

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 8 MARCH 2007, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 8 February 2007

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 8 February 2007, 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 Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The 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 PRESENTATION - WAITAKERE PACIFIC BOARD

Representatives from the Waitakere Pacific Board will make a presentation to the Henderson Community Board regarding their activities and future aspirations.



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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 CHAIRMAN'S REPORT

At the time of writing this report I have attended 40 meetings since the 12 January 2007. This shows how much is happening in the Henderson Ward at present. Although it is busy I have appreciated the opportunities to be kept informed.

Henderson/Te Atatu Road Corridor Roding Workshop

This was a valuable workshop to explain proposed roading changes but it was disappointing that so few Councillors were in attendance. The Board may be required to have a special meeting in order to discuss and make comments before the presentation at the City Development Committee meeting.

LTCCP and Annual Plan

The Stage 1 deliberations will be complete by the date of our meeting and I will update the members then. The process is much more straight forward with the Long Term Council Community Plan in place. Community Boards have been given the opportunity to make recommendations at this early stage.

Te Atatu South Schools Travelwise Programme

The first meeting for the new year has been held with the members being positive and enthusiastic. It is a pleasure to attend with substantial progress being made.

Te Atatu Peninsula Community Centre/Library Public Meeting

This first meeting was a great success with over 100 residents attending and participating in the discussion. The commitment was given to keep all residents involved as we go through the process. I would like to thank the Te Atatu Memorial RSA for allowing us the use of their club rooms as the Community Centre was not available.

New Zealand Community Board Awards

I have been working with the Travelwise Co-ordinator on ideas for the awards and we have determined that the Vodanovich Road project would be an ideal project for us to nominate from the Board.

RECOMMENDATIONS



1. That the Chairman's Report be received.
2. That the Henderson Community Board nominate the Vodanovich Road project for a New Zealand Community Board Award.

Elizabeth Grimmer, MNZM


CHAIRMAN







7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	A detailed design will be undertaken in 2006/2007 and 2007/2008. Physical works are scheduled to be undertaken in 2008/2009 and 2009/2010.	Debbie Chapman  836 8000 Ext: 8303
Tui Glen Stage 2 Development Officer's Report	Design work is due to commence for stage two development, which includes further access way upgrades and landscaping. It is anticipated physical works will be carried out in October/November 2007.	Andreas Lilley  836 8000 Ext: 8553

Issue	Comments	Reporting Council Officer
<p>Development at 23 Denver Avenue, Sunnyvale</p> <p>Public Forum Resolution No. 160/2007</p>	<p>The development at 23 Denver Avenue, Sunnyvale is currently at earthworks stage and has generated several complaints from nearby residents. The complaints were in regard to working hours, dust generation, speeding trucks, dirt on the road, and insufficient traffic warning signs. On top of those concerns Council has identified the following non-compliance issues in relation to the existing resource consent: Insufficient cesspit protection on Denver Avenue, insufficient sediment pond overflow construction, missing wheel-wash facility, sediment pond built partly over neighbouring boundary, unauthorised removal of a ponga tree.</p> <p>All the non-compliance issues are at various levels of escalation with Council's Field Services Enforcement Officers.</p> <p>Some of the consent condition breaches have resulted in infringement notices (fines) being issued, for other breaches (e.g. missing wheel-wash facility) a compliance timeframe has been set and enforcement action will be taken if those timeframes are not met.</p> <p>The Environmental Monitoring Officer has communicated with all of the complainants that have left contact details with her and has assured them that action will be taken. The complaint in regard to speeding trucks and unauthorised parking of trucks along Denver Avenue has been passed on to the Police and Council's traffic wardens. Councils Environmental Monitoring Officers and Enforcement Officers have no authority to regulate road code infringements. The Environmental Monitoring Officer has suggested to the complainants to note down the registration number of the subject trucks and to inform the police.</p>	<p>Wolfgang Nethé ☎ 836 8000 Ext: 8567</p>

Issue	Comments	Reporting Council Officer
Community Board Minor Parks Projects Officer's Report	The status of each project is as follows: Chapman Strand - The picnic table was installed in December 2006. Two specimen trees will be planted in the planting season (April/May 2007). Jack Pringle Sports Park - Two picnic tables were installed in December 2006. The planting along the fence line will take place in the planting season (April/May 2007). Barry's Reserve - The plan for playground improvements has been finalised and a building consent has been lodged. It is anticipated that works will take place in March/April 2007. Road Reserve at Intersection of Edmonton Road and School Road - Planting will take place in the planting season (April/May 2007). Taipari Strand - The installation of a bench seat will take place in March 2007. Waimanu Bay Reserve - The concrete path layout has been finalised and a resource consent has been lodged. It is anticipated that works will take place in March/April 2007.	Katharine Slack  836 8000 Ext: 8779

REPORTS PENDING			
Subject	Date Requested	Reports Due	Reporting Officer
Request for Street Calming Measure in Beach Road, Te Atatu Peninsula	8 February 2007 Public Forum	3 May 2007	Sue Liddell  836 8000 Ext: 8736
Mobility Car Parks around the City particularly outside Waitakere Central Library, Waitakere Lane and behind the BNZ Building, Henderson	6 July 2006 Public Forum	5 April 2007	Paul Schischka  836 8000 Ext: 8742
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No. 1492/2005 Last updated November 2006	5 April 2007	Tony Miguel  836 8000 Ext: 8294
Investigate the Decibel Level of Train Bell Noise on all Crossings within the City	7 December 2006 Resolution No. 2335/2006 Public Forum	5 April 2007	Darren Davis  836 8000 Ext: 8635

RECOMMENDATION

That the Committee Secretary's Report for 8 March 2007 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 KEEP WAITAKERE BEAUTIFUL TRUST 2007 TREES FOR BABIES

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board for the park within the Henderson Ward recommended as this year's site for the annual Trees for Babies community planting and also requests the nomination of a representative from the Community Board to speak on the day.

BACKGROUND

Trees for Babies is an annual community event to celebrate babies born in Waitakere. Trees have been planted by the community in one reserve in each of the four wards as part of a Keep Waitakere Beautiful Trust, Plunket and Council joint project for the past 12 years. This is a popular community event with approximately 100 trees planted in each reserve every year.

STRATEGIC CONTEXT

Trees for Babies is now in its 12th year, evidence of both the popularity of this event, and the ongoing long term partnership between the Keep Waitakere Beautiful Trust and Council. Trees for Babies is an active reflection of the Strong Communities platform, as well as the Green Network platform, within the Long Term Council Community Plan. Trees for Babies exists because both parties recognise the long-term value in establishing community ownership, and participation in community-based environmental initiatives. Trees for Babies also adds to the Green Network, providing habitat and "highways" for wildlife and enhanced recreational areas for people.

ISSUES

The 'Trees for Babies' event for the Henderson Ward is proposed to take place on Saturday 12 May from 11am to 1pm and the recommended park is Tui Glen. A map showing the proposed location within the park of the planting site will be presented at the meeting.

The park has been recommended following consultation with the Keep Waitakere Beautiful Trust Board and Waitakere City Council Parks staff. The park recommended has been assessed for suitability and has adequate size and space to accommodate large areas of big tree planting.

Community consultation was carried out with letters sent to Claude Brook Drive, Edmonton Road, Chilcott Road and to Tui Glen Conductive Education Centre which is across the car park from planting area. There was no response to the proposal.

The event will be community focused with family orientated activities and guest speakers. A Community Board Member is requested to speak at the event.

RESOURCES

Funding for 'Trees for Babies' has been approved through the Annual Plan 2006/2007 (\$20,500) and is one of the key programmes funded by Council through the Keep Waitakere Beautiful Trust.

CONCLUSION

The 'Trees for Babies' event has been held successfully since 1995 to celebrate the birth of babies in Waitakere. The park recommended for 'Trees for Babies' for 2007 has been selected based on its suitability for a 'Trees for Babies' event following consultation with the Keep Waitakere Beautiful Trust Board and Waitakere City Council Parks staff.

RECOMMENDATIONS

1. That the Keep Waitakere Beautiful Trust 2007 Trees for Babies Planting Programme report be received.
2. That Tui Glen be accepted as the confirmed venue for the 2007 'Trees for Babies' event in the Henderson Ward.
3. That an Elected Member from the Henderson Community Board be nominated to speak at the 'Trees for Babies' event.

Report prepared by: Estée Farrar, Parks and Community Projects Coordinator.



9 WAITAKERE EVENTS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update members of the Henderson Community Board on events happening within the Henderson Ward area and on events elsewhere in the City.

BACKGROUND

A regular report on events is presented to the Culture, Arts and Events Special Committee, the last such report being tabled in December 2006. It was also felt that, given the number and importance of events occurring within the city that a six monthly report would be made to each of the Community Boards on events occurring within their jurisdiction and on events happening citywide.

Council continually receives Annual Plan submissions and sponsorship requests for a variety of events, parades and festivals and where possible Council officers work with and seed fund as many events, which comply with Council's strategic direction, as is possible within the constraints of the events budget (\$60,000). Council Officers work in liaison with the wider community in the planning and staging of such events, and also offer advice to event organisers around running successful events, including health and safety, event logistics and sourcing of event providers.

With the recent adoption of the Events Strategy the focus of the events team is now on setting up an action plan to introduce the findings of the Events Strategy and to educate event managers on how Council are able to assist them with their events.

There are a number of Long Term Council Community Plan targets which events are measured against throughout the year. The current measurement criteria are:

Events (includes civic, community, art, cultural and regional events)	To design, manage and deliver events	Total number of events run and total number of attendees (audience)	25 events and 85,000 attendees or more in 2006/2007
		Residents satisfaction survey of citywide events and/or on site survey	80% of attendees surveyed rate the events acceptable, very good or excellent per annum

STRATEGIC CONTEXT

The events portfolio is seen as supporting Council's First Call for Children commitments and also supporting the promotion of social, economic, environmental and cultural well being of communities, as defined through the Local Government Act and Council's own Long Term Council Community Plan.

ISSUES

The table below includes a brief update on significant Council and Council sponsored/partnered events held in the Henderson Ward from October 2006 to February 2007.

In addition to working on or in support of events, Council officers have been involved in bidding and planning phases for two major international sporting events which have recently being awarded to the city, namely the World Netball Cup and the Equinox World Junior Badminton Championships, both of which will be hosted at The Trusts Stadium. In addition to this Council officers are also assisting regional workstream's around the Rugby World Cup in 2011.

Event	Date	Comments
Pacifica Living Arts Festival	10 November 2006	The living colours and sounds of the Pacific come to Waitakere through this annual event, which now incorporates a Waitakere School's performance showcase. Unfortunately bad weather saw audience numbers but drop, but over a 3 day period around 7500 people came through the doors. Council's contribution for this event is \$45,000.
Henderson Christmas Parade	25 November 2006	The annual Santa Parade, well attended by residents from across the city. Council's contribution to the event is a small cash injection to assist with marketing and payment of traffic management costs.
Korean Film Festival Opening	1 December 2006	The opening gala night of the Korean Film Festival was hosted in Council Chambers. This event was attended by the Prime Minister and around 150 invited guests.
Christmas Giftmaking	9 December 2006	The annual Christmas giftmaking craft day at the Henderson Recreation Centre. Very popular and over subscribed every year. Around 900 children attend one of two sessions offered. Enormous amounts of Council officers time was donated to this wonderful project.
Carols in Falls Park	23 December 2006	A very traditional Christmas Carol concert, attended by around 500 people. A small contribution of \$5,000 is made to this event, which is a Henderson Community Board initiative.

Event	Date	Comments
Elvis in the Park	14 January 2007	The annual salute to Elvis, with a day of impersonations and personal reflections on the passing of the King. Attended by around 1,500 each year, this is an event that remains ever popular with a wide cross section of the community.
Movies in Parks	16 - 21 January 2007	Introduced to Cranwell Park this is a new event for the City. A mixed bag of reviews, some loving the concept and some not so keen. Council officers will continue to work with the producer of this series to get the mix of movies right for 2008.
Waitakere Sounds	6 February 2007	Henderson Park was the venue for this Waitangi Day concert which featured headline acts by John Rowles and the Yandall Sisters. Well attended by over 3000 people.

An events listing of upcoming events is now e-mailed to all Community Board Members each month. Significant events that are scheduled for the Massey area for the balance of summer are:

- 17 February - Waitakere Sounds at Harbourview/Oringahina Park
- 18 February - Waitakere Sounds Solo Sundays at Falls Park
- 25 February - Waitakere Sounds Solo Sundays at Falls Park
- 18 March - Maori Music in Parks at Henderson Park
- 18 March - Waitakere Sounds Solo Sundays at Falls Park
- 25 March - West Auckland Historical Society Garden Party at Falls Park

RESOURCES

Council currently have a general events fund in 2006/2007 of \$60,000 which is allocated across the city for small events which fit the Council's strategic direction. In addition to these separate budget lines are in place for the larger city events such as the Diwali Festival or Moon Festival. In 2006/2007 a \$130,000 events bid budget is also in place and this has been used to secure international and world class events for the city and its residents.

CONCLUSION

Overall Council officers are pleased with the number and diversity of events and with the number of people participating at events. Council officers will continue to work with event organisers to ensure that the processing of their regulatory requirements around holding events (licensing requirements, road and traffic safety requirements, booking of parks etc) is as smooth and painless as possible for them and that Waitakere is seen as an event friendly place.

RECOMMENDATION

That the Waitakere Events Update report be received.

Report prepared by: Barbara Cade, Events & Special Projects Manager.



10 **2007 WAITAKERE CITY COUNCIL ELECTIONS: EARLY PROCESSING AND ORDERING OF CANDIDATES' NAMES ON VOTING DOCUMENTS**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of the Council's decision approving the early processing of the returned voting documents used at the next Waitakere City triennial elections, to be held on Saturday, 13 October 2007 and the order in which candidates' names are to be shown on the voting documents used at that election.

BACKGROUND

(a) Early Processing

Section 79 of the Local Electoral Act permits a local authority to process (but not count) returned voting documents over the voting period.

(b) Order of Candidates' Names on Voting Documents

Formerly, candidates' names were required to be listed on the voting documents in alphabetical order, by surname.

Clause 31 (1) of the Local Electoral Regulations 2001 now allows Council to decide whether the names are to be arranged on the voting documents in alphabetical order of surname, pseudo-random order or random order. In the absence of any Council resolution approving another arrangement, the candidates' names must be arranged in alphabetical order of surname.

STRATEGIC CONTEXT

Active democracy is one of Council's Nine strategic platforms. The Triennial Elections are one of the most fundamental contributions that Council makes to this platform.

ISSUES

(a) Early Processing

Early processing of voting documents was introduced for the 1998 Waitakere elections (but restricted to 84 hours before the close of voting) and was used very successfully throughout the country. Because of the success of early processing in 1998 and the benefits which early processing provides, the early processing period was subsequently increased to the whole three-week voting period now provided for under the current legislation. The immediate benefit of adopting early processing is that much, if not all, of the cumbersome and time consuming task of extracting and checking the voting documents is undertaken progressively over the three week voting period (under strict security and under the supervision of a Justice of the Peace). This means a quicker and more accurate result can be achieved on polling day.

(b) Order of Candidates' Names on Voting Documents

The features of the three arrangements of alphabetical order of surname, pseudo-random order or random order are described below:

Arrangement 1 - Alphabetical Order of Surname

This is the order that has been required to be used at previous elections, and is self-explanatory. This arrangement has worked well in the past.

Arrangement 2 - Pseudo-Random Order*

Under this arrangement, the candidates names for each issue are placed in a hat (or similar receptacle) mixed together, and then drawn out of the receptacle, with the candidates' names being placed on all voting documents in that issue in the order in which they are drawn.

(*Note: Although the term "pseudo-random order" is used in the Local Electoral Regulations to describe this arrangement, this is a somewhat imperfect description, in that the term "pseudo-random" is understood by mathematicians and/or information technology specialists to have a quite different meaning.)

Arrangement 3 - Random Order

Under this arrangement, the names of the candidates for each issue are shown in a different order on each and every voting document, utilising software that permits the names of the candidates to be laser printed in a different order on each paper.

The Local Electoral Regulations 2001 provide that if a local authority has determined that pseudo-random order or random order is to be used, the Electoral Officer must state, in the public notice required to be given, the date, time and place at which the order of the candidates names will be arranged. Any person is entitled to attend while the arrangement is in progress.

RESOURCES

The cost of printing the voting documents employing either Arrangement 1 or Arrangement 2 will be identical. Should Council adopt Arrangement 3 (random order) there will be some increase in cost, because of the need to individually laser print each voting document. While it is not yet possible to give an estimate of the likely additional costs that will arise from this arrangement, they are not expected to be substantial.

CONCLUSION

(a) Early Processing

The Council is required to determine that it will permit early processing of returned voting documents over the voting period as allowed for under Section 79 of the Local Electoral Act.

(b) Order of Candidates' Names on Voting Documents

Formerly, candidates' names were required to be listed on the voting documents in alphabetical order, by surname. Council now has the option to continue with that arrangement or adopt a pseudo-random or random arrangement. The default position is that candidates' names must be arranged in alphabetical order of surname.

On 12 February 2007 the Finance and Operational Performance committee resolved:

- "1. That the 2007 Waitakere City Council Elections: Early Processing and Ordering of Candidates' Names on Voting Documents be received.
2. That it be recommended to the Council that the returned voting documents for the 2007 Waitakere City elections be processed during the voting period, such early processing to be undertaken in accordance with Section 79 of the Local Electoral Act 2001, the Local Electoral Regulations 2001 and the Society of Local Government Managers' Code of Good Practice for the Management of Local Authority Elections and Polls.
3. That it be recommended to the Council that the order the names of the candidates at the 2007 Waitakere City elections be arranged on voting documents in alphabetical order of surname as the preferred recommendation from the following options:"

114/2007

The decision of the Council which was determined at the Council meeting held on 28 February 2007 will be advised to the Board at the meeting.

RECOMMENDATION

That the 2007 Waitakere City Council Elections: Early Processing and Ordering of Candidates' Names on Voting Documents report be received.

Report prepared by: Darryl Griffin, Electoral Officer.



11 ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2007/2008

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 2007 to 30 June 2008 and to determine whether the Board agrees with the Council's recommendation or not.

BACKGROUND

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

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

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

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'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 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 Waitakere City Council has established the apportionment of that pool and this has been approved by the Remuneration Authority each year. The Community Boards also considered the Council's decision and made any representations to the Authority. After due consideration, the Remuneration Authority has approved the Council's apportionment of remuneration.

STRATEGIC CONTEXT

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

ISSUES

Consultation

Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination. The Community Boards have also previously discussed the basis for allocating remuneration for Elected Members at Waitakere City and have generally agreed with the Council's decision.

The Remuneration Authority will make the final Determination.

Remuneration Pool and Salaries

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

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

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

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

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

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

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

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

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

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

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

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

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. The Council has determined to review the provision of cell phones as an alternative to the payment of monthly allowances.

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

Meeting Allowance Rates

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

On 14 February 2007, the Council resolved:

- “1. *That the Elected Members Remuneration - Remuneration Authority Determination 2007/2008 report be received.*
2. *That the Council recommends the following salaries for Elected Members to the Remuneration Authority:*
 - *Deputy Mayor – \$77,527,*
 - *Chairs of Standing Committees*

- (City Development, Planning and Regulatory and Finance and Operational Performance Committee) - \$74,003,
 - *Chairs of Other Committees:*
 - *Chair of Hearings, Projects Special and Cultural, Arts and Events Special Committees - \$62,902,*
 - *Chair Emergency Services Committee - 0, Chair Performance Review Committee - 0, Chair Tenders Subcommittee - 0, Chair Long Term Council Community Plan and Annual Plan Special Committee - 0,*
 - *Other Councillors \$50,928,*
 - *Community Board Chairs - \$23,963,*
 - *Community Board Members - \$12,334.*
3. *Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting time for the Chair and \$60 per hour of meeting time for the Members).*
4. *The following reimbursements and expenses be recommended to the Remuneration Authority:*
That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:
- *Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility - \$52 (currently \$46).*
 - *Reimbursement of one cell phone on the basis of the best Call Plan available to Councillors including the Call Minder facility - \$40 (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 Councillors for a Broadband connection suitable for Council business operations - \$39.95 based on the Xtra Plan for 1GB download per month (currently \$69) (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 (except see 14 below).*
9. *That when on approved Council business all actual or related expenses will be met by the Council.*

10. *That the rate for reimbursing an Elected Members for travel, using their own motor vehicle on Council business is the maximum set by the Remuneration Authority - (currently \$0.70 per kilometre) and the Council also pays the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.*

144/2007

That the Chair of Te Taumata Runanga not be paid a salary but instead be paid a pro-rata meeting allowance for attendance at and Chairing the meetings of Te Taumata Runanga of \$21,474 per year divided across the eleven scheduled monthly meetings of Te Taumata Runanga.

145/2007

1. *That the non-elected Te Taumata Runanga representative appointed to the City Development Committee be paid a meeting fee aligned with those fees payable for Resource Consent hearings members (refer to clause 3 of this resolution) (currently \$60 per hour of meeting and workshop time).*
2. *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 \$221.*

146/2007

That Council seeks from the Remuneration Authority the ability to issue Councillors with Council cell phones as an alternative to the current regime of an allowance payment."

147/2007

CONCLUSION

The 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 - Remuneration Authority Determination 2007/2008 report be received.
2. That the Henderson Community Board, in reference to the Remuneration Authority Determination 2007/2008:
 - a) agrees with the Council decision, 14 February 2007, resolution no. 144 to 147/2007; or
 - b) disagrees with the Council decision, 14 February 2007, resolution no. 144 to 147/2007 and will make a submission to the Remuneration Authority in this regard.

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



12 REPRESENTATION REVIEW - OUTCOME

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board of the Determination of the Local Government Commission on Council's Final Proposal on the 2006 Representation Review, as required by the Finance and Operational Performance Committee.

BACKGROUND

The Representation Review was undertaken to determine the method of election of the Council and of its Community Boards, in order to provide for fair and effective representation, pursuant to the Local Electoral Act 2001.

One of the reforms introduced by the Local Electoral Act 2001 was to reduce the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Only 23 out of 86 local authorities in New Zealand conducted Reviews in 2003, with all others therefore required to undertake these in 2006. Because the Council chose not to undertake a review in 2003 it was required to do so in the 2006 year.

The Local Government Commission advised that its workload to deal with any appeals and objections when considering final proposals from territorial authorities and regional councils would be substantial and requested local authorities to submit their final proposals ahead of statutory deadlines if possible. The Council therefore determined that it would commence the process in 2005 and continue on to 2006 seamlessly, in order to make its decision on the Final Proposal well ahead of the statutory time lines, as soon as possible after completing a process of robust consultation with the community.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, and commissioning a consultant to undertake a study identifying Communities of Interest. A number of workshops reviewed the consultants report and updates thereto.

As part of the Review process Council first considered the voting system and Māori representation. On 31 August 2005, the Waitakere City Council resolved to stay with the First-Past-The-Post (FPP) electoral system. Residents were advised in a public notice of this decision and of their right to demand a poll to change the decision. In October 2005 Council resolved not to introduce Maori wards for the 2007 Triennial Elections. No demand from electors for a poll on either issue was received by the deadline and therefore the Waitakere City Council will use the system in this year's elections.

Council's next task was to consider the number of Members and their method of election for both Council and the Community Boards, in the context of the requirement of the Local Electoral Act 2001 to provide for fair and effective representation.

The Local Electoral Act 2001 states that where a council is divided into wards effective representation must be ensured by the wards having an identifiable "community of interest" in order to ensure "effective representation". There is no statutory definition of a "community of interest". However, the Government Commission's publication "Guidelines To Assist Local Authorities In Undertaking Representation Reviews" clarifies that these are based on common characteristics that help define a community, for example, transport services, stream catchments patterns, landscape features, the way land is used, etc.

Fair representation is ensured by the requirement that the ratio of Elected Members to population does not vary by more than 10% from the ratio of Elected Members (other than the Mayor and any Members elected at large) to population of the Council as a whole.

The Council undertook an informal public feedback/information process on three options for a ward structure prior to the formal review of representation arrangements for the City and its Community Boards.

On 15 March 2006 the Council adopted its Initial Proposal making representation arrangements applicable for the 2007 Triennial Elections. This was publicly notified on 24 March 2006.

The Council's Initial Proposal was that the City be divided into three wards, with a Mayor and 14 Councillors. Community Boards would be established with boundaries aligned with those for each of the three wards and each Community Board would comprise of six Elected Members, elected at large within the ward concerned and three Members appointed from the Councillors elected for the respective ward.

The Council received 510 submissions on time and 103 late submissions in response to its Initial Proposal.

After hearing and considering the submissions received, the Council accepted that the rural area had a "community of interest" by itself that was weighted alongside other communities of interest. Consequently, the Council amended its Initial Proposal when framing its Final Proposal.

The Final Proposal was publicly notified on 7 June 2006. As the Initial Proposal had been modified anyone was entitled to object, not just those who had submitted to the Council on the Initial Proposal. Objections closed at 4 pm, 7 July 2006.

The Council's Final Proposal was as follows:

- a) The Council comprise a Mayor and 14 Councillors;
- b) The City be divided into four wards;
 - Henderson (five Councillors);
 - Massey (three Councillors);
 - New Lynn (five Councillors);
 - Waitakere (one Councillor).
- c) That community boards be retained for each of the four wards;
- d) That the Massey, Henderson and New Lynn Community Boards each consist of five Elected Members elected at large within the ward concerned and two appointed Members, and that the Waitakere Community Board consists of six Elected Members elected at large from the ward and 1 appointed Member.

STRATEGIC CONTEXT

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan 2006-2016. 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 Council measures its success in meeting active democracy targets by conducting regular household surveys. Although the public's perception of engagement in the Council's decision-making processes has improved since 2001/2002, (partly due to this Council's extensive community consultation processes), the voter turnout for Council elections remains low. Voter turnout was only 35.68% at the last Triennial Election and only 27.28% at the 2006 Waitakere Ward By-Election. The electoral Representation Review process addressed issues around communities of interest and aimed at structuring a system more conducive to active voter participation.

ISSUES

A total of 220 objections were received in response to Council's final decision. The main concerns of the objectors related to:

- The exclusion of Laingholm and other areas, including part of Titirangi, from the proposed Waitakere Ward (201 objections);
- The need for a minimum of two Councillors to adequately represent the Waitakere Ward, given the size and geography of the ward;
- The location of boundaries for the Massey, Henderson and New Lynn Wards; and
- The number of Community Boards and their membership.

A11-A23

The Local Government Commission held a hearing in the Waitakere City Council Chambers on 19 September 2006 at which the Council and objectors were given the opportunity to speak. On 19 December 2006 the Local Government Commission announced its decision on Waitakere City Council's membership, ward, and Community Board arrangements for the 2007 Triennial Elections, as attached at pages A11 to A23.

After considering objections against the Council's Final Proposal, the Local Government Commission decided that the Council will comprise a Mayor and 14 Councillors elected as follows:

Wards	Population	Councillors	Population per Councillor	Deviation from city average population per Councillor	Percentage deviation from city average population per Councillor
Massey	49,890	4	12,472	-1080.75	-7.97%
Henderson	58,770	4	14,692	+1139.25	+8.4%
New Lynn	58,210	4	14,552	+992.25	+7.37%
Waitakere	24,990	2	12,495	-1057.75	-7.8%
TOTALS	191,900	14	13,552.75	Range: 12,336-15,077	

There will be a Community Board for each ward.

The Commission's decision differs from the Council's Final Proposal in the following ways:

- An extended area around and including Ranui remains in the Massey Ward;
- An additional area of Glendene is to be transferred from the Henderson Ward to the New Lynn Ward;
- The Waitakere Ward will be extended to more closely follow the area identified in the Waitakere Ranges Heritage Area Bill (presently before Parliament), and will include Laingholm and part of Titirangi;

- Henderson, Massey and New Lynn Wards will be represented by four Councillors for each ward;
- The Waitakere Ward will be represented by two Councillors instead of one.

A24 The boundaries for these four wards are indicated on the map attached to this agenda at page A24.

Massey Ward

A25 The Massey Ward, as indicated on the map attached to this agenda at page A25, will be the area generally encompassing Whenuapai, Hobsonville, West Harbour, Herald Island, Massey and Ranui (North of Universal Drive).

Henderson Ward

A26 The Henderson Ward, as indicated on the map attached to this agenda at page A26, will be the area generally comprising Western Heights, McLaren Park, Henderson, Lincoln (South of Universal Drive), Te Atatu South and Te Atatu Peninsula.

New Lynn Ward

A27 The New Lynn Ward, as indicated on the map attached to this agenda at page A27, will be the area generally comprising Green Bay, Titirangi (North of the Titirangi Road and Godley Road intersection), Kelston, Glen Eden, New Lynn and Glendene (up to and including most of Tirimoana Road).

Waitakere Ward

A28 The Waitakere Ward, as indicated on the map attached to this agenda at page A28, will be the area generally comprising Bethells/Te Henga, Waitakere Village, Swanson, Piha, Karekare, Oratia, Laingholm, Titirangi (South of the Titirangi Road and Godley Road intersection), Whatipu, and Huia.

The four Community Boards will cover the same areas as the Council wards.

The membership of the Community Board for each community shall comprise of five Elected Members plus two Members of the Council representing the ward concerned and appointed to the Community Board by Council.

OTHER ISSUES

1. Election Costs

One of the outcomes of the Commission's Determination has been to increase the number of voting paper combinations from 15 to 18 due to the inclusion of parts of more Licensing Trust wards in all Council wards apart from Massey Ward, which is unchanged in this respect. One of the new combinations in Henderson Ward covers only 130 electors. One of the existing combinations in Massey Ward covers only 40 electors. Each combination attracts additional set up costs of \$321 making a total additional cost of \$963.

2. Communities of Interest

Council's community of interest consultant has reviewed the outcome in the light of the previous exercise of identifying communities of interest. The final representation system (four wards) is generally in-line with the earlier "four ward model" developed through the communities of interest work, and as published as Option Two in the Council's informal consultation process in February 2006.

As proposed in the original “four ward model”, the non-urban Waitakere Ward generally covers that area zoned under the District Plan as Bush Living, Waitakere Ranges and Foothills, (plus Swanson). It generally covers the area involved in the Waitakere Ranges Heritage Area Bill.

The inclusion of the Titirangi area into the Waitakere Ward will need to be communicated to residents of that area.

The issues arising in the new Waitakere Ward are likely to be somewhat different from the current situation, given that at least half of the residents in the new ward live in the Titirangi area, which was previously part of the New Lynn Ward.

The main differences between the final “four ward model” and the communities of interest work lies with the boundaries between the three urban wards. The urban ward boundaries appear to reflect a desire to ensure equal representation (four Members per ward), rather than any particular communities of interest.

Of particular note are the following issues:

- While the boundary between the Henderson and New Lynn Wards was always hard to determine due to the lack of any distinctive natural boundaries in this area, pulling the boundary further north than proposed in Council’s Final Proposal as has occurred in the decision was not advocated for in any responses to the informal options proposed by the Council, or in submissions on the formal proposal, as far as the consultant and the Electoral Officer are aware. With the boundary being so far north, it is likely that some residents in the northern Glendene area will be confused as to which ward they are in, given that Henderson town centre is closer than New Lynn, especially for residents in the Manhattan Heights, Kirby Street area;
- The Glendene town centre appears to be split between the New Lynn and Henderson Wards, which may complicate some local management issues which often involve Community Board input (e.g. parking management, road signage, and any future town centre upgrade);
- The boundary between the Massey and Henderson Wards is somewhat different to that proposed in the informal and formal consultation processes. While Ranui as a whole is within the Massey Ward (as was proposed in the “three ward option”), the Sturges area is now split between Massey and Henderson. The Commission’s Determination appears to include the northern side of the Sturges area (the Babich area, off the southern side of Metcalfe Road), as well as the area around the Paremuka Pond (Hillwell Drive) in the Massey Ward, while the rest of the Sturges area is in the Henderson Ward. Residents in the Sturges area who are in the Massey Ward are more likely to associate themselves with the rest of the Sturges areas and Western Heights and Henderson, rather than Ranui and Massey.

3. Possibility of Judicial Review

Section 19S(3) of the Local Electoral Act 2001 states that subject to Schedule 5 of the Local Government Act 2002 the determination of the Commission made under s19R(1)(b) is final.

Schedule 5 of the Local Government Act 2002 provides that proceedings before the Commission are not invalid for want of form and no appeal lies from any decision of the Commission, though nothing prohibits or restricts the High Court from exercising a supervisory jurisdiction over the Commission on questions of law.

The decision of the Commission is challengeable only for some procedural defect or illegality in their decision making. At present, the Electoral Officer is not aware of any such defect in the decision. Section 19R as read with Section 19Q of the Local Electoral Act 2001 requires the Commission to consider all the information supplied to it by Council in reaching its decision, but otherwise the Commission is not restrained as to the decision it may reach. The extent of the Commission's discretion in making determinations is illustrated by the previous Commission's decision to introduce a combination of election at large and election by ward for Tauranga City Council, despite a referendum having clearly indicated a preference for elections at large

It is estimated that any challenge would cost approximately \$25,000. Any party challenging the decision would have no certainty of success.

In essence, although there is no way of knowing whether anyone will make a challenge, there is no readily identifiable defect in the determination, so all Council can do is act on the determination as given. If the determination is challenged, that is the Local Government Commission's issue and Council would only be affected if the challenge is successful and the determination overturned. It is worth mentioning that the longer anyone delays before mounting a challenge, the less favourably the Court is likely to regard it. In fact, a successful challenge would have the effect of significantly impeding the election process; one can easily imagine the Court refusing to overturn the determination unless any defect in decision making by the Commission was of a very significant character.

Reporting to the Community Boards

At its meeting of 12 February 2007, the Finance and Operational Performance Committee by minute number 113/2007 received the report of the Electoral Officer, advising of the outcome of the Representation Review. The Finance and Operational Performance Committee also resolved, by the same minute number, that this report be forwarded to the New Lynn, Waitakere, Massey and Henderson Community Boards for their information. This report therefore includes all the information contained in the Electoral Officer's Report to the Finance and Operational Performance Committee on 12 February 2007.

RESOURCES

No additional resources will be required for the Representation Review. However, additional costs of \$963 will be incurred in running the 2007 Triennial Election due to the increased number of voting paper combinations.

CONCLUSION

This report is brought to the Henderson Community Board, for its information as resolved by the Finance and Operational Performance Committee, which has been delegated authority for electoral matters by Council.

RECOMMENDATION

That the Representation Review - Outcome report be received.

Report prepared by: Darryl Griffin, Electoral Officer and Charlie Inggs, Deputy Electoral Officer.



13 NEW ZEALAND COMMUNITY BOARDS' CONFERENCE

PURPOSE OF THE REPORT

The purpose of this report is to obtain nominations of Members of the Henderson Community Board to attend the 2007 Community Board's Conference (the Conference), to be held at the Telstra Clear Events Centre in Manukau City from 7 to 9 June 2007 and to provide an opportunity for the Henderson Community Board to submit an entry for the 2007 Community Board Awards.

BACKGROUND

The New Zealand Community Boards' Executive Committee is recognised by Local Government New Zealand as an advisory committee on Community Board matters.

All local authorities are members of Local Government New Zealand and it is Local Government New Zealand's role to represent the national interests of the sector. Community Boards are acknowledged by Local Government New Zealand as an integral part of the sector.

The first Conference was held in Christchurch in March 1997 and these have been held every two years since then. In addition, a Community Board's Forum was held in Lower Hutt in July 2005.

To encourage Community Boards to excel, a variety of Community Board Awards are made at each biennial Conference.

STRATEGIC CONTEXT

Ensuring Elected Members know and understand their role and the parameters in which they can most effectively govern the City, contributes to all the Community Outcomes identified by the Council in its Long Term Council Community Plan and supports in particular, the Active Democracy platform. The provision of training, including that available at the Community Board's Conferences assists that contribution.

ISSUES

The Conference will be held at the TelstraClear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme - "Leading to Safer Communities". Early Bird Registration has been set at \$500 plus GST. Initially, the cut off date for early bird registrations was set at 1 March 2007. This has now been extended up to 31 March 2007.

Expressions of interest were sought from Community Board Members who wish to attend in December 2006. The Henderson Community Board was reminded of this through the Committee Secretary's report to its February 2007 meeting and asked to advise of any changes to the indications they gave in December 2006 as to their interest in attending. Accordingly, EAG Grimmer, HM Jones, SJ McDonald and LJF Nobilo all indicated their interest in attending.

All Community Board Members have been notified of the criteria for entry into the 2007 Community Board awards, which will be awarded at the Conference.

A29-A34

A copy of the registration form and program are attached to the Agenda report at pages A29 to A34. Full conference information is available on the Local Government New Zealand website and a registration brochure will be available in early March 2007.

RESOURCES

Despite the holding of the Community Boards Forum in Lower Hutt, and Council making a commitment of \$5,000 towards the cost of the Conference as co-hosts, sufficient funding can be identified from the Elected Members component of the Annual Plan 2006/2007 to meet the registration fees of all Members wishing to attend. However, the funding available is insufficient to meet any overnight accommodation costs (which, in terms of normal Council practices would not normally be provided for an Auckland based conference). Arrangements will be made to assist Members with shared fleet transport to travel to the Conference on a daily basis and any use of Members private transport for this purpose will be reimbursed. Members are entitled to make their own personal arrangements for overnight accommodation, but these can not be refunded.

CONCLUSION

The Henderson Community Board is requested to nominate its Members who will be attending the Conference, to be held at the Telstra Clear Events Centre, Manukau City from 7 to 9 June 2007. The Henderson Community Board is also asked to indicate its intention as to whether it wishes to submit an entry for the 2007 Community Board Awards.

RECOMMENDATIONS

1. That the New Zealand Community Boards' Conference report be received.
2. That EAG Grimmer, HM Jones, SJ McDonald and LJJ Nobilo be nominated to attend the New Zealand Community Boards' Conference to be held at the Telstra Clear Events Centre, Manukau City from 7 to 9 June 2007.
3. That the Henderson Community Board **either**:
 - a) Indicates its intention to submit an entry in the 2007 Community Board Awards, and authorise the Chairman to approve the final format of the entry; **or**
 - b) Indicates that it does not wish to submit an entry for the 2007 Community Board Awards.

Report prepared by: Charlie Inggs, Democracy and Governance Team Manager.



14 HENDERSON VALLEY ROAD, HENDERSON - PEDESTRIAN CROSSING

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to remove the pedestrian crossing on Henderson Valley Road, to the north of Albert Pryor Avenue, and install a new traffic island to the south of the existing crossing

BACKGROUND

The recently installed traffic signals at the Henderson Valley Road/Smythe Road intersection have made redundant the pedestrian crossing to the north of Albert Pryor Avenue. Few pedestrians cross there, and there is also some history of north bound rear-end collisions associated with it.

STRATEGIC CONTEXT

The 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.

Provision of appropriate pedestrian facilities is an essential part of providing access and safety for pedestrians.

ISSUES

Description

Henderson Valley Road is a regional arterial road and carries approximately 20,000 vehicles per day. It has a carriageway width of 13 metres, and runs between Great North Road and Mountain Road.

Accident Statistics

A search of the Land Transport New Zealand database shows that there have been two reported rear-end type accidents that involved northbound traffic stopping for the pedestrian crossing. Adjacent residents have also commented on numerous rear-end accidents at the pedestrian crossing.

Proposed Works

It is proposed to remove the pedestrian crossing to the north of Albert Pryor Avenue. However it is likely that some pedestrians will still cross the road in the vicinity of the Henderson Kindergarten, as a shortcut to a park walkway running adjacent to the existing pedestrian crossing. The head teacher at the kindergarten has mentioned instances where drivers have used the flush median to overtake queued vehicles. Therefore, a traffic island on the flush median is proposed to be installed which will offer some protection for pedestrians standing in the middle of the road.

A35 The location of the proposed changes is indicated on page A35.

Affected residents were consulted in January 2007, and no adverse responses were received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost approximately \$10,000 and can be funded from the Annual Plan 2006/2007 Minor Safety Works budget.

CONCLUSION

The removal of the pedestrian crossing on Henderson Valley Road will address the rear-end crash pattern associated with it. Inconvenience to pedestrians will be insignificant, and a new traffic island on the flush median will give some protection to pedestrians wishing to cross the road in the vicinity.

RECOMMENDATIONS

1. That the Henderson Valley Road, Henderson - Pedestrian Crossing report be received.
2. That the installation of a new **TRAFFIC ISLAND** in **HENDERSON VALLEY ROAD** outside number 7 Henderson Valley Road, be approved.
3. That in relation to **HENDERSON VALLEY ROAD, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) the existing **PEDESTRIAN CROSSING** located in **HENDERSON VALLEY ROAD**, 98 metres north of the intersection with **ALBERT PRYOR AVENUE** be disestablished.
4. 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 pedestrian crossing.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



15 FARQUHAR ROAD, GLENDENE - NEW TRAFFIC ISLANDS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install two new traffic islands on Farquhar Road to the east of Glendene Avenue.

BACKGROUND

Residents on Farquhar Road have requested safety measures to address northbound vehicles losing control to the east of Glendene Avenue.

STRATEGIC CONTEXT

The 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.

Provision of traffic islands improves road user safety by slowing vehicles to ensure efficient, safe movement on roads of vehicles on roads.

ISSUES

Description

Farquhar Road is a local road with a long straight alignment for the most part, and the end of the road to the east of Glendene Avenue can be deceptive for northbound vehicles.

Accident Statistics

A search of the Land Transport New Zealand database shows that in the past five years there has been one reported incident involving a northbound vehicle losing control to the east of Glendene Avenue.

Proposed Works

Farquhar Road is a dead-end cul-de-sac, where the only perceived issue (there are very few reported crashes to police) is drivers not interpreting that it is a dead-end street and driving straight through. The side islands are expected to address this, and will offer no significant impediment to drivers. A speed hump is another option but was not pursued, as generally a proportion of the public often do not like to see them installed.

In addition a new Stop Control is proposed to be installed at the Glendene Avenue intersection with Farquhar Road. Several residents indicated that drivers do not stop for them when travelling eastbound up Farquhar Road, and sightlines are restricted enough to justify this type of control.

A36

The location of the proposed changes is indicated on page A36.

Affected residents were consulted in February 2007, and no adverse responses were received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost around \$15,000 (excluding GST) and can be funded from the Annual Plan 2006/2007 Minor Safety Works budget.

CONCLUSION

The installation of traffic islands is expected to address the issue of lost-control vehicles on Farquhar Avenue.

RECOMMENDATIONS

1. That the Farquhar Road, Glendene - New Traffic Islands report be received.
2. That the installation of a new **TRAFFIC ISLAND** in **FARQUHAR ROAD, GLENDENE** east of the intersection with **GLENDENE AVENUE** outside number 46 Farquhar Road, be approved.

3. That the installation of a new **TRAFFIC ISLAND** in **FARQUHAR ROAD, GLENDENE** east of the intersection with **GLENDENE AVENUE** adjacent to the property boundary between number 49 and 51 Farquhar Road be approved.
4. That in relation to **FARQUHAR ROAD, GLENDENE**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) a new **STOP** control be put in place on **GLENDENE AVENUE** at the point where it intersects with **FARQUHAR ROAD**.
5. 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 parking limited and restriction and intersection controls.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



16 **EDMONTON ROAD, HENDERSON - FLUSH MEDIAN SCHEME**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install flush median markings on Edmonton Road between Matuhi Rise and School Road, remove on-street parking in Edmonton Road and install a pedestrian refuge island outside number 92 Edmonton Road.

BACKGROUND

Edmonton Road was part of the 2005/2006 Crash Reduction Study undertaken by the Council. Edmonton Road has a crash history involving rear-end and turning vehicles.

STRATEGIC CONTEXT

The 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.

A pedestrian refuge island provides a safe place for pedestrians to cross the road. No Stopping At All Times controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

Some 30% of Waitakere urban traffic crashes occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end crashes, and generally calm the traffic flow.

ISSUES

Description

Edmonton Road is a regional arterial route that carries approximately 30,000 vehicles per day. It has a carriageway width of 10 to 11 metres, and has a curvilinear alignment that follows undulating terrain.

Accident Statistics

A search of the Land Transport New Zealand database shows that some 51% of reported accidents on Edmonton Road in the past five years involved rear-end/obstruction type accidents. These accidents in particular are expected to be addressed by the installation of a flush median.

Proposed Works

It is proposed to install flush median markings on Edmonton Road between Matuhi Rise and School Road, as well as remove on-street parking from both sides of Edmonton Road. A pedestrian refuge island is proposed outside No. 92 Edmonton Road to assist pedestrians crossing the road in the vicinity. Locations for additional refuge islands were difficult to find due to the large number of driveways. It is possible an island could be provided in the future to the east of Matuhi Rise, and once development is completed at the Tui Glen site this will be better determined.

A37-A39

The location of the proposed changes is indicated at page A37 to A39.

A new Stop control restriction is also going to be provided at the intersection of Alma Street and Edmonton Road

Residents were consulted in January 2007, and apart from one response regarding loss of parking there was no adverse reaction to the scheme.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost \$33,000 and can be funded from the Annual Plan 2006/2007 Minor Safety budget.

CONCLUSION

There have been a number of accidents on Edmonton Road that will be addressed by the installation of a flush median. A new pedestrian refuge island will also assist pedestrians to cross the road in the vicinity of No. 92 Edmonton Road.

RECOMMENDATIONS

1. That the Edmonton Road, Henderson - Flush Median Scheme report be received.
2. That the installation of a new pedestrian refuge island in **EDMONTON ROAD** outside number 92 Edmonton Road be approved.

A37-A39

3. That the installation of a flush median in **EDMONTON ROAD** delineated on the plan attached at pages A37 to A39 to the Agenda be approved (plan number 15416 sheets 1-3).
4. That in relation to **EDMONTON ROAD, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **EDMONTON ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** intersection priority control be put in place on **ALMA STREET** where it intersects with **EDMONTON ROAD**.
 - (ii) that **NO STOPPING AT ALL TIMES** parking controls be installed the length of **EDMONTON ROAD** except for the following areas where bus stops and unrestricted parking areas are located.
 - 1) that on the south kerb line of **EDMONTON ROAD** starting from a point 78 metres west of the point where the kerb line meets the west kerb line of **TE ATATU ROAD** and extending to a point a further 27 metres west a new **BUS STOP** control be put in place.
 - 2) that on the south-eastern kerb line of **EDMONTON ROAD** starting from a point 13 metres west of the point where the kerb line meets the south-western kerb line of **ANNETTE AVENUE** and extending to the point a further 14 metres south a **BUS STOP** control be put in place.
 - 3) that on the south-eastern kerb line of **EDMONTON ROAD** starting from a point 183 metres west of the point where the kerb line meets the south-western kerb line of **ANNETTE AVENUE** and extending to the point a further 36 metres west a **BUS STOP** control be put in place.
 - 4) that on the east kerb line of **EDMONTON ROAD** starting from a point 70 metres south of the point where the kerb line meets the south kerb line of **ALMA STREET** and extending to the point a further 18 metres south a **BUS STOP** control be put in place.
 - 5) that on the east kerb line of **EDMONTON ROAD** starting from a point 302 metres south of the point where the kerb line meets the south kerb line of **ALMA STREET** and extending to the point a further 34 metres south a **BUS STOP** control be put in place.
 - 6) that on the east kerb line of **EDMONTON ROAD** starting from a point 601 metres south of the point where the kerb line meets the south kerb line of **ALMA STREET** and extending to the point a further 14 metres south a **BUS STOP** control be put in place.

- 7) that on the east kerb line of **EDMONTON ROAD** starting from a point 281 metres south of the point where the kerb line meets the south kerb line of **MATUHI PLACE** and extending to the point a further 24 metres south a **BUS STOP** control be put in place.
 - 8) that on the north-west kerb line of **EDMONTON ROAD** starting from a point 148 metres north-east of the point where the kerb line meets the north-east kerb line of **SEL PEACOCK DRIVE** and extending to the point a further 15 metres north-east a **BUS STOP** control be put in place.
 - 9) that on the west kerb line of **EDMONTON ROAD** starting from a point 7 metres north of the point where the kerb line meets the north kerb line of **CLAUDE BROOKS** and extending to the point a further 11 metres north a **BUS STOP** control be put in place.
 - 10) that on the west kerb line of **EDMONTON ROAD** starting from a point 413 metres north of the point where the kerb line meets the north kerb line of **CLAUDE BROOKS** and extending to the point a further 17 metres north a **BUS STOP** control be put in place.
 - 11) that on the west kerb line of **EDMONTON ROAD** starting from a point 122 metres north of the point where the kerb line meets the north kerb line of **CENTRAL PARK DRIVE** and extending to the point a further 42 metres north a **BUS STOP** control be put in place.
 - 12) that on the west kerb line of **EDMONTON ROAD** starting from a point 110 metres north of the point where the kerb line meets the north kerb line of **VODANOVICH ROAD** and extending to the point a further 32 metres north a **BUS STOP** control be put in place.
 - 13) that on the west kerb line of **EDMONTON ROAD** starting from a point 419 metres north of the point where the kerb line meets the north kerb line of **VODANOVICH ROAD** and extending to the point a further 30 metres north a **BUS STOP** control be put in place.
 - 14) that on the north kerb line of **EDMONTON ROAD** starting from a point 16 metres west of the point where the kerb line meets the north kerb line of **FLANSHAWE ROAD** and extending in a westerly direction to a point a further 35 metres west along the northern kerb line of **EDMONTON ROAD**.
 - 14) that on the south kerb line of **EDMONTON ROAD** starting from a point 130 metres from a point where the kerb line meets the south kerb line of **TE ATATU ROAD** and extending a further 23 metres west along the kerb line of **EDMONTON ROAD**.
5. 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 parking limitations and restrictions and intersection priority control.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



17 **STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - CONSTRUCTION METHODOLOGY**

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with information of the construction methodology for the re-build of a new road-over-rail bridge at Sturges Road. This bridge falls in the geographic are of the Henderson Ward, but is also used by residents of the Massey Ward.

BACKGROUND

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

At the City Development Committee meeting of 3 August 2006, the Committee resolved:

- “1. That the Sturges Road Rail Overbridge Replacement - Analysis of Options report be received.
2. That the recommended Option 3 - “3 Lanes and Cycle Lanes each direction”, being the preferred option for the replacement of the Sturges Road Rail Overbridge be approved.
3. That a report be submitted to the Finance and Operational Performance Committee on any funding issues with the preferred option for the replacement of the Sturges Road Rail Overbridge.”

1475/2006

The design scope includes a replacement bridge as well as the design of new cycle lanes, an additional vehicle lane and a revised road intersection with Swanson Road. It is intended to commence with bridge removal and re construction later in this calendar year.

STRATEGIC CONTEXT

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

ISSUES

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

ANALYSIS OF OPTIONS

A40-A42

Consideration has been given to a number of options. The schematic options are shown attached at pages A40 to A42. These have been short listed to two possible options as follows:

Preferred Option: Upright Concrete U Beams

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

Bridge closure durations - four weekends with no crossings at all plus five weeks when only single lane crossing is possible.

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

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

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

The advantages and disadvantages of the preferred option are:

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

Alternative Option: Concrete Box Beams

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

Bridge closure durations - 10 consecutive weeks full bridge closure plus two weeks of single lane crossing.

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

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

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

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

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

COMMUNICATIONS PLAN

A43-A46

Public Affairs have drafted a communications plan that is attached at pages A43 to A46. This plan provides for a substantial amount of public notification and communication before and during the construction phase. In addition individual letters will be sent to residents directly affected by the works, explaining the temporary traffic management options and project durations.

RESOURCES

Funding for this project has been provided in the Long Term Council Community Plan 2006-2016.

CONCLUSION

The replacement of bridge 58 is likely to introduce traffic congestion and concern of isolation among local residents, unable to easily cross the rail lines. The construction of a replacement bridge according to the preferred bridge option results in the least disruption to existing road use as well as provides for continuous walking and cycling access over the rail line during the construction phase. The preferred option will result in an additional cost of about \$175,000 for temporary traffic management.

RECOMMENDATIONS

1. That the Sturges Road Rail Overbridge Replacement - Construction Methodology report be received.
2. That the Henderson Community Board recommend to the City Development Committee its preferred option for the Sturges Road rail over bridge temporary bridge replacement construction methodology.

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



18 GLORIA AVENUE AND GRAHAM AVENUE, TE ATATU PENINSULA - NEW GIVE WAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way control in Graham Avenue and Gloria Avenue, Te Atatu Peninsula.

BACKGROUND

A resident of Graham Avenue has contacted the Council with concerns regarding vehicles that cut the corner when turning from Gloria Avenue into Graham Avenue and crossing onto the wrong side of Graham Avenue. The resident has requested that the Council consider a new Give Way control to help alleviate this problem.

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.

Give Way controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

At uncontrolled intersections turning priorities are determined by the right hand rule. Drivers turning right from the road forming the branch of a T junction are required to give way to vehicles on their right turning right from the stem of the T junction onto the road forming the branch. When a Give Way control is placed on the road forming the stem of the T this turning priority is reversed. Drivers at the Give Way control must give way to traffic on all other approaches.

There are no recorded accidents in the Land Transport New Zealand accident database reported by the Police at the intersection in the last five years.

The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.

A47

The locations of the proposed changes are indicated on page A47.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed marking changes can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The proposed installation of a Give Way control in Graham Avenue and Gloria Avenue, Te Atatu Peninsula is recommended to ensure that vehicles exiting Graham Avenue into Gloria Avenue will do so safely and in the knowledge that vehicles turning into Graham Avenue from Gloria Avenue will not cross onto the wrong side of the road.

RECOMMENDATIONS

1. That the Gloria Avenue and Graham Avenue, Te Atatu Peninsula - New Give Way Control report be received.
2. That in relation to **GRAHAM AVENUE, TE ATATU PENINSULA:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **GRAHAM AVENUE** where it intersects with **GLORIA AVENUE**.
3. That the appropriate signage and or road markings, in accordance with the provisions of the 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 intersection priority controls.

Report prepared by: Jane Harris, Transport Asset Technician.



19 **RATANUI STREET, HENDERSON - NEW P5 LOADING ZONE PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new P5 Loading Zone parking restriction opposite the Bank of New Zealand (BNZ) on Ratanui Street, Henderson.

BACKGROUND

A request has been received by the Council to install a new P5 Loading Zone parking restriction on Ratanui Street on the west side of the street, opposite the BNZ. Recently a coffee kiosk has opened on Ratanui Street as part of the Council's initiatives to create a more inviting pedestrian environment in the Henderson Central Business District. The kiosk proprietor has requested that some short term parking and loading space be provided at a nearby location.

STRATEGIC CONTEXT

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.

ISSUES

Currently there is a P30 parking restriction providing four on street parking spaces for short term parking. However, there is very limited provision in Ratanui Street for vehicles wanting to deliver or pick up goods. With the recent opening of the coffee kiosk there is a need for such a facility.

The introduction of a new P5 Loading Zone parking restriction will eliminate the temptation of vehicles parking in the back of the adjacent bus stop or on broken yellow lines.

The only adjacent property occupier is the Goldmine located on the corner of Great North Road and Ratanui Street. The shop owner has no objection to the proposal and was supportive of having additional short stay parking nearby.

There is only one other loading zone located in Ratanui Street. The proposed new P5 Loading Zone parking restriction will provide much needed additional short stay parking for deliveries to Unitec, the Waitakere Central Library, the District Court, and neighbouring businesses; allow for short stay drop off and pick up for the bus stops on Ratanui Street, and also for customers of the coffee kiosk.

When the location was surveyed, alternative unused P30 parking spaces were available for longer stay visitors in the immediate vicinity of the proposed loading zone.

A48 The location of the proposed new P5 Loading Zone parking restriction is shown on the aerial photograph attached at page A48.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new P5 Loading Zone parking restriction can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new P5 Loading Zone parking restriction is recommended to ensure that traffic runs smoothly and safely at all times along Ratanui Street, while making provisions for deliveries of goods and for the convenience of the businesses in the area.

RECOMMENDATIONS

1. That the Ratanui Street, Henderson - New P5 Loading Zone Parking Restriction report be received.
2. That in relation to **RATANUI STREET, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **RATANUI STREET** starting from a point 30 metres north of the north western kerb of Great North Road and extending in a northerly direction for a distance of 13 metres, a **P5 LOADING ZONE, MON TO FRI** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



20 GREAT NORTH ROAD, GLENDENE - PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to extend the existing three P60 parking spaces outside Celluci Hairdressers, Glendene, to a P120 parking restriction.

BACKGROUND

A request has been received to extend the existing P60 parking restriction on the western kerb of Great North Road, Glendene outside Celluci Hairdressers to a P120 parking restriction.

STRATEGIC CONTEXT

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.

ISSUES

Currently there are three P60 parking spaces on Great North Road, Glendene, outside Celluci Hairdressers. The existing P60 parking restriction does not meet the needs for some of the hairdresser's clientele. Customers to the hairdressers would need to park quite a distance away to find longer term parking as all the other restrictions close by are P60 minute parking. Four other businesses also front on to these parking spaces.

A consultation letter was delivered to all the affected businesses and to date no responses have been received.

A49 The locations of the proposed new parking restriction are shown on the aerial photograph attached at page A49.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed parking restrictions can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposal to extend the existing P60 parking restriction to a P120 parking restriction is recommended to ensure that parking in this vicinity accommodates the business's that require their customers to have a longer duration of stay than the current P60 time restriction. Those customers not needing the extra parking time may either use the newly created P120 area for less time or park a short distance away where the restricted time will remain as P60.

RECOMMENDATIONS

1. That the Great North Road, Glendene - Parking Restriction report be received.
2. That in relation to **GREAT NORTH ROAD, GLENDENE:**
 - (a) That all existing parking restrictions or limitations currently applicable to **GREAT NORTH ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of 240 **GREAT NORTH ROAD, GLENDENE**, the three P60 parking spaces outside Celluci Hairdressers be changed to a **P120 PARKING RESTRICTION, MON TO SAT** be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



21 SEL PEACOCK DRIVE, HENDERSON - NEW BUS STOP

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval of a new bus stop at 4 Sel Peacock Drive, Henderson and to inform the Board about a planned investigation of an additional bus stop on Sel Peacock Drive.

BACKGROUND

The re-routing of buses in Henderson has taken place in two places with the first stage effective from Tuesday, 30 January 2007. This involved the re-routing of buses coming from Lincoln Road towards the Henderson Central Business District via Sel Peacock Drive, Alderman Drive and Ratanui Street. The second stage of the bus re-routing took place on Sunday, 25 February 2007 in conjunction with the opening of the Waitakere Central Bus Interchange on Rainside Avenue.

The re-routing of buses via Sel Peacock Drive was the subject of extensive internal and external consultation including a workshop held at Council on Monday, 24 July 2006, attended by the Chairman of the Board. The re-routing and consequent implementation of new bus stops in the lower section of Sel Peacock Drive was approved by the Board at its meeting on 7 December 2006, Minute no. 2339/2006 refers.

As a result of the first stage of re-routing buses in Henderson, buses no longer serve the bus stops on Lincoln Road between Swanson Road and Sel Peacock Drive. The Auckland Regional Transport Authority (ARTA) and bus operators, Stagecoach and Ritchies, have requested that there be an additional bus stop pair at the Lincoln Road end of Sel Peacock Drive to provide an alternative stop for the two deleted stops on Lincoln Road.

STRATEGIC CONTEXT

The 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

North side bus stop on Sel Peacock Drive

Council officers have visited the area and identified a location as an appropriate place for a bus stop on the northern side of Sel Peacock Drive outside numbers 4 and 6, west of Buscombe Avenue. This includes a small area of additional No Stopping lines on the road to give room for buses to safely pull in and out of the stop.

The area currently has a no parking restriction and appears to be used for all day parking for staff of nearby businesses, including the Waitakere Police. Unused alternative parking spaces are available in the vicinity.

Consultation was not necessary as the adjacent property is a vacant piece of land.

A50

The location of the proposed change is indicated on page A50.

South Side Bus Stop On Sel Peacock Drive

On the south side of Sel Peacock Drive, Council officers proposed a site outside the Waitakere Police Headquarters. However, the Police expressed reservations about the location as it would block sight lines for the exit used by Police vehicles responding to emergency calls.

In view of these reservations, the Council is no longer exploring this option. The only other viable option is for a bus stop on the southern side of Sel Peacock Drive immediately west of the intersection with Buscombe Avenue. The carriageway is not wide enough to accommodate a kerbside bus stop at this point and a fully indented bus stop would be required. A wide grass berm is available in this area. Officers are investigating whether a fully indented bus stop is feasible at this location.

If a decision is made to consider providing this bus stop, this will be reported to a future meeting of the Community Board.

DECISION MAKING

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new bus stop can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The proposal for the new bus stop in Sel Peacock Drive is recommended to allow continuity of public transport services and to maintain the Council and regional standard of an average of 400 metre spacing between bus stops.

RECOMMENDATIONS

1. That the Sel Peacock Drive, Henderson - New Bus Stop report be received.

2. That in relation to **SEL PEACOCK DRIVE, HENDERSON**:
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) on the northern kerb line of **SEL PEACOCK DRIVE** starting from a point 49 metres west from the north western kerb line of Buscombe Avenue and extending west along the kerb line to a point 17 metres further west the **NO STOPPING AT ALL TIMES** control be put in place.
- (ii) on the northern kerb line of **SEL PEACOCK DRIVE** starting from a point 66 metres west from the north western kerb line of Buscombe Avenue and extending west along the kerb line to a point 21 metres further west the **BUS STOP** control be put in place.
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 parking limitation and restriction, including the bus stop control.

Report prepared by: Jane Harris, Transport Technician.



22 **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
Waitakere Citizen Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Leo Nobilo
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo

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)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

