

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE
HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 5 APRIL 2007
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 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 8 March 2007

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 8 March 2007 as circulated, be taken as read and now be confirmed.



4 PRESENTATIONS

A MEMORANDUM OF UNDERSTANDING REVIEW

There will be a brief presentation from IMF NZ Limited (formerly IMF Westland) and John Wadsworth, Chief Executive Officer of Waitakere Enterprise in relation to Item 16: Memorandum of Understanding with IMF Westland Limited Review report that is on the Agenda.

B POLICE PRESENTATION ON CALENDAR YEAR STATISTICS

Inspector Mark O'Connor, Area Police Commander, will be presenting the Calendar Year Statistics to the City Development Committee.



5 SAFE WAITAKERE UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the City Development Committee on SAFE Waitakere, present an overview of progress and key initiatives, and to outline the current focus of the team.

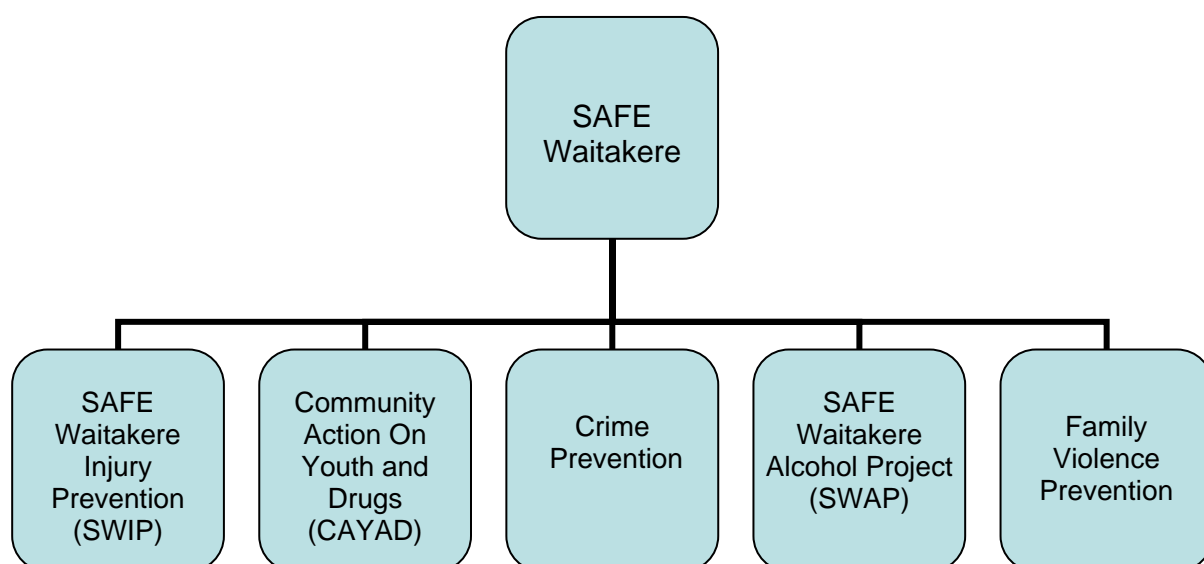
BACKGROUND

SAFE Waitakere Role

A1-A3

The team acts at local and regional levels to develop plans, partnerships and programmes that deliver safety outcomes in the city in accordance with local and national strategies. The learning from these initiatives is distilled into informing policy development including the analysis of the effects of government policy to inform Council and provide advocacy to central government. The team is primarily funded from contracts with the Ministries of Justice and Health. Particular focus areas are crime prevention, injury prevention, alcohol and drugs and family violence. The project briefs for each focus area are attached as pages A1 to A3.

SAFE Waitakere Structure



STRATEGIC CONTEXT

The work of the SAFE Waitakere Team is closely associated with the strategic priorities of First Call for Children and Safe City. The work of Safe Waitakere supports the Strong Communities Strategic Platform. The Active Democracy strategic platform also reinforces the concepts of the 'Waitakere Way' the active involvement of multiple agencies, and of all communities in Waitakere, all of which are essential to safety issues within the City.

ISSUES

Progress has been across a number of key initiatives.

SAFE Waitakere - General

World Health Organisation Safer Community Re-accreditation - Waitakere was re-accredited in December 2006.

Community Action on Youth and Drugs (CAYAD)

The CAYAD Contract report for July to December 2006 has been submitted to the Ministry of Health. Ministry of Health officers are pleased with the projects performance. The completed contract report is available for reference if required.

CAYAD Advisory Group Meetings- in accordance with the contract with the Ministry of Health the CAYAD advisory group continues to meet regularly. Its members include: New Zealand Police, Community Alcohol and Drugs Service (CADS), Wai Health Addictions, Pacifica Healthcare, Altered High, Odyssey House, Waitemata District Health Board and Tupu.

Key CAYAD Initiatives are:

Converse 06'- The Waitakere City Youth Council (WCYC) and Te Roopu Puawai Youth Council, in collaboration with Safe Waitakere, Waitakere Youth Transition Services, and Tag Out Trust delivered 'Converse 06' The Waitakere City Urban Youth Summit. It was a one day Urban Youth Summit participation project, to inspire young people to challenge the stereotypes surrounding their culture and to start to express how they see themselves rather than how society sees them.

Completion of the Methamphetamine City-wide Education Programme:

- Delivery of the Methamphetamine Education Programme throughout Waitakere.
- Offering a presentation package, education material and information handouts to specific community leaders and agencies working closely with youth and their families.
- Working in collaboration with other alcohol and drug providers to provide referrals and follow up assessment and treatment.
- Delivery of sixteen workshops throughout Waitakere - four presentations in each of the four wards.
- CAYAD continued support, in terms of supervision, programme attendance, contacting organisations and schools for referral purposes.

SAFE Waitakere Alcohol Project (SWAP)

The SWAP Contract Report for July – December 2006 has been reviewed by Ministry of Health officers who are pleased with project performance. The completed contract report is available for reference if required.

Key SWAP Initiatives are:

Parent Pack - A resource for parents containing tools and information to help them understand and manage issues pertaining to their teenagers has been prepared and distributed. The pack was produced following community feedback and an analysis of current information available. SWAP has identified that a large number of the issues faced by teenagers show alcohol as a key component. The pack was finalised through collaboration between CAYAD and a large number of other agencies and community groups including; Police, Community Alcohol and Drug Services (CADS), Health West, West Auckland Youth Services, Altered High, Hoani Waititi Marae and many participating parents. 30,000 copies of the Parent Pack have been printed for distribution in the Waitakere community. Within the first week over 10,000 copies were supplied to the various schools within Waitakere. Feedback from the document to date has been very encouraging.

The *Think Before You Buy Under 18s Drink and Think Consequence* campaign - this campaign involved intensive advertising in local news media and at locations where alcohol is sold and included:

- Local newspaper and radio advertisements concerning the dangers of supplying alcohol to teenagers.
- Local radio and print media interviews with community workers.
- Media events, billboard advertisements, banners and other innovative promotions.
- The distribution of printed material.
- The presentation of campaign information at point of sale.

Project Respect - This is a shared project between both SWAP and the Crime Prevention Project.

SWAP is currently taking the lead for project implementation. Project Respect is summarised below within the Crime Prevention Project section of this report.

SAFE Waitakere Injury Prevention Project (SWIP)

The SWIP Contract Report for the period July - December 2006 was submitted to the Ministry of Health. Ministry of Health officers have given positive feedback on project performance. The completed contract report is available for reference if required.

SWIP Board Meetings - the SWIP Board continues to meet on a monthly basis. Its members are:

- Deputy Mayor (Cr Carolynne Stone),
- Te Taumata Rununga (Poata Northcroft & Mihi Te Huia),
- Waitakere Pacific Board (Cheryl Talamaivao & Elia Tavita),
- Waitakere City Council Councillor (Cr Linda Cooper),
- Accident Compensation Corporation (Kit Holt),
- Safekids New Zealand (Julie Chambers),
- Royal NZ Plunket Society Inc (Stephanie Shennan) and
- Waitemata District Health Board (Helene May).

Safe Waitakere Injury Prevention Co-ordinator (Maori Programme) - an appointment has recently been made to this full time position.

Safe Homes for Pacific Kids - a contract for this project was finalised in February this year.

Key SWIP Initiatives over the last year are:

Child Safety Working Group Safe Season Campaign - the Child Safety Working Group is a multi-agency coalition group focused on reducing injury to children. The Safe Season campaign is aligned with both the SWIP strategic plan and the New Zealand Injury Prevention Strategy. The main focuses are Poisoning Prevention, Water Safety, Fall Prevention and Motor Vehicle Passenger Safety, all priority areas for injury to children. Initially being piloted in a specific geographical area, there is capacity for the campaign to be aligned with other WCC projects, e.g. "Massey Matters".

The main objectives for the project are to:

- Raise awareness of the four main issues across all sectors of the community interacting with children;
- Encourage behaviour change in the target audience;
- Develop and maintain strong relationships with the community.

Driveway Run-over Prevention Project - this is a regionally developed project designed to raise families' awareness of the risks and give practical information on the prevention of this tragedy.

Safe Waitakere have previously hosted a workshop to bring together key champions around this issue, including: paediatric surgeons and nurses; medical and injury researchers; local authority representatives; Land Transport New Zealand representatives and injury prevention practitioners.

Rock Fisher Project - Safe Waitakere brought together trauma services and supported the establishment of the Waitakere Trauma Reference Network. After discussion at the Trauma Network the Rock Fisher project was developed in response to a spate of rock-fishing fatalities on Auckland's rugged west coast during 2005. Concerns were raised by rescue organisations, police, councils and regional water safety groups about the frequency with which fishers get into difficulty at high risk surf locations. Auckland Regional Council (ARC), WaterSafe Auckland Inc (WAI) and Surf Life Saving Northern Region (SLSNR) jointly commissioned this project to address these concerns. The purposes of the project were threefold:

- Pilot an on-site rock fishing safety education promotion;
- Study the demographics, beliefs and behaviours of Auckland's west coast rock fishers;
- Make recommendations for future rock fishing safety promotion based on the information obtained (now completed).

Injury Prevention Through Environmental Design (IPTED) - IPTED involves applying injury prevention principles to environmental design. Auckland City Council (ACC) have recently developed draft national IPTED guidelines and have approached Waitakere City Council with a request to support a pilot project. This will involve a review of the guidelines in relation to current practises in Waitakere.

Crime Prevention Project

Crime Prevention Contract Reports (including Car Safe report) for the period July - December 2006 have been submitted to the Ministry of Justice Ministry staff are pleased with project performance. Completed contract reports are available for reference if required.

The Crime Prevention Strategy for the City is due to be reviewed this year. This strategy incorporates the Council/Police Memorandum of Understanding, the City Safety Liaison Group and the Crime Prevention Reference Group. A review of the graffiti vandalism strategy, which currently operates separately from the crime prevention strategy will be included.

Key Crime Prevention Initiatives are:

Crime Prevention Through Environmental Design (CPTED) - CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in incidence and fear of crime, as well as an improvement in quality of life. The application of CPTED principles is evident throughout Waitakere in a variety of locations, for example:

- West Coast Beaches and Ranges Car Parks: a collaborative approach has been applied to CPTED. Joint assessments in several car park locations have been completed with representatives from a variety of agencies (WCC, ARC, Police, Watercare). Recommendations arising from these assessments have been implemented.

At this stage the application of CPTED principles are in the form of general "guidelines". The Manager of Urban Development and Design is currently developing specifications for a project to review the Code of Practice for City Infrastructure and Land Development to ensure Safety and Access by Design principles are incorporated, this may include a comprehensive audit of selected areas. Safety and Access by Design incorporates Crime Prevention, Injury prevention and Barrier Free Access, applying a combined approach to these areas has the potential to realise significant benefits.

Project Respect - This project targets alcohol-related violence across Waitakere. Encompassed within the initiative is a strong focus on Maori and Pacific Island offending, because Police intelligence analysis identified that a disproportionate level of offending was committed by these two population groups. A six month pilot initiative has been established which received Ministry of Justice funding for the Maori and Pacific Island components. Project Respect also provides a focus on liquor bans; a working group has been established within Council that is exploring the issues surrounding liquor bans, benefits and placement. A separate report to the Planning and Regulatory Committee will be prepared by SWAP outlining the progress made by the working group together with specific recommendations (including a recommendation to progress to public consultation).

Family Violence

Key Family Violence Initiatives are:

Everyday Communities (launched October 2006) - An innovative programme developed by Child Youth & Family that aims to raise public awareness and prevent issues of child abuse, neglect and family violence. This is the first time that Everyday Communities has come to a large urban community. Previously it has been run in rural areas and has achieved widespread community ownership and participation in all the regions where it has been active. The objectives of Everyday Communities are:

- Public Education;
- Community capacity building and capability;
- Promotion of networking.

White Ribbon Day – The International Day for the Elimination of Violence Against Women - A march took place on the morning of Friday, 24 November 2006. Its aim was to show community solidarity on Family Violence Prevention and to provide the public with information on the appropriate action to take to prevent family violence.

SAFE Waitakere Overview

Key upcoming areas of focus over the coming year will be:

- Family Violence will be a key community safety issue for the City to consider in 2007.
- IPTED/CPTED: The development of CPTED and IPTED principles within Waitakere has significant potential to assist with the prevention of injuries and crime.
- Graffiti Vandalism issues are being progressed at a Regional level and local activity continually developed.
- Crime Prevention Strategy - this strategy is due for review in 2007.
- Currently the re-establishment of the City Safety Liaison Group is taking place. Councillor Hulse has indicated her support for this group from her capacity as Chair of the Crime Prevention Reference Group.
- Cannabis Misuse has been highlighted as an area for focus in 2007.
- Project Respect will continue until end May 2007.
- Community Restorative Justice Initiative (initial discussion stages).
- Alternative Education Sector needs analysis and planning.

RESOURCES

The Safe Waitakere Team consists of 8 full-time positions of which 6 are funded externally by the Ministries of Justice and Health. The Team Leader and Family Violence Advocate positions are funded by Council. Council has also allocated \$35,000 in the 2006/2007 Annual Plan to support crime prevention activities.

CONCLUSION

Safe Waitakere continues to maintain a strong focus through partnerships on achieving safety outcomes for the City. This report represents a summary of Safe Waitakere and describes some key projects and initiatives. Reporting to Council is also a key requirement of the Ministry contracts currently managed by Safe Waitakere.

RECOMMENDATION

That the SAFE Waitakere Update report be received.

Report prepared by: Mark Maxlow: Safe Waitakere Team Leader.



6 WAITAKERE WELLBEING COLLABORATION PROJECT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide an overview to the City Development Committee of developments in the Waitakere Wellbeing Collaboration Project over the past year.

BACKGROUND

The Waitakere Wellbeing Collaboration Project is an initiative to facilitate Central Government agencies, the community sector and Council to identify collaborative focus areas and work together through joint projects and better co-ordinated planning. The Waitakere Wellbeing Collaboration Project is the current focus of the Wellbeing process that has developed a culture of 'working together' over the last ten years; this has become widely known as "The Waitakere Way."

In 2002, the Wellbeing process evolved into a three-way partnership between the community sector, central government agencies and Council. A Collaboration Strategy Group, made up of representatives from each sector, leads the process. An employment sub-committee of this group directs the work of the Project Manager who is employed by Council.

At the Wellbeing Summit held in December 2002, participants mandated a set of 'Strategic Outcomes', 'Focus Areas' and 'Calls to Action' that would benefit from a collaborative approach. 'Call to Action' groups made up of representatives from the community sector, Council and Central Government were set up and worked on a wide range of projects throughout the period from 2003 to 2005.

The Waitakere Wellbeing Collaboration Project has also facilitated increased alignment of planning processes among key agencies and identified joint consultation and research opportunities.

The Waitakere Wellbeing Summit in October 2005 marked the end of the initial three year period of the Collaboration Project. At this Summit stakeholders reflected on the achievements to date and considered the Project's future direction. This information was incorporated in a review undertaken in 2006 of all the Calls to Action and overall focus and progress of the project. A further Summit is planned for 26 July 2007 to discuss and take forward recommendations from the Wellbeing Collaboration Project review, the Plan for the City work, and identify common priorities for endorsement and action.

STRATEGIC CONTEXT

Central to Council's Eco-City vision is the aim of improving the level of wellbeing of residents. Council has taken a facilitative role brokering relationships between service providers and the community and encouraging communities to take greater responsibility for their own health and wellbeing. This role is a key element of Agenda 21 and has been developed through establishing a range of collaborative partnerships with government agencies and community organisations.

Council's participation in the Waitakere Wellbeing Collaboration project is embedded in the Long Term Council Community Plan, particularly in the 'Strong Communities' and 'Active Democracy' Platforms. In the 'Strong Communities' Platform Council has committed to a number of actions that will serve to ensure local services meet changing needs and that responses to Wellbeing issues are developed in partnership with the relevant community and central government agency partners.

The Wellbeing Collaboration Project is closely aligned with the Long Term Council Community Plan and Community Outcomes process. Existing Focus Areas have been integrated into the Community Outcomes process. The Waitakere Wellbeing Collaboration Project also provides an ongoing mechanism for consultation with community organisations and government agencies around social wellbeing issues that can be fed into the Community Outcomes and the Long Term Council Community Plan process into the future. The Community Outcomes areas that particularly relate to the Wellbeing Collaboration Project are those in the social wellbeing domain:

- Strong communities;
- Working together;

- Healthy lifestyles;
- Urban and Rural Villages.

ISSUES

Outcomes from the 2006 Review of the Wellbeing Collaboration Project

Overall Framework

This review endorsed earlier findings in the midpoint review of the Wellbeing Collaboration Project which indicated strong support for the project intent and acknowledgement of the perceived potential benefits of the project. Participants thought the framework excellent, the process useful and enjoyable. Some groups considered the level of participation in collaborative forums to be organisationally demanding and had to limit their levels of participation.

The 2006 review found that a considerable increase in networking and collaboration on joint initiatives was reported. Most participating organisations described involvement in the Wellbeing Collaboration Project as adding overall value to the City and to their own organisation's work. It was not possible, however, to demonstrate robust measures of improved wellbeing as there was no baseline data against which to track tangible changes.

Nevertheless there were notable milestones achieved through the collaborative work undertaken by Calls to Action which could be used as indicators of change in terms of awareness-raising, increased service provision and access to appropriate services in identified priority areas. These are noted under each Call to Action.

Recommendations

The review recommended that the Calls to Action were now well placed to refocus and build on their established potential to make significant contributions to addressing overarching priorities identified at, and post, the 2005 Summit such as social inclusion, reducing poverty and urban intensification. There are natural clusters and inter-connections between many of the Calls to Action that would enable this process. Some Calls to Action such as Culture of Inclusion and InfoTech are probably better positioned as overall approaches and tools to be incorporated across all the Calls to Action.

As a follow-up to the review, a planning and evaluation training exercise in **Results Based Accountability** (Martin Freidman's work) is being organised for Call to Action convenors in the near future. Appropriate baseline data are selected for a specific priority area, evidence-informed interventions are planned to reach the identified outcomes and progress is plotted against the baseline data. The availability of data and complexity of factors involved in some of the Calls for Action will pose some challenges for this process but it is a necessary next step to answer the essential evaluation questions with more certainty "Are we making a difference?", "What needs to change?", "How can we do better?".

Additionally, the review recommended the need for further capacity-building: both in terms of skills development and additional resourcing including strategic brokers in key areas of development. Other priority areas not currently covered, or partially covered, in the Calls to Action include Active Living, Young People, Fathering, Older Adults and Disability. There is also a need to extend the project's reach to include leadership from Maori, Pacific and other minority communities.

Calls to Action

The following is a brief summary of the work undertaken through the nine 'Call to Action' Groups from 2006/2007.

- 1 Every child in Waitakere has access to quality Early Childhood Education:**
 - Regular networking meetings and review process undertaken.
 - Regular newsletters and ECE Express website for communication.
 - Regular “Big Breakfast Bashes” education and networking events held for education providers.
 - Toddler Day Out 2006 and 2007 in conjunction with the Great Parenting Fair. Toddlers Day Out 2007 was held at the Trusts stadium for the first time. Over 10,000 people attended this great annual community event to celebrate children, provide information and resources for parents and a wonderful display (many interactive) of the diversity of early childhood education and other relevant services available.
 - Scoping for ECE resource centre for new settlers and migrants.
 - Assistance with planning of Ra Mokopuna Day in Massey (with Te Korowai Manaaki).

- 2 Educators and Communities working together (initially called Schools and Communities....):**
 - Regular networking meetings, newsletters and review process undertaken.
 - Extensive consultation and scoping undertaken by project coordinator with key stakeholders for the development of a Learning Plan for Waitakere City.
 - Focus groups held or planned in ten identified priority areas.
 - Waitakere Sustainable Learning conference organised for March 16/17 – 200 plus people registered from key areas including early childhood, schools, tertiary and adult education sectors.

- 3 Every student in Waitakere leaves school with a Plan / Waitakere Employment and Skills Project:**
 - Currently in recess as a number of services initiated in response to this Call to Action are now established and mainstreamed eg Gateway Programme, Youth Transitions Service Some of the original intent of this Call to Action will be picked up by Educators and Communities in their Learning Plan.
 - Training package for schools developed to go with the earlier DVDs produced to assist Waitakere students with career choices.
 - Network meetings (convened by Waitakere Enterprise) occurring on ad hoc basis.

- 4 Every Waitakere Resident has access to affordable, appropriate housing:**
 - Regular network meetings re-convened and review process undertaken.
 - In process of establishing Housing coordinator position.
 - Secure Tenure Research proposal submitted.
 - Some stocktaking work on Third Sector housing undertaken for WCC Housing strategy.
 - Submission made to the Department of Building and Housing consultation on ways to improve energy efficiency of buildings (and homes).
 - Support for social housing development.

- 5 Developing a Culture of Inclusion:**
 - Regular network meetings and planning review.
 - Revision of Inclusion checklist planned to encourage more uptake.

- Feedback sought on implementation of the Charter of Inclusion by signatories, Council and the Waitemata District Health Board - encouraging activities noted though more still to be promoted.

6 Information Technology is used by organisations to support wellbeing and collaboration outcomes

- Network and review meetings.
- Community Notice board launched March 2006 through Community Waitakere (previously WADCOSS) website - well used as community sector communication vehicle.
- Events calendar being reviewed to promote more community-wide use.
- Funding proposal submitted to build IT capacity of small businesses/ community organisations.

**7 Migrants and refugees settle successfully in Waitakere
(Call to Action steering group has become known as New Out West- NOW):**

- Regular network meetings – very well attended by multiple agencies from different sectors.
- Regular newsletters.
- Planning review – focus on activities in the following areas Employment/Education/Housing/Health/ Connection to local communities and Families Together.
- Waitakere migrant employment brokerage service and employment support group established.

8 Reduction of Violence against Women and Children:

Has overseen three collaborative projects (with funding secured for these):

- Interagency case management meetings for serious repeat offending cases established and working well.
- Home visitor training programme (Violence prevention) developed with TKM and piloted – to be rolled out.
- Family Violence Liaison role was terminated following some ongoing difficulties with the worker and host agency.
- Full review of current activities and directions planned for early 2007.

9 Te Korowai Manaaki

- Regular network meetings and planning review undertaken.
- Great Parenting Forum organised in conjunction with Toddlers Day Out.
- Further SKIP funding secured for three strands led by Violence Free Waitakere, Whakapakari Whanau led by Tu Waihina Trust and Hono I Te Ora Maori Caucus and Parenting Skills for Pasifika led by Ataata o le Taaeao Pasifika Caucus and the Samoan Potopoto.
- Positive Fathering in Waitakere initiative being developed from recommendations of Positive Fathering report.
- Coordinator appointed to develop strategic plan for Pacific caucus. Funding being sought for Pasifika media programme developed for radio.
- Currently undertaking an information-gathering exercise on services for Maori to inform the development of a strategic plan for the Maori caucus.
- Involved in projects supporting Maori parents and whānau and the Family Violence Prevention Training initiative.

- Locality Project West Harbour neighbourhood initiative as part of Massey Matters Project currently under consideration (with Plunket as lead agency).

A proposed new Call to Action **Active Waitakere** has been established to promote more physical activity in Waitakere City. It has been spearheaded by key stakeholder organisations such as Sport Waitakere, Waitemata District Health Board, Council Leisure Services, SPARC and Wai-Health. A well supported forum was held at Hoani Waititi in November 2006 to launch this initiative. They will seek a mandate from the 2007 Wellbeing Summit for their activities.

2007 Wellbeing Summit

A Wellbeing Collaboration Summit is planned for July 26, 2007 for stakeholders from the central government sector, the community sector and Council. This will provide an update on the activities of the current Calls to Action; take forward recommendations from the review and Plan for the City (social wellbeing) working group and workshop future initiatives for the Wellbeing Collaboration Project. The programme and guest speakers are yet to be finalised but the working theme is "Wellbeing for All: Checking the Reality" with a focus on addressing social inclusion, equity and reducing poverty as essential to increasing wellbeing in Waitakere City. It will also include a presentation on identified priorities and recommended actions for the social wellbeing domain of the 'Plan for the City'.

Collaborative Planning

The Wellbeing Collaboration Project has continued to facilitate collaborative planning through linking processes, consultation and information and ensuring connections between different government and community initiatives.

There is a current working group to develop the social wellbeing component of the Plan for the City as a multi-stakeholder strategy. This is focused on determining priorities, aligning work programmes and identifying collaborative areas of action for the local and central government and community sectors. Recommendations will be taken to the 2007 Wellbeing Collaboration Summit in July 2007 for endorsement. This will also require interface with the other wellbeing domains - cultural, economic and environmental - to ensure there is a comprehensive complementary range of effective actions to improve overall wellbeing across all domains.

Council Role

Council officers have been active participants or advocates in relation to most of the 'Calls to Action' under the Collaboration Project umbrella. Council acts as the employing authority for the Project Manager on behalf of the Collaboration Strategy Group; the Team Leader: Social Development provides day to day supervision.

Council is represented in the Collaboration Strategy Group by the Social and Cultural Strategy Group Manager, the Strategic Advisor: Community Outcomes and Partnerships, the Safe Waitakere team leader and the Strategic Partnerships Advisor: Social Wellbeing.

RESOURCES

As noted previously there are inherent difficulties in maintaining resourcing from a number of different agencies, each with its own criteria for funding and facing pressures from other local authorities seeking funding for similar projects. The continuing lack of any central pool of funding to resource collaborative 'whole of government' initiatives remains an ongoing concern.

Council funding of \$50,000 is allocated in the Annual Plan 2006/2007 for the coordination of the project. A consortium of four government agencies, Ministry of Health, Waitemata District Health Board, Ministry of Social Development and Housing New Zealand Corporation has provided \$36,000 towards the project so far this year.

'Call to Action' groups have continued to source funding for individual projects from various sources.

- SKIP parenting programmes from Family and Child Services;
- Toddlers Day Out from the Ministry of Education;
- Housing coordinator position from Community Waitakere/Housing New Zealand.

CONCLUSION

The 2006/2007 period was primarily one of review of current practice and progress and reassessment of directions. Significant initiatives continued to be consolidated by the respective Calls to Action with further leverage of funding for many projects that emerged as a result of collaborative "Calls to Action" plans.

The previous Wellbeing Collaboration Summit in 2005 and the Plan for the City (social wellbeing domain) working group both identified social inclusion, poverty and sustainable communities as key issues to address in Waitakere. This will provide the overall focus for the July 2007 Summit and future activity across all the Calls to Action. The overall aim is to respond effectively to the critical determinants that underpin community social wellbeing.

RECOMMENDATION

That the Waitakere Wellbeing Collaboration Project Update report be received.

Report prepared by: Kim Conway, Waitakere Wellbeing Collaboration Project Manager.



7 WAITAKERE CITY COUNCIL'S SOCIAL STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to advise the City Development Committee of the development of the Waitakere City Council's Social Strategy and outlines the rationale, key drivers, a strategy outline and the process for developing a Social Strategy.

BACKGROUND

Over the past 15 years, Waitakere has become well known for its innovations and achievements in the social area and has been broadly viewed as a local government leader in social wellbeing. The Council has been a key driver and communicator of the "Waitakere Way" which essentially is a visionary and principled way of working.

While Agenda 21 and the Greenprint laid the foundations for much of the Council's social, economic, environmental and cultural wellbeing strategy development and investment, the Council is still operating without a dedicated Social Strategy in place. Instead the Council has continued to develop and implement action plans and collaborative frameworks that have enabled the Greenprint visions to be realised.

STRATEGIC CONTEXT

The Social Strategy produced through this project will be a significant strategy for the Council. Through taking a sustainable development approach to strategy development, this project will impact on all nine current strategic platforms in the Long Term Council Community Plan 2006-2016. There are three platforms however, where alignment is strongest:

- **Strong communities:** People are active, healthy and content. They feel safe and there is a strong sense of community. Our city is a great place for children. We enjoy diversity of lifestyles and people.
- **Active democracy:** People feel that they can make a difference. There are high levels of community participation and respect for each other.
- **Urban and rural villages:** Town centres are thriving, providing exciting options for people to live, work and play.

ISSUES

There are a number of important new internal and external drivers that will require the Council to draw together and more clearly articulate its Social Strategy goals and priorities. Key drivers for the development of a Council Social Strategy include:

- A need for a clearly articulated and Council mandated social vision in order to best meet the requirements of the Local Government Act 2002, "The purpose of local government is – (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural wellbeing of communities, in the present and for the future." (LGA 2002, Part 2 s10). Lack of a cohesive social strategy may mean that the potential social outcomes from the Council's services and expenditure have not been fully realised. A clear social vision articulates the Council's role and guides the setting of priorities when the Council's assets and the delivery of its services and activities are developed.
- The changing global, national and regional socio-political contexts such as the increasing gap between rich and poor, rapid urbanisation and greater decentralisation - often without adequate resources from central government.
- Emerging 'big' issues of shared concern: poverty - child poverty in particular, housing, family violence, social impacts of intensification and the needs of young people and older adults.
- A proposed strategy architecture at a regional level. It is proposed that the region, through the Long Term Planning Framework, develop a number of overarching sustainable development strategies (of which a Social Strategy is one). For Waitakere, this will mean a need for greater clarity about the Council's social vision and goals for the city, and a mandated voice at a regional level.
- Alignment with the Council's response to the Waitakere City Community Outcomes 2006-2009. The Council and many other city partners are continuing to consider their individual and collaborative responses for future action and investment. The Council's Long Term Council Community Plan (LTCCP) 2006-2016 will be reviewed in 2009 and work is currently underway to explore what a plan for the city might look like.
- Recent commitments by the Council to Aalborg and national Sustainable Development Principles place people at the centre of a systems approach to sustainability, liveability and resilience. The implication of these principles for what the Council should do in the social arena needs to be explored in order for the Council to be confident that it is progressing its commitments.
- The increasing diversity of Waitakere's communities now and into the future.

When combined, the above factors mean that it is very timely for the Council to articulate its vision of resilience, liveability and sustainability in a social context, and its own priorities for action and investment over the next ten years.

Key Outcomes

The key outcomes sought from the development of the Social Strategy are to:

- Define the Council's role in relation to social issues based around key themes;
- Clearly articulate and provide direction for the delivery of the Council's services and asset development;
- Clearly articulate and provide direction for social investment in the next LTCCP 2009-2019;
- Deliver on and inform the regional social strategy;
- Advocate and influence external agency and key city partner investment.

To ensure these outcomes are achieved the Social Strategy will contain the following:

- A vision;
- Key social themes that reflect identified social priorities in the City;
- Associated objectives which can be monitored;
- An outline of how the Social Strategy is to be implemented.

Timeframe

The timeline for the Social Strategy development is:

- Report to the City Development Committee advising of the development of a Council mandated Social Strategy and seeking endorsement - **April 2007**;
- Report to Te Taumata Runanga advising of the development of a Council mandated Social Strategy and seeking endorsement - **April 2007**;
- Tailored discussion with key internal and external stakeholders **April - May 2007**;
- Councillor Workshop - **May 2007**;
- Draft Social Strategy and proposed consultation plan to City Development for endorsement - **July 2007**;
- Draft Social Strategy and proposed consultation plan to Te Taumata Runanga for endorsement - **July 2007**;
- Consultation and dialogue on draft Strategy - **July - September 2007**;
- Final draft Social Strategy to City Development - **September 2007**;
- Consideration of Social Strategy direction and priorities in LTCCP 2009-2019 - **October 2007 - February 2008**;
- Adoption of the Council's Social Strategy by new Council - **early-mid 2008**;
- Internal Social Strategy workshops with officers, in order to provide direction for other strategy, policy and plan development - **mid 2008**;
- External Social Strategy workshops with key stakeholders, in order to articulate the Council's position on social theme areas, that are a priority for the city - **late 2008**;

Whilst the development of this Social Strategy is a key piece of work, there are some capacity issues that need to be addressed and mitigated:

- **Managing expectations** – in particular, internal, community and partnering agency expectations. There will be different expectations of what this work is and what it can deliver. It is proposed to mitigate this risk with a comprehensive communications plan.
- **Timeframe** – timeframes around this work are tight, governed by the need to align with other strategy and policy development, and the needs of the Long Term Council Community Plan 2006-2016.

RESOURCES

Council officers within the Strategy Unit and other units across the Council will work together in the development of this strategy. This strategy will be led by the Social Development team.

Resources are allocated in the Annual Plan 2006/2007 that will cover the initial development of the social strategy.

Priority actions that emerge may have implications for budgets in future years in other units of the Council. Any such proposals will be brought to the Council as required with an appropriate cost and benefit analysis.

CONCLUSION

There has been considerable work done by the Council to advance social wellbeing in the city over the past 15 years. However this work would benefit from a mandated social vision in order to ensure greater connection between the different activities of the Council. The asset development and service delivery activities of Council have increasingly sought clarification of the Council's Social Strategy to inform their work.

The development of a strategy that articulates the social vision, the process and the outcomes that the Council is committed to is timely. The strategy will inform and deliver on the proposed regional social strategy as part of the Long Term Planning Framework - Sustaining The Auckland Region Together (START).

Improving social wellbeing in the City is an ongoing focus of the Council. There is a need for the Council to ensure that all areas of its activities are proactive and responsive to the social needs in the City.

RECOMMENDATIONS

1. That the Waitakere City Council's Social Strategy report be received.
2. That the process and timeframe for developing Waitakere City Council's Social Strategy be approved.

Report prepared by: Annette Smithard, Strategic Partnerships Advisor: Social Wellbeing



8 WAITAKERE DISABILITY ACTION PLAN

PURPOSE OF THE REPORT

The purpose of this report is to seek the City Development Committee's approval for the development of a Waitakere Disability Action Plan (the Plan) as Waitakere City Council's response to the New Zealand Disability Strategy (the Strategy).

BACKGROUND

Waitakere City Council appointed a Strategic Partnerships Advisor: Disability in 2006. In keeping with other Councils, a local response was being sought to the national New Zealand Disability Strategy 2001. The Strategy recognises that disability extends further than health issues affecting individuals and that councils can act in many ways to remove disabling barriers for their residents.

New Zealand Disability Strategy

In 2001 the New Zealand Government's Minister for Disability Issues released the first national New Zealand Disability Strategy to guide improvements in the responsiveness of government agencies to the needs of disabled citizens. The Strategy has 15 separate Objectives containing a total of over 130 specific Actions.

No funding has been committed to implementing the Strategy, although a small Office for Disability Issues has been established within the Ministry of Social Development to advise agencies, monitor progress and report to the Minister for Disability Issues.

A number of councils have begun to incorporate the Strategy into their policies and workplans. All Mayors have been contacted requesting progress updates for inclusion in the Office's 2007 national progress report. An inaugural national forum for disability focused local body officers is planned for mid 2007.

Scope of Response

The Local Government Act 2002 broadened Council's responsibilities for the wellbeing of residents, adding specific requirements to engage appropriately with significant communities and to collaborate with other agencies in meeting needs. Council is charged with delivering services, infrastructure and leadership for all its residents, including the one in five who are disabled.

Ensuring that environments work for disabled people guarantees that everyone can participate and contribute, including parents pushing prams, migrants paying bills and older people reading street signs and attending community meetings.

The recommended approach is to build the Plan as a clear practical platform for progress and to lead improvement and share risks, costs and engagement with other stakeholders. A detailed localised version of the Strategy is not proposed, but rather a high level framework for alignment with other strategies and plans, with concrete actions to keep the focus on practical improvements.

STRATEGIC CONTEXT

The Plan will contribute to Council's Strong Communities, Active Democracy and Urban and Rural Villages Strategic Platforms.

The proposed Waitakere Disability Action Plan will:

- **Social Wellbeing** – create opportunities for disabled people to be more active in the life of the city; enhance equity of outcomes from Council's actions; build social capital among disabled community; encourage broader understanding about disability across social groups; promote social sustainability;
- **Cultural Wellbeing** – respect, promote and protect the unique cultures of disabled people, particularly the Deaf community whose New Zealand Sign Language became the third official language of our nation in 2006 and for whom Waitakere is a nationally important place to live, learn and work;

- **Economic Wellbeing** – recognise disabled people as a significant untapped pool of labour and enterprise; include disabled people explicitly in all economic development and employment programmes;
- **Environmental Wellbeing** – promote most efficient use of resources and energy by including a disability perspective early in all processes, when interventions cost least.

The Plan also relates to the:

- Waitakere Charter of Inclusion 2005;
- Local Government Act 2002;
- New Zealand Disability Strategy 2001;
- New Zealand Positive Ageing Strategy 2001;
- Human Rights Act 1993;
- United Nations Convention on the Rights of Persons with Disabilities 2006 (awaiting ratification in 2007).

ISSUES

One in Five Face Disabling Barriers

According to the 2001 Census, 20% of New Zealanders are disabled in some way. This is a significant community that is part of all other communities in Waitakere. Based on this national percentage, Waitakere currently has over 35,000 disabled citizens. Updated figures are expected when the 2006 Census results are analysed.

Disabled people face barriers in areas like public transport, education, employment, housing, community facilities, information, public events and the democratic process. They often lack the resources to remove many barriers themselves.

More widespread participation of disabled people in the life of the city is to be expected, due to an ageing population who are living longer, a shift from segregated institutions into community-based services and the increasing aspirations of younger disabled people. There will be a corresponding pressure for public infrastructure, services and programmes to be genuinely accessible for everyone.

Improvement in many areas of Council's operations and influence can help future proof Waitakere. Failure to begin planning and acting now is likely to result in significant cost pressures in future years, and potential legal challenges. Disabled people have much to contribute to the process, including diverse perspectives and exceptional problem solving skills.

Local Evidence

The evidence base to support prioritisation of localised action in Waitakere is simply not available, and its creation is therefore a key proposed action. This should align usefully with a recent project between the Office for Disability Issues and Statistics New Zealand to perform a stock take of relevant data sets. National disability specific results from the 2006 Census will also be available in early June 2007.

Capacity

There is currently limited capacity for disability reform locally, regionally and nationally amongst disabled people and their families (collectively the "disabled community"), and the organisations that supply and manage specialist services, along with related public agencies (the "disability sector").

There is much potential and personal resourcefulness but lack of resources, few strategically competent contributors, networks or brokers and insignificant real investment from anyone in developing more of them. Development therefore forms part of the proposed approach, along with explicitly focusing on the strengths and potential contributions (resources, expertise, connection, and mandate) of all stakeholders.

Recognising current problems with capacity and mandating, it is not proposed to create a generic advisory or representative group as part of the Waitakere Disability Action Plan process until proper measures are in place to deal with those problems. It is advised that community engagement be handled separately from sourcing of technical expertise. While specialist advice for specific tasks and projects may be sought, it should be properly resourced and preferably contribute to capacity development.

Strategic Themes

The Plan has four proposed high level themes to allow integration of action and evaluation across different organisations and communities and which incorporate the Objectives of the Strategy in a locally useful way.

Championing Understanding

Lack of understanding about disability is the most common barrier that disabled people face. This theme encompasses responsiveness initiatives, communications and gathering local evidence to support policy and prioritisation of action. Supporting and strengthening personal champions within Council and other organisations is also critical to the success of the Plan. Indicative examples include:

Developing localised statistics in conjunction with regional allies;
Regular stories in Council and local publications highlighting successes and issues.

Removing Barriers to Participation and Contribution

Removal of barriers in built, online, service and social environments is essential so that disabled people can contribute fully to our society and economy. Disabling barriers will accordingly be tackled in transport, education, work, civic participation, shopping, recreation, events and economic development. Indicative examples include:

- Considering how to incorporate a universal design approach in major projects.
- Piloting processes to improve accessibility of events, in line with the Waitakere Charter of Inclusion.

Respecting Diversity and Ensuring Equity

The Strategy includes Objectives that focus on specific groups within the disabled community, like women, Maori and youth. It is proposed that the Plan is similarly responsive to the diversity of disability experience including different cultures, impairments, life stages and personal circumstances.

Achieving equitable outcomes for different groups is likely to require different approaches. Equity also demands that the aspirations and needs of disabled citizens are compared fairly with others when priorities are set and investments made. Indicative examples include:

- Participation in targeted initiatives such as the regional inter-agency Lu'i Ola project which focuses on improving services for disabled Pacific people;
- Advocating for a disability perspective in local, regional and national processes and projects.

Leading, Collaborating and Developing

The Strategy contains an Objective about fostering leadership but offers little other guidance about implementation. In keeping with the Waitakere Way, this Plan proposes that Council take a leadership role and collaborates with key allies, alongside broader community engagement and a community development approach. Indicative examples include:

- Creation of the Waitakere Disability Action Plan and strong conceptual frameworks for shared work with stakeholders;
- Development of outcome measures for evaluation, alongside work by the Office for Disability Issues and the local Plan for the City process;
- A partnerships and advocacy approach, with visible and credible regional and national leadership;
- Engagement, networks and capacity development;
- Contributing to and drawing from relevant regional and national initiatives.

Proposed Process

It is proposed that development of the Plan have these broad steps:

- Create conceptual frameworks, outcome evaluation measures and local data to guide the development of the Plan - April to June 2007;
- Plan stakeholder engagement and begin discussions with internal stakeholders and key allies - April to June 2007;
- Create draft Waitakere Disability Action Plan for consultation process, published in accessible formats in July 2007;
- Conduct consultation process with stakeholders in August and September 2007, including identification of shared priority actions;
- Write the final Waitakere Disability Action Plan ready for endorsement by the incoming Council in late 2007 or early 2008;
- Schedule annual review processes with a possible dedicated follow up-event in 2008/2009;
- Alongside the Plan process, continue to work on practical initiatives with allies and internally to build credibility and make visible progress.

The Wellbeing Collaboration process provides a good local model and there may be opportunities for alignment. However, engaging the disabled community and disability sector present unique challenges and there is no single approach that works for everyone. Mandating is a particular concern, with an historic and culturally legitimated tendency for service agencies to speak on behalf of disabled people who are still often thought of as universally dependent and vulnerable.

This Plan enables Council to lead by example throughout the process by piloting improved access for information resources, venues, transport and other elements that might otherwise form barriers for some participants.

RESOURCES

Resourcing in the Annual Plan 2006/2007 of \$10,000 will cover technical and production expenses for the initial consultation briefing document. Proposed allocations for social development work in the draft Annual Plan 2007/2008 as outlined in the Long Term Council Community Plan 2006-2016 will cover subsequent consultation expenses.

Priority actions that emerge may have implications for budgets in future years in other units of Council. Any such proposals will be brought to Council through the Annual Plan process with an appropriate cost and benefit analysis and the Waitakere Disability Action Plan will be developed with this in mind.

CONCLUSION

Waitakere City Council's proposed local response to the New Zealand Disability Strategy is the development of the Waitakere Disability Action Plan. Shared priorities and opportunities for practical improvement will be identified and an ongoing process for collaborative work established with Council's leadership.

RECOMMENDATIONS

1. That the Waitakere Disability Action Plan report be received.
2. That the development of the Waitakere Disability Action Plan as outlined in the Agenda report be approved.

Report prepared by: Sacha Dylan: Strategic Partnerships Advisor: Disability



9 WAITAKERE RAIL UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee of recent developments and issues with rail in Waitakere.

BACKGROUND

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

STRATEGIC CONTEXT

The Waitakere City Council Transport Strategy 2006-2016 strongly supports the completion of the initial upgrade of the Auckland urban rail network; the future electrification of the network and ongoing rail network development, particularly the planned CBD loop rail tunnel. A rapid rail service provides an efficient and environmentally sustainable way to travel and supports the planned intensification along the rail corridor.

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

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

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

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

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

Strong innovative economy, *He tupuranga kaha ihi wana*

The double-tracking of the Waitakere rail line provides a congestion-free alternative to road congestion. This will support Waitakere as an even more attractive place to live and work.

Green Network, *He tuituitanga kakariki*

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

Strong Communities, *He iwi kaha*

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

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

There are benefits to the general population and the environment as people choose to use passenger transport rather than cars; these include lower fuel consumption and lower carbon dioxide emissions.

ISSUES

Where We Have Come From

It is worthwhile to reflect on just how far passenger rail has evolved in Waitakere over the past 15 years. In the early 1990s, serious consideration was being given to completely closing down urban rail services and replacing them with buses. In fact, in 1991 with the deregulation of passenger transport, train services were tendered in such a way as that they could have been provided by buses. However, the packaging of the rail tender into packages of single train services made it impossible in practice to replace rail with buses and rail services were preserved in the meantime.

At around this time, Perth elected to electrify its urban rail network making its existing diesel multiple unit rolling stock obsolete. Owing to Western Australia and New Zealand being some of the only places to have a narrow 1.067 metre rail gauge, this severely limited the market for the second-hand rolling stock. The previous Auckland operator, Cityrail, managed to secure at bargain basement prices at their own expense in return for the Auckland Regional Council agreeing to a 10-year contract to enable Cityrail to recover its expenditure on the purchase and minor refurbishment of 19 diesels multiple units.

These units were introduced into service in 1993 and in mid-1994 rail services on the Waitakere were doubled to half-hourly at peak times and hourly at off peak times. An hourly Saturday rail service was reintroduced after many years of no weekend rail services. The newer rolling stock, some at that point less than 10 years old, replaced 1930s era carriages. This, combined with the new rail timetable, led to a doubling of rail patronage over the next few years. It also led to chronic overcrowding of peak train services from Waitakere as Western line stations could only accommodate two-car trains.

In 1998, the Auckland Regional Council funded the lengthening of Waitakere line platforms to accommodate four-car trains and deployed four-car trains on the key peak trains to and from Waitakere. This was done in association with Waitakere City Council's relocation of Glen Eden station to a prominent site in the core of the Glen Eden town centre, which also doubled the walk catchment for this station. However, the 1998 capacity improvement was soon overwhelmed by latent demand with the peak trains carrying over 500 passengers per trip with a seating capacity for 272. Train overcrowding became such an issue that significant safety concerns were raised and many passengers at Western line stations in Auckland City were unable to board these services.

Two critical events happened in 2003. The \$204 million Britomart Transport Centre opened in Downtown Auckland, bringing passenger rail back into the Auckland CBD for the first time in over 70 years. This made it feasible for Waitakere commuters to travel to the Auckland CBD by train in large numbers, putting further pressure on already severely overcrowded trains. 2003 also saw the first of the refurbished Perth diesel multiple units re-enter service and the start of a programme to convert 1960s British Mark II carriages to form three-car and four-car push-pull trains. The refurbished units and carriages were a phase-change in on-board customer amenity and the SA carriages in particular have won several design awards.

The first stage of the double-tracking took place in 2004 to 2005. This opened up 9 kilometres of double track by duplicating 2.2 kilometres of single track. Ranui Station was upgraded as a "signature" station in 2004 as was Kingsland in mid-2005. Early 2005 saw a new rail timetable with 15-minute peak train services from New Lynn to Britomart and the introduction of late evening trains on Friday and Saturday nights; the extension of weekday rail service hours from a last train at 6:15 pm to a final service at 8:15 pm. Sunday services were reintroduced on the Western line as far as New Lynn. The effect of the expanded peak rail service from New Lynn and east was dramatic. Patronage at New Lynn station nearly doubled to just under 2,500 movements per day, making it the fourth most-used station in the network.

After a hiatus, work resumed in earnest on the double-tracking of the Western line in mid-2006. 7.5 km of new double-track between Titirangi Road and Mt Lebanon Lane in Henderson is due to come into service in the second quarter of 2007. Work is also well underway on the double-tracking of the section of line from Mt Lebanon Lane to just past Swanson, with completion set-down for in early 2008.

The \$15 million Waitakere Central bus/rail interchange, a partnership project between Waitakere, ARTA, ONTRACK and Land Transport New Zealand, has recently been completed with the opening of the bus interchange in February 2007. The railway station opened after Labour Weekend 2006. The enclosed airbridge and the provision of lifts and escalators has drawn widespread praise for enhancing the level of amenity for public transport customers and pedestrians.

Planning work for the New Lynn rail trench is well underway with enabling works scheduled for the first quarter of 2008 (subject to consents) with primary trench works scheduled to start around mid-2008. Completion of this project and the remaining sections of double-tracking between Newmarket and Boston Road and between Avondale and the Whau River are due to be complete around mid-2009. The New Lynn project is reported on separately to the City Development Committee.

A new rail timetable is planned for implementation in July 2007 which will see a 15-minute peak train service between Henderson and Britomart as opposed to the current 37-minute frequency.

Where We Are At

One of the consequences of the enormous speed of change and progress with the double-tracking project, thanks to the Government's resumption of ownership of the rail network and its investment of \$600 million in developing a network capable of 10-minute peak train service, is that engineering and project management considerations have tended to take precedence over urban design and amenity issues.

Elected members have raised a number of concerns about structures either in place, being constructed or planned for the Western line as part of the double-tracking projects such as:

The screen fence at Fruitvale Road Station;

The pedestrian overbridge nearing completion at Glen Eden Station;

Planned similar overbridges at Sturges Road, Ranui and Swanson stations;

Graffiti in the rail corridor.

Council officers have met with senior management at ARTA and ONTRACK to raise these concerns. The response from ARTA and ONTRACK to the concerns raised has been very positive. Regular meetings between council and ARTA and ONTRACK officers have been scheduled to keep each other abreast of developments and a commitment made to a "no surprises" approach to new plans, allowing potential issues to be signalled and addressed well in advance. ONTRACK also hosted a tour of the various double-tracking projects attended by a number of Councillors and Community Board Chairmen. This was a useful opportunity to raise issues and to mutually commit to addressing issues and solving problems in a collaborative, problem-solving manner.

Fruitvale Road Screen Fence

Some elected members have raised concerns about the bulk and height of the screen fence installed in January 2007 at Fruitvale Road Station, including some safety concerns. ARTA and Council officers have worked together to come up with a package of improvements to address residents' concerns, to soften the impact of the fence and to address safety concerns raised by the building consents and road safety teams. All but one of the adjacent residents is now happy to live with the solutions proposed. Any further changes to the fence would involve possibly quite significant unbudgeted expenditure.

Glen Eden Pedestrian Overbridge

Some elected members have also raised concerns about the bulk, the lack of aesthetic appeal, privacy concerns and the poor fit with the surrounding environment of the new Glen Eden pedestrian overbridge. As this bridge is close to completion, there are limited options to address these concerns. Council officers are working with ARTA on landscaping to reduce the sense of bulkiness of the overbridge and to mitigate privacy concerns for neighbours. In addition, City Arts staff are involved in exploring options with ONTRACK for aesthetic improvements to the bridge.

Sturges Road, Ranui and Swanson Planned Pedestrian Overbridges

As a result of the concerns raised about the Glen Eden overbridge, ONTRACK has committed up to \$10,000 to explore options for avoiding similar issues with the planned pedestrian overbridges at Sturges Road, Ranui and Swanson stations.

A range of options is being explored from an underpass, the possibility of at-grade electronic gates, which would replace the need for overbridges, through to aesthetic improvements to the bridges, including arts elements and the use of feature tree planting for aesthetic, screening and privacy reasons. This work will involve a range of officers from across the organisation; elected member input; close liaison between the Council, ARTA and ONTRACK and close liaison with residents in the immediate vicinity of the overbridges as well as the wider local community.

Any potential budgetary impacts on the Council will be reported back to elected members for decision.

Graffiti in the rail corridor

The double-tracking project has been accompanied by a wave of graffiti vandalism meaning that new structures such as retaining walls, signal boxes and platform facings at stations have been graffitied within days, sometimes hours, of being completed. This has brought to the fore widespread concerns about the issue of graffiti in the rail corridor. While the Tag Out Trust has had considerable success in managing graffiti within the areas within its contract with the council, its area of responsibility does not include the rail corridor. ARTA, which manages railway stations and Veolia, which is responsible for train cleaning, have both managed graffiti at railway stations and on trains through quick response to any instances of graffiti vandalism.

Particular issues have been raised by Council officers and residents about graffiti on the Henderson Valley Road rail overbridge, the unused advertising billboards on Railside Avenue by the bus interchange, and on the Corban Hill retaining walls overlooking the Mt Lebanon Lane residential area and the Corban Estate Arts Centre.

An initial meeting between officers from Council's transport strategy, Safe Waitakere and City Arts teams with ONTRACK, the Tag Out Trust and the Keep Waitakere Beautiful Trust led to an acknowledgement that the graffiti vandalism issue is a shared concern of Council, ARTA and ONTRACK and that a partnership approach is the best way forward.

A way forward has been agreed to develop a graffiti abatement pilot project for the Henderson section of the rail corridor between Mt Lebanon Lane and Bruce McLaren Road. This would be based on a similar project being carried out by the Manukau Beautification Trust on the North Island Main Trunk line between Homai and Te Mahia.

Council officers are working with the Manukau Beautification Trust to learn more about their approach to the issue and any potential lessons for a similar pilot project in Waitakere. ONTRACK has committed to working with us to facilitate safe, managed access to the rail corridor to carry out graffiti abatement work. ONTRACK has also engaged the Tag Out Trust to provide advice on graffiti removal. It is likely that the project will be initially a community-based volunteer scheme with some involvement of the Tag Out Trust, which has enormous experience in this area and the Keep Waitakere Beautiful Trust.

Landscaping the rail corridor

There are four general landscaping programmes planned for the rail corridor:

- 1 Waitakere projects to landscape park and ride sites at railway stations. These sites generally border the rail corridor.
- 2 Waitakere projects to provide landscaping as part of station precinct upgrade projects.
- 3 ARTA projects to landscape railway stations.
- 4 ONTRACK projects to landscape the rail corridor.

It has become apparent that there has been no systematic co-ordination between the agencies responsible for these different projects, all of which are in the same rail environment. In order to address this issue, and to allow specialist Council officers' input into ARTA and ONTRACK's landscaping projects, Council officers have organised meetings of all parties so that each organisation can be aware of other organisations plans and to work out ways of working together to ensure that projects are integrated and deliver on Council's green corridors platform.

An early example of this collaborative approach was a meeting between ARTA and a range of Council officers to discuss options for integrating ARTA's landscaping plans at Fruitvale Road Station with Council's plans and aspirations for neighbouring Mason Park. The result of this approach will be a co-ordinated, rather than ad hoc, approach to landscaping at Mason Park.

Park and Ride Facilities

The Council's park and ride programme is moving into the implementation phase with a contract recently awarded for physical works at the Rangeview Park and Ride facility at Sunnyvale station. Planning and design is in the final stages for the Sturges Road Park and Ride facility and planning work is also well advanced for the additional park and ride facility at Swanson Station. A second park and ride site on Seymour Road by Sunnyvale Station is planned, the timing of which is likely to be driven by the take-up of the Rangeview Park and Ride facility.

Electrification

The tone of central government's statements on electrification of the Auckland urban rail network has moved from electrification being a question of "if" to it being a question of "when." Council officers are advocating with central government for the earliest possible decision on electrification. This decision is needed so that key downstream decisions can be taken on future rolling stock so that a rolling-stock order can be placed. The ARTA rolling stock order will provide the passenger-carrying capacity to enable the full potential of the Government's \$600 million existing investment in the core network upgrade to be unlocked. This will avoid the situation where any increase in passenger-carrying capacity is quickly absorbed by latent demand. Current shortages of staff, locomotives, rolling stock combined with operational limitations imposed by outdated infrastructure means that the full patronage growth potential of the Western line has to date been artificially suppressed.

RESOURCES

The Long Term Council Community Plan 2006-2016 budgeted for infrastructure improvements in relation to rail stations and station precinct. These improvements include park and ride facilities, access, lighting, security, landscaping and toilets. Any potential financial implications for the Council from work streams identified in this report will be reported to the Council for its consideration.

CONCLUSION

The development of passenger rail in Waitakere has been dramatic. In the last 14 years, Auckland's urban rail network has moved from carrying 1 million passengers in 1992 to 5.6 million passengers in 2006. Western line patronage growth has been above average, except for the last few years where it has been artificially suppressed by the absence of spare capacity at peak times.

Waitakere's largest passenger infrastructure project, the Western line double-tracking project is well underway with initial benefits to be seen in July 2007 with the introduction a 15-minute peak train service between Henderson and Britomart. This is a direct result of the completion of the stage of double-tracking between Henderson and Titirangi Road.

The completion of the \$600 government-funded core network upgrade in 2009 will allow 10-minute peak train services to run from Swanson to Britomart on a fully double-tracked route. This is being supported by ARTA investment in vastly-upgraded stations and Council investment in park and rides and station precinct upgrades.

Electrification and the CBD loop tunnel are both needed for rail to achieve its maximum potential.

The sheer speed of the rail upgrade project has led to situations where some infrastructure designs have not fully taken into account all stakeholders' requirements. However, ARTA and ONTRACK have been extremely open and receptive to listening to the council's concerns and being collaborative and pro-active in coming up with solutions to address the issues raised.

RECOMMENDATION

That the Waitakere Rail Update report be received.

Report prepared by: Darren Davis, Strategic Advisor: Transport



10 NEW LYNN TRANSIT ORIENTED DEVELOPMENT PROJECT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly update to the City Development Committee on the progress of the New Lynn Transit Oriented Development (TOD) project.

BACKGROUND

On Tuesday, 19 December 2006, the Government announced the allocation of \$120 million for the trenching of the railway line that runs through the centre of New Lynn. This funding was on condition of a \$20 million financial contribution by the Council. The implications of this are continuing to be analysed. ONTRACK has advised that the Crown's funding for the New Lynn rail trenching will expire on 30 June 2009. Accordingly, a work programme is being developed to ensure that the Council has an adequate input to this project, as well as ensuring that Council's infrastructure is completed in a timely manner.

The New Lynn TOD project has moved into the next stage of project development. The following elements are yet to be fully resolved. These include:

- Track configuration (to be decided by ONTRACK);
- Platform location (to be decided by ONTRACK);
- Rail Station development and access;
- A bus/rail interchange adjoining and connected to the rail station;
- A Management plan for construction impact (this includes traffic management);

- A Communications strategy;
- Urban design for the town centre;
- Detailed funding arrangements;
- Road connection designs consisting of:
 - an at-grade rail crossing at Portage Road;
 - a grade separated (bridge) crossings at:
 - Veronica Street/Ward Street;
 - He Tana Street/Totara Ave;
 - Memorial Drive/; and
 - Totara Avenue/Clark Street/Rankin Avenue.
 - enhancements for walking and cycling at all bridge crossings;
 - construction of a new road as an extension of Clark Street, including a bridge over the rail line and walking and cycling facilities. The new road is required to provide sufficient capacity for existing traffic, plus new traffic generated by growth and the State Highway 20 extension;
 - construction of new roads at McCrae Way and Crown Lynn Place; and
 - widening of Titirangi Road underneath the rail bridge;
- Master planning for strategic sites;
- Liaison with key stakeholders; and
- Project structure and governance arrangements.

These matters will be covered in the body of this report.

STRATEGIC CONTEXT

The TOD project has been identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2006–2016 (LTCCP). The TOD project goes beyond the provision of a new rail station and double-tracking a section of the rail line, and will be the catalyst to achieve the desired outcome of a fully functioning transport hub at the centre of a vibrant and active town centre. This project delivers on the following strategic platforms:

- Urban and Rural Villages;
- Strong Communities;
- Integrated Transport and Communications.

The New Lynn TOD project is also aligned with a number of strategies, as follows:

- The Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
- Auckland Regional Land Transport Strategy; and
- The Council's:
 - Transport Strategy 2006 - 2016;
 - Growth Management Strategy;
 - Economic Development Strategy.

ISSUES

Project Structure and Governance

Council officers along with officers from both ARTA and ONTRACK have begun a series of workshops to clarify the project structure and governance issues. The purpose of these workshops was to develop a structure between the agencies to jointly deliver the project. The objective of the first workshop was to identify and assess the issues that affect the choice of structure for the project. This initial workshop identified that despite the different objectives and roles of each agency in the project there was enough common ground to develop a collaborative governance framework. However, final agreement of each agency's objectives is needed before a preferred governance framework is finalised.

Funding Agreement

Officers from ONTRACK have clarified their funding arrangements with Treasury. The Council's funding agreement is with ONTRACK who will prepare a draft agreement for the Council's review. ONTRACK have indicated that the funding is fixed. If construction costs exceed the collective \$140 million, the Council will not be asked to pay more than the \$20 million contribution. Council officers have written to ONTRACK seeking clarification on what construction components will be funded from the Council's contribution and how any savings would be applied to the benefit of the project. ONTRACK intend to invoice the Council for its contribution at four equal installments over the life of the construction or at milestone events.

A4-A5 The basic trench construction is described in the 2 page document attached at pages A4 to A5.

However, while it is understood that the station area will be surrounded with city development of a certain standard, and the finish to the trench elements would reflect this standard, Council officers are still waiting to clarify what the basic trench will look like in order to understand what level of enhancement the funding will include. ONTRACK have indicated that the costs for areas of enhancement relating to future proof for development intensification (e.g. additional pile strength) are separate to the Council's contribution. If these additional costs were agreed, these would be invoiced as claims are submitted by the contractor. In addition, Council officers are investigating the option of seeking some form of financial contribution for the public good elements of this project from the Auckland Regional Council and Auckland Regional Holdings.

Waitakere's Design Brief

A6-A7 The Council has awarded the tender for preliminary design preparation to a consultant consortium of Architectus Auckland, Beca and Brewer Davidson. The purpose of this commission was to prepare and test concept designs for the different components in advance on behalf of the Council, so that these outcomes can be provided as input to the ONTRACK design considerations for the project. The consortium is currently working on gathering information and undertaking preliminary investigations. The timeframe for this process will ensure the Council is able to provide ONTRACK with the necessary information by June 2007. Drawings that illustrate the preliminary analysis are attached at pages A6 to A7. The comprehensive design brief that was issued to the consortium as a guide for the design of the roads, the bus interchange and associated works covered the following elements:

Vertical Movement to and from the Station:

As the station is situated below ground level efficient vertical movement of commuters to and from the platform is paramount and in this respect the brief called for an investigation of escalators and lifts.

Platform and Station Design:

Options for both a single-central platform and two side platforms need to be developed. Once this is decided by ONTRACK more detailed design work for access to the station can be completed.

Ventilation:

As train engines are currently diesel powered, with electrification some years away, good ventilation of the platform is vital to commuter comfort. Even after electrification of passenger services, the line will still carry diesel locomotives hauling freight.

Bus Interchange and Road Bridges:

The position of the underground station determines where to locate the bus interchange. Ideally the bus interchange should be vertically above the platform, but for the reasons advised above regarding natural ventilation, it is more likely that buses will stop on road immediately adjacent to the rail corridor, directly in line with escalator entry points.

Public Art Works:

Art works are planned for the road bridges and for the station and bus interchange components. Design briefs are still to be created for an artist or artists for works integrated with the above components and around the town centre. Possible themes to be included in the art work are the brick and clay industry and the clothing industry, both of which have been a major influence in the area.

Crime Prevention:

Crime, vandalism and tagging are known problems in New Lynn. The design brief requires that the project architects "design out" the effects and likely occurrences of these issues through clear and open site lines, adequate lighting, minimising vertical surfaces and the application of suitable treatments to discourage tagging.

Working with ONTRACK

ONTRACK have undertaken a Registration of Interest for consultant consortia to design and build the rail trench. From this process short listed consortia will be asked to participate in the next stage of project, namely Request for Proposals. ONTRACK have indicated that the decision will be based on an assessment of the proposed methodology and delivery. Careful consideration is being given to the tender process to ensure there are no probity issues and to ensure where possible that no bid has an unfair advantage. ONTRACK have advised that Audit New Zealand will be closely reviewing ONTRACK's procurement processes. Council officers will continue to work through this identified issue both internally and with the various government agencies to ensure this is an equitable process. It is intended that the preferred consultant consortium will be appointed by July 2007.

ONTRACK have indicated that they anticipate three documents between the Council and themselves which would include:

- A funding agreement that outlines who is responsible to fund which components;
- A protocol that identifies each agency's objectives, reporting and governance arrangements and recognises the Council's role in providing input to the design phase and later the construction phase; and
- Any property relationship between ONTRACK and the Council.

Management Plan for Construction:

A plan to manage the impacts on the town centre and in particular traffic is required. This plan cannot be prepared until the construction methodology (whether the line will be closed for a certain amount of time) or the construction timetable is known. It is the intention of such a plan to identify who will be affected by the construction of the trench, when this impact will occur and what measures need to be taken to ensure that the disruptions are minimised. This includes potential road closures, necessary detours and alternate bus stop locations for example.

Land Acquisitions:

Council officers are continuing to negotiate the acquisition of land parcels required for the construction of the road bridges and associated works through the Public Works Act process. A report is going to the April Finance and Operational Performance Committee that identifies all the necessary property purchases, lease negotiations and other matters to be addressed to ensure the development of the road linkages.

Communication Strategy and Consultation:

A joint open day is proposed for late April/early May. It is intended that the three agencies develop display material about the different aspects of the project. To date the Council's consultation programme has focussed on keeping key stakeholders and local businesses informed about the overall project. Due to the various loose ends still to be worked through there has been limited opportunity for the wider community to find out about the project. A monthly newsletter is being developed to include updates from the various agencies. This will be available in the libraries and electronically. There is also a proposal to have small displays available to businesses who want to advise their staff and customers directly about the project. Council officers have received requests from the RSA and Cambridge Clothing Limited, for such displays and information about the project. Council officers continue to meet with local business owners and key stakeholders in New Lynn. The communication roles and responsibilities continue to be mapped out where Council officers are continuing to take the lead role. It is anticipated that roles and responsibilities may shift as the construction begins and it is expected that all agencies will work within an agreed framework to keep communications between the agencies and communications with the public open and on a frequent basis.

Relationships:

The Council continues to have a good relationship with all the stakeholder organisations at both officer and political levels. Officers continue in the process of preparing project charters to work with ARTA and ONTRACK in order to clarify the objectives, working arrangements, reporting requirements along with roles and responsibilities.

Risks:

The following risks are being managed to ensure project outcomes are not affected adversely:

- The location of the underground rail station can only be finalised by ONTRACK's designers once they have been appointed and are familiar with the project requirements. Until such time as ONTRACK have completed their tender award process, the project will remain at risk as the station location can not be finalised. This presents a "knock on" effect as the location of the bus interchange and some of the roads can not be finalised either.
- Agreement with ARTA still needs to be reached on the platform furniture, escalators, lifts and finishes and which party will bear what costs.
- Temporary traffic management issues need to be carefully controlled to ensure congestion is minimised and 24/7 access over the rail line is possible, even during deep trench excavation.
- Resource consents in various forms are required from both the Council and the ARC. There is a risk of time delays being incurred through additional time required for notification of these consents if this is deemed necessary. Officers are working on a strategy to identify points of contention in advance and put in place measures to address these and minimise delays. It should be noted that this can only be applied to the Council's area of responsibility and not the Auckland Regional Council.

Work Programme and Milestones

The following components will be incorporated into a comprehensive work programme which will be refined through ongoing discussions with ONTRACK and the Auckland Regional Transport Authority (ARTA). The work programme includes the following:

- Monthly reports to the Council. It is proposed to continue monthly reports to the City Development Committee during the concept and detailed design phase until October 2007 and thereafter report to Projects Special Committee during the implementation phase. The Council's approval of reporting arrangements will be sought at each critical stage of the project.
- Facilitating an agreement between ONTRACK, ARTA and the Council to define the objectives, governance and accountabilities.
- Strategic land purchases as required for infrastructure projects. A detailed report outlining all the identified properties to be purchased will be considered by the Finance and Operational Performance Committee in April 2007.
- Resource consent and building consent applications.
- Funding applications to ARTA/Land Transport New Zealand and the Auckland Regional Council.
- Preparation of concept designs and detailed designs to include integration of bus and rail services; urban design and town centre development; walking and cycling; roading network; temporary traffic management and future proofing.
- Detailing the construction methodology.
- Preparation of detailed budgets.
- Consultation programme to meet the requirements of the Resource Management Act 1991, including iwi consultation.
- Implementation of a communication programme.
- Determining the procurement strategy, which could include conventional tendering, design and build, partnering or alliance models.
- Commissioning construction works.

A detailed work programme has not been completed at this stage as this is dependent on agreement with ONTRACK and ARTA. However, given the 30 June 2009 deadline, a possible work programme is as set out in table 1 below:

| Task | Target Date |
|-------------------------------------|------------------------------|
| Updated budget forecast | 30 June 2007 |
| Council approval of concept design | 31 July 2007 |
| Council approval of detailed design | 30 November 2007 |
| Budget confirmation | 31 December 2007 |
| Land taking | 31 December 2007 |
| Consents | 31 March 2008 |
| Enabling works | November 2007 to April 2008 |
| Rail trenching and duplication | To be established by ONTRACK |
| Bridges | To be discussed with ONTRACK |
| Critical transport infrastructure | April 2008 to June 2009 |
| Other transport infrastructure | January 2009 to June 2010 |

Decision Making

The project is entering a phase when a number of key decisions will be required. In addition to the formal reporting programme, it is considered desirable to establish other processes to enable Elected Members to consider the issues in sufficient detail for efficient decision making. These processes could include the following:

- Regular workshops scheduled for April, May, June and September 2007;
- Establishment of a Steering Group as requested in the City Development Committee resolution no 46/2007.

2. *That a steering group of Elected Members, Directors and relevant managers be established as a means of assisting staff in managing relationships with key stakeholders during the implementation of the New Lynn Transit Orientated Development project with the composition and brief being agreed by the Chairman of the City Development Committee and the Chief Executive Officer.*

46/2007

RESOURCES

Funding of approximately \$70 million (inclusive of subsidy) has been provided in the 2006-2016 Long Term Council Community Plan. However, as the project scope develops, it may be necessary to secure additional funding to achieve Council's desired outcomes.

Council's resources will be supplemented by professional services contracts for design, project management, consents and quantity surveying, as approved by the Tenders Subcommittee.

Council officers continue to participate in the series of comprehensive project scoping workshops through March/April 2007 moving toward the completion of a detailed project plan for the next stage of the project.

CONCLUSION

Council officers are working with the various government agencies to develop the structure in which to jointly deliver the New Lynn TOD project. Council officers continue to work together to ensure that the TOD project is maximised and constructed to ensure all benefits are derived for the town centre. It is understood across all agencies that significant urban regeneration will be the outcome of the TOD catalyst however, that further clarification is still required as to the scope of the basic trench.

The New Lynn Transit Oriented Development Project needs to be substantially completed by 30 June 2009, and it is entering a stage when key decisions will need to be made on governance, funding, concept and detailed design.

RECOMMENDATION

That the New Lynn Transit Oriented Development Project Update report be received.

Report prepared by: Caisey Marter, Strategic Planner and Joe Schady, Senior Engineer: Special Projects.



11 NEWMARKET RAILWAY STATION UPGRADE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on ARTA and ONTRACK's plans for the upgrade of Newmarket Railway Station and to seek the Committee's endorsement of the proposed approach. Representatives from ARTA and ONTRACK will be in attendance.

BACKGROUND

The Auckland Regional Council's Transport Policy Committee considered options for the upgrade of Newmarket station at its meeting on 13 March 2007. That Committee received an officer's report outlining the upgrade of Newmarket Railway Station as laid out in this report.

Newmarket is a key station on the Auckland rail network. It has the second highest patronage of any station with 3,146 daily passenger movements, behind Britomart at 12,267. Newmarket is the primary interchange point for Western line customers to transfer to Southern line trains.

ARTA's modelling forecasts that in 2016, 22% of Western Line passengers alighting at Newmarket will have Newmarket as their final destination, while the same percentage will transfer to another train or to a bus to complete their journey.

The current station has many deficiencies which means that it must be comprehensively upgraded before it can play its proper role in the region's developing passenger rail network.

STRATEGIC CONTEXT

The Regional Land Transport Strategy 2005 and the Regional Growth Strategy 1999 guide transport planning at a regional level. Waitakere City Council has been a key stakeholder in the development of these documents and the direction that they provide. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

Waitakere's recently adopted Transport Strategy vision is of "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 the upgrade of the rail network 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.

The region is yet to investigate a possible rail connection between Britomart and Mt Eden stations. This could affect the role of Newmarket station.

ISSUES

The proposed upgrade

The current Newmarket station has many deficiencies which the upgrade needs to address:

- Trains travelling from Britomart to Waitakere have to do an inefficient and time-consuming three point turn using a siding in order to change direction.
- Inadequate shelter and a poor level of amenity for such an important station in the network.
- A single island platform without dedicated platforms for individual services leading to considerable customer confusion.
- A single-track section of the Western line between Newmarket and Boston Road.
- An outdated signalling system that is a constraint on improving train services.
- Insufficient capacity to provide the 10-minute peak service on the Western line.
- No direct connection between the Western line and Britomart.

- An inflexible track layout that causes significant delays to current train services.

The key features of the ARTA/ONTRACK planned upgrade are:

- Duplicating the single-track Western Line section between Newmarket and Boston Road.
- The three-point turn is replaced by a simple reversing movement to the Western line.
- Vastly upgraded passenger facilities commensurate with the station's importance.
- Upgraded signalling - a vital prerequisite to improvements to train frequencies.
- The ability to run direct services between Britomart and the Western line.
- A dedicated island platform for Western line trains.
- Cross-platform transfer between Western and Southern line trains.
- A much more flexible track layout that can accommodate planned changes to service patterns and recovery from any service problems.

Without a major upgrade at Newmarket station, it will simply be impossible to provide a 10-minute peak train service on the Western line.

Single versus dual stations at Newmarket.

There has been some debate about whether it is desirable to have a single island platform at Newmarket for Southern line train services and a separate permanent station at Kingdon Street for Western line services.

The advantages of the dual station arrangement are:

Improved travel times for Western line trains - in the order of one to two minutes.

The disadvantages of the dual station arrangement are:

- Kingdon Street is a considerable distance from the centre of energy in Newmarket which is around the current Newmarket station.
- There is a long distance to bus stops for those Western line passengers (modelled at 355 in 2016) who transfer to buses. This does not align with the region's strong desire to improve integration between buses and trains.
- There are greatly increased travel times - at least 20 minutes - for the significant number of Western line passengers (modelled at 549 in 2016) who transfer to Southern line trains at Newmarket. Again adding travel time for significant number of users of the rapid transit network is unlikely to make it more attractive for existing and potential customers.
- A less-presentable physical environment at Kingdon Street would arise which is likely to be less attractive to customers.
- The steep grade starting at Kingdon Street means it would be unable to accommodate six-car trains, a serious constraint on the future people-carrying capacity of the Western line.
- Overlapping catchments between stations and short distances between stations would result, which is fundamentally incompatible with a rapid transit operation.

The new track arrangement at Newmarket will allow for direct services between Britomart and the Western line. This will greatly assist in ferrying passengers between Britomart and Kingsland for special events at Eden Park, in particular the Rugby World Cup in 2011.

At present, there are simply not enough trains available in Auckland to provide direct services between Britomart and the Western line and, at the same time, to provide an adequate level of service to the current Newmarket station. However, ARTA has indicated that it is open to direct express services bypassing Newmarket station once there is sufficient capacity in the system.

The high volumes of customers at Newmarket station means that this station necessarily has a high dwell time. This means that the small time saving for direct service – one to two minutes - needs to be balanced against the strong existing and future demand by Western line passengers at the current location. This delay is much less than what is currently experienced by passengers with the clumsy three-point manoeuvre for trips from Britomart to Waitakere.

RESOURCES

No resources apart from staff time are required.

CONCLUSION

Council officers strongly support ARTA/ONTRACK's planned upgrade of Newmarket Railway Station.

RECOMMENDATIONS

1. That the Newmarket Railway Station Upgrade report be received.
2. That the City Development Committee endorse the planned ARTA/ONTRACK upgrade of Newmarket Railway Station.

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



12 STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - CONSTRUCTION METHODOLOGY

PURPOSE OF THE REPORT

The purpose of this report is to provide the City Development Committee with information of the construction methodology for the re build of a new road over rail bridge at Sturges Road. This bridge falls in the geographic area of the Henderson Ward, but is also used by residents of the Massey and Waitakere Wards.

BACKGROUND

The existing road over rail bridge at Sturges Road, Henderson was built around 1940 by New Zealand Railways Corporation (known as ONTRACK) to permit vehicle traffic to pass over the single railway line to new housing developments. The present condition of this bridge is poor with severe Alkali Silicate Reaction producing extensive cracking with the long term safety and life of this structure being limited. ONTRACK has posted a load limit on this bridge in an attempt to ensure vehicle and rail safety. ONTRACK intends to commence double tracking of stage four of the western line from Mount Lebanon Lane to Swanson Station later this year. The existing piers of the Sturges Road Bridge (Bridge 58) are aligned such that it is not possible to achieve double tracking without undertaking major structural changes. Accordingly, a decision has been made by ONTRACK and Council to demolish the old bridge and to rebuild a new wider integrated transport bridge in its place. ONTRACK is prepared to grant Council funding of up to \$3 Million for the design and construction of a replacement bridge.

At the Waitakere, Massey and Henderson Community Board Meetings of 6, 7 and 8 March 2007 respectively, the Community Boards resolved as follows:

“2. *That the Waitakere Community Board recommends to the City Development Committee that the preferred option: Upstand Concrete U Beams be the option for the Sturges Road rail overbridge temporary bridge replacement construction methodology.*”

(291/2007)

“2. *That the Massey Community Board recommends to the City Development Committee that the Preferred Option: Upstand Concrete U Beams be the option for Sturges Road rail overbridge temporary bridge replacement construction methodology.*”

(413/2007)

“2. *That the Henderson Community Board recommends to the City Development Committee that option one be the preferred option for the Sturges Road rail overbridge temporary bridge replacement construction methodology.*”

(386/2007)

The design scope includes a replacement bridge as well as the design of new cycle lanes, an additional vehicle lane and a revised road intersection with Swanson Road, but not a full intersection upgrade. It is intended to commence with bridge removal and re construction later in this calendar year.

STRATEGIC CONTEXT

The Waitakere City Council’s “Integrated Transport and Communication” platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication and safety. Replacing the Sturges Road Bridge will provide an integrated link between Swanson and Sturges Development maintaining the safety of pedestrians, cyclists, vehicles and trains.

ISSUES

Sturges Road carries daily traffic of about 17,000 vehicles that cross over the rail track at Bridge 58 and about 428 pedestrians and 46 cyclists daily. Alternative rail crossing points for vehicles are restricted to a western crossing at Metcalf Road and an eastern crossing at Henderson Valley Road. Both of these alternative crossings require detours of about five kilometres. Minor additional, but unguarded, pedestrian crossing of the rail line is possible at Sturges Station and at Neta Grove. It is predicted that when Bridge 58 is demolished, there is likely to be traffic congestion south of the rail line and concern from residents as access across the rail line is removed for a number of months until the new bridge is built.

ANALYSIS OF OPTIONS

A8-A10

Consideration has been given to a number of options. The schematic options are shown in attachments at pages A8 to A10. These have been short listed to two possible options as follows:

Preferred Option: Upstand Concrete U Beams

Cost estimate: \$445,000 for the temporary traffic management comprising a single lane Bailey bridge, signage, temporary works, safety barriers and traffic control.

Bridge closure durations: 4 weekends with no crossings at all plus 5 weeks when only single lane crossing is possible.

This option provides for a bridge built from two longitudinal upstand U beams that act as pedestrian walkways. These U beams also carry a series of shallow transverse beams that form the bridge deck. The transverse beams that carry the road traffic are less deep than the box beams of the alternative option due to the span being substantially shorter. Lower transverse beams result in lower approach embankments, with consequently less earthworks and lower retaining walls at neighbouring properties.

A major advantage of the preferred option is that a lower bridge deck height permits that a single lane Bailey bridge be used to allow one lane traffic flow. Although this is not as satisfactory as a two way temporary crossing, it does at least provide some means of permitting vehicle movements over the rail corridor. With the preferred option, pedestrians and cyclists can be accommodated during the construction phase as the longitudinal upstand beams are craned in place at an early stage. These upstand beams protect pedestrians and cyclists from the adjacent construction works and allow them to cross in safety.

Road deviations and temporary traffic management solutions require two diversion routes for the majority of the traffic being routed either via Metcalf Road or via Henderson Valley Road, a detour of about 5 kilometres. Traffic travel times increase by about 30 seconds above the current 90 second delay in the morning peak. Residents close to Bridge 58 will be able to use a single lane temporary Bailey bridge fitted with signalised single lane control or may elect to use the detour route. A through route over the site is maintained, albeit with delays likely.

The advantages and disadvantages of the preferred option are:

| Advantages | Disadvantages |
|---|--|
| <ul style="list-style-type: none"> • Shorter bridge down time compared to alternative option. • Enables a single lane Bailey Bridge to be used to reduce traffic congestion. • Lower bridge deck than the alternative option means easier driveway level adjustments. • Provides means of pedestrian and cycle access across the rail corridor during construction phase. | <ul style="list-style-type: none"> • Sophisticated bridge requiring specialist prestressing skills. • Upstand beams are heavy and need permits for overweight transport as well as large cranes to lift in place. • Higher temporary traffic management costs than the alternative option. • Traffic queuing is likely at the single lane Bailey Bridge. |

Alternative Option: Concrete Box Beams.

Cost estimate: \$270,000 for the temporary traffic management comprising signage, safety barriers, traffic control and road maintenance.

Bridge closure durations: 10 consecutive weeks full bridge closure plus 2 weeks of single lane crossing.

This option provides for the replacement of the existing bridge with a bridge constructed from pre cast box section members. These beams are made from standard forms and are able to be manufactured in a precast yard, off site. Consequently, the cost of the beams is lower than the special beams. The disadvantage that the box section beams have is that they are deep and this results in more earthworks in the approach road on ramps and this has a follow on effect of requiring retaining walls at neighbouring properties to retain the higher embankments.

Because the box beams have a great depth, it is not possible to obtain vertical geometric alignment of a temporary Bailey Bridge crossing over the rail track. Because of the narrow road corridor it is not possible to site a Bailey Bridge to the side of the existing bridge either.

Road deviations and temporary traffic management solutions require two diversion routes for all of the traffic being routed either via Metcalf Road or via Henderson Valley Road, a detour of about 5 kilometres. Traffic travel times increase by about 30 seconds above the current 90 second morning peak delay. Residents close to Bridge 58 will not be able to use a single lane crossing as it is not possible to site a Bailey Bridge given higher bridge approaches of this option. A through route over the site is not maintained.

Pedestrian traffic will be required to detour to the existing crossing at Sturges Station until the new footpath and cycle lane are opened.

| Advantages | Disadvantages |
|--|--|
| <ul style="list-style-type: none"> • Simplest beam construction; • Beam forms readily available; • Lighter craneage can be used; • Lower temporary traffic management costs than the preferred option. | <ul style="list-style-type: none"> • Greater earthworks volumes; • Retaining wall height greater than the preferred option; • Unable to utilise a temporary Bailey Bridge; • All traffic is required to be diverted to either Metcalf or Henderson Valley Roads; • Pedestrian traffic has to be diverted to Sturges Station; • Traffic congestion and unhappy residents unable to easily cross over the rail tracks. |

COMMUNICATIONS PLAN

A11-A14

Public Affairs have drafted a communications plan that is attached at pages A11 to A14. This plan provides for a substantial amount of public notification and communication before and during the construction phase. In addition individual letters will be sent to residents directly affected by the works, explaining the temporary traffic management options and project durations. Signage at either end of the bridge is shortly to be erected advising motorists and pedestrians of Council's future plans for later in the year.

ART WORKS

Project budget has been allocated for art works for the bridge, details of which are still to be determined by the Arts Department.

WESTERN HEIGHTS RESIDENTS AND RATEPAYERS ASSOCIATION

An informal meeting was held with the Western Heights Residents and Ratepayers Association (WHRR) on 15 March 2007. The WHRR are supportive of the Council's plans to replace Sturges Road Bridge and request that a community information display be arranged to communicate the requirements to the affected residents. The WHRR has also expressed a wish to be involved with approving the Contractor's temporary traffic management plan. The Project Team has agreed to set up an advisory group to liaise between Council officers and the WHRR.

RESOURCES

Funding of \$1.5 million for this project has been provided in the 2006-2016 Long term Council Community Plan, however this funding will be insufficient to deliver the increased scope of this project, as approved by the City Development Committee and this will be reported back to the Long Term Council Community and Annual Plan Special Committee.

CONCLUSION

The replacement of bridge 58 is likely to introduce traffic congestion and concern of isolation among local residents and school children, unable to easily cross the rail lines. The construction of a replacement bridge according to the preferred bridge option results in the least disruption to existing road use as well as provides for continuous walking and cycling access over the rail line during the construction phase. The preferred option will result in an additional cost of about \$175,000 for temporary traffic management. This can be accommodated with the current budget, but the wider funding issues will need to be considered by Council.

RECOMMENDATIONS

1. That the Sturges Road Rail Overbridge Replacement - Construction Methodology report be received.
2. That the preferred option for the Sturges Road Rail Overbridge replacement construction methodology recommended by the Waitakere, Massey and Henderson Community Boards be approved.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



13 HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETScape UPGRADE AND ROAD IMPROVEMENTS

PURPOSE OF THE REPORT

The purpose of this report is to bring to the City Development Committee a presentation on the progress of the design and implementation phases of the Great North Road Streetscape Upgrade and Roadwork Improvements project in Henderson and to seek approval to proceed to tender for construction.

BACKGROUND

On Thursday, 7 September 2006, the City Development Committee received a concept plan report and presentation for the Great North Road Streetscape Renewal project and approved the recommendation that the concept plan be endorsed and that detailed planning for the Great North Road Streetscape Renewal Project proceed.

On the same date the Committee received a report for the analysis of options for the Great North Road Improvements, Henderson Town Centre, and approved the recommendation to adopt option 2, including the realignment of Great North Road within the Henderson Town Centre to cater for bus advance lane westbound at the Edmonton Road intersection and two lanes westbound at the Railside Avenue intersection.

As both the streetscape upgrade works and the road improvement works on Great North Road are coincident in terms of location and time frame, Council officers decided to combine both parcels of work into a single project. Further to approval of a business case by the Director City Services, a contract was negotiated with the Isthmus Group Ltd (IGL) to carry out the detailed design for both the streetscape upgrade works and the road improvement works, utilising Thurlow and Associates as sub-consultants for the roadworks. The design has now reached a stage where detailed design will be completed soon, and tenders will be issued for the physical works.

STRATEGIC CONTEXT

The implementation of renewed infrastructure in the Great North Road precinct will make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development with minimal environmental impacts, contributing to the Urban and Rural Villages and the Stronger Communities strategic platforms.

Great North Road is the main bus route through the town centre. The renewal of this precinct will provide a continuation of the improved pedestrian routes for people to link directly to Waitakere Central and the new transport interchange in Rainside Avenue. The provision of a bus advance lane on Great North Road at the intersection with Edmonton Road/Edsel Street and the reconfiguring of the roadway to cater for two lanes in the westbound direction only from the Rainside Avenue intersection will provide a better environment for both pedestrians and buses, and will contribute to the strategic vision of balanced utilisation of transport modes. Safe, vibrant streets will make sure that the growing Henderson town centre is easy to get around, while stimulating the local economy.

ISSUES

The streetscape upgrade design accommodates the following features:

- Replacement of existing streetlight poles with new poles to provide increased levels of lighting, including pedestrian lighting to decrease streetside clutter.
- The replacement of the existing asphalt footpaths and pedestrian precincts with concrete pavers and exposed aggregate concrete to the same specification as implemented in the Precinct One works along Ratanui Street and Rainside Avenue.
- Provision of areas within the footpaths to provide potential street dining areas. The street dining plan developed in the concept plan stage indicated options and designs for outdoor amenity items such as tables, umbrellas and demarcation barriers or dropdown screens. Adoption of the street dining plan would depend on business owners in identified locations taking up this opportunity.
- Enhanced public plaza places including the provision of street furnishings, landscaping and plenty of floral colour.
- The re-design of the Westfield sign corner on the south-west of the Great North Road/Edsel Street intersection to include seating, lighting, better access to the Westfield Mall and improved footpath access.
- The re-design of the grass bank on the north-east corner of the Great North Road/Alderman Avenue intersection to include amenity seating and planting.
- The re-positioning of the (currently offset) pedestrian crossing through the central median island in front of the 357 Arcade to enable pedestrians to walk directly through to the library and carpark building. A proposed ladder signage system will replace the clutter of sandwich boards outside this arcade.
- The upgraded central median islands that were constructed in August 2006 will continue to provide quick refuge crossing spaces for pedestrians.

- Additional colour will be added to the street in the form of hanging floral baskets that will be supported on the streetlight poles and intermediate pedestrian light poles.
- The design of the gateway art feature over the Oratia Stream bridge is being carried out under a separate contract. Consultation with the Directors Group approved Arts Selection Committee has resulted in a recommendation for a preferred concept to the Culture, Arts and Events Special Committee on 14 March 2007. This Committee accepted the recommended concept and the design has proceeded to the preliminary stage.

In addition to the detailed design for the streetscape upgrade, the street dining and trading policy currently being developed by Legal Services will assist in reducing current pavement clutter.

The roadworks improvement design incorporates the following features:

- The provision of a bus advance lane for westbound bus traffic at the east side of the Great North Road/Edmonton Ave intersection, and a re-configured left turning lane into Edsel Street.
- The re-configuration of the roadway to provide a second departure lane in the westbound direction only at the Rainside Avenue intersection. This will include the replacement of angled parking on the south side of the road with parallel parking, and will involve the relocation of a disabled car parking space to the north side of the road.
- Kerb and small traffic island realignment at the three main intersections - Edmonton Road, Rainside Avenue and Henderson Valley Road to improve conditions for turning traffic and rationalise traffic lane arrangements at these intersections.
- The provision of cycle advance boxes at the major intersections.
- Re-alignments of some of the existing kerb lines to accommodate an improved bus movement process through the main street.
- Changes to traffic signal phasing to provide improved vehicular and pedestrian traffic flow at the three intersections.
- The design of a pedestrian crossing at the west side of the intersection of Great North Road /Rainside Avenue/Ratanui Street is still under review for two options, being either a staggered crossing or a one-stage crossing. The reason for the two options is the complexity of phasing of the traffic signals and the increased bus movements out of Rainside Avenue.

Timeframe

The proposed timeframe for the remainder of the project is:

Completion of Detailed design – 10 April 2007

Tender and Award process for physical works – April/May 2007

Road improvement works – June to August 2007

Streetscape upgrade works – June to November 2007

Consultation

The draft concept designs were brought to the City Development Committee on Thursday, 4 May 2006 for viewing and comment. An open night was held at the Waitakere Central Library on 9 May 2006 with the designers available to talk to the public. The display was then left in the library from 10 May to 29 May 2006 for comment.

The process of consultation has continued since the adoption by the City Development Committee of the concept design report and presentation in September 2006. This has included:

- Meeting with the Henderson Business Association on 6 November 2006, and again on 12 February 2007.
- Three editions of the Henderson Construction Newsletter were sent to the Henderson Business Association.
- Continuing communication with Westfield Mall management regarding the Westfield corner and with the Management of the building located at the north-east corner of the Great North Road/Alderman drive intersection. Discussions are centred around the scope of the works at these locations and the financial contributions from all parties.
- Negotiations with the Principal and Board of Trustees of the Henderson Primary School with regard to a purchase of land required due to the widening of the road in the vicinity of the bus advance lane and new turning lane on the east side of the Great North Road/Edsel Street intersection. The Board has agreed in principal to the purchase of the land and has referred the matter to the Ministry of Education.
- Public “open days” held on 9 and 10 March at which broad layout plans for this project as well as other forthcoming major projects in Henderson were displayed, and members of the public were informed of the scope and timing of the project.
- Ongoing consultation with relevant Council asset managers, business and landowners and the Henderson Business Association.

Further consultation and communication will be taking place in the near future as follows:

- Display advertising in May, June and July in the Aucklander and Western Leader.
- A general letter will be sent to all affected residents with a map at the end of March and a further letter will be sent out at the start of construction.
- Articles will be run in the Waitakere City News in June and July.
- Regular updates on the project will be made on the Council website home page.
- Poster displays of transport maps and alternative routes will be mounted in the Civic Centre reception, public libraries and community centres as part of public information and consultation.

RESOURCES

The detailed design and construction budgets of \$2,542,990 are within the Annual Plan 2006/2007. Council officers have indicated that of this, an amount of approximately \$2,050,000 will need to be carried forward to 2007/2008 when the bulk of the work will be carried out.

The detailed design and implementation is being managed by Council officers from Project Services in consultation with officers from Transport Assets, City Projects and Public Affairs.

CONCLUSION

The Great North Road Streetscape Upgrade and Roadwork Improvements project is a key component to support Council's vision to develop a Central Business District in Henderson.

Developed design of both the streetscape upgrade and road improvement elements has been carried out and the detailed design is due for completion in early April 2007. This report and presentation is to update the Committee on progress in the implementation of the project and to seek endorsement of the design to date and approval in principal to proceed to the tender process for the physical works contract on the completion of the detailed design and documentation.

RECOMMENDATIONS

1. That the Henderson Town Centre – Great North Road Streetscape Upgrade and Road Improvements report be received.
2. That the City Development Committee approve the design to date and for the Great North Road Streetscape Upgrade and Roadwork Improvements project to proceed to tender process for the physical works contract.

Report prepared by: Duncan Miller, Senior Project Engineer: Special Projects



14 POTENTIAL LAND OPTIONS FOR AUCKLAND CURLING CLUB AND EXTREME TRAMPOLINE CLUB

PURPOSE OF THE REPORT

The purpose of this report is to inform the City Development Committee on potential land options for the location of Auckland Curling Club and Extreme Trampoline Club (the Clubs) and to seek approval from the City Development Committee for the Clubs to progress further feasibility work on the development options on the recommended Council parks.

BACKGROUND

In late 2006 both the Clubs, separately, approached Leisure Services staff requesting assistance in finding suitable Council or other land, to build facilities to accommodate their sports. Council officers have met with both clubs to ascertain their requirements from Council. Both clubs are operating in conditions far from ideal for the current members to benefit fully and for the growth of their clubs/sports.

Both clubs have asked Council to supply them with land so as they can build facilities to provide for their sports. On Thursday, 8 February 2007, City Development Committee resolved the following:

2. *That the City Development Committee endorses Leisure Services exploring land options for the Auckland Curling Club and the Extreme Trampoline Club and that the results be brought back to the City Development Committee by May 2007.*
3. *That the City Development Committee endorses Leisure Services exploring land options for the appropriate and accessible location, housing and co-location of non-mainstream sports (including curling and trampolining) in conjunction with the review of the Open Space Strategy and the results be brought back to the City Development Committee by May 2007.*

44/2007

STRATEGIC CONTEXT

Sport plays a major role in the community by providing an avenue for individual recreation, health and fitness but also for providing social connection in the community. Council supports a number of sports in the City via provision and maintenance of parks, allocation of grants to clubs, support to organisations such as Sports Waitakere and the provision of a Council Community Liaison Officer who works with clubs as well as other community sectors.

The support Council provides meets Council's strategic platform of Strong Communities, where Council aims to develop the City as a renowned hub of social activity, arts, leisure sports and recreation for the wellbeing of the community.

ISSUES

Land and building requirements

Both Clubs have unique facility requirements that limit the options for suitable venues to base their sports.

Auckland Curling Club requires a building foot print of approximately 60 x 30 metres square. This would accommodate the playing area plus administration and spectator areas but does not include parking. The building is most likely to be industrial looking building similar to a warehouse.

Extreme Trampoline Club will require a building foot print of approximately 900 metres square but may be more depending on the requirements of other potential partner sports. The unique feature of the building to accommodate this sport is the ceiling height. To accommodate the nature of the trampoline sport a ceiling height of about 12 metres, or a three story building is required. This will make the building quite prominent in a setting that has no similar scale buildings.

Council officers have identified a number of Council owned properties that may be suitable for the Clubs within Waitakere. This report will also present other Council and non-Council owned properties that may be suitable for other non-mainstream sports.

The options on reserves below have been derived from assessing criteria set out in the draft Parks and Open Space Strategy. Assessing the provision levels set in the Strategy (e.g. park size and location) a list of parks have been identified that could be investigated for the location of community facilities.

The key considerations for options on reserve land are the loss of open space and other recreational (passive and active) opportunities from the reserve, and particularly the impact of the building on the reserve. It should be noted that both proposals require large, low amenity buildings. Furthermore, there are opportunity costs for several reserves, i.e. that these could be divested with the funds used to acquire higher quality reserve land and/or park developments.

The options considered included:

- Parris Park
- Singer Park
- Hobsonville Domain
- Bancroft Park
- Corban Green

Parris Park, Singer Park and Hobsonville Domain are not recommended for further investigation at this stage. Bancroft Park and Corban Green are suggested as short listed options. Further discussion the two preferred options is outlined below.

Bancroft Park

A15

Bancroft Park is a 0.78 hectare corner site situated at 42 Bancroft Crescent. The park is a highly visible site with access opportunities from both Bancroft Crescent and Akatea Road. The park is situated in the heart of the Span Farm Industrial Estate and is surrounded on all sides by industrial businesses. The higher amenity, Council owned Akatea Park is 120 metres from Bancroft Park, down Akatea Road (map attached at page A15).

There is no adopted reserve management plan for Bancroft Park.

Bancroft Park is currently on the Parks Planning list of potential divestment options (in part or whole). The divestment options generally looks at parks that are additional to the provision levels set in the draft Parks and Open Space Strategy, and where the divestment can release funds that can improve parks in areas that have low provision or park quality.

The value of Bancroft Park is in the order of \$1.3m, based on the land being designated as industrial land.

The owner of the factory next door at number 42 Bancroft Avenue has approached Council to consider a boundary alignment to tidy up the boundary lines. This is not seen as posing any problems to Council regardless of any future options for the park and would provide some revenue if required. If the boundary readjustment is considered, it would be more cost efficient to undertake it as part of wider plans of Bancroft Park (i.e. reserve revocation and divestment) if this proceeded.

Bancroft Park is viewed as being an ideal property for the likes of Auckland Curling as the park is large enough to accommodate the 60m x 30m building plus associated parking that is required. Also the building is most likely to have an industrial or warehouse look to it and so will not be out of place in the current surroundings. Being in an industrial area the activities of the Club will have no impact on the surrounding businesses and in fact the peak hours are likely to be outside of business hours therefore assisting in parking issues.

The size of Bancroft Park is 130 metres in length and 45 metres wide at the narrowest and 75 metres at the widest point. This means that the park is able to accommodate other sports other than Curling. It may be possible to fit the requirements of Extreme Trampoline (30 x 30 metre building) on the same site, however, this requirement may be more as Council officers are exploring multi sport options with a combined trampoline, acrobatics and gymnastics partnership. With the three clubs amalgamated the facility may need to be bigger however the potential to fit all these users on the Park is worth exploring.

If other options are available for the Extreme Trampoline Club and the partner clubs then the amount of land Curling would require alone would allow Council to subdivide the park. This would allow for sale of the remaining land, which would be approximately a third of the existing site.

This area of the City has been identified as being an area of high deprivation and lacking in community services and activity. Council support for recreation opportunities in this area could be the catalyst for greater community participation and may encourage young people to become involved in sports which they were previously unaware of. Allowing the land to be released for recreation development is a low cost option for Council, since Council already owns the land, and saves Council developing assets for the community at rate payer expense.

The Chairman of the Henderson Community Board has been advised of the concept of utilising Bancroft Park for club and community activities and she is supportive of further feasibility work being conducted to explore options. Should the City Development Committee endorse further feasibility work be conducted then the Henderson Community Board will be fully involved in this stage of work.

| | Pros | Cons |
|------------------------|--|--|
| Curling and Trampoline | <ul style="list-style-type: none"> • Multisport complex created; • Creates area of high activity; • Meeting needs of sporting community; • Opportunities for both City and local community; • Area of low community activity boosted; • Zero cost. | <ul style="list-style-type: none"> • Loss of revenue from sale of land; • Revenue from sale not invested in other local community activities. |
| Curling Only | <ul style="list-style-type: none"> • Meets needs of Curling; • Creates point of difference with unique sport in the City; • Some revenue gained from partial sale of land. | <ul style="list-style-type: none"> • Loss of some revenue from total sale of land; • Revenue from sale not invested in other local community activities. |
| Sell land | <ul style="list-style-type: none"> • Significant revenue gain to reinvest in local community | <ul style="list-style-type: none"> • Loss of recreation opportunities; • Creates hardship for sports with no home; • Community may miss out on unique sporting options. |

Corban Green

A16

Corban Green is a 0.4 hectare Council owned park, situated at 27 Corban Avenue. The site is an elongated site of approximately 140 metres by 23 metres with a dog leg offering up to 36 metres at its widest point. The park is adjacent to the Bruce McLaren Intermediate School and borders on an industrial park creating a slight buffer between the two areas (map attached at page A16).

There is no adopted reserve management plan for Corban Green.

Corban Green is on the Parks Planning list of potential divestment options (in part or whole). The park is not seen as having particularly high amenity value and has limited potential for reserve development. There are no current land valuations made for this property.

However, it should be noted that the Leisure Services is currently looking at this site as a potential site for the relocation of the Kiwi Trikers Club and a future site for the McLaren Park Community House which is budgeted for in the Long Term Council Community Plan (LTCCP).

Due to the nature of the site it is not possible to accommodate Auckland Curling however it could be possible to accommodate Extreme Trampoline and associated clubs to form a multi sport club. If it is accepted that Corban Green should be developed for community benefit then this Park would provide a vibrant community area in a suburb devoid of these sorts of opportunities. The location next to the school also has potential synergies, particularly as Bruce McLaren Intermediate School is seeking to establish a gymnasium building at the school.

| | Pros | Cons |
|--|---|---|
| Develop site for community opportunities | <ul style="list-style-type: none"> • Meets needs of Trampoline and other sports; • Creates recreation opportunities in area lacking; • Creates a recreation and Community hub in the area. | <ul style="list-style-type: none"> • Loss of revenue from total sale of land; • Revenue from sale not invested in other local community activities; • Need to buy land for community house in future (unless part sale). |
| Sell land | <ul style="list-style-type: none"> • Significant revenue gain to reinvest in local community. | <ul style="list-style-type: none"> • Loss of recreation opportunities; • Creates hardship for sports with no home; • Community may miss out on unique sporting options; • A community hub will be lost. |

Should Council support the development of both clubs on either Bancroft Park or Corban Green then there is a question as to whether both clubs should be located on Bancroft Park or the Auckland Curling Club be located on Bancroft Park and the Extreme Trampoline Club on Corban Green. The following table explores the Pros and Cons for each option.

| | Pros | Cons |
|---|---|---|
| Both clubs on Bancroft Park | <ul style="list-style-type: none"> • Creates a significant recreation hub in one area • Greater benefit to Glendene community | <ul style="list-style-type: none"> • Eliminates option for partial sale of land • Recreation opportunities not spread around city |
| Curling on Bancroft Park and Trampoline on Corban Green | <ul style="list-style-type: none"> • Recreation and community facilities developed in two high deprivation and low amenity areas; • Provides for partial sale of Bancroft Park; • Partnership opportunities for school; • Creates community hub in McLaren Park with potential community house and Kiwi Trikers Club. | <ul style="list-style-type: none"> • Critical mass opportunity lost. |

Further feasibility studies will identify which of the two above options will provide the best community benefit.

Risks

The risks to Council are limited but vary with regards to the Bancroft Park and Corban Green options. Should Council allow the Auckland Curling Club and Extreme Trampoline Club to develop their facilities on Bancroft Park and should those clubs, in the future, fold Council would inherit the assets from the clubs. The type of facilities the clubs are likely to build could be used as industrial buildings so Council could still sell the land and the assets to a commercial buyer.

The same scenario on Corban Green could also be the case however, the attractiveness may be less as the trampoline building may not be quite as marketable. The proximity to the school, and other potential community facilities, may also be an issue which detracts from a potential buyer.

It may be possible that to support the Clubs with utilising these parks may in fact limit opportunities for further developments that could support many other community groups and sports.

Quadruple Bottom Line

Section 77 of Local Government Act 2002 directs local authorities to assess all benefits and costs on the quadruple bottom line (QBL). The QBL consists of social, economic, environmental and cultural benefits and costs in relation to the objective of the decision required.

The crux of the matter, for this report, is whether Council is prepared to sell all of Bancroft Park and Corban Green with the proceeds reinvested in the local community or whether the land is utilised for community use and in particular the Clubs mentioned in this report.

The following table highlights the some of the wider issues:

| | | Social | Economic | Environment | Cultural |
|------------|------|--|--|---|---|
| Total Sale | Pros | <ul style="list-style-type: none"> • Proceeds from sale reinvested in other community assets such as local parks improving the amenities • Some of the money utilised for local community programmes | <ul style="list-style-type: none"> • Sale of land divested used to help reduce rates; • Land most likely to be used for industry, resulting in jobs etc. | <ul style="list-style-type: none"> • Reduction in parks maintenance | <ul style="list-style-type: none"> • Nil |
| | Cons | <ul style="list-style-type: none"> • Land not able for community use | | <ul style="list-style-type: none"> • Industry could have negative impact on environment • Increased heavy transport | <ul style="list-style-type: none"> • Nil |

| | | Social | Economic | Environment | Cultural |
|--------------------|------|---|---|--|---|
| Partial Sale | Pros | <ul style="list-style-type: none"> • Some community use allowed | <ul style="list-style-type: none"> • Some economic gain both from the sale and from industry development | <ul style="list-style-type: none"> • Reduced level of heavy transport | |
| | Cons | <ul style="list-style-type: none"> • Potential clash between community and business • Less allocation to community | <ul style="list-style-type: none"> • Does not maximise the potential commercial activity | <ul style="list-style-type: none"> • Some heavy industry impact | <ul style="list-style-type: none"> • Nil |
| Full community use | Pros | <ul style="list-style-type: none"> • Under-utilised community park used for specific activities • Creates a local recreation focal point • Asset remains for community benefit. • Supports non mainstream sports which struggle to find facilities elsewhere. | <ul style="list-style-type: none"> • Some local employment opportunities • Will attract regional and national tournaments | <ul style="list-style-type: none"> • Potentially less damaging activities conducted | <ul style="list-style-type: none"> • Nil |
| | Cons | <ul style="list-style-type: none"> • Will support limited recreation activities only • May restrict better opportunities elsewhere | <ul style="list-style-type: none"> • Less employment opportunity than commercial activity | <ul style="list-style-type: none"> • Not close to transport routes so increased traffic | <ul style="list-style-type: none"> • Nil |

Utilising these parks for immediate needs can be viewed as a knee jerk reaction to an immediate problem however, it can also be viewed as a opportunity to an issue (assisting sports with specific facility requirements) whereby there could be a good solution today.

It may be more beneficial and equitable not to assist the Clubs in the immediate future and consider the wider issue of how the City can provide for a wider range of non-mainstream sports. This could be done by providing creating a large recreation precinct, close to public transport hubs, that create a central focus point for these types of sports. This being said the availability of land and the cost to do so provide logistical problems as land and budgetary pressures exist. Timing is also an issue. The Clubs have an immediate need to progress their sports and the time taken to plan for a multi sport recreation precinct would take some time as well as finding the available land.

The availability of Bancroft Park and Corban Green is immediate and there are no other substantive development plans for these parks as yet except the potential to sell them. The ability to react positively to demand issues with the opportunities available helps keep the City progressive for little cost.

Equity

Council has wide range of policies to help ensure a fair and equitable allocation of resources. Council must be careful that it is not seen to be supporting certain projects simply because one group got in first. Although the two Clubs have approached Council for support for there may also be other sports that could benefit from locating on Council parks.

To identify the interest and demand in the community it is possible for Council to run a registration of interest process in the future to understand the demand. This would help eliminate the favouritism but might also cause a larger problem of having many more organisations knocking on the door for Council support once advertised. However, this interest would be prioritised under the criteria of the current community lease policy, which will ensure that Council can direct its resources to where it is most needed.

RESOURCES

No Council resources are required as it will up to the clubs to develop the facilities should Council make land available for the clubs' use. Council officers from Leisure Services will provide professional advice and guidance on requirements for feasibility studies.

CONCLUSION

The City Development Committee at its meeting held on Thursday, 8 February 2007, (minute no 44/2007) asked Council officers to report back to the Committee on potential Council owned land options for the development of purpose built facilities for the Auckland Curling Club and Extreme Trampoline Club.

Council officers identified five Council owned parks that could be considered however upon further investigation only two parks are seen as viable options for the clubs. Bancroft Park and Corban Green are both parks in industrial areas of the City and as such are best suited to the nature of the clubs buildings which will most likely have an industrial/warehouse presentation.

Both Bancroft Park and Corban Green offer excellent opportunities for the development of non mainstream sports which have special building requirements for their facilities. There are potential benefits to both local communities with the development of these sports on the two parks. There are pros and cons for locating both clubs on Bancroft Park as opposed to one club based on Bancroft Park and the other on Corban Green.

RECOMMENDATIONS

1. That the Potential Land Options for Auckland Curling Club and Extreme Trampoline Club report be received.
2. That the City Development Committee indicate their support for the favoured options for Bancroft Park and Corban Green being to hold the land for possible future divestment or to investigate an option for community use.

3. That subject to the decisions in resolution 2, the City Development Committee endorse feasibility studies for the development of the Auckland Curling Club and the Extreme Trampoline Club facilities on Bancroft Park and Corban Green, to be conducted and paid for by the Clubs and be brought back to the City Development Committee for consideration.

Report prepared by: Louis Rattray, Leisure Services Manager.



15 ICLEI'S LOCAL ACTION FOR BIODIVERSITY PROJECT

PURPOSE OF THE REPORT

The purpose of this report is to enable the Council to consider joining ICLEI's Local Action for Biodiversity (LAB) Project, an international network of local governments focussing on planning and management for biodiversity at the local level.

BACKGROUND

A17-A19

Waitakere City Council has been invited to join a limited number of municipalities worldwide to take part in a new Biodiversity project as attached at pages A17 to A19. Under the umbrella of the International Council for Local Environmental Initiatives (ICLEI), the City of Cape Town has initiated a three-year pilot project, the LAB Project, to promote a greater understanding of local government biodiversity issues leading to the implementation of appropriate measures to ensure the continued survival of local biodiversity. Eventually, it is hoped that the Project will become a major global campaign.

This is a pilot project that, if successful, will be launched as a full ICLEI sustainability project. As a pilot, membership is being limited to 20 participating cities worldwide. So far, membership includes Barcelona (Spain), Seattle (USA), Cape Town, Durban and Johannesburg (South Africa), Leicester (UK), Liverpool (Australia), Nairobi (Kenya), Queretaro (Mexico), Sao Paulo (Brazil), Seoul (Korea), Tilberg (Netherlands), Walvis Bay (Namibia) and Zagreb (Croatia). Waitakere and Kaikoura Coast have been invited to join. Kaikoura Coast is also considering the matter.

The LAB Project is a partnership project involving ICLEI, the World Conservation Union (IUCN), Countdown 2010, South African National Biodiversity Institute (SANBI), RomaNatura and 15 to 20 cities from around the world.

LAB recognises that biodiversity is key to the effective functioning of urban life and the optimal management, or mainstreaming, of biodiversity is essential to most, if not all, sectors of urban operation.

STRATEGIC CONTEXT

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

ISSUES

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

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

Waitakere is well placed to following these five steps as a Biodiversity Strategy and Action Plan was adopted in June 2006 and can form the basis for a Biodiversity Report. Implementation of the Strategy together with implementation of the Waitakere Ranges Heritage Area Bill, enacted or not, participation in the North-West Wildlink project and the on-going Green Network Community Assistance Programme are all vehicles for delivering biodiversity outcomes.

However, this project has not been provided for in the Long Term Council Community Plan and the Council needs to weigh up whether it is a priority within the work programme.

The Council will participate in the programme by completing each of the five steps and presenting progress at an international workshop, the first being held in May 2007 to present Biodiversity Reports.

While one of the primary objectives of the LAB Project will be to explore the potential for ICLEI to expand the partnership project as a major global campaign from 2009, the initial project is expected to provide its participants with a special international profile, which could result in economic benefit, for the first 20 "founder participant" cities of the project.

The project will develop a local government network which will promote a greater understanding of local government biodiversity issues leading to implementation of appropriate measures to protect local biodiversity. It is anticipated that the network would:

- Provide a mechanism for sharing ideas and lessons learned.
- Lobby for funding and other support from national and international agencies for biodiversity-related projects.
- Raise the status of local government as a key player in biodiversity management.
- Promote the expansion of biodiversity initiatives at the local level.
- Promote the profile of participant cities in appropriate world for a.
- Develop appropriate biodiversity management tools, and
- Formulate a code of best practice.

It is anticipated that membership will be completed by the end of April 2007 to allow for co-ordination of the project over the three years.

RESOURCES

The LAB Project carries a membership cost of \$20,000 per annum for the three years that the project runs. The first year's instalment can be covered from this year's budget from \$10,000 for the joint Northland councils' genetically modified organisms consultation and \$10,000 for consultation on the draft Environmental Strategy currently included in the 2006/2007 budget, but unlikely to be spent this year, if the Committee so decides. However, there is no provision for the remaining \$40,000 and for either the 2007/2008 or 2008/2009 years the Council will need to consider whether it wishes to prioritise this project ahead of other programmes currently provided for. The Long Term Council Community Plan and Annual Plan Special Committee will need to give consideration to this should the City Development Committee decide the project is worth considering.

CONCLUSION

The opportunity is open for Waitakere to participate in an international partnership project to promote and protect local biodiversity as a key component of being a sustainable city.

RECOMMENDATIONS

1. That the ICLEI's Local Action for Biodiversity Project report be received.
2. That the City Development Committee commit the Council to joining the Local Action for Biodiversity Project.
3. That the Mayor and Chief Executive Officer sign an Agreement with ICLEI regarding the Local Action for Biodiversity Project.
4. That the City Development Committee approve that \$10,000 for the joint Northland councils' genetically modified organisms consultation and \$10,000 for consultation on the draft Environmental Strategy currently included in the 2006/2007 budget, but unlikely to be spent this year, be re-prioritised and used for the first year's \$20,000 payment for the LAB Project membership.
5. That the City Development Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee that consideration be given to including \$20,000 for the LAB Project in the 2007/2008 and the 2008/2009 annual planning process.

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



16 MEMORANDUM OF UNDERSTANDING WITH IMF WESTLAND LIMITED REVIEW

PURPOSE OF THE REPORT

The purpose of this report is to outline a review of the current Memorandum of Understanding (MOU) with IMF Westland Limited and to seek confirmation of its continuation into the next stage of development of the Westgate Massey North Town Centre.

BACKGROUND

A sub-regional town centre has been identified in the Westgate Massey North area in the Auckland Regional Growth Strategy in 1999. This area is the subject of Plan Change 15 and is currently being heard by the Local Government (Auckland) Amendment Act 2004 (LG(A)AA) joint hearings panel. The MOU originated from a time when the Council was preparing its application to move the Metropolitan Urban Limit (MUL) along the northern strategic growth corridor. The quantity and scope of work required to justify such a move was substantial. It was considered beneficial to both parties that rather than duplicate the various reports that were required a collaborative approach of shared information would better achieve the desired outcome. This has been the case with IMF Westland Limited since the signing of the MOU in 2004.

STRATEGIC CONTEXT

The design and development of Westgate as the City's third sub-regional centre has arisen out of the need to provide for growth in the population of Waitakere, and the need to provide locally-based employment choices. The Westgate Town Centre and Massey North Employment area along with the Northern Strategic Growth Area (NorSGA) corridor is seen by the Council as being a vital peripheral growth area to ensure that the City has adequate available land to accommodate projected growth over the next 10 to 20 years and to provide housing and location choice.

ISSUES

The MOU includes the following:

- assumptions on which the relationship is based;
- a set of objectives and principles;
- key areas of cooperation such as:
 - strategic planning, visioning and concept design;
 - information sharing;
 - advocacy;
 - infrastructure, facility and building development;
 - communication and consultation; and
 - District Plan rules and strategic analysis to promote the MUL change;
- Issues resolution;
- Monitoring the relationship.

This last topic was included to ensure that both parties remain on track to achieve the identified objectives. This makes allowance for a review of the MOU with either party being able to terminate the MOU by giving 12 months notice. It was very clearly spelt out in the MOU that this agreement did not in any way negate the Council's obligations to meet its statutory responsibilities nor IMF Westland Limited's rights under the Resource Management Act. Appropriate separation of these responsibilities has been maintained internally between the City Development unit and the Resource Management Section.

Some of the outcomes from the MOU are the development of:

- common points of interest, and ways of working together have been established;
- a better understanding of each other's roles and responsibilities;
- a formal working relationship between IMF Westland Limited and the Waitakere City Council;
- agreed processes for:

- collecting and exchanging information. The Council has had access to consultant reports on triple bottom line analysis, retail demand and traffic management;
- collaborating on the design of the town centre;
- an agreed joint approach to regional partners. This has been the case in the joint traffic modelling work undertaken to meet TRANSIT's requirements; and
- resolving potential differences.

Outstanding Matters from the MOU

While a clear vision and overall land use concept has been established through Plan Change 15 there is still a substantial amount of work to be carried out to ensure that the vision is implemented. Although the outcome of the Local Government (Auckland) Amendment Act 2004 joint hearings will not be known for some time, work should continue on the preparing a Comprehensive Development Plan, understanding the infrastructure needs of the proposed development and the wider town centre and the flow on impact of Developer Contributions. The uncertainty created by this extended process has also inhibited the Council's ability to attract and secure new businesses to the area. To assist in giving greater certainty to the desired outcomes further joint work is required. As more details of the proposal become known there is a need to promote and advocate for the proposal and to keep the community up-to-date and consult on the provision of community facilities that may be proposed. Given the future development of a sub-regional town centre is a sizeable undertaking a risk management plan is also required.

Council officers have commissioned the preparation of a social infrastructure plan to support Plan Change 15. This includes testing the location of various community and recreational facilities in the Westgate Massey North area. Some of the locations being tested are on the land owned by IMF Westland Limited. The MOU provides a useful mechanism to have discussions on how best these facilities can be integrated and provided in the town centre.

There have been some concerns raised regarding special treatment of land owned by IMF Westland Limited in the northern strategic growth corridor and at Westgate Massey North. Yet the offer of entering into a similar arrangement with the council has been made to other developers and land owners.

Plan Change 15 Joint Hearings Panel

On 1 March 2007, the Council's evidence team presented its case for a sub-regional town centre and employment special area at Westgate Massey North. This evidence was supported by external expert witnesses in Urban Design, Town Centre Development, air Quality and Transport. In addition, there were some 170 reports included ranging from extensive traffic modelling, social infrastructure plan and all the work submitted for the previous topics heard by the Panel.

On 15 March 2007, IMF Westland Limited presented its case for the development of a sub-regional mixed-use town centre on land in precincts A and B that they currently own. This evidence was supported by an economic analysis, a Triple Bottom Line Assessment, a transportation assessment (that had been peer reviewed by the council's traffic engineers) and an Urban Design Assessment. This evidence was presented by an international team of consultant firms. A key focus of this evidence was the creation of local employment in the Massey North Westgate area. This evidence was not only closely aligned to the council's position but also supported the Council's desire to move the Metropolitan Urban Limit

Relationships

IMF Westland Limited has been identified for inclusion on Waitakere Enterprises' list of the top businesses in the City. It is estimated the company now has assets valued at over \$400 million which includes shopping centres at Milford, Highbury (with a current application for apartments above), Hobsonville Shopping Centre and in Tauranga with Fraser Cove, and Tauriko - a major town centre. IMF Westland Limited is unique in that they are a solely New Zealand owned and Waitakere based company.

There are perceptions around the region that Waitakere is not a good place for business. This has constrained the ability to work with existing businesses and attract new businesses to Waitakere. Council officers are working collectively with Waitakere Enterprise to dispel this perception. The MOU has been an example of the Council's willingness to work cooperatively with the private sector towards agreed outcomes. There have been some concerns raised regarding special treatment of land owned by IMF Westland Limited in the corridor and at Westgate. Yet the offer of entering into a similar arrangement with the Council has been made to other developers and land owners.

Options for the Council

There are three options available to the Council in response to a review of the MoU:

- 1 The Council could continue on same MOU, this mechanism has worked well for both parties and has allowed a good working relationship with the company to be established. This option does not include extending the MOU requirements to Plan Change 14 – Hobsonville Village.
- 2 Modify the MOU with agreement of IMF Westland Limited and maintain working relationship. This would give both parties the opportunity to update the requirements of the MOU to identify the outstanding items from the original MOU and better reflect the work needed move to the project development stage. This would also allow the infrastructure provision (social and roading etc) to be captured in the MOU. These conditions could also be extended to include the Plan Change 14 - Hobsonville Village. There are some elements that will not be able to be finalised until the outcome of the current Local Government (Auckland) Amendment Act 2004 process is completed.
- 3 The Chief Executive Officer could be requested to write to IMF Westland Limited giving notice of termination under the terms of the agreement. This would mean that the Council would revert back to a less formal arrangement and than neither party would be under any obligation to implement any previously agreed components.

| Option | Benefits | Disbenefits |
|--------|---|--|
| 1 | Continuity of relationship with developer | MOU does not reflect completion of various components since 2004 or the next stage of project development. |
| 2 | Maintains relationship with developer and allows for update of MOU requirements | Introduces another round of negotiations with developer during an uncertain statutory process. |
| 3 | The Council becomes the main driver for achieving the vision for the town centre. | The Council will bear the burden of all technical reports required to support the vision. |

RESOURCES

Resources to manage the ongoing relationship with IMF Westland Limited sit across the Council and Waitakere Enterprise. There are no direct implications for the budget requirements from the Council's participation in the MOU.

CONCLUSION

The MoU was established for the purpose of sharing information and maximising the developers alignment with the Council's aspirations for proposed development in the Westgate Massey North area. This has been achieved over the last three years through the establishment of a good working relationship between officers of the Council and IMF Westland Limited. As the project moves from the conceptual into the project development phase there is the opportunity to adjust and improve the MOU. The MOU could be modified to include Plan Change 14 area and allow for discussions around the Comprehensive Development Plan, Developer Contribution Policy and provision of infrastructure and community facilities to take place. The Council should enter into discussions with IMF Westland Limited with the view to updating and agreeing these modifications to the MOU for the next stage of the proposed development at Westgate Massey North.

RECOMMENDATIONS

1. That the Memorandum of Understanding with IMF Westland Limited Review report be received.
2. That the City Development Committee approve Council officers undertaking discussions with the view to the continuation of the Memorandum of Understanding with IMF Westland Limited subject to a new scope being agreed.
3. That a report be brought back to the City Development Committee with the revised agreed Memorandum of Understanding between the Council and IMF New Zealand Limited for signing.

Report prepared by: Yvonne Rust Group Manager, City Development.



17 TE ATATU ROAD CORRIDOR - UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the City Development Committee a process for ongoing elected member involvement with regard to the Te Atatu Road Corridor.

BACKGROUND

At its meeting on 7 December 2006, the City Development Committee received a report on the findings of a scheme assessment study of the proposed corridor improvements of Te Atatu Road. The report set out a number of options in relation to the upgrade of the corridor. The report proposed a consultation process which started with a workshop with members of the City Development Committee and the Henderson Community Board.

Two workshops were held on 15 February 2007 and 19 March 2007, attended by Councillors, representatives of the Henderson Community Board and Council officers. The purpose of the workshops was to enable political input into the development of options in relation to the corridor and to guide staff in relation to the issues that need to be resolved before this project can proceed to the concept and detailed design stages. This report records the outcomes of the workshop and recommends a process for decision making.

STRATEGIC CONTEXT

The Auckland Regional Land Transport Strategy 2005 and the Auckland Passenger Transport Network Plan 2006-2016 aim to provide a Quality Transit Network from the Henderson CBD to the Auckland City CBD. The Auckland Sustainable Transport Plan 2006-2016 aims to provide a cycle network across the region, which includes a cycle route along Te Atatu Road and along the north-western motorway.

The Waitakere City Transport Strategy sets a vision for transport in Waitakere:

'A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city'.

The Waitakere City Transport Strategy 2006-2016 has identified the need to upgrade the arterial corridors to provide multi-modal transport which is integrated with the intended land use of the corridor and the city. The Transport Strategy identifies Te Atatu Road as a route for bus priority measures and a wide bus/cycle lane, but notes that options will be investigated in 2006/07.

The key strategic platforms related to Te Atatu Road Corridor are:

- **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;
- **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.

These strategic platforms are key parts of Waitakere's response to desires expressed by residents in the formulation of the community outcomes for Waitakere City. These community outcomes include:

- 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

Officers have a record of the issues and areas of agreement or preference that were raised at the workshops.

Some of the key issues raised at the workshops are summarised as follows:

- The urgent need to upgrade the Te Atatu Road Corridor to improve travel choice and promote a reduction in single passenger car trips.
- The timing of the introduction of an enforceable bus/high occupancy vehicle lane.
- The timing and extent of any future upgrade of Te Atatu interchange by Transit NZ.
- Transit NZ's proposals for ramp signals and providing preferential access to the motorway for buses and high occupancy vehicles.
- The impact on traffic flows leading to Te Atatu Road at Edmonton Road and the need for both lanes along Te Atatu Road to function at peak times.
- The extent to which improvements are required outside the 800 metre corridor between Edmonton Road and the interchange.
- How to reduce the number of crashes and improve safety for all using the corridor
- The timeframe for each stage of the project.
- How to plan for changing land use and the location of new businesses and development along the corridor.
- The impact of the project on travel times for all vehicles, cyclists and pedestrians.
- How to increase bus services and patronage, and provide better passenger transport infrastructure (eg bus shelters, real time passenger information). How to provide bus services to meet people's needs in terms of origin and destination.
- Improving access off and onto the motorway.
- The extent to which the Council consults on options or a proposed solution.
- The engineering constraints and solutions in relation to the operation of the corridor and what is technically and operationally possible with ramp signals and an upgrade of the interchange.
- The signal that this project sets in relation to other corridors, provision of bus priority measures, provision for cyclists, and responses by Transit NZ and Auckland Regional Transport Authority in relation to the corridor and north-western motorway.

AREAS OF AGREEMENT

The workshops reached agreement or a preference in respect of a number of matters that officers should take into account through the planning process. These matters are as follows:

- The overall objective of the project is to "Address safety issues in the corridor and provide for multi-modal use of the corridor including high occupancy vehicle priority in the morning peak".
- Any alterations to the Te Atatu Road Corridor should be a catalyst for change in the right direction and the benefits should outweigh the costs.
- Options should be assessed based on a quadruple bottom line assessment of costs and benefits.
- A traffic signal controlled intersection at Edmonton Road / Te Atatu Road is preferred, rather than an enlarged roundabout.
- A painted median is preferred, rather than a solid median.
- Traffic signals at the westbound motorway off-ramp are preferred, rather than the current give way arrangement.
- Safe provision for cyclists should be provided on both sides of Te Atatu Road. Further analysis is required in relation to a separate bicycle lane, a widened lane that is shared by traffic and cyclists or a widened footpath shared by pedestrians and cyclists.

- A bus/ high occupancy vehicle lane on the western side of Te Atatu Road should be included as an option for consultation, as this is consistent with the strategic direction of the Waitakere City Transport Strategy.
- Consideration should be given to future proofing long term options. If land acquisition is required, then sufficient land should be acquired in order to secure land for long term requirements.
- A communication plan should be prepared which sets out options that the Council is seeking public feedback on. Information should be provided about advantages and disadvantages of each option. If the Council has a preference, this should be stated as “the council’s preference subject to consultation”. Affected landowners should be directly consulted.
- Options that are not workable should not be presented as an option, for example, a large land take would be required for a large roundabout at Edmonton.
- High level communication should be maintained throughout the project.
- Feedback from the workshop should be provided for the Henderson Community Board prior to going to City Development Committee in March.
- The council should advocate to Transit NZ to upgrade the Te Atatu interchange and align with the upgrade of Te Atatu Road corridor.
- An implementation plan to achieve improvements should be developed.

Input from stakeholders will be required through the planning process before the City Development Committee is required to decide on the proposed scheme for implementation. Council officers have previously been requested by the City Development Committee to consider the types of vehicles, such as motor cycles, that would qualify for use of a high occupancy vehicle lane. It may be more appropriate to refer to a “transit” lane, rather than a “high occupancy vehicle” lane if other types of vehicles are authorised to use it.

WORK PROGRAMME AND DECISION MAKING

The 2006-2016 Long Term Council Community Plan and the Transport Strategy provide for planning to be carried out in 2006/2007 and 2007/2008 and physical works in 2008/2009 and 2009/2010.

In order to meet the overall work programme, concept plans would need to be completed by 30 September 2007, as this will enable detailed plans to be completed by 30 June 2008.

As any solution will have an impact on all road users and will have effects on the local community, it is recommended that an elected member Reference Group be established to provide political guidance to Council officers in the development of concepts plans and communication programmes. The Reference Group could comprise two Councillors and a representative of the Henderson Community Board. The Reference Group would take into account the views of the other members of the City Development Committee and Henderson Community Board. The directions of the Reference Group would not be binding on the City Development Committee or the Henderson Community Board.

RESOURCES

Funding of \$10,147,000 has been provided in the 2006-2016 Long Term Council Community Plan for Te Atatu Road Corridor improvements.

CONCLUSION

The two workshops held with Councillors and representatives of the Henderson Community Board have identified a number of issues and areas of agreement or preference in relation to Te Atatu Road Corridor. These matters need to be further investigated with the objective of completing a concept plan by 30 September 2007. In order to facilitate the development of concepts plans and communication programmes, it is recommended that a Reference Group be established comprising two Councillors and a representative of the Henderson Community Board.

RECOMMENDATIONS

1. That the Te Atatu Road Corridor - Update report be received.
2. That Council officers take into account the matters which were agreed or identified as a preference as set out in this Te Atatu Road Corridor - Update report in relation to the next stages of planning for Te Atatu Road Corridor.
3. That a Reference Group be established for Te Atatu Road Corridor comprising of two Councillors and a representative from the Henderson Community Board to provide political guidance in relation to the development of Te Atatu Road Corridor through the planning stages.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



18 2007/2008 CLIMATE CHANGE PROJECTS BUDGET EXPENDITURE

PURPOSE OF THE REPORT

The purpose of this report is to seek approval for the expenditure of the 2007/2008 Climate Change Projects budget agreed at the City Development Committee meeting in September 2006.

BACKGROUND

The Long Term Council Community Plan contains \$150,000, plus inflation, annually for climate change projects until 2016. At the City Development Committee meeting in September 2006 the following resolution was passed:

- “5. That Council officers be required to report on the progress of the Climate Change and Energy Work Programme and on proposed expenditure of the Climate Change Projects budget in March of each year.”

1777/2006

Council officers met with the Climate Change Working Group, consisting of Councillors Hulse, Stone, Gilmour, Cooper and Chan, and the Directors Public Affairs, Corporate and Civic Services, and Strategic Planning, in early February to discuss the expenditure of this budget. It was agreed that Council officers would need more time to work out a proposed budget that would incorporate the group's suggestions and it was therefore decided to delay the budget report until April. The Committee were updated on the progress of the Climate Change and Energy Work Programme in March as planned.

STRATEGIC CONTEXT

The Climate Change Projects budget was created with the aim of initiating new projects that would result in the reduction of greenhouse gas reductions in the city and would confirm Council's commitment to being a leader in this field. Both Council and the community see the reduction of greenhouse gas emissions as a high priority and this is reflected in the Strategic Platform Sustainable Energy and Clean Air, and the Sustainable Environment Community Outcome.

ISSUES

It is proposed that the expenditure of the Climate Change Projects budget focus on household action during the coming financial year. Climate change issues have had a lot of media coverage in recent month and Council officers believe that there is a desire by ordinary people to take action to help reduce emission. The Council can play a key role in supporting residents in taking such action. Council officers have aimed to strike a balance between measurable initiatives, such as solar hot water systems installed, and softer, harder to measure but equally important initiatives, such as education aimed at greater household energy efficiency. Because of the high profile climate change issues currently enjoy there are several opportunities to leverage central government funding for local projects.

The proposed budget expenditure for the 2007/2008 year is as follows:

| Project | 2007/2008 | Long Term Budget Impact |
|---|---|--|
| Solar Hot Water – continue to waive building consent fees and work with industry | \$40,000 | Ongoing |
| Eco Design Advisor - grow the existing half time position into a full time service. The bulk of funding would be provided through the Sustainable Management Fund and the project would also be supported by the Building Research Association of New Zealand. | \$35,000 Council contribution to \$105,000 project | Three year project |
| Community Sustainability Projects: | | |
| Cloth Nappy Project. | \$15,000 | Trial, continue if successful and possibly expand using other funding sources. |
| Location-based community project (support for Eco Matters Sustainable Management Fund application). | \$15,000 | Three year project |
| Support of innovative community initiatives. | \$5,000 | One-off project |
| House Makeovers – all ratepayers would go into the draw to win a climate friendly makeover of their home. | \$25,000, additional resources would be sought through product sponsorship. | One-off project |
| Greenpower/Local Demonstration Project - a small scale distributed renewable generation project to raise the profile of such options in meeting future | \$10,000 | One-off project |

| Project | 2007/2008 | Long Term Budget Impact |
|---|------------------|-------------------------|
| demand and reducing emissions. | | |
| Planning for future years and quantification of actions. | \$10,000 | Ongoing |
| TOTAL | \$150,000 | |

Overall the focus would be on initiatives at the household level to combat climate change. The intention is to both send a clear signal to the community of actions that every one of us can take at home, but also on achieving some tangible implemented actions that result in greenhouse gas emissions reductions.

Council officers also plan to draw up a longer term strategic plan on how to best spend the climate change budget in the future to ensure that the biggest gain possible is achieved. This plan would set the themes for projects in future year, while maintaining enough flexibility to respond to opportunities as they arise.

The following describes the projects in more detail and outlines the rationale for their inclusion in the budget:

Solar Hot Water Project

Council is currently waiving the building consent fees for solar hot water installations where no other consents (for renovations or new construction) are required. The purpose of this initiative was twofold:

- To incentivise the installation of solar hot water by residents and to send a strong message of Council's support for solar hot water to the community.
- To encourage residents and suppliers to obtain consents for such systems. Staff had been aware that the vast majority of systems were being installed without resource consents and that there were serious quality and possibly safety issues associated with this practice.

The number of consents for which fees are waived is still small; however, the initiative has been hugely successful in terms of awareness raising and liaison with industry and central government. Since its introduction, the Council has been in conversations with several local industry players to discuss how it can ensure that systems are consented and that the process runs as smoothly as possible. There has also been considerable interest from the Energy Efficiency and Conservation Authority (EECA) in the scheme with other councils now being encouraged to follow suit. The Energy Efficiency and Conservation Authority has recently made their solar hot water subsidy conditional on the relevant consents being obtained and Council officers expect the number of consents to rise significantly as a result.

At the same time Council officers have started planning for a solar hot water industry project in partnership with Enterprise Waitakere. While the details are still being worked out the intention is to encourage more local plumbers to specialise in solar hot water and to promote existing local businesses. Industry capacity, especially installation capacity, has been repeatedly highlighted by Energy Efficiency and Conservation Authority reports as one of the key barriers to mainstream solar hot water uptake. Council officers propose to grow this project into an ongoing initiative.

Eco Design Advisor

The Council is part of an externally funded pilot project that has seen the placement of an independent Eco Design Advisor (EDA) at Waitakere Central. The project has been funded from various sources, including the Ministry for the Environment and Building Research (through the building levy) and is co-ordinated by the Building Research Association of New Zealand (BRANZ). Three councils are currently part of the pilot, Hamilton City, Kapiti District and Waitakere City. The Eco Design Advisors are available to the public, including to builders and developers, 20 hours a week at no cost. While the evaluation data of the pilot phase is not yet available, BRANZ are confident that preliminary results justify the extension of the scheme to 15 Councils and to a full time service. BRANZ expect each EDA to conduct 300 full length consultations, 250 short consultations and 50 non project specific promotion initiatives during future years.

Council officers believe that it is advantageous for Waitakere City Council to remain part of the pilot project and have indicated to the Building Research Association of New Zealand and the Ministry for the Environment that, subject to funding being approved, Waitakere City is interested in remaining in the programme. The Council's contribution would be \$35,000 plus in kind contributions, such as providing supervision, a desk and phone for a full time EDA.

Community Sustainability Projects

While the main focus is on tangible on the ground projects, such as solar hot water units installed or more efficient houses built, this needs to be coupled with awareness raising and education if Waitakere are to achieve a significant change in the way people live their lives and in the amount of greenhouse gases they emit.

- The cloth nappy project has just been launched but no ongoing funding has been secured. Council officers consider that this project fits in well with the City's climate change objectives as it results in less organic waste going to landfill, therefore reducing methane emissions. It is proposed to use part of the climate change budget to run the project in the 07/08 year to establish its effectiveness.
- EcoMatters Trust has lodged an application with the Ministry for the Environment under the Sustainable Management Fund for a community sustainability project to package a number of sustainability solutions to deliver to householders. EcoMatters presented this proposal to the Climate Change Working Group and received a positive response. Council officers propose to budget a proportion of the cost in the Climate Change Projects budget to acknowledge the climate change benefits of the project and the fact that in the absence of such a project another way of community engagement would likely be sought that would require funding. The details of the funding requirements for this project is yet to be finalised, but are likely to include contributions from several areas of the Council.
- There is currently a lot of activity in the climate change field. Council officers therefore propose to reserve \$5,000 for innovative community initiatives in response to opportunities that may develop out of regional or nationally supported projects.

House Makeovers

At the February Climate Change Working Group Meeting, Councillors expressed a strong desire for a scheme that would see all ratepayers go in the draw to win one or several 'eco home makeovers'. If this budget is approved the intention is to seek additional resources through product sponsorship (such as eco light bulbs, insulation and possibly even solar hot water). The details of any scheme would be confirmed at a later stage and approval would be sought by City Development Committee before a final decision was made.

Greenpower/Local Demonstration Project

The working group discussed a proposal received by Gusto Energy to provide the Council with energy from new renewable generation for some of its operations (commonly referred to as Green Power). Council officers recommended that the Council did not proceed with this proposal because the unit cost for energy was high and the generation site would be outside the city. However, it was suggested that Council officers explore a local site with Gusto for a similar project. This budget would cover such a project.

Planning for Future Years and Quantification of Actions

To date all planning has been done internally and was therefore covered by staff resource. However, Council officers feel that because of the size of the budget some external input would be beneficial in future years. This would both look at the evaluation of running projects and the scoping of new projects and include peer reviewing a longer term strategic plan for expenditure of the climate change budget.

Long term planning would also be informed by the outcomes of the Integrated Assessment of Climate's Long-term Impact on Waitakere Infrastructure currently under way and this assessment's implications on long term climate change adaptation strategies for the City.

RESOURCES

The Climate Change Projects budget is in the Long Term Council Community Plan and the proposed projects will be adequately covered by this existing budget.

CONCLUSION

Council officers have been researching practical climate change projects and have been assessing opportunities that exist to leverage additional funding for new projects. At the same time Council officers have taken a critical look at the current year's projects to determine which projects should be continued and if so how they can best evolve. In the light of this work and consultation with the Climate Change Working Group, Council officers believe that the proposed budget expenditure strikes the right balance between delivering sensible on the ground action and engaging the community in climate change issues to achieve the longer term behavioural changes required.

RECOMMENDATIONS

1. That the 2007/2008 Climate Change Projects Budget Expenditure report be received.
2. Than the City Development Committee approve the proposed 2007/2008 Climate Change Projects budget expenditure.

Report prepared by: Katja Lietz, Strategic Advisor: Sustainability Initiatives.



RECOMMENDATIONS FROM OTHER MEETINGS

19 RECOMMENDATION FROM WAITAKERE COMMUNITY BOARD - STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - CONSTRUCTION METHODOLOGY

Waitakere Community Board recommends to the City Development Committee:

That the Waitakere Community Board recommends to the City Development Committee that the preferred option: Upstand Concrete U Beams be the option for the Sturges Road rail overbridge temporary bridge replacement construction methodology.

20 RECOMMENDATION FROM MASSEY COMMUNITY BOARD - STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - CONSTRUCTION METHODOLOGY

Massey Community Board recommends to the City Development Committee:

That the Massey Community Board recommends to the City Development Committee that the preferred option: Upstand Concrete U Beams be the option for the Sturges Road rail overbridge temporary bridge replacement construction methodology.

21 RECOMMENDATION FROM HENDERSON COMMUNITY BOARD - STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - CONSTRUCTION METHODOLOGY

Henderson Community Board recommends to the City Development Committee

That the Henderson Community Board recommends to the City Development Committee that option one be the preferred option for the Sturges Road rail overbridge temporary bridge replacement construction methodology.



REPORTS FROM THE SUBCOMMITTEES

22 CULTURE, ARTS AND EVENTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 14 MARCH 2007

MATTERS CONSIDERED

A20-A23

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A20 to A23.

The Special Committee Recommends:

That the Meeting report of the Culture, Arts and Events Special Committee held on Wednesday, 14 March 2007 be received.

JP Lawley
CHAIRMAN



23 **PROJECTS SPECIAL COMMITTEE**

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING
HELD ON WEDNESDAY, 7 MARCH 2007**

MATTERS CONSIDERED

A24-A25

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A24 to A25.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 7 March 2007 be received.

RP Dallow, QPM, JP
CHAIRMAN

