

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE
HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 8 MARCH 2007
COMMENCING AT 9.30 AM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFIRMATION OF MINUTES	1
4	BEACON PATHWAY LIMITED: CHANGES TO SHAREHOLDING AND GOVERNANCE	1
5	“CITY FOR PEACE” DECLARATION PROPOSAL	7
6	THE ACCESSIBLE JOURNEY: REPORT OF THE INQUIRY INTO ACCESSIBLE PUBLIC LAND TRANSPORT	10
7	ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY REPORT	14
	<u>REPORTS FROM THE SUBCOMMITTEES</u>	21
8	PROJECTS SPECIAL COMMITTEE	21

AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 8 MARCH 2007 COMMENCING AT 9.30 AM

1 APOLOGIES



2 URGENT BUSINESS

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

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 8 February 2007

RECOMMENDATION

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



4 BEACON PATHWAY LIMITED: CHANGES TO SHAREHOLDING AND GOVERNANCE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on company issues and achievements of Beacon Pathway Limited (Beacon), and to provide information on some changes in shareholding and governance being proposed for Beacon. These changes relate to an approach by Auckland City Council to become a Beacon shareholder, and a proposed new governance model for Beacon.

BACKGROUND

Beacon is a consortium formed in 2004 by four shareholders: Waitakere City Council, Fletcher Building Limited, SCION Research Limited and Building Research New Zealand Limited. Earlier this year New Zealand Steel joined as a shareholder. All five current shareholders made a six year commitment until 2010, which was matched by the Foundation for Science, Research and Technology (FRST) making a commitment to also fund Beacon for the same period. Later this year, FRST will review Beacon and its performance, which will be reported back to Council at that time.

The purpose of Beacon is “building homes that don’t cost the earth” – that is, to work for sustainability in the residential built environment. The aspirational goal is that 90% of New Zealand homes will achieve a high standard of sustainability by 2012.

Much of Beacon’s activity centres around a growing research portfolio, and this is why FRST match the funding contributed by Beacon’s shareholders dollar for dollar.

Each year, under current arrangements, each shareholder contributes \$200,000 to Beacon. This funding, and that of all other shareholders, is used to purchase research focused on sustainable housing. The research funding is matched dollar for dollar by Central Government through the Foundation for Science, Research and Technology (FRST). This investment has seen Council participate in and benefit from various research and pilot projects, such as the NOW home in New Lynn.

Under current governance arrangements, for its investment, each shareholder has one seat on the Beacon Board of Directors (the Board). There are currently five shareholders, and therefore five Directors of Beacon. Waitakere City Council’s Director was originally Ann Magee as Director: Strategy, and is now the Director: Strategic Performance (who is also the Deputy Chair). The Director: Quality Assurance is Council’s alternate Director.

In addition, under current governance arrangements, each shareholder gets two votes on the Research Guidance Committee, which oversees research development to ensure Beacon is purchasing and undertaking research that is best suited to enable its sustainability goals to be met.

This research will potentially result in intellectual property that can add value to the shareholders or be exploited to return a dividend.

The City Development Committee has delegated authority to set the strategic direction of Council Controlled Organisations. However, as Beacon is a Council organisation, not a Council Controlled Organisation, the Committee is required to make a recommendation for decision by Council when shareholder decisions are required.

STRATEGIC CONTEXT

The funds for Beacon are used to purchase research to progress sustainability in the built environment. Council originally decided to join the consortium because its objectives are consistent with the goals contained in Council’s Urban and Rural Villages, Economic Development, Green Network, Three Waters, Sustainable Energy and Zero Waste platforms. In particular, it is consistent with the Council’s goal to advocate for and demonstrate best practice urban development, and to develop ways that planning processes can support innovative and affordable housing provision.

ISSUES

Report to Shareholders

A1-A7

The Beacon Shareholders' Agreement requires the Board to prepare a report for shareholders six months before the end of the initial holding period. The shareholding period ends in June 2007 and the report was delivered just prior to Christmas 2006. The Executive Summary of this report is attached at pages A1 to A7.

The General Manager of Beacon will be present at the City Development Committee meeting to outline Beacon's strategic aims, key achievements and, in particular, the value returned to Waitakere as a result of our shareholding to date.

Shareholder Approach by Auckland City Council

Earlier this year, Auckland City Council held discussions about becoming a shareholder in Beacon. After discussion, Auckland City Council have included three years of full consortium fees for Beacon in their Long Term Council Community Plan. The Beacon Shareholders' Agreement stipulates that the Board seek agreement from their companies or agencies to any additional shareholder, and unanimous agreement is required from existing shareholders for a new shareholder to be accepted.

The Board discussed Auckland City Council's approach at the Board meeting on 22 November 2006. In summary, the Board were generally positive about Auckland City Council's approach. The shareholder's subgroup of the Board developed a set of criteria against which to judge approaches by any agency wishing to become a shareholder, and Auckland City Council rated well:

<p>1. Adds skills and capability to Beacon's current shareholding / stakeholder network</p>	<ul style="list-style-type: none"> • Developing - strong commitment at Councillor level. • Mayoral Task Force on Sustainability underpinning change. • New appointments in key management roles (e.g Stephen Rainbow (Transport), Ludo Campbell Reid, (Urban Planning)).
<p>2. Has a strong position in a sector where Beacon needs added representation to achieve our goals</p>	<ul style="list-style-type: none"> • The City of Auckland has 9.7% of NZ's houses. Collectively Auckland City and Waitakere have 14% of NZ's housing stock (35% of Auckland's houses). • Auckland City has a large commercial property portfolio. • Auckland City Council owns Metrowater - Council controlled business delivering water / collecting stormwater. (Key Beacon strategic priority).
<p>3. Fits with Beacon's strategic direction in their purpose and practice</p>	<ul style="list-style-type: none"> • Auckland City Council currently developing a "Framework for achieving a Sustainable Auckland".
<p>4. Able to work in a collaborative manner</p>	<ul style="list-style-type: none"> • Waitakere's experience is that Auckland City Council officers collaborate well in regional activities.
<p>5. Has acknowledged expertise in sustainability or in specific sector</p>	<ul style="list-style-type: none"> • Unique District Planning expertise - Auckland City Council prepares / manages at three scales: <ul style="list-style-type: none"> ○ CBD (intensive development); ○ Isthmus (urban); ○ Hauraki Gulf (coastal and rural). • Council-controlled water business (Metrowater) has capability in water delivery and stormwater collection.

<p>6. Able to fund for remainder of current FRST contract</p>	<ul style="list-style-type: none"> • Auckland City Council has voted funding for next three years.
<p>7. Other</p>	<ul style="list-style-type: none"> • Auckland City Council has unique challenge of managing high level of growth with no greenfields space. Growth will be contained within intensive urban developments. • Auckland City Council are suggesting they host a demonstration for a 'sustainable apartment block' (NOW home equivalent). • They also want to put effort into reducing construction waste to landfill.

The Board agreed that they would recommend to their agencies that Auckland City Council's application to join Beacon be accepted, under the following conditions:

1. That FRST agree to match, dollar for dollar, Auckland City Council's contribution to Beacon, in the same way they match contributions from existing shareholders, and that this agreement is provided in writing;
2. That the issue of 'goodwill' be discussed. That is, there is a need to determine the value of Beacon to existing shareholders who have contributed for three years to ensure existing goodwill is of value to current shareholders. Discussions need to be continued with Auckland City Council, to determine what Auckland City Council will contribute and has contributed towards Beacon's goodwill, in order to ensure that any benefits accruing to shareholders do so in a way that reflects their contribution to Beacon's value.

All other shareholders have agreed to, in principle, accept Auckland City Council as a shareholder without having to pay a 'goodwill' payment. Instead, the Board have agreed to examine the issue of financial proceeds from Intellectual Property being distributed amongst shareholders on a pro rata basis. It is recommended this Council agrees likewise.

Governance Arrangements

The prospect of another new shareholder raises issues relating to the governance of Beacon. Specifically, the possibility of growing number of shareholders raises issues with the number of parties having a Director on the Board, and complexity managing Beacon into the future.

At present there are five shareholders (and so five Directors) and Auckland City Council potentially raises this to six. Current Board members have discussed additional shareholders and consider:

- That the Board will function up to a maximum of eight Directors;
- That it is important to maintain a mix of knowledge and backgrounds on the Board, and for the Board not to contain a predominance of one type of shareholding institution.

To address the future governance arrangements of Beacon, and particularly the possibility that other Councils may ask to join the consortium, the shareholder's subgroup of the Board has developed a proposed 'cluster' model of governance for Beacon. If shareholders approve in principle, the Board will continue to develop this model and return to shareholders to vote on a governance change for Beacon in line with this cluster arrangement.

The cluster model being developed aims to ensure that Beacon continues to bring together a broad group of skills and knowledge of the built environment, including science, infrastructure, public sector and industry, without any one sector becoming dominant. The cluster arrangement is as follows:

1. That the Beacon shareholders form four 'clusters': Government, Building Industry, Research and Infrastructure.
2. That existing and potential shareholders be distributed amongst those clusters as follows:
 - Government: Waitakere City Council; (Auckland City Council, potentially); other Government partners including Territorial Councils, Regional Councils, Central Government agencies;
 - Building industry: Fletcher Building Limited; New Zealand Steel; other industry partners;
 - Research: Scion; BRANZ; other research partners;
 - Infrastructure: non-building partner industries including banking, insurance, water, electricity.
3. Each cluster brings a minimum of \$200,000 to Beacon (if only one cluster member) and a maximum of \$400,000 (divided equally if two or more members). These amounts can be varied by agreement of all shareholders.
 - For Waitakere, this means that, were Beacon shareholders to agree to (say) four Councils in 'our' cluster, then Waitakere's annual financial contribution would halve.
4. Each cluster receives two Directors on the Board. The Board is thus limited to eight Directors.
 - For Waitakere, this means that, were 'our' cluster to grow above two members, those members would choose two Directors from amongst themselves – so Waitakere may lose its current seat on the Board. The agencies in 'our' governance cluster would meet as a cluster group to select two Directors and reach an agreed position on Director level decisions.
5. Each cluster receives either two votes (if it has one member only) or four votes (if it has two or more members) on the Research Guidance Committee, in accordance with the current Beacon Shareholders' Agreement where each \$100,000 contributed allows one vote.
 - For Waitakere this means that, were 'our' cluster to grow above two members, Waitakere's voting rights would begin to reduce. The agencies in the Government's governance cluster would meet as a cluster group to reach an agreed position on Research Guidance Committee decisions. This mechanism would be developed by the members of 'our' cluster.
6. That, as outlined in the existing Beacon Shareholders' Agreement, all existing shareholders of Beacon has the right to veto the application to join by any prospective shareholder. This means that existing shareholders can veto applications from their own or any other cluster. In practice, no cluster need ever grow beyond two members.

This proposed Beacon governance arrangement is diagrammatically presented below:

Proposed governance cluster model for Beacon

\$400,000 if 2+ shareholders (\$200,000 if 1) 2 Directors (1 Director) 4 RGC votes (2 RGC votes)	\$400,000 if 2+ (\$200,000 if 1) 2 Directors (1 Director) 4 RGC votes (2 RGC votes)
<p><u>CLUSTER 1 INFRASTRUCTURE</u> (e.g. banking) (e.g. electricity) (e.g. water) (e.g. insurance)</p>	<p><u>CLUSTER 2 RESEARCH</u> SCION Building Research (others by unanimous agreement of existing shareholders)</p>
\$400,000 if 2+ (\$200,000 if 1) 2 Directors (1 Director) 4 RGC votes (2 RGC votes)	\$400,000 if 2+ (\$200,000 if 1) 2 Directors (1 Director) 4 RGC votes (2 RGC votes)
<p><u>CLUSTER 3 BUILDING INDUSTRY</u> Fletchers New Zealand Steel (others by unanimous agreement of existing shareholders)</p>	<p><u>CLUSTER 4 GOVERNMENT</u> Waitakere City Council (Local and, Regional Councils, Central Government) (by unanimous agreement of existing shareholders)</p>

The intent is that this change to the governance arrangements will have no impact on a number of other aspects of Beacon as outlined in the shareholders agreement, for example:

- The Board is still able to appoint an independent Chairperson;
- Existing rights of every shareholder to veto prospective shareholders remain unchanged.

Finally, the proposed cluster arrangement also works to guard against Beacon inadvertently becoming a Council Controlled Organisation should the number of Council shareholders continue to rise, by limiting them to a single cluster within the company.

One issue to be discussed relates to the goodwill issue discussed earlier. That is, if Beacon's research does result in intellectual property that returns a dividend to the company, how does this dividend get distributed in a way that acknowledges each shareholder's total contribution to Beacon? For example, if other Councils were to join Beacon next year, and our annual contribution were to decrease in line with this cluster proposal, a method would need to be established whereby any such dividend would reflect our total contribution to Beacon, rather than the level of our contribution in any single year.

RESOURCES

The funding for ongoing shareholding in Beacon is provided for in the Long Term Council Community Plan.

The acceptance of ACC as a shareholder to the Beacon consortium has no immediate resource implications for the Council. However, if the Council agrees to the cluster model when it is fully developed (and legally approved), there is potential for Waitakere's annual financial contribution to reduce if Beacon takes on other Councils or Government agencies as shareholders.

CONCLUSION

Beacon continues to progress towards its goals, as outlined in the Beacon Shareholder Report Executive Summary. Beacon shareholders are asked to give an indication of their views of an approach from ACC to become a shareholder. As Beacon grows, the existing governance will need to be adjusted to ensure the company continues to have a broad mix of skills and knowledge, and is able to be managed. To further this, shareholders are also asked to consider early proposals for changes to the governance arrangements that are being developed.

RECOMMENDATIONS

1. That the Beacon Pathway Limited: Changes to Shareholding and Governance report be received.
2. That it be recommended to Council that it agree in principle to Auckland City Council becoming a shareholder of Beacon Pathway Limited, subject to issues relating to 'goodwill and Intellectual Property' and Foundation for Research, Science and Technology matched funding being resolved to the satisfaction of the Director: Strategic Performance and the Board of Directors for Beacon Pathway Limited, and that the Director: Strategic Performance be delegated authority to exercise Council's approval once the conditions of approval are met.
3. That it be recommended to Council that it approve in principle the work done to date to develop a 'cluster' model of governance for Beacon Pathway Limited, and request the Beacon Pathway Limited Board of Directors to report back to Council during 2007 with developed proposals for changes to the Beacon Shareholders' Agreement to reflect new governance arrangements.

Report prepared by: Sue Bidrose, Director: Strategic Performance.



5 "CITY FOR PEACE" DECLARATION PROPOSAL

PURPOSE OF THE REPORT

The purpose of this report is to present to the City Development Committee options and issues in relation to Waitakere officially declaring itself a City for Peace, and recommends a way forward.

BACKGROUND

In April 2006, Mayor Bob Harvey's monthly report asked Council officers to report on issues, options and opportunities in relation to declaring Waitakere to be a Peace City.

A8-A32

More detail, including an overview of the history of cities for peace, issues, opportunities and associated global initiatives is covered in the report "City for Peace Background" attached at pages A8 to A32.

Waitakere has a considerable track record in relation to peace. The city is home to dozens of organisations and individuals, networks and initiatives pursuing different aspects of peace. A City for Peace declaration has the potential to co-ordinate and support many of these activities.

In 1999 Waitakere City became New Zealand's first city to receive accreditation from the World Health Organisation as a Safe City. This accreditation was reviewed and renewed in December 2006, and is clearly aligned in its intent and commitment to the Cities for Peace movement globally.

In July 2002, City Councillors in Christchurch declared that city a Peace City, and a Peace City Coordinator and programme of work are now established.

Today there are over 1500 Cities in 120 Countries who have now joined the Mayors for Peace movement. There are indications that the other three cities in the region will also be interested in declaring themselves Cities for Peace at the same time as Waitakere in a joint ceremony.

STRATEGIC CONTEXT

At the highest levels of city vision, strategic direction and strategies, and structured into the Long Term Council Community Plan, Waitakere's commitment to the promotion of peaceful means of city building and community development is implicit. In December 2005, Waitakere City Council adopted a set of wide ranging principles organised around the source documents and ideas of Agenda 21 and the Aalborg Charter. This proposal is consistent with these.

Waitakere is nationally acclaimed for the network of organisations knitting together safety, wellbeing and alternatives to violence at all levels – individual, family, community. This network is characterised by consistent co-operation between community groups and individuals, not-for-profits, central and local government agencies. It leverages millions of dollars annually into the city from external funders and is justifiably one of Waitakere's success stories.

The present proposal can be seen as a matter of leadership expressing a commitment to build on these networks in the interests of reducing violence at all levels and its associated costs.

ISSUES

Action Plan

The intent of this proposal is that Waitakere build on existing initiatives to increase coordination and leverage. Putting in place at the highest level, a statement of commitment to the principle that Waitakere is a City for Peace will require endorsing the idea that the pursuit of peace is an active process.

Should the Council choose to declare Waitakere a City for Peace, the long term credibility of the decision will depend on the Council's willingness to "walk the talk" and further demonstrate its commitment to City for Peace initiatives. Therefore, it is suggested that Council develop a Peace Action Plan in partnership with community stakeholders already involved in this area.

Process

There is no international authenticating body granting "City for Peace" status to local jurisdictions. It is simply a matter for Elected Members to decide whether or not they want this principle to be one of the core leadership principles for Waitakere.

This decision can be enacted by resolution of Council and launched publicly, possibly at a joint ceremonial signing of a peace declaration along with the other three cities in the region, or simply by Waitakere itself.

Timing

The 8 June 2007 is the 20th anniversary of the Governor General's signing into law of the New Zealand Nuclear Free Zone, Disarmament, and Arms Control Act 1987. It is suggested that this would be a historically opportune time for Waitakere to launch this initiative.

RESOURCES

Waitakere City Council is in the business of city management. In this context it is a fact that conflict is very costly and the future wellbeing of Waitakere residents depends on peaceful means becoming central to our thinking and actions. Even a small increase in non-violent solutions to conflict in homes, our communities, businesses and government can pay big dividends. Research shows that a focus on positive alternatives can be extremely effective in producing desired social and institutional changes.

The immediate financial impact of this proposal is low because there are already within existing budgets many initiatives that are a natural part of a "City for Peace" initiative. Many of these are being developed through partnerships between the Council, central government agencies and community groups, and some coordination resources are in place.

CONCLUSION

This City for Peace proposal has the potential to be one of Waitakere's core leadership principles giving guidance and inspiration to the many initiatives already progressing under the Wellbeing and Safe Waitakere umbrellas. It also has the potential to contribute positively to strengthening the fundamentals of sustained economic development and to lowering the costs of managing the city through reducing the costs of conflict.

While the process of implementing a "City for Peace" declaration is straight forward, it is recommended that this occur in a context of staff working within existing programmes and budgets to develop an action plan showing in concrete terms what the adoption of this principle means for Waitakere's citizens and city management.

It is also suggested that if possible this initiative be coordinated with the other cities in the region (Manukau, Auckland and North Shore) and be launched at an appropriate joint event coinciding with a celebration on 8 June 2007 of the 20th anniversary of the enactment of the New Zealand Nuclear Free Zone, Disarmament, and Arms Control Act 1987.

RECOMMENDATIONS

1. That the "City for Peace" Declaration Proposal report be received.
2. That Waitakere City Council approve "City for Peace" as a key leadership principle and declare it in a celebration at an appropriate event on Friday, 8 June 2007, being the 20th anniversary of the Governor General's signing into law of the New Zealand Nuclear Free Zone, Disarmament, and Arms Control Act 1987.
3. That Council officers follow up the possibility of coordinating this initiative with the other cities in the region: Manukau, North Shore and Auckland Cities.
4. That Waitakere City Council nominate two Elected Members to work with Council officers and community stakeholders representing existing peace and non-violence initiatives in the city to develop a draft Waitakere "City for Peace Action Plan" consistent with the Council's strategic direction, within existing budgets, to be reported back to the City Development Committee.

5. That Waitakere City Council nominate two Elected Members to work with Council officers to draft an appropriate "City for Peace Declaration".

Report prepared by: Sue Bidrose: Director Strategic Performance



6 **THE ACCESSIBLE JOURNEY: REPORT OF THE INQUIRY INTO ACCESSIBLE PUBLIC LAND TRANSPORT**

PURPOSE OF THE REPORT

The purpose of this report is to advise the City Development Committee of the results from the Human Rights Commission Inquiry into the accessibility of public land transport and its implications for Waitakere City Council. .

BACKGROUND

The Human Rights Commission Inquiry into Accessible Public Land Transport was prompted by a long-term trend of complaints to the Commission by disabled people of discrimination in the provision of passenger transport services.

Copies of the report 'THE ACCESSIBLE JOURNEY: Report of the Inquiry into Accessible Public Land Transport' have been provided in the Councillors Lounge and can also be accessed from the Human Rights Commission website www.hrc.co.nz.

While the report's focus is on disability, it is important to note that a majority of the recommendations from the report will result in better quality journeys for all users, and in particular for older people, people with young children and people with limited sight.

The main framework in the report is the concept of the accessible journey. The accessible journey covers all the steps needed for a person to get from their home to their destination and return, including reading information to plan the journey, and all the different transport modes, interchanges and streetscapes. If one link is inadequate, the whole journey may be impossible. This concept is consistent with work that the Council has undertaken in the areas of Barrier Free Access and Crime Prevention Through Environmental Design (CPTED). Well designed, inclusive and accessible communities and transport systems not only benefit disabled people - they achieve better solutions for everyone. Accessibility issues need to be thoroughly and consistently integrated into the approach and working practices of all transport policy makers, planners and infrastructure and service providers.

Passenger transport in New Zealand is a complex area. Two central government agencies, the Ministry of Transport and Land Transport New Zealand, administer legislation and regulations covering passenger transport service provision. Services are supplied by a myriad of providers, with a few providers providing specialist services for disabled users. Regional Councils (Auckland Regional Transport Authority (ARTA) in the Auckland Region) are responsible for planning and contracting passenger transport services. Territorial local authorities also have a role in planning for passenger transport services and in the development of transport related infrastructure, such as transport interchanges and terminals, bus stops, footpaths, road and intersections. Territorial local authorities also play an important role in ensuring the accessibility of other components of the built environment such as town centre development and signage.

At the regional and national level, accessibility is covered by a myriad of policy and legislation, aimed at the integration of transport and urban development, universal access and issues relating to disability and ageing. At a national level, this includes:

- The Human Rights Act (1993) and The New Zealand Bill of Rights Act (1990). The Human Rights Act lists 13 grounds on which it is unlawful to discriminate, including disability.
- The New Zealand Disability Strategy (2001) - this makes specific reference to passenger transport, proposing three actions to enable disabled people to move around the community:
 - Require all new scheduled passenger transport to be accessible in order to phase out inaccessible passenger transport.
 - Encourage the development of accessible routes to connect buildings, public spaces and transport systems
 - Develop nationally consistent access to passenger services where there is no accessible passenger transport.
- New Zealand Positive Ageing Strategy (2001) - this sets a goal of affordable and accessible transport options for older people. The first action proposed to achieve that goal is a review of passenger transport options “so that they are user-friendly in terms of routes, egress, timetables and affordability, and are safe for all ages.”
- New Zealand Transport Strategy (2002).

Transport within the Auckland Region is guided by the Regional Land Transport Strategy (2005) and the Passenger Transport Network Plan (2006), which both make explicit reference to access.

STRATEGIC CONTEXT

Waitakere’s recently adopted Transport Strategy has a vision of “a sustainable, multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.” The Transport Strategy emphasis the provision of choice for all people. The Transport Strategy specifically addresses access, as detailed below:

Safety and Accessibility

“Well designed, inclusive and accessible communities and transport systems not only benefit vulnerable users, including the elderly, children, disabled people, people with English as a second language and those with least choice - they achieve better solutions for everyone. Accessibility issues need to be integrated into the approach and working practices of transport policy makers, planners and infrastructure and service providers. This approach is reflected in the work Waitakere City Council has undertaken investigating safety and access by design. This has three components which influence access for local residents - Barrier Free, Universal Design; Crime Prevention through Environmental Design (CPTED) and Injury Prevention through Environmental Design.

Safety and accessibility needs to be considered in the planning of all transport options and for the whole of the journey. The accessible journey covers all the steps needed for a person to get from their home to their destination and return, including reading information to plan the journey, and all the different transport modes, interchanges and streetscapes. If one link is inadequate, the whole journey may be impossible. For example, a bus that is accessible to wheelchairs and pushchairs, needs to be supported by quality footpaths and road crossing systems. Passenger transport stops and access ways should be well lit and free from tagging and vandalism. This will assist with an improved perception of personal safety.”

The key strategic platforms related to the accessible journey 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:** Passenger 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.

ISSUES

The Inquiry was based on the concept of the accessible journey. The accessible journey covers all the steps needed for a person to get from their home to their destination and return. The Inquiry used four criteria to examine the problem and consider improvements:

- **Accessibility** – the ease with which all categories of passenger can use passenger transport, including obtaining information.
- **Availability** – this includes route possibilities, timings and frequency.
- **Affordability** – the extent to which the financial cost of journeys put an individual or household in the position of having to make sacrifices to travel, or the extent to which they can afford to travel when they want to.
- **Acceptability** – the extent to which potential travellers may be deterred by factors such as drivers and driving style, lack of waiting facilities, the state of the vehicle and the actions of other members of the travelling public.

The above criteria provide a useful checklist for the Council to consider in all its activities.

The Council's roles impact on the accessible journey in a number of areas, including:-

- Planning for Council developments;
- Ensuring that the concept of accessibility is considered in the prioritisation of projects undertaken by the Council;
- Working with other developers to ensure that good quality access is provided;
- Implementation
 - ensuring that all infrastructure provided by the Council not only meets legal requirements but also provides high quality access;
 - ensuring that good quality access for all users is provided during construction;
- Regulatory role, enforcing compliance by developers and providers;
- Advocacy – taking an active role to make sure other organisations are aware of the need for and the benefits of ensuring that passenger transport services and infrastructure are accessible;
- Parking provision and enforcement.

Despite positive changes that have occurred, evidence presented in the report overwhelmingly supports the conclusion that passenger transport is significantly less available, less accessible, less affordable and less acceptable to disabled people than it is to non-disabled people. Many examples of these barriers are still obvious within Waitakere, and they needlessly prevent disabled citizens contributing fully to our society and economy. Transport is a crucial economic enabler and as more disabled people enter the workforce and public life, accessible transport is a sensible investment.

Waitakere City Council has a long history of working collaboratively with other organisations, particularly in the social area. Because providing accessible journeys involves many agencies and providers other than the Council, improvements in the accessibility of transport services and the other elements of the accessible journey also demand a collaborative approach.

To ensure efficient use of resources, all Council projects and services that contribute to accessible journeys need access expertise built into them from the beginning along with proper resourcing for that. Fixing problems late in a project inevitably costs much more.

Because New Zealand is still just beginning to recognise the need for accessibility compared with some countries, there is understandably very little access expertise within the Council, and limited capacity outside. Forming ongoing relationships with a range of relevant organisations (preferably including tertiary education partners) will help secure ongoing access to that expertise and build further capacity as demand from other Councils grows. Working collaboratively will share the costs and risks with other organisations, as well as securing benefits faster and more widely.

There are also opportunities for Waitakere to take a leading role on the regional and national stage. It is proposed as part of the Council's ongoing Safety and Access by Design programme to incorporate built environment access into new Accident Compensation Corporation (ACC)-led national injury prevention guidelines piloted in Waitakere. Officers are already working closely with the Human Rights Commission in its follow-up to the Transport Inquiry, and attended a workshop in December 2006 to begin national collaborative planning for action.

RESOURCES

The obligation to provide for an accessible journey is an existing one. Project budgets in the 2006-2016 Long Term Council Community Plan should have provided for this. Any retrofits of existing infrastructure would need to be considered in the next Long Term Council Community Plan.

CONCLUSION

'THE ACCESSIBLE JOURNEY: Report of the Inquiry into Accessible Public Land Transport' provides a timely reminder of the need to consider accessibility issues in all components of the Council's work. While there have been genuine gains in improved access around Waitakere City, there are still many barriers to overcome.

The outcomes of the Inquiry into Accessible Public Land Transport are consistent with work that the Council has undertaken in the areas of Barrier Free Access, Injury Prevention and Crime Prevention Through Environmental Design. However, there are a number of examples where the Council could improve its activities, in planning, temporary measures as part of implementing works and in the final outcomes.

RECOMMENDATION:

1. That 'The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport' report be received.
2. That the findings of 'The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport', are considered in the Council's planning, regulatory, implementation and advocacy roles.

Report prepared by: Sacha Dylan, Strategic Partnerships Advisor: Disability and Glenda Lock, Senior Project Manager: Transport Projects.



7 ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY REPORT

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the City Development Committee of the initiatives in the Waitakere Action Plan on Climate Change and Energy and to obtain approval for submissions to be made on behalf of Council on two draft strategies released by Central Government, the New Zealand Energy Strategy and the New Zealand Energy Efficiency and Conservation Strategy.

BACKGROUND

A33-A57

Council adopted the Waitakere Action Plan on Climate Change and Energy and its greenhouse gas reduction goals at the City Development Committee meeting held on 7 September 2006 (resolution no. 1777/2006). The full Action Plan is attached at pages A33 to A57. At the time, the City Development Committee Chairman requested that Council officers provide quarterly updates of progress against the action plan.

In December 2006, the government released a suite of discussion documents on climate change and energy, seeking public feedback by 30 March 2007.

They include:

- **Draft NZ Energy Strategy** – *Powering Our Future – Towards a Sustainable Low Emissions Energy System;*
- **Draft NZ Energy Efficiency and Conservation Strategy** – *Action Plan to maximise energy efficiency and renewable energy in NZ*

Waitakere City Council is participating in making joint submissions on the two documents. The council is not making an individual submission. Participating in the joint submissions will send a powerful and clear message.

The Strategic Advisor: Sustainability Issues represents the Council on Local Government New Zealand's Energy Advisory Group. Chief Executive Officer Harry O'Rourke has provided the Council's feedback on Local Government New Zealand's Key Directions document as part of the submission development process. The Local Government New Zealand submission is expected to be ready on 23 March 2007.

The Council officer filling in for the Strategic Advisor: Sustainability Issues represent the Council on a group of seven territorial local authorities in the Auckland region, convened by the Auckland Regional Council. The regional submission is expected to be ready before the 8 March 2007 City Development Committee meeting.

STRATEGIC CONTEXT

The Council and its community see the reduction of greenhouse gas emissions as a priority. This is reflected in the Council's Strategic Platforms and Priorities (Integrated Transport and Communication, Strong Innovative Economy, Strong Communities, Urban and Rural Villages, Sustainable Energy and Clean Air) and the Community Outcomes (Green Network, Strong Communities, Strong Economy, Sustainable Integrated Transport, Sustainable Environment, Urban and Rural Villages). The adoption of the Action Plan on Climate Change and Energy has confirmed this commitment. Central Government's commitment to a carbon-neutral New Zealand, its development of a climate change policy package and increased media coverage of climate change have added further impetus to the Council's desire to improve energy efficiency and reduce emissions.

ISSUES

Table 1: Update/news on key initiatives

Transport	Workplace Travel Plans	As a result of the Council's workplace travel plan, the proportion of the staff's sole-occupancy car trips has fallen from 89% to 71%, and 13% of trips are made by bus and train, up from 3% previously.
	Public Transport	<ul style="list-style-type: none"> • The airbridge linking the Waitakere City Civic Centre with Henderson Valley Road with the Waitakere Central Transport Centre and the Henderson CBD was completed. • A new platform and shelter was completed and opened at Sunnyvale Station by Auckland Regional Transport Authority (ARTA) in December 2006. • New platforms and shelters were completed and opened at Glen Eden Station by ARTA in January 2007. • ONTRACK continues to make significant progress with the double-tracking project. A large section of new track in place between Glen Eden and the rear of Waikumete Cemetery has recently come into service. • Work is underway on the next stage of double-tracking between Henderson and Swanson. • The railway station precinct upgrade at Ranui has been completed and is in use. • A tender has been let to construct the Rangeview Park and Ride at Sunnyvale Station. This is the first of five new park and ride facilities at railway stations within the city. • The first stage of re-routing of buses in Henderson took place after Auckland Anniversary Weekend. This significantly improved bus penetration in the Henderson CBD and provided much better connections to Unitec's Waitakere campus, the Waitakere District Court and public transport service for the first time to the Vision Waitakere Gardens retirement village and Work and Income Waitakere office. • The second stage of re-routing of buses took place on 25 February 2007 with the opening of the Waitakere Central Bus Interchange adjacent to the Henderson Railway Station. All buses starting and finishing in Henderson now serve the bus/rail interchange, connecting buses and trains in Henderson for the first time in several decades. • ARTA has started the roll-out of upgraded public transport information in the Henderson CBD. • Timetable information at stops has been further expanded in Henderson Valley and Western Heights in partnership with ARTA.

	Walking and Cycling	<ul style="list-style-type: none"> The Council has published Way to Go - Waitakere City Transport Strategy 2006-2016, announcing a doubling of annual investment in transport during the next decade, with more emphasis on walking school buses, cycling and passenger transport, and other sustainable travel choices. On 25 Feb, during Bike Week, the council is running a 4km cycle ride along one of Waitakere's Twin Streams. This is a family ride starting and finishing at the Trusts Stadium and will follow the cycle/walking paths.
	Corporate	The Green Party has published a survey of the fuel efficiency and carbon dioxide emissions of city, district and regional councils and ranked Waitakere City as 36 th best performer among all 82 councils, and 11 th among 16 city councils. North Shore City scored the highest. However, if the survey had been run following the purchase of more fuel-efficient vehicles in late 2006, Waitakere would have ranked as sixth-best performer overall. Council officers are examining ways to improve further.
Buildings	Independent Eco Design Advisor	BRANZ and Waitakere City Council have applied to the Ministry for the Environment's Sustainable Management Fund for ongoing funding of the Eco Design Advisor position, making it full time. Waitakere City's contribution of \$25,000 cash and \$15,000 of in-kind admin support each year for three years is subject to the council approving the budget in Table 2 of this report. This is an expansion of the successful pilot scheme from three councils to 10-15 councils.
	Cleaner Production	A contract is now in place which is being managed by the Cleaner Production team to provide advice and assistance on sustainable construction initiatives in Waitakere City, with a focus on waste reduction and pollution prevention under the Sustainable Construction & Demolition project. The first initiative underway is assisting the construction company contracted for the new Civil Defence building in Elcoat Ave.
	Solar Hot Water	<ul style="list-style-type: none"> The waiving of fees for building consents for solar is ongoing. Consents and customer services officers held a meeting with a solar industry representative to find ways to make the consent process work better for solar installers, which will encourage greater uptake of solar water heating. The Council has been in contact with EECA about incentives for Waitakere plumbers to take the solar installer course, which is now being run by Unitec. Previously it was not available within Auckland.

	EcoWise West Retrofit Project	<ul style="list-style-type: none"> • EcoMatters plans to retrofit 360 mainly low-income houses in Waitakere in 2006/2007, in an EECA-supported project. To date it has completed 200 and is on track to fulfil the contract. • Of the 100 retrofits it has contracted to carry out on Housing New Zealand houses for 2006/2007, it has completed 75. • EcoMatters now employs 12 full-time staff for this work.
	Household Energy Efficiency Advice Project	EcoMatters has provided 82 households in Waitakere City with personalised energy efficiency visits. The target for this project is 400 by the end of this financial year. A survey of participating households found the average household spent \$950 implementing efficiency measures following the visit and saved up to 25% of its electrical consumption. The measure with the fastest payback time was high-efficiency shower roses or water flow restrictors.
	Sustainable Neighbourhoods	Council officers are working with the New Zealand Housing Foundation to implement sustainability features into its development off West Coast Road in Glen Eden.
	Corporate	<ul style="list-style-type: none"> • Waitakere Central is being entered for several awards, including the New Zealand Property Council's energy efficiency award. • An abstract for a paper on the building has been submitted to the SB07 Sustainable Building Conference to be held in Auckland in November 2007. • The request for expressions of interest in supplying the council with electricity from renewable sources for one of its buildings elicited one complying proposal, from Gusto Energy to install six two-kilowatt wind turbines on the Awhitu Peninsula. However, it is not recommended to go ahead with the project because the cost per kilowatt-hour is high at 25 to 40 cents and the turbines would not be in Waitakere. However, a local demonstration project will be negotiated with Gusto. When the Council's electricity contract is renegotiated in 2009 it will include a weighting for providers with a high proportion of renewable energy generation.
	Encouraging Renewable Energy and Energy Efficiency Through the District Plan	The District Plan team is investigating ways to amend the District Plan to ease the introduction of renewable energy and energy efficiency, by anticipating the likely devices to be introduced and their implications on height-to-boundary restrictions etc.

Waste	Cleaner Production	Waste Minimisation and Management Plans are being developed for each Waitakere industry sector. A basic template has been established where different categories of solid waste outputs are grouped according to whether or not they can be reused, recycled or land filled. The same template is being used to address recycling for events in Waitakere City. Three companies in the boat building industry are trialling the template. The boat building industry will be the first sector in which the template will be launched. Each industry plan will include information about recycling opportunities and support from Cleaner Production. Cleaner Production aims to undertake this for each industry sector (including offices, the printing industry, marae and schools, supermarkets, film and television, hospitals).
	Corporate	The Council's EcoNet features a promotion to help event organisers run a zero waste event. Cleaner Production is working towards making zero waste mandatory for events held on Waitakere City properties.
Education and Awareness	EcoDay	Eco Day on 4 March 2007 has almost doubled the number of exhibitors as 2006. It has a large marquee joined to the side of the exhibition hall. Billboards, newspapers and radio are being used to publicise the event, which features seminars and a bus tour. The Council has a large display stand on climate change and sustainable living, and Council officers are involved in the seminar presentations.
	Cleaner Production	Cleaner Production has worked with 77 businesses on environmental sustainability since the beginning of the financial year.
	Education Programme	EcoMatters is planning to show a film series on climate change. Public Affairs is co-ordinating the Council's environmental education initiatives, including support for EnviroSchools.
Adaptation	Preparing for the Impact of Climate Change	The first of two stages of the Council's analysis of the impacts of climate change and variability on Waitakere City infrastructure systems and services is almost complete. The information has been reviewed and an initial risk identification matrix has been developed for each asset group. This will be used as an input to risk modelling and analysis. The work, being done with Landcare Research, NIWA and the International Global Change Institute, is part of a national project - Climate's Long-Term Impact on NZ Infrastructure (CLINZI), which involves transport, communications, stormwater, wastewater and water supply.

Climate Change Projects - 2007/2008

Council has set aside \$170,000 in the draft Annual Plan for climate change projects. The Council working party has examined a number of initiatives as part of the climate change work programme and is proposing the projects as set out;

Table 2 - Proposed Climate Change Work Programme Budget

Solar Hot Water – continue to waive consent fees and work with industry	\$40,000
Eco Design Advisor – grow the existing half-time service into a full-time position	\$40,000
Behaviour change – cloth happy project (\$10,000); location-based community project (\$15,000) and support for EcoMatters initiatives (\$15,000)	\$40,000
House makeovers	\$40,000
Greenpower/local demonstration	\$10,000
TOTAL	\$170,000 (as in draft Budget)

EcoMatters Trust is seeking additional money from the Council in support of the Trust's application to the Ministry for the Environment for a three-year Sustainable Management Fund grant. The application is for a three-year project of intensive community-based social marketing to change householders' use of waste, energy and water. The Climate Change Working Party has agreed to support the application in principle, but with the details of the council's funding still to be determined because it encompasses not only climate change but also waste and water. This funding will be considered through the 2007/2008 Annual Plan process.

Submissions

1 Local Government New Zealand Submission - Waitakere City Council is a member of the Local Government Energy Advisory Group.

The 'Key Directions' document that will form the basis of Local Government New Zealand's submission makes the following points:

- Central government needs to fully consult local government as part of the strategy development process.
- The relationship between urban form, land use (including transport networks) accessibility and mobility, and the energy system, is inadequately addressed by both strategies.
- The vision set out in the NZ Energy Strategy is very general and high level - as a result it's meaning and intended outcomes can be interpreted in so many ways they are at risk of becoming meaningless.
- The role of demand management in influencing energy use tends to be under-emphasised in the strategy.

It also refers to distance-based charging for transport; local government's contribution to distributed generation for security of supply; clarification of the meaning of 'consolidated' consenting for renewable energy generation projects; and increased central government support and guidance for managing planning and approvals of energy projects, where the projects have national significance and lean heavily on local communities' resources for the approvals process.

Local Government New Zealand asked the Council's Chief Executive Officer to provide feedback on the 'Key Directions' document. This has been done.

2 Auckland Regional Local Government Working Party Submission

The submitters are Auckland Regional Council, Rodney District Council, North Shore City Council, Waitakere City Council, Auckland City Council, Manukau City Council, Papakura District Council and Franklin District Council.

Key points of the regional submission:

NZ Energy Strategy

- The submitter welcomes the NZ Energy Strategy and is pleased to see a long-term focus to 2050.
- It supports the whole-of-government approach and looks forward to partnerships with Auckland local government on relevant issues.
- It supports energy and climate change being dealt with together.
- It is pleased the draft strategy integrates security of supply, affordability and sustainability issues.
- It has fundamental concerns about the transport aspects - the government has not yet developed a policy package that will result in actual reductions to greenhouse gases from the transport sector.
- The strategy underestimates the role that urban land management can have in improving energy efficiencies both for transport and electricity. Local authorities play a critical role in both, but more central government support would be beneficial.
- The structure of the 'vision' section does not align with the action plan, which makes analysis difficult.

NZ Energy Efficiency and Conservation Strategy

- The submitter requests a greater acknowledgement and commitment to the role that land use planning, urban design, building design and networks such as digital connections and transport play in shaping energy demand - there should be more emphasis on 'building-in' energy efficiency.
- The integration of land use and transportation planning is strongly linked to planning for social infrastructure. There is a need for both strategies to consciously recognise these interdependencies and factor them in to the determination of transport initiatives being proposed within their action plans.
- There should be more emphasis on demand management.
- There is discussion of electric cars, but not electric trains.
- The strategy needs to pay more attention to reducing the need to travel and switching to lower-impact modes of travel before switching to lower impact fuels and improving fuel efficiency.
- All new public sector buildings should be designed and constructed to meet best practice for sustainable building construction, rather than minimum standards.
- As part of the need for greater security of energy supply for the Auckland region, there is a need to invest in energy efficiency measures where end-use efficiency is cheaper than new generation.

This agenda report is being written before the submission is finalised, but it will be available for distribution at this meeting. Council officers will provide any updates or comments at the meeting.

RESOURCES

All resources for the delivery of the outlined initiatives are available within the current budget.

CONCLUSION

The climate change work programme is on track and Council officers will continue with implementation. At the same time, planning for next year's initiatives and projects will continue.

RECOMMENDATIONS

1. That the Action Plan on Climate Change and Energy - Quarterly Update report be received.
2. That the 2007/2008 Climate Change Projects Work Programme be approved subject to confirmation of funding in 2007/2008 Annual Plan.
3. That the draft Local Government New Zealand submission on the New Zealand Energy Strategy and the New Zealand Energy Efficiency and Conservation Strategy (to be distributed at the meeting) be approved.
4. That the regional submissions on the New Zealand Energy Strategy and the New Zealand Energy Efficiency and Conservation Strategy (to be distributed at the meeting) be approved.

Report prepared by: Cathy Sheehan, Strategic Advisor: Sustainability Initiatives.



REPORTS FROM THE SUBCOMMITTEES

8 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 31 JANUARY 2007.

MATTERS CONSIDERED

A58-A60

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 A58 to A60.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 31 January 2007 be received.

RP Dallow, QPM, JP

CHAIRMAN

