



**AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD AT WAITAKERE  
CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,  
ON WEDNESDAY, 14 FEBRUARY 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 Council 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 Council 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 PRESENTATION - AUCKLAND WAR MEMORIAL MUSEUM**

Representatives from the Auckland War Memorial Museum will be present at the meeting to update the Council on the developments at the Museum over the past year and to discuss the Museum's Draft Annual Plan and the possibility of making a submission to the Museum's Draft Annual Plan. Submissions on the Museum's Draft Annual Plan close on Thursday, 22 February 2007.



**4 ANZAC DAY WEDNESDAY 25 APRIL 2007**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek appointment of Council representatives to attend the City's Returned Services Association (RSA) Anzac Day Parades.

**ISSUES**

This year, the City will host a Dawn Candlelight Parade at the Cenotaph, Waikumete Cemetery, commencing at 6.00am, on Wednesday 25 April 2007, with representatives from each RSA across the City parading. This Parade was extremely successful last year and is now becoming an annual event for the City.

In addition to the Dawn Parade, each of the City's RSA will host their own Parade and have invited Council to nominate an official representative to lay a wreath on behalf of Council. The times of the Parades are as follows (although these are subject to confirmation from the RSA's and may change).

Swanson	9.00 am
New Lynn	9.30 am
Henderson	10.30 am
Titirangi	10.30 am
Hobsonville	11.00 am
Glen Eden	11.00 am
Te Atatu	10.00 am
Waitakere	11.00 am
Laingholm	10.30 am
Piha	2.00 pm

Members are welcome to attend any of the Parades, but it is customary to appoint official representatives to each parade

### **RECOMMENDATIONS**

1. That the Anzac Day 2007 report be received.
2. That a Councillor be appointed to represent the City at each of the Community Anzac Day Parades as follows:

Swanson	9.00 am
New Lynn	9.30 am
Henderson	10.30 am
Titirangi	10.30 am
Hobsonville	11.00 am
Glen Eden	11.00 am
Te Atatu	10.00 am
Waitakere	11.00 am
Laingholm	10.30 am
Piha	2.00 pm

3. That the appointment of Community Board Members to the Services be referred to the appropriate Community Board.

Report prepared by: Tracy Haggo, Administration Clerk Democracy and Support Services.



5 **ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2007/2008**

**PURPOSE OF THE REPORT**

The purpose of this report is to advise the Council of the distribution of the new pool available for the remuneration of Waitakere Council Elected Members released by the Remuneration Authority for the period 1 July 2007 to 30 June 2008.

**BACKGROUND**

This is an annual process and the next new determination will be made available for the year commencing 1 July 2008.

The Council in previous workshops and meetings in 2005 and in 2006 has confirmed the basis for allocating the remuneration. This is required to be confirmed by a formal resolution and submitted to the Remuneration Authority for re-approval.

The Remuneration Authority is established and derives its delegations and functions from the Remuneration Authority Act 1977 and makes Determinations on local authority remuneration pursuant to Clause 6 of Schedule 7 of the Local Government Act 2002.

The Authority is required to determine remuneration, allowances and expenses payable to all Elected Members, whilst having regard to:

- the need to minimise the potential for remuneration to distort the behaviour of Members;
- the need to achieve and maintain fair relativity with the levels of remuneration received elsewhere;
- the need to be fair to both the person whose remuneration is being determined and ratepayers; and
- the need to recruit and retain competent persons.

The Remuneration Authority established remuneration for all Elected Members and all Local Authorities in 2002 following consultation on a discussion paper and the release of the first indicative pool. They have since released new pools on an annual basis and the Council has the opportunity to change the way it allocates remuneration each time a new pool is determined.

In 2005 this Council established the apportionment of that pool and this was approved by the Remuneration Authority. In 2006 Council reviewed the method of allocating the annual increase in the pool and this was accepted by the Remuneration Authority. The Community Boards have also considered the Council's decision each year, as required by the Act, but have not made any representations to the Authority.

**STRATEGIC CONTEXT**

The Council is committed to increasing community participation and democratic processes. The way Elected Members are remunerated and the quantum of that remuneration will have considerable bearing on who can and who cannot stand for election. It has long been recognised that the role of an Elected Member can require a substantial investment of time and commitment and that this commitment can make it difficult to hold down either full or part time employment. The interests of a diverse and young community such as Waitakere are unlikely to be best served should the only candidates putting themselves forward for election be those who have private income available to subsidise the Council duties.

## ISSUES

### Consultation

Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination. The Community Boards have also previously discussed the basis for allocating remuneration for Elected Members at Waitakere City and generally agree with the Council's decision. A copy of this report will be forwarded to each Community Board.

The Remuneration Authority will make the final Determination.

### Remuneration Pool and Salaries

The total remuneration pool is set by the Remuneration Authority and cannot be adjusted. The total remuneration pool established by the Remuneration Authority for this consideration is \$1,141,883 (last year the pool was \$1,078,343 and in 2005 it was \$1,026,872).

The Mayor's salary is set by the Remuneration Authority and cannot be adjusted. The Mayor's salary (including the value of any deduction for a motor vehicle) is included in the indicative pool although separately specified. The total salary payable to the Mayor is set at \$138,210 (last year \$132,151 and in 2005 \$126,457), inclusive of a motor vehicle. A deduction of 20% of the cost of the vehicle is made for full private use of the vehicle. This deduction is set by the Remuneration Authority.

*A1-A6* A copy of the advice from the Remuneration Authority is attached at pages A1 to A6.

Half of the total sum payable to Community Board Members is deducted from the total remuneration pool and the other half is paid outside of the pool. The half outside the pool can be thought of as a "top up". Any further adjustment to the Community Board Chairs and Members salaries will necessitate an adjustment to the salaries payable to Councillors other than the Mayor.

In 2005 the Deputy Mayor and the Chairs of Standing Committees salaries were established as a percentage of the Mayor's approved salary. The Chairs of Committees were established as a percentage of a Standing Committee Chair.

All Community Boards were treated equally as a matter of principle and both Members and Chairs salaries were assessed as a percentage of the Mayor's approved salary.

*A7-A10* In 2006 the Council determined that all Elected Members should share the increase by an equal percentage (except the Mayor which is established as a fixed sum by the remuneration Authority). A percentage increase was applied across the range of salaries established in 2005. The same process has been followed in 2007 with all Elected Members salaries (except the Mayor's) being increased by 6.074%. The calculation spreadsheet is attached at pages A7 to A8. For comparative purposes a calculation spreadsheet showing the remuneration distribution on the same basis as the 2005 calculation is attached at pages A9 to 10.

Payments to appointed Community and Iwi/Maori representatives on Committees are outside the indicative pool. These payments are matters that lie with the Council and are not within the Remuneration Authority's brief. Waitakere City Council has set a salary for the Chair of Te Taumata Runanga and meeting fees as appropriate for appointed Members to Te Taumata and any other Committees of the Council. The Council has also determined that the representative from Te Taumata Runanga on the City Development Committee be paid the same hourly rate as for Hearing Commissioners - currently \$60 per hour of meeting and workshop time. Any alteration to the determination made by the Council on this remuneration will not affect the indicative pool established by the Remuneration Authority for Waitakere City. The percentage movement applied to the salary for the Chair of Te Taumata Runanga is the same as the movement in the salaries for Elected Members.

No changes are proposed to the way in which payments are claimed or made.

Any payments to Elected Members for Resource Consent Hearings are outside the pool.

Expenses, including mileage allowances, are outside the pool, although the actual amounts/rates that can be claimed are set by the Remuneration Authority.

This report also recommends amounts/rates for all allowances and reimbursement of expenses for submission to the Remuneration Authority. The only significant changes are reductions in cell phone and broadband as the rates for plans most appropriate for Council use have been reduced. All Elected members should change their broadband plan to Xtra Broadband Basic if they wish to receive full compensation.

### **Expenses**

The Council should review the expenses currently approved by the Remuneration Authority with a view to recommending any changes. It is suggested that the retention of monthly allowances for Elected Members to cover the cost of technology and communications associated with Council business continue and that Elected Members be required to claim those allowances on their monthly claim forms.

Elected Members may also incur expenses that arise as a direct result of carrying out the role of an elected representative. Some of those expenses not covered by allowances already paid may be claimable as an expense reimbursement through Waitakere City. Other expenses may be claimable in an annual tax return.

Elected Members need to be aware of their responsibility for all taxation issues. Each will need to keep evidence of expenditure incurred for which the appropriately selected reimbursement allowances are claimed in case Inland Revenue seeks justification of the claim.

The Remuneration Authority has jurisdiction to make the determination and have requested representations from the Council. Consequently Elected Members have no pecuniary interests in voting on salaries and personal allowances. Elected Members will be advised when the determination has been made. Each Elected Member will have a choice whether to claim payment of allowances, part claim or not to make any claim at all. With respect to salaries, Elected Members are required to take the amount that is determined by the Remuneration Authority.

### **Meeting Allowance Rates**

No meeting allowance rates will be payable except for appointed Members to Council Committees and Subcommittees and in respect of Members acting as Hearing Commissioners. The meeting allowance rate has been adjusted by the equivalent movement to remuneration levels.

## RESOURCES

Elected Members remuneration has been provided for in the Long Term Council Community Plan 2006-2016.

## CONCLUSION

The Council decision will be reported to the Community Boards at their respective March 2007 meetings. Any Community Board which disagrees with Council's decision has the opportunity of making a submission to the Remuneration Authority.

The Remuneration Authority will make the final determination for the Council and it will review proposals put forward by the Council and its Community Boards before making that determination.

## RECOMMENDATIONS

1. That the Elected Members Remuneration - Remuneration Authority Determination 2007/2008 report be received.
2. That the Council recommend the following salaries for Elected Members to the Remuneration Authority:
  - Deputy Mayor - \$77,527;
  - Chairs of Standing Committees:
    - (City Development, Planning and Regulatory and Finance and Operational Performance Committee) - \$74,003;
  - Chairs of Other Committees:
    - Chair of Hearings, Projects Special and Arts, Events and Cultural Special Committees - \$62,902;
    - Chair of Emergency Services Committee - 0, Chair of Performance Review Committee - 0, Chair of Tenders Subcommittee - 0, Chair of Long Term Council Community Plan and Annual Plan Special Committee - 0.
  - Other Councillors \$50,928;
  - Community Board Chairs - \$23,963;
  - Community Board Members - \$12,334.
3. That Resource Consent hearing fees be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting time for the Chair and \$60 per hour of meeting time for the Members).
4. The following reimbursements and expenses be recommended to the Remuneration Authority:

That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:

- Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$46).
- Reimbursement of one cell phone on the basis of the Council Call Plan including the Call Minder facility (currently \$35 but now \$28) when a cell phone is made available to be used on Council business.

- Reimbursement of the best flat rate monthly fee available to the Council for a Broadband connection suitable for Council business operations (currently \$69 but now \$30) (available to Community Board Chairs but not currently available to Community Board Members).
- 5. That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.
- 6. That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap tops, printers, facsimiles etc.
- 7. That Councillors will be supplied with either a personal computer at home or a lap top if necessary. Those Councillors who provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).
- 8. That no other telephones, fax machines or cell phones will be provided to Elected Members except that the Mayor and Deputy Mayor will be provided with a cell phone and the Council will pay for all expenses.
- 9. That when on approved Council business all actual or related expenses will be met by the Council.
- 10. That the rate for reimbursing an Elected Members for travel, using their own motor vehicle on Council business is the maximum set by the Remuneration Authority - (currently \$0.70 per kilometre) and the Council also pays the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.
- 11. That the Chair of Te Taumata Runanga be paid a salary of \$21,474.
- 12. That the non-elected Te Taumata Runanga representative appointed to the City Development Committee be paid a meeting fee aligned with those fees payable for Resource Consent hearings members (refer to clause 3 of this resolution) (currently \$60 per hour of meeting and workshop time).
- 13. That all appointed non-elected Members of Council Committees (except Te Taumata Runanga representative to the City Development Committee) and Subcommittees except the Hearings Committee be paid a meeting fee of \$221.

Report prepared by: Group Manager: Democracy and Support Services, Darryl Griffin.



## 6 DRAFT AUCKLAND LAND TRANSPORT PROGRAMME 2007/08

### PURPOSE OF THE REPORT

The purpose of this report is to outline the Draft Auckland Land Transport Programme 2007/08 and to seek the Council's comments on this draft for inclusion in a submission to the Auckland Regional Transport Authority (ARTA).

### BACKGROUND

Auckland Regional Transport Authority (ARTA) has prepared a Draft Auckland Transport Plan which sets out policies and priorities for transport programmes in the Auckland region which contribute to the Regional Land Transport Strategy 2005. Elsewhere on this agenda is another report on the Draft Auckland Transport Plan, which is subject to a separate submission process.

Territorial Authorities and ARTA have submitted their budgeted programmes for 2007/08 to be prioritised in accordance with the prioritisation process set out in the Draft Auckland Transport Plan. The result has been the production of the Draft Auckland Land Transport Programme 2007/08.

*A11-A46*

ARTA has provided the Draft Auckland Land Transport Programme 2007/2008 (attached at pages A11 to A46) for feedback from the Council by 5 March 2007.

### STRATEGIC CONTEXT

The strategic context of the Draft Auckland Land Transport Programme 2007/08 is the Land Transport Management Act, national strategies for transport, rail and state highways, the Auckland Regional Land Transport Strategy 2005 and the Draft Auckland Transport Plan.

The priorities set out in the Draft Auckland Land Transport Programme 2007/08 will provide guidance to Land Transport New Zealand in prioritising funding for transport projects in the Auckland region.

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

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

- **Strong Communities:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community.
- **Urban and rural villages:** Centres are thriving places, providing exciting options for people to live, work and play.
- **Integrated transport and communication:** Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible.
- **Strong innovative economy:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.

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

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

## ISSUES

### **Purpose of the Auckland Land Transport Programme 2007/2008**

The purpose of the Auckland Land Transport Programme 2007/08 is to provide an integrated plan of transport projects in the Auckland region for 2007/08 for which funding is sought from Land Transport New Zealand. The programme has been prioritised in accordance with the region's prioritisation process in order to implement the Regional Land Transport Strategy 2005. The programme aims to include all projects which seek funding from Land Transport NZ, but the Draft does not include the projects of ONTRACK or Transit New Zealand.

### **Timeframe**

ARTA's timeframe for consultation and adoption of the Draft Auckland Land Transport Programme 2007/08 is:

31 January 2007	Draft is released for consultation
2 March 2007	Submissions close
20-21 March 2007	Hearings
1 July 2007	Final Auckland Land Transport Programme 2007/08 is released

ARTA is requesting specific feedback on key transport issues, priorities and relative priorities given to projects.

It is appropriate that the Council present to the ARTA board at the hearings. It is recommended that the Chairman of the City Development Committee present at the hearings. ARTA aims to coordinate these hearings with hearings in relation to the Draft Auckland Transport Plan.

### **Comments on the Draft Land Transport Programme 2007/2008 ("Draft LTP")**

#### 1. Support for the approach and purpose of the Draft LTP

**Issue:** There is a need for transport projects to be prioritised according to agreed criteria in order to give effect to the Regional Land Transport Strategy 2005.

**Submission:** The Council supports the approach taken in the Draft LTP of identifying and applying prioritisation criteria (developed with stakeholders in accordance with the objectives of the Regional Land Transport Strategy 2005 and Land Transport Management Act) to the region's transport programme.

#### 2. The key transport issues identified in the Auckland region

**Issue:** The Draft LTP identifies the transport issues as Bridging the funding gap, Long-term certainty and Construction capacity constraints. These are key transport issues, but there are several key issues that are missing.

**Submission:** The transport issues identified in the Draft LTP are valid but should be added to. The issues identified in the Regional Land Transport Strategy 2005 should be included in the Draft LTP - Travel speeds and congestion, passenger transport services, equity and choice, environmental sustainability and public health, global environmental impacts, local and regional environmental and health impacts, noise and crashes. The recent work in the development of the Long Term Sustainability Framework identifies key long term issues which should also be referenced in the Draft LTP. A key issue which has a large impact on transport costs and also travel behaviour is fuel costs. A key issue for 2007/08 is how to address the funding gap in relation to the 2007/08 programme. The LTP should clearly identify available funding and the process for allocation of funds. Due to the reliance on a proportion of the programme being unable to be delivered, there is a risk that funding applications will be approved on a first in basis, without an agreed basis for setting a cut-off for projects by activity class. The LTP should clearly identify the targeted allocation of funds to state highways, roads, passenger transport and travel demand management broadly in accordance with the direction given in the Regional Land Transport Strategy 2005.

### 3. The transport priorities for the Auckland region

**Issue:** It is a concern that ARTA has rewritten the transport outcomes to give effect to the Regional Land Transport Strategy. The region wide priorities omit references to maintenance, travel demand management and the need to manage the development of the motorway network with the arterial network. ARTA's priorities by sub-region focus on large projects rather than local solutions and efforts to integrate with land use.

**Submission:** The three key outcomes ARTA is working to in order to give effect to the Regional Land Transport Strategy are not required as they have the effect of watering down the outcomes required in the Regional Land Transport Strategy. The region wide priorities should include maintenance and operations, travel demand management (including walking and cycling). The priority "Increasing the person-carrying capacity of major arterials and enhancing bus travel time and reliability" should have the words added "in accordance with a regional travel demand management approach". The person-carrying capacity should not be increased in an unrestrained manner. Major arterials also need to provide for goods and service vehicles. The priority "Ensuring the development of the motorway network is integrated with arterial road improvements" should also refer to the "management" of the motorway network. This is to ensure that the ramp signalling programme is also integrated with arterial roads. ARTA's priorities in the West should include "Rail corridor improvements", which would include double tracking, station upgrades, interchanges, park and ride and precinct improvements. Waitakere's transport strategy places a high priority on travel demand management and integration with land use.

Initiatives such as walk and cycle improvements and the Northern Strategic Growth area are vital to reducing the commuter flow out of the West, reducing average trip lengths and supporting the quality transit network. These should be recognised by ARTA as a priority for the West.

### 4. The relative priorities given to transport projects

An update will be provided at the Council meeting on priorities given to Waitakere projects.

### 5. Whether ARTA should pursue block funding of projects

**Issue:** ARTA is seeking Land Transport NZ to delegate authority to allow ARTA to allocate funding to some transport activities.

**Submission:** The Council should support this approach in the interests of efficiency and taking advantage of local knowledge. This would help to ensure that the allocation aligns with the Regional Land Transport Strategy. It is appropriate that Land Transport NZ sets limits and the type of activities and the value are limited at first. This is consistent with the aim of the regional governance work to have a one plan which the region works to.

6. Funding

**Issue:** The Draft LTP does not outline available funding or the allocation of Regional (R) and Crown (C) funding. This is a critical element of a Draft LTP which stakeholders have not had the chance to submit on.

**Submission:** The LTP should clearly outline available funding and show the allocation of R and C funding. The Council should support ARTA's proposal that current and any additional regional fuel taxes should be allocated at a regional level based on regional priorities and to the best solutions to transport problems, not only to infrastructure projects. The region should be able to determine where R funds are allocated.

7. Additional road projects between Draft and Final LTP

**Issue:** It is a concern that page 16 notes an expectation that the road programme is expected to increase between the Draft and Final LTP.

**Submission:** The Final LTP should be based on the programme proposed in the Draft LTP, with amendments arising out of the submission process. It is not appropriate that additional road projects are added between the Draft and the Final, with no opportunity for stakeholders to submit on the impacts.

8. State Highway Projects 2007/2008

**Issue:** The State Highway projects and funding sources for 2007/08 are not set out in the Draft LTP and are not prioritised according to the regional prioritisation process.

**Submission:** The Council supports ARTA's belief that the State Highway programme should be assessed using the regional prioritising system and integrated with the entire region's proposed transport projects. The Council supports ARTA's preference that funding guarantees are in relation to packages of activities based on regional priorities as developed in the prioritisation process. The Council supports ARTA's proposal that the State Highway Forecast needs to be reprioritised on the basis that tolling the Western Ring Route doesn't proceed to match the reduced forecast income.

## RESOURCES

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

## CONCLUSION

The Draft Auckland Land Transport Programme 2007/2008 is an attempt to prioritise the transport projects which Territorial Authorities and ARTA will be seeking funding from Land Transport New Zealand in 2007/08. The Draft Auckland Land Transport Programme 2007/08 should be supported, with some changes as set out in this report.

## RECOMMENDATIONS

1. That the Draft Auckland Land Transport Programme 2007/2008 report be received.

2. That the issues raised in this Draft Auckland Land Transport Programme 2007/2008 report be included in the Council submission to the Auckland Regional Transport Authority.
3. That the Chief Executive Officer and the Chairman of the City Development Committee be authorised to approve the Council submission on the Draft Auckland Land Transport Programme 2007/2008 and to present it to the Auckland Regional Transport Authority.

Report prepared by: Kevin Wright, Manager Transport Strategy.



## 7 DRAFT AUCKLAND TRANSPORT PLAN 2006-2016

### PURPOSE OF THE REPORT

The purpose of this report is to outline the Draft Auckland Transport Plan and to seek the Council's comments on this draft for inclusion in a submission to the Auckland Regional Transport Authority (ARTA).

### BACKGROUND

Auckland Regional Transport Authority (ARTA) is developing policies and priorities for transport programmes in the Auckland region which contribute to the Regional Land Transport Strategy 2005. ARTA has involved territorial authorities, Transit New Zealand and ONTRACK in developing the programmes and the priorities. Working groups were established at the political advisory level and officer level.

At its meeting on 9 February 2006 the City Development Committee resolved:

*"That Councillor Stone be appointed as Waitakere City Council's representative on the Auckland Transport Plan overview group and in her absence that Councillors Hulse or Clews attend."*

55/2006

Waitakere's Transport Strategy 2006-2016 ten-year transport programme and indicative long term projects were input into the programme developed in the Draft Auckland Transport Plan. Officers and the Political Advisory Group have input into the development of the Draft Auckland Transport Plan and evaluation of priorities.

ARTA provided the following documents for feedback from the Council:

- |           |   |
|-----------|---|
| A47-A111  | 1. The Draft Auckland Transport Plan (attached at page A47 to A111).                                  |
| A112      | 2. A spreadsheet which scores major projects against prioritisation criteria (attached at page A112). |
| A113-A114 | 3. ARTA's explanation of the scoring process (attached at pages A113 to A114)                         |

ARTA is specifically seeking comments on prioritisation of State Highway projects and whether or not to identify rail capital projects post 2009. Submissions close 5 March, 2007.

Elsewhere on this agenda is another report on the year-one programme, subject to a separate submission process.

## STRATEGIC CONTEXT

The strategic context of the Auckland Transport Plan is the Land Transport Management Act, national strategies for transport, rail and state highways and the Auckland Regional Land Transport Strategy 2005. The Auckland Transport Plan sets out the transport programme for the Auckland region.

The priorities and prioritisation criteria set out in the Auckland Transport Plan are expected to be taken into account by funders such as Land Transport New Zealand in prioritising funding for transport projects in the Auckland region.

The Auckland Transport Plan is an example of a “one plan” approach to setting a transport programme in relation to transport programmes of Territorial Authorities, Auckland Regional Transport Authority, Transit New Zealand, ONTRACK. This is a forerunner of how governance arrangements deal with a situation of a plan which may affect the ability of an organisation to prioritise its own projects.

Waitakere’s recently adopted Transport Strategy vision is “a sustainable, multimodal transport system that is integrated with land use and contributes to Waitakere as an eco city.”

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

- **Strong Communities:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community;
- **Urban and rural villages:** Centres are thriving places, providing exciting options for people to live, work and play;
- **Integrated transport and communication:** Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible;
- **Strong innovative economy:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.

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

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

## ISSUES

### Purpose of the Auckland Transport Plan

The purpose of the Auckland Transport Plan is to coordinate and prioritise all of the transport programmes in respect of the Auckland region in order to implement the Regional Land Transport Strategy 2005. It is an implementation plan in respect of the transport projects and investigations proposed by Territorial Authorities, ARTA, Transit New Zealand and ONTRACK in the Auckland region over the next 10 years, within a longer-term horizon.

The Auckland Transport Plan will be used by ARTA in prioritising projects that are put forward for funding from Land Transport New Zealand. The Auckland Transport Plan will be reviewed every three years prior to the adoption of Long Term Council Community Plans.

### Timeframe

ARTA's timeframe for consultation and adoption of the Draft Auckland Transport Plan is:

5 March 2007	Submissions close.
19-20 March 2007	Hearings by the ARTA Board.
27 April 2007	Decisions on a final Auckland Transport Plan by the ARTA Board.
1 June 2007	Final Auckland Transport Plan is released.

ARTA has indicated that the submission and hearings process in relation to the region's Draft Land Transport Programme would follow similar dates.

It is appropriate that the Council present to the ARTA Board at the hearings. It is recommended that the Chair of the City Development Committee present at the hearings. ARTA aims to coordinate these hearings with hearings in relation to the Draft Auckland Land Transport Programme 2007/2008.

### Comments on the Draft Auckland Transport Plan ("Draft ATP")

#### 1. Support for the approach and purpose of the Draft ATP

**Issue:** There is a need for transport projects to be prioritised according to agreed criteria in order to give effect to the Regional Land Transport Strategy 2005.

**Submission:** The Council supports the approach taken in the Draft ATP of identifying and applying prioritisation criteria (developed with stakeholders in accordance with the objectives of the Regional Land Transport Strategy 2005 and Land Transport Management Act) to the region's transport programme. A longer term programme should be developed in the next review of the ATP in relation to the next Regional Land Transport Strategy.

#### 2. Support prioritisation criteria in Appendix 1

*A100-A102* **Issue:** There are only minor issues in relation to the prioritisation principles and criteria attached at pages A100 to A102 of the Draft ATP.

*A100-A102* **Submission:** The prioritisation principles and criteria attached at pages A100 to A102 of the Draft ATP are supported, with minor suggestions for change as follows:

- The principle "Congestion that impacts on the safe and efficient operation of strategic corridors and the needs of inter-regional travel will receive a high priority" should be amended to refer to "intra-regional travel". Most trips are within the region and the focus of economic development is freight movement between economic hubs and shorter journeys that deliver economic advantages;
- An additional factor should be noted in relation to "Urgency", namely a strategic imperative for a new project. An example is completion of the rail upgrade and rolling stock to support it;
- The criteria for "Impact on sustainability of transport network" should be considered in relation to the pillars of the region's Long Term Sustainable Framework. These provide a broader sustainability focus rather than retaining the existing transport network.

3. Prioritisation of projects needs to be part of the ATP

**Issue:** The Draft ATP does not contain a list of all projects or the prioritised ranking in respect of major projects.

**Submission:** The spreadsheet of prioritised major projects should be part of the final ATP and should be set out in an order of ranking. If the final ATP does not provide a ranking of projects, then it needs to identify how the prioritisation and ranking will be done. There should be an explanation about the prioritisation of non-major projects.

4. Implications of a priority ranking

**Issue:** It is unclear what the implications are of a low priority ranking and whether it is unclear whether agencies such as Transit New Zealand, ONTRACK, Treasury or Ministers will be bound by the priorities set in the ATP. The involvement of Territorial Authorities and Land Transport New Zealand in this process may result in an acceptance of the priorities or prioritisation process. However, the ATP is not a statutory document and is not binding on the organisations.

**Submission:** ARTA needs to explain the implications of priorities set out in the ATP to projects and an agreed statement should be incorporated into the final ATP. Guidance needs to be provided about the allocation of funds between state highways, roads, passenger transport and travel demand management.

5. Prioritisation of State Highway projects

**Issue:** State Highway projects have not been evaluated using the prioritisation process set out in the Draft ATP. The State Highway programme reflects the recent agreement between Transit New Zealand and the Government guaranteeing funding for its programme for the next six years.

**Submission:** State Highway projects should be evaluated using the prioritisation process set out in the ATP. This is consistent with the approach taken with other projects. For example, ONTRACK has a \$600 million guarantee from the Government in relation to rail projects and yet these have been evaluated using the prioritisation process. This approach is consistent with the region's desire for a "one plan". The ATP needs to provide guidance about how the priorities set out in the ATP affect the priorities set by the organisation that plans to implement a project.

6. Rail capital expenditure

**Issue:** Rail capital expenditure projects after 2009 are not included in the Draft ATP, due to uncertainty about responsibility for funding.

**Submission:** The rail capital expenditure projects that are planned after 2009 should be included in the final ATP. This is necessary to ensure that these projects are identified as required for the implementation of the Regional Land Transport Strategy. These projects should be prioritised and identified as being uncertain in relation to funding. This applies to the transport programme as a whole because the total programme cost exceeds the currently available funding. The final ATP should clarify in relation to the transport programme which parts are at risk of being deferred or unfunded due to the currently available funding.

7. Prioritisation of projects less than \$10 million

**Issue:** The Draft ATP has not prioritised projects less than \$10 million and these are not a focus of the Draft ATP. The bulk of Waitakere's transport programme comprises projects that are less than \$10 million.

**Submission:** The final ATP should clarify that in addition to the major projects are projects less than \$10 million and that these are equally as important as the major projects. It is essential that the ATP does create a situation where large infrastructure projects have more importance than local solutions or lower cost travel demand initiatives. The ATP should refer to a complete list of transport projects in the Auckland region so that the people can find out what projects are proposed in their area or are included in an organisation's programme. This will also provide the certainty around transport infrastructure provision and service delivery referred to on page 1 of the Draft ATP.

8. Prioritisation of Waitakere City Council projects

**Issue:** The priority rankings of only some of the major projects over \$10 million are not included in the Draft ATP. The priority ranking of Waitakere City Council projects were agreed using the prioritisation process. Since then, approval has been given for the lowering of the rail track through New Lynn as part of the Duplication of Auckland's Rail Tracks (DART 6). The New Lynn station undergrounding project is required to be completed as part of DART 6 by 2009.

**Submission:** The Council's New Lynn station undergrounding project should receive a score of 1 in respect of urgency. The Final ATP should confirm ONTRACK's financial commitment to the lowering of the track through New Lynn.

9. Page 4 - Additional Waitemata Harbour Crossing

**Issue:** The Draft ATP states that the strategic roading network is expected to include an additional Waitemata Harbour crossing. The strategic roading network has not yet been finalised. The investigation of the additional Waitemata Harbour crossing has not been completed.

**Submission:** The reference to an additional Waitemata Harbour crossing should be deleted in relation to the strategic roading network. Alternatively, this project could be referred to as under investigation.

10. Page 19 - Strategic Focus - West

**Issue:** There are omissions of key projects which are planned to give effect to improving the safety and efficiency of State Highway 16. Lincoln Road and Hobsonville Road improvements are omitted from the planned response to facilitating economic development at emerging economic hubs. Te Atatu Road and Lincoln Road improvements are omitted from the planned response to integrating the development of the motorway network and arterial road improvements.

**Submission:** The planned response to improving the safety and efficiency of State Highway 16 should include the Brigham Creek extension, the proposed pedestrian bridge across State Highway 16 south of Westgate and the improvements that will be identified in the current State Highway 16 safety investigation. The planned response to facilitating economic development at emerging economic hubs should include Lincoln Road and Hobsonville Road improvements. The planned response to integrating the development of the motorway network and arterial road improvements should include Te Atatu Road and Lincoln Road improvements.

11. Page 35 - State Highway projects

**Issue:** State Highway 18 Hobsonville Deviation is wrongly identified as starting construction by 2011. Brigham Creek extension is included in Transit New Zealand's ten year forecast for construction in the 2-5 year period but is omitted from the list of State Highway projects in the Draft ATP.

**Submission:** State Highway 18 Hobsonville Deviation should be identified as starting construction in 2008. Brigham Creek extension should be included in the list of State Highway projects in the Draft ATP.

12. Page 37 - Whau bridge investigation

**Issue:** The Draft ATP states this is a responsibility of the Council and Auckland City Council.

**Submission:** The ATP should encourage this investigation to be jointly done by Transit New Zealand, Auckland City Council and the Council. The Council is prepared to commission the investigation, but requires participation by Transit New Zealand (a willing partner) and Auckland City Council (an unwilling financial partner to date).

13. Page 48 - Responsibility for Railway land purchase and widening

**Issue:** The Draft ATP identifies the Council as responsible for Railway land purchase and widening. However, this responsibility is primarily of ONTRACK as owner of the rail corridor. The Council makes a contribution of land or funds to the Transit Oriented Development project at New Lynn. The details of responsibilities in respect of that project would be better set out in a joint MOU among ARTA, ONTRACK and the Council.

**Submission:** The ATP should note ONTRACK as responsible for Railway land purchase and widening.

## RESOURCES

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

## CONCLUSION

The Draft Auckland Transport Plan is a significant step in providing certainty in relation to the prioritising of the region's transport programme for the next ten years. The Draft Auckland Transport Plan should be supported, with some changes as set out in this report.

## RECOMMENDATIONS

1. That the Draft Auckland Transport Plan 2006-2016 report be received.
2. That the issues raised in this Draft Auckland Transport Plan report be included in the Council submission to the Auckland Regional Transport Authority.
3. That the Chief Executive Officer and the Chairman of the City Development Committee be authorised to approve the Council submission on the Draft Auckland Transport Plan and to present it to the Auckland Regional Transport Authority.

Report prepared by: Kevin Wright, Manager Transport Strategy.



## 8 STATE HIGHWAY 18 UPDATE

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Council on recent correspondence regarding the timing of the State Highway 18 Hobsonville Deviation project.

### **BACKGROUND**

Transit New Zealand's State Highway Forecast 2006 identified the State Highway 18 Hobsonville Deviation project for construction to commence in 2006/07. Enabling works have begun in relation to stormwater ponds. Both the Council and Transit New Zealand have taken all steps necessary for a tender for design and construction of the State Highway 18 Hobsonville Deviation to proceed.

*A115-A118*

There is a Memorandum of Understanding between the Council and Transit New Zealand in relation to State Highway 18 and the proposed shift in the Metropolitan Urban Limit. In accordance with the process, the issue of a delay in tendering the design and construction was raised between the Chief Executives of Transit New Zealand and the Council. A copy of the correspondence is attached at pages A115 to A118.

Transit New Zealand is expected to release its updated State Highway Forecast in February 2007.

### **STRATEGIC CONTEXT**

The strategic context is Transit New Zealand's role in setting priorities for the region, its role in supporting the proposed shift in the Metropolitan Urban Limit and decision regarding whether or not to proceed with tolling the Western Ring Route. The Council has previously identified State Highway 18 as a key project for the northwest and Waitakere.

### **ISSUES**

There is an expectation under the Memorandum of Understanding between the Council and Transit New Zealand that the State Highway 18 Hobsonville Deviation project will proceed as soon as possible. The attached correspondence indicates that the tender for the design and construction of the Hobsonville Deviation will be delayed to mid 2007. Transit New Zealand has indicated the main reason is to not overburden the construction industry which is required to prepare for the tender in relation to the Manukau Harbour Crossing. It is understood that the Manukau Harbour Crossing project is close to the tender stage.

If the Hobsonville Deviation project is tendered in mid 2007, construction is unlikely to begin prior to October 2008. Transit New Zealand officers have indicated that the construction period could be expected to be 3-4 years.

The Hobsonville Deviation project is vital for proposed developments at Massey North, Hobsonville Village and Hobsonville airbase. The project is also expected to alleviate many of the existing problems with congestion and safety along Hobsonville Road. By mid 2007, there may be more clarity about whether or not State Highway will be tolled and whether the shift in the Metropolitan Urban Limit is likely to proceed.

### **RESOURCES**

Budget is available to assist with advocacy regarding State Highways.

## CONCLUSION

A delay in the tender of the State Highway 18 Hobsonville Deviation project will impact on proposed developments and traffic conditions in the northwest.

## RECOMMENDATION

That the State Highway 18 Update report be received.

Report prepared by: Kevin Wright, Manager Transport Strategy.

