

**AGENDA FOR A MEETING OF TE TAUMATA RUNANGA TO BE HELD IN THE
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON MONDAY, 20 MARCH 2006, COMMENCING AT 5.00 PM.**

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OPENING KARAKIA

MIHIMIHI

E nga waka, e nga mana e nga karangatangamaha, tena koutou, tena koutou, tena koutou. E nga mate i tautini, he mihi aroha tenei ki a koutou, haere, haere, haere. E te hunga ora, rau rangatira ma tenei te kakano ka rua nei a morimoritia kia puawai ai. Hei aha? Hei maunga ringa ma nga whakaturupuranga, kia kaha, kia manawanui, kia u. Kia mau hoki ki te whakapono, te tumanako me te aroha.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 20 February 2006

RECOMMENDATION

That the minutes of the Meeting of Te Taumata Runanga held on Monday, 20 February 2006, as circulated, be taken as read and now be confirmed.



3 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 Chairperson 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.



4 **PUBLIC FORUM**

For guidance of Te Taumata Runanga Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Committee in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46(7) and (7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



5 **COMMITTEE MEMBERS' REPORTS**

Provision has been made on this agenda for Committee Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Committee. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Committee Members' reports.

TE TAUMATA RUNANGA APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Keep Waitakere Beautiful	Rev J Cooper
West Coast Plan Liaison Group	Mihi Te Huia
Safe Waitakere Alcohol Project	Poata Northcroft
Safe Waitakere Injury Prevention Board	Poata Northcroft Mihi Te Huia
West Education Sector Trust	Awa Hudson Carol Ngawati
Waitakere Arts and Cultural Development Trust	Rev J Cooper
Child and Youth Advocate	Mihi Te Huia
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Evelyn Taumaunu
Te Pai Park Reserve Management Plan Advisory Group	Awa Hudson
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Evelyn Taumaunu Wayne Knox
City Development Committee	Mihi Te Huia





6 CHIEF EXECUTIVE OFFICER'S REPORT

Provision has been made for the Chief Executive Officer, or his nominated representative, to report on the progress of other matters considered to be of significance to Te Taumata Runanga, including organisation and representation issues.



7 COMMITTEE SECRETARY'S REPORT

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Prostitution Reform Act 2003 – Draft Strategy	14 February 2005 Resolution No: 150/2005	10 April 2006	Zoe Cuming  836 8000 Ext 8315
Huruhuru Creek – Filling in of the Water Hole	20 February 2006 Resolution No: 172/2006	10 April 2006	Tony Miguel  836 8000 Ext 8294

RECOMMENDATION

That the Committee Secretary's Report for 20 February 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 REPRESENTATION REVIEW - UPDATE ON INFORMAL PUBLIC INFORMATION PROCESS

PURPOSE OF THE REPORT

The purpose of this report is to inform Te Taumata Runanga of the outcome of the informal community information process undertaken to explore three options for future Ward and Community Board Boundaries.

BACKGROUND

The Local Electoral Act 2001 was to reduce the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year. The Local Government Commission has advised that its workload to deal with any appeals and objections when considering Final Proposals from territorial authorities and regional councils is likely to be substantial. Accordingly, the Commission advises that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible.

The Representation Review is required to determine the boundaries for election of the Council and its Community Boards, in order to provide for fair and effective representation, as defined in the Local Electoral Act 2001.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, which was presented to Councillors in a workshop held on 15 June 2005, and was the subject of reports to all four Community Boards in August 2005. Concurrently the Electoral Officer commissioned a consultant to undertake a study identifying Communities of Interest which report was presented to a workshop of Councillors and Community Board Chairs on 17 August 2005. This workshop identified three options for further investigation.

Option One

Three wards and three Community Boards -based on population, integrated land use, transport and landscape:

- Wards
- Northern (from Bethells to Hobsonville/ Whenuapai; includes Swanson, Ranui, Massey and West Harbour) (**four Councillors**)
 - Central (from Piha and Karekare to Te Atatu Peninsula. Includes Henderson, Western Heights, Bruce McLaren Park, Te Atatu South and Ranui) (**five Councillors**)
 - Southern (from Whatipu and Huia to New Lynn, includes Titirangi, Glen Eden and Oratia) (**five Councillors**)

Option Two

Four wards and four Community Boards - based on land use and population:

- Wards
- Rural (Waitakere Ranges, Swanson, Titirangi, Huia, Piha, and Bethells/Te Henga) (**two Councillors**)
 - Northern Urban (Massey, West Harbour, Hobsonville, Whenuapai) (**three Councillors**)
 - Central Urban (Henderson, Ranui, Western Heights, Bruce McLaren Park, Te Atatu South, Te Atatu Peninsula) (**five Councillors**)
 - Southern Urban (New Lynn and Glen Eden) (**four Councillors**)

Option Three

Four wards and four Community Boards - based on population only:

- Wards
- Waitakere (with the addition of Ranui) (**three Councillors**)
 - Massey (without Ranui) (**four Councillors**)
 - Henderson (no change) (**three Councillors**)
 - New Lynn (no change) (**four Councillors**)

A revised report was presented to a workshop for Community Board Members on 27 September 2005 and then to a workshop for Councillors and Community Board Chairs on 4 October 2005.

At the workshop of 4 October 2005, the consensus of Councillors present was in favour of Option One, a three Ward model, with 14 Councillors, all elected by Ward, plus the Mayor. It was further suggested that there be three Community Boards (one for each proposed Ward), with six elected Community Board Members, elected at large from within the Community, for each. A further workshop, on 14 October 2005, which was attended by 16 out of the 22 Community Board Members, together with five Councillors, including the Deputy Mayor, considered the draft Initial Proposal. The consensus this workshop was in favour of supporting Option One with the increase of the number of elected Community Board Members to seven per Board.

Feedback from the Community Boards was sought by Council in October/November 2005.

The New Lynn Community Board resolved on 31 October 2005 to support Option One. The Waitakere Community Board gave its support to Option Three on 1 November 2005. Massey Community Board gave its support to Option One on 2 November 2005. The Henderson Community Board resolved on 3 November 2005 to support Option Two.

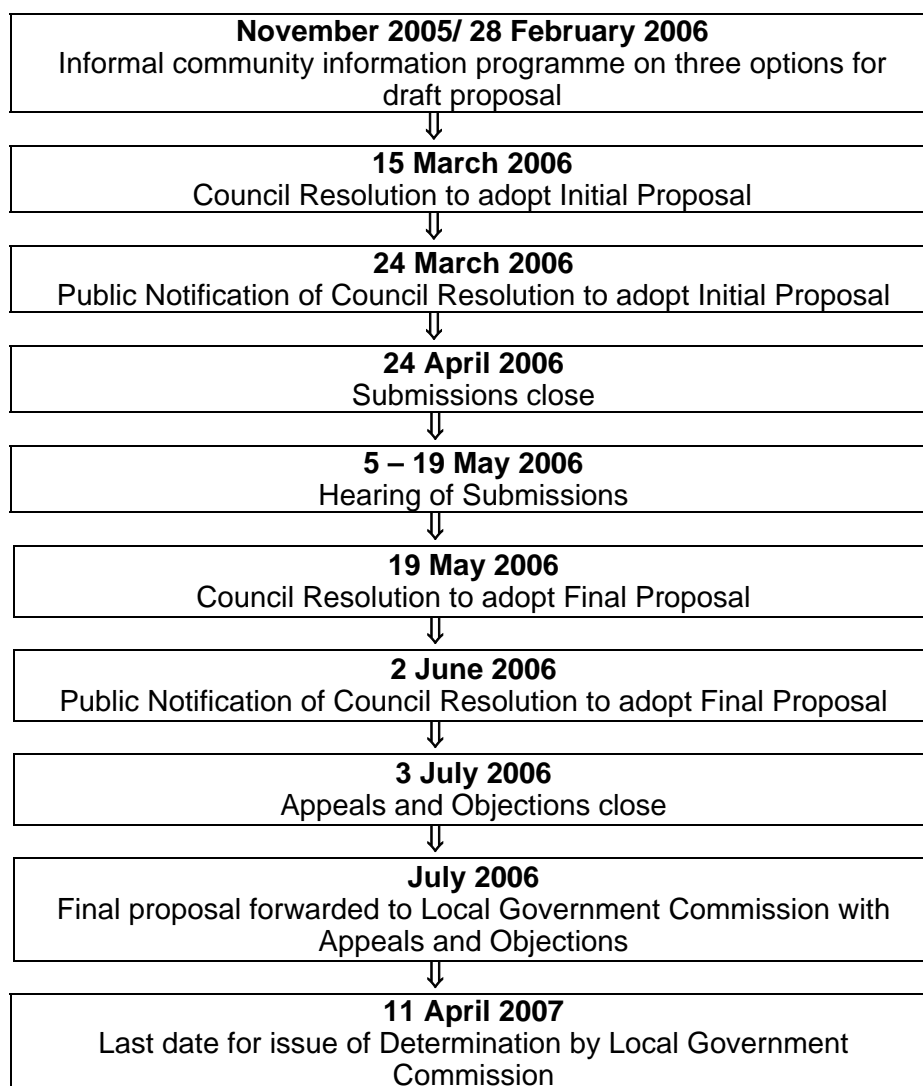
On 7 November 2005 the Finance and Operational Performance Committee resolved:

"That an informal information process be undertaken with the community finishing in late February 2006, prior to Council making its decision in March 2006 for formal consultation."

2198/2005

The following timeline was prepared to facilitate the implementation of this resolution.

Basis for Election provisional timescale:



As part of the process of community information, four public meetings were held:

1. Waitakere Ward on 14 February 2006.
2. Massey Ward on 16 February 2006.
3. Henderson Ward on 17 February 2006.
4. New Lynn Ward on 21 February 2006.

During these public meetings Community Board Members from both Henderson and Waitakere Community Boards requested a full report to the Community Boards at the conclusion of the process. These reports were brought to the Boards in March 2006 to enable them to review their original positions in the light of the community information process. The New Lynn Community Board resolved on 6 March 2006 to continue to support Option One. The Waitakere Community Board resolved on 7 March 2006 to support Option Two and seek "isolated community" status for Waitakere Ward. The Massey Community Board resolved on 8 March 2005 to support Option 2 with the addition of Ranui and the retention of the name Massey. The Henderson Community Board resolved on 9 March 2006 to continue to support Option 2 and also to support minor boundary changes suggested at the public meetings.

STRATEGIC CONTEXT

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The electoral system is a key component of active democracy.

ISSUES

The decisions of the Finance and Operational Performance Committee on 13 March 2006 and of Council on 15 March 2006 will be advised verbally to the Committee.

RESOURCES

Provision has been made in the Annual Plan 2005/2006 to resource the Representation Review. No additional resources are required.

CONCLUSION

The Committee is being advised of the progress towards adopting new Ward and Community Board boundaries.

RECOMMENDATION

That the Representation Review - Update on Informal Public Information Process report be received.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 DRAFT WAITAKERE TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to obtain early input from Te Taumata Runanga into the development of the draft Waitakere City Transport Strategy 2006-2016.

BACKGROUND

The current strategic direction for transport in Waitakere City is set out in the Transport and Communication platform of Waitakere City's Long Term Council Community Plan 2003.

In December 2005, the Auckland Regional Council adopted the Auckland Regional Land Transport Strategy 2005, which sets policies for the region and allocates a total of \$11.03 billion (currently available sources of funds over 10 years to the region) as follows:

- \$6.81 billion on new roads and state highway infrastructure, maintenance/renewals, traffic management and safety (62%);
- \$3.80 billion on passenger transport (34%);
- \$420 million on Travel Demand Management (including travel plans, walking and cycling, etc) (4%).

A transport strategy needs to be prepared for Waitakere City to:

- Set the transport direction for Waitakere City and guide the transport programme for inclusion in the Long Term Council Community Plan 2006-2016, Land Transport Programme and Annual Plan documents;
- Provide a framework that will help guide future decisions by Council on the movement of people and goods around the City and integration with land use;
- Provide a reference document for communications with stakeholders and the community;
- Provide clarity on Waitakere City Council's position and plans regarding transport matters.

The following steps have been taken in preparing the draft Waitakere City Transport Strategy 2006-2016:

- In December 2004 a Councillors' workshop received a presentation on the current strategic direction of transport in Waitakere City;
- The Project Control Group (including staff from Waitakere City Council, Auckland Regional Council and the Auckland Regional Transport Authority) held meetings to overview the development of the vision, objectives, strategic options framing, transport programme, and provide feedback on the draft transport strategy;
- Working officer group meetings and an interact session with staff were held for feedback on the vision, objectives and strategic options for transport;

- On 2 June 2005, the City Development Committee resolved:
 - “2. *That the process for development of the transport strategy be approved.*
 3. *That a workshop be held with Councillors to consider the proposed vision, objectives and policies and further assess the matter of land use and transport integration.*
 4. *That Strategic Option 5 in the draft Regional Land Transport Strategy is used as the basis for the development of Waitakere City’s transport strategy.”*

1021/2005

- In July 2005 a Councillors’ workshop discussed the vision, objectives, issues, priorities and a framework for strategic options in relation to the draft Transport Strategy;
- In July 2005 the feasibility study of walking and cycling programme was completed;
- On 21 September 2005 the Council authorised the Chief Executive Officer to submit the Ten Year Land Transport Programme to the Auckland Regional Transport Authority to enable funding applications for projects in 2006/2007 (1797/2006);
- Late 2005 community outcomes were developed in relation to Waitakere City;
- Late 2005 the Council received a draft activity plan for transport;
- Late 2005 public consultation was carried out on levels of service including transport;
- Road corridor studies are substantially completed, subject to overlay of bus priority measures;
- Development of a budgeted Transport Programme 2006-2016, to be considered at the meeting of the Long Term Council Community Plan and Annual Plan Special Committee, end of February, beginning of March;
- On 9 February 2006 the City Development Committee received a similar report to this, and passed the following resolutions:
 - “2. *That the vision, objectives and desired outcomes for transport as set out in this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016 for consultation.*
 3. *That the City Development Committee’s feedback on the proposed strategic options as set out in this report is taken into account in the development of the draft Waitakere City Transport Strategy 2006-2016.*
 4. *That the key issues for public consultation as set out in the executive summary attached to this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016.*
 5. *That the first draft Waitakere City Transport Strategy 2006-2016 be considered by the Long Term Council Community Plan and Annual Plan Special Committee when considering the draft Transport Programme 2006-2016 for inclusion in the draft Long Term Council Community Plan.*
 6. *That the process for involving key stakeholders and public consultation as set out in this report be approved.”*

54/2006

STRATEGIC CONTEXT

The Land Transport Management Act 2003 and the Local Government (Auckland) Amendment Act 2004 have significantly altered the planning, governance and funding of transport in the region. The Government’s vision for transport is an affordable, integrated, safe, responsive and sustainable transport system.

The goal of the Auckland Regional Land Transport Strategy 2005 is a transport system which enhances the Auckland region as great place to live, work and play. The region’s vision is for a transport system that Aucklanders are proud of, where:

- People and goods are able to move when necessary;
- Transport supports vibrant town centres;
- Streets are also community places;
- Getting around by all modes is integrated, safe and effective;
- People have choices which enable them to participate in society;
- The environment and human health are protected and enhanced;
- Transport resources are used efficiently.

This provides a policy and strategic framework against which Waitakere City Council can prepare its transport strategy and transport programme.

The Auckland Regional Land Transport Strategy 2005 provides for a significant increase in funding for passenger transport, travel demand management and walking and cycling and state highway programmes.

Waitakere City Council's Transport Strategy must take into consideration and be consistent with the provisions in the Auckland Regional Land Transport Strategy and should also contribute to the community outcomes for Waitakere City.

The Integrated Transport and Communications platform provides the current strategic context for the Council's Transport Programme.

ISSUES

First Draft Waitakere City Transport Strategy 2006-2016

A1-A16

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006-2016 attached at pages A1 to A16 has been prepared to set the transport direction, in relation to the community outcomes and levels of service, and guide the ten year transport programme. Te Taumata Runanga's input into the development of this draft is sought and encouraged.

It is proposed that the draft Waitakere City Transport Strategy 2006-2016 will refer to all forms of transport and identify non-transport initiatives that significantly affect transport outcomes. The Strategy will cover the 10-year period 2006-2016 and also include an action plan for the Council with a detailed 3-year programme and an indicative 7-year programme.

Vision, Objectives and Outcomes

Taking into account the community outcomes for the City, the following attributes have been identified as fundamental to the vision and objectives for Waitakere City:

1. Eco city (sustainability, resilience, liveability).
2. Opportunity to live, work and play locally.
3. Travel choice and mobility.
4. Management of traffic and congestion.
5. Integration of land use and transport.
6. Integration between transport modes.

These attributes have been captured into the following vision for transport:

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

Proposed objectives in working toward the vision are that Waitakere City should:

Develop a sustainable, integrated transport system that:

- 1. Enables Waitakere City to achieve desired social, economic, environmental and cultural benefits for both current and future communities.***
- 2. Facilitates and promotes more sustainable travel modes.***
- 3. Supports implementation of the RLTS and RGS in a collaborative manner.***
- 4. Integrates land use and transport.***
- 5. Facilitates and under-pins development of town centres and supports employment growth.***

The following 'desired outcomes' (outcomes that the Council aims to strive for) are proposed for inclusion in the draft Waitakere City Transport Strategy 2006-2016. (These are different from 'expected outcomes' which are the affordable outcomes of the ten year transport programme.)

Desired outcomes include:

- a) People have safe, effective, integrated and sustainable travel choice options.***
- b) Less traffic and more mobility through innovative travel demand management.***
- c) Opportunity to live, work and play locally.***
- d) Land use is integrated with transport and both are mutually supportive.***
- e) Business and industry travel and location needs are met in a sustainable way.***
- f) People have choices that enable them to participate in society.***
- g) Environment and human health is protected.***
- h) Reduced non-renewable energy use for transport in Waitakere City.***
- i) People work in a collaborative and innovative manner to maximise these outcomes.***

"Less traffic" means fewer vehicles on the road. This is a slightly different approach than reducing "congestion".

There are a number of ways to reduce traffic, including:

- Reduce number of vehicle trips;
- Reduce length of vehicle trips;
- More passengers in vehicle and car pooling;
- Walking and cycling;
- Passenger transport;
- Working from home;
- Reduce growth or activity within Waitakere City (not a desired eco city goal);
- Travel demand management - travel plans to encourage sustainable forms of travel, land use planning to provide local facilities and connections to passenger transport, restrict parking, parking charges, road pricing, tolls, and other measures.

"More mobility" is aimed at choices of travel by car, passenger transport, walking, cycling, etc and improvements in infrastructure and services to achieve transport of people of goods and provision of services.

Strategic Options

It is useful to consult with stakeholders and the public on strategic options which contribute to the vision and objectives for transport and community outcomes for Waitakere City. It is proposed that three strategic options be developed, which are based on:

- the Auckland Regional Land Transport Strategy 2005;
- the community outcomes for Waitakere City; and
- the vision and objectives for transport in Waitakere City.

In all strategic options it is proposed that the following will be common elements:

- Consistent with the Auckland Regional Land Transport Strategy 2005 direction and policies;
- Maintenance, renewals and safety programmes;
- Travel demand management programme;
- Basic walking and cycling programme;
- Passenger transport programme;
- Basic roading programme;
- Provision for growth in the northwest assuming the metropolitan urban limit shift is approved;
- Provision for transport connections with Whenuapai airport on the basis that it is operational by 2016.

Within each of the above programmes, there is opportunity to make changes to projects and their priority, particularly in relation to significant projects such as the New Lynn transport interchange and Whau bridge crossing.

The key distinguishing factors between strategic options are:

- The extent to which road widening and road connections (in order to address congestion and capacity issues) are included.
- The extent to which residents will choose or be required to change from single occupant vehicle to travel to another mode of travel.
- The size of the programme in terms of the Council's financial investment.

The three proposed strategic options outlined in the Executive Summary are:

Strategic Option 1 - "Better Mobility, Less Traffic" - a low cost programme.

Strategic Option 2 - "Better Mobility, Managed Traffic"- a medium cost programme.

Strategic Option 3 - "Better Mobility, Less Congestion / More Road Capacity" - a high cost programme.

In developing the draft Long Term Council Community Plan, the Council has indicated Strategic Option 3 as its preferred option for the transport strategy. The transport programme that was included in the draft Long Term Council Community Plan most closely relates to Strategic Option 3.

Other options that have been considered include:

- a. "Carry on as we are" - 80% investment in roads, minimal expenditure on passenger transport.
- b. Align with the priorities in the Auckland Regional Land Transport Strategy as set by Auckland Regional Transport Authority.
- c. Focus on local economic development.
- d. Focus on one mode (for example, roading - Increase the capacity of the roading network as a priority to address congestion).

Transport Programme 2006-2016

Officers have developed a proposed transport programme over the next ten years which includes new programmes that are not in the current Long Term Council Community Plan:

1. Providing some additional road capacity and new road connections. It is important that growth in the local economy can be supported by the local transport network, with appropriate routes for trucks, goods and services vehicles.
2. Development of interchanges at the three main town centres, improvements to the rail station precincts, upgrade of bus stop infrastructure (signs, lighting, shelter, and timetables), and introduction of bus priority measures on local roads.
3. Implementation of the Waitakere City Walking and Cycling Strategy, with development of the cycle and walk way network across the City.
4. Encouraging people to make more sustainable travel choices, particularly at peak times (including working from home, walking, cycling, using public transport, ride sharing, fewer trips, and more local trips). Growth needs to provide local jobs, local attractions (shopping, leisure, etc) and intensive residential and employment areas supported by good public transport and walk/cycle routes.
5. Limiting the supply of Council provided parking. Provide park n ride facilities to support public transport. Limit parking on arterial roads during peak periods. Paid parking in Council's off-street car parks at Henderson, New Lynn and Westgate.

In developing the draft ten year transport programme, officers' focus has been on:

- Setting the size of the programme to an affordable level and a programme which fits with the Council's strategic direction for transport;
- Identifying projects and coordinating the timing of those projects;
- Prioritising programmes and projects based on the following order;
 1. Maintenance;
 2. Safety;
 3. Demand management - land use, integrated transport projects, working from home, local trips, travel plans, car pooling, passenger, traffic management, Promotion and communication;
 4. Walking and cycling;
 5. Passenger transport;
 6. Roads – new roads in subdivisions and growth areas, connectivity, some arterial improvement, minor increase in vehicle capacity;
- Projects may be included where there is external funding in addition to Land Transport NZ subsidies (i.e. development contributions, user pays).

The draft Transport Programme 2006-2016 is being considered by the Long Term Council Community Plan and Annual Plan Special Committee as part of the Long Term Council Community Plan process.

Significant Projects

Within each broad Strategic Option there are choices about individual projects, particularly the significant ones, which affect the total spend and expected outcomes. The following are large expenditure items that significantly affect the total transport spend:

- New Lynn undergrounding;
- Land purchase and road widening, such as providing a bus/high occupancy vehicle (HOV) lane rather than using an existing lane for bus/HOV;
- Cycle way along rail line and local cycle routes;
- Whau Crossing bridge.

In each case, the alternative of not carrying out the project is also likely to require some expenditure or reduced outcomes.

With oil prices expected to rapidly increase over the next 10 years, all infrastructure projects are likely to increase in cost. A deferral of a project will likely result in increased project costs in real terms.

Process for Development of the draft Waitakere City Transport Strategy 2006–2016

The process for development of the draft Waitakere City Transport Strategy 2006-2016 is broadly been divided into four stages:

- **Stage 1** comprises the identification of community outcomes as part of the Long Term Council Community Plan process. This has been completed and the results are being separately reported to the Council. The community outcomes will guide the outcomes required from a transport strategy;
- **Stage 2** comprises preparation of a first draft transport strategy, including identification of strategic options and a proposed transport programme. This work needs to be completed by officers and Councillors with input from representatives from Auckland Regional Council and Auckland Regional Transport Authority by February 2006;
- **Stage 3** involves engaging key stakeholders in the review of the strategic options and completing all outstanding work required to prepare a final draft transport strategy ready for public consultation by April 2006;
- **Stage 4** comprises public consultation as part of the Long Term Council Community Plan process, including any hearings that may be required, leading to the adoption of a final Transport Strategy by the Council in June 2006.

The following timetable was approved by the City Development Committee to obtain stakeholders' input, feedback on the draft transport strategy and adoption of the final strategy:

Date	Action	Who
27 January 2006	Key staff and Auckland Regional Council and Auckland Regional Transport Authority officer feedback is sought on the first draft Waitakere City Transport Strategy.	Key staff, Auckland Regional Council and Auckland Regional Transport Authority officers
9 February 2006	Councillors' feedback is sought on an executive summary of the draft Waitakere City Transport Strategy.	City Development Committee
14 February 2006	Approval of communications plan in relation to draft Waitakere City Transport Strategy.	Communications and Facilitation Group
15 February 2006	Draft Waitakere City Transport	Land Transport NZ,

Date	Action	Who
	Strategy sent to key stakeholders.	Transit NZ, Community Board members, Youth Council, Te Taumata Runanga, Pacific Islands Advisory Board, Schools, Ethnic Advisory Board, Other Local Authorities in the region, Interested parties on request.
18 February 2006	Peer review of draft Waitakere City Transport Strategy and Transport Programme.	To be arranged by Manager: Transport Strategy and Group Manager: Asset Management
6-9 March 2006	Community Board members' feedback is sought on the draft Waitakere City Transport Strategy	Community Boards
15 March 2006	Signoff of the draft Waitakere City Transport Strategy document and adoption of draft LTCCP, including transport programme.	LTCCP and Annual Plan Special Committee
10 April 2006	Draft Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy
13 April 2006	Submission period opens.	Manager Transport Strategy
April 2006	Focus groups, open days, public communications.	Manager Transport Strategy & Public Affairs
12 May 2006	Submission period closes.	Manager Transport Strategy
18 April – 12 May 2006	Response to submissions.	Council staff
23 May – 2 June 2006	Hearings in relation to Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
16 June – 23 June 2006	Deliberations on the Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
July 2006	Adoption of final Waitakere City Transport Strategy and Transport Programme.	Council or City Development Committee
August 2006	Final Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy

Focus groups, provision of information via the Council's website, other publications and meetings with groups would assist in encouraging debate and understanding. A formal submission and hearing process would ensure that the public and stakeholders have the opportunity to have a say before adoption of the Waitakere City Transport Strategy 2006-2016. It is vital that key stakeholders are involved in the development of the draft and that the wider public has opportunity to make submissions on the draft as part of a special consultative process.

Te Taumata Runanga's feedback on the Executive Summary of the draft Waitakere City Transport Strategy 2006-2016 is sought. The full draft Waitakere City Transport Strategy 2006-2016 was reported to the Long Term Council Community Plan and Annual Plan Special Committee and requires amendment prior to seeking feedback from key stakeholders. This would enable a draft Waitakere City Transport Strategy 2006-2016 to be made available for wider public consultation. This will be coordinated with the Long Term Council Community Plan consultation process.

Key Issues for Consultation

The Executive Summary contains a proposed list of key issues that should be highlighted for feedback during the public consultation. These have been identified because of their significance or because they introduce new approaches or projects into the ten year transport programme.

RESOURCES

A budget of \$25,000 is available for the development of the Transport Strategy, including the publication of the draft and consultation process.

CONCLUSION

An inclusive process to develop a transport strategy for Waitakere City has commenced. It is proposed to align the consultation on the draft Waitakere City Transport Strategy 2006-2016 with the consultation on the draft Long Term Council Community Plan 2006-2016.

RECOMMENDATIONS

1. That the Draft Waitakere Transport Strategy report be received.
2. That Te Taumata Runanga's comments on the draft Executive Summary of the Waitakere City Transport Strategy 2006-2016 be considered by officers in the further development of the draft Waitakere City Transport Strategy 2006-2016.

Report prepared by: Kevin Wright, Manager Transport Strategy.



10 MAORI CREATIVE SECTOR HUI - APRIL 2006

PURPOSE OF THE REPORT

The purpose of this report is to update Te Taumata Runanga on progress with planning for the Maori Creative Sector Hui to be held on the 8 - 9 April 2006.

BACKGROUND

Previous reports in April, June and December of 2005 outlined progress on the work arising from the "Strengthening Communities through Local Partnerships Research Project". Amokura Panoho, of Kura Consulting Limited, has continued to work with council staff and a representative steering group to develop relevant projects.

A planning meeting was held on 7 November 2005 to consider the content and process for a major Hui in 2006 focussing on the Maori creative sector in the city. Participants included key stakeholders from the creative sector and representatives from Te Taumata Runanga.

STRATEGIC CONTEXT

The focus on the Maori creative sector arose from the “Strengthening Communities through Local Partnerships Project”, in particular, the “Maori Community Partnerships Report”. The Project supports the Treaty of Waitangi priority in the current Long Term Council Community Plan 2003 – 2013, particularly the objective to:

“Be aware and informed of Maori needs and best interests and provide support in accordance with biculturally aware best practice.”

In a broader context, the partnerships research contributed to a wide range of platforms within the Long Term Council Community Plan, including Strong Communities, Active Democracy and Urban and Rural Villages. Some benefits that have accrued from Waitakere City Council being actively involved in this research project include:

- Documentation of the “Waitakere Way” and the local partnerships scene in Waitakere;
- Analysis of the comparative strengths/challenges of the various Waitakere based partnership projects and models - gaps, issues, success factors, barriers, roles, needs, etc;
- Greater participation in regional/ national debates about the future/potential roles of local government vis a vis central government and communities;
- Strengthened relationships between key stakeholders and networks working in partnering ways within the Waitakere community;
- Some guidance on future direction for local partnerships and local partnership projects in Waitakere.

ISSUES

Programme

The overall objectives of the Hui are to establish a vision for Maori in the Creative Industries Sector in Waitakere and to identify and seek support for the key elements of a strategic plan for the next five years.

The Hui is to be held over the weekend of 8 - 9 April 2006 in the Council Chambers and adjoining rooms. The format will include 3 keynote speakers and 4 workshop sessions. At this stage Mayor Bob Harvey and Dr Pita Sharples MP are confirmed as keynote speakers.

Each session has a particular theme:

- “Why Waitakere?” – a focus on the unique advantages of Waitakere for the Maori Creative Sector”;
- “Economic Opportunities in the Creative Sector”;
- “The Maori Creative Sector – Developing on Whose Terms?”;
- “Visioning – The Maori Creative Sector in 2011.”

Three of the workshop sessions start with panel presentations involving representatives of key stakeholders in the creative sector.

Invitations

Invitations have been sent to a wide range of local and regional stakeholders including all Members of Te Taumata Runanga.

RESOURCES

Resources in the current financial year have been provided through funding carried over from the final year of the Foundation for Science Research and Technology partnerships research programme with Auckland University. The University contributed further funding this year of \$5,245 to resource the transition towards implementation of the Maori Partnerships Project. Council also committed \$10,000 in the Annual Plan 2005/2006 to support implementation across all three streams of the Partnerships Project i.e. Maori, Pacific and general. In addition a further \$15,000 was committed in the current financial year to the eco tourism project in order for that work to be taken to the next stage.

Additional funding of \$300,000 has been included in the draft Long Term Council Community Plan 2006 - 2016 for inclusion in the Enterprise Waitakere contract in 2006/2007. This amount includes an allocation for Maori economic development to continue support for the Maori Creative Sector and the other two streams of work identified in the Maori Community Partnerships Report i.e. eco-tourism and the transport sector.

CONCLUSION

Planning is well advanced in preparation for the Maori Creative Sector Hui on 8-9 April 2006. The expectation is that the Hui will develop a vision and the elements of a strategic plan for the Maori creative sector in Waitakere.

RECOMMENDATION

That the Maori Creative Sector Hui – April 2006 report be received.

Report prepared by: Tony Rea, Community Partnerships Manager.



11 NEXT MEETING

The next meeting of Te Taumata Runanga will be held in the Civic Centre, on Monday, 10 April 2006, commencing at 5.00 pm.

A representative is invited to present Te Taumata Runanga report at the next meeting of Council to be held in the Civic Centre, on Wednesday, 29 March 2006, commencing at 5.30 pm.

