "Reduce the kilometres travelled by single-occupancy vehicles in major urban areas on weekdays by ten per cent per capita by 2015 compared to 2007.

In Waitakere, the 2006 Census recorded 58,113 single-occupant car trips to work (and only 3,642 trips by bus and train). To reduce current single-occupant car trips by 10 per cent on the 2006 figures would require 5,811 trips to change mode or not to occur at all.

According to figures supplied by the Auckland Regional Transport Authority (ARTA), the train fleet after the completion of electrification in 2013 will have 14,750 seats. The planned service pattern will have one-third of those seats (4,917 seats) available on the Western Line. In 2006, there were 2,572 passengers on Western Line peak trains occupying 1,917 seats. This leaves 3,000 seats available to accommodate patronage growth.

The clear implication is that a substantial increase in the region's train fleet will be required to avoid the past situation of rail patronage growth having been suppressed for much of the last 15 years by a shortage of peak seats, with the result of demand constantly chasing supply.

As well as addressing public transport capacity issues as illustrated above (and elsewhere in this report), travel demand management initiatives would need to be given very high priority at a national and local level for there to be any real hope of achieving this target.

**Peak-hour public transport mode share target:** "Increase the public transport mode share of peak hour travel (journeys to work) in Auckland, Wellington and Christchurch from an average of nine per cent to 20 per cent and work with each region to optimise peak hour travel targets."

When counting everyone who travelled to work on Census day 2006, the current public transport mode shares are:

- Auckland region - 7 per cent;
- Waitakere - 4.8 per cent;
- Wellington region - 17 per cent;
- Christchurch - 4 per cent.

This would require the following increases in each area's mode share for the journey to work:

- Waitakere + 416 per cent;
- Auckland region + 286 per cent;
- Wellington region +17 per cent;
- Christchurch + 500 per cent.

It is unclear from the report whether the target is for each city or region individually or collectively.

Both Auckland and Christchurch have aspirations to double public transport use over the next ten years although funding constraints are a major impediment to this being able to be achieved in practice in Auckland. In the case of Waitakere, unless the existing funding gap for public transport services is resolved, ARTA is unlikely to be able to fund the level of bus service designed to even meet its 2016 target, which is lower than the NZTS target.

It is also worth noting that other cities in New Zealand generate significant numbers of journeys to work and very low public transport mode share. Some examples of public transport mode share for journey to work are:

- Hamilton - 1.5 per cent;
- Tauranga - 0.6 per cent;
- Palmerston North - 1.1 per cent;
- Dunedin - 2.4 per cent.

While it may be unrealistic to expect these cities to be able to aspire to a 20 per cent target for public transport use for the journey to work, it would seem appropriate that each urban area with an urban public transport service should have a stretch target like those proposed for the largest cities.

**Rail share of domestic freight target:** "Lift rail's share of domestic freight to around 25 per cent (currently around 18 per cent of tonne-kilometres)"

This target will require very substantial investment. Some of this investment is already in progress, such as lowering the track in tunnels in the Manawatu Gorge to allow hi-cube containers to be transported south from the port of Napier. Very significant similar work would be needed on the North Auckland line both to allow hi-cube containers through tunnels and to improve track standards to a level compatible with a high quality, modern rail system. This would need to include the Swanson Tunnel, creating an opportunity to extend the electrified rail network west of Swanson.

Another implication of this target, are the plans of ONTRACK and the Northland Regional Council to extend the North Island Line to the deepwater port at Marsden Point. If this eventuates, it will generate additional rail freight movements through the Western rail line. There is likely to be increasing conflict between future high-speed electrified urban services and slow diesel-hauled freight services. One possible outcome of this would be the need to advance plans for the long-designated Avondale to Southdown rail line to provide a freight bypass of part of the urban passenger network.

**Walking and Cycling Target** - "Increase walking and cycling and other "active modes" to 30 per cent of total trips in urban areas (currently about 17 per cent)"

Effective growth and travel demand management, discussed in other sections of this report, will be vital to move towards achieving this target. As well, increased facilities and improved amenities for active modes of transport would likely cause a dramatic increase to the mode share for walking and cycling.

In addition, a broad range of other measures would also be needed, such as:

- other central government transport agencies, for example, Transit New Zealand and ONTRACK should be required to incorporate the needs of people who walk and cycle in all their projects;
- increased resources for road controlling authorities for walking and cycling infrastructure;
- an increased Financial Assistance Rate (FAR) for active mode projects;
- a review of the Benefit Cost Ratio (BCR) formula for active mode projects so that they incorporate all benefits of walking and cycling.

### **Reduction in vehicle pollutants**

While the focus on reducing carbon dioxide emissions is welcome, it is not the only pollutant that causes damage to the environment. Fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and Sulphur Dioxide (SOX) are significant pollutants from diesel vehicles with serious health impacts. While the target of new diesel vehicles being of Euro 4 standard by 2009 and used diesel imports reaching this standard by 2012, this leaves a significant overhang of diesel vehicles achieving lower emissions standards until at least 2025, unless the average fleet age reduces significantly during this period.

Work done by the Auckland Regional Council (ARC) has identified that older diesel vehicles, especially small trucks, are disproportionate contributors to air pollution. Targeting these “gross emitters” would be effective in achieving reduced levels of pollution and send a clear signal that the Government was serious about tackling this issue both in the short and long-term.

### **Bus Fleet**

Apart from Wellington, which is currently renewing its trolley bus fleet, the New Zealand bus fleet is nearly entirely run on diesel. Even in Wellington, which has an electric train service, two-thirds of public transport trips are still by bus. In Auckland, around 88 per cent of public transport trips are by bus. Even if the ambitious goal in ARTA’s Passenger Transport Network Plan (PTNP) of doubling public transport patronage by 2016 is achieved, this percentage will only reduce to 85 per cent.

This means that the nation’s bus fleet will be vital for delivering on the Government’s targets for public transport mode share. However, if this fleet continues to run nearly exclusively on diesel, it will be subject to the same price spikes of other fossil fuels. This would increase the cost of operating public transport. Two responses to this would be to increase fares, which have a short-run elasticity of -0.3, meaning that a 10 per cent increase in fares will lead to a three per cent drop in patronage; or to increase the level of public funding to retain exactly the same patronage. This would reduce the funding available for other transport sector investments.

As part of the response to the oil shocks of the 1970s and 1980s, a considerable proportion of Auckland’s bus fleet was converted to run on CNG or LPG. However, these vehicles were converted back to diesel in the early 1990s.

While biodiesel will become part of the transport fuel mix as part of the Government's Biofuel Sales Obligation, this is only part of the answer to the sustainability of the nation's bus fleet - both economic and environmental.

There is merit in exploring other options, such as CNG and LPG; hydrogen; electric fuel cell buses and even trolley buses, which ran in Auckland until the early 1980s.

This could also be an effective way to create and promote a stronger market for alternative fuels for transport that could be wider than just public transport.

### **Land Use Integration**

While the document mentions the need to better integrate transport and land-use planning, this is not explored in any depth. Urban areas typically redevelop at a rate of one to two per cent per year, meaning that a more sustainable urban form has significant potential to reduce the need to travel, especially over the longer-term. This fits well with the longer-term horizons now being used in transport planning.

While the Auckland region, Wellington, Tauranga and Christchurch have growth management strategies, only the Auckland Regional Growth Strategy (RGS) indicates a widespread need for intensification of centres on the rapid transit network. While implementation of the RGS needs to be strengthened, especially around centres, the Auckland region is currently at the forefront of growth management planning in New Zealand.

In the case of the Wellington region, their growth management planning sees intensification focussed on the Wellington CBD, Adelaide Road and Kilbirnie. It has not effectively addressed intensification around railway stations. Tauranga's SmartGrowth strategy focuses on intensification in the Avenues area of the Tauranga Peninsula and in Mount Maunganui while Christchurch's Urban Development Strategy focuses intensification on the "Four Avenues" area surrounding the Christchurch CBD.

It would be very useful for achieving the Government's transport targets if effective growth management strategies focussing on integrating transport and land use; providing attractive alternatives to single-occupant car use; and managing the need to travel were more widely used across New Zealand.

It would also be beneficial if the Government's capacity to address urban growth management issues was strengthened.

### **Broadband and Fibre to the Home**

The Government has acknowledged that the current level of broadband infrastructure investment will not allow New Zealand to reach its Digital Strategy 1.0 goals of a top-half position in the OECD broadband penetration ranking by 2010, and a top quartile ranking by 2015.

This is significant as improved broadband penetration and speed is a critical tool that would facilitate an increase in tele-working and home-based businesses, both of which make a very significant contribution to reducing the need to travel.

The deployment of effective broadband infrastructure in employment areas in the Northern Strategic Growth Area (NorSGA) will be critical to attracting the right type of businesses. This in turn will generate much needed local employment, especially for the severely job-deprived adjacent Massey area, thereby reducing average trip lengths.

## Travel Demand Management

For the Government's targets to be achieved, a much wider range of Travel Demand Management (TDM) tools will need to be used; and existing tools will need to be used much more widely. Emerging tools such as Neighbourhood Accessibility Plans (NAP); workplace and school travel plans; and personalised travel planning show significant promise in being able to deliver on NZTS targets.

- activities that promote multi-occupancy car travel, such as area-wide ridesharing schemes have increased support and status at a national, regional and local level;
- national guidance and policy for high occupancy vehicle (HOV) lanes provided alongside other TDM strategies such as parking, road pricing and congestion charging initiatives;
- review fringe benefit tax rules as they apply to workplace travel plans.

Options for congestion charging are continuing to be explored by the Ministry of Transport. Congestion charging shows promise at being effective at managing the demand for travel but only if there are effective alternatives (such as the right public transport services with sufficient seated capacity) and that the social impacts of congestion charging, especially on deprived communities, are effectively addressed.

## Affordability

Affordability is a key issue signalled by the Government in its forthcoming review of the New Zealand Transport Strategy. The original New Zealand Transport Strategy (NZTS) 2002 and the Land Transport Management Act (LTMA) 2003 signalled a move away from exclusive reliance on BCRs for transport decision making and the inclusion of a wider range of strategic considerations.

This has been beneficial in broadening transport decision making to consider quadruple-bottom-line considerations. However at the same time, transport construction projects have been subject to an inflation rate of around 15 per cent per annum. In spite of repeated additional injections of Government funding, there remains a large backlog of unfunded transport infrastructure projects.

Land Transport New Zealand (LTNZ) has stated that there is a \$650 million gap between identified funding and expenditure over the next four years for roading projects alone.

As well, there is already a significant funding gap for public transport services in the Auckland region which will, unless addressed, constrain the growth of public transport services and patronage.

On top of this, the targets in the discussion document are unlikely to be achieved without further significant increases in public sector investment. Given the competing demands for public funding and a desire to minimise the burden on taxpayers, this is likely to be a significant challenge.

## Rail Capacity Constraints

The public transport targets will not be able to be achieved in Auckland without addressing the capacity constraints of the Britomart Transport Centre. Although Britomart was only opened in 2003, it is constrained by the fact that it is a terminating station with only two tracks into the station and five platforms. By way of comparison, the Wellington region is currently addressing the capacity constraint of the Kaiwharawhara Throat where three tracks go into eight platforms at Wellington Station.

Even with some capacity improvements through signalling and track changes as part of the Developing Auckland's Rail Transport (DART), Britomart will be limited to 36 movements per hour (18 in, 18 out). This means that further train service improvements beyond the ten-minute peak service on each line planned for implementation in 2010/ 2011 will not be able to take place, nor the network expanded, until this capacity constraint is addressed.

The key to unlocking this constraint is the conversion of platforms one and five at Britomart into through-running platforms linked to a CBD rail tunnel connecting to the western rail line at Mt Eden Station. This would both vastly increase the capacity of Britomart and also provide station locations right at the employment core of the Auckland CBD.

### **Whole of Government approach**

A whole of government approach will be required to achieve the targets set out in the discussion document, addressing the whole range of transport sector and urban development issues and effectively addressing the range of issues and constraints mentioned in this report.

### **Regional Public Transport**

While the issue of regional public transport is of note, there is no formal legal mechanism in place under either the current or proposed public transport procurement legislation for funding services that serve more than one region. In the case of the Auckland region, there is an arrangement for Environment Waikato to fund ARTA for service from Port Waikato and Tuakau in the Waikato region to Pukekohe in the Auckland region.

By its very nature, public transport works best where there is a concentration of origins and destinations. In sparsely populated rural areas, this is much less likely to be able to be achieved than in more densely populated urban areas.

One of the tools used in the implementation of the RGS is to largely confine public transport service to within the Metropolitan Urban Limit (MUL) in order to encourage intensification within the existing urban area, and not sprawl beyond the MUL.

While there may be merit in exploring an expansion of the range of regional public transport service, this is currently run without significant public subsidy with a range of operators from national bus companies through to niche operators targeting particular areas or market segments, such as backpackers. Some regions do subsidise some interurban services for social and/or connectivity reasons, generally connecting small towns with the major centre in the region. However, significant expansion in this function could threaten existing commercial services and exacerbate already acute funding issues.

### **Vehicle and Fleet Quality**

While the Government's target of 170g of CO<sub>2</sub> emissions per vehicle-kilometre is a significant improvement over current levels, it still reflects our relatively old and inefficient vehicle fleet. The European Union is proposing to introduce a standard of 120g of CO<sub>2</sub> emissions per vehicle kilometre.

Achieving the Government's target would require serious attention to reducing the average age of the vehicle fleet through such measures as a vehicle scrappage scheme tied in with incentives to use public transport.

## Air Travel

Tourism contributes around nine per cent of New Zealand's Gross National Product (GNP) and employs, directly or indirectly, 10 per cent of the country's labour force.

There is an increasing awareness amongst consumers in New Zealand's source countries for visitors about the impact of high-level carbon from air travel on climate change. We can mitigate this by positioning air travel to New Zealand as being as environmentally-friendly as possible through using modern more fuel-efficient aircraft with high seat utilisation and the ability for consumers to offset their carbon emissions.

## RESOURCES

No resources other than staff time are required to prepare a submission.

## CONCLUSION

A strong, outcome-focussed transport sector is vital to New Zealand achieving its goals for economic transformation; enhanced connectivity; and environmental sustainability. Target-setting is vital to achieving this but needs to be done in a much wider context and with a deeper understanding of the complexities of the interactions between players in the transport sector. These targets need to be achievable (even if ambitious) and context-sensitive.

A strong focus on a more sustainable transport future is to be applauded but this will require a major change in thinking and focus by all transport sector players, including the Council. There are clear implications for the Long Term Council Community Plan and Asset Management and Activity Planning processes as a "business as usual" approach will deliver the opposite of the desired outcomes.

## RECOMMENDATIONS

1. That the Government Sustainable Transport Discussion Document report be received.
2. That the Council endorse the contents of the Government Sustainable Transport Discussion Document report as its policy position but seek more direct action on transport/ land use integration, especially in relation to Government-funded public infrastructure in Waitakere.
3. That, based on the contents of this report and its conclusions, a submission be prepared on the Sustainable Transport Discussion Document, to be signed off by the Chairman of the Policy and Strategy Committee.

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



## 8 **PROJECT TWIN STREAMS UPDATE**

### **GLOSSARY**

Auckland Regional Council (ARC)

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide the Policy and Strategy Committee with an update of Project Twin Streams outcomes to January 2008.

### **BACKGROUND**

New approaches to dealing with waste and water are fundamental to Waitakere becoming an Eco City. In line with this, in 1997 Waitakere City Council commissioned studies to explore the effects of stormwater on the Oratia and Opanuku Streams. These stormwater studies led to the creation of Project Twin Streams, with successful funding applications to Infrastructure Auckland (now Auckland Regional Holdings) for \$38.2 million over a ten year period from 2003-2012. The project broadly aims to avoid, remedy and mitigate adverse stormwater effects in ways that also achieve social, cultural and economic outcomes. A further \$5.2 million was received to build 14 km of new cycle and walkways alongside three of the streams in the Project Twin Streams catchment.

Project Twin Streams is an innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruwuru Creek catchments. This project weaves together the issues of integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 103,000 people and covers 10,000 hectares.

The purpose or kaupapa for Project Twin Streams is: Working together for healthy streams and strong communities: creating a sustainable future.

The point of difference of Project Twin Streams from other environmental projects is that it takes a sustainable community development approach. The assumptions underpinning this approach are:

- People are more likely to make changes in behaviour when they understand the problem and are part of identifying the solutions;
- Local communities know the most appropriate and effective methods to engage local people;
- Each community has its own diverse characteristics. Programmes need to be adapted to harness the diverse strengths of communities. A one sized solution is not effective;
- Creative learning methods that engage with people's hearts and minds are more effective than simply distributing written information in creating meaningful and long-term behaviour change;
- Local organisations can be more effective than Council in engaging their own communities in the sustainability journey but need to be adequately resourced and supported to do so;
- A partnership approach between communities; local, regional and central government, non-government organisations and local people will be a very effective way of achieving long-term change towards sustainability.

From 2004-2007 Project Twin Streams was a demonstration project for Sustainable Communities - a workstrand of Sustainable Auckland and part of government's Sustainable Development Programme of Action. Sustainable Communities has had a significant role in supporting and resourcing the quadruple bottom line aspects of Project Twin Streams. By June 2007 it had invested in excess of \$280,000, and aligned expertise and resources from the Auckland Regional Council (ARC) and Department of Internal Affairs to ensure consideration is given to the social, economic and cultural potential in the project. The environmental outcomes of the project are funded by Auckland Regional Holdings.

## STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes - Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Protection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of community outcome priorities.

In particular Project Twin Streams supports the Council strategic platforms of:

- **Strong Communities** - people are active, healthy and content;
- **Active Democracy** - people feel they can make a difference. There are high levels of community participation and respect for each others' views;
- **Green Network** - caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems;
- **Three Waters** - stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

## OUTCOMES

### Planting & Maintenance Programme

The Project Twin Streams - Swanson, Waimoko, Momutu, Opanuku, Oratia, Waikumete and Bishop Streams and Henderson Creek are showing evidence of extensive planting of eco sourced native plants forming a riparian margin of around 15 metres. There are now significant sections of the stream banks that form continuous new planting.

#### Highlights from 2007

- A total of 113,364 plants have been planted of which 62 percent (68,545) have been planted by local communities. In total over 300,000 plants have been planted since the project began. Commercial contractors are brought in to plant the areas that are too dangerous for volunteers to do;
- Approximately 33 percent of the Project Twin Streams Area has been cleared of environmentally damaging weeds;
- 5,944 volunteers have been involved in planting, site preparation, weeding and maintenance activities. Since 2003 a total of 13,171 volunteers have participated in Project Twin Streams;

- Nine successful community planting days have occurred in Ranui, Opanuku, Oratia, Glen Eden and Henderson with events being well-attended by local residents;
- There are 29 groups now adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups;
- Eleven local schools are actively engaged in Project Twin Streams - both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.

### Community Contracts & Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. This is being achieved through contracts with community-based organisations to deliver Project Twin Streams in their communities. This means that local organisations with local knowledge are the driving force of the project.

With five fully operative community contract organisations now on board increased community engagement is being facilitated across the six communities within the Project Twin Streams catchment. This is reflected in the statistics which show a significant rise in stream restoration activities being undertaken by communities. Community organisations are reporting that as a result of Project Twin Streams more and more people are becoming aware of the streams, using the streams and their surrounds for recreational purpose and becoming guardians of their area. However along with this increased awareness is also an awareness that just undertaking stream side planting is only going part of the way to restore streams to a healthy state and more sustainable communities. A number of the community contract organisations have advocated for implementing programmes in their neighbourhoods that go beyond stream restoration. They have also been involved in visioning what is required for a sustainable catchment.

In November 2007 a 12 minute DVD on the community voices from Project Twin Streams was released. This DVD was funded and produced by Sustainable Communities. It captures the magic of Project Twin Streams in ways that are often difficult to articulate, including the great satisfaction that comes from making a difference.

The following is a brief update of some of the achievements from each of the contract areas.

- **Ranui-Massey** - This project is being delivered by **Te Ūkaipō Mercy Initiatives for Rangatahi** in association with the Ranui Action Project and covers the Swanson, Waimoko and Momutu Streams from Birdwood Road to Huruhuru Creek. This is the longest running Project Twin Streams community contract and has now achieved 100 percent adoption of public areas along the stream banks by ten local groups including three schools – this includes taking responsibility for site preparation, planting and maintenance. A focus for Te Ukaipo has been successfully engaging a number of youth at risk groups in stream restoration activities. Their successful community engagement has stimulated interest from private property owners in the area who want to be involved in the revitalisation of their streamside areas;
- **Henderson - Community Waitakere** (formerly West Auckland District Council of Social Services) are actively engaging residents and groups in the Henderson area to restore Henderson Creek. Great progress was made last year in engaging with Pak'nSave to not only participate in planting the stream bank near their store, but also to develop a plan for managing the rubbish that is continually a problem in this area. Community Waitakere now have twelve community groups working regularly on the stream, as well as four schools;

- **Henderson Valley - Corban Estate Arts Centre** is delivering this contract in association with Waitakere Pacific Arts & Cultural Trust to restore the Lower Opanuku Stream as far as Border Road. An impressive amount of work has been undertaken by local groups, schools, Community Corrections along with artists and workers from the Corban Estate Art Centre to restore the streamside areas of the Corban Estate. The stream in this area is now a great showcase for what communities can achieve. As well as engaging twelve groups to adopt areas on the Opanuku streamside, 2007 has seen the development of the Friends of Opanuku group. This is a group of local residents, passionate about their stream, who meet regularly for plantings, workshops and to support the coordinator and the project in various ways;

A very successful, although small in numbers, planting day was organised for Council staff on the Opanuku stream. It is hoped there will be on-going involvement in the adoption by Council of the section of the stream adjacent to the Opanuku Reserve opposite Waitakere Central;

- **Glen Eden** - covering Waikumete and Bishop Streams. This community contract is being delivered by **EcoMatters Environment Trust** in partnership with Glen Eden Primary School. In the first year of this contract the focus has been on involving the schools in this area, several of whom have now formally adopted sites and others have participated in other ways. Nine community groups and local businesses are actively engaged in the stream restoration work including a whanau group of parents, pre-schoolers and home-schoolers, and the Glen Eden Picnic Site Group. A local community reference group has been formed to support and advise the coordinator and to participate in planning the implementation of the project in Glen Eden. Glen Eden has also now developed their own logo with the vision "Our streams, our dreams";
- **McLaren Park** - is being delivered by **McLaren Park Henderson South Community Initiative** and covers the lower Oratia stream. Their coordinator known locally as Green Jon has really made his mark in the last year with two highly successful planting days attracting between one and two hundred people each time. The local community has planted almost 9,000 plants in the first year of their contract. A community edible garden is being established beside the stream off Millbrook Road as a novel way of engaging the local community while educating about healthy eating, composting, worm farming, and general organic gardening methods. This is one of the many innovative ways that Project Twin Streams community coordinators use to get people down to the streams, enjoying the environment and the company of their neighbours;
- **Swanson** - In Swanson a local resident is contracted to engage Swanson residents in the restoration of Swanson Stream. All the public areas have now been planted and the challenge is now to restore the stream banks running alongside the Redwood Park Golf Club. A good relationship has been established over 2007 with the Golf Club and Swanson School continues to participate in a regular planting and maintenance programme.

This community development model is proving extremely successful in facilitating diverse and significant community engagement in Project Twin Streams. Project Twin Streams has reached a 'tipping point' where local communities are now actively committed and engaged in stream restoration activities and claiming the streams as the heart of their neighbourhoods.

### **Creative Processes**

Using creative methods to engage people's hearts and minds in reconnecting with their natural environment and healing the planet is proving to be an essential tool in the success of the stream restoration programme of Project Twin Streams. It also provides a tangible and fun way for people, particularly children to engage in activities to strengthen their connection to sense of place and the special significance of the Waitakere waterways as they flow from the Ranges to the sea.

### Creative Highlights from 2007

- Pupils at Henderson South School completed a beautiful mural depicting the children taking care of the Opanuku Stream;
- A fabulous ten metre long eel sculpture was unveiled in the Pasifika area at Corban Estate. The concrete sculpture has been covered in over 300 Maori and Pacific tiles which were designed and made by local groups - Liston College, Henderson High School, Mother of Divine Mercy Community Group, Beautiful Daughters (an alternative education school group for teenage girls) and the Pacific Mamas;
- Six tiled posts, made by pupils from Henderson High School have been placed alongside the Opanuku Stream to mark the school's adopted area of the stream. Each student painted their own tile to identify the area and to mark their relationship to the stream;
- In Glen Eden a Project Twin Streams Celebration Arts Performance 'Our Streams Our Dreams' with over 120 young performers from Kaurilands, Glen Eden, Konini Primary Schools and Kelston Girls College was a great success;
- Flanshaw Road Primary School put on a magical and inspiring musical production on what it means to be guardians for Henderson Creek. Every child in the school took part in the production.

### **Walk and Cycleways**

One of the key projects for 2007 was significant progress on the construction of the Project Twin Streams walk/cycleways. When completed, the six pathways, totalling fourteen kilometres will connect people with each other and their natural environment and include art tiles depicting local flora, fauna, cultural and iwi stories together with educational signs and a demonstration area for permeable paving.

Finding creative opportunities to connect people to their natural environment and the streams is key to Project Twin Streams. Including art in the walk/cycleways also is an opportunity to celebrate the diversity of Waitakere and provide a sense of community ownership and an incentive for people to use them. Many of the art initiatives involve collaborations with key stakeholders in Project Twin Streams including Te Kawarau a Maki, Ngāti Whatua and the local schools and communities.

In 2004 an application was approved by Auckland Regional Holdings for \$5.2 million to construct walk and cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.1 million from Land Transport New Zealand has also been approved.

### Update on Construction

- The Oratia segment from Parrs Cross Road to Millbrook Road complete and practical completion has been issued;
- The Lower Opanuku segment extending from Alderman Drive over the Great North Road intersection and through Corban Estate up to Border Road is completed;
- The Lower Waikumete segment from Seymour Road, through a purpose-built wetland to intersect with the Oratia section is complete apart from signage. Wetland completion has been delayed due to wet weather and is expected at the end of January 2008;
- The design for the Upper Opanuku segment from Border Road onto Henderson Valley Road is nearing completion. Construction is planned for October 2008;
- The design for the Upper Waikumete segment from Ceramco Park to Savoy Road is complete and is awaiting resource and building consent approvals before tendering for construction in January 2008;

- Construction has begun on the three bridges over the Oratia stream and completion is expected by the end of May 2008;
- Applications for funding for lighting the walk/cycleways has been made to LTNZ and the Energy Commission. If the applications are successful, the design for lighting will be completed by the end of June 2008 and construction planned for October 2008.

### **Property Buy Outs**

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Road area (2003), in Henderson Valley (2004) and Glen Eden (2005) for stormwater management and riparian margin development. To date settlement has been reached on 77 out of 90 properties with the remainder under negotiation.

Part purchases and easements are also progressing well for the Cycle and Walkways and resolutions are expected on all properties.

This property purchase process has been highly successful. This has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire properties and be engaged in negative publicity.

### **Working with Private Properties**

To date the majority of stream restoration work has taken place on public land. Planning is now underway to begin working with private property owners whose properties border streams in the Project Twin Streams area for riparian planting to provide continuous planting along the stream banks. In order to secure access for maintenance down all the streams, this process will involve, where possible, Council securing long-term access to the plantings through either part purchase of a small strip of land on individual properties or through covenants. The process being designed builds on the success of the property buy-out process.

### **Relationship with Manawhenua & Iwi**

There continues to be strong support from both Te Kawerau a Maki and Ngati Whatua for Project Twin Streams:

- Both iwi have been involved in designing art works for the walk/cycleways representing their connection to the land;
- Discussions are underway with Ngati Whatua who is interested in demonstrating their restoration practices on one of the Project Twin Streams tributaries;
- A Pa Harakeke (native flax garden) site along the Opanuku Stream is currently being designed. The initial funding for this project was from Sustainable Communities and is being lead by Project Twin Streams Opanuku in consultation with Te Kawarau a Maki, UNITEC, Manaaki Whenua and local weavers;
- A manawhenua workshop was organised by the Project Twin Streams Community Contract Organisations for their local communities. This workshop was an outstanding success and was attended by over 50 people. Te Warena Taua gave a superb presentation on the history of Manawhenua in the Waitakere. Riki Bennett, a ranger with the ARC, led a walk around the cascades talking about Maori traditional uses of the forest. This was followed by a shared barbecue and picnic lunch in the park area. Feedback from the workshop has been extremely positive and it is hoped that it will become a Project Twin Streams annual event.

Both Te Kawerau a Maki and Ngati Whatua have expressed their interest in being part of the discussions and planning on the future governance of Project Twin Streams.

## **Progressing Project Twin Streams Economic Goals**

There are a number of exciting opportunities arising from Project Twin Streams for local community economic development and skills training. One of the challenges in progressing community economic development opportunities is that, to date, this aspect of work has not been incorporated into national, regional and local strategic frameworks and therefore there is limited resources and skills to support this. Project Twin Streams will continue working towards maximising these opportunities.

Te Ūkaipō Mercy Initiatives for Rangatahi (the contract holder for Project Twin Streams Ranui-Massey) are working with Unitec to develop appropriate unit standards so that youth at risk groups working regularly on stream restoration have the opportunity to develop skill recognition for their work.

A Sustainable Products and Services Steering Group led by Sustainable Business Network and comprising Council, Beacon Pathways and EcoMatters Trust, was established in 2006 with the goal of making sustainable goods and services mainstream for households and businesses in the Project Twin Streams Catchment. A database has been compiled of local suppliers of sustainable goods and services and an action plan produced providing recommendations for future actions. This work will be developed through alignment of work programmes of council's economic development programme and those of other external partners such as Beacon and Sustainable Business Network.

## **Visit to Project Twin Streams by the Minister for Climate Change**

Minister for Climate Change, the Honourable David Parker, visited Project Twin Streams in November. The visit started with a powhiri at Birdwood Road School followed by a streambank walk through the schools adopted area and also met with rangatahi (youth) from Te Piataata Trust. He then visited a local resident's house to witness the fitting of a local flow showerhead and cylinder rap by EcoMatters Trust as part of their energy and water retrofitting programme. The visit ended with the launch of the Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme (see below) at Ranui Action Project House. The Minister was impressed with the integrated approach of Project Twin Streams and stated the importance of healthy streams and waterways as being central to healthy and strong communities.

## **NEW DIRECTIONS FOR PROJECT TWIN STREAMS**

### **Governance and Strategic Management of Project Twin Streams**

From 2012 the funding for the stream restoration from the Auckland Regional Holdings grant will have finished. The Project Twin Streams Community Organisations and others are committed to seeing the work of Project Twin Streams continue to grow and develop over the long term. It has always been an objective of the project to develop a governance structure and funding mechanisms to ensure this can happen. Work has begun on identifying a governance structure to take the project beyond 2012. Two core key steps to progressing this have been:

1. Developing a partnership with the ARC for collaborative governance of Project Twin Streams.
2. Establishing a Cross-Council Steering Group for the internal Council strategic management of Project Twin Streams.

Over 2008 there will be consultation with manawhenua, community and other key stakeholders to progress this.

### Partnership with the ARC for Governance of Project Twin Streams

In November a Memorandum of Understanding was signed between ARC and Council for the Project Twin Streams Sustainable Catchment. This partnership builds on the Sustainable Communities relationship established three years ago. The purpose of the Memorandum is to:

- Develop a shared understanding of what a sustainable catchment is and identify opportunities to enable this to be pursued;
- Develop a long term strategic plan, business plan and governance structure for Project Twin Streams including responsibilities of all parties;
- To explore and align existing resource for Project Twin Streams.

This partnership aims to support the sustainable development and management of the Project Twin Streams catchment using a collaborative governance model.

### Council Strategic Management of Project Twin Streams

A Cross-Council Steering Group has also been established to provide strategic management and internal alignment of Project Twin Streams with work programmes from other areas of the council. Work is underway to identify key priorities for incorporation in the next Long Term Council Community Plan.

### Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme

Changing people's behaviour to live more sustainably over the long-term has always been an overarching goal of Project Twin Streams. A key focus of Council is ensuring households adopt more sustainable living practices. The purpose of the Sustainable Household-Sustainable Living Demonstration Project will be to trial the Project Twin Streams community development model to assist Council in meeting its key sustainability objectives through working with households to identify and implement actions to live more sustainably. In particular it will aim towards significant reduction of water and energy usage, waste production and encourage people to use their cars less. If it is successful, learning's from the model could be expanded across the Project Twin Streams catchment and other areas of Waitakere.

The vision for the Sustainable Living Sustainable Household Demonstration Programme is *"Sustainable households driven by local communities who influence others to create a sustainable catchment"*.

The project is being delivered in three Project Twin Streams communities - Glen Eden, Ranui and Swanson via the currently contracted Project Twin Streams community organisations and working in partnership with EcoMatters Environment Trust. In total 200 households will take part in the project from January – June 2008. Participating households will receive a free water and energy check and a water audit. Forty five eligible houses will also receive an energy retrofit.

It is envisaged that by working with local communities to develop the programme from the grassroots, creative ideas will evolve that will support households and neighbourhoods to leave a lighter footprint on the earth in ways that strengthen communities and bring better health benefits for families.

The demonstration project also has the support of the ARC and will build links with other key stakeholders to ensure a comprehensive programme is developed.

## RESOURCES

There are no resource implications arising from this report.

## CONCLUSION

Project Twin Streams now has systems and processes in place to ensure the project is well placed to successfully achieve its contractual obligations with Auckland Regional Holdings by 2012. The ways of delivering this project through a community development model using creative processes to engage local communities is proving overwhelmingly successful. This has created a strong base to extend the project to working with individual households through the Sustainable Household-Sustainable Living Demonstration Project.

The project has also acted as a catalyst for engaging communities in wider issues of how to create a sustainable catchment through learning how to live more sustainably and integrated catchment management planning. With the partnership with the ARC being confirmed through a Memorandum of Understanding and a Strategic Cross Council Steering Group in place, Project Twin Streams has a wider support base to fulfil its potential.

## RECOMMENDATION

That the Project Twin Streams Update report be received.

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



## 9 ROYAL COMMISSION - ISSUES AND UPDATES

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

