

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE
HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 9 MARCH 2006,
COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 9 February 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 9 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 Board 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 Board 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 PRESENTATIONS

A NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.

B TAG OUT TRUST

Councillor Battersby will inform Community Board Members on the background operations of the Tag Out Trust.

C CIVIL DEFENCE

Councillor Battersby will give a brief on the role of Community Board Members in Civil Defence Emergencies.



5 PUBLIC FORUM

Public Forum will take place at 7.00 pm

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

- (i) members of the public wishing to address the Board 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 46A(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.



6 CHAIRPERSON'S REPORT

Most of the month since the last Community Board meeting seems to have involved meetings regarding Long Term Council Community Plan and Ward Boundaries and also enjoyable occasions attending functions on behalf of the Board.

Phantom Billboards

The Finance & Performance Committee have resolved that the Billboard will stay in its present site. Once again this shows that without funding and the limited delegations we receive it is vary difficult to advocate on behalf of the people who elected us.

Ward Boundaries

I attended three of the four meetings held and found that each time I attended I gained a better and more informed understanding of the process. My thanks and congratulations to Cr Clews, Charlie Inggs, Ray Day, David Mead and Yvonne Rooney who organised and facilitated these. It has become clear that the Waitakere Ward Resident & Ratepayer groups favour Option 2 as did most of the attendees. Minor Ward boundary adjustments were recommended and Ranui residents are being surveyed to find which ward they feel their community of interest is best accommodated. It is disappointing the Council will make its decision at a morning meeting which excluded so many of the community attending. I feel that it is really important that the public understand the basis of the Council's decision.

Long Term Council Community Plan Meetings

I have attended seven meetings and have found that as we are not part of the normal meetings of Council and the presentation of reports when arriving at the meeting, it is sometimes very difficult to understand the discussions without having had time to read the reports.

Vodanovich Road Traffic Problems

I have met with the Hon Chris Carter and also the Police Commander over the Vodanovich Road and other street problems regarding speeding but the difficulty is that there are just not enough Police for a city of our size, although the Commander believes this will be solved over the next three years.

A newsletter has been prepared for all the residents to update them on the actions been taken and a meeting with them will be held this month.

Auckland Regional Council Pest Strategy Workshop

Thank you to all members who attended I am sure you found it as interesting as I did. I have asked that the funding to address the feral cat problem be debated during the Long Term Council Community Plan process.

Lincoln-Rathgar Travelwise Plan

I attended the launch at The Trust Stadium and what an invigorating event. The programme explained the process taken to achieve the commitment of all involved and the Kapa Haka group from Henderson Intermediate was outstanding. I am really looking forward to the same success of the Rutherford Cluster School Travel Plan now moving forward and welcome Debbie Lang as the new co-ordinator.

Opening Sturges West Community House

This was another wonderful event on a beautiful day. I urge members to go and look at this building and talk to the staff. It even has computer suite. Our ward is not well served with community houses with only a small one in Te Atatu Peninsula. The Board needs to identify where these are needed and work with Council to achieve this. The Council brought the land for the Sturges West House when the area was being developed and then provided the house.

Turning on of Lights at Henderson Bowling Club

Another event with a large number of players using the night lights. This should encourage a larger group of the public to enjoy this wonderful facility. This club continues to improve and grow the club and welcomes all who visit. Congratulations Henderson Bowling Club.

RECOMMENDATION

That the Chairperson's Report be received.

Elizabeth Grimmer, MNZM

CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Henderson Business Liaison Group</p> <p>9 February 2006</p> <p>Board Member's Request</p>	<p>At the February 2006 meeting Cr Corban raised the question regarding what is happening with the Henderson Business Liaison Group.</p> <p>The Principal Advisor: City Projects responded with the following:</p> <ul style="list-style-type: none"> • The group was set up for two years from the end of 2003; • The group was set up to deal with issues in regard to the building of the Civic Centre and Henderson Library sites only; • It was not a group for discussing all other general Henderson issues; • The Library/Unitec building project is now complete; • The Civic Centre is due for completion in July 2006; • The Principal Advisor: City Projects currently receives no calls regarding issues from the community at all; • Of the 7 elected businesses and landowners on the group - five businesses, one Community Board Member and one Councillor advised that they could not continue to attend. <p>If Henderson businesses want a group then it should be set up as a business and landowner representative group by that community and not by Council. If the group then has issues they could arrange regular meetings with Council officers to further their interests within Council.</p>	<p>Janet Hannan ☎ 836 8000 Ext 8527</p>

Issue	Comments	Reporting Council Officer
	<p>Council should be the responder not the initiator of such a group. The business area has a lot of potential to grow and flourish now the Council has stimulated the development pattern. It is now up to the community to pick up and run with creating their ideal business area.</p> <p>Council should only undertake the committed continuation of rolling out the concept plan for central Henderson. This is continuing with the raft of street infrastructure projects to be undertaken continually over the next five or so years. Liaison will be undertaken with the business community throughout this process.</p>	
<p>Te Atatu Peninsula Poster Bollard Relocation</p> <p>22 February 2006</p> <p>Resolution No. 198/2006</p> <p>Council</p>	<p>At the Council meeting held on 22 February 2006 it was resolved:</p> <p><i>“That the Phantom Billstickers Limited arts and events bollard remain in its current position on the Local Purpose Reserve in Te Atatu Peninsula.”</i></p> <p style="text-align: right;">198/2006</p>	<p>Janet Hannan ☎ 836 8000 Ext 8527</p>
<p>Contract No. SD04009D - Railside Avenue to Alderman Drive and Catherine Mall Infrastructure Renewal Project - Supplementary Information</p> <p>13 February 2006</p> <p>Resolution No. 132/2006</p> <p>Finance and Operational Performance Committee</p>	<p>At the Finance and Operational Performance Committee meeting held 13 February 2006 it was resolved:</p> <p><i>“That additional funding of \$320,581.80 be raised by way of a loan and be allocated to the Railside Avenue to Alderman Drive and Catherine Mall Infrastructure Renewal Project.”</i></p> <p style="text-align: right;">132/2006</p> <p>A copy of the report has been sent to all Community Board Members.</p>	<p>Janet Hannan ☎ 836 8000 Ext 8527</p>
<p>Charge Car Parking</p> <p>9 February 2006</p> <p>Resolution No. 87/2006</p>	<p>The Manager: Transport Strategy will give a verbal update regarding statistics on paid parking in the Henderson area particularly the number of people using the Falls Hotel car park and the car park opposite.</p>	<p>Kevin Wright ☎ 836 8000 Ext 8419</p>

Issue	Comments	Reporting Council Officer
<p>Anzac Day Parade - Tuesday, 25 April 2006</p>	<p>The purpose of this report is to seek appointment of a Board Representative to attend Returned Services Association Anzac Day Parades in the Henderson Ward.</p> <p>In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSA's will host its own parade. The Council and the Community Boards have been invited to nominate official representatives to attend those parades. The Council at its meeting to be held on Wednesday, 15 March 2006, will appoint Councillors to attend the various parades in the City. Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows:</p> <p>Henderson 10.30 am Te Atatu 10.00 am</p>	<p>Tracy Haggio ☎ 836 8000 Ext: 8810</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Project Twin Streams Update Four Monthly Progress Report</p>	<p>4 August 2005 Resolution No. 1492/2005 Last updated 8 December 2005</p>	<p>6 April 2006</p>	<p>Tony Miguel ☎ 836 8000 Ext 8294</p>
<p>Levels of Service Consultation</p>	<p>8 September 2005 Resolution No. 1765/2005</p>	<p>6 April 2006</p>	<p>Tony Miguel ☎ 836 8000 Ext 8294</p>
<p>Bancroft Park</p>	<p>8 December 2005 Resolution No. 2432/2005</p>	<p>6 April 2006</p>	<p>Gyles Bendall ☎ 836 8000 Ext 8424</p>
<p>Bus Stop on Old Te Atatu Road</p>	<p>9 February 2006 Public Forum</p>	<p>6 April 2006</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Parking Issues - Buscomb Avenue	9 February 2006 Resolution No. 87/2006 Public Forum	6 April 2006	Paul Schischka ☎ 836 8000 Ext 8742
Safety Issues when Crossing Sel Peacock Drive	9 February 2006 Resolution No. 88/2006 Public Forum	6 April 2006	Adam Moller ☎ 836 8000 Ext 8750
Road Safety Issues - Vodanovich Road	9 February 2006 Resolution No. 90/2006 Public Forum	6 April 2006	Paul Schischka ☎ 836 8000 Ext 8742 Kitch Cuthbert ☎ 836 8000 Ext 837 9849
Te Atatu Peninsula Walkway	9 February 2006 Officer's Report	1 June 2006	Debbie Chapman ☎ 836 8000 Ext 8303

RECOMMENDATIONS

1. That the Committee Secretary's Report for 9 March 2006 be received.
2. That the Henderson Community Board nominate a representative to attend each of the following Returned Services Association Anzac Day Parades in the Henderson Ward on Tuesday, 25 April 2006:

Henderson	10.30 am
Te Atatu	10.00 am

Report prepared by: Ngareta Delamere, Committee Secretary.



8 CITY WIDE BUS STOP SIGNAGE UPGRADE - HENDERSON WARD

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the installation of regulatory bus stop signage at bus stops in the Henderson Ward and provide the Board with information about the planned real time installation of electronic real time passenger information signage in the city.

BACKGROUND

Due to a number of historical reasons existing bus stop signage at many stops in the City is non-standard. Some stops are sign posted with a standard regulatory sign, some stops are sign posted with non-standard signage produced by individual bus companies, some stops are indicated by black and silver bands painted on a utility pole, some stops have a shelter but no signage and some are marked only by a bus stop road marking or indented bay.

To assist public transport patrons recognise the locations of bus stops it is recommended all bus stops be sign posted in a standard format city wide using regulatory bus stop signage. This signage is also necessary for all Council's parking enforcement officers to enforce parking restrictions in regard to bus stops.

A1-A2 Photographs of standard regulatory bus stop signs with the preferred white steel pole and flag mounting configuration are included at pages A1 to A2.

It is planned that approximately 50 electronic real time passenger information signs will be installed at bus stops along major public transport routes around the city in the 2006 calendar year. This signage incorporates an electronic display that provides information to bus patrons on bus arrival times at the stop. Buses in Waitakere City are fitted with global positioning systems that constantly communicate the position of the bus by radio with a central computer operated by the Auckland Regional Transport Authority. This computer calculates the anticipated arrival times of buses at each stop and relays this information to the real time passenger information signage by radio. Signs are constantly updated to provide the most accurate information available.

A3-A4 Photographs of electronic signage similar to that proposed to be installed in Waitakere City are included at pages A3 to A4.

As well, it is proposed to progressively install timetable and route map information at bus stops. This also requires the standardisation of bus stop signs.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

A5-A6 The attachment at pages A5 to A6 lists all urban bus stop locations on Council Roads in the Henderson Ward. Those stops marked with an asterix do not have existing regulatory bus stop signage. It is recommended that this signage be installed. It is recommended that the Community Board resolve all the bus stop locations listed above as bus stops. This will assist in enforcement of parking restrictions around bus stops. There are four bus stops on Royal View Road not included in this list. The current locations of these stops have been identified as unsuitable for bus stops due to the proximity of curves in the road. Officers are investigating the possible relocation of these stops.

A7 The recommended locations in Henderson Ward for electronic real time passenger information signage are listed in the attachment at page A7. The total number of electronic signs to be installed has not yet been determined. This signage is supplied via the Auckland Regional Transport Authority. They are still in negotiation with the supplier of this signage and the exact price and number that will be ordered have not yet been finalised.

Consultation letters were sent to the occupants of properties adjacent to the proposed new bus stop signage. Details of the results of this consultation will be presented at the meeting.

RESOURCES

The proposed new bus stop signage can be implemented under the 2005/2006 and 2006/2007 Bus Signs Improvement and Signal Pre-emption for Buses Budgets, subject to agreement on funding arrangements with the Auckland Regional Transport Authority.

CONCLUSION

The proposal to install new regulatory and electronic real time passenger information bus stop signs is recommended to assist the promotion of public transport in Waitakere City.

RECOMMENDATIONS

1. That the City Wide Bus Stop Signage Upgrade - Henderson Ward report be received.
2. That following locations be approved as formal bus stops; Te Atatu Road outside of number 137, Great North Road outside of number 4305, Old Te Atatu Road outside of number 448, Taikata Road outside of number 106, Te Atatu Road outside of number 136, Te Atatu Road outside of number 204, Awaroa Road outside of number 29, Barrys Road outside of number 100, Farquar Road outside of number 110, Flanshaw Road outside of number 98, Glendene Ave outside of number 47, Great North Road outside of number 4197, Great North Road outside of number 4261, Sunnyside Road outside of number 112, Te Atatu Road outside of number 667, Waipani Road outside of number 63, Wharf Road outside of number 100, Barrys Road outside of number 43, Butterworth Road outside of number 72, Hepburn Road outside of number 107, Awaroa Road outside of number 99, Glendene Ave outside of number 60, Hepburn Road outside of number 34, Hepburn Road outside of number 136, Matipo Road outside of number 55, Rainside Ave outside of number 142, Sunhill Road outside of number 18, Te Atatu Road outside of number 40, Te Atatu Road outside of number 117, Te Atatu Road outside of number 9, Tirimoana Ave outside of number 4, Waipani Road outside of number 29, Awaroa Road outside of number 89, Sunnyside Road outside of number 11, Edmonton Road outside of number 157, Flanshaw Road outside of number 74, Te Atatu Road outside of number 97, Te Atatu Road outside of number 243, Te Atatu Road outside of number 236, Henderson Valley Road outside of number 148, Farquar Road outside of number 85, Flanshaw

Road outside of number 42, Flanshaw Road outside of number 99, Henderson Valley Road outside of number 79, Henderson Valley Road outside of number 80, Hepburn Road outside of number 84, Hepburn Road outside of number 108, Hepburn Road outside of number 223, Sunnyside Road outside of number 51, Sunnyside Road outside of number 129a, Taitua Drive outside of number 3, Tirimoana Ave outside of number 33, Vodonavich Road outside of number 3, Vodonavich Road outside of number 4, Vodonavich Road outside of number 35, Vodonavich Road outside of number 81, Waari Avenue outside of number 22, Farquar Road outside of number 151a, Henderson Valley Road outside of number 99, Vodonavich Road outside of number 38, Te Atatu Road outside of number 197, Te Atatu Road outside of number 378, Royal View Road outside of number 15, Royal View Road outside of number 16, Te Atatu Road outside of number 425, Te Atatu Road outside of number 451, Beach Road outside of number 104, Kokiri Ave outside of number 59, Great North Road outside of number 4169, East side of Hepburn Road 73 metres south of the intersection with Akatea Road, East side of Hepburn Road 34 metres south of the intersection with Hepburn Road, West side of Vitasovich Avenue 90 metres north of the intersection with View Road, West side of Railside Avenue 128 metres north of the intersection with Bruce McLaren Road, Te Atatu Road outside of number 543, Barrys Road outside of number 18, South side of Great North Road 91 metres east of the intersection with Araroa Road outside Waikumete Cemetery, Tirimoana Avenue outside Cron Reserve, Vitasovich Ave opposite Waitakere Plaza, opposite 15 Henderson Valley Rd, Border Road outside of number 39, Bruce McLaren Road outside of number 11, Butterworth Drive outside of number 51, Edmonton Road outside of number 32, Edmonton Road outside of number 60, Edmonton Road outside of number 73, Edmonton Road outside of number 110, Edmonton Road outside of number 134, Edmonton Road outside of number 158, Edmonton Road outside of number 180, Edmonton Road outside of number 187, Edmonton Road outside of number 295, Edmonton Road outside of number 211, East side of Edmonton Road 142 metres south of Central Park Drive, Flanshaw Road outside of number 41, Great North Road outside of number 200, Great North Road outside of number 287, Great North Road outside of number 328, Henderson Valley Road outside of number 108, Henderson Valley Road outside of number 310, Hepburn Road outside of number 158, Lincoln Road outside of number 7, Railside Ave outside of number 118, West side of Railside Avenue 328 metres north of intersection with Bruce McLaren Road, East side of Railside Avenue 62 metres north of intersection with Edsel Street, Ratanui Street outside of number 7, West side of Sabulite Road 78 metres north of intersection with Butterworth Drive, Sturges Road outside of number 23, Sunnyside Road outside of number 60, Swanson Road outside of number 46, Taikata Road outside of number 2, Te Atatu Road outside of number 18, Te Atatu Road outside of number 35, Te Atatu Road outside of number 60, Te Atatu Road outside of number 114, Te Atatu Road outside of number 175, Te Atatu Road outside of number 273, Te Atatu Road outside of number 305, Te Atatu Road outside of number 412, Te Atatu Road outside of number 595, Te Atatu Road outside of number 699, Opposite 243 Te Atatu Rd, View Road outside of number 35, View Road outside of number 66, View Road outside of number 67, View Road outside of number 160, View Road outside of number 171, East side of Vitasovich Ave outside Hart Domain, East side of Vitasovich Avenue 115 metres south of intersection with Edsel Street, Waari Ave outside of number 15, Barrys Road outside of number 97, Parris Cross Road outside of number 108, Nui Mana Place outside of number 43, View Road outside of number 112, Millbrook Road outside of number 9, Barrys Road outside of number 5, Barrys Road outside Glendene School, East side of Flanshaw Road 41 metres south of intersection with Cole Place, East side of Flanshaw Road 78 metres north of intersection with Te Atatu Road, Flanshaw Road outside of number 6, Henderson Valley Road outside of number 18, Vodonavich Road outside of number 88, Awaroa Road outside of number 40, Butterworth Drive outside of number 7, Butterworth Drive outside of number 29, Farquar Road outside of number 113, Great North Road outside of number 263, Great North Road outside of number 298, Great North Road outside of number 320, Great North Road outside of number 4156, Great North Road outside of number 4202, Great North Road outside of number 4339,

South side of Great North Road 318 metres west of the intersection with Glenview Road outside Waikumete Cemetery, Henderson Valley Road outside of number 33, Henderson Valley Road outside Henderson High School, Lincoln Road outside of number 6, Matipo Road outside of number 23, Railside Ave outside of number 106, West side of Railside Avenue 68 metres south of the intersection with View Road, Sturges Road outside of number 51, Sunhill Road outside of number 5, Sunnyside Road outside of number 10, Taikata Road outside of number 60, Te Atatu Road outside of number 69, Te Atatu Road outside of number 80, Te Atatu Road outside of number 342, Te Atatu Road outside of number 526, View Road outside of number 48, View Road outside of number 103, Butterworth Road outside of number 14 and Phelps Place outside of number 16.

3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stops.
4. That the following locations be endorsed as locations for electronic real time passenger information signage; Edmonton Road outside of number 21, Edmonton Road outside of number 32, Edmonton Road outside of number 60, Edmonton Road outside of number 73, Edmonton Road outside of number 11, Edmonton Road outside of number 13, Edmonton Road outside of number 15, Edmonton Road outside of number 15, Edmonton Road outside of number 18, Edmonton Road outside of number 18, Edmonton Road outside of number 25, Edmonton Road outside of number 21, East side of Edmonton Rd 142 metres south of Central Park Drive, North side of Edsel Street 63 metres east of intersection of Railside Avenue Henderson Town Centre, North side of Edsel Street 235 metres east of intersection of Railside Avenue Henderson Town Centre, Great North Road outside of number 200, Great North Road outside of number 263, Great North Road outside of number 287, Great North Road outside of number 298, Great North Road outside of number 320, Great North Road outside of number 415, Great North Road outside of number 416, Great North Road outside of number 419, Great North Road outside of number 420, Great North Road outside of number 426, Great North Road outside of number 430, Great North Road outside of number 433, South side of Great North Road 318 metres west of the intersection with Glenview Road outside Waikumete Cemetery, South side of Great North Road 91 metres east of the intersection with Araroa Road outside Waikumete Cemetery, North side of Great North Road 70 metres east of intersection with Edsel Street Henderson town centre, South side of Great North Road 90 metres east of intersection with Edsel Street Henderson town centre, North side of Great North Road 32 metres west of the intersection with Lynwood Road outside Kelston Girls High School, North side of Great North Road 80 metres east of the intersection with Archibald Road outside Kelston Girls High School, Lincoln Road outside of number 6, Lincoln Road outside of number 7, East side of Railside Avenue 62 metres north of intersection with Edsel Street, West side of Railside Avenue 110 metres north of intersection with Edsel Street, East side of Ratanui Street 125 metres south of the intersection with Alderman Drive Henderson Town Centre, Te Atatu Road outside of number 18, Te Atatu Road outside of number 136, Te Atatu Road outside of number 137, Te Atatu Road outside of number 243, Te Atatu Road outside of number 273, Te Atatu Road outside of number 288, Te Atatu Road outside of number 305, Te Atatu Road outside of number 342 and Te Atatu Road outside of number 9.

Report prepared by: Paul Schischka, Transport Engineer.



9 CELLULAR TELEPHONE TOWERS IN WAITAKERE CITY

PURPOSE OF THE REPORT

The purpose of this report is to respond to three resolutions from the Henderson Community Board relating to cellular telephone towers.

BACKGROUND

At the Public Forum for the Henderson Community Board on 3 November 2005, the Board heard from members of the community regarding the installation of a cellular telephone tower in Roberts Road. Following this, the Board resolved as follows:

"That the Chief Executive Officer prepares a report in relation to Council's legal rights in terms of granting approval for the construction of Cell Phone Towers within the Waitakere City."

2164/2005

"That the Chief Executive Officer be requested to prepare a report in view of public concern to examine the issue of Council approving future applications for the construction of a Cell Phone Tower, and examining the feasibility of the applications being treated as Notified Applications."

2165/2005

"That the Chief Executive Officer be requested to prepare a report on the possible rezoning of Te Atatu and Roberts Road area and all potentially affected areas in the Henderson Ward."

2166/2005

This report is also being circulated for information to the Planning and Regulatory Committee, as that Committee has the delegated authority for decision making related to the District Plan's policy and rule framework for the installation and zoning of cellular telephone towers in the City.

Cell phones have become an important part of modern communication infrastructure. Many people use cell phones on a regular basis, to stay in contact with relatives and friends, or for business purposes. The telecommunication market is competitive, with several significant companies vying for a share of the market. The key to a market share is coverage - no person wants to pay for a cell phone that cannot be operated in most places across the country. Extensive coverage requires a significant number of cellular telephone towers, and the location of these towers has, on occasion, become controversial.

STRATEGIC CONTEXT

The development of infrastructure (especially advances in telecommunication infrastructure) proceeds at pace. Waitakere City's challenge is to provide an economic and social environment where infrastructure is not an impediment to the sustainable development of the City. This is somewhat difficult, because several key infrastructure components (gas, electricity and telecommunications) are provided by corporate entities under their own enabling legislation (such as the Gas Act, the Electricity Act, the Telecommunications Act), and these entities are often in direct competition with each other.

The Council has developed a core strategic programme called the Waitakere Information Access Programme. The vision of this Programme is to improve Information Communications Technology infrastructure and services that is necessary to support Council's goals and priorities for developing Waitakere as an Eco-City. The Programme involves working toward this vision by providing improvements to Information Communications Technology infrastructure within the City to facilitate ongoing sustainable economic growth, and by enabling the people, business and communities in the City to take maximum advantage of communication technologies and access to information to improve their, and the City's, levels of social and economic wellbeing.

This programme has been developed in response to a strong push from the Waitakere community, particularly from those residents in rural areas, to improve communications technology in the City. This community view has been articulated in the Digital City Strategy, which is a community document that the Council has endorsed.

The Waitakere Information Access Programme fits within Council's long term strategic platform for achieving integrated transport and communications, and contributes to Council's strategic goals for Strong Communities and a Strong Innovative Economy. It supports the Digital City Strategy and its goals, and is essential in enabling Council to contribute toward delivery of aspects of the Central Government's Digital Strategy. The availability of electronic infrastructure in a modern economy and society is crucial. Increasingly the availability of broadband information technology is now a pre-requisite for industry and commerce to establish operation and maintain their competitive edge.

The timely and efficient installation and maintenance of infrastructure is therefore crucial to the development of Waitakere City.

ISSUES

Council's Legal Rights in Terms of Granting Approval for Cell Phone Towers

The Council is required to administer the Resource Management Act 1991, via its District Plan. The District Plan has been prepared following the process as specified in the First Schedule of the Resource Management Act 1991. This process included extensive public submissions, hearings and Environment Court appeals. The District Plan provides the Council with legal authority to manage the environmental effects of cellular telephone towers.

The District Plan's role is to enable infrastructure to be developed and to ensure that when infrastructure is proposed, the effects on the environment are avoided, mitigated or remedied. However it is not the role of the Plan to determine what infrastructure is necessary to meet the needs and aspirations of the community, other than what level of intervention is necessary to protect the environment from the adverse effects of activities.

The District Plan uses the Infrastructure Rules in each Human Environment to set the activity status (permitted, controlled, limited discretionary, discretionary, non-complying and prohibited), performance standards and assessment criteria for each resource consent application for the installation of a cell phone tower.

The assessment of cellular telephone towers is provided for in the Infrastructure Rules that apply in each Human Environment. The infrastructure Rules are very similar throughout the District Plan, but are generally more permissive in the Community and Working Environments (commercial and industrial zones). This was done to enable commercial and industrial development to occur in those two Environments in a manner that fosters the economic development of the City, while ensuring that environmental performance standards are met.

The District Plan requires controlled activity resource consent for cellular telephone towers in most instances within the Community Environment and Working Environment, as the towers exceed the 2.5 metre high permitted activity standard. Under the Resource Management Act 1991, the Council must give consent to controlled activities, but may impose conditions on that consent. On occasions, performance standards in other Rules in the District Plan may not be met, and consent for other matters may be required. For example the five equipment cabinets associated with the cellular telephone tower at 147 Te Atatu Road required discretionary consent because they were located within 20 metres of a Living Environment (residential) boundary. Cellular telephone towers on residentially zoned land would be assessed as discretionary activities.

The Council is satisfied that the District Plan requirements for cellular telephone towers have been appropriately considered in the District Plan. If the cellular telephone towers do not infringe any other District Plan Rules, the Council will process the application on a non-notified basis and grant consent as a controlled activity. The Council has no legal basis to decline consent for a controlled activity, nor to publicly notify the application, as this would be contrary to section 93(1)(a) of the Resource Management Act 1991.

Where the application for a cellular telephone tower infringes other District Plan Rules and becomes either a limited discretionary, discretionary or non-complying activity, the Council has the ability to publicly notify the application and decline it. The Council would only decline the application if the adverse effects could not be avoided or mitigated via conditions placed on the resource consent. Usually any such effects can be avoided or mitigated, and so the resource consent is granted.

Environment Court Decisions

The Environment Court has heard several appeals against granted resource consents for cellular telephone towers. The two leading cases on this matter were heard in 1996 and 1998, before the implementation of the New Zealand Standard 2772.1-1999 (which applies to radio frequency radiation emissions). The Standard was developed partly in response to these Environment Court cases.

The case Telecom New Zealand Limited v Christchurch City Council (W165/96) is instructive. In this case Telecom appealed against the Council's decision to decline an application for a cell phone tower. The Court, in allowing the appeal and granting consent, made the following comments (emphasis added):

*"It would be wrong in principle for the Court to fly in the face of that body of accumulated knowledge merely because it is not yet possible to demonstrate beyond any doubt that this technology is safe. No human activity can go forward on that basis and it would be a misuse of our discretion to reject this application by approaching the matter in that way. Our clear obligation is to evaluate the evidence, satisfy ourselves, as far as we are able, that the methodology and factual basis for the view currently held by the scientists carries conviction, and having done that then to take those matters into account in considering the overall exercise of our discretion under s 104. In approaching the matter in that way **we have no doubt that the appellant has established, to a standard which persuades us, that the levels of emission from this proposed cell phone site will not constitute any danger to the health of the residents living in the area.**"*

The Court's concluding comments on adverse effects were as follows:

*"Applying the test in **Elderslie Park Ltd** ...and balancing the significance of the proposed utility as an integral part of the development of a cellphone network for the Christchurch area against the sincerely held views of the residents, **we are unable to conclude that the effects which the building of the mast may have on the environment can be said to be adverse.** In coming to this conclusion we have not overlooked the very wide definition of "environment" in s 2 of the Act, including as it does people and communities and all natural and physical resources, and social, economic, aesthetic and cultural conditions.*

It is important to recognise that in deciding whether some particular activity has an adverse effect on the environment, it does not become so, merely because some part of the community does not like the look, size or scale, of a proposed development. It is the definition of environment in its totality which must be taken into account and it cannot, in our view, be said that this technology utilising as it does physical resources and contributing significantly to the social and economic wellbeing of a large group of the community could be said to be adverse to the environment merely because by its very nature it has an appearance in scale which some people find distasteful.

In our view the Court is required to take a much wider perspective than that in deciding whether or not a proposal such as this is adverse to the environment.

If we are wrong in approaching the assessment of adverse effects in that way we have reached the clear view that if there is an adverse effect it is not more than minor when set alongside the other considerations which we are required to take into account. These include definition of "effect" which encompasses "any positive or adverse effect", and the whole question of the importance of this technology to the community.

We therefore conclude that the adverse effects of the proposal will not be more than minor when balanced against the need for the technology and the conditions which are to be imposed."

A8-A87

Another instructive Environment Court decision is Shirley Road Primary School v Christchurch City Council (C 136/98). In that case, the Court declined the appeal against the granted consent, while noting that it was impossible to guarantee that there was no risk from the cellular telephone tower. The Court noted the public concern, and so therefore assessed the level of acceptable risk as an effect under section 5(2) of the Resource Management Act 1991. It looked at the definition of "effect" in section 3, and decided that there were adverse effects within the meaning of section 3(f), but only in a very weak sense. After examining the evidence, the Court decided that the risk of adverse health effects was very low and therefore acceptable. The Court therefore confirmed the Council decision to grant consent. This decision is attached at pages A8 to A87. The key paragraphs in this decision that are instructive to read are paragraphs 7, 17, 52, 73, 177, 179, 180, 193, 223, 228 - 237.

On this basis there is little reason to contemplate any blanket prohibition of cellular telephone towers via the District Plan, and it is considered that the existing District Plan provisions and relevant New Zealand Standard are adequate to address any adverse effects that may potentially arise.

Future Cell Phone Tower Resource Consent Applications

The current District Plan structure and the activity categories assigned to cellular telephone towers means that it is unlikely that a resource consent application would be publicly notified, unless it was on a sensitive ridge, headland, cliff or scarp. Applications on sensitive ridges, headlands, cliffs or scarps are considered to have the potential for adverse effects on visual amenity, and it is on that basis that they might be processed on a notified basis.

Towers are required to comply with the New Zealand Standard 2772.1-1999, in terms of the emissions from the tower. The telecommunication companies ensure that they comply with this standard and make statements to this effect as part of their resource consent applications.

Given this regulatory framework, it is considered that the current processing practices should remain in place. There is no legal deficiency in the District Plan in relation to cellular telephone towers. To change the activity status of applications for cellular telephone towers to one (such as all applications being discretionary) which would be more likely to lead to those applications being publicly notified would be likely to be opposed by telecommunication companies, and be contrary to the Council's strategic direction for electronic infrastructure.

There is therefore little merit in seeking to change the District Plan to create a more stringent policy and rule framework that requires resource consent applications to be processed on a notified basis. It is clear from the case law that any appeals to the Environment Court arising from a publicly notified resource consent are unlikely to succeed in overturning a council's decision to grant consent to a cellular telephone tower, particularly where such appeals arise from radio frequency radiation concerns.

Rezoning Land

The Board has also requested consideration of a possible rezoning of Te Atatu Road and Roberts Road and all potentially affected land in the Henderson Ward. It is assumed that the purpose of this resolution was to consider whether rezoning of land was an appropriate method to achieve greater control of cellular telephone towers.

In the case of the Roberts Road area, the cellular telephone tower is already established and any rezoning of the commercial land on which it is established would not change that fact. Rezoning at this stage would only serve to frustrate and hinder the legitimate operation of the commercial activities that are currently established in this location. Likewise, rezoning of land elsewhere in the Ward, in anticipation of potential cellular telephone proposals, would be a speculative exercise that would almost certainly result in unnecessary constraints to established businesses.

In any event, it is considered that the District Plan's current regime for the management of cellular telephone towers appropriately manages the environmental effects of those facilities. As such, the provisions of the Plan should remain without change.

CONCLUSION

The Henderson Community Board has heard from members of the community that have concerns about the effects of cellular telephone towers as they are located in their communities. These communities also desire the ability to use their cell phones throughout New Zealand. Telecommunication companies rely on extensive coverage to attract clients to their services. This leads to an on-going series of resource consent applications to erect cellular telephone towers across the City. The Council is supportive of this electronic infrastructure, and has developed the Waitakere Information Access Programme to improve information and communications infrastructure across the City.

The Environment Court has considered these issues on several occasions. The view of the Court is that the adverse effects from any emissions from cellular telephone towers are not significant.

The District Plan requires applicants to obtain resource consent for the erection of cellular telephone towers, but (in general) these applications will not be publicly notified. The applications are usually granted, subject to conditions. It is clear that on occasion there are effects on amenity values, however these effects are adequately addressed in the District Plan.

RECOMMENDATION

That the Cellular Telephone Towers in Waitakere City report be received.

Report prepared by: Eryn Shields: Principal Planner.



10 DRAFT WAITAKERE CITY TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to obtain early input from the Henderson Community Board 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:

- \$6.810 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 10-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

A88-A103

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006 - 2016 (is attached at pages A88 to A103) has been prepared to set the transport direction, in relation to the community outcomes and levels of service, and guide the 10-year transport programme. The Henderson Community Board'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 Regional Land Transport Strategy and Regional Growth Strategy 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 10-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 Wheunapai 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.

The Henderson Community Board is not required to indicate a preference for one of these options, but instead is requested to assist in the development of these options.

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 10-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.
5. 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.
6. 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 10-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 lane rather than using an existing lane for bus/high occupancy vehicle;
- 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 officers 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 Strategy sent to key stakeholders.	Land Transport NZ, 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 Long Term Council Community Plan, including transport programme	Long Term Council Community Plan and Annual Plan Special Committee
10 April 2006	Draft Waitakere City Transport Strategy document is printed and distributed	Public Affairs & Manager Transport Strategy

Date	Action	Who
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	Long Term Council Community Plan & Annual Plan Special Committee
16 June - 23 June 2006	Deliberations on the Transport Strategy and Transport Programme	Long Term Council Community Plan & 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.

The Henderson Community Board's feedback on the Executive Summary of the draft Waitakere City Transport Strategy 2006 - 2016 is sought. It is proposed that a full draft Waitakere City Transport Strategy 2006 - 2016 be reported to the Long Term Council Community Plan and Annual Plan Special Committee for consideration of feedback from key stakeholders. This would enable a draft Waitakere City Transport Strategy 2006 - 2016 to be made available for wider public consultation. It is proposed that this is 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 10-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 City Transport Strategy report be received.
2. That the Henderson Community Board's comments on the draft Executive Summary of the Waitakere City Transport Strategy 2006 - 2016 be considered by Council officers in the further development of the draft Waitakere City Transport Strategy 2006 - 2016.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



11 **SCHOOL TRAVEL PLAN PROGRAMME - HENDERSON SOUTH SCHOOL**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of the work programme for the Henderson South School Travel Plan.

BACKGROUND

Waitakere City Council has been working together with the Henderson South School for over a year on this travel plan project. The Council formally approved progression of this project at its 6 October 2004 meeting (1871/2004).

Henderson Community Board Members have participated in working groups leading to the development of the travel plan. Other stakeholders in the programme are the New Zealand Police and the Auckland Regional Transport Authority and local residents.

STRATEGIC CONTEXT

School travel plans are a travel demand management (TDM) initiative. Travel demand management sits within a national, regional and local context.

New Zealand Transport Strategy objectives are to:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health;
- ensure environmental sustainability.

Sustainable Cities

The Auckland School Travel Plans Programme, "TravelWise", is a flagship project of the Sustainable Auckland Programme of Action, one which demonstrates the multi-objective approach to transport set out in the New Zealand Transport Strategy.

The vision of the regional TravelWise programme is to:

"Make school journeys active, social, safe and sustainable."

The long term programme goal is to:

“Reduce car trips to school across the region by 10 per cent over a 10-year period by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport.”

Waitakere has worked in partnership with Auckland Regional Council/Auckland Regional Transport Authority, Energy Efficiency and Conservation Authority, Land Transport Safety Authority and with 10 schools in Waitakere on the programme to date over the last three years.

Regional Strategies

The Auckland Regional Travel Demand Management Strategy (2000) is currently being incorporated into the review of the Auckland Regional Land Transport Strategy (2005). The purpose of travel demand management has been defined as:

“To reduce the number of vehicles using the road system while providing a wide variety of mobility options to those who wish to travel.”

Auckland Regional Road Safety Plan 2004 to 2010

The Auckland Regional Road Safety Plan vision is:

“No road users are killed on the Auckland Region’s roads.”

Goal three is relevant:

“Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002)

Council Strategy

The Council’s Integrated Transport strategic platform includes an objective to *“Promote the use of sustainable transport options.”* A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan. School travel plans also support the *First Call for Children* Council priority.

ISSUES

The Henderson South School Travel Plan identified the following works:

- Construction of pedestrian refuge islands on Henderson Valley Road by Corban Park and 120 Henderson Valley Road;
- Construction of a new footpath from 2 Corban Avenue to 118 Henderson Valley Road;
- Drainage improvements to the Colbury Street walkway.

A104-A108 The works are shown at pages A104 to A108.

RESOURCES

The estimated cost of this project is \$80,000 and has been budgeted in the 2005/2006 Annual Plan.

CONCLUSION

The Henderson South School Travel Plan has been completed and will be implemented, from April 2006 subject to satisfactory tenders. It may be necessary to report back to the Henderson Community Board with regards to any regulatory signs in order to comply with legislation.

RECOMMENDATION

That the School Travel Plan Programme - Henderson South School report be received.

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



12 PROJECT TWIN STREAMS CYCLE AND WALKWAYS PROGRAMME - MILLBROOK ROAD OPTIONS

PURPOSE OF THE REPORT

The purpose of this report is to provide information on the options for the Millbrook Road cycle and walkway and to seek approval from the Henderson Community Board to carry out consultation on the options.

BACKGROUND

Project Twin Streams is an innovative multi-faceted project that focuses on achieving long-term sustainable management of the Henderson Creek and Huruheru Creek catchments. This project integrates stormwater management with the planting and restoration of 125 kilometres of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams. It does this through a community development model that seeks to involve local people in the long term care and maintenance of their local environment.

As part of Project Twin Streams, an application was made to Infrastructure Auckland (the monitoring and funding role in respect of Project Twin Streams formerly carried out by Infrastructure Auckland is now carried out by Auckland Regional Holdings), for \$5.2 million to construct over 14.5 kilometres of cycle and walkways along the Opanuku, Oratia and Waikumete Streams. This application was approved in 2004.

The original Infrastructure Auckland application included the development of on-road cycle facilities along this section of Millbrook Road.

An on-road sign posted route was originally proposed for Millbrook Road, from the end of the Oratia cycleway to Vitasovich Avenue, and a shared use path was proposed along Vitasovich Avenue, from Millbrook Road to the Plaza Footbridge. It was and still is proposed that the shared use path along Vitasovich Avenue can be accommodated by widening the existing footpath.

The current on-road option creates an inconsistent environment with the surrounding sections of cycleway would involve cyclists travelling from a dedicated facility to sharing the road with vehicles, and then back on to a dedicated facility. It is believed that this change in environment may stop some cyclists from using the route, or cyclists would end up cycling along the existing footpath, which is considered too narrow for shared use.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's catalytic projects and will contribute to implementing the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms. The vision for Project Twin Streams is *Healthy People in a Healthy Environment: Creating a Sustainable Future*.

The cycle and walkways contribute to the vision of Council's Walking and Cycling Strategy, for Waitakere City to be a "walking and cycling friendly" city, where cycle and walkways are safe, enjoyable and popular forms of transport and leisure. As these cycle and walkways are all being located close to key streams in the City, they should also bring local people closer to their local stream and natural environment, in order to appreciate and ultimately take greater care of it.

ISSUES

The Millbrook Road Section of the cycle and walkway is a critical connection in order to connect the end of the Oratia cycleway to the Henderson Town Centre. The original proposal for Millbrook Road provided for an on-road cycleway.

From reviewing the existing situation along Millbrook Road and the types of cyclists using the walk/cycle ways, it is now believed that an on-road facility is not the most appropriate facility for this connection. An off-road facility would better cater for the recreational and novice cyclists expected to use the Twin Stream Cycleways. This report considers options for addressing cycling along this section of Millbrook Road.

This report does not consider pedestrians, as pedestrians are able to use the existing footpaths on Millbrook Road.

SITE CONSTRAINTS

Millbrook Road is a winding two-way road, which carries approximately 10,300 vehicles per day. Millbrook Road is classified as a District Arterial. The existing carriageway is approximately 9 metres wide. Car parking is generally allowed on both sides, but is restricted around some curves. There are existing footpaths (approximately 1.2 metres wide) on both sides of the road.



Photograph 1 - Millbrook Road, looking west towards Henderson Town Centre (Oratia Stream is on the left side of the photograph).

Residential housing is located on the eastern side of the road, and the Oratia Stream runs beside the western side. This results in a restricted footpath and berm area on the western side where the Oratia Stream is close to the road.

There is a large culvert located at chainage 430. This culvert is located such that there is a steep drop off next to the footpath (protected by a fence). There is no wingwall on this culvert.



Photograph 2 - Culvert located at Chainage 430.

Design Options

This section looks at four design options that have been investigated.

Option 1 - On-road Cycle Lanes

On-road cycle lanes would involve the marking of 1.2 metre lanes on both sides of Millbrook Road and the removal of all on-street car parking along the road. Cyclists would be required to cycle on the road travelling in the same direction as the traffic.

The marking of the cycle lanes would require the permanent removal of all on-street car parking on both sides of Millbrook Road, and would narrow the traffic lanes on Millbrook Road (to a minimum of 3.2 metres).

Cyclists travelling from the Henderson Town Centre towards the Oratia Cycleway would be required to cross both Millbrook Road and View Road at the View Road / Vitasovich Avenue / Millbrook Road signalised intersection to access the eastbound cycle lane. They would then need to cross back over Millbrook Road to access the Oratia cycleway.

The rough order cost of installing these facilities are \$24,000.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Low Costs 	<ul style="list-style-type: none"> • Inconsistent with the cycle facilities, before and after Millbrook Road. • May not be suitable for unaccompanied children or novice cyclists. • Removal of all on-street car parking. • Cycle lanes can only be the minimum width, not the desirable width. • Eastbound cyclists would be required to cross over Millbrook Road twice to access the cycle lanes/ways.

Option 2 - Relocation of Kerb Line

This option involves a combination of widening the footpath into the grass berm where possible and the relocation of the kerb line to create a 2.5m - 3m wide shared use path. The kerb line would be relocated where the stream is located too close to the existing footpath to accommodate a wider path. The kerb relocations would involve a smooth transition from the existing kerb line to the new position.

Changes to the existing pavement marking would be required. This would involve the relocation of the centre line, and marking of an edge line. In the areas where the kerb lines are relocated, the on-street car parking on both sides of the road would need to be removed. It would also be desirable to remove the on-street car parking on the street side of Millbrook Road to eliminate any potential conflict between cyclists and car-doors. However, this is not considered absolutely necessary.

Detailed design would be required to ensure that changes to the kerb lines did not cause stormwater ponding issues and to determine where existing cesspits need to be relocated.

The estimated cost of this option is \$205,000.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Consistent with the cycle facilities on either side of Millbrook Road. • Provides a safe environment for cyclists. • The area where the kerb is relocated may act as traffic calming measures along Millbrook Road. • Cyclists do not need to cross Millbrook Road. 	<ul style="list-style-type: none"> • Narrows the existing carriageway and could potentially cause squeeze points for cyclists cycling on the road. • Removal of on-street car parking where kerb extensions are constructed (both sides) and possibly on the stream side of the road. • High Costs.

Option 3 - Boardwalks / Retaining Walls

This option involves a combination of widening the footpath into the grass berm where possible and the construction of boardwalks / retaining walls where pinch points exist to create a 2.5m -3m wide shared use path.

Geotechnical testing would be required to during the detailed design phase, and building consents would also be required.

This option would not require any changes to the existing road layout. However, it would be desirable to remove car parking from the stream side of the road to eliminate any possible conflict with people opening car doors on to the cycle path.

The estimated cost of this option is \$311,000.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Consistent with the cycle facilities on either side of Millbrook Road. • Provides a safe environment for cyclists. • Cyclists do not need to cross Millbrook Road. 	<ul style="list-style-type: none"> • Possible removal of on-street car parking from the stream side of the road. • Very High Costs.

Option 4 - Combined Option

This option involves a combination of options 2 and 3 above. This option has been considered to address potential concerns about moving the kerb line in isolated points along the road and to reduce the amount of car parking to be removed.

The estimated cost of this option is \$271,000.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Consistent with the cycle facilities before and after Millbrook Road. • Provides a safe environment for cyclists. • Cyclists do not need to cross Millbrook Road. • The area where the kerb is relocated may act as traffic calming measures along Millbrook Road. 	<ul style="list-style-type: none"> • Narrows the existing carriageway and could potentially cause squeeze points for cyclists cycling on the road. • Removal of on-street car parking where kerb is relocated (both sides) and possibly on the stream side of the road.

GENERAL DESIGN ISSUES

The following general design issues would apply to Options 2, 3, and 4.

Trees

All of the off-road options would require works within the drip line of trees and vegetation removal. This could be a potential issue. Therefore, if an off-road option is pursued, then it is recommended that an arborist be appointed from the start of the design to comment and assist with the design process to minimise the impact on the existing vegetation.



Photograph 3 - Existing tree at Chainage 510 (it should be possible to retain this tree).

The Oratia Stream has cut away the stream bank so that in place the stream is very close to the existing footpath and road. This report has assumed that these banks are stable. However, during the detailed design process, a geotechnical assessment would be required to comment on the general stability of the banks.

A109

A plan showing the location of proposed cycleways is included at page A109.

COMMUNITY CONSULTATION

It is proposed to carry out community consultation on the four options, through the following process:

- Meeting with the Sunnyvale Residents and Ratepayers Association;
- Arranging for an information day to be held on a Saturday at the Ratepayers hall;
- Preparing a letter to residents along Millbrook Road to canvas their views.

The results of community consultation will be referred to the Henderson Community Board to enable consideration of the preferred option of its meeting of 4 May 2006.

RESOURCES

Project Twin Streams is managed by Council. Funding is provided by the Council and by regional funding of \$5.2million, which is managed through Auckland Regional Holdings. Additional funding is currently being sought from Land Transport New Zealand.

CONCLUSION

The original proposal to construct an on-road cycleway along Millbrook Road is not optimal. Four options have been identified for this cycleway and it is recommended that these options be released for public consultation.

RECOMMENDATIONS

1. That the Project Twin Streams Cycle and Walkways Programme - Millbrook Road Options report be received.
2. That the Henderson Community Board approve the consultation programme on the four options set out in this report, with reporting back to the Henderson Community Board meeting of 4 May 2006.

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



13 TRIENNIAL REPRESENTATION REVIEW - UPDATE ON INFORMAL PUBLIC INFORMATION PROCESS

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board of the outcome of the informal community information process undertaken to explore three options for future Ward and Community Board boundaries. This will enable the Henderson Community Board to provide further advice to the Finance and Operational Performance Committee prior to the adoption of a single preferred option for formal public consultation.

BACKGROUND

The Local Electoral Act 2001 reduced 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 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 of 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. Henderson Community Board resolved at their meeting of 3 November 2005 as follows:

- "2. That the Henderson Community Board supports the 'Community of Interest based on Land Use (modified version)' proposal on the Representation Review and supports an informal public consultation process prior to Council making a final decision for the formal consultation process.
3. That the Henderson Community Board requests that all Community Boards be advised of the closing date for public submissions in respect of the draft Initial Proposal."

2173/2005

The Massey Community Board resolved on 2 November 2005 to support Option One. 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.

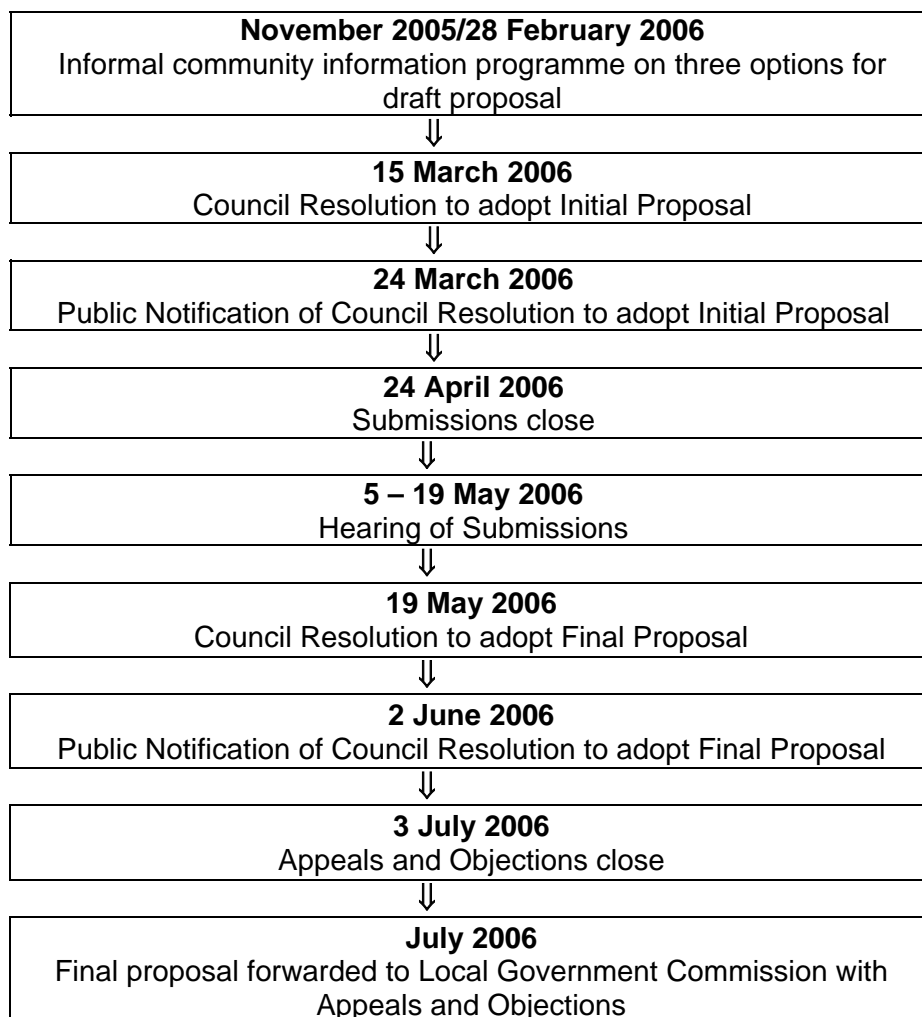
On 7 November 2005 the Finance and Operational Performance Committee resolved:

"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:





11 April 2007

Last date for issue of Determination by Local Government
Commission

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

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.

As the outcome of this process was not available at the time of going to print a verbal update will be presented to the Board meeting.

RESOURCES

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

CONCLUSION

The Board is being given the opportunity to review its prior resolution on the proposed new Ward and Community Board boundaries and if necessary rescind its prior resolution and make a further recommendation.

RECOMMENDATIONS

1. That the Triennial Representation Review - Update on Informal Public Information Process report be received.
2. That the Henderson Community Board reconsider resolution 2173/2005 based on information arising out of the Informal Public Information Process, and if necessary rescind the said resolution and make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the preferred option for Ward and Community Board boundaries.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



14 **ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2006/2007**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of the distribution of the new pool available for the remuneration of Waitakere City Council Elected Members released by the Remuneration Authority for the period 1 July 2006 to 30 June 2007.

This is an annual process and the next new determination will be made available for the year commencing 1 July 2007.

The Council is required to confirm the basis for allocating the remuneration by a formal resolution and submitted to the Remuneration Authority for re-approval.

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 Remuneration Authority will make the final determination.

BACKGROUND

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.

Until the enactment of the Local Government (Elected Member Remuneration and Trading Enterprises) Amendment Act 2001 (the Act), Elected Members salaries and meeting allowances were set by a determination of the Minister of Local Government. That determination set maximum salaries and meetings allowances for local authority Elected Members. For each determination the remuneration was linked to the population of each local authority. Waitakere City's determination was in the over 150,000 population category. Each incoming Council needed to resolve Elected Members salaries and meeting allowances up to the maximum permitted. Over the course of a triennium the Minister would revise the remuneration and the Council would need to consider the issue in light of any new determination.

The responsibility for setting Elected Members remuneration is now with the Remuneration Authority. 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 and whose remuneration is being determined and rate payers; 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.

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 \$1,078,343 (last year the pool 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 \$132,151 (last year \$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.

A110-A118 A copy of the advice from the Remuneration Authority is attached at pages A110 to A118.

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.

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 Authorities 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 Runanga and any other Committee 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 - \$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 Community Board Members.

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

Any income for Elected Members from Resource Consent Hearings is 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. The Remuneration Authority have been requested by this Council to consider revising mileage allowances in light of the fuel price increases but no amendment has yet been made. A further request is proposed to be made as part of this determination.

This report also recommends amounts/rates for all allowances and reimbursement of expenses for submission to the Remuneration Authority.

Should the Council wish to, it may request the Remuneration Authority to reduce the remuneration pool. This requires a unanimous vote of the Council.

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 has 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. They 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.

STRATEGIC CONTEXT

One of the nine platforms in the Long Term Council Community Plan is Active Democracy. This encourages high levels of community participation and respect for individual views so that people feel like they can make a difference. One of the cornerstones of these platforms is support for democratically elected representatives.

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 to the role, 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

Remuneration Pool and Salaries

A119-A120

Attached at pages A119 to A120 is a spreadsheet of Elected Members Remuneration that allocates the new pool on the basis of a straight forward percentage increase over the salaries currently applicable.

On 22 February 2006, Council resolved:

- “1. *That the Elected Members Remuneration - Remuneration Authority Determination 2006/2007 report be received.*
2. *That the Council recommends new salaries for Elected Members as follows:*
 - *Deputy Mayor - \$73,087;*
 - *Chairs of Standing Committees:*
 - *City Development Committee, Planning and Regulatory Committee, and Finance and Operational Performance Committee - \$69,765;*

- *Committees:*
 - *Chair of Hearings Committee - \$59,300; Chair of Projects Special Committee - \$59,300; Chair of Arts, Events and Culture Special Committee - \$59,300;*
 - *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 \$48,012;*
 - *Community Board Chairs - \$22,591;*
 - *Community Board Members - \$11,628.*
3. *Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting and workshop or site visit time for the Chair and \$60 per hour of meeting and workshop or site visit 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 Waitakere City Call Plan including the Call Minder facility (currently \$35) 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 (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 except private calls.*
 9. *That when on approved Council business all actual or related expenses will be met by the Council.*
 10. *That the rate for reimbursing 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), that the Council make representations to the Remuneration Authority to increase this reimbursing payment to recognise the increases in fuel prices and that 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 \$20,245.*
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 to Members for Resource Consent hearings (refer to Clause 3 of this resolution) (currently \$60 per hour of meeting and workshop or site visit time).*
13. *That all appointed non-elected Members of Council Committees (except the Te Taumata Runanga representative to the City Development Committee) and Subcommittees except the Hearings Committee be paid a meeting fee of \$208."*

196/2006

CONCLUSION

The Henderson Community Board is required to consider the Council's proposal and advise whether it agrees with the proposal. If it disagrees it may make representation to the Remuneration Authority.

RECOMMENDATIONS

1. That the Elected Members Remuneration Report - Remuneration Authority Determination 2006/2007 report be received.
2. That the Henderson Community Board:
 - a) Agrees with the Council decision in resolution 196/2006.
 - b) Disagrees with the Council's decision in resolution 196/2006 and will make a submission to the Remuneration Authority in this regard.

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services and Charlie Inggs, Democracy and Governance Team Manager.



15 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board 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 Board. 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 Board Members' reports.

HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Incorporated	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald

Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)

